



Strathclyde Regional Transport Strategy

Appraisal Report

On behalf of **Strathclyde Partnership for Transport**



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1 Introduction

1.1 Background

- 1.1.1 Strathclyde Partnership for Transport (SPT) has a statutory duty under the Transport (Scotland) Act 2005 to produce a Regional Transport Strategy (RTS). The current RTS, A Catalyst for Change: The Regional Transport Strategy for the west of Scotland 2008 – 2021, was approved by the Scottish Government’s Minister for Transport, Infrastructure and Climate Change in 2008. A new RTS is being prepared to set out ways to improve transport networks and services and to influence travel behaviour in the west of Scotland.
- 1.1.2 The core purpose of the RTS remains unchanged since 2008 in terms of SPT’s statutory role, functions and duties and aligning the RTS with the achievement of national and local outcomes. However, there have been significant changes in policy focus since the first RTS was approved. This includes the climate emergency and a stronger focus for transport on tackling inequality. Central to this new policy landscape is the new National Transport Strategy (NTS) which sets out ambitious and long-term national transport priorities that the RTS will help deliver in the west of Scotland. It is proposed that the new RTS will have a 20-year horizon to ensure good alignment with the new NTS.
- 1.1.3 This Preliminary Options Appraisal report has been prepared to underpin the development of the new Regional Transport Strategy (RTS) for the Strathclyde area of Scotland. It has been developed in accordance with the Scottish Transport Appraisal Guidance (STAG) and follows on from SPT’s RTS Case for Change, which was approved by the SPT Board in September 2021. The Case for Change identified the policy and spatial context for the new RTS, a new vision, priorities, targets and objectives to be achieved, the transport problems (the ‘key issues’) to be addressed in the new RTS and a long list of options to help tackle these problems and meet the strategy objectives and targets.
- 1.1.4 The development of the Case for Change was informed by an extensive review of policy documentation, data analysis in addition to stakeholder and public consultation. Utilising this evidence-based approach, the Case for Change set out the latest understanding of the problems and issues in the Strathclyde region (the ‘Key Issues’) and also reflected travel behaviour changes which have arisen since the onset of the COVID-19 pandemic. The approach was in line with STAG and considered each problem from a user’s perspective then explored its root cause and associated societal consequences.
- 1.1.5 The development and initial analysis of the problems was used as a basis to develop a series of Transport Planning Objectives (TPO), each of which was linked to an identified problem. Subsequently, potential options were set out alongside each problem in the initial option generation process. To add, the TPOs then acted as components in the development of five Strategy Objectives which were set out in the Case for Change and will ultimately frame the RTS itself.
- 1.1.6 The long-list of options from the Case for Change have now been taken forward to STAG Preliminary Options Appraisal where each has been appraised against the STAG criteria and Strategy Objectives and RTS targets. The findings from this appraisal are set out in this report and have then been used to identify which options should form part of the new RTS.
- 1.1.7 In addition, a set of regional ‘corridors’ have been established based on an analysis of regional travel patterns, corridors will be used for further analysis and appraisal of individual schemes as they emerge from the RTS Delivery Plan.
- 1.1.8 The preparation of the new Strathclyde RTS including the development of this Preliminary Options Appraisal Report is also being informed by Strategic Environmental Assessment (SEA) and Equalities Impact Assessment (EqIA) processes, each of which has already

identified (at Scoping stage) relevant baseline conditions and key environmental and equalities issues which need to be addressed in the new RTS.

1.1.9 This report consists of the following chapters:

- **Chapter 2 – Option Generation:** This chapter revisits the initial option generation which was set out within the Case for Change. This provides the starting point for the preliminary option appraisal undertaken in Chapter 4.
- **Chapter 3 – Methodology and Approach:** The preliminary options appraisal method is detailed which includes the STAG and Implementability criteria. The appraisal considers whether options are policy or action based, the spatial context of each and potential sources of funding. Impacts on scenarios have been qualitatively assessed, with scenarios consistent with those defined by Transport Scotland's recent Strategic Transport Projects Review(2).
- **Chapter 4 – Options Appraisal:** The 121 options which were generated within the Case for Change are set out within the following categories;
 - Decarbonisation road transport vehicles
 - Decarbonisation other modes
 - Freight and Logistics
 - Demand Management pricing and supply
 - Demand Management behaviour change;
 - Integration with Planning Policy and land use measures
 - LEZ and AQMA
 - Affordability of public transport
 - Accessibility of public transport
 - Availability of public transport
 - Attractiveness of public transport
 - Public Transport Ticketing and Information, including MaaS
 - Bus governance-models
 - Demand Responsive Transport, Community Transport & Total Transport
 - Public Transport safety and security
 - Active Travel network
 - Active Travel information and promotion
 - Bike sharing and ownership
 - Road safety
 - Placemaking
 - Shared Mobility
 - Interchanges and Hubs
 - Bus Priority
 - Ferry
 - Metro-MaaS Transit-Subway
 - Rail and High Speed Rail
 - Road
 - Park and Ride; and
 - Adaption and Resilience.
- **Chapter 5 – Appraisal Summary and Option Selection / Rejection:** This chapter includes a summary table of each option and their score (using the STAG 7-point scoring scale) against the various criteria. It also highlights any of the options which have been rejected from further consideration in the RTS process.
- **Chapter 6 – Spatial Approach:** This chapter sets out the approach to identifying corridors across the RTS Region which will be used as interventions emerge from the Delivery Plan

- **Chapter 7 - Mode Share Targets:** This chapter sets out specific mode share targets across the region including aspirational targets for each individual Local Authority
- **Chapter X – Conclusions and Next Steps:** This chapter summarises the report's findings and outlines the next steps in developing the RTS.

2 Option Generation

2.1 Options

2.1.1 The development of the RTS options followed identification of the Key Issues and RTS Objectives. The RTS options are all of the policies, actions and investments that may help tackle the specific problems identified in the following sections of the Case for Change report:

- Key Issues
- RTS Targets
- RTS Objectives

These are set out in the table below.

Key Issues	Transport Emissions Access for All Public Transport Quality & Integration Active Living Regional Connectivity
RTS 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
RTS 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

2.1.2 Options have been identified to specifically realise the RTS Vision.

2.1.3 An initial 'long list' of options was generated through a structured process, ensuring links back to the specific problems identified within the RTS Key Issues. The options were initially grouped into 21 individual categories however through consolidation, refinement and the requirement to plug any gaps, this has now been expanded into 29 categories as follows:

- Decarbonisation road transport vehicles
- Decarbonisation other modes

- Freight and Logistics
- Demand Management pricing and supply
- Demand Management behaviour change
- Integration with Planning Policy and land use measures
- LEZ and AQMA
- Affordability of public transport
- Accessibility of public transport
- Availability of public transport
- Attractiveness of public transport
- Public Transport Ticketing and Information, including MaaS
- Bus governance-models
- Demand Responsive Transport, Community Transport & Total Transport
- Public Transport safety and security
- Active Travel network
- Active Travel information and promotion
- Bike sharing and ownership
- Road safety
- Placemaking
- Shared Mobility
- Interchanges and Hubs
- Bus Priority
- Ferry
- Metro-MaaS Transit-Subway
- Rail and High Speed Rail
- Road
- Park and Ride; and
- Adaption and Resilience

2.1.4 The 121 RTS options, are wide-ranging and include ideas for regional policies, infrastructure & service investments, demand management & other behaviour change interventions, and regulations; and will consider interventions that affect demand and supply. This is in line with Scottish Transport Appraisal Guidance (STAG) and the need to consider a wide range of options as potential solutions to the identified problems.

2.2 Option Development

2.2.1 Consolidated options were then developed further being assessed against the Sustainable Travel Hierarchy and Investment Hierarchy, as defined within the National Transport Strategy 2 (NTS2) and illustrated in Figure 2-1.

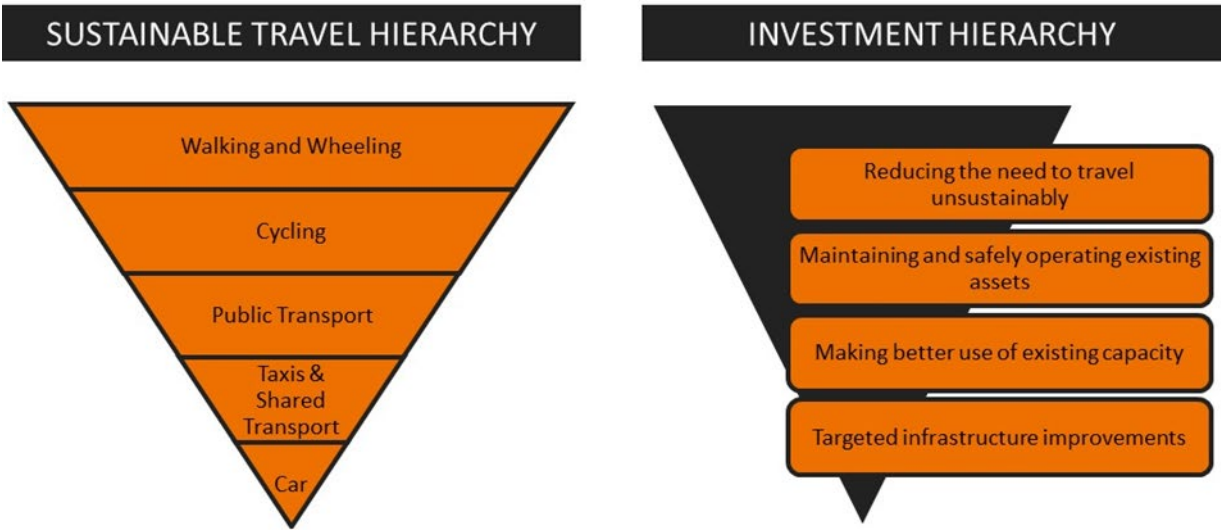


Figure 2-1 National Transport Strategy Hierarchies

This part of the process provided each option with further categorisation which is outlined in Table 2.1

Table 2.1 Option Summary

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
Decarbonisation road transport vehicles			
36	Community Transport sector transition to ultra-low emission vehicles	Taxis and shared transport	Reduces the need to travel unsustainably Make better use of existing capacity
39	Regional Electric Vehicle (EV) network charging strategy	Public Transport Taxis and shared transport Private car	Reduces the need to travel unsustainably Targeted infrastructure improvements
40	Invest in EV charging infrastructure	Public Transport Taxis and shared transport Private car	Reduces the need to travel unsustainably Targeted infrastructure improvements
41	Promotion of Ultra Low Emissions Vehicles (ULEVs)	Public Transport Taxis and shared transport Private car	Reduces the need to travel unsustainably
42	Local bus fleet transition to ultra-low emission buses	Public Transport	Reduces the need to travel unsustainably Targeted infrastructure improvements
43	Freight sector transition to ultra-low emission vehicles		
44	Development of alternatives to battery electric vehicles, particularly Hydrogen opportunities and for larger vehicles	Public Transport Taxis and shared transport Private car	Reduces the need to travel unsustainably Targeted infrastructure improvements
47	Taxi sector transition to low emission vehicles	Taxis and shared transport	Reduces the need to travel unsustainably Targeted infrastructure improvements
75	Low emission road freight where rail freight alternatives do not exist		Reduces the need to travel unsustainably

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
			Make better use of existing capacity
Decarbonisation other modes			
48	Support Rail Services Decarbonisation Plan	Public Transport	Reduces the need to travel unsustainably Targeted infrastructure improvements
N1	Support decarbonisation of ferry services in the SPT region	Public Transport	Reduces the need to travel unsustainably Targeted infrastructure improvements
N2	Support decarbonisation of air services in the SPT region	Public Transport	Reduces the need to travel unsustainably Targeted infrastructure improvements
Freight and Logistics			
72	Cyclelogistics – improvements to transport of freight by bike	Cycling	Reduces the need to travel unsustainably Targeted infrastructure improvements
73	'Last mile' innovations - improving integration and better co-ordination of the 'last mile' in freight transport deliveries	Cycling	Reduces the need to travel unsustainably Targeted infrastructure improvements
74	Freight consolidation centres		Reduces the need to travel unsustainably Targeted infrastructure improvements
76	Support Rail freight market development	Public transport	Reduces the need to travel unsustainably Make better use of existing capacity
77	HGV rest stops and enhanced secure overnight facilities		Targeted Infrastructure Improvements

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
78	Enhanced intermodal freight transfer facilities		Maintaining and safely operating existing assets Targeted infrastructure improvements
79	Rail enhancements to support freight modal shift to rail		Targeted infrastructure improvements
Demand Management pricing and supply			
49	Regional demand management policy – option to develop regional policy framework to support the development and implementation of demand management interventions in the region including establishing principles of what types of interventions are best developed on a cross-boundary, regional or national level.	Walking and wheeling Cycling Public transport Taxis & shared transport Private car	Reduces the need to travel unsustainably Make better use of existing capacity
50	Demand management measures – options for road space reallocation, parking, pricing and behaviour change	Walking and wheeling Cycling Public transport Taxis & shared transport Private car	Reduces the need to travel unsustainably Make better use of existing capacity
Demand Management behaviour change			
28	Increased travel planning including promoting TravelKnowHow	Walking and wheeling Cycling Public Transport Taxis & shared transport	Reduces the need to travel unsustainably Make better use of existing capacity
29	Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school	Walking and wheeling Cycling Public Transport Taxis & shared transport	Reduces the need to travel unsustainably Make better use of existing capacity
Integration with Planning Policy and land use measures			
65	Transit-oriented development – land-use developments which support and facilitate sustainable travel	Walking and wheeling Cycling Public transport	Reduces the need to travel unsustainably

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
			Making better use of existing capacity Targeted infrastructure improvements
66	Sustainable transport for new development	Walking and wheeling Cycling Public transport	Reduces the need to travel unsustainably Making better use of existing capacity Targeted infrastructure improvements
67	Develop a Housing & Transport Affordability Index (H&TA)	Walking and wheeling Cycling Public transport Taxis and shared transport Private car	Reduces the need to travel unsustainably
68	City & town centre living strategies	Walking and wheeling Cycling Public transport Taxis and shared transport Private car	Reduces the need to travel unsustainably
69	“20-minute neighbourhoods”	Walking and wheeling Cycling	Reduces the need to travel unsustainably
70	No/Low car housing development	Private car	Reduces the need to travel unsustainably
LEZ and AQMA			
45	Implementation of Low Emission Zones	Walking and wheeling Cycling Public transport Taxis and shared transport Private car	Reduces the need to travel unsustainably Make better use of existing capacity Targeted infrastructure improvements
46	Air quality mitigation measures	Walking and wheeling Cycling	Reduces the need to travel unsustainably

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
		Public transport Taxis and shared transport Private car	Make better use of existing capacity Targeted infrastructure improvements
Affordability of public transport			
110	Affordable fares regional policy	Public transport	Making better use of existing capacity
111	Changes to eligibility criteria and scope of concessionary fares schemes	Public transport	Making better use of existing capacity
112	"Free" or very low public transport fares	Public transport	Reducing the need to travel unsustainably Make better use of existing capacity
113	Improve integration of ticketing and fares	Public transport	Reducing the need to travel unsustainably Making better use of existing capacity
114	Influence local bus fares to support wider policy objectives	Public transport	Reducing the need to travel unsustainably Make better use of existing capacity
115	Influence and develop fares and ticketing structures to be more responsive to flexible, shift and part time working patterns	Public transport	Reducing the need to travel unsustainably Make better use of existing capacity
116	Review Subway fares policy	Public transport	Reducing the need to travel unsustainably Maintaining and safely operating existing assets
Accessibility of public transport			
1	Regional accessibility strategy to prioritise and deliver actions from the Scottish Accessible Travel Framework	Walking and wheeling Cycling Public Transport Taxis & shared transport Private car	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Make better use of capacity

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
			Targeted infrastructure improvements
2	Journey assistance services across all public transport operators in the region	Public Transport	Maintaining and safely operating existing assets Make better use of capacity
3	Integration of journey assistance services between operators / modes	Public transport Taxis & shared transport	Maintaining and safely operating existing assets Make better use of capacity
4	Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information	Public Transport Taxis & shared transport	Maintaining and safely operating existing assets Targeted infrastructure improvements
5	Promote awareness and training to public transport staff about hidden disabilities	Public Transport	Maintaining and safely operating existing assets
6	Enhanced accessibility of public transport and active travel infrastructure	Walking and wheeling Cycling Public Transport	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Targeted infrastructure improvements
7	Increased access to accessible demand responsive transport services	Taxis & shared transport	Maintaining and safely operating existing assets Make better use of capacity
107	Increased availability of accessible taxis	Taxis & shared transport	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Make better use of existing capacity
Availability of public transport			
8	“Level of Service” regional policy – this would clarify and define the desired level of access by public	Walking and wheeling Cycling Public Transport	Reduces the need to travel unsustainably

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
	transport / active travel for a geographic area or community		Maintaining and safely operating existing assets Make better use of capacity
10	Local accessibility frameworks or plans for local communities to tackle specific problems (e.g., locality planning areas)	Walking and wheeling Cycling Public transport Taxis & shared transport Private car	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Make better use of capacity Targeted infrastructure improvements
11	Jobs access schemes – option to develop schemes that help unemployed people into work by removing transport barriers including cost, information and journey planning barriers. Typically, these schemes offer personalised travel advice and free or discounted travel particularly during the first weeks of a new job before wages are received.	Walking and wheeling Cycling Public transport Taxis & shared transport	Maintaining and safely operating existing assets Make better use of capacity
12	Health and Transport Action Plan with each Health board in the region	Public transport Taxis & shared transport Private car	Maintaining and safely operating existing assets Make better use of capacity
30	Enhanced local / regional bus services & networks	Public Transport	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Make better use of existing capacity
63	Improved multi-modal integration of public transport networks and services	Public transport	Make better use of existing capacity Targeted infrastructure improvements
85	Enhanced local public transport networks and service frequencies	Public transport	Maintaining and safely operating existing assets Making better use of existing capacity
Attractiveness of public transport			

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
83	Service Quality regional policy – option to develop regional policy focused on defining the desired public transport service quality, particularly to achieve a modal shift	Public transport	Reduces the need to travel unsustainably Maintaining and safely operating existing assets
84	Public transport Passenger Charter	Public transport	Maintaining and safely operating existing assets
86	Improved local public transport journey times, reliability and punctuality	Public transport	Maintaining and safely operating existing assets Making better use of existing capacity
88	Enhanced and integrated promotional, marketing and branding activities for local public transport	Public transport	Make better use of existing capacity
89	Improved monitoring of passenger satisfaction	Public transport	Make better use of existing capacity
109	New Subway service plan (following completion of Subway Modernisation)	Public Transport	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Make better use of existing capacity
Public Transport Ticketing and Information, including MaaS			
64	A regional framework for Mobility as a Service – option to develop a framework for the development and delivery of MaaS in the region	Cycling Public transport Taxis and shared transport	Reduces the need to travel unsustainably Make better use of existing capacity
90	Enhance provision of real time passenger information	Public transport	Make better use of existing capacity
117	ZoneCard modernisation	Public transport	Reducing the need to travel unsustainably Make better use of existing capacity
118	Enhanced Smart and integrated ticketing for the region (e.g. tap on/tap off)	Public transport	Reducing the need to travel unsustainably Maintaining and safely operating existing assets

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
Bus governance-models			
56	Transport (Scotland) Act 2019 provisions for local bus – options for franchising, municipal bus companies and Bus Service Improvement Partnerships	Public Transport	Maintaining and safely operating existing assets Make better use of existing capacity
Demand Responsive Transport, Community Transport & Total Transport			
9	“Total Transport” approach and initiatives – options to integrate transport services in geographic areas that are currently commissioned by different government agencies and delivered by different operators, such as non-emergency patient transport, socially necessary bus services, adult social care transport and home to school transport.	Public Transport Taxis & shared transport	Maintaining and safely operating existing assets Make better use of capacity
37	Support role of Community Transport in providing access to healthcare	Taxis and shared transport	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Make better use of existing capacity
38	Development and enhanced capacity building & resilience of Community Transport Network	Taxis and shared transport Private car	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Make better use of existing capacity
51	Increased capacity, flexibility and coverage of demand responsive services	Taxis and shared transport	Maintaining and safely operating existing assets Make better use of existing capacity
57	Improved integration between Community Transport, Demand Responsive Transport, and local public transport	Public transport Taxis and shared transport	Make better use of existing capacity
60	Improved resilience and sustainability of rural transport services and networks in the region	Public transport Taxis and shared transport	Reduces the need to travel unsustainably Make better use of existing capacity

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
Public Transport safety and security			
15	Improved safety and security on routes to public transport	Walking and wheeling Cycling	Reduces the need to travel unsustainably Make better use of existing capacity Targeted infrastructure improvements
80	Improved safety and security at public transport hubs	Public transport	Maintaining and safely operating existing assets
81	Improved safety and security on board public transport	Public transport	Maintaining and safely operating existing assets
82	Implement public transport Hate Crime Charter in region	Public transport	Maintaining and safely operating existing assets
Active Travel network			
13	Improved walking & cycling routes to public transport	Walking and wheeling Cycling	Reduces the need to travel unsustainably Make better use of existing capacity Targeted infrastructure improvements
14	Increase and enhance active walking & cycling network	Walking and wheeling Cycling	Reduces the need to travel unsustainably Make better use of existing capacity Targeted infrastructure improvements
15	Improved safety and security on routes to public transport	Walking and wheeling Cycling	Reduces the need to travel unsustainably Make better use of existing capacity Targeted infrastructure improvements
16	Enhanced walking and cycling infrastructure including segregation and safer crossings	Walking and wheeling Cycling	Reduces the need to travel unsustainably Make better use of existing capacity

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
			Targeted infrastructure improvements
17	Strategic active travel network and active freeways	Walking and wheeling Cycling	Reduces the need to travel unsustainably Make better use of existing capacity Targeted infrastructure improvements
18	Regional Active Travel Network Strategy	Walking and wheeling Cycling	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Make better use of existing capacity Targeted infrastructure improvements
19	Implementation of Pavement Parking guidance and regulations	Walking and wheeling Cycling	Reduces the need to travel unsustainably Maintaining and safely operating existing assets
N3	Increase and enhance role of e-bikes	Cycling	Reduces the need to travel unsustainably
N4	Integrate active travel networks and green networks	Walking and wheeling Cycling	Reduces the need to travel unsustainably Make better use of existing capacity Targeted infrastructure improvements
Active Travel information and promotion			
21	Active travel promotional, marketing and branding activities	Walking and wheeling Cycling	Reduces the need to travel unsustainably Make better use of existing capacity
26	Co-ordinated and enhanced active travel journey planning information	Walking and wheeling Cycling	Reduces the need to travel unsustainably
Bike sharing and ownership			

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
22	Support and promote uptake of electric bikes	Cycling	Reduces the need to travel unsustainably
23	Invest in electric bike infrastructure	Cycling	Reduces the need to travel unsustainably Targeted infrastructure improvements
24	Develop local bike hire & bike sharing schemes and initiatives	Cycling	Reduces the need to travel unsustainably
25	Facilitate development of cross-boundary bike hire / bike sharing opportunities	Cycling	Reduces the need to travel unsustainably
Road safety			
99	Implement Road Safety Framework in the region	Walking and wheeling Cycling Public transport Taxis and shared transport Private car	Maintaining and safely operating existing assets
105	20mph speed limits and 20mph zones	Walking and wheeling Cycling Public transport Taxis and shared transport Private car	Reduces the need to travel unsustainably Maintaining and safely operating existing assets
Placemaking			
20	Place-making schemes to improve the quality of the built environment for walking and cycling	Walking and wheeling Cycling	Reduces the need to travel unsustainably Targeted infrastructure improvements
Shared Mobility			
61	Increased sustainable transport options on islands and rural mainland communities	Walking and wheeling Cycling Public transport Taxis and shared transport	Reduces the need to travel unsustainably Make better use of existing capacity

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
106	Package of shared mobility options – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing	Cycling Taxis & shared transport	Reduces the need to travel unsustainably Make better use of existing capacity
108	Improved accessibility of shared mobility options e.g., Car Share schemes	Cycling Taxis & shared transport	Reduces the need to travel unsustainably Make better use of existing capacity
Interchanges and Hubs			
58	Sustainable integrated transport hubs for hospitals, campuses & town centres	Walking and wheeling Cycling Public transport Taxis and shared transport	Reduces the need to travel unsustainably Make better use of existing capacity Targeted infrastructure improvements
59	Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport	Public transport	Make better use of existing capacity Targeted infrastructure improvements
62	Improve integration of active travel and public transport	Walking and wheeling Cycling Public transport	Reduces the need to travel unsustainably Make better use of existing capacity Targeted infrastructure improvements
87	Enhanced local public transport stop/station infrastructure	Public transport	Maintaining and safely operating existing assets Targeted infrastructure improvements
Bus Priority			
31	New / enhanced bus lanes/segregation	Public Transport	Maintaining and safely operating existing assets Targeted infrastructure improvements
32	Improved traffic management measures to support bus priority	Public Transport	Maintaining and safely operating existing assets

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
			Targeted infrastructure improvements
33	New / enhanced traffic signal control	Public Transport	Maintaining and safely operating existing assets Targeted infrastructure improvements
34	Enhanced enforcement of bus lanes	Public Transport	Maintaining and safely operating existing assets
Ferry			
52	Support development and delivery of the Islands Connectivity Plan	Public transport	Maintaining and safely operating existing assets Make better use of existing capacity Targeted infrastructure improvements
54	Enhanced harbour and terminal infrastructure for passenger ferry services	Public transport	Maintaining and safely operating existing assets
55	Enhanced capacity on ferry routes on the Clyde	Public transport Taxis and shared transport Private car	Maintaining and safely operating existing assets Targeted infrastructure improvements
Metro-MaaS Transit-Subway			
71	Glasgow Metro – options for Glasgow Metro system including modal interventions and integration (options development aligned with Glasgow City Region processes)	Public transport	Maintaining and safely operating existing assets Targeted infrastructure improvements
Rail and High Speed Rail			
92	Capacity enhancements and constraint resolution on rail network	Public transport	Make better use of existing capacity Targeted infrastructure improvements
94	Enhanced economic and social value of rural railways	Public transport	Maintaining and safely operating existing assets

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
			Making better use of existing capacity
95	Re-opening of disused rail lines (passenger and freight)	Public transport	Targeted infrastructure improvements
96	Support Glasgow Central capacity enhancement (aligned with STPR2 process)	Public transport	Making better use of existing capacity Targeted infrastructure improvements
97	Support delivery of High Speed Rail to the region (aligned with STPR2 process)	Public transport	Making better use of existing capacity Targeted infrastructure improvements
Road			
100	Support capacity enhancements and constraint resolution on roads network	Public transport Taxis and shared transport Private car	Make better use of existing capacity Targeted infrastructure improvements
103	Smart / managed motorways using Intelligent Transport Systems	Public transport Taxis and shared transport Private car	Maintaining and safely operating existing assets Make better use of existing capacity Targeted infrastructure improvements
104	Enhanced Urban Traffic Control systems for all local roads authorities in the region	Walking and wheeling Cycling Public transport Taxis and shared transport Private car	Maintaining and safely operating existing assets Make better use of existing capacity Targeted infrastructure improvements
Park and Ride			
35	New / Enhanced bus park and ride	Public Transport	Reduces the need to travel unsustainably Maintaining and safely operating existing assets Make better use of existing capacity

No	Option Description	Sustainable Travel Hierarchy	Investment Hierarchy
			Targeted infrastructure improvements
98	New/Enhanced rail park and ride	Public transport	Making better use of existing capacity Targeted infrastructure improvements
Adaption and Resilience			
53	Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde.	Public transport	Maintaining and safely operating existing assets Targeted infrastructure improvements
93	Improved resilience and adaptation of rail	Public transport	Maintaining and safely operating existing assets Make better use of existing capacity
102	Improved resilience of local roads networks to flooding and other weather-related incidents	Walking and Wheeling Cycling Public transport Taxis and shared transport Private car	Make better use of existing capacity Targeted infrastructure improvements
N5	Adapt public transport services, vehicles and hubs to effects of climate change for staff and passenger welfare	Public transport Taxis and shared transport	Reduces the need to travel unsustainably Make better use of existing capacity

3 Methodology and Approach

3.1 Overview

- 3.1.1 Each option has been qualitatively appraised in line with the requirements of STAG to identify their impacts against both the Strategy Objectives and the STAG criteria. For transparency, each component of the STAG appraisal scoring has been accompanied by an explanatory narrative setting out the rationale for the appraisal scoring.
- 3.1.2 Each option has been set against a number of characteristics which guide the development of the option. This includes whether options require capital expenditure or ongoing revenue funding to operate, an understanding of whether the option is an action in itself or a policy based intervention, and also an indication of who will be responsible for delivery, be it SPT or other bodies.
- 3.1.3 In line with STAG, each of the options have been appraised against the:
 - STAG criteria
 - Environment
 - Climate Change
 - Health, Safety & Wellbeing
 - Economy
 - Equality & Accessibility
 - Implementability Criteria
 - Feasibility
 - Affordability
 - Public Acceptability)
 - Strategy Objectives / Transport Planning Objectives, and
 - Equality criteria
- 3.1.4 Additionally, consideration has been made of potential funding interventions and also the spatial context of the option, i.e., whether the option is regionwide or has a defined geographic component.
- 3.1.5 Further details about each of the appraisal criteria are provided in the following sections.

3.2 Appraisal Criteria

STAG Criteria

- 3.2.1 Table 3.1 sets out the five STAG criteria and their associated sub-criteria. These were utilised to guide the appraisal of each of the RTS options as appropriate.

Table 3.1 STAG Appraisal Criteria and Sub-Criteria

STAG Criteria	Sub-criteria
Environment	<ul style="list-style-type: none"> ○ Biodiversity and Habitats ○ Geology and Soils ○ Land Use (including Agriculture and Forestry) ○ Water, Drainage and Flooding ○ Air Quality

STAG Criteria	Sub-criteria
	<ul style="list-style-type: none"> ○ Historic Environment ○ Landscape ○ Noise and Vibration
Climate Change	<ul style="list-style-type: none"> ○ Greenhouse Gas Emissions ○ Vulnerability to the Effects of Climate Change ○ Potential to Adapt to the Effects of Climate Change
Health, Safety and Wellbeing	<ul style="list-style-type: none"> ○ Accidents ○ Security ○ Health Outcomes ○ Access to Health and Wellbeing Infrastructure ○ Visual Amenity
Economy	<ul style="list-style-type: none"> ○ Transport Economic Efficiency (TEE) covers the benefits ordinarily captured by standard cost-benefit analysis – including traffic volumes, journey times, user frustration or travel time reliability ○ Wider Economic Impacts (WEIs) refer to any economic impacts which are additional to transport user benefits. How might the option help attract new jobs, help existing businesses, open up appropriate land for development?
Equality and Accessibility	<ul style="list-style-type: none"> ○ Public Transport Network Coverage ○ Active Travel Network Coverage ○ Comparative Access by People Group ○ Comparative Access by Geographic Location ○ Affordability

Implementability Criteria

3.2.2 Table 3.2 outlines the Implementability criteria as defined by STAG and applied to the appraisal of options.

Table 3.2 Implementability Criteria

Criteria	Description
Feasibility	Feasibility – the feasibility of construction or implementation and operation (if relevant) of an option and the status of its technology (e.g. proven, prototype, in development, etc.) as well as any cost, timescale or deliverability risks associated with the construction or operation of the option, including consideration of the need for any departure from design standards that may be required
Affordability	Affordability – the scale of the financing burden on the promoting authority and other possible funding organisations and the risks associated with these. The level of risk associated with an option’s ongoing operating or maintenance costs and its likely operating revenues (if applicable)
Public Acceptability	Public Acceptability – the likely public response is of importance at this initial appraisal phase and reference to supporting evidence, for example results from a consultation exercise should be provided where appropriate

Strategy Objectives

3.2.3 The Case for Change set out five Transport Planning Objectives or Strategy Objectives, the Objectives were developed to specifically relate to problems and themes identified within the Case for Change.

3.2.4 The defined RTS Objectives are outlined below in Table 3.3. Each of the objectives were developed to respond to each of the Key Issues. The objectives set out what the RTS needs to do to tackle the key problems set out in the Key Issues and achieve the RTS Vision and Targets.

3.2.5 The RTS Objectives have evolved from the early stages of the project and were reviewed following the onset of the COVID19 pandemic and further amended following the RTS Case for Change consultation, as reported to the SPT Partnership Board.

Table 3.3 Transport Planning Objectives

Key Issue	Strategy Objective
Transport Emissions	Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region.
Access for All	Strategy Objective 2: 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
Regional Connectivity	Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight
Active Living	Strategy Objective 4: To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys
Public Transport Quality and Integration	Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone

3.2.6 The Case for Change outlined how each could be achieved and the metrics that could be used for monitoring and evaluation. The latter would enable the objectives to eventually be made SMART (Specific, Measurable, Attainable, Relevant, Timed) in line with the requirements of STAG.

Scoring

3.2.7 For each of the above criteria, the STAG seven-point scoring scale has been used to indicate the relevant scale of the impacts as illustrated in Table 3.4.

Table 3.4 STAG Seven-Point Scoring Scale

Impact	Description	Scoring
Major Positive	These are benefits or positive impacts which, depending on the scale of benefit or severity of impact, the practitioner feels should be a principal consideration when assessing an option's eligibility for funding.	✓✓✓
Moderate Positive	The option is anticipated to have only a moderate benefit or positive impact. Moderate benefits and impacts are those which taken in isolation may not determine an option's eligibility for funding but taken together do so.	✓✓
Minor Positive	The option is anticipated to have only a small benefit or positive impact. Small benefits or impacts are those which are worth noting, but the practitioner believes are not likely to contribute materially to determining whether an option is funded or otherwise.	✓
No benefit or impact	The option is anticipated to have no or negligible benefit or negative impact.	○
Minor Negative	The option is anticipated to have only a small cost or negative impact. Small costs/negative impacts are those which are worth noting, but the practitioner believes are not likely to contribute materially to determining whether an option is funded or otherwise.	×

Impact	Description	Scoring
Moderate Negative	The option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option's eligibility for funding but taken together could do so.	XX
Major Negative	These are costs or negative impacts which, depending on the scale of cost or severity of impact, the practitioner should take into consideration when assessing an option's eligibility for funding.	XXX

3.3 Public and Stakeholder Engagement

3.3.1 The Case for Change was informed by a comprehensive and wide-ranging stakeholder and public engagement exercise. This included:

- **Stakeholder Engagement:** Workshops with each of the 12 partner authorities, 21 individual meetings with stakeholders and a further 43 stakeholder responses to briefing notes. Stakeholders included public sector organisations, transport operators, the freight industry, tourism groups, development and regeneration organisations, chambers of commerce and other industry representatives, and elected representatives.
- **Public Consultation:** A public survey was undertaken online over a six-week period between Friday 8th February 2019 and Wednesday 20th March 2019. This explored pre-pandemic travel patterns, anticipated post-pandemic travel behaviour along with the reasons for these travel choices. In total 3837 responses were received.

3.3.2 Whilst the Case for Change does not fall under Statutory guidelines, SPT took the opportunity to publish the draft for Consultation, alongside key supporting documents. The consultation period ran from 9th April until 14th June 2021. In total 387 individual responses and 41 organisational responses were received from the Case for Change Consultation.

3.3.3 To inform the Preliminary Options Appraisal, a further stage of stakeholder engagement was undertaken. Considering issues around stakeholder fatigue, it was agreed that this would be a more limited consultation with key stakeholders through discussions with SPT.

3.4 Scenario Appraisal

3.4.1 Due to the policy based nature of the majority of options and the long time horizon of the RTS, it was felt most appropriate to align scenario consideration with that presented by Transport Scotland as part of the STPR2 workstream.

3.4.2 As part of the approach to STPR2, Transport Scotland's overarching approach was to consider the difference between what is termed the 'contextual environment' i.e. wider influences such as the economy, climate change and political leadership, compared to the 'transactional environment' – the things which TS can control such as the strategic transport network (road and rail, road maintenance programmes, and the ScotRail franchise etc). Essentially, Transport Scotland has defined scenarios around coherent, credible, and challenging futures that affect travel demand resulting from changes in the contextual environment. STPR2 options are then appraised in the transactional environment.

3.4.3 This approach has led to two traffic variant scenarios – high and low traffic growth, and three economic scenarios. Through implementation it became apparent that due to the scale of intervention required to achieve the target of a 20% reduction in car use, economic variants had a relatively limited impact. As a result, TS has decided to only use the high and low traffic growth scenarios. These two scenarios incorporate emerging changes in travel behaviour

such as reduced commuter trips following the pandemic. Each scenario is underpinned by evidence led assumptions, some of which are contained within the table below:

Table 3.5 Growth Scenario

High traffic growth	Low traffic growth
EV growth slow	EV growth fast
Car ownership constrained only in City Centres	Car ownership constrained in all Cities
Trip rate change: -15% commute, -33% business, all other stable	Trip rate change: -25% commute, -66% business, all other extrapolate decline
40% CAV by 2050	No CAV by 2050
No change in fuel cost	Car generalised cost increased to achieve -20% reduction in 2030

3.4.4 Through discussions with both SPT and Transport Scotland it was felt important to retain a consistent approach to scenarios and as such, each option category has been considered against both the high traffic and low traffic growth scenario. Considered narrative has been provided for each category across each scenario.

4 Option Development and Appraisal

4.1 Overview

- 4.1.1 This chapter provides an overview of the appraisal of each option against the STAG criteria and RTS Objectives with the results presented in an 'Option Appraisal Table' which is contained within appendix A. We also include an overall 'selection' or 'rejection' of the option based upon the findings of the appraisal. Note that the options are not in numerical order but instead grouped by theme/category. This is for consistency with other working documents which have evolved throughout the RTS process.
- 4.1.2 It has been agreed that a Detailed Options Appraisal stage will not be undertaken as the nature of the appraisal is suitably high level given the focus is upon developing a new RTS rather than on individual interventions. Therefore, the Options Appraisal has been more rigorous than what would usually be undertaken at this stage which typically acts as a gateway to the Detailed Options Appraisal. The purpose of this stage is to 'develop a list of interventions that can be justifiably referenced as strategic interventions within the draft RTS'. It has subsequently been agreed to approach this as a 'Preliminary +' stage.
- 4.1.3 Due to the volume of options appraised, it was felt more appropriate to present key summary information of each option within this chapter, including the option rationale, a summary of options performance against key criteria and rationale for selection or rejection. Full appraisal summary tables for each option are however presented within appendix xx.
- 4.1.4 The Preliminary Options appraisal would not typically involve conventional modelling of options. Indeed, the identified options did not require strategic transport modelling since the RTS is a step removed from developing the details of projects, such as would be required to be coded into a model. The options did nonetheless require further development to define them in more detail prior to being submitted to Options Appraisal. As such, each option includes a summary which provides a more detailed description about the option.
- 4.1.5 In the context of the RTS, options will not be limited to infrastructure measures and the process has also involved developing interventions that are also predominantly policy based. In addition, there are some options that span a number of the transport problems as well as their associated societal consequences and are consequently overarching in nature. Through this option development and appraisal process, the core aspects of the RTS will subsequently begin to emerge.
- 4.1.6 As a Model 3 RTP, SPT sets the transport policy framework and the actions that local authorities and partners are required to consider, prioritise and incorporate within their strategy documents and delivery programmes. Therefore, under current governance arrangements local decisions on funding and policy priorities can affect delivery especially for cross boundary regional projects. For the purposes of the implementability appraisal of options the analysis has consequently focussed upon the key delivery partners and their role in effectively implementing the option.

4.2 Decarbonisation – Road transport vehicles

4.2.1 In this Group, SPT consider the ways that the RTS and SPT can support the transition from petrol/diesel road transport vehicles to electric vehicles and other alternative fuels. This includes all road transport sectors, but there is a focus on household and business car & van fleets (including single/small scale van owner-operators) and bus especially smaller operators and Community Transport. This includes developing a regional pathway for vehicle transitions, linked to energy supply/power infrastructure constraints and opportunities.

Table 4.1 Decarbonisation – Road transport vehicles

Number	Option	Summary	Rationale for selection
36	Community Transport sector transition to ultra-low emission vehicles	SPT to provide assistance to Community Transport operators as they upgrade their fleets and vehicles to ultra low emission where possible.	The Scottish and UK governments have set target dates for the phasing out of vehicles with internal combustion engines. If SPT can support Community Transport operators to transition their fleet through e.g., grants or leasing etc., then this measure should be considered further.
39	Regional Electric Vehicle (EV) network charging strategy	The option is the development and implementation of a Regional EV charging strategy.	Electric vehicles are becoming increasingly common and will continue to increase in numbers due to government policy to phase out the need for internal combustion engine cars. Local Authorities noted that there was a lack of regional and national guidance on how to provide charging infrastructure. This option therefore should be incorporated into the RTS.
40	Invest in EV charging infrastructure	This option is to fund the introduction of EV charging infrastructure across the region.	Electric vehicles are becoming increasingly common and will continue to increase in numbers due to government policy to phase out the need for internal combustion engine cars. SPT could invest in EV charging on its own estate including bus stations and park and ride facilities and continue to provide capital funding through the SPT capital

Number	Option	Summary	Rationale for selection
			programme to local authorities to match national funding streams. This option therefore should be incorporated into the RTS .
41	Promotion of Ultra Low Emissions Vehicles (ULEVs)	This option is to raise awareness of Ultra Low Emission Vehicles, to increase knowledge and change attitudes.	Ultra Low Emission Vehicles will become more common throughout the life of the RTS. Dispelling outdated information will be important and SPT should consider retaining this option as part of the RTS.
42	Local bus fleet transition to ultra-low emission buses	This option is to provide support to bus operators allowing them to transition their fleet to ultra low emission vehicles. This may include information provision, co-ordinating sharing of best practice (from larger operators to smaller), developing strategies in discussion with the energy infrastructure providers, setting up an electric bus loan scheme for trialling by smaller operators and provision of fuelling infrastructure through SPT regional bus stations.	Reducing transport emissions is a key objective for the RTS and as such, SPT should look to support bus operators upgrade their fleets to lower emission vehicles where possible. SPT's role may include transforming its estate including regional bus stations to key charging hubs for buses and using existing operator forum to support smaller operators to transition to low emission vehicles.
43	Freight sector transition to ultra-low emission vehicles	Option is to work with the freight industry to identify and develop any opportunities to transition fleet to ultra low emission vehicles.	Reducing transport emissions is a key objective for the RTS and as such, SPT should look to support freight operators upgrade their fleets to ultra low emission vehicles where possible. SPT could aim to revitalise the Strathclyde Freight Partnership to take forward this option.
44	Development of alternatives to battery electric vehicles, particularly Hydrogen opportunities and for larger vehicles	This option is for SPT to assist with co-ordination, facilitation and promotion of alternatives to battery electric vehicles.	Reducing transport emissions is a key objective for the RTS and as such, SPT should look to support bus operators, freight operators and public sector to upgrade their fleets to lower emission vehicles and to help

Number	Option	Summary	Rationale for selection
			build the green hydrogen opportunity in the region.
47	Taxi sector transition to low emission vehicles	This option is to support the taxi sector transition to low emission vehicles	Transitioning to low emission vehicles is an important national and regional goal. With large numbers of licensed taxis and private hire vehicles operating across the region, assisting with vehicle transition should remain a valid option as part of the RTS.
75	Low emission road freight where rail freight alternatives do not exist	This option is to support development of low emission road haulage particularly for sectors and geographic areas that cannot take up rail freight opportunities. The road haulage industry has noted that they will struggle to meet national targets for low emission vehicles so there is a role for public sector to enable/accelerate transition	Reducing transport emissions is a key objective for the RTS and as such, SPT should look to support freight operators upgrade their fleets to lower emission vehicles where possible. SPT could aim to revitalise the Strathclyde Freight Partnership to help take forward this option.

4.3 Decarbonisation – Other modes

- 4.3.1 In this Group, SPT consider how the RTS and SPT can support and facilitate government, operator and sector plans to decarbonise ferry, rail and aviation, and consider the regional opportunities for improved sustainable transport linked to this investment.

Table 4.2 Decarbonisation – Other modes

Number	Option	Summary	Rationale for selection
48	Support Rail Services Decarbonisation Action Plan	This option is to support Transport Scotland and the rail industry with the Rail Services Decarbonisation Action Plan	The Rail Decarbonisation Action Plan is a National Initiative. It is important that SPT support this policy as part of the RTS particularly as key parts of the SPT area rail network are to be electrified or considered for alternative traction. SPT is already involved in the East Kilbride electrification project and has a role in ensuring decarbonisation supports improved and more

			resilient rail services for the region and opens up opportunities for rail freight.
N1	Support decarbonisation of ferry services in the SPT region	This option is to support ferry services within the region decarbonising their operations.	The Scottish Government will establish how and when ferry services are to be decarbonised. SPT should look to provide support through the RTS as and when required.
N2	Support decarbonisation of air services in the SPT region	This option is to support air services within the region decarbonising their operations.	Airports and airlines are significant contributors to carbon emissions and have made commitments to work with the Scottish Government to reduce their footprints. SPT should look to work with airports and airlines to support these commitments as part of the RTS.

4.4 Freight and Logistics

4.4.1 In this Group, SPT consider how freight and goods can be moved more sustainably and efficiently across the region and in urban environments. This is mostly focused on the opportunity for urban consolidation linked with cyclelogistic growth (including e-cargo bikes) and last mile innovations; and more sustainable movement of cross-regional freight including modal shift of freight from road to rail. Note that this group relates to others where, for example, road and rail network constraints affect all traffic including freight movements.

Table 4.3 Freight and Logistics

Number	Option	Summary	Rationale for selection
72	Cyclelogistics – improvements to transport of freight by bike	Option is to support development of cyclelogistics operations in the region through infrastructure, information sharing and best practice	SPT should consider working with Local Authorities and logistics providers if and when there is an appetite to provide more cyclelogistics and consider the needs of this sector as a key stakeholder when developing active travel proposals. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.
73	'Last mile' innovations - improving integration and better co-ordination of the 'last mile' in freight transport deliveries	The option is to support innovation in last mile deliveries to make them more sustainable and efficient including through research, information sharing and best practice.	Last mile improvements could offer significant benefits in higher density urban areas and SPT should be prepared to work with the private sector to provide support as and when required. As a market driven option,

Number	Option	Summary	Rationale for selection
			SPT should engage with this sector to establish how the public sector could be of assistance. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.
74	Freight consolidation centres	Option includes reviewing demand for freight consolidation centres considering increased use of cyclelogistics and development of active travel infrastructure.	SPT has previously investigated the potential for consolidation centres and should retain that interest as part of the RTS. Given the market driven nature of the freight and logistics industry, the role of the RTP or other public bodies in funding, constructing, maintaining etc. such a facility is not clear. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.
76	Support Rail freight market development	Supporting development and utilisation of rail freight across the region including market analysis, information sharing, best practice and infrastructure	Transferring road freight to rail is an aspiration as set by the Scottish Government. SPT should support this intervention as part of the RTS.. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.
77	HGV rest stops and enhanced secure overnight facilities	Provision of HGV rest stops and overnight facilities	Lack of overnight facilities for HGV drivers was raised as an issue within the Strathclyde Freight Strategy and outlined in the draft STPR2 recommendations. Supporting introduction of new facilities should be retained as part of the RTS. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.
78	Enhanced intermodal freight transfer facilities	Support development of new or enhanced intermodal freight facilities	Reducing road based freight movements is a key national objective. As such, supporting new or upgraded multi-modal freight facilities should be supported as part of the RTS. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.

Number	Option	Summary	Rationale for selection
79	Rail enhancements to support freight modal shift to rail	Supporting infrastructure improvements which will allow more freight to be moved by rail.	Reducing road based freight vehicle km is a key national objective. As such, supporting infrastructure improvements which allow greater movements of rail freight should be supported as part of the RTS. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.

4.5 Demand Management pricing and supply

- 4.5.1 In this Group, SPT consider how transport demands can be managed/reduced/shifted by time/space/mode through changes to pricing and supply (road and parking). This includes road pricing and road space reallocation to more/most sustainable modes/methods of travel.

Table 4.4 Demand Management pricing and supply

Number	Option	Summary	Rationale for selection
49	Regional demand management policy – option to develop regional policy framework to support the development and implementation of demand management interventions in the region including establishing principles of what types of interventions are best developed on a cross-boundary, regional or national level.	This option is the development of a regional demand management framework. Framework to understand interventions required at an SPT level and how these align with national priorities. This option is only for the development of the policy, not the introduction of demand management measures themselves.	Considering the current Climate Emergency, National Transport Targets, the need to reduce carbon emissions and the inclusion of demand management in the Route Map to a 20% reduction in car kilometres, this option seems a clear fit and should be incorporated at a regional level.
50	Demand management measures – options for road space reallocation, parking, pricing and behaviour change	This option is supporting the introduction of demand management measures themselves. Without further work, this option can only be appraised to a high level as options have not yet been defined. It is assumed that road space reallocation, road user charging, parking charges, removal of parking and measures to limit access to areas e.g., town or city centres could be included here.	Considering the current Climate Emergency, National Transport Targets, the need to reduce carbon emissions and the inclusion of demand management in the Route Map to a 20% reduction in car kilometres, this option seems a clear fit and should be incorporated at a regional level.

4.6 Demand Management behaviour change

- 4.6.1 In this Group SPT consider how transport demands can be managed/reduced/shifted by time/space/mode through changing travel behaviours. This includes considering what could be done at a regional level to support local authorities & other partners to increase sustainable travel to school.

Table 4.5 Demand Management behaviour change

Number	Option	Summary	Rationale for selection
28	Increased travel planning including promoting TravelKnowHow	This option is targeted travel planning activities in specific areas and the region wide promotion of TravelKnowHow.	This option has clear complimentary benefits across the region and should be considered as a valuable measure.
29	Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school	This option is to support behaviour change activities and initiatives, including working with education departments and schools to influence travel choices.	This option has clear benefits across the region and should be considered as a valuable measure.

4.7 Integration with Planning Policy and land use measures

- 4.7.1 In this Group SPT consider how to better integrate transport and land use planning to reduce the need to travel and/or reduce distance travelled.

Table 4.6 Integration with Planning Policy and land use measures

Number	Option	Summary	Rationale for selection
65	Transit-oriented development – land-use developments which support and facilitate sustainable travel	This option assumes supporting Transport Scotland, Scottish Enterprise and local authorities to prioritise and influence the introduction of Transit Oriented Development (TOD).	The lack of joined up delivery between major developments and transport infrastructure was highlighted as part of the RTS Case for Change. SPT should support improved partnership working and TOD where appropriate as part of the RTS, with clear opportunities linked with the STPR2/Clyde Metro.
66	Sustainable transport for new development	This option includes supporting local authorities to prioritise and influence sustainable transport provision being an important element of any new developments and to deliver new transport services for development including local bus services	This option is clearly consistent with national priorities on carbon reduction, reducing vehicle kms and the creation of 20-minute neighbourhoods. SPT should retain this option as part of the RTS and seek to work with

Number	Option	Summary	Rationale for selection
			constituent local authorities to improve the delivery of sustainable transport for all new developments.
67	Develop a Housing & Transport Affordability Index (H&TA)	This option is development of a policy to inform transport and land-use planning, directing development to most appropriate locations.	SPT, as a statutory participating in planning, could work with planning authority partners to develop an Index to help guide decision making on development and transport affordability interventions given the clear benefits to transport and land-use planning.
68	City & town centre living strategies	This option is supporting local authorities develop their own town centre living strategies to increase population densities in more sustainable locations.	As a statutory participant in planning, SPT should support Local Authorities to develop town centre living strategies and support the delivery of improved transport infrastructure and services to enable the delivery of these strategies.
69	"20-minute neighbourhoods"	This option is to support local authorities develop and introduce the 20-minute neighbourhood concept which is promoted by the Scottish Government. Until the concept and what it means for residents is fully developed, it is difficult to fully appraise, but is assumed to include, from a transport strategy perspective, improved active travel networks and access to bus/rail hubs, within defined neighbourhoods.	As 20-minute neighbourhoods are a national recommendation, SPT should look to support the Scottish Government and local authorities in planning and introducing these areas as part of the RTS.
70	No/Low car housing development	This option is to support local authorities provide no/low car housing developments in the future.	SPT, as a statutory participant in planning, can support planning authorities to develop these policies in their local development plans and support improved sustainable transport services and infrastructure to enable delivery of these developments.

4.8 LEZ and AQMA

4.8.1 In this Group SPT consider how to support delivery of Low Emission Zones and local AQMAs in the region.

Table 4.7 LEZ and AQMA

Number	Option	Summary	Rationale for selection
45	Implementation of Low Emission Zones	This option will be to support Local Authorities introduce low emission zones.	Through the Cleaner Air for Scotland Strategy, Scottish Government is committed to introducing 4 LEZ in Scottish cities including Glasgow City Centre and investigating further locations. This option should be retained as part of the RTS.
46	Air quality mitigation measures	This option is to support air quality mitigation measures particularly supporting local authorities to deliver Air Quality Management Area action plans.	There are 15 Air Quality Management Areas in the SPT area. SPT currently supports local authorities to mitigate air quality problems within AQMAs and, given a clear position in the Cleaner Air for Scotland strategy of health preventative approach to air quality, this option should be retained as part of the RTS.

4.9 Affordability of public transport

- 4.9.1 In this Group SPT consider how public transport can be made more affordable, particularly for the most income deprived individuals and communities, including lower fares, improving access to best value fares/tickets and improving flexibility of ticketing products. This Group includes developing a regional policy on affordability of public transport fares.

Table 4.8 Affordability of public transport

Number	Option	Summary	Rationale for selection
110	Affordable fares regional policy	This option is the development of a Regional Fares Policy which explores the affordability of public transport fares across the region.	Given inequalities across the region and the focus on providing equality of access by public transport and the shift away from reliance on the private car, this option merits further consideration
111	Changes to eligibility criteria and scope of concessionary fares schemes	This option is development of a policy framework around the eligibility criteria required to used concessionary fares schemes	Whilst this proposal has merit, it is recommended that discussions with Transport Scotland should be made at an early stage as they may wish equality of access across Scotland for elements of the option

Number	Option	Summary	Rationale for selection
			covered by the national schemes. SPT also administers the regional scheme on behalf of 12 local authorities and expansion of the regional scheme could be considered as could be development of bespoke discounted fares working in partnership with other public service agencies and transport operators.
112	"Free" or very low public transport fares	This option is consideration of introducing fully subsidised 'free' public transport journeys across the region.	This option should be further investigated to understand likely levels of support required, and how implementation could work. SPT would require to work in partnership with Transport Scotland on such a scheme.
113	Improve integration of ticketing and fares	This option is supporting the development and introduction of a fully integrated ticketing and fares system. This would allow ticketing integration across bus, rail, Subway and ferry and other sustainable transport services like bike hire across the region.	SPT is keen to see improvements in fares and ticketing integration across modes and operators in the region. This option should be retained.
114	Influence local bus fares to support wider policy objectives	This option is to consider delivering complementary policies such as bus priority infrastructure that can reduce cost base for public transport operations as well as increase demand, which in theory can result in reduced fares	Lower public transport fares are an important objective for SPT and as such, appropriate investigations should be made to understand ways in which the partnership can influence changes in fares.
115	Influence and develop fares and ticketing structures to be more responsive to flexible, shift and part time working patterns	This option is influencing the development of new ticket structures which are flexible and suit modern journeys	It is expected that this intervention would be region wide however as ticketing products are the responsibility of commercial operators, it would be for them to introduce within their specific areas. SPT can also influence the type of tickets available through the ZoneCard and has responsibility for Subway ticketing.
116	Review Subway fares policy	This option is a full review of Subway fares to ensure affordability	The Glasgow Subway is a key transport system in the region that is directly owned and operated by

Number	Option	Summary	Rationale for selection
			SPT. This option should be retained as part of the RTS.

4.10 Accessibility of public transport

4.10.1 In this Group SPT consider how to make the public transport system accessible to all. This will be aligned with the Scottish Accessible Travel Framework. It should be noted that Accessibility of active travel is also included within the specific Active Travel group.

Table 4.9 Accessibility of public transport

Number	Option	Summary	Rationale for selection
1	Regional accessibility strategy to prioritise and deliver actions from the Scottish Accessible Travel Framework	This option is the development of a regional accessibility strategy. Strategy set to prioritise and deliver actions from the Scottish Accessible Travel Framework at a regional level.	This option should be pursued as part of the RTS particularly as RTPs are key delivery partners for the SATF.
2	Journey assistance services across all public transport operators in the region	This option is the development of journey assistance services on public transport services across the region	Improved journey assistance is a key deliverable in the SATF and SPT has a role in implementing this in the region through its role as an operator and RTP delivery partner of the SATF. This option should be pursued as part of the RTS.
3	Integration of journey assistance services between operators / modes	This option is the co-ordinated roll out of journey assistance services across the region between operators and modes to insure consistency.	Journey assistance services are currently available on some services; however, integration across modes and operators is poor. Improving journey assistance is a key deliverable in the SATF and this option should be pursued through the RTS.
4	Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information	This option is the development and provision of a wide array of travel information and journey planning services at transport hubs, stops, stations and onboard services. This can include digital and non-digital provision and be available in accessible formats.	Improving transport information for all user groups is important to encourage greater access to opportunities and services. This option should be retained.

Number	Option	Summary	Rationale for selection
5	Promote awareness and training to public transport staff about hidden disabilities	This option includes awareness raising and training of public transport staff about hidden disabilities.	In terms of accessibility and equality, this is an important proposal which is potentially low cost and is in line with the SATF. This should be retained within the RTS.
6	Enhanced accessibility of public transport and active travel infrastructure	This option is ensuring that public transport and active travel infrastructure design is prioritised to ensure accessibility for all.	Improving accessibility to public transport and active modes are key initiatives supported nationally. This option should be retained as part of the RTS
7	Increased access to accessible demand responsive transport services	This option is increasing access to SPT MyBus service and increasing accessibility of the service, as well as investigating options for other forms of accessible drt-type services for the region	DRT services are critical in parts of the region which are not well served by public transport. DRT provides options allowing elderly and vulnerable people to access services. This option should be retained within the RTS and viewed alongside SPTs current review of MyBus..
107	Increased availability of accessible taxis	This option is for SPT to work with local authorities to increase numbers and availability of accessible taxis, particularly wheelchair accessible taxis, across the region.	Supporting the introduction of accessible taxis should be a standard commitment for SPT.

4.11 Availability of public transport

4.11.1 In this Group SPT consider how to improve coverage of public transport networks and services by time & space, particularly for rural, remote and disadvantaged communities and for key journey purposes of a regionally strategic nature (e.g., hospital, commuting, town centre access). This Group includes developing a regional level of service policy.

Table 4.10 Availability of public transport

Number	Option	Summary	Rationale for selection
8	“Level of Service” regional policy – this would clarify and define the desired level of access by public transport / active travel for a geographic area or community	This option is the development of a regional policy which clarifies public transport levels of service by key geographical areas. This will state optimum levels of service for each defined corridor or area by public transport.	A level of service policy based upon corridors, settlements and socio-economics should be a key part of the successful delivery of the RTS

Number	Option	Summary	Rationale for selection
10	Local accessibility frameworks or plans for local communities to tackle specific problems (e.g., locality planning areas)	This option is the development of local accessibility frameworks across the region.	Local Accessibility frameworks will be useful to help tackle problems at the local level, this measure will also be useful as Transport Scotland encourage 20 minute neighbourhoods and supports SPT's statutory role in Community Planning. This option should be retained as part of the RTS.
11	Jobs access schemes – option to develop schemes that help unemployed people into work by removing transport barriers including cost, information and journey planning barriers. Typically, these schemes offer personalised travel advice and free or discounted travel particularly during the first weeks of a new job before wages are received.	This option is development of job access schemes. This may include travel advice, journey assistance and financial assistance to travel.	This option could be useful to improve equality and access to employment across the region. While it should be considered as part of the RTS, SPT may want to open dialogue with Transport Scotland on the merits of such a scheme being considered nationally.
12	Health and Transport Action Plan with each Health board in the region	This option is the development of Action Plans with each health board across the region to provide better access to healthcare by co-ordinating resources and procedures.	While this option does not provide major benefits, if properly developed it could realise transport efficiencies while improving access to healthcare and the efficiency of the health sector.
30	Enhanced local / regional bus services & networks	This option is widening the reach of the various localised bus networks across the SPT region, introducing new routes, frequencies and longer hours of operation. This option is primarily related to bus services and does not assume bus priority, vehicle, information or ticketing enhancements.	This option provides significant benefits and aligns with government objectives. This option should therefore be a key intervention as part of the RTS.
63	Improved multi-modal integration of public transport networks and services	This option considers improvements to provide a better integrated multi modal transport network. This includes integration between modes through hubs, timetables and ticketing.	This option will support Scottish Government and regional aspirations to reduce reliance upon the private car and as such

Number	Option	Summary	Rationale for selection
			should be supported as part of the RTS.
85	Enhanced local public transport networks and service frequencies	This option is to work with operators to enhance localised public transport networks through improvements to bus journey times, frequencies and reliability.	Improving the public transport network is an important objective for SPT. This option should be retained as part of the RTS.

4.12 Attractiveness of public transport

4.12.1 In this Group SPT consider how to improve public transport service quality, particularly focused on key attributes of reliability, frequency, punctuality but inclusive of a range of attributes important to passenger satisfaction and attracting new/lapsed passengers. This Group includes developing a regional policy on quality of service.

Table 4.11 Attractiveness of public transport

Number	Option	Summary	Rationale for selection
83	Service Quality regional policy – option to develop regional policy focused on defining the desired public transport service quality, particularly to achieve a modal shift	This option is development of a regional policy specifying 'quality' levels required on buses, trains and Subway services. Service quality includes frequency, reliability, punctuality and integration, cleanliness, driver training, information availability etc.	Improving the public transport network is key objective for SPT and as such, this intervention should be further considered a key part of the RTS.
84	Public transport Passenger Charter	This option is development of a public transport passenger charter which sets out responsibilities of SPT, operators, and passengers	A regional passenger charter would look to provide a coordinated and consistent approach across the region with benefits for passengers. This option should be retained as a low cost option as part of the RTS.
86	Improved local public transport journey times, reliability and punctuality	This option is to work with operators to enhance localised public transport networks through improvements to bus journey times, frequencies and reliability.	Improving the public transport network is an important objective for SPT. This option should be retained as part of the RTS.
88	Enhanced and integrated promotional, marketing and branding activities for local public transport	Integrated approach to public transport marketing and branding across modes and operators.	This option aligns with national and regional objectives to reduce journeys by private vehicles. This option should therefore be retained as part of the RTS.

Number	Option	Summary	Rationale for selection
89	Improved monitoring of passenger satisfaction	This option is to improve the monitoring of passenger satisfaction on public transport across the region.	Improved monitoring of passenger satisfaction levels will allow operators to target improvements strategically and improve services. This option should be supported as part of the RTS.
109	New Subway service plan (following completion of Subway Modernisation)	This may include revisions to hours of operation and service frequencies across different times of the day as well as other service quality factors including reliability targets. This option is only for the development of the policy at this point.	The Glasgow Subway is a critical piece of transport infrastructure at the heart of the region and this option should be retained as part of the Regional Transport Strategy.

4.13 Public Transport Ticketing and Information, including MaaS

4.13.1 In this Group SPT consider how to increase and enhance smart & integrated ticketing, journey planning & travel information. This Group includes considering the ways that Mobility as a Service may develop in the region and the position/role of SPT in the Maas ecosystem.

Table 4.12 Public Transport Ticketing and Information, including MaaS

Number	Option	Summary	Rationale for selection
64	Public Transport Ticketing and Information, including MaaS	Option to develop and roll out Mobility as a Service across the region	MaaS is a relatively new concept and Transport Scotland has made funding available to explore and introduce elements. SPT should retain this as a potential measure within the RTS.
90	Enhance provision of real time passenger information	Provision of real time passenger information at bus stops and hubs across the region.	This option is further rolling out current real time passenger information systems across the region. This option should be retained as part of the RTS.
117	ZoneCard modernisation	This option is to modernise the Zonecard system allowing it to be fully smart. It is expected that the existing fare and operator structure will need revised in order to provide a fit for purpose ticket which is responsive to the needs of users.	The Zonecard modernisation project is already underway and there are opportunities to build on the current project to further improve the integrated ticketing offer in the region. This option should be retained as part of the RTS.

Number	Option	Summary	Rationale for selection
118	Enhanced Smart and integrated ticketing for the region (e.g., tap on/tap off)	This option is to improve the provision of Smart, fully integrated ticketing across the region.	SPT should retain this option as part of the RTS, ensuring ticketing systems are modernised.

4.14 Bus Governance Models

- 4.14.1 In this Group SPT consider the way the bus network and services may be organised, provided and integrated in line with the options available to SPT and partners in the Transport (Scotland) Act 2019.

Table 4.13 Bus Governance Models

Number	Option	Summary	Rationale for selection
56	Transport (Scotland) Act 2019 provisions for local bus – options for franchising, municipal bus companies and Bus Service Improvement Partnerships	This option is the consideration of various bus governance models which are now available under the 2019 Transport Act. This includes direct operation of services by local transport authorities, developing franchising frameworks and developing bus service improvement partnerships. This option can only be appraised at a high level at this stage as specific models have not yet been committed to by the partnership.	SPT should further develop this option as part of the delivery of the RTS.

4.15 Demand Responsive Transport, Community Transport & Total Transport

- 4.15.1 In this Group SPT consider the role of DRT and CT in the region and how this can be increased or enhanced. This includes ways to better integrate DRT and CT and the wider public transport network and considers the opportunity for Total Transport initiatives.

Table 4.14 Demand Responsive Transport, Community Transport & Total Transport

Number	Option	Summary	Rationale for selection
9	“Total Transport” approach and initiatives – options to integrate transport services in geographic areas that are currently commissioned by different government agencies and delivered by different operators, such as non-emergency patient transport, socially necessary bus services, adult social care transport	This option is the development of a co-ordinated approach to delivery of transport services. This will include public, private and third sector bodies to align services and demand.	Total Transport is a concept which if designed appropriately, could combine services across sectors, realising efficiencies in the provision of these. The RTS should consider an initial study on what this would entail, likely benefits and costs involved.

Number	Option	Summary	Rationale for selection
	and home to school transport		
37	Support role of Community Transport in providing access to healthcare	This option focusses on SPT working with Community Transport providers and NHS boards to provide improved access to healthcare including increasing visibility of the role that CT already plays in delivering access to healthcare and the potential to unlock cross-sector budgets and support to further facilitate this role.	This intervention could lead to improve accessibility to healthcare, particularly for more vulnerable groups. This option should be considered further.
38	Development and enhanced capacity building & resilience of Community Transport Network	This option is to consider how SPT can better support the funding and organisation of Community Transport, providing a co-ordinated approach to key CT services, particularly those to healthcare. The option will build capacity and resilience of services.	Increasing Community Transport is a key priority for SPT and as such this option merits further consideration.
51	Increased capacity, flexibility and coverage of demand responsive services	This option is widening the reach of the SPT MyBus service in terms of capacity and coverage to allow more people access and investigating options for new demand responsive transport services for the region.	DRT services are critical in parts of the region which are not well served by scheduled public transport. DRT provides options which allow elderly and vulnerable people to access services. This option should be retained within the RTS and viewed alongside SPTs current review of the MyBus service.
57	Improved integration between Community Transport, Demand Responsive Transport, and local public transport	Option provides improved integration of Community Transport, Demand Responsive Transport, and local public transport to develop a single integrated network of transport services	Improving access to public transport and reducing reliance on private vehicles is a key priority at national and regional level. SPT should retain this option as part of the RTS.
60	Improved resilience and sustainability of rural transport services and networks in the region	This option is to improve the resilience of rural transport networks to mitigate risk of instability of service provision, ensuring local people can access employment and services	One of SPT's key roles is subsidising bus services and provision of MyBus rural services. This option clearly fits with SPT's role and is consistent with regional and national objectives to reduce car use. This option also links with option 56 (Transport Scotland Act bus options). As such, this option should be retained as part of the RTS.

4.16 Public Transport safety and security

4.16.1 In this Group SPT consider the way public transport can be made safer and more secure for passengers and staff including when traveling to, waiting for and riding on public transport.

Table 4.15 Public Transport safety and security

Number	Option	Summary	Rationale for selection
15	Improved safety and security on routes to public transport	This option is providing improved safety measures on existing active travel routes to public transport hubs, i.e., bus and rail stations. This includes improved lighting, signage, surfacing and accessibility access. This option is based on enhancing existing assets rather than providing new bespoke routes.	Improvements for walking, cycling and public transport are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in increasing access to the public transport network
80	Improved safety and security at public transport hubs	This option is to improve safety and security at public transport stops and hubs. This includes CCTV, better lighting, improved walking routes, help points and staffing if applicable.	This option provides significant benefits and aligns with many government objectives to reduce car dependency. This option should therefore be taken forward as part of the strategy.
81	Improved safety and security on board public transport	This option is to provide improved safety and security on board public transport services. This could include CCTV, body cameras worn by staff, staff training and British Transport Police link points.	Improving onboard safety will help to improve the public transport network, helping to influence modal shift away from the private car. This option should be retained as part of the RTS and the RTS should raise awareness of this important issue.
82	Implement public transport Hate Crime Charter in region	The option is to support the introduction of the national Hate Crime Charter on public transport services in the region.	The Hate Crime Charter is a national intervention which SPT supports. This option should be retained as part of the RTS.

4.17 Active Travel network

4.17.1 In this Group SPT note the requirement to work with partners to develop the core principles of regional active travel network including integration with Green Networks and the role of e-bikes in mid-distance journeys. This will provide the framework for the Regional Active Travel Strategy following completion of the RTS.

Table 4.16 Active Travel network

Number	Option	Summary	Rationale for selection
13	Improved walking & cycling routes to public transport	This option is the provision of new or enhanced existing active travel routes to public transport hubs, i.e., bus and rail stations. This includes improved lighting, signage, surfacing and accessibility access. This option is not limited to the provision of high quality segregated cycling routes but includes enhancing existing assets.	Improvements for walking, cycling and public transport are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in increasing access to the public transport network
14	Increase and enhance active walking & cycling network	This option is provision of new or enhancing existing active travel network across the region. This includes improved lighting, signage, surfacing and accessibility access, as well as provision of new quality segregated cycling routes.	Improvements for walking and cycling are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in encouraging modal shift to active modes, reducing vehicle kms and helping to develop 20-minute neighbourhoods.
15	Improved safety and security on routes to public transport	This option is providing improved safety measures on existing active travel routes to public transport hubs, i.e., bus and rail stations. This includes improved lighting, signage, surfacing and accessibility access. This option is based on enhancing existing assets rather than providing new bespoke routes.	Improvements for walking, cycling and public transport are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in increasing access to the public transport network
16	Enhanced walking and cycling infrastructure including segregation and safer crossings	This option is enhancing the active travel network across the region. This includes physical infrastructure measures including segregation, surfacing and accessibility access and safer crossings for pedestrians and cyclists.	Improvements for walking, cycling are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in encouraging modal shift to active modes, reducing vehicle km's and helping to develop local 20-minute neighbourhoods.
17	Strategic active travel network and active freeways	This option is providing a strategic active travel network across the region including provision of 'active freeways'. Importantly, this strategic active travel network cannot be constrained by local boundaries and by its nature needs to be able to connect areas across the local authority boundaries.	Improvements for walking, cycling are priority interventions for both Transport Scotland and SPT. Active freeways are a key recommendation in the draft STPR2. This option should be retained as part of the RTS and will

Number	Option	Summary	Rationale for selection
			make a valuable contribution in encouraging modal shift to active modes, reducing vehicle kms and helping to develop local 20-minute neighbourhoods.
18	Regional Active Travel Network Strategy	This option is the development of a region wide active travel network strategy. The Strategy will identify and prioritise key actions including cross boundary links, integration with public transport and access to regional centres, hubs, hospitals and education.	Improvements for walking and cycling are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in setting active travel development priorities for the next 10 years.
19	Implementation of Pavement Parking guidance and regulations	This option is development of a regional approach towards pavement parking enforcing regulations as set out within the 2019 Transport Act as appropriate.	New pavement parking regulations will be made later in 2022 and it is reasonable for the RTS to investigate the powers and understand levels of funding that would be required to support partner local authorities to deliver this intervention.
N3	Increase and enhance role of e-bikes	This option is to include e-bikes into thinking and planning of cycling and active travel strategies noting that e-bikes can allow for greater distances and speeds.	This option would contribute to SPT and national objectives and should be supported.
N4	Integrate active travel networks and green networks	This option is to provide better integration between active travel networks and green networks to maximise benefits to public transport, health and environment.	Improvements for walking and cycling are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in encouraging modal shift to active modes, reducing vehicle kms and helping to develop 20-minute neighbourhoods.

4.18 Active Travel information and promotion

4.18.1 In this Group SPT consider the ways to promote active travel use and networks through measures such as improved information, signage and promotional activities.

Table 4.17 Active Travel information and promotion

Number	Option	Summary	Rationale for selection
21	Active travel promotional, marketing and branding activities	This option is development and provision of promotional, marketing and branding activities which encourage active travel.	Increased awareness raising for active travel options should be supported across the region, if budgets allow, this option should be considered as part of the RTS.
26	Co-ordinated and enhanced active travel journey planning information	This option is targeted travel planning activities in specific areas based around awareness raising of active travel routes and opportunities	This is a low cost option which has the potential to influence travel choice and support more active travel journeys. This option aligns with national targets and should be retained as part of the RTS

4.19 Bike sharing and ownership

4.19.1 In this Group SPT consider the ways to increase and enhance access to bikes including cross-boundary bike hire, e-bikes and adaptive bikes.

Table 4.18 Bike sharing and ownership

Number	Option	Summary	Rationale for selection
22	Support and promote uptake of electric bikes	This option to promote the uptake of electric bikes. This includes electric bike loan schemes/pilots, support information/marketing on electric bikes and training on electric bike use	This option would contribute to the objectives and is this supported, although its impacts are likely to be modest.
23	Invest in electric bike infrastructure	This option to invest in secure electric bike charging opportunities and any other supporting infrastructure.	Electric bikes are a growth industry and provide enhanced levels of accessibility whilst helping people make active travel journeys. E-bikes are also a valid alternative to short-medium distanced car trips. As such, this option should be further supported as part of the RTS
24	Develop local bike hire & bike sharing schemes and initiatives	This option is the introduction of new bike sharing schemes at a local level.	Cycle hire schemes are gaining popularity throughout the UK including the successful Glasgow scheme and increasing access to bikes is a key

Number	Option	Summary	Rationale for selection
			recommendation in the draft STPR2. This option should be retained in the RTS.
25	Facilitate development of cross-boundary bike hire / bike sharing opportunities	This option is the introduction of a regional/cross boundary cycle hire scheme.	This option should be pursued as part of the RTS particularly where further evidence demonstrates that there is cross-authority demand. SPT can support partners to investigate the challenges of delivering a scheme that involves multiple authorities and understand if these can be overcome.

4.20 Road Safety

4.20.1 In this Group SPT align with the emerging new Road Safety Framework to make roads safer for all particularly the most vulnerable road users and disadvantaged communities.

Table 4.19 Road Safety

Number	Option	Summary	Rationale for selection
99	Implement Road Safety Framework in the region	This option is to support implementation of the Scottish Road Safety Framework to 2030.	This option aligns with the Scottish Government's Road Safety Framework and if delivered appropriately will offer benefits to all road users and pedestrians. This option should be retained as part of the RTS.
105	20mph speed limits and 20mph zones	This option is to implement 20 mph zones and 20mph speed limits within the region.	This option supports Transport Scotland's priorities and will ensure safer local environments across the region. This option should be supported as part of the RTS.

4.21 Placemaking

4.21.1 In this Group SPT consider the role of the RTS and SPT in supporting improvements to the built environment that prioritise movement of people over vehicles.

Table 4.20 Placemaking

Number	Option	Summary	Rationale for selection
20	Place-making schemes to improve the quality of the built environment for walking and cycling	This option is to deliver place making schemes that deliver an enhanced environment for people walking, wheeling and cycling and prioritise movement of people over motorised vehicles.	In recent years SPT has been involved in development of successful localised place making schemes. Current national guidance prioritises such endeavours and as such, this option should be retained as part of the RTS.

4.22 Shared Mobility

4.22.1 In this Group SPT consider how to develop, increase and/or enhance shared mobility options in the region. This includes sharing assets and journeys (e.g., car club, JourneyShare).

Table 4.21 Shared Mobility

Number	Option	Summary	Rationale for selection
61	Increased sustainable transport options on islands and rural mainland communities	Option to explore potential of introducing more sustainable transport options into island and rural communities	Island and rural mainland communities do not enjoy the same levels of public transport connectivity as more populous locations, sustainable options such as these will help bridge the gap. This option should be retained as part of the RTS.
106	Package of shared mobility options – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing	This option includes services such as car share incentives, journey sharing, car clubs and bike sharing	Shared mobility is clearly a growth area and is supported in the National Transport Strategy. The RTS should retain this option and consider how best to develop shared mobility initiatives with partners and build on the existing SPT Journey Share.
108	Improved accessibility of shared mobility options e.g. Car Share schemes	This option is to work with transport operators and partners to ensure shared mobility services including car clubs and bike hire schemes provide accessible vehicles and services as appropriate	Shared mobility is clearly a growth area and is supported in the National Transport Strategy. The RTS should retain this option and consider how best to develop shared mobility initiatives.

4.23 Interchanges and Hubs

4.23.1 In this Group SPT consider the development, location and enhancement of sustainable transport interchanges and hubs in the region.

Table 4.22 Interchanges and Hubs

Number	Option	Summary	Rationale for selection
58	Sustainable integrated transport hubs for hospitals, campuses & town centres	Introducing transport hubs with integrated services at key destinations across the region	This option is in line with STPR2 recommendations for mobility hubs and will support government and regional aspirations to reduce reliance upon the private car and as such should be supported as part of the RTS.
59	Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport	Introducing mini transport hubs with integrated services at smaller towns across the region, improving integration with mainstream public transport.	This option is in line with STPR2 recommendations for mobility hubs and will support Government and regional aspirations to reduce reliance upon the private car and as such should be supported as part of the RTS.
62	Improve integration of active travel and public transport	This option is to improve the integration of active travel with public transport and may include new or enhanced routes to public transport stops and hubs, cycle parking facilities and increased carrying capacity of bikes on public transport services	This option will support Government and regional aspirations to reduce reliance upon the private car and as such should be supported as part of the RTS.
87	Enhanced local public transport stop/station infrastructure	This option is to provide enhanced local public transport stop and station infrastructure. This may include high access kerbs, shelters and real time information display screens.	Improving the public transport network and making it accessible to all is an important objective for SPT. This option should be retained as part of the RTS.

4.24 Bus Priority

4.24.1 In this Group SPT consider the development, location and enhancement of bus priority in the region, particularly quality bus corridors.

Table 4.23 Bus Priority

Number	Option	Summary	Rationale for selection
31	New / enhanced bus lanes/segregation	This option is the introduction of new bus lanes, or measures to enhance existing bus lanes. This option does not include any vehicle enhancement or signalisation and is primarily related to physical bus lane infrastructure	This option provides significant benefits, aligns with government objectives, and fits with the Bus Partnership Fund. This option should therefore be a

Number	Option	Summary	Rationale for selection
			key intervention as part of the strategy.
32	Improved traffic management measures to support bus priority	This option includes traffic management to support bus priority including bus gates and removal of parking.	This option provides significant benefits, aligns with government objectives and fits with the Bus Partnership Fund. This option should therefore be a key intervention as part of the strategy.
33	New / enhanced traffic signal control	This option includes traffic management to support bus priority and includes urban traffic control systems and traffic signal infrastructure upgrades to enable bus priority software/systems including SCOOT.	This option provides significant benefits, aligns with government objectives and fits with the Bus Partnership Fund. This option should therefore be a key intervention as part of the strategy.
34	Enhanced enforcement of bus lanes	This option is to provide improved enforcement of bus lanes through automatic and camera based solutions. We are aware that various areas have applied to the Bus Partnership Fund for funding to cover automatic or camera enforcement of bus lanes.	This option provides significant benefits, aligns with government objectives and fits with the Bus Partnership Fund. Enforcement measures should be considered as part of any bus priority scheme development / business case etc.

4.25 Ferry

4.25.1 In this Group SPT consider the improvement and enhancement of ferry/harbour infrastructure and services on the Clyde.

Table 4.24 Ferry

Number	Option	Summary	Rationale for selection
52	Support development and delivery of the Islands Connectivity Plan	This option is to ensure regional priorities are captured within the Islands Connectivity Plan. SPT will also look to support delivery of actions from the plan within the SPT area.	The Islands Connectivity Plan is a national commitment led by Transport Scotland. SPT is involved in the development of the Plan and will support delivery of interventions that fall within the SPT area, in line with SPT existing/previous investments in ferry and harbour infrastructure at Ardrossan, Largs, Cumbrae and Brodick.

Number	Option	Summary	Rationale for selection
			This option should be retained as part of the RTS.
54	Enhanced harbour and terminal infrastructure for passenger ferry services	This option is for enhancement of harbour and terminal infrastructure for passenger ferry services to cater to growing demand.	SPT is already supporting enhanced ferry and harbour infrastructure at Largs, Cumbrae and Ardrossan and will support future interventions identified through the Island Connectivity Plan. This option should be retained in the RTS.
55	Enhanced capacity on ferry routes on the Clyde	This option is for capacity improvements on ferry routes on the Clyde.	This option will be progressed within the Islands Connectivity Plan and the RTS should retain this option in support of this process.

4.25.2 Metro-MaaS Transit-Subway

4.25.3 In this Group SPT consider the development, location and enhancement of mass transition provision in the region. This Group is aligned with STPR2 and GCR Metro workstreams and SPT’s position on future Subway development.

Table 4.25 Metro-MaaS Transit-Subway

Number	Option	Summary	Rationale for selection
71	Glasgow Metro – options for Glasgow Metro system including modal interventions and integration (options development aligned with Glasgow City Region processes)	This option is to develop and promote the Clyde Metro scheme in partnership with Transport Scotland, SPT and Glasgow City Region.	The Clyde Metro concept is a recommendation in the draft STPR2 and NPF4. Metro would represent a step change in public transport provision in the region and the option should be retained in the RTS as a regional priority.

4.26 Rail and High Speed Rail

4.26.1 In this Group SPT consider enhancement of the rail network in the region. This Group includes High-Speed Rail to the region. This Group is aligned with STPR2.

Table 4.26 Rail and High Speed Rail

Number	Option	Summary	Rationale for selection
92	Capacity enhancements and constraint resolution on rail network	This option is for capacity enhancements and constraint resolution on the rail network through infrastructure improvements or service changes.	Reducing the requirement to travel by car is both a key national and regional priority. SPT can identify and develop investment

Number	Option	Summary	Rationale for selection
			priorities through STAG process and invest in some infrastructure projects. This option should be retained as part of the RTS.
94	Enhanced economic and social value of rural railways	This option is to understand the case for investment in rural railways that is not focused on modal shift or passenger growth targets, but rather the value that the railway has for the wider community in terms of tackling depopulation, visitor economy etc	SPT should consider how best to work with partners to understand the case for rural railways. SPT can identify and develop investment priorities through STAG process and invest in some infrastructure projects. This option should be retained as part of the RTS.
95	Re-opening of disused rail lines (passenger and freight)	This option is for the reopening of disused rail lines across the network.	Reducing the requirement to travel by car is both a key national and regional priority. SPT can identify and develop investment priorities through STAG process and invest in some infrastructure projects. This option should be retained as part of the RTS.
96	Support Glasgow Central capacity enhancement (aligned with STPR2 process)	This option is to provide capacity enhancements at Glasgow Central Station.	Improving capacity at Glasgow Central is a recommendation in the draft STPR2 and will lead to benefits to the public transport network within the SPT region. This option should be retained as part of the RTS as a regional priority.
97	Support delivery of High Speed Rail to the region (aligned with STPR2 process)	This option includes supporting the UK Department for Transport, Transport Scotland, Network Rail and local authorities to develop and delivery a High Speed Rail connection to Scotland.	Cross-border rail enhancements are a recommendation in the draft STPR2. This option should be retained as part of the RTS.

4.27 Road

4.27.1 In this Group SPT consider enhancement of locally and regionally strategic road networks in the region including improvements to traffic management systems.

Table 4.27 Road

Number	Option	Summary	Rationale for selection
100	Support capacity enhancements and constraint resolution on roads network	This option is to reduce congestion and capacity problems on local roads networks.	Specific interventions can be identified through the RTS Delivery Plan and with local authority partners, particularly where problems affect public transport networks.
103	Smart / managed motorways using Intelligent Transport Systems	This option for introduction of Smart Motorways in line with STPR2.	Smart motorways are a national project being developed by Transport Scotland. SPT should support this option as part of the RTS.
104	Enhanced Urban Traffic Control systems for all local roads authorities in the region	This option is to provide upgrades of existing traffic signal systems at key junctions and interchanges for all local authorities. It is assumed that enhancing signal control as part of this option does not prioritise for any one specific mode.	This option if appropriately introduced, provides key benefits to various road users across the transport hierarchy as well as making efficiency improvements which could result in improvements in terms of a decrease in congestion and emissions. This option should be considered further as part of the RTS.

4.28 Park and Ride

4.28.1 In this Group SPT consider the development and enhancement of bus and rail park and ride in the region, including operational park and ride systems.

Table 4.28 Park and Ride

Number	Option	Summary	Rationale for selection
35	New / Enhanced bus park and ride	This option is the introduction of new bespoke bus park and ride sites. The assessment here is for the introduction of the site itself. To operate efficiently, appropriate bus services would need to be routed to the site and bus priority provided for onward journeys	This option provides benefits, broadly aligns with government objectives and should therefore be a key intervention as part of the strategy. There is a clear synergy with BFP initiatives which should be developed.
98	New/Enhanced rail park and ride	This option is supporting ScotRail and Local Authorities through the development and delivery of new or enhanced park and ride sites at rail stations across the network.	Reducing the requirement to travel by car is both a key national and regional priority. SPT has a

Number	Option	Summary	Rationale for selection
			history of delivering new park and ride sites across the region and have partnership approaches in place to support. This option should be retained as part of the RTS.

4.29 Adaptation and Resilience

4.29.1 In this Group SPT consider the adaptation of infrastructure and services to impacts of climate change.

Table 4.29 Adaptation and Resilience

Number	Option	Summary	Rationale for selection
53	Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde.	This option is for improved resilience of ferry services for communities on the Clyde.	The resilience of ferry services is an identified problem in the case for change and climate change is likely to increase these challenges. The option should be retained as part of the RTS.
93	Improved resilience and adaptation of rail	This option is to improve the resilience of rail infrastructure in the region, particularly identified priorities.	The draft STPR2 and regional adaptation strategies identify regional rail infrastructure at risk of climate change impacts. This option should be retained as part of the RTS.
102	Improved resilience of local roads networks to flooding and other weather-related incidents	This option is to improve resilience of local roads networks particularly flood risk as identified in flood risk management plans.	There is an opportunity to better integrate transport planning and flood risk planning and management, which will become increasingly important. This option should be retained as part of the RTS.
N5	Adapt public transport services, vehicles and hubs to effects of climate change for staff and passenger welfare	This option is to adapt the public transport network including services vehicles and hubs to the effects of climate change.	Climate change is having an impact upon the ways we live, work and travel. There is a need to improve evidence and research around future passenger welfare issues and adaptation requirements. This option should be retained as part of the RTS.

4.30 Scenario Appraisal

- 4.30.1 Due to the policy based nature of the majority of options and the long time horizon of the RTS, it was felt most appropriate to align scenario consideration with that presented by Transport Scotland as part of the STPR2 workstream.
- 4.30.2 As part of the approach to STPR2, Transport Scotland considered the difference between what is termed the ‘contextual environment’ i.e. wider influences such as the economy, climate change and political leadership, compared to the ‘transactional environment’ – the things which TS can control such as the strategic transport network (road and rail, road maintenance programmes, and the ScotRail franchise etc). Essentially, Transport Scotland has defined scenarios around coherent, credible, and challenging futures that affect travel demand resulting from changes in the contextual environment. STPR2 options are then appraised in the transactional environment.
- 4.30.3 This approach has led to two traffic variant scenarios – **high** and **low** traffic growth, and three economic scenarios. Through implementation it became apparent that due to the scale of intervention required to achieve the target of a 20% reduction in car kms, economic variants had a relatively limited impact. As a result, TS decided to only use the high and low traffic growth scenarios. These two scenarios incorporate emerging changes in travel behaviour such as reduced commuter trips following the pandemic. Each scenario is underpinned by evidence led assumptions, some of which are contained within the table below:

High Motorised Traffic / Emission demand (High)	Low Motorised Traffic / Emission demand (Low)
EV growth slower (around 70% of total mileage by 2040)	EV growth faster (around 90% of total mileage by 2040)
Car ownership constrained only in City Centres	Car ownership constrained in all Cities
Post COVID-19 trip rate changes: -15% commute, -33% business, all other stable	Post COVID-19 trip rate changes: -25% commute, -66% business, all other extrapolate decline
40% CAV. ¹ by 2050	No CAV by 2050
No change in cost of using EVs from present day levels (i.e., no road user charging or other taxes aimed at EV use)	Car generalised cost increased to achieve the 20% reduction in car kms by 2030

- 4.30.4 Under the high scenario, for the Glasgow city region, STPR2 reports that traffic levels will be broadly flat until 2035, but then increase by around 20% by 2045 with the advent of CAVs. In contrast, the low scenario would see road traffic fall by nearly 25% by 2035 and by nearly 30% by 2045 (both figures with STPR2 interventions). By 2045 therefore these scenarios are very different with road traffic ranging from **+20%** to **-30%** relative to 2019 levels.
- 4.30.5 Overall therefore the high scenario implies a more ‘business as usual’ approach whilst the low scenario has a heavier policy element to achieve the 20% car traffic reduction target. The other big difference that widespread use of CAVs is implied in the high scenario.

¹ Connected and autonomous vehicles – enabling people who are currently unable to drive to become the equivalent of ‘car drivers’

4.30.6 Through discussions with both SPT and Transport Scotland it was felt important to retain a consistent approach to scenarios and as such, each option category has been considered against both the high and low traffic growth scenarios. Narrative has been provided for each category across each scenario.

4.30.7 In essence:

- Most of the options would help **mitigate** the negative impacts of the high scenario
- Most of the options would help **deliver** the low scenario
- For public transport proposals, the benefits would be lower and the revenue support costs would be higher in the high growth scenario, assuming public transport usage levels are lower and car use is higher.
- For active travel proposals, the benefits would be lower in the high growth scenario, assuming active travel levels are lower and car use is higher

Category	High Growth	Low Growth
Decarbonisation of road transport vehicles	Under a high growth scenario, these options will be critical to further decarbonise the fleet, providing mitigation against some of the effects of high traffic growth. Options will be important providing benefits in terms of reduced emissions and assisting with progress towards net zero.	Under a low growth scenario, traffic continues to grow but not to the same extent as the high growth scenario. Options within this category will still be important providing benefits in terms of reduced emissions and assisting with progress towards net zero.
Decarbonisation of other modes	Decarbonising other modes will be important regardless of scenario and should continue to be pursued. Benefits felt within this scenario will be less pronounced due to larger proportions of people using private vehicles.	Under this scenario, public transport use is expected to increase as car ownership is constrained and car generalised cost increases. Decarbonising other modes will therefore be particularly important as there may a significant increase in bus and train km in particular.
Freight and Logistics	In the high growth scenario, freight options which do not use the road network will be particularly important as road freight may be affected by additional congestion. The Scottish Government has set targets to reduce freight movements on the road network and options to support this will be particularly important.	Similarly, in the low growth scenario, options to support reducing freight transport by road will be important and align with policy outcomes.
Demand Management – pricing and supply	Under this scenario, without demand management (pricing and supply) options, road networks would likely become overly congested leading to increased journey times, accidents and associated transport emissions.	Options within this category will be key to delivering the low growth scenario, seeking to limit traffic growth and influencing the take up of alternative modes.
Demand Management – behaviour change	Under this scenario, without demand management (behaviour change) options, road networks would likely become overly congested leading to increased journey times, accidents and associated transport emissions.	Options within this category will be key to delivering the low growth scenario, seeking to limit traffic growth and influencing the take up of alternative modes.
Integration with Planning Policy and land use measures	Options within this category are designed to reduce the requirements of people to travel by car. These options will be beneficial across both scenarios but particularly beneficial within the high growth scenario.	As with the high growth scenario, options will provide key benefits and complement measures assumed within the low growth scenario.

Category	High Growth	Low Growth
LEZ and AQMA	These options will seek to provide air quality benefits in areas where vehicle emissions are problematic. This problem will however decline in the medium term of the fleet transitions away from ICE ² vehicles. Benefits will be felt in both scenarios but be particularly beneficial within the high growth scenario as the take up of EVs is slower in this scenario.	As with the high growth scenario, options will provide key benefits and complement measures assumed within the low growth scenario.
Affordability of public transport	These options will seek to ensure public transport fares are more affordable. Benefits will be felt in both scenarios but be particularly beneficial within the high growth scenario where there is a need to encourage people onto public transport.	As with the high growth scenario, options will provide key benefits and complement measures assumed within the low growth scenario. Affordable public transport will be key to delivering the low scenario.
Accessibility of public transport	Options will provide accessibility benefits for those using public transport. Benefits will be felt across both scenarios. The emergence of CAVs (which may allow some people to travel in their own car who currently cannot) may undermine this option at the margin.	Options will provide accessibility benefits for those using public transport. Benefits will be felt across both scenarios. As more people will be using public transport in this scenario, the benefits may be greater.
Availability of public transport	Measures within this category will promote the availability of public transport. These options will be beneficial to mitigate the traffic growth implied in the high growth scenario. The emergence of CAVs in this scenario may undermine public transport however – since those who currently cannot drive would now be able to use a car independently.	Measures within this category will support and complement measures assumed within the low growth scenario. Benefits will be greater in this scenario assuming higher public transport usage.
Attractiveness of public transport	Measures within this category will promote the attractiveness of public transport. These options will be beneficial within the high growth scenario. The emergence of CAVs in this scenario may undermine public transport however – since those who currently cannot drive would now be able to use a car independently.	Measures within this category will support and complement measures assumed within the low growth scenario. Benefits will be greater in this scenario assuming higher public transport usage.

² Internal combustion engine

Category	High Growth	Low Growth
Public Transport Ticketing and Information, including MaaS	Measures within this category will modernise ticketing of public transport, making it more attractive. These options will be beneficial within the high growth scenario. The emergence of CAVs in this scenario may undermine public transport however – since those who currently cannot drive would now be able to use a car independently.	Supporting measures to make public transport more attractive will support and complement measures assumed within the low growth scenario. Benefits will be greater in this scenario assuming higher public transport usage.
Bus governance-models	Under a high growth scenario, considering new bus governance models will be useful as it will allow the public sector to define routes and services rather than the deregulated market which may struggle to provide adequate commercial coverage within the high growth scenario. The emergence of CAVs in this scenario may undermine public transport however – since those who currently cannot drive would now be able to use a car independently.	Under a low growth scenario, considering new bus governance will allow the public sector to define routes, services and potentially prices. If funded and undertaken appropriately, these measures may support policies which underpin the low growth scenario. Benefits will be greater in this scenario assuming higher public transport usage.
Demand Responsive Transport, Community Transport & Total Transport	Options will provide DRT for those who require specialist services or in areas where conventional public transport is not available. Benefits will be felt across both scenarios. The emergence of CAVs in this scenario may undermine public transport however – since those who currently cannot drive would now be able to use a car independently.	Options will provide DRT for those who require specialist services or in areas where conventional public transport is not available. Benefits will be felt across both scenarios however in the low growth scenario, these options may complement policies which underpin the scenario. Benefits will be greater in this scenario assuming higher public transport usage.
Public Transport safety and security	Options will improve safety and security on public transport and on routes to public transport. Benefits will be felt across both scenarios. The emergence of CAVs in this scenario may undermine public transport however – since those who currently cannot drive would now be able to use a car independently.	Options will improve safety and security on public transport and on routes to public transport. Benefits will be felt across both scenarios, however in the low growth scenario, these options may complement policies which underpin the scenario. Benefits will be greater in this scenario assuming higher public transport usage.
Active Travel network	Improving the active travel network will be beneficial within both scenarios. Any options which reduce road space may conflict with high traffic growth which could increase congestion and journey times. Measures supporting active travel will be useful to mitigate high traffic growth.	Improving the active travel network will be beneficial within both scenarios. Options to improve the active travel network will significantly complement the low growth scenario, providing alternative means of travel from the private car. Lower traffic levels will also free up roadspace for active travel networks.

Category	High Growth	Low Growth
Active Travel information and promotion	Improving active travel information will be beneficial within both scenarios. Measures supporting active travel will be useful to mitigate high traffic growth.	Improving active travel information will be beneficial within both scenarios. These options will complement the low growth scenario, providing alternative means of travel from the private car.
Bike sharing and ownership	Improving access to bikes through bike sharing and ownership options will be beneficial within both scenarios. Measures supporting increased use of bikes will be useful to mitigate high traffic growth.	Improving access to bikes through bike sharing and ownership options will be beneficial within both scenarios. Options to improve access to bikes will significantly complement the low growth scenario, providing alternative means of travel from the private car.
Road safety	Implementing road safety options will be beneficial in both scenarios, but more so in the high growth scenario where roads are anticipated to become more heavily congested.	Consistent with the high growth scenario, road safety options will provide positive benefits in the low traffic growth scenario, although these would be expected to be to a lower level than in the high scenario.
Placemaking	Placemaking schemes will be beneficial in the high growth scenario as they will look to provide safe and attractive areas for walking and cycling despite the high traffic growth.	Place making schemes will support and complement policies which underpin the low growth scenario
Shared Mobility	Shared mobility options will be useful to counter high traffic growth.	Shared mobility options will support and complement policies which underpin the low growth scenario
Interchanges and Hubs	Providing additional and improved interchanges and hubs will be beneficial across both scenarios. In the high growth scenario, they may attract more public transport users, mitigating some of the traffic growth however if traffic growth is unconstrained there is a danger that hubs and interchanges may be poorly used as people are more inclined to drive their vehicles.	Hubs and interchanges will support and complement policies which underpin the low growth scenario, providing attractive alternatives to travelling by car.
Bus Priority	Under a high growth scenario, improved bus priority would reduce journey times and increase the reliability of bus compared with the car, however, due to the high growth there would be	Under a low growth scenario, improved bus priority contributes towards meeting the current policy ambitions of the Scottish Government giving priority to buses on the road network. Bus

Category	High Growth	Low Growth
	<p>significant impacts in terms of general congestion as road space is reduced while private car use grows. These bus interventions would however be useful to combat higher levels of traffic growth, but it should be noted that there will be negative impacts.</p>	<p>usage would increase as journey times would be shorter and more reliable than those made by car. This results in a decline in car dependency, traffic demand and transport emissions in the region. Despite this however there may be impacts upon the bus industry as the low growth scenario anticipates a reduction in commuters which will impact upon the viability of bus services.</p>
Ferry	<p>The high growth scenario would see continued growth in car-based ferry travel. This would exacerbate existing problems with car deck capacity on many routes, ultimately requiring investment in more / bigger ferries.</p>	<p>The low growth scenario would ease demand for car-based ferry travel. Investments in more / larger ferries may therefore provide excess capacity and cost in the longer term.</p>
Metro-MaaS Transit-Subway	<p>Metro type interventions will provide a new mode of transport which be a valuable alternative to the private car. It may also reduce journey times and increase reliability dependent upon the route travelled. Due to the high traffic growth benefits of metro may not be fully realised if people continue to drive. The emergence of CAVs in this scenario may undermine public transport however – since those who currently cannot drive would now be able to use a car independently.</p>	<p>Under a low growth scenario, metro would provide a new, clean, reliable mode of transport which could help reduce car dependency, traffic demand and transport emissions in the region. Metro aspirations will complement policy interventions which underpin the low growth scenario.</p>
Rail and High Speed Rail	<p>Rail interventions will provide key benefits under both scenarios as rail plays a major role in providing alternatives to driving. Improving the rail offer is critical moving forward. In the high growth scenario this will be useful to mitigate the effects of increased car use. The emergence of CAVs in this scenario may undermine public transport however – since those who currently cannot drive would now be able to use a car independently</p>	<p>Rail interventions will provide key benefits under both scenarios as rail plays a major role in providing alternatives to driving. Improving the rail offer is critical moving forward. In the low growth scenario this will be useful to provide alternative modes as car use is constrained.</p>
Road	<p>Interventions within this category will provide capacity enhancements and use technology to moderate vehicle flows, these interventions will be particularly beneficial under the high growth scenario given the higher traffic levels.</p>	<p>Road interventions will provide similar type of benefits in the low growth scenario, and due to less vehicle demand, may accrue lower benefits. There is a risk of providing excess capacity if traffic levels drop.</p>

Category	High Growth	Low Growth
Park and Ride	Park and Ride interventions will provide benefits in both scenarios as they should encourage more people to use public transport. As the high growth scenario does not constrain car use, there may be a risk to the commercial viability of park and ride sites and services if people choose to travel in their cars.	Within the low growth scenario, park and ride interventions will be vital as an alternative to using the private car. These options will compliment policies underpinning the scenario.
Adaption and Resilience	Improved resilience of transport modes, infrastructure and services will provide benefits across both scenarios. Within the high traffic growth scenario, improved resilience of the road network will be crucial.	Improved resilience of transport modes, infrastructure and services will provide benefits across both scenarios. Within the low traffic growth scenario, improved resilience of non road based transport will be important to encourage more use of these alternative modes.

5 Appraisal Summary

5.1 Summary of Appraisal Results

5.1.1 Table 5.1 summarises the scores of each option against the STAG criteria and the Strategy Objectives. Note that the other elements that have been appraised are not included as they are qualitative and are not in line with the format of the table. However, the overall selection or rejection decision of the option has also been set out

Table 5.1 Appraisal Summary

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
Decarbonisation road transport vehicles											
36	✓	✓	○	○	○	✓	○	○	○	○	✓
39	✓✓	✓✓	○-✓	x-✓	✓	✓✓	✓	○	○	○	✓
40	✓✓	✓✓	○-✓	○-✓	✓	✓✓	○	○	○	○	✓
41	○-✓	○-✓	○-✓	x-✓	○	✓	○	○	○	○	✓
42	✓✓	✓✓	○-✓	○	✓	✓✓	○	○	○	✓	✓
43	✓-✓✓	✓-✓✓	○-✓	x-○-✓	○	✓✓	○	○	○	○	✓
44	✓-✓✓	✓-✓✓	○-✓	x-○-✓	○-✓	✓✓	○	○	○	✓	✓
47	✓	✓	○-✓	○	○-✓	✓	○	○	○	○	✓
75	✓✓	✓✓	○-✓	○	○	✓✓	○	○	○	○	✓

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
Decarbonisation other modes											
48	✓✓	✓✓	✓	✓	○	✓✓	✓	✓	○	✓	✓
N1	✓	✓✓✓	○-✓	○	○-✓	✓✓✓	○	○	○	○	✓
N2	○-✓	✓✓✓	○-✓	○	○-✓	✓✓✓	○	○	○	○	✓
Freight and Logistics											
72	✓	✓	○-✓	○-✓	✓	✓	○	○	○	○	✓
73	✓	✓	○-✓	✓	○	✓	○	○	○	○	✓
74	○-✓	○-✓	○-✓	✓	✓	✓	✓	○	○	○	✓
76	x-✓	✓	✓	✓	○	✓	○	✓✓	○	○	✓
77	x-○	○	✓✓	○	○	○	✓	○	○	○	✓
78	x-✓	✓	✓	✓	○	✓	○	✓✓	○	○	✓
79	x-✓	✓	✓	✓	○	✓	○	✓✓	○	○	✓
Demand Management pricing and supply											
49	○-✓✓✓	○-✓✓✓	○-✓	x-✓	x-✓	○-✓✓✓	○-x	○-✓	✓	✓	✓
50	✓✓✓	✓✓✓	✓	x-✓	x-✓	✓✓✓	○-x	✓	✓	✓	✓
Demand Management behaviour change											
28	○-✓	○-✓	○-✓	○	✓✓	✓	✓	○	✓✓	✓	✓

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
29	O-✓	O-✓	✓	O	✓	✓	O	O	✓✓	O	✓
Integration with Planning Policy and land use measures											
65	✓	✓	✓	✓	✓-✓✓	✓-✓✓	✓✓	O	✓✓	✓✓	✓
66	O-✓	O-✓	✓	✓	✓-✓✓	✓	✓	O	✓	✓	✓
67	O-✓	O-✓	O-✓	✓	✓✓	✓	✓	O	✓	✓	✓
68	O-✓	O-✓	✓	✓	✓	✓	✓	O	O	O	✓
69	✓	✓	✓✓	✓	✓✓	✓	✓	O	✓✓	O	✓
70	O-✓	O-✓	✓-✓✓	✓	x-✓	✓	O	O	✓✓	✓✓	✓
LEZ and AQMA											
45	✓✓	✓✓	✓✓	xx-✓✓	x-✓	✓✓	O	O	✓	✓	✓
46	✓-✓✓	✓-✓✓	✓	O-✓	O	✓	✓	O	✓	✓	✓
Affordability of public transport											
110	O	O	O-✓	✓	✓✓✓	O	✓✓	O	O	✓✓	✓
111	O-✓	O-✓	O	✓	✓✓	O-✓	✓✓	O	O	✓✓	✓
112	✓-✓✓	✓✓	✓	✓✓	✓✓✓	✓✓	✓✓✓	O	x-O	✓✓✓	✓
113	✓	✓	O	✓	✓✓	✓	✓✓	O	O	✓✓✓	✓
114	O-✓	O-✓	O-✓	✓	✓✓	✓	✓✓	O	O	✓✓	✓

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
115	O-✓	O-✓	O-✓	O-✓	✓✓	✓	✓	O	O	✓	✓
116	O-✓	O-✓	O-✓	✓	✓✓	✓	✓	O	O	✓	✓
Accessibility of public transport											
1	O	O	✓✓	✓	✓✓✓	O	✓✓	✓	✓✓	✓✓	✓
2	O	O	✓	O	✓✓✓	O	✓✓	✓	O	✓✓	✓
3	O	O	✓	O	✓✓✓	O	✓✓	✓	O	✓✓	✓
4	O	O	✓	O	✓✓	O	✓✓	✓	O	✓✓	✓
5	O	O	✓	O	✓✓	O	✓	O	O	✓✓	✓
6	O	O	✓✓	O	✓✓	O	✓✓	✓	✓	✓✓	✓
7	O	O	✓	x-✓	✓-✓✓	O	✓✓	O	O	O	✓
107	O	✓	✓	✓	✓-✓✓	O	✓✓	✓	O	O	✓
Availability of public transport											
8	x-✓	x-✓	✓	✓✓	✓✓✓	x-✓	✓✓	✓	✓✓	✓✓	✓
10	O	O-✓	✓	O	✓-✓✓	O	✓✓	O	✓	✓	✓
11	O	O	O	✓	✓	O	✓	O	O	✓	✓
12	O	O	O	O	✓	O	✓	O	O	✓	O
30	✓	✓-✓✓	✓	✓-✓✓	✓✓✓	✓	✓✓✓	✓✓	O	✓✓✓	✓

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
63	√-√√	√	√√-√√√	√-√√	√√-√√√	√	√√	√	0	√√√	√
85	√	√	√-√√	√√	√√	√	√√	√√	0	√√	√
Attractiveness of public transport											
83	√	√√	√	√√	√	√√	√√	√-√√	0	√√	√
84	0-√	0-√	0-√	0-√	0-√	√	√	0	0	√	√
86	√	√	√	√-√√	√-√√	√√	√√	√√	0	√√	√
88	0-√	0-√	0-√	0-√	0-√	√	√	0-√	0	√	√
89	0	0	0-√	0	0	0	0-√	0	0	0	√
109	0	0-√	√	√√	√√	√√	√	√	0	√√	√
Public Transport Ticketing and Information											
64	0-√	0-√	√	0	*-√√	√	√	√	0	√	√
90	0	0	0	√	0-√	0	√	0-√	0	√√	√
117	0-√	0-√	0-√	0-√	√	√	√√	0	0	√√	√
118	√	√	√	√	√	√	√√	0	0	√√√	√
Bus governance-model											
56	0-√	√-√√	√	√-√√	√√√	√	√√√	√√	0	√√	√
Demand Responsive Transport, Community Transport & Total Transport											

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
9	O	O	✓	O	✓	O	✓	O	O	✓	✓
37	O	O	✓	O	✓✓	O	✓	O	O	O	✓
38	O	O	✓	O	✓✓	O	✓	O	O	O	✓
51	O	O	✓	✓	✓✓✓	O	✓✓	O	O	✓✓	✓
57	O-✓	O-✓	✓	✓	✓✓✓	✓	✓✓✓	✓	O	✓✓	✓
60	O-✓	O-✓	✓-✓✓	✓	✓-✓✓	✓	✓	✓	O	✓✓	✓
Public transport safety and security											
15	✓	✓	✓✓✓	O	✓✓✓	✓	✓	O	✓	✓	✓
80	O	O	✓✓✓	O	✓✓	O-✓	✓✓	O	✓	✓✓✓	✓
81	O	O	✓✓✓	O	✓✓	O-✓	✓	O	O	✓✓	✓
82	O	O	✓✓	O	✓✓	O-✓	✓	O	O	✓	✓
Active Travel network											
13	x-✓	✓	✓✓✓	x-✓	✓✓✓	✓	✓✓	✓	O	✓✓	✓
14	x-✓	✓	✓✓✓	x-✓	✓✓✓	✓	✓	O	✓✓✓	O	✓
15	✓	✓	✓✓✓	O	✓✓✓	✓	✓	O	✓	✓	✓
16	x-✓	✓	✓✓-✓✓✓	x-O	✓✓	✓-✓✓	✓✓	O	✓✓	O	✓
17	✓	✓-✓✓	✓✓	xx-✓✓	✓✓	✓✓	✓✓	O	✓✓✓	O	✓

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
18	✓	✓	✓-✓✓	x-✓	✓✓	✓	✓✓	✓	✓✓✓	✓	✓
19	○	○	✓-✓✓	○	✓-✓✓	○	✓	○	✓	○	✓
N3	✓	✓	○-✓	○	✓	✓	✓	○	✓✓	○	✓
N4	x-✓	✓	✓✓✓	○-✓	✓✓✓	✓	✓	○-✓	✓	○-✓	✓
Active Travel information and promotion											
21	✓	✓	✓	○	✓	✓	✓	○	✓	○	✓
26	○-✓	○-✓	○-✓	○	✓✓	✓	✓	○	✓✓	○	✓
Bike sharing and ownership											
22	✓	✓	○-✓	○	✓	✓	✓	○	✓✓	○	✓
23	○-✓	○-✓	○-✓	○	✓	✓	✓	○	✓✓	○	✓
24	○-✓	✓	○-✓	✓	✓-✓✓	✓	✓	○	✓✓	○	✓
25	○-✓	✓	○-✓	✓	✓-✓✓	✓	✓	✓	✓✓	○	✓
Road safety											
99	○	○	✓✓✓	✓	✓	✓	✓	○	✓✓	○	✓
105	✓	✓	✓✓✓	○	✓	✓	✓✓	○	✓✓	○	✓
Placemaking											
20	○-✓	○-✓	✓✓	x-✓	✓	✓	✓✓	○	✓-✓✓	✓	✓
Shared Mobility											

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
61	O-✓	O-✓	✓	O-✓	✓	O-✓	✓	O	✓✓	O	✓
106	✓	✓	O	✓	✓✓	✓	✓	✓	✓	O	✓
108	✓	✓	✓	✓	✓✓	✓	✓	✓	✓	O	✓
Interchanges and Hubs											
58	✓-✓✓	✓-✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓
59	✓	✓	✓-✓✓	✓	✓✓	✓	✓	✓	✓✓	✓✓	✓
62	✓	✓	✓✓-✓✓✓	O	✓✓	✓	✓✓	O	✓✓	✓✓	✓
87	O-✓	✓	✓✓	O	✓-✓✓	✓	✓✓	O	O	✓✓	✓
Bus Priority											
31	x-✓	x-✓	✓	xx-✓✓	✓✓	x-✓	✓	✓✓	O	✓✓✓	✓
32	O-✓	O-✓	✓	x-✓	✓	O-✓	✓	✓	O	✓	✓
33	O-✓	O-✓	O	x-✓	✓	✓	✓	✓	O	✓	✓
34	O-✓	O-✓	O	O-✓	O	O-✓	O	O-✓	O	O-✓	✓
Ferry											
52	-	-	-	-	-	-	-	-	-	-	-
54	xx	x	✓	O-✓	✓	xx	✓	O-✓	O	O	✓
55	x-✓	x-✓	O	✓	✓	x-xx	✓	✓	O	O-✓	✓

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
Metro-Mass Transit-Subway											
71	xx-√	√	√	√√	√	√	√√	√√	√	√√	√
Rail and High Speed Rail											
92	x-O-√	O-√	√	√	√	√	√	√	O	√	√
94	O-√	O-√	√	√-√	√-√	√	√√	√√	O	√	√
95	xx-√	√	√-√	√-√	√	√	√	√√	O	√√	√
96	x-√	√	√	√	√	√	√	√√	O	√	√
97	xx-√	√	√	√√	√	√-√	O	√√	O	√	√
Road											
100	xx	x-xx	x-√	√	O-√	xxx	√	√	x	x-√	√
103	xx-√	xx-√	√	√	√	√	√	√	O	O-√	√
104	x-√	x-√	x-√	√	√-√	√	√	√	√	√	√
Park and Ride											
35	x-√	√-O	√	√	√	x-√	√	√	√	√	√
98	x-√	O-√	√	√	√	O-√	√	√	√	√	√
Adaption and Resilience											
53	O	O	√	√	√	O	√	√	O	√	√
93	x-O	√	O	√	√	O	√	√	O	√	√

Option Number	Environment	Climate Change	Health, Safety & Wellbeing	Economy	Equality & Accessibility	SO1	SO2	SO3	SO4	SO5	Selection / Rejection
102	x-✓	x-✓	x-✓✓	✓✓✓	✓-✓✓	0	✓	0-✓	0	✓	✓
N5	0-✓	0-✓	✓-✓✓	✓	✓-✓✓	✓	✓	✓	0	✓✓	✓

5.2 Option Selection/Rejection

5.2.1 Each option was subjected to a robust appraisal process and while some options were more in line with what SPT can achieve themselves as part of the RTS, others were simply a support role, or a role for SPT to be ready to contribute to the conversation as others lead on developments. Due to the above, all of the options appraised above have been retained as part of the development process of the RTS. Options generally can fit into three categories:

- Options which SPT can deliver themselves;
- Options which other organisations or the private sector will be required to lead on however SPT can provide inputs and support where appropriate; and
- Policy led options which SPT should support.

6 Spatial Approach

6.1 Introduction

- 6.1.1 A purpose of the RTS is to establish the need for regional interventions based on the range of problems and issues identified. At this stage, it is helpful to establish the broad spatial context for further STAG-based work through the RTS Delivery Plan process. To this end, a set of regional 'corridors' were established based on an analysis of regional travel patterns.
- 6.1.2 The initial approach used Transport Model for Scotland 2018 (TMfS18) to assist in identifying key strategic corridor movements within the SPT area. These corridors not only focussed upon the main commuter paths into Glasgow, but also focused on the main intra Local Authority movements.
- 6.1.3 The spatial approach has been developed based upon outcomes from the entire Strategy work undertaken, ensuring corridors are based upon evidence. This chapter describes the iterative approach to corridor identification.

6.2 Initial Analysis as Part of the RTS Case for Change

- 6.2.1 One of the key initial tasks in developing the new RTS was the identification of current and future problems and issues. Extensive data analysis for the SPT area was undertaken, as reported as part of the Case for Change.
- 6.2.2 Discussions within the project team identified that data analysis should be broken down into a three-tier hierarchy in order to better inform the identification of problems and issues. This approach includes:
- **Areas:** primarily centres of population between which there is demand to travel and that share common characteristics within them as defined by the sectors;
 - **Movements:** the travel demand that exists between Areas; and
 - **Network:** the routes and services upon which the Movements take place.
- 6.2.3 A sector system was defined that allows the analysis of the main travel movements within the SPT area using Census Travel To Work origin and destination data. The sectors were built up using Data Zones and Intermediate Zones to ensure consistency with data that is available at these geographies. They are broadly based around the NRS Settlement and Localities geography expanded to include the adjacent rural areas.
- 6.2.4 In total, 40 sectors were identified within the SPT area as shown in the figure below. The smallest sectors and most dense collection of them is within the Glasgow area.
- 6.2.5 In addition, there are 12 external sectors which represent the areas around the SPT area.

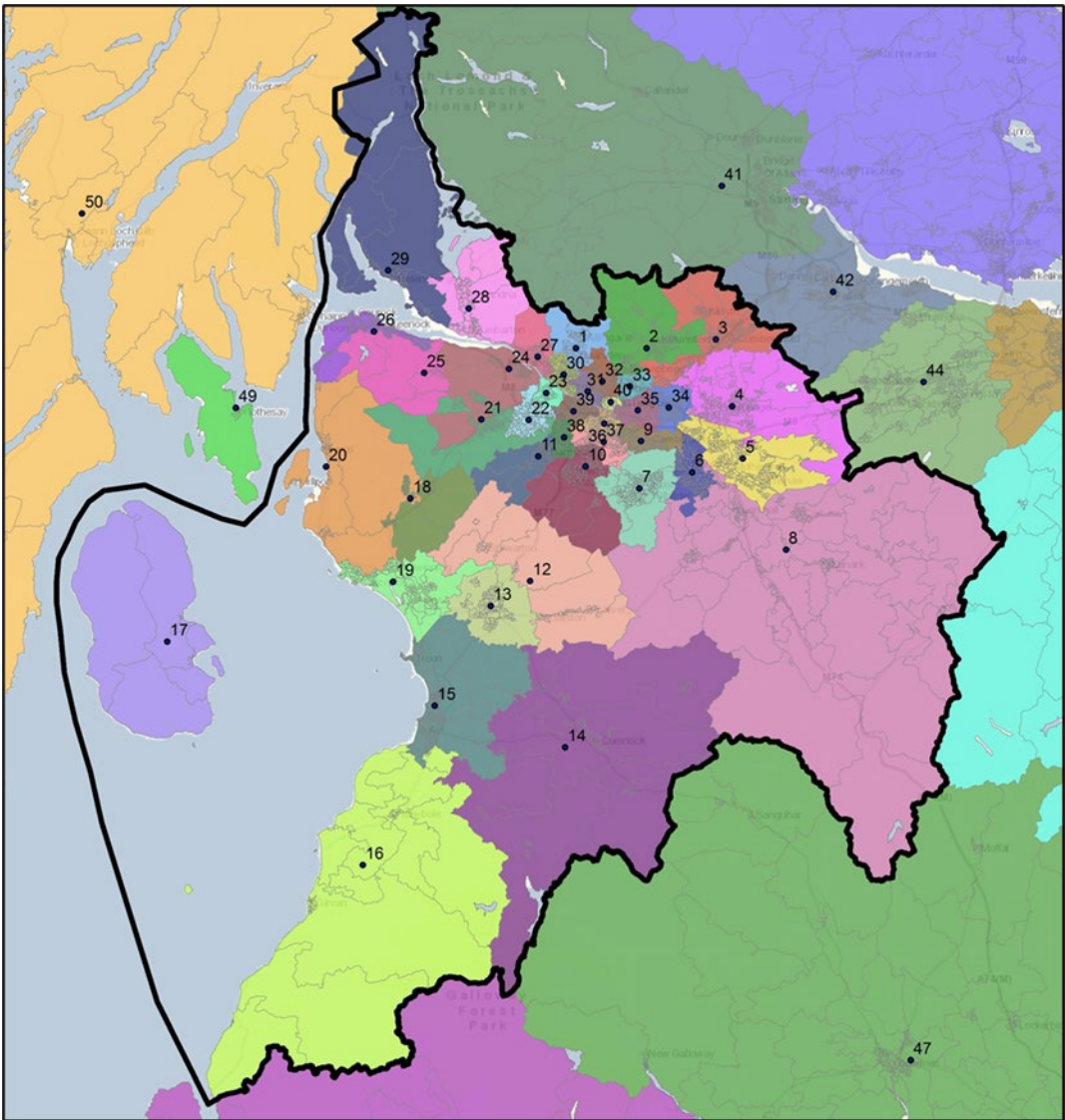


Figure 6-1 Case for Change Sectors

6.2.6 Each sector has been profiled and reported within the SPT Case for Change report.

6.3 RTS Case for Change – Stakeholder Opinions

6.3.1 The initial phase of RTS work included a baseline exercise and associated development of the Case for Change report. This work included reviewing transport statistics, socio economic data and detailed discussions with Local Authority partners. This work has provided us with a detailed understanding of key transport movements across the Region, underpinned by both evidence and experiences of key stakeholders. This knowledge has been used as a validation tool as corridors are identified.

6.4 Transport Model for Scotland 2018

6.4.1 TMfS18 is a strategic transport model, which provides a broad representation of transport supply and estimates of transport demand. The current version is TMfS18 which has a base year of 2018.

6.4.2 The model is used as a starting point for a wide range of applications, further information on the model is listed below:

- covers the whole population of Scotland
- details the choices made by people on how, where, why and when they travel
- links with an interactive land-use model, TELMoS, which provides a land-use transport interaction
- is designed for broad option identification, ranking and scheme/policy appraisal
- does not model the operation of junctions or congestion
- is capable of modelling traveller responses to network wide road tolling/pricing
- has a wide range of model outputs

6.5 Corridor Identification

6.5.1 Based on TMfS18 model outputs, corridors were defined based on patterns of movement and connectivity within and external to the region. This has allowed us to establish patterns of movement as they appear on the network using the following methodology:

- Identification and deletion all intra-sector movements - retain all cell-to-cell movements between local authorities and to zones outside SPT;
- Assignment of AM peak and off-peak matrices for car, public transport and commercial vehicles in turn; and
- It is recognised that these assignments will represent 'desired' routing as, with intra-sector authority travel excluded, the impact of congestion on route choice will be diminished. This is acceptable though as it these broader 'desire line' corridors which are of interest.

6.5.2 As such, a total of 26 corridors have been identified for analysis. Table xx below lists the corridors while figure xx shows the extent of all corridors.

6.5.3 The corridors defined here will be used as the basis for development of spatially-defined interventions through future appraisal processes, as developed within the RTS Delivery Plan and linked local strategies or plans.

Table 6.1 Corridor Identification

Local Authority Focus	Corridor ID	Corridor Name	Corridor Movement (To Glasgow)	Road Route Coverage	Rail Route Coverage
West Dunbartonshire - Glasgow	A1	Argyll/Northwest - Helensburgh/West Dunbartonshire/LLTNP – Glasgow (Clydebank)	Clydebank	A814 Dumbarton Road	North Electric/Argyle Line Services via Yoker
	A2	Argyll/Northwest - Helensburgh/West Dunbartonshire/LLTNP – Glasgow (Drumry)	Drumry	A82 Great Western Road A81	North Electric/Argyle Line Services via Singer
East Dunbartonshire - Glasgow	A3	Rural Stirlingshire / LLTNP / Milngavie / Bearsden - Glasgow	Bearsden	A809 Drymen Road A81 Maryhill Road A879 Balmore Road	North Electric/Argyle Line Services - Milngavie Branch
North Lanarkshire – Glasgow	A4	North Lanarkshire – Glasgow – (Lenzie / Kirkintilloch / Kilsyth – Croy – Falkirk / Stirling / The North)	Bishopbriggs – Lenzie/Kirkintilloch/Kilsyth – Croy	A803	Central Scotland Cumbernauld/ Stirling/Falkirk services
	A5	North Lanarkshire – Glasgow (Glasgow – Cumbernauld – Falkirk / Stirling / The North & Edinburgh (M80))	M80 / A80 / Barnhill	M80 A80	North Electrics Springburn Branch
	A6	North Lanarkshire – Glasgow (M73 link)	M73 Link	M73	
	A7	North Lanarkshire - Glasgow (Glasgow / M8 / A8 and surrounds)	Glasgow /M8/A8 and surrounds	Coatbridge Road A8 M8	North Electrics – Airdrie (Bathgate/Edinburgh) Line and Argyle Line – Motherwell and Hamilton/Larkhall services
South Lanarkshire - Glasgow	A8	South Lanarkshire – Glasgow (Glasgow East – Motherwell / Ravenscraig – Wishaw – Clydesdale [The South])	Glasgow East – Motherwell/Ravenscraig – Wishaw – Clydesdale - [The South]	M74 A721	Argyle Line – Motherwell services
	A8a	South Lanarkshire – Glasgow (Glasgow – Hamilton – Larkhall – The South)	Glasgow - Hamilton – Larkhall - The South	M74 B7071 A724	Argyle Line – Hamilton/Larkhall/Motherwell services
	A9	South Lanarkshire – Glasgow (East Kilbride)	Glasgow – East Kilbride	A727 Carmunnock Bypass A749	East Kilbride Line

Local Authority Focus	Corridor ID	Corridor Name	Corridor Movement (To Glasgow)	Road Route Coverage	Rail Route Coverage
South Lanarkshire	A22	South Lanarkshire (South / Clydesdale – Hamilton)	South/Clydesdale - Hamilton	A73 A72 M74 B7078	Argyle Line – Lanark service also Edinburgh via Carstairs and WCML services
East Renfrewshire - Glasgow	A10	East Renfrewshire – Glasgow (Newton Mearns)	Newton Mearns - Glasgow	M77 Stewarton Road A77 Ayr Road B767	South Electrics – Neilston Branch
	A11	East Renfrewshire – Glasgow (Barrhead)	Barrhead - Glasgow	B773 Darnley Road A736	Barrhead Line – also Kilmarnock and Dumfries services
North Ayrshire – Inverclyde – Renfrewshire – Glasgow	A13	North Ayrshire – Inverclyde – Renfrewshire - Glasgow	North Ayrshire – Inverclyde – Renfrewshire – Glasgow *Includes ferry crossings via Largs, Wemys Bay and Gourrock	Hillington Road A761 M8 A8	Ayrshire and Inverclyde Lines
Inverclyde/Renfrewshire – Paisley	A14	North Ayrshire – Inverclyde – Renfrewshire – Glasgow (Inverclyde / Renfrewshire – Paisley)	Inverclyde/Renfrewshire – Paisley *Includes ferry crossings from Gourrock and Hunters Quay	A8 Inchinnan Road A726 Barnsford Road M8 B789 Barrochan Road A761 Bridge of Weir Road	Inverclyde Line
Southern Beltway	A12	Southern Beltway (East Ren/Barrhead – Paisley and South Clyde)	East Ren/Barrhead – Paisley and South Clyde	Neilston Road A726	All lines south of Glasgow transect this corridor, but routes do not run along the corridor
	A15	Southern Beltway (Airdrie/Coatbridge – Motherwell/Wishaw – Cumbernauld/Moodiesburn – Hamilton)	Airdrie/Coatbridge – Motherwell/Wishaw – Cumbernauld/Moodiesburn – Hamilton	M73 Aitkenhead Road A725 B7070 B799 A73	Argyle Line, North Electrics Cumbernauld Line
Ayrshire/Kilmarnock M77	A16	Ayrshire / Kilmarnock M77	Ayrshire/Kilmarnock M77 *includes ferry crossings from Largs and Ardrossan	M77	
Cross Ayrshire	A17	Cross Ayrshire	Ayr/Prestwick/Troon – Girvan/Maybole/Rural South Ayrshire	A719 B7024 A77	Ayr Line

Local Authority Focus	Corridor ID	Corridor Name	Corridor Movement (To Glasgow)	Road Route Coverage	Rail Route Coverage
			*includes ferry crossings from Ardrossan	A713	
	A18	Cross Ayrshire	Ayr/Prestwick/Troon – Irving/Kilwinning/Three Towns *includes ferry crossings from Ardrossan	A78 B730	Ayr Line, Ardrossan and Largs Branch
	A19	Cross Ayrshire	Irving/Kilwinning/Three Towns – Kilmarnock *includes ferry crossings from Ardrossan	A71 B7081 B769	Ayr Line, Ardrossan and Largs Branch Kilmarnock to Ayr Branch
	A20	Cross Ayrshire	Ayr/Prestwick/Troon – Kilmarnock *includes ferry crossings from Ardrossan	A759 A77	Ayr Line, Kilmarnock to Ayr Branch
	A21	Coastal Ayrshire (Greenock – Irvine / Kilwinning/ Three Towns	Greenock - Largs – Irvine /Kilwinning/Three Towns *includes ferry crossings from Ardrossan, Largs, Hunters Quay, Gourock	A78	Ardrossan and Largs Branch
	A23	Cross Ayrshire	Ayrshire - M74	A70 A71 A76	Dumfries line
Ayrshire – Johnstone – Paisley	A24	Ayrshire – Johnstone – Paisley	Ayrshire – Johnstone – Paisley	A737 A760	Kilwinning / Dalry
North South Glasgow River Crossings	A25	North South Glasgow River Crossings (Erskine Bridge)	Erskine Bridge	M898 Erskine Bridge	
	A26	North South Glasgow River Crossings (Clyde Tunnel)	Clyde Tunnel	A739 Clyde Tunnel	

6.5.4 Corridors are shown graphically in figures 6.2 and 6.3 below.

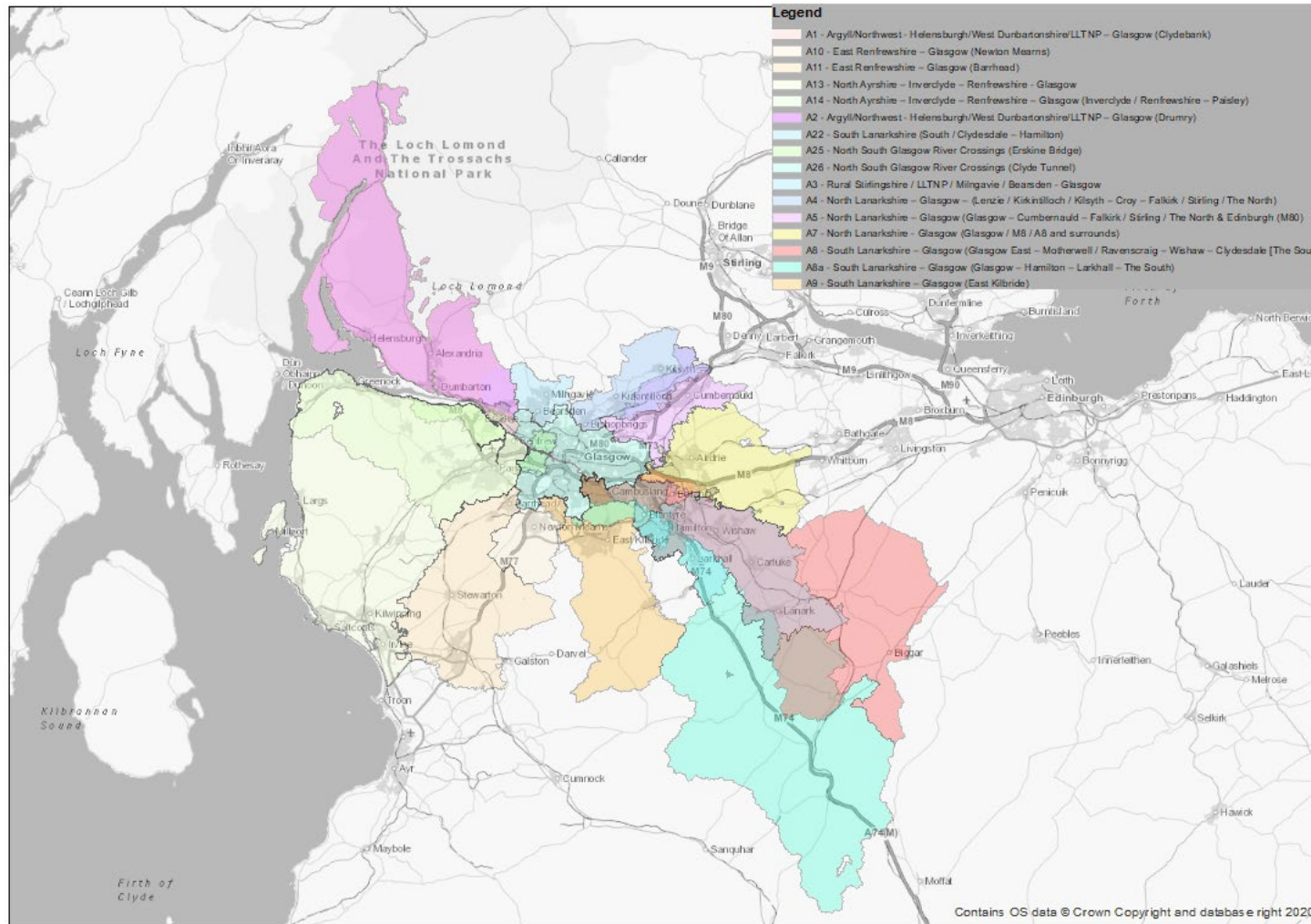


Figure 6-2 SPT Central Area Corridors

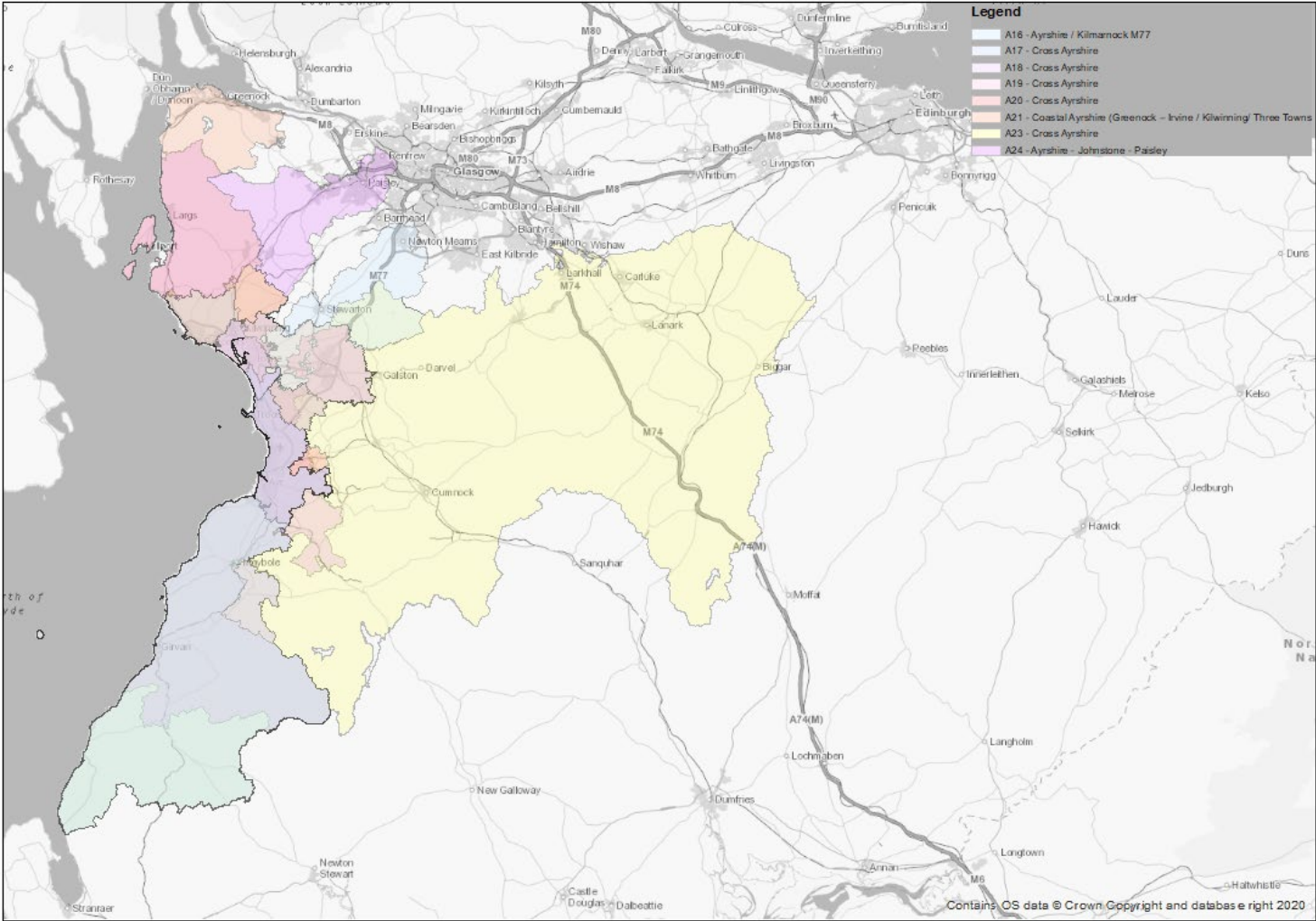


Figure 6-3 SPT Ayrshire Area Corridors

7 Development of Mode Share Targets

7.1 Overview

7.1.1 The RTS Case for Change established appetite among partners and stakeholders for the RTS to have regional targets to guide and prioritise action and investment and local and regional level towards achieving national targets, as well as ensuring that the overall approach to reducing transport emissions was based in increasing use of active and public modes rather than overly focused on electric cars. Thus, the RTS is linked to two key national targets – carbon emissions reductions and car km reductions – and has a set a regional target for modal shift. This section sets out the methodology for the development of the modal shift target.

7.2 Approach

7.2.1 The approach taken here is to hinge the analysis off the Scottish Government's 20% car traffic reduction target from a 2019 base year. In undertaking this analysis, the underlying assumption is that mode switch away from car is likely to be more achievable in more urbanised areas with a range of public transport modes and where more journeys are within reasonable distance for walking, wheeling or cycling.

7.2.2 In practice, the Scottish Government's 6-way urban-rural classification³ was used to determine the percentage of each constituent local authority's population falling into each category. This has been as a proxy for total travel. The Scottish Household Survey Travel Diary reports 'main mode of travel' by this 6-way urban-rural classification to establish a base mode share by local authority. The steps below were then followed:

- Apply user-defined car driver trip % reduction by the 6-way urban-rural classification (ranging from 25% in the most urban areas to 5% in the most rural), reflecting that urban areas have a greater propensity to reducing car travel than very rural areas given the wider range of travel choices available
- Apply user defined value for the % of these trips which will not be made at all – as this number increases, the impact on mode share reduces
- Redistribute remaining car driver trips to other modes in proportion to the mode share in each geography type
- Apply revised mode share by 6-way to LA populations to determine target mode shares
- Determine average trip length by 6-way urban-rural split (SHS Table 19) and apply to get average trip length by LA (higher for rural areas, lower for urban areas)
- Apply this to car driver mode share to get a proxy for car-km using the base and target car-driver mode share
- Calculate % reduction in car km resulting from change in mode share – 'calibrate' user-defined inputs to match desired car-km reduction target, in this case 20%.

7.3 Targets

7.3.1 Based upon the above, the following mode share targets have been determined to meet the Scottish Government 20% target.

³ <https://www.gov.scot/publications/scottish-government-urban-rural-classification-2016/pages/1/>

7.3.2 Using this approach region-wide mode share targets have been set as follows:

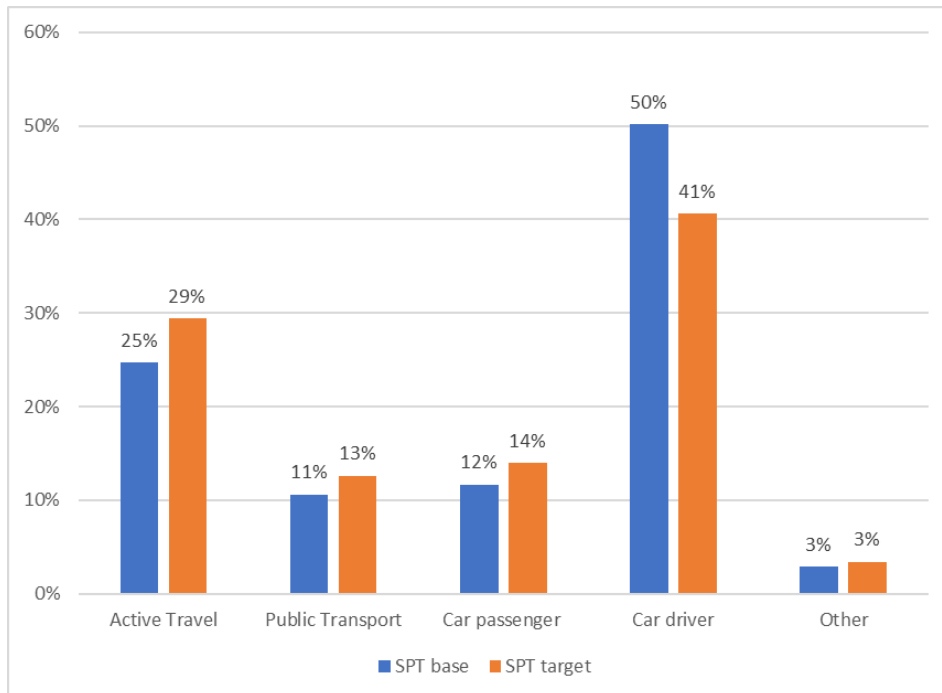


Figure 7-1 Mode Share Targets

7.3.3 The RTS is strongly focused on increasing use of active and public modes and therefore the 'headline' target selected for the RTS strategic framework is to achieve 45% of all passenger journeys to be made by non-car modes by 2030.

7.3.4 Mode share targets have also been prepared by local authority. Note, Local Authority targets should be viewed as aspirational, as they contribute to regionwide targets.

Table 7.1 Mode Share Targets by Local Authority

LA	Active Travel	Public Transport	Car passenger	Car driver
Argyll & Bute	25%	6%	15%	53%
East Ayrshire	25%	8%	15%	50%
East Dunbartonshire	31%	14%	14%	38%
East Renfrewshire	31%	14%	14%	37%
Glasgow City	34%	16%	13%	32%
Inverclyde	27%	10%	15%	46%
North Ayrshire	26%	10%	15%	47%
North Lanarkshire	26%	10%	15%	46%
Renfrewshire	32%	14%	13%	36%
South Ayrshire	25%	9%	15%	49%
South Lanarkshire	27%	11%	14%	45%
West Dunbartonshire	30%	13%	14%	39%
SPT target	29%	13%	14%	41%

- 7.3.5 Progress towards these targets can be monitored using the regularly published Scottish Household Survey Travel Diary data.

8 Next Steps

8.1 Development of the Strategy

- 8.1.1 Noting the previously referenced Case for Change, which identified transport problems / challenges and issues and formed the basis of the Strategic Framework, the outcomes were used to frame the work contained within this Appraisal.
- 8.1.2 Following the appraisal, SPT has taken appraisal outcomes alongside each of the other complimentary workstreams and defined key policy themes which shape the drafting of the Strategy. Policy themes will be used to develop the specific set of policies and actions which are contained within the new Regional Transport Strategy.
- 8.1.3 Following approval of the RTS, SPT will develop a delivery plan. As part of this, policies and actions will be considered on a spatial basis consistent with the corridor analysis presented within section 6.

Appendix A Appraisal Summary Tables

1-Decarbonisation – Roads Transport Vehicles

Option 36		Community Transport sector transition to ultra-low emission vehicles				
Summary		This option is for SPT to provide assistance to Community Transport operators as they upgrade their fleets and vehicles to ultra low emission where possible.				
Rationale / linkage to problem		SPT and local authority partners desire sustainable growth of the CT sector in the region. This option aims to support CT operators to align with climate change policy and would build on SPT's existing support to CT operators to acquire ultra-low emission vehicles.				
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	✓
Delivery		Whilst Community Transport can be supported by SPT and local authorities, these are essentially community groups providing services. Each group would have to take responsibility for their transition although it is reasonable to expect SPT or others to provide support				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		Community transport is often voluntary and while SPT may have oversight, it does not have statutory powers. Technically, vehicles can be upgraded however the mechanism to enforce upgrades or even expect a community organisation to contribute financially is not available. Upgrades and renewals will require to be made in partnership with Community Transport Organisations.				
Affordability		Upgrades and renewals of vehicles will carry a financial burden. Many CT vehicles are old and operated on a voluntary basis. It is unlikely these organisations will be able to carry the cost which would mean funding will have to be provided. A variety of vehicle purchase / lease arrangements would presumably be available.				
Public Acceptability		There is also a certain level of uncertainty surrounding the future demand of Community Transport due to COVID-19 and an unwillingness to share services with people due to the risk of infection.				

1-Decarbonisation – Roads Transport Vehicles

Option 36		Community Transport sector transition to ultra-low emission vehicles	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Taxis and shared transport 	
Political Considerations		It is assumed that this option will be supported unless it places unrealistic financial pressures on existing CT operators	
STAG Criteria	Environment	✓	Transitioning the community transport sector to ultra-low emission vehicles has the potential to improve local quality at the margin.
	Climate Change	✓	Transitioning the community transport sector to ultra-low emission vehicles would help to reduce greenhouse gas emissions at the margin.
	Health, Safety & Wellbeing	○	This option does not have a direct impact on safety of the transport network. There may be some minor health benefits from improved air quality, but they are not predicted to be significant.
	Economy	○	This option could have implications for tax revenue and the associated costs to Government. However, it promotes the sustainable growth of community transport which provides access to key services for users. It will not provide any transport efficiency improvements in terms of traffic volumes and journey times.
	Equality & Accessibility	○	While this option will not increase the coverage of the public transport network, it primarily benefits vulnerable groups who may not have access to private transport and depend on community transport to access services.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Transitioning to ultra-low emission vehicles will reduce transport emissions in the region on those specific services.			
Strategy Objective 2: 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		○	
No significant impact			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
No significant impact			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○	
No significant impact			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○	
No significant impact			
Equalities		○	
Public Sector Equalities	Unless upgrading and replacement of community transport vehicles also involved enhancement to physical accessibility for people with relevant protected characteristics, there would be no direct beneficial impacts on equalities predicted for this option.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			

1-Decarbonisation – Roads Transport Vehicles

Option 36 Community Transport sector transition to ultra-low emission vehicles	
SEA	See specific SEA report
Funding	<p>It is unlikely that SPT will have access to appropriate funding within their capital programme and as such other sources of funding will have to be sourced. Potentially funding schemes may include</p> <ul style="list-style-type: none"> • Scottish Zero Emission Bus Challenge Fund (ScotZEB) – funding to support the transition to zero-emission buses and associated charging or refuelling infrastructure. • ChargePlace Scotland – investments to grow Scotland's accessible public electric vehicle charging network. • Electric Vehicle Loan, Energy Saving Trust – grants are available to reduce the initial purchase cost of eligible plug-in vehicles and the cost of installation of charging points. • Used Electric Vehicle Loan, Energy Saving Trust – provides financial support towards the purchase of a used electric vehicle. • Low Carbon Transport Loan, Energy Saving Trust – helps organisations and drivers in Scotland to reduce the carbon impact and fuel costs of their transport and travel arrangements.
Spatial Context	
This option is assumed to be regionwide although with a focus on CT operators who currently use older vehicles.	
Rationale for Selection or Rejection	
The Scottish and UK governments have set target dates for the phasing out of vehicles with internal combustion engines. If SPT can support Community Transport operators to transition their fleet through e.g., grants or leasing etc., then this measure should be considered further.	

Option 39 Regional Electric Vehicle (EV) network charging strategy				
Summary	The option is the development and implementation of a Regional EV charging strategy.			
Rationale / linkage to problem	The 'quality' of the EV charging network (e.g. availability, density) is identified as a key barrier to EV take up. In 2019, there were more than 400 ChargePlace Scotland charge points in the SPT region - an increase of 88% in just two years. However, local authorities and some larger employers have identified a range of challenges to delivering EV infrastructure. A regional strategy would aim to tackle some of these key challenges including developing a better understanding of future demand & supply requirements, develop a spatial strategy (if required) and make case for additional funding for partners to deliver charging infrastructure. Councils have noted an opportunity to consider a regional approach to tariffs to avoid fragmented approach as this is currently done on local authority basis as well as the need to consider specific challenges around tenement housing neighbourhoods. This would need to be closely linked with the work underway between Transport Scotland and the Scottish Futures Trust on developing future financing and delivery models for charging infrastructure in Scotland and STPR2 Phase 1 recommendations.			
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver	✓
Delivery	SPT will be able to lead on development of the regional strategy however this will need to be informed by Transport Scotland and Scottish Futures Trust and include Local Authorities as key partners. It is assumed that a mix of the public and private sector will deliver the recommendations of the Regional Strategy.			

1-Decarbonisation – Roads Transport Vehicles

Option 39		Regional Electric Vehicle (EV) network charging strategy				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	There will be a range of location specific issues which will require consideration in linking chargers to the electricity grid etc particularly within rural locations. In terms of implementation, Local Authorities are responsible for EV charging points on their road networks unless specific private operators have installed their own points. Charging regimes would also have to be considered and may form part of the regional strategy.					
Affordability	The provision of a network of charging points will be a high-cost option – there may be a mix of public and private sector provision and the balance between these is not yet clear.					
Public Acceptability	It is unlikely that the public would oppose a Regional Electric Vehicle Network Charging Strategy and many would see this as essential.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Public Transport • Taxis and shared transport • Private car 					
Political Considerations	A regionwide strategy would essentially be supported however there may be opposition from some quarters if a charging regime is introduced over what is at present a free service.					
STAG Criteria	Environment	✓✓	The implementation of a Regional Electric Vehicle charging strategy will, by definition, support the transition to electric vehicles. This will have local benefits related to improved air quality and potentially reduced roadside traffic noise. However, there could be indirect negative global environmental impacts from increased battery production which requires mineral mining.			
	Climate Change	✓✓	The implementation of a Regional Electric Vehicle charging strategy will, by definition, support the transition to electric vehicles. This will have benefits related to reduced tailpipe greenhouse gas emissions. However, the benefits of this will depend on the whole life carbon costs of EVs versus conventional vehicles in the Scottish context.			
	Health, Safety & Wellbeing	○ - ✓	The implementation of a charging strategy is unlikely to have an impact on safety and security. There may be modest health benefits from improved air quality.			
	Economy	✘ - ✓	The impact of a charging strategy on TEE depends entirely on the vehicle operating costs compared to that of a conventional car. In addition, cheaper operating costs would lead to increased traffic and potentially travel time disbenefits.			
	Equality & Accessibility	✓	The implementation of a charging strategy which increases the provision of charging infrastructure will make owning and using electric vehicles more accessible across the region, including to those who cannot charge from home. However, this will mainly benefit more wealthy individuals who can			

1-Decarbonisation – Roads Transport Vehicles

Option 39		Regional Electric Vehicle (EV) network charging strategy	
			afford to own a car and is unlikely to be of significant benefit to vulnerable groups like women, the elderly, the young, disabled and ethnic minorities who tend to be more reliant on public transport.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
Developing a Regional EV Network Charging Strategy will further enhance the take up of low emission vehicles by providing more charging opportunities, leading to a reduction of tailpipe emissions in the region.			
Strategy Objective 2: 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			✓
A Regional EV Network Charging Strategy will begin the process of increasing availability of EV charging points.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
A Regional EV Network Charging Strategy will have no impact on this objective.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option does not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option does not directly make public transport a desirable travel choice for residents and visitors.			
Equalities Duties			✓
Public Sector Equalities	Island Communities	Fairer Scotland	Where a strategic approach to improve the availability and ease of electric vehicle charging is implemented, there may be some minor benefits for the mobility of some people in protected characteristics groups and through contribution to better air quality in urban communities. Better EV charging facilities would also benefit some island communities and their local businesses.
	Child Rights & Wellbeing		
SEA	See specific SEA report		
Funding	It is anticipated that SPT would fund development of the Strategy itself, but Local Authorities would use funding available from the Scottish Government to implement measures. There will also likely be a commercial market for the provision of charging infrastructure.		
Spatial Context			
This is a regionwide option as there will be a requirement for charging points across the region. The role of the public sector may be affected by the level of commercial provision which enters the market.			
Rationale for Selection or Rejection			
Electric vehicles are becoming increasingly common and will continue to increase in numbers due to government policy to phase out the need for internal combustion engine cars. Local Authorities noted that there was a lack of regional and national guidance on how to provide charging infrastructure. This option therefore should be incorporated into the RTS.			

1-Decarbonisation – Roads Transport Vehicles

Option 40		Invest in EV charging infrastructure				
Summary		This option is to fund the introduction of EV charging infrastructure across the region.				
Rationale / linkage to problem		Option to increase visibility and access to existing funding opportunities.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		It is assumed that a mix of the public and private sector will deliver new EV charging infrastructure.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		Charging infrastructure is now commonplace across the UK. There may be location specific issues which will require consideration in linking chargers to the electricity grid etc particularly within rural locations. In terms of implementation, Local Authorities are responsible for EV charging points on their road networks unless specific private operators have installed their own points. SPT would not have a role in delivery on the ground unless charging points were located at SPT owned assets such as bus stations. Charging regimes would have to be considered as part of implementation.				
Affordability		The provision of a network of charging points will be a high-cost option – there may be a mix of public and private sector provision and the balance between these is not yet clear.				
Public Acceptability		It is unlikely that the public would oppose investment in charging infrastructure. There would be disruption during the installation of chargers though.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport • Taxis and shared transport • Private car 				
Political Considerations		Investment in new infrastructure will be supported by the majority however there may be opposition from some quarters if a charging regime is introduced over what is at present a free service.				
STAG Criteria	Environment	✓✓	Investing in EV charging infrastructure will, by definition, support the transition to electric vehicles. This will have local benefits related to improved air quality and potentially reduced roadside traffic noise. However, there could be indirect negative global environmental impacts from increased battery production which requires mineral mining.			
	Climate Change	✓✓	Investing in EV charging infrastructure will support the transition to electric vehicles. This will have benefits related to reduced tailpipe greenhouse gas emissions. However, the benefits of this will depend on the whole life carbon costs of EVs versus conventional vehicles in the Scottish context.			

1-Decarbonisation – Roads Transport Vehicles

Option 40		Invest in EV charging infrastructure	
	Health, Safety & Wellbeing	<input type="radio"/> - ✓	Investing in EV charging infrastructure is unlikely to have an impact on safety and security on the transport network. There may be some health benefits from improved air quality.
	Economy	<input type="radio"/> - ✓	The impact of a EV charging infrastructure on TEE depends entirely on the vehicle operating costs compared to that of a conventional car. In addition, cheaper operating costs would lead to increased traffic and potentially travel time disbenefits.
	Equality & Accessibility	✓	Investing in charging infrastructure will make owning and using electric vehicles more accessible across the region. However, this will mainly benefit more wealthy individuals who can afford to own a car and is unlikely to be of significant benefit to vulnerable groups like women, the elderly, the young, disabled and ethnic minorities who tend to be more reliant on public transport.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
Investing in charging infrastructure will further enhance the take up of zero emission vehicles leading to a reduction of tailpipe emissions in the region.			
Strategy Objective 2: 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			<input type="radio"/>
Investing in charging infrastructure will have no impact on this objective			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			<input type="radio"/>
Investing in charging infrastructure will have no impact on this objective			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			<input type="radio"/>
This option does not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			<input type="radio"/>
This option does not directly make public transport a desirable travel choice for residents and visitors.			
Equalities Duties			✓
Public Sector Equalities	Implementation of improved EV charging infrastructure would improve the availability and ease of electric vehicle charging which may have benefits for the mobility of some people in protected characteristics groups and through contribution to better air quality in urban communities. Better EV charging would also benefit some island communities and their local businesses.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA			
Funding		<p>Most transport-related funding in Scotland is provided by the Scottish Government through Transport Scotland. Schemes available for this option include:</p> <ul style="list-style-type: none"> • ChargePlace Scotland – investments to grow Scotland's accessible public electric vehicle charging network. 	

1-Decarbonisation – Roads Transport Vehicles

Option 40 Invest in EV charging infrastructure	
	<ul style="list-style-type: none"> • Low Carbon Transport Loan, Energy Saving Trust – helps organisations and drivers in Scotland to reduce the carbon impact and fuel costs of their transport and travel arrangements. • Strategic Partnership, Transport Scotland, SP Energy Networks and Scottish and Southern Electricity Networks (SSEN) - project to deliver more electric vehicle charging points and ensure the infrastructure needed to support these is put in place. <p>There will also likely be a commercial market for the provision of charging infrastructure</p>
Spatial Context	
This is a regionwide option as there will be a requirement for charging points across the region. The role of the public sector may be affected by the level of commercial provision which enters the market.	
Rationale for Selection or Rejection	
Electric vehicles are becoming increasingly common and will continue to increase in numbers due to government policy to phase out the need for internal combustion engine cars. SPT could invest in EV charging on its own estate including bus stations and park and ride facilities and continue to provide capital funding through the SPT capital programme to local authorities to match national funding streams. This option therefore should be incorporated into the RTS.	

Option 41 Promotion of Ultra Low Emissions Vehicles (ULEVs)							
Summary	This option is to raise awareness of Ultra Low Emission Vehicles, to increase knowledge and change attitudes.						
Rationale / linkage to problem	The RTS Public Survey identified problems with the perceptions of ULEVs including about driving range limitations and costs. This option is aimed at increasing knowledge and changing attitudes.						
Action or Policy to support	<table border="1"> <thead> <tr> <th>Action – SPT develop and deliver</th> <th>✓</th> <th>Policy – SPT support, others deliver</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Action – SPT develop and deliver	✓	Policy – SPT support, others deliver			
Action – SPT develop and deliver	✓	Policy – SPT support, others deliver					
Delivery	It is assumed that SPT will be able to lead on delivery of this option. There will be a requirement to partner with Transport Scotland and the ULEV industry to ensure consistency of messaging and approach. The need for this action should be kept under review as this is largely an issue for the market.						
Type of Option	<table border="1"> <thead> <tr> <th>Capital (e.g., infrastructure)</th> <th>Revenue (e.g., bus subsidies)</th> <th>Policy & Regulatory (e.g., Low Emission Zones)</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>✓</td> </tr> </tbody> </table>	Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)			✓
Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)					
		✓					
Focus	<table border="1"> <thead> <tr> <th>Region Wide</th> <th>Network Measures</th> <th>Measures Targeted at Specific Groups</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table>	Region Wide	Network Measures	Measures Targeted at Specific Groups	✓		
Region Wide	Network Measures	Measures Targeted at Specific Groups					
✓							
Feasibility	This is an awareness and promotional campaign. There will be no issues with feasibility. It will however be important to ensure information provided is current and messaging is consistent with the Scottish Government and the market.						
Affordability	This should be a low cost option. Scale of costs will depend on the types of campaigns undertaken.						

1-Decarbonisation – Roads Transport Vehicles

Option 41		Promotion of Ultra Low Emissions Vehicles (ULEVs)	
Public Acceptability		It is unlikely there will be opposition to this option.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public Transport Taxis and shared transport Private car 	
Political Considerations		It is unlikely there will be opposition to this option	
STAG Criteria	Environment	O-✓	The promotion of ULEVs will support and encourage the transition to low carbon private transport. If realised, this would have local benefits related to improved local air quality and reduced roadside traffic noise.
	Climate Change	O-✓	The promotion of ULEVs will support and encourage the transition to low carbon private transport. If realised, this would have benefits related to reduced greenhouse gas emissions.
	Health, Safety & Wellbeing	O-✓	The promotion of ULEVs will result in some health benefits from reduced emissions and improved air quality. It is unlikely to have an impact on safety and security of the transport network.
	Economy	x-✓	This option could stimulate an uptake in ULEVs. The impact on TEE depends entirely on the vehicle operating costs compared to that of a conventional car. In addition, cheaper operating costs would lead to increased traffic and potentially travel time disbenefits.
	Equality & Accessibility	O	This option will not improve the public transport or active travel network coverage in the area. Additionally, the promotion of ULEVs is unlikely to have an impact on either specific groups or location in the region.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Promotional campaigns may further enhance the take up of low emission vehicles leading to a reduction of transport emissions in the region.			
Strategy Objective 2: 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		○	
Promotional campaigns will have no impact on this objective			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
Promotional campaigns will have no impact on this objective			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○	
This option does not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○	
Updating the existing local bus fleet and developing supporting infrastructure for ultra-low emission buses will make public transport a more desirable travel choice for residents and visitors.			
Equalities Duties		○	

1-Decarbonisation – Roads Transport Vehicles

Option 41 Promotion of Ultra Low Emissions Vehicles (ULEVs)	
Public Sector Equalities	Increased penetration of ULEVs in the vehicle fleet may have minor benefits for the mobility of some people in protected characteristics groups and through contribution to better air quality in urban communities. Overall the impacts are considered to be negligible.
Island Communities	
Fairer Scotland	
Child Rights & Wellbeing	
SEA	See specific SEA report
Funding	
SPT will be required to fund this option however it is expected that funding may also be available from the Scottish Government for this purpose.	
Spatial Context	
This is a region-wide option.	
Rationale for Selection or Rejection	
Ultra Low Emission Vehicles will become more common throughout the life of the RTS. Dispelling outdated information will be important and SPT should consider retaining this option as part of the RTS.	

Option 42 Local bus fleet transition to ultra-low emission buses							
Summary	This option is to provide support to bus operators allowing them to transition their fleet to ultra low emission vehicles. This may include information provision, co-ordinating sharing of best practice (from larger operators to smaller), developing strategies in discussion with the energy infrastructure providers, setting up an electric bus loan scheme for trialling by smaller operators and provision of fuelling infrastructure through SPT regional bus stations.						
Rationale / linkage to problem	Less than 1% of the local bus fleet in the SPT region are zero emission models. This option aims to support the industry to take up opportunities new vehicle opportunities and develop supporting infrastructure. In particular, smaller operators in the region need to be supported including consideration of challenges around existing models of vehicle ownership.						
Action or Policy to support	<table border="1"> <thead> <tr> <th>Action – SPT develop and deliver</th> <th>Policy – SPT support, others deliver</th> </tr> </thead> <tbody> <tr> <td></td> <td>✓</td> </tr> </tbody> </table>	Action – SPT develop and deliver	Policy – SPT support, others deliver		✓		
Action – SPT develop and deliver	Policy – SPT support, others deliver						
	✓						
Delivery	Private operators are responsible for upgrades to their fleet. While some are in the process of electric and ULEV upgrades as part of their general replacement programme, many use Scottish Government grants to assist. Conceivably, SPT could support national policies around grants to upgrade vehicles and potentially assist smaller operators overcoming any procurement and administrative challenges						
Type of Option	<table border="1"> <thead> <tr> <th>Capital (e.g., infrastructure)</th> <th>Revenue (e.g., bus subsidies)</th> <th>Policy & Regulatory (e.g., Low Emission Zones)</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>✓</td> </tr> </tbody> </table>	Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)			✓
Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)					
		✓					
Focus	<table border="1"> <thead> <tr> <th>Region Wide</th> <th>Network Measures</th> <th>Measures Targeted at Specific Groups</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table>	Region Wide	Network Measures	Measures Targeted at Specific Groups	✓		
Region Wide	Network Measures	Measures Targeted at Specific Groups					
✓							
Feasibility	Electric and ULEV buses are an emerging technology however they are becoming more widely available and as such, many technical issues have been overcome. There are remaining issues relating to distance of routes being optimal for vehicles and even climate – cold wet weather requires more power to be diverted to heating, lighting, wipers etc which will need to be considered.						

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Option 42		Local bus fleet transition to ultra-low emission buses	
		Charging capacity is another issue, particularly for operators with rural depots which may have limited power grid capacity.	
Affordability		Electric and ULEV buses are expensive and will require to be funded by operators themselves. Operators can however currently access national support grants	
Public Acceptability		It is likely the transition will be supported by the public.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport 	
Political Considerations		It is likely that the implementation of this option would be supported by generally however some opposition can be expected if operators are required to invest significant levels of capital.	
STAG Criteria	Environment	✓✓	Transitioning the local bus fleet to ULEVs would reduce the impact of buses on the environment. This would have beneficial impacts through improved air quality and potentially reduced roadside noise from road traffic.
	Climate Change	✓✓	Transitioning the local bus fleet to ULEVs would reduce the bus network's impact on climate change. This would have beneficial impacts through reduced greenhouse gas emissions.
	Health, Safety & Wellbeing	O-✓	Transitioning the local bus fleet to ULEVs will result in some health benefits from reduced emissions and improved air quality. It is unlikely to have an impact on safety and security of the transport network, unless safety improvements are made alongside fleet transition.
	Economy	O	This option is unlikely to have an impact on the Economy criteria.
	Equality & Accessibility	✓	This option will not improve the public transport or active travel network coverage in the area. However, the upgrades and improvements to vehicles would benefit those from protected groups and children who are more likely to not own or have access to private vehicles. It would also contribute to improved urban air quality which may benefit health outcomes in lower income communities who are typically more vulnerable to poor air quality.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓✓	
Transitioning the local bus fleet to ultra-low emission buses will help decarbonise the bus fleet, leading to a reduction of tailpipe emissions in the region from this sector			
Strategy Objective 2: 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		○	
This option is unlikely to improve accessibility, affordability and safety of the transport system.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
This option will not directly improve connections for passengers or freight.			

1-Decarbonisation – Roads Transport Vehicles

Option 42		Local bus fleet transition to ultra-low emission buses	
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○	
This option does not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓	
Updating the existing local bus fleet and developing supporting infrastructure for ultra-low emission buses will make public transport a more desirable travel choice for residents and visitors.			
Equalities Duties		✓	
Public Sector Equalities	Where upgrading and replacement of bus vehicles to modern low emissions types involved enhancement to accessibility for people with relevant protected characteristics then indirect beneficial impacts on equalities would be predicted for this option. They would also contribute to improved urban air quality which may benefit health outcomes in lower income communities who are typically more vulnerable to poor air quality.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA			
Funding	A specific scheme that is available for this option include: <ul style="list-style-type: none"> • Scottish Zero Emission Bus Challenge Fund (ScotZEB) – funding to support the transition to zero-emission buses and associated charging or refuelling infrastructure. 		
Spatial Context			
This is a region wide proposal and it is expected that all operators will be able to work with SPT to help transition.			
Rationale for Selection or Rejection			
Reducing transport emissions is a key objective for the RTS and as such, SPT should look to support bus operators upgrade their fleets to lower emission vehicles where possible. SPT's role may include transforming its estate including regional bus stations to key charging hubs for buses and using existing operator forum to support smaller operators to transition to low emission vehicles.			

Option 43		Freight sector transition to ultra-low emission vehicles	
Summary	Option is to work with the freight industry to identify and develop any opportunities to transition fleet to ultra low emission vehicles.		
Rationale / linkage to problem	This option is to identify and develop any region-specific opportunities to support road freight industry to transition to ultra low emission vehicles.		
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver ✓
Delivery	Freight is the responsibility of private operators who will be responsible for upgrades to their fleet. SPT could support national policies around grants to upgrade vehicles.		

1-Decarbonisation – Roads Transport Vehicles

Option 43		Freight sector transition to ultra-low emission vehicles				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	High weight/capacity low emission vehicles are much more challenging than smaller cars. The technology is still developing with respect to alternative powers for commercial vehicles.					
Affordability	Costs will likely fall to private haulage companies however they may be national grants available to support / pump prime fleet renewal as technologies develop.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • NA 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • NA 					
Political Considerations	Legislation will guide this option in the medium term.					
STAG Criteria	Environment	✓ - ✓✓	Transitioning the freight network to ULEVs reduces the impact of the freight sector on the environment. This would have beneficial impacts through improved air quality and potentially reduced roadside noise from road traffic. Where implemented at scale there is potential for significant beneficial impacts.			
	Climate Change	✓ - ✓✓	Transitioning the freight network to ULEVs reduces the impact of the freight sector on the environment. This would have beneficial impacts through reduced greenhouse gas tailpipe emissions. Where implemented at scale there is potential for significant beneficial impacts. However, the benefits of this will depend on the whole life carbon costs versus conventional vehicles in the Scottish context.			
	Health, Safety & Wellbeing	○-✓	Transitioning the freight sector to ULEVs will result in some health benefits from reduced emissions and improved air quality. It is unlikely to have an impact on safety and security of the transport network.			
	Economy	✘-○-✓	The impact on TEE depends entirely on the 'before and after' vehicle operating costs which is unknown at present.			
	Equality & Accessibility	○	This option is unlikely to have an impact on the equality or accessibility of the transport network.			
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region						✓✓
Low emission road freight by its very nature will reduce tailpipe carbon emissions for this sector						
Strategy Objective 2: 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						○

1-Decarbonisation – Roads Transport Vehicles

Option 43		Freight sector transition to ultra-low emission vehicles	
This option does not have any impacts against this objective.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve connections for passengers or freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not make public transport a desirable travel choice for residents and visitors.			
Equalities Duties			✓
Public Sector Equalities	Reducing emissions in the freight sector would contribute to improved urban air quality which may benefit key groups including people with respiratory health conditions, children and lower income communities who are typically more vulnerable to poor air quality.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific SEA report		
Funding	Private operators will be required to fund the upgrades to their fleets. There may be grant funding available nationally for this purpose.		
Spatial Context			
This is a region wide proposal although if the opportunities identified included low / zero emission zones, these would be focussed in urban areas.			
Rationale for Selection or Rejection			
Reducing transport emissions is a key objective for the RTS and as such, SPT should look to support freight operators upgrade their fleets to ultra low emission vehicles where possible. SPT could aim to revitalise the Strathclyde Freight Partnership to take forward this option..			

Option 44		Development of alternatives to battery electric vehicles, particularly Hydrogen opportunities and for larger vehicles			
Summary	This option is for SPT to assist with co-ordination, facilitation and promotion of alternatives to battery electric vehicles.				
Rationale / linkage to problem	Scotland has been an early adopter of hydrogen for transport uses and Scottish Government investment has been instrumental in proving technical viability of hydrogen in a range of transport applications. Hydrogen fuel is particularly suitable for larger vehicles and the focus is now on scaling-up the potential for hydrogen by linking cross-sector opportunities and transport modes. Green Hydrogen for Glasgow is a new partnership of ScottishPower Renewables, BOC and ITM Power. The partnership will offer an end-to-end market solution for reducing vehicle emissions through the provision of 'green' hydrogen. Stakeholders have noted the RTS could set out how the region can benefit and consideration of supporting infrastructure requirements.				
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery	SPTs role will be co-ordination and promotion. Transport Scotland, Local Authorities and industry partners will be responsible for delivery				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low

1-Decarbonisation – Roads Transport Vehicles

Option 44		Development of alternatives to battery electric vehicles, particularly Hydrogen opportunities and for larger vehicles				
					Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	Hydrogen vehicles are currently being used in some areas of the UK. Stagecoach Aberdeen is about to further add to their fleet. Whilst the technology is available, this is an emerging market and not without challenges, some of which will include vehicle range and fuelling requirements.					
Affordability	Hydrogen buses are significantly more expensive than conventional alternatives. Grant funding will be required to entice operators to invest.					
Public Acceptability	It is likely the transition will be supported by the public if quantifiable benefits are realised.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Public Transport • Taxis and shared transport • Private car 					
Political Considerations	It is likely that the implementation of this option would be supported generally however some opposition can be expected if operators are required to invest significant levels of capital.					
STAG Criteria	Environment	✓-✓✓	Developing alternatives to battery electric vehicles, such as 'green' hydrogen, will support the transition to alternative fuel vehicles. This would have beneficial environmental impacts through improved local air quality. The level of benefits realised will depend on the implementation of the option but might be significant where deployed at scale.			
	Climate Change	✓-✓✓	Developing alternatives to battery electric vehicles, such as 'green' hydrogen, will support the transition to alternative fuel vehicles. This would have beneficial impacts through reduced greenhouse gas emissions. The level of benefits realised will depend on the implementation of the option but might be significant where deployed at scale.			
	Health, Safety & Wellbeing	O-✓	This option is unlikely to have an impact on the safety and security of the transport network. There may be some health benefits from improved air quality.			
	Economy	x-O-✓	The impact on TEE depends entirely on the 'before and after' vehicle operating costs which is unknown at present.			
	Equality & Accessibility	O-✓	This option will not have an impact on the public transport network coverage in the region. There may be some modest benefits from improved vehicle accessibility as a result of upgrading or replacing vehicles to modern low emission types.			
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region						✓✓
Providing hydrogen powered opportunities will maintain the process of decarbonising the current bus fleet, leading to a reduction of transport emissions in the region from this sector						
Strategy Objective 2: 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						○

1-Decarbonisation – Roads Transport Vehicles

Option 44		Development of alternatives to battery electric vehicles, particularly Hydrogen opportunities and for larger vehicles
This option is unlikely to improve accessibility, affordability and safety of the transport system.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not directly improve connections for passengers or freight.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option does not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
Updating the existing bus fleet and developing supporting infrastructure for hydrogen buses may make public transport a more desirable travel choice for residents and visitors.		
Equalities Duties		✓
Public Sector Equalities	Where upgrading and replacement of (bus) vehicles to modern low emissions types involved enhancement to accessibility for people with relevant protected characteristics then indirect beneficial impacts on equalities would be predicted for this option. They would also contribute to improved urban air quality which may benefit lower income communities who are typically more vulnerable to poor air quality.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific SEA report	
Funding	<p>The Scottish Government has committed funding, as stated in the Hydrogen Action Plan 2021, towards the development of Scotland's hydrogen economy over a five-year period.</p> <p>In addition to this, funding schemes available for this option include:</p> <ul style="list-style-type: none"> • Royal Society of Edinburgh (RSE) Scotland-Germany Hydrogen Research Scheme, Scottish Government – facilitates international collaboration to develop hydrogen-related research which can inform Scottish Government policy objectives. 	
Spatial Context		
This is a region-wide intervention. SPT will work with bus operators on an application basis to provide the hydrogen based solution.		
Rationale for Selection or Rejection		
Reducing transport emissions is a key objective for the RTS and as such, SPT should look to support bus operators, freight operators and public sector to upgrade their fleets to lower emission vehicles and to help build the green hydrogen opportunity in the region.		

Option 47		Taxi sector transition to low emission vehicles
Summary	This option is to support the taxi sector transition to low emission vehicles	
Rationale / linkage to problem	This option is support local taxi operators to transition to low emission vehicles.	

1-Decarbonisation – Roads Transport Vehicles

Option 47 Taxi sector transition to low emission vehicles						
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	
Delivery		A key delivery challenge is that taxi fleets are private businesses and SPT have no control over them. Operators themselves will have to invest in fleet renewal. Local Authorities may have powers to specify vehicle standards through the licensing process.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		Low emission taxis are becoming more widely available and as such, many technical issues have been overcome. There are clear differences between hackney style vehicles and conventional private hire cars however technology is available allowing low emission taxis to operate commercially. Charging infrastructure and grid capacity may become a localised issue dependant on numbers of taxis moving to electric batteries.				
Affordability		Taxi operators will be expected to upgrade their fleet however there are currently grants available to support this. Other ownership / lease models may be available.				
Public Acceptability		It is likely the transition will be supported by the public if taxi services or their costs are not negatively affected.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Taxis and shared transport 				
Political Considerations		The principle will be supported however there may be opposition if operators and drivers are expected to pay significant amounts of money to upgrade their vehicles. If this then reduces numbers of available taxis, opposition can be expected.				
STAG Criteria	Environment	✓	Transitioning the taxi sector to low emission vehicles would help to reduce emissions with beneficial environmental impacts. Thus, there is scope to improve local air quality.			
	Climate Change	✓	Transitioning the taxi sector to low emission vehicles would reduce tailpipe greenhouse gas emissions.			
	Health, Safety & Wellbeing	O-✓	Transitioning the taxi sector to low emission vehicles is unlikely to have an impact on the safety and security of the transport network. There may be some health benefits from improved air quality, but the impact is likely to be minimal.			
	Economy	O	Transitioning the taxi sector to low emission vehicles is unlikely to have an impact on the economy.			
	Equality & Accessibility	O-✓	Transitioning the taxi sector to low emission vehicles is unlikely to have an impact on the public transport network coverage in the region. There may be some benefits if upgrading or replacing taxis includes accessibility enhancements of modern vehicles.			

1-Decarbonisation – Roads Transport Vehicles

Option 47 Taxi sector transition to low emission vehicles	
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region	✓
Transitioning the taxi sector to low emission vehicles will maintain the process of decarbonising the current fleet, leading to a reduction of tailpipe emissions in the region from this sector	
Strategy Objective 2: 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	○
This option is unlikely to improve accessibility, affordability and safety of the transport system.	
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight	○
This option will not directly improve connections for passengers or freight.	
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys	○
This option does not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.	
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone	○
This option does not make public transport a more desirable and convenient travel choice for everyone.	
Equalities Duties	✓
Public Sector Equalities	Where upgrading and replacement of taxis to modern low emission types involved enhancement to accessibility for people with relevant protected characteristics then indirect beneficial impacts on equalities would be predicted for this option. They would also contribute to improved urban air quality.
Island Communities	
Fairer Scotland	
Child Rights & Wellbeing	
SEA	See specific SEA report
Funding	<p>Most transport-related funding in Scotland is provided by the Scottish Government through Transport Scotland. Schemes available for this option include. Note some of these schemes may be available to larger taxi organisations while some may only be available to private hire drivers.</p> <ul style="list-style-type: none"> • ChargePlace Scotland – investments to grow Scotland's accessible public electric vehicle charging network. • Electric Vehicle Loan, Energy Saving Trust – grants are available to reduce the initial purchase cost of eligible plug-in vehicles and the cost of installation of charging points. • Used Electric Vehicle Loan, Energy Saving Trust – provides financial support towards the purchase of a used electric vehicle. • Low Carbon Transport Loan, Energy Saving Trust – helps organisations and drivers in Scotland to reduce the carbon impact and fuel costs of their transport and travel arrangements. • Strategic Partnership Energy Networks and Scottish and Southern Electricity Networks (SSEN), Transport Scotland - project to deliver more electric vehicle charging points and ensure the infrastructure needed to support these is put in place.
Spatial Context	
This is a region wide option.	

1-Decarbonisation – Roads Transport Vehicles

Option 47	Taxi sector transition to low emission vehicles
Rationale for Selection or Rejection	
Transitioning to low emission vehicles is an important national and regional goal. With large numbers of licensed taxis and private hire vehicles operating across the region, assisting with vehicle transition should remain a valid option as part of the RTS.	

Option 75	Low emission road freight where rail freight alternatives do not exist					
Summary	This option is to support development of low emission road haulage particularly for sectors and geographic areas that cannot take up rail freight opportunities. The road haulage industry has noted that they will struggle to meet national targets for low emission vehicles so there is a role for public sector to enable/accelerate transition					
Rationale / linkage to problem	This option is to support development of low emission road haulage particularly for sectors and geographic areas that cannot take up rail freight opportunities.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	Freight is the responsibility of private operators who will be responsible for upgrades to their fleet. Conceivably, SPT could support national policies around grants to upgrade vehicles. The public sector could however lead on the introduction of low emission zones would therefore require haulage vehicles to comply with any emission standards set.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility	High weight/capacity Low emission vehicles are much more challenging than smaller cars. This presents issues in terms of feasibility and retaining a commercial return. A significant issue will be the requirement to persuade haulage companies to invest in or renew their fleet.					
Affordability	Costs will likely fall to private haulage companies however they may be national grants available to support / pump prime fleet renewal.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 					
Sustainable Travel Hierarchy	N/A					
Political Considerations	Legislation will guide this option in the medium term.					
	Environment	✓✓	Low emission road freight where rail freight alternatives do not exist will help to reduce the negative impacts of freight on the environment. This would have beneficial			

1-Decarbonisation – Roads Transport Vehicles

Option 75		Low emission road freight where rail freight alternatives do not exist	
STAG Criteria			environmental impacts through overall improved local air quality.
	Climate Change	✓✓	Low emission road freight where rail freight alternatives do not exist will help to reduce the negative impacts of freight on climate change. This would have beneficial impacts through overall reduced greenhouse gas emissions from road traffic.
	Health, Safety & Wellbeing	○-✓	This option is unlikely to have an impact on the safety and security of the transport network. There would be minor health benefits from improved air quality.
	Economy	○	This option is unlikely to have an impact on the economy.
	Equality & Accessibility	○	This option is unlikely to have an impact on the accessibility of equality of the transport network.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
Low emission road freight by its very nature will reduce carbon emissions for this sector			
Strategy Objective 2: 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			○
This option will not directly ensure everyone can get to town centres, jobs, education, healthcare and other everyday needs			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve connections for passengers or freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not directly make public transport a desirable and convenient travel choice for everyone			
Equalities			✓
Public Sector Equalities	Indirect beneficial impacts on equalities would be predicted for this option where it contributes to improved urban air quality and road safety which may also benefit lower income communities who are typically more vulnerable to poor air quality and traffic accidents.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific SEA report		
Funding	Private operators will be required to fund the upgrades to their fleets. There may be grant funding available nationally for this purpose.		
Spatial Context			
This is a region wide proposal although low / zero emission zones would be focussed in urban areas.			
Rationale for Selection or Rejection			

1-Decarbonisation – Roads Transport Vehicles

Option 75	Low emission road freight where rail freight alternatives do not exist
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Reducing transport emissions is a key objective for the RTS and as such, SPT should look to support freight operators upgrade their fleets to lower emission vehicles where possible. SPT could aim to revitalise the Strathclyde Freight Partnership to help take forward this option.

2-Decarbonisation – Other Modes

Option 48		Support Rail Services Decarbonisation Action Plan				
Summary		This option is to support Transport Scotland and the rail industry with the Rail Services Decarbonisation Action Plan				
Rationale / linkage to problem		The Rail Services Decarbonisation Action Plan presents opportunities for the region including opportunities for enhanced and more resilient rail services.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		Transport Scotland and Rail industry partners are responsible for delivery of the Decarbonisation Plan. SPT can however support this action plan.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		The Rail Services Decarbonisation Action Plan has been developed by Scottish Government and sets the backbone of rail delivery for the next 15-20 years. SPT will support the national government and rail industry as the action plan is followed.				
Affordability		It is assumed that the Scottish Government and the rail industry will be responsible for costs associated with actions within the plan				
Public Acceptability		The Rail Services Decarbonisation Action Plan will likely be supported by the public if quantifiable benefits are observed.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public Transport 				
Political Considerations		The Rail Services Decarbonisation Action Plan will likely be supported by the generally however there may be opposition if significant funding is required from private operators.				
STAG Criteria	Environment	✓✓	Supporting implementation of the Rail Services Decarbonisation Action Plan would have the potential for significant beneficial environmental impacts through improved local air quality and reduction of noise pollution, depending on the scale and nature of implementation. Air quality at stations would be likely to significantly improve for passengers and staff.			
	Climate Change	✓✓	Supporting implementation of the Rail Services Decarbonisation Action Plan would have the potential for significant beneficial environmental impacts through reduced greenhouse gas emissions, depending on the scale and nature of implementation.			
	Health, Safety & Wellbeing	✓	The Rail Services Decarbonisation Action Plan will provide health benefits from improved air quality, particularly at stations.			
	Economy	✓	Electrification associated with the Rail Services decarbonisation plan will lead to reduced journey times.			

2-Decarbonisation – Other Modes

Option 48		Support Rail Services Decarbonisation Action Plan	
	Equality & Accessibility	<input type="radio"/>	As this option will likely support the enhancement of existing rail lines it will not impact the public transport network coverage in the region.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
The Rail Services Decarbonisation Action Plan sets out how the industry will adapt over the next 15 years. Implementing the action plan will lead to a reduction of transport emissions in the region for this sector			
Strategy Objective 2: 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			✓
Electrification as part of the action plan will improve journey times and associated allowing more people to use the rail network for their everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
Delivery of the action plan is not expected to provide any new connections however existing connections will be improved through electrification.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			<input type="radio"/>
This option does not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
Delivery of the decarbonisation plan will serve to make rail services cleaner and more appealing. As such there may be small benefits in terms of making rail a more desirable travel choice.			
Equalities Duties			✓
Public Sector Equalities	Where upgrading and replacement of passenger trains to modern low emissions types involved enhancement to accessibility for people with relevant protected characteristics then indirect beneficial impacts on equalities would be predicted for this option. They would also contribute to improved air quality in stations.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Scottish Government and the rail industry will be required to fund improvements.		
Spatial Context			
The Rail Decarbonisation Plan is a National Initiative.			
Rationale for Selection or Rejection			
The Rail Decarbonisation Action Plan is a National Initiative. It is important that SPT support this as part of the RTS particularly as key parts of the SPT area rail network are to be electrified or considered for alternative traction. SPT is already involved in the East Kilbride electrification project and has a role in ensuring decarbonisation supports improved and more resilient rail services for the region and opens up opportunities for rail freight.			

Option N1		Support decarbonisation of ferry services in the SPT region	
Summary	This option is to support ferry services within the region decarbonising their operations.		

2-Decarbonisation – Other Modes

Option N1		Support decarbonisation of ferry services in the SPT region					
Rationale / linkage to problem		Reducing transport emissions across all modes is a key government priority.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		Transport Scotland, Local Authorities and Ferry Operators are key to this option. SPT can support this policy and could work with operators to assist with decarbonising other elements such as routes to ports and supply chains.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups		
Feasibility		Decarbonising the ferry industry is a wide ranging option which is not solely limited to the vessels themselves. It can include routes to ports, supply chains and waste. While shoreside interventions may be tried and tested, providing low emission vessels is technically challenging and will require significant investment.					
Affordability		The Scottish Government will fund the decarbonisation of the CalMac vessels via CMAL, while private operators on other routes will take responsibility for their own vessels.					
Public Acceptability		It is likely the transition will be supported.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably Targeted infrastructure improvements 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public Transport 					
Political Considerations		It is expected that direct interventions with the fleet will be subject to detailed scrutiny and a due processes.					
STAG Criteria	Environment	✓	Decarbonising ferry services would reduce the impact of the ferry network's operations on the environment. There may be air quality benefits around ferry terminals.				
	Climate Change	✓✓✓	Ferries are a significant source of carbon emissions. Decarbonising ferry services would reduce the ferry network's impact on climate change. This would have beneficial impacts through reduced greenhouse gas emissions.				
	Health, Safety & Wellbeing	O-✓	Decarbonising ferry services would result in some health benefits from improved air quality. It is unlikely to have an impact on safety and security of the transport network.				

2-Decarbonisation – Other Modes

Option N1	Support decarbonisation of ferry services in the SPT region		
	Economy	<input type="radio"/>	This option is unlikely to have an impact on transport efficiencies.
	Equality & Accessibility	<input type="radio"/> -✓	Decarbonising ferry services will not improve the public transport or active travel network coverage in the area, however if improved landside infrastructure was included, there may be benefits to public transport and active travel
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓✓
Decarbonising ferry services will lead to a reduction of transport emissions in the region from ferries operating in the SPT area.			
Strategy Objective 2: 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			<input type="radio"/>
This option is unlikely to improve accessibility, affordability and safety of the transport system.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			<input type="radio"/>
This option will not directly improve connections for passengers or freight unless wider shore side improvements were made as part of a wider decarbonisation process			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			<input type="radio"/>
This option does not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			<input type="radio"/>
This option does not enable public transport to become a more desirable and convenient travel choice			
Equalities Duties			✓
Public Sector Equalities	Newer vessels would potentially be easier to access for people with mobility difficulties. These improvements would be particularly beneficial for those living in and visiting island communities (and peninsula communities on the Clyde) but are also beneficial in relation to the other equalities duties.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific SEA report		
Funding	Funding for these improvements would be required from Transport Scotland via CMAL.		
Spatial Context			
This option is limited to SPT's island and peninsular communities.			
Rationale for Selection or Rejection			
The Scottish Government will establish how and when ferry services are to be decarbonised. SPT should look to provide support through the RTS as and when required.			

2-Decarbonisation – Other Modes

Option N2		Support decarbonisation of air services in the SPT region				
Summary		This option is to support air services within the region decarbonising their operations.				
Rationale / linkage to problem		Reducing transport emissions across all modes is a key government priority.				
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	✓
Delivery		Glasgow Airport has their own carbon reduction plans in place including being a signatory to ACI Europe's NetZero 2050 pledge. This is a commitment to achieve net zero for the carbon under airport control by 2050. SPT can support this policy - however they could work with airports and airlines to assist with decarbonising other elements such as routes to airports and supply chains.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		Decarbonising the air industry is a wide ranging option which is not solely limited to the flights themselves. It can include routes to airports, supply chains and waste. While landside interventions may be tried and tested, providing low emission aircraft is a developing industry. Loganair provide such services on a short route basis however the technology has not yet been embraced on a wide scale and is not yet available for longer routes. The Scottish Government, HAIL and Loganair are currently working together developing the technology.				
Affordability		The Scottish Government may be able to contribute to the decarbonisation of lifeline air routes however general decarbonisation of the industry will be the responsibility of the industry themselves.				
Public Acceptability		It is likely the transition will be supported.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public Transport 				
Political Considerations		Successfully decarbonising the airline industry would be a major positive for society and will be widely supported however support may be dependent upon level of financial contributions required.				
STAG Criteria	Environment	O-✓	Decarbonising air services would reduce the impact of the airline operations on the environment. While air quality benefits from aircraft will be negligible, there may be significant benefits in decarbonising surface access to airports themselves...			
	Climate Change	✓✓✓	Decarbonising air services would reduce the air industry's impact on climate change. This would have beneficial impacts through reduced greenhouse gas emissions.			

2-Decarbonisation – Other Modes

Option N2		Support decarbonisation of air services in the SPT region	
	Health, Safety & Wellbeing	O-✓	Decarbonising air services would result in some health benefits from reduced emissions and improved air quality.
	Economy	O	This option is unlikely to have an impact on transport efficiencies.
	Equality & Accessibility	O-✓	Decarbonising air services will not improve the public transport or active travel network coverage in the area, however if improved landside infrastructure was included, such as proposals for the Glasgow Metro, there will be benefits to public transport and active travel
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓✓
Decarbonising air services will lead to a reduction of transport emissions in the region from the industry.			
Strategy Objective 2: 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			O
This option will not improve accessibility, affordability and safety of the transport system.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			O
This option will not improve connections for passengers or freight unless wider landside improvements were made as part of a wider decarbonisation process			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			O
This option does not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			O
This option does not enable public transport to become a more desirable and convenient travel choice			
Equalities Duties			✓
Public Sector Equalities	Newer aircraft would potentially be easier to access for people with mobility difficulties. These improvements would be particularly beneficial for those living in and visiting island communities. Any wider surface access improvements would be provided to modern DDA standards providing benefits for those with mobility issues.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Funding for these improvements would be driven by the industry themselves.		
Spatial Context			
This option is limited to flights from Glasgow and Prestwick airports and any surface access improvements required.			
Rationale for Selection or Rejection			
Airports and airlines are significant contributors to carbon emissions and have made commitments to work with the Scottish Government to reduce their footprints. SPT should look to work with airports and airlines to support these commitments as part of the RTS.			

3-Freight and Logistics

Option 72		Cyclelogistics – improvements to transport of freight by bike					
Summary		Option is to support development of cyclelogistics operations in the region through infrastructure, information sharing and best practice					
Rationale / linkage to problem		Cyclelogistics is also a growing market that presents opportunities for cleaner and more efficient movement of goods in our urban centres. The European Cycle Logistics Federation estimates that 35% of all urban deliveries could be undertaken by bicycle and a Europe-wide survey found a 60% increase in cargo bike sales between 2018 and 2019, with the UK being one of the top markets for cargo bikes. Cyclelogistics is already established in Glasgow and there are further opportunities to broaden the spatial coverage of this sector to larger towns in the region supported by consolidation centres. Cyclelogistics is already well established in Glasgow and there are further opportunities to broaden the spatial coverage of this sector to larger towns in the region supported by consolidation centres. This option could also include understanding opportunities to integrate with strategic active travel infrastructure to ensure needs of cyclelogistics are planned and designed where appropriate and beneficial.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		Logistics are provided by the private sector and as such they will be required to lead on any improvements to their offering. SPT can however work with local authorities to improve active travel networks and liaise with logistics companies to raise awareness of available routes and infrastructure					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups		
Feasibility		The main barriers to success will be the fragmented industry and numbers of partners required to be involved including private sector, local authorities, SPT and potentially Sustrans. Whilst providing cyclelogistics is relatively straightforward, the key challenge is making this work in lower density areas which may have topographical issues and greater distances to cover.					
Affordability		Whilst the public sector will be responsible for any infrastructure required such as new routes, logistics companies will be responsible for running their operations and taking on any commercial risks.					
Public Acceptability		If appropriately delivered, it is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably Targeted infrastructure improvements 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Cycling 					
Political Considerations		This option is unlikely to be contentious however localised opposition may occur if cycle couriers are not appropriately trained and are regularly seen to be failing to observe the highway code.					
	Environment	✓	Improving the movement of freight by bike would increase the sustainable transport of goods. This would potentially have beneficial environmental impacts through improved				

3-Freight and Logistics

Option 72		Cyclelogistics – improvements to transport of freight by bike	
STAG Criteria			local air quality and reduced roadside noise from traffic associated with commercial vehicles. Additionally, any new infrastructure facilities should be designed to avoid adverse impacts on areas of local environmental sensitivity.
	Climate Change	✓	Improving the movement of freight by bike would increase the sustainable transport of goods. This would potentially have a beneficial impact through reduced greenhouse gas emissions from traffic associated with commercial vehicles.
	Health, Safety & Wellbeing	O-✓	This option would increase the sustainable transport of goods, particularly in urban areas. This would potentially make the road network safer for all users. There would be additional health benefits from improved air quality.
	Economy	O-✓	As this option is likely to be implemented in urban areas, the introduction of Cyclelogistics may offer some efficiency improvements to the movement of goods. This may reduce journey times, but the impact is not predicted to be significant.
	Equality & Accessibility	✓	Depending on the implementation of Cyclelogistics, this option may strengthen the case to enhance active travel network coverage through improved infrastructure.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Improving the transport of freight by bike will encourage sustainable mobility in urban areas, reducing car dependency and transport emissions for these purposes in the region.			
Strategy Objective 2: 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			○
Improving the transport of freight by bike will reduce numbers of vehicular deliveries which may lead to a safer environment. This is not however predicted to offer significant benefits against this objective			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option may provide opportunities to connect by bike however due to the localised nature of the intervention this is not predicted to have significant impacts against this objective			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
Improving the transport of freight by bike will reduce numbers of vehicular deliveries which may lead to a safer environment. This is not however predicted to offer significant benefits against this objective.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not directly make public transport a desirable and convenient travel choice for everyone			
Equalities Duties			O-✓
Public Sector Equalities	Where implementation of this measure resulted in corresponding improvements to cycle infrastructure then some benefits to equalities groups, children and young people and people with socio-economic disadvantage may accrue. Potential benefits for islands' economies and small businesses.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		

3-Freight and Logistics

Option 72		Cyclelogistics – improvements to transport of freight by bike
Funding	<p>Local Authorities will be responsible for funding route and infrastructure improvements. Sources of funding can include</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to Local Authorities to enable projects which encourage and promote active and sustainable transport. 	
Spatial Context		
Whilst this is a regional option, it is anticipated that cyclelogistics is primarily suited for higher density urban areas.		
Rationale for Selection or Rejection		
SPT should consider working with Local Authorities and logistics providers if and when there is an appetite to provide more cyclelogistics and consider the needs of this sector as a key stakeholder when developing active travel proposals. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.		

Option 73		'Last mile' innovations – improving integration and better co-ordination of the 'last mile' in freight transport deliveries				
Summary	The option is to support innovation in last mile deliveries to make them more sustainable and efficient including through research, information sharing and best practice.					
Rationale / linkage to problem	The “last mile” of the movement of goods is generally the least efficient of most supply chains, comprising around a quarter of a product’s total transport costs. Finding ways to reduce these costs, coupled with strong growth in e-commerce and increasing customer expectations, has been driving innovations in last mile logistics including real time visibility, dynamic route optimisation and autonomous delivery methods such as drones, robots and autonomous vehicles. This option would investigate the need and opportunities for intervention in the region.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	Logistics are provided by the private sector and as such they will be required to lead on any improvements to their offering. SPT can however work with the private sector and look to offer co-ordination support across the region however logistics companies will be required to fund and implement any innovations to their operations					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility	The main barriers to success will be the fragmented industry and numbers of partners required to be involved including private sector, local authorities and SPT. If future technologies such as drones and					

3-Freight and Logistics

Option 73		‘Last mile’ innovations – improving integration and better co-ordination of the ‘last mile’ in freight transport deliveries	
		autonomous vehicles are to be embraced, there will be technical and potentially legislative challenges to overcome.	
Affordability		Whilst the public sector may be able to assist with support and co-ordination, logistics companies will however be responsible for running their operations and taking on any commercial risks.	
Public Acceptability		If appropriately and securely delivered, it is likely that the implementation of this option would be supported by the public.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Cycling 	
Political Considerations		This option is unlikely to be contentious however localised opposition may occur if automation leads to job losses in the freight and logistics industry.	
STAG Criteria	Environment	✓	Improving the integration and co-ordination of the ‘last mile’ in freight transport deliveries would increase the sustainable transport of goods, particularly in urban areas. This would have beneficial environmental impacts through improved local air quality and reduced roadside noise from traffic.
	Climate Change	✓	Improving the integration and co-ordination of the ‘last mile’ in freight transport deliveries would increase the sustainable transport of goods, particularly in urban areas. This would have beneficial impacts through reduced greenhouse gas emissions.
	Health, Safety & Wellbeing	O-✓	Some of the measures implemented as part of this option may potentially make the transport network safer and more secure for all users. It is unlikely to have an impact on the health and wellbeing of users, unless low-emission solutions were implemented, and air quality could potentially be improved.
	Economy	✓	This option could improve the efficiency of the movement of goods, and likely reduce journey times. It is unlikely that there would be wider economic benefits.
	Equality & Accessibility	O	This option is unlikely to have an impact on the equality and accessibility of the transport network.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
‘Last mile’ innovations will improve integration and better co-ordination in freight transport deliveries, leading to a reduction in transport emissions in the region for this sector.			
Strategy Objective 2: 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		○	
This option will have no impacts on objective 2.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
‘Last mile’ innovations are not expected to have any impact against this objective.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○	
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			

3-Freight and Logistics

Option 73		‘Last mile’ innovations – improving integration and better co-ordination of the ‘last mile’ in freight transport deliveries	
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not directly make public transport a desirable and convenient travel choice for everyone.			
Equalities Duties			○-✓
Public Sector Equalities	Where implementation of this measure resulted in corresponding reductions in road traffic (and commercial vehicle movements) associated with logistics, then some benefits to equalities groups, children and young people and people with socio-economic disadvantage may accrue. There may be potential benefits for islands’ economies and small businesses in these locations.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	<p>It is expected the private sector will be required to fund their own innovations and activities. Funding may be available to assist through the following schemes.</p> <ul style="list-style-type: none"> • MaaS Investment Fund (MIF), Transport Scotland – funding to provide digital access to travel information so people can be better informed about different ways to plan, undertake and pay for journeys. • Freight Facilities Grant, Transport Scotland – grants to help companies with the capital costs associated with moving freight by rail or water instead of road, by offsetting the extra costs of providing freight handling facilities. • Mode Shift Revenue Support Scheme (MSRS) – grant helps companies with the extra operating costs associated with moving freight by rail or inland waterways instead of road. 		
Spatial Context			
Whilst this is a regional option, it is anticipated that last mile improvements are primarily suited for higher density urban areas.			
Rationale for Selection or Rejection			
Last mile improvements could offer significant benefits in higher density urban areas and SPT should be prepared to work with the private sector to provide support as and when required. As a market driven option, SPT should engage with this sector to establish how the public sector could be of assistance. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.			

Option 74		Freight consolidation centres	
Summary	Option includes reviewing demand for freight consolidation centres considering increased use of cyclelogistics and development of active travel infrastructure.		
Rationale / linkage to problem	Previous studies did not show a large demand for freight consolidation; however, there is a need to update this in light of changing demand and stronger policies with regard to road space capacity et al and to support development of cyclelogistics in urban areas. This option could also include opportunities to link with strategic active travel infrastructure to support cyclelogistics.		
Action or Policy to support	Action – SPT develop and deliver	Policy – SPT support, others deliver	✓
Delivery	This option is market driven. SPT would be able to lead on updates to feasibility studies of localised consolidation centres. The public sector may be able to access grants for construction and development		

3-Freight and Logistics

Option 74		Freight consolidation centres				
		however this will require freight logistics companies to commit and be involved moving forward.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		The development of any initial feasibility study may be feasible if data is provided by logistics companies. Introducing consolidation centres while not technically challenging, will require private sector buy in and co-ordination which itself may be a challenge.				
Affordability		Conceivably the public sector could work with private organisations on the development and construction of new centres if a suitable business case was produced however ongoing costs and maintenance will no doubt fall to the private sector.				
Public Acceptability		It is likely that the implementation of this option would be supported by the public although it would likely be of little direct interest to them.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		N/A				
Political Considerations		Freight consolidation centres should be politically acceptable if benefits can be shown.				
STAG Criteria	Environment	○-✓	Freight consolidation centres will encourage more efficient movement of goods which may reduce commercial vehicle traffic volumes. This would have beneficial environmental impacts through improved local air quality. Any new infrastructure facilities should be designed to avoid adverse impacts on areas of local environmental sensitivity.			
	Climate Change	○-✓	Freight consolidation centres will encourage more efficient movement of goods which may reduce commercial vehicle traffic volumes. This would have beneficial impacts through reduced emissions of greenhouse gases. Any embodied carbon associated with construction would need to be accounted for.			
	Health, Safety & Wellbeing	○-✓	The implementation of freight consolidation centres may lead to more efficient movement of goods which could reduce traffic volumes. This would make the transport network safer for all users, however, the impact is not predicted to be significant. There may be some minor positive health benefits from improved air quality.			
	Economy	✓	This option could improve the efficiency of the movement of goods and reduce journey times for general traffic if commercial vehicle kilometres were reduced.			
	Equality & Accessibility	✓	Where the implementation of this measure included improvements to cycling infrastructure, this option would enhance the active travel network coverage. This would particularly benefit those who do not own or have access to a private vehicle.			

3-Freight and Logistics

Option 74		Freight consolidation centres
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓
Freight consolidation centres should reduce car/van deliveries in localised areas and consequently transport emissions in the region. There would be embodied carbon in new construction though.		
Strategy Objective 2: 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		✓
Freight consolidation centres will reduce numbers of commercial vehicles in the localised area which will lead to small safety benefits for users of the transport network.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option is unlikely to have any impact upon this objective		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys, however people may feel more confident in cycling if there are less delivery vehicles on the road.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○
This option will not directly make public transport a desirable and convenient travel choice for everyone.		
Equalities Duties		○-✓
Public Sector Equalities	Where implementation of this measure resulted in corresponding improvements to cycle infrastructure then some benefits to equalities groups, children and young people and people with socio-economic disadvantage may accrue. Potential benefits for islands' economies and small businesses.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	While the private sector would normally be expected to fund development and construction of freight consolidation centres, if the centre itself is of a sufficient scale to provide strategic benefits, the public sector may be able to contribute through growth deal or LUF funding however this will require appropriate justification through business case developments and political will. The role of the public sector in such an endeavour is not clear.	
Spatial Context		
Whilst this is a regional option, it is anticipated that consolidation centres will best suit higher density urban areas		
Rationale for Selection or Rejection		
SPT has previously investigated the potential for consolidation centres and should retain that interest as part of the RTS. Given the market driven nature of the freight and logistics industry, the role of the RTP or other public bodies in funding, constructing, maintaining etc. such a facility is not clear. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.		

3-Freight and Logistics

Option 76		Support Rail freight market development			
Summary		Supporting development and utilisation of rail freight across the region including market analysis, information sharing, best practice and infrastructure			
Rationale / linkage to problem		To support development of rail freight markets in the SPT region, in line with Network Rail / freight industry strategy and STPR2.			
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver	
Delivery		SPT have no powers regarding rail freight. SPTs role will be limited to supporting policy where appropriate.			
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups
Feasibility		In terms of feasibility, the main technical challenges are capacity on the rail network, gauge clearances, inter-modal terminals and routes where freight can be delivered to. The key issue for rail freight is economic feasibility.			
Affordability		Transport Scotland, Network Rail and rail freight operators will be expected to fund interventions.			
Public Acceptability		It is likely that the implementation of this option would be supported by the public.			
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably Make better use of existing capacity 			
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 			
Political Considerations		This option is unlikely to generate significant opposition			
STAG Criteria	Environment	✗-✓	Supporting the development of rail freight encourages the movement of goods using more sustainable travel modes particularly for long distance freight. This would potentially have environmental beneficial impacts through overall improved air quality. There is some potential for adverse impacts in locations around rail freight terminals if increased road traffic resulted, which would need to be managed. Local communities may object to the environmental impact of new facilities.		
	Climate Change	✓	Supporting the development of rail freight encourages the movement of goods using more sustainable travel modes particularly for long distance freight traffic. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions from road traffic. There would be embodied carbon associated with any new construction.		
	Health, Safety & Wellbeing	✓	A reduction in road freight would reduce congestion and the risk of road traffic accidents caused by freight vehicles. This would improve road safety for other road users. There may also be health benefits through improved air quality.		
	Economy	✓	Modal shift from road to rail could result in journey time savings for some long-distance freight movements compared		

3-Freight and Logistics

Option 76		Support Rail freight market development	
			to travelling by road which would generate an economic benefit. This switch will only take place if it is in the interests of the freight industry though.
	Equality & Accessibility	<input type="radio"/>	This option is unlikely to have an impact on equality and accessibility.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Supporting development of rail freight markets encourages the movement of goods using sustainable travel modes/means. This will lead to a reduction of transport emissions however benefits will be dependant upon levels of shift to rail freight.			
Strategy Objective 2: 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			<input type="radio"/>
This option will have no impacts upon this objective			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓
Supporting development of rail freight markets will encourage more sustainable movements of freight to key locations and hubs on the rail network.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			<input type="radio"/>
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			<input type="radio"/>
This option will not directly make public transport a desirable and convenient travel choice for everyone.			
Equalities Duties			✓
Public Sector Equalities	Indirect beneficial impacts on equalities would be predicted for this option where it contributes to improved urban air quality and road safety which may also benefit lower income communities who are typically more vulnerable to poor air quality and traffic accidents. No impacts on islands communities would be predicted.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Funding for rail based interventions will fall to Transport Scotland, Network Rail and rail freight operators		
Spatial Context			
This option is assumed to be regionwide and indeed nationwide where the rail network will allow movements by freight.			
Rationale for Selection or Rejection			
Transferring road freight to rail is an aspiration as set by the Scottish Government. SPT should support this intervention as part of the RTS. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.			

3-Freight and Logistics

Option 77		HGV rest stops and enhanced secure overnight facilities				
Summary		Provision of HGV rest stops and overnight facilities				
Rationale / linkage to problem		The Strathclyde Freight Strategy identified the need for more and better located rest stops and more secure facilities particularly for high value loads.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		It is assumed that Local Authorities or Transport Scotland would require to lead on these developments however SPT could support and provide initial work to determine potential sites, where these are not being provided by the market. If facilities were to be provided, there is potential to leverage the private sector to fund and or operate any facilities				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		Feasibility will clearly depend upon location and facilities required. There are unlikely to be major technical challenges however appropriate land will need to be identified and purchased.				
Affordability		Generally the private sector fund and operate these types of facilities but the lack of them within the region suggests there is no market for it. It is assumed that Local Authorities or Transport Scotland would be required to fund where there is a perceived market failure however there may be opportunities to leverage private sector funding if facilities require ongoing operation and maintenance.				
Public Acceptability		It is likely that the implementation of this option would be supported by the public at large but less so by communities affected by any new facility in their area.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Targeted Infrastructure Improvements 				
Sustainable Travel Hierarchy		N/A				
Political Considerations		This option is likely to be supported widely, although local communities' elected representatives may object to specific proposals.				
	Environment	✕-○	Improved HGV rest stops and enhanced secure overnight facilities are unlikely to have a material impact on the			

3-Freight and Logistics

Option 77		HGV rest stops and enhanced secure overnight facilities	
STAG Criteria			environment other than with the construction of any new facility.
	Climate Change	○	Improved HGV rest stops and enhanced secure overnight facilities are unlikely to have a material impact on climate change. The construction of any new facility would involve embodied carbon however.
	Health, Safety & Wellbeing	✓✓	This option will improve the health and wellbeing of HGV drivers. There is potential to improve the safety of the road network through providing appropriate rest facilities. Additionally, this option would improve the safety of the network, especially for high value loads.
	Economy	○	Improved HGV rest stops and enhanced secure overnight facilities are unlikely to have an impact on the economy.
	Equality & Accessibility	○	Improved HGV rest stops and enhanced secure overnight facilities are unlikely to have a material impact on equality and accessibility.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
HGV rest stops and enhanced secure overnight facilities will not directly reduce transport emissions in the region.			
Strategy Objective 2: 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			✓
HGV rest stops and enhanced secure overnight facilities will improve the safety for HGV drivers and other road users.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will have no impact upon Objective 3			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not directly make public transport a desirable and convenient travel choice for everyone.			
Equalities Duties			○
Public Sector Equalities	No material equalities impacts.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	It is expected that road operators, either the Local Authority or Transport Scotland would be required to fund this intervention.		
Spatial Context			
This is a regionwide option and will require identifying suitable locations for rest stops and overnight facilities. Locations should be identified in partnership with the haulage industry's representative groups.			

3-Freight and Logistics

Option 77	HGV rest stops and enhanced secure overnight facilities
Rationale for Selection or Rejection	
Lack of overnight facilities for HGV drivers was raised as an issue within the Strathclyde Freight Strategy and outlined in the draft STPR2 recommendations. Supporting introduction of new facilities should be retained as part of the RTS. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.	

Option 78	Enhanced intermodal freight transfer facilities				
Summary	Support development of new or enhanced intermodal freight facilities				
Rationale / linkage to problem	There are opportunities to consider new or enhanced facilities particularly at ports for rail freight markets.				
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery	It is expected that a number of bodies will be required to lead on these options dependant on the location and type of facility in question. This would include Local Authorities, Transport Scotland, Network Rail, Port Operators and Haulage companies. It is expected that SPT would play a support role. This option would require business case work to demonstrate the markets which would be served.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups
Feasibility	Feasibility will clearly depend upon location and facilities required. Technical challenges may relate to intermodal transfer options and available land at existing facilities for example ports.				
Affordability	Options will require to be funded which will probably fall to Transport Scotland, Network Rail and private operators.				
Public Acceptability	It is likely that the implementation of this option would be supported by the public at large but less so by communities affected by any new facility in their area.				
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy	NA				
Political Considerations	This option is likely to be supported widely, although local communities' elected representatives may object to specific proposals.				
STAG Criteria	Environment	x-✓	Enhanced intermodal freight transfer facilities encourage the movement of goods using more sustainable travel modes particularly for long distance freight traffic. This would have beneficial impacts through overall improved local air quality. Where implemented measures include rail freight, there is some potential for adverse impacts in locations around rail		

3-Freight and Logistics

Option 78		Enhanced intermodal freight transfer facilities	
			freight terminals if increased road traffic resulted, which would need to be managed. Local communities may object to the environmental impact of new facilities.
	Climate Change	✓	Enhanced intermodal freight transfer facilities encourage the movement of goods using more sustainable travel modes particularly for long distance freight traffic. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions from road traffic. There would be embodied carbon associated with any new construction.
	Health, Safety & Wellbeing	✓	Enhanced intermodal freight transfer facilities encourage the movement of goods using more sustainable travel modes. This may reduce traffic volumes which would improve the safety of the road network. There will be health benefits from improved air quality.
	Economy	✓	Enhanced intermodal freight transfer facilities have the potential to improve the efficiency of the movement of goods in the region. This switch will only take place if it is in the interests of the freight industry though.
	Equality & Accessibility	○	This option is unlikely to have an impact on the equality and accessibility of the transport network.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
This option could reduce emissions through reducing the need for freight to be transported by road.			
Strategy Objective 2: 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			○
This option will not have no impact on accessibility, affordability and availability of the transport system.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓
Enhanced intermodal freight transport facilities will encourage the efficient movement of goods using multi-modal travel modes/means, leading to improvements in regional and inter-regional connections to key economic centres for freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not directly make public transport a desirable and convenient travel choice for everyone			
Equalities Duties			○ / ✓
Public Sector Equalities	No material equalities impacts are predicted.		
Island Communities	Potential for minor beneficial impacts on islands communities where port development supported island businesses dependent on efficient movement of freight on/off islands.		
Fairer Scotland	No material equalities impacts are predicted.		
Child Rights & Wellbeing	No material equalities impacts are predicted.		
SEA	See specific Environmental report		

3-Freight and Logistics

Option 78		Enhanced intermodal freight transfer facilities
Funding	<p>It is expected that Local Authorities, Transport Scotland and private operators will be required to fund interventions. Funding may be available through the following:</p> <ul style="list-style-type: none"> • Freight Facilities Grant, Transport Scotland – grant to help companies with the capital costs associated with moving freight by rail or water instead of road. • Mode Shift Revenue Support Scheme (MSRS), Transport Scotland – grant to help companies with the extra operating costs associated with moving freight by rail or inland waterways instead of road. • Waterborne Freight Grant (WFG), Transport Scotland – grant to help companies with the extra operating costs associated with moving freight by water instead of road. • Ports Mode Shift Grant (PMSG), Transport Scotland – grant helps companies with the capital costs associated with moving freight by water instead of road, by offsetting the extra costs of providing freight handling facilities at ports. 	
Spatial Context		
This is a regional intervention however specific locations will have to be identified and developed in partnership with a range of stakeholders.		
Rationale for Selection or Rejection		
Reducing road based freight movements is a key national objective. As such, supporting new or upgraded multi-modal freight facilities should be supported as part of the RTS. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.		

Option 79		Rail enhancements to support freight modal shift to rail				
Summary	Supporting infrastructure improvements which will allow more freight to be moved by rail.					
Rationale / linkage to problem	To support infrastructure enhancements that increase opportunities for rail freight, in line with the Network Rail / freight industry strategy and STPR2.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	Network Rail and Transport Scotland will be required to lead on this option which essentially improves rail infrastructure for freight.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	Technical challenges will be identified through feasibility studies and the business case / PACE processes. These will likely be both engineering and operational.					
Affordability	The affordability of these options could vary widely.					

3-Freight and Logistics

Option 79		Rail enhancements to support freight modal shift to rail	
Public Acceptability		There may be some opposition if works lead to rail service disruptions, otherwise no issues are envisaged unless communities are affected by construction works.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		N/A	
Political Considerations		This intervention will generally be supported unless communities are affected by construction. Similarly disruption to public transport services during construction/interventions may lead to complaints.	
STAG Criteria	Environment	x-✓	Rail enhancements to support freight modal shift to rail encourages the movement of goods using more sustainable travel modes. This would have beneficial environmental impacts through improved air quality and reduced roadside noise from road traffic where modal shift was achieved. Dependent on the locations of rail infrastructure works there is potential for adverse impacts on other environmental criteria which would need to be managed/mitigated.
	Climate Change	✓	Rail enhancements to support freight modal shift to rail encourages the movement of goods using more sustainable travel modes. This would have beneficial impacts through reduced greenhouse gas emissions where modal shift is achieved. There would be embodied carbon associated with any new construction.
	Health, Safety & Wellbeing	✓	Where modal shift is achieved there would be a reduction in traffic volumes which would improve the safety of the road network for all users. There would be health benefits from improved air quality.
	Economy	✓	Modal shift from road to rail could result in journey time savings for some long-distance freight movements compared to travelling by road which would generate an economic benefit. This switch will only take place if it is in the interests of the freight industry though.
	Equality & Accessibility	○	This option is unlikely to have an impact on the equality and accessibility of the transport network.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Rail enhancements encourages the freight modal shift to rail, leading to a reduction in transport emissions for the freight sector.			
Strategy Objective 2: 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			○
This option will not affect Objective 2.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓
Rail enhancements to support freight modal shift to rail encourages the efficient movement of goods using sustainable travel modes/means. This will lead to improved connections for freight movements			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○

3-Freight and Logistics

Option 79	Rail enhancements to support freight modal shift to rail	
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○
This option will not directly make public transport a desirable and convenient travel choice for everyone		
Equalities Duties		✓
Public Sector Equalities	Indirect beneficial impacts on equalities would be predicted for this option where it contributes to improved urban air quality and road safety which may also benefit lower income communities who are typically more vulnerable to poor air quality and traffic accidents. No impacts on islands communities	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is expected that Transport Scotland and Network Rail will be required to fund interventions.	
Spatial Context		
This is a regional option however location specific interventions will require to be identified in partnership with a range of stakeholders.		
Rationale for Selection or Rejection		
Reducing road based freight vehicle km is a key national objective. As such, supporting infrastructure improvements which allow greater movements of rail freight should be supported as part of the RTS. SPT could aim to revitalise the Strathclyde Freight Forum to help take forward this option.		

4 - Demand Management (Pricing and Supply)

Option 49		Regional demand management policy – option to develop regional policy framework to support the development and implementation of demand management interventions in the region including establishing principles of what types of interventions are best developed on a cross-boundary, regional or national level.				
Summary		This option is the development of a regional demand management framework. Framework to understand interventions required at an SPT level and how these align with national priorities. This option is only for the development of the policy, not the introduction of demand management measures themselves.				
Rationale / linkage to problem		SPT believes there is an opportunity for the RTS to set a regional policy to support implementation of demand management interventions. This would not set out specific schemes or solutions, but rather provide a stronger regional policy framework to support the development and implementation of demand management interventions in the region. Local authorities have raised with SPT the challenges in designing and implementing demand management measures at a local level. At the same time, there may be a need to establish principles of what types of interventions are best developed on a cross-boundary, regional or national level.				
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	✓
Delivery		While this option could be developed by SPT, it would rely on Transport Scotland and constituent local authorities to be delivered.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		Whilst the development of a policy is feasible, SPT will require to work in partnership with Local Authorities and Transport Scotland to ensure agreement of approach. Whilst SPT will have the ability to develop the policy, it would rely on Local Authorities and Transport Scotland to introduce the policy.				
Affordability		Developing the policy will be relatively straight forward in terms of costs however should the policy be implemented, there would be a range of costs and potentially revenue streams associated with the different options.				
Public Acceptability		The implementation of demand management interventions may be contentious, as it is likely to involve some kind of pricing or charging mechanism for motorists. Providing alternative public transport options will make the measures more acceptable.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 				

4 - Demand Management (Pricing and Supply)

Option 49		Regional demand management policy – option to develop regional policy framework to support the development and implementation of demand management interventions in the region including establishing principles of what types of interventions are best developed on a cross-boundary, regional or national level.	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis & shared transport • Private car 	
Political Considerations		The development of the policy will involve numerous stakeholders to agree on an appropriate approach which could be difficult. The implementation of measures would require significant political will to be implemented. Recent national policy developments do provide a clear rationale for action though.	
STAG Criteria	Environment	O - ✓✓✓	Developing the strategy will have no impact on the STAG criteria. Implementing a regional demand management policy has significant scope to reduce car-based travel. Where this is achieved, there is potential to improve air quality and the other negative local impacts of road traffic.
	Climate Change	O - ✓✓✓	Developing the strategy will have no impact on the STAG criteria. Implementing a regional demand management policy has significant scope to reduce the level of greenhouse emissions produced by road vehicles.
	Health, Safety & Wellbeing	O -✓	Developing the strategy will have no impact on the STAG criteria. This option is likely to encourage the use of public transport services over the private car. This makes the transport network safer for all users.
	Economy	x - ✓	Developing the strategy will have no impact on the STAG criteria. Implementing measures which increase cost to car users will likely generate TEE disbenefits. These may or may not be outweighed by benefits to public transport users. Nottingham City Council noted that its Workplace Parking Levy provides funding for major transport infrastructure initiatives and by acting as an incentive for employers to manage their workplace parking provision. ¹
	Equality & Accessibility	x - ✓	Developing the strategy will have no impact on the STAG criteria. If implemented, people may opt to use public transport modes if any funding generated is used to improve services. This could be particularly impactful for those who have previously experienced limited public transport accessibility or connectivity and those who do not have access to a car. However, some people depend on car travel for reasons such as limited mobility. These measures may make travel more difficult for these users leading to negative impact upon them.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		O - ✓✓✓	
Supporting the development and implementation of demand management interventions will reduce car-km and hence reduce traffic emissions across the region.			
Strategy Objective 2: 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		O-x	

¹ <https://www.nottinghamcity.gov.uk/wpl>

4 - Demand Management (Pricing and Supply)

Option 49	Regional demand management policy – option to develop regional policy framework to support the development and implementation of demand management interventions in the region including establishing principles of what types of interventions are best developed on a cross-boundary, regional or national level.	
Supporting the development and implementation of demand management interventions will reduce congestion. Interventions themselves will not lead to increased public transport services. New charges would have an impact on affordability for some.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		O-✓
Supporting the development and implementation of demand management interventions will reduce congestion. Interventions may lead to improved journey time reliability to these key markets but will not in themselves improve connections.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓
Demand management interventions could be targeted to encourage the use of active travel. Supporting their development and implementation will enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
Demand management interventions should be targeted appropriately to encourage the use of public transport. Supporting their development and implementation will make public transport a more desirable travel choice for residents and visitors.		
Equalities		✓✓-x
Public Sector Equalities	Implementation of measures from a demand management policy would have potential benefits for a range of protected groups, people with socio-economic disadvantage and children/young people through reduced congestion and therefore improved accessibility to key services and employment locations by public transport and active travel. Any new charges would have to be carefully assessed from an equalities perspective however.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	The actions emerging from a regional demand management policy would be funded via a mix of local and Scottish Government to implement, but presumably would look to be self-funding thereafter.	
Spatial Context		
This option is assumed to be regionwide however SPT may choose to target individual areas through due to levels of congestion and high car usage, and the consideration of areas which have good alternatives to the private car. Locations would be assigned based upon need, identified through our analysis of transport services and demand on each of the identified corridors.		
Rationale for Selection or Rejection		
Considering the current Climate Emergency, National Transport Targets, the need to reduce carbon emissions and the inclusion of demand management in the Route Map to a 20% reduction in car kilometres, this option seems a clear fit and should be incorporated at a regional level.		

4 - Demand Management (Pricing and Supply)

Option 50		Demand management measures – options for road space reallocation, parking, pricing and behaviour change				
Summary		This option is supporting the introduction of demand management measures themselves. Without further work, this option can only be appraised to a high level as options have not yet been defined. It is assumed that road space reallocation, road user charging, parking charges, removal of parking and measures to limit access to areas e.g. town or city centres could be included here.				
Rationale / linkage to problem		In the SPT region, estimated CO2 emissions from roads transport increased between 2011 and 2017, with a slight fall between 2017 and 2018. At same time, vehicle-kilometres increased year on year between 2012 and 2018. In 2018, vehicle-kilometres were 8% higher than 10 years earlier across all roads in the region. Car ownership has also increased while vehicle occupancies have decreased. The Climate Change Plan and NTS2 make it clear that meeting climate change targets should not be solely focused on decarbonisation. This has also been echoed by stakeholders who noted that the RTS should not focus solely on electrification. This means there is a need to consider demand management as part of the overall package of measures to achieve net zero carbon. The RTS should consider all types of demand management at this stage, although clearly there is a need to be closely aligned to the emerging Route Map and some measures such as road pricing are likely to require a national approach to be taken forward. However, reallocation of road capacity to more efficient modes/methods of travel, including cycling, bus, tram/LRT and multiple occupancy vehicles, parking supply and charging, and behavioural change are all within scope of regional and co-ordinated local approaches. Local authorities have noted that the RTS needs to consider the regional impacts of any 'local' measures e.g. impact on park and ride capacity.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		Dependent upon the nature of the measures selected, delivery will require Local Authority partners as the roads authority and if appropriate Transport Scotland for trunk routes. SPT may have a role in administering rather than delivery.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		SPT would rely on Local Authorities and Transport Scotland to introduce demand management measures. Measures could include road space reallocation, parking measures, Low Emission Zones and Workplace Parking Levies. These measures are tried and tested in other areas of the UK and present no issues in terms of feasibility.				
Affordability		Demand management measures will entail significant costs, some of which will be capital expenditure if road space is reallocated with physical segregation. Generally parking based measures will entail a sizeable set up cost and ongoing revenue investment to monitor and enforce the scheme. It is however likely that some of these demand management measures can be introduced in such a way that revenue can be collected through enforcement and or parking charges. This revenue can then be reinvested into sustainable transport measures.				
Public Acceptability		The implementation of demand management interventions may be contentious, as it is likely to involve some kind of pricing or charging				

4 - Demand Management (Pricing and Supply)

Option 50		Demand management measures – options for road space reallocation, parking, pricing and behaviour change	
		mechanism for motorists. Providing alternative public transport options will make the measures more acceptable.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis & shared transport • Private car 	
Political Considerations		The implementation of measures would require significant political will to be implemented. Recent national policy developments do provide a clear rationale for action though.	
STAG Criteria	Environment	✓✓✓	Implementing demand management measures would have significant scope to reduce car-based travel. Where this is achieved, there is potential to improve air quality and the other negative local impacts of road traffic. The reallocation of roadspace could be used for urban realm improvements.
	Climate Change	✓✓✓	The implementation of demand management measures has significant scope to reduce the level of greenhouse gas produced by road vehicles.
	Health, Safety & Wellbeing	✓	This option is likely to encourage the use of public transport services over the private car. This makes the transport network safer for all users.
	Economy	✗ - ✓	Implementing demand management measures which increase cost to car users will likely generate TEE disbenefits. These may or may not be outweighed by benefits to public transport users. Nottingham City Council noted that its Workplace Parking Levy provides funding for major transport infrastructure initiatives and by acting as an incentive for employers to manage their workplace parking provision ²
	Equality & Accessibility	✗ - ✓	People may opt to use public transport modes if any funding generated is used to improve services. This could be particularly impactful for those who have previously experienced limited public transport accessibility or connectivity and those who do not have access to a car. However, some people depend on car travel for reasons such as limited mobility. These measures may make travel more difficult for these users leading to negative impact upon them.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓✓✓	
The implementation of demand management interventions will reduce car-km and hence reduce traffic emissions across the region			
Strategy Objective 2: 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		O-✗	
The implementation of demand management interventions will reduce congestion. Interventions themselves will not lead to increased public transport services. New charges would have an impact on affordability for some.			

² <https://www.nottinghamcity.gov.uk/wpl>

4 - Demand Management (Pricing and Supply)

Option 50		Demand management measures – options for road space reallocation, parking, pricing and behaviour change
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓
The implementation of demand management interventions will reduce congestion. Interventions may lead to improved journey time reliability to these key markets but will not in themselves improve connections.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓
Demand management interventions could be targeted to encourage the use of active travel. Their implementation will enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
Demand management interventions should be targeted appropriately to encourage the use of public transport. Supporting their implementation will make public transport a more desirable travel choice for residents and visitors.		
Equalities		✓✓-x
Public Sector Equalities	Implementation of measures from a demand management policy would have potential benefits for a range of protected groups, people with socio-economic disadvantage and children/young people through reduced congestion and therefore improved accessibility to key services and employment locations by public transport and active travel. Any new charges would have to be carefully assessed from an equalities perspective however.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific environmental report	
Funding	Local Authorities would be responsible for funding locally based interventions such as bus lanes, road space reallocation, decriminalised parking and workplace parking levies. There are various funding streams available from the Scottish Government which may be able to be used for these purposes. Larger schemes on the trunk road network will require Transport Scotland to fund and administer.	
Spatial Context		
This option is assumed to be regionwide however SPT may choose to target individual areas through due to levels of congestion and high car usage, and the consideration of areas which have good alternatives to the private car. Locations would be assigned based upon need, identified through our analysis of transport services and demand on each of the identified corridors.		
Rationale for Selection or Rejection		
Considering the current Climate Emergency, National Transport Targets, the need to reduce carbon emissions and the inclusion of demand management in the Route Map to a 20% reduction in car kilometres, this option seems a clear fit and should be incorporated at a regional level.		

5-Demand Management (Behaviour Change)

Option 28		Increased travel planning including promoting TravelKnowHow			
Summary		This option is targeted travel planning activities in specific areas and the region wide promotion of TravelKnowHow.			
Rationale / linkage to problem		There has been a loss of dedicated local resources for travel planning over past decade. This option is to increase support and enhance support for existing assets including TravelKnowHow.			
Action or Policy to support		Action – SPT develop and deliver	✓	Policy – SPT support, others deliver	✓
Delivery		It is expected that there would need to be co-ordination between local authorities and SPT for appropriate delivery, this could also entail the private and or third sector.			
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups
Feasibility		As the service is already available and funded, implementation is currently in place. It should be noted however that TravelKnowHow is funded through Transport Scotland so while unlikely that this funding will be removed, it is in the hands of a third party. Other variables relate to whether SPT should choose to introduce additional travel planning activities which would by their nature involve administration and set up.			
Affordability		TravelKnowHow is currently available to all RTPs in Scotland and funded through Transport Scotland. Any additional costs associated with this option will be for promotion or awareness raising, or costs of additional travel planning activities which will be entirely dependent upon the scale of activity			
Public Acceptability		Unless there were significant cost implications to the public purse, there is no reason to believe the public would object to this option.			
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 			

5-Demand Management (Behaviour Change)

Option 28		Increased travel planning including promoting TravelKnowHow	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public Transport • Taxis & shared transport 	
Political Considerations		It is likely this option would be supported politically and would not be contentious.	
STAG Criteria	Environment	O - ✓	Improved travel planning may reduce traffic volumes and therefore improve air quality and reduce roadside traffic noise etc. However, it is not anticipated to lead to substantial modal shift without supporting measures and the benefits are likely to be modest.
	Climate Change	O - ✓	Improved travel planning information may encourage car sharing and/or modal shift leading to reduced greenhouse gas emissions. However, it is not anticipated to lead to substantial modal shift without supporting measures and the benefits are likely to be modest.
	Health, Safety & Security	O-✓	Increased travel planning may encourage modal shift to public transport or active travel. This may reduce traffic volumes and subsequently improve the safety of the road network for all users. There may also be benefits to the health of the population through lower traffic emissions. However, the benefits are likely to be modest.
	Economy	O	The aim of travel planning is to promote efficient, more sustainable travel choices. This is unlikely to generate TEE impacts but any reduction in greenhouse gases would be a benefit.
	Equality & Accessibility	✓✓	Increased travel planning will make public transport more accessible as people will be more aware of their options. However, it will not have a direct impact on the coverage or frequency of public transport services. The delivery of journey planning information needs to be accessible for all user groups. It is imperative that information is provided such that vulnerable groups can access it.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Increased travel planning, including promoting TravelKnowHow, will raise awareness of alternative travel options and encourage the uptake of healthy, safe and sustainable travel options within workplaces, schools and other organisations, leading to a reduction of transport emissions.			
Strategy Objective 2: 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			✓
Increased travel planning will raise awareness of alternative travel options and encourage the uptake of healthy, safe and sustainable travel options to workplaces, schools or other organisations.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			O
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight, however it will raise awareness of alternative modes and options.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓✓

5-Demand Management (Behaviour Change)

Option 28	Increased travel planning including promoting TravelKnowHow	
Travel planning will deliver a wide range of benefits such as improving active travel options to workplaces, schools and other organisations, and therefore, enabling walking, cycling and wheeling to be the most popular choice for short, everyday journeys		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
Travel planning through Travelknowhow will raise awareness of alternative modes and options which may encourage more use of public transport to key destinations. The option will not directly improve public transport however.		
Equalities		✓✓
Public Sector Equalities	Implementation of improved travel information and journey planning would contribute strongly to beneficial equalities outcomes through reduction of disadvantages for protected groups, particularly for people with disabilities and elderly people. Benefits would also accrue for people travelling to/from islands.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	TravelKnowHow is funded and supported by Scotland's seven Regional Transport Partnerships (RTPs) and Transport Scotland.	
Spatial Context		
This option is assumed to be regionwide through TravelKnowHow, however SPT may choose to target individual areas through promotion or indeed introducing bespoke travel planning activities. Individual areas would be assigned based upon need, identified through the Connectivity and Deprivation Audit, alongside our analysis of transport services and demand on each of the identified corridors.		
Rationale for Selection or Rejection		
This option has clear complimentary benefits across the region and should be considered as a valuable measure.		

Option 29	Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school	
Summary	This option is to support behaviour change activities and initiatives, including working with education departments and schools to influence travel choices.	

5-Demand Management (Behaviour Change)

Option 29		Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school					
Rationale / linkage to problem		Travel to school is very a local activity; however the modal behaviours associated with home-school-work trip chains as well as the opportunities to engage children in healthy behaviours at the earliest age to help tackle wider public health challenges in the region make this a key behavioural change focus for the RTS. The RTS Public Survey found that 70% of people who said “combining work and school travel” was a key reason for their travel to work modal choice were travelling by car. However, TRACC analysis found that almost all (96%) primary school aged children and around half (50%) of secondary school aged school children live within 20 minutes of a primary or secondary school, respectively. This analysis does not account for route quality and safety problems that may deter use of shortest routes to schools; however, it demonstrates that travel distances to school across the region, particularly primary schools, are broadly suitable for active travel. Engagement with local authorities found that increasing uptake of walking and cycling to school continues to be a challenge. In 2019, just over half (52%) of school children in the region travelled to school by walking or cycling and around one in four (26%) travelled by car as the main mode. These figures have remained largely unchanged for more than 10 years. The Hands Up Scotland Survey also showed, in 2019, that the percentage of children who are driven to school ranges from around one-quarter to one-third across the 12 local authorities in the SPT region.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		It is expected that this option would be implemented through local authorities and schools.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups		✓
Feasibility		SPT has experience in providing behaviour change activities and there will be no real barriers to continuing this practice. The main challenge however will be to ensure that Local Authority education departments and individual schools are happy to work with SPT to facilitate any activities which involve schools.					
Affordability		Introducing new behaviour change activities will involve investment to set up and administer these schemes. Costs will vary depending on the scheme but given the fit with Scottish Government policies it is assumed that local and national government will be supportive of these measures.					
Public Acceptability		Unless there were significant cost implications, there is no reason to believe the public would object to this option..					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public Transport • Taxis & shared transport 					
Political Considerations		Depending on the nature of implementation, this option may involve discouraging / stopping car use (for example car bans around schools). This could be contentious and require political will locally.					
	Environment	O - ✓	As this option would not physically alter the transport network, it is unlikely to have any impact on the physical				

5-Demand Management (Behaviour Change)

Option 29		Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school	
STAG Criteria			environmental. Behavioural change initiatives may reduce traffic volumes which would improve air quality (particularly around schools) and reduce roadside traffic noise etc. Benefits could be significant around schools.
	Climate Change	O - ✓	Reduced car use for school travel and other behavioural change measures would reduce greenhouse gas emissions.
	Health, Safety & Wellbeing	✓	While this option does not state that it directly improves the safety and security of the transport network, it is likely that enhancing active travel option (e.g., safer routes to school) will be part of the activities.
	Economy	O	This option is unlikely to have an impact on Economy.
	Equality & Accessibility	✓	Supporting and developing behaviour change activities could make sustainable travel more accessible to some groups.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Supporting behaviour change activities and in particular sustainable travel to school encourages active and sustainable modes of transport in favour of car, leading to a reduction in transport emissions in the region. Targeting young people and in particular the school journey can lead to important habits and attitudes being formed in favour of sustainable modes.			
Strategy Objective 2: 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			O
No significant impact			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			O
No significant impact			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓✓
Developing behaviour change including supporting sustainable travel to school encourages people to seek out and consider active and sustainable modes of transport, leading to walking, cycling and wheeling to be a more popular choice for short, everyday journeys. Targeting young people and in particular the school journey can lead to important habits and attitudes being formed in favour of sustainable modes.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			O
No significant impact			
Equalities Duties			✓
Public Sector Equalities	No significant equalities impacts predicted.		
Island Communities	No significant equalities impacts predicted (except for children – see below).		
Fairer Scotland	No significant equalities impacts predicted.		
Child Rights & Wellbeing	Changing travel to school behaviours and moving to more active travel modes (on safe routes) would benefit children and young people through increased daily exercise with positive outcomes for physical and mental health and wellbeing and potentially lower exposure to air pollution on trips to/from school.		
SEA	See specific Environmental report		
Funding	Funding to support and develop behaviour change activities would mainly be administered by SPT and local authorities through		

5-Demand Management (Behaviour Change)

Option 29	Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school
	<p>Transport Scotland and Sustrans, however it is assumed that private and third sector may also have a role to play.</p> <p>Potential funding schemes for this option include:</p> <ul style="list-style-type: none"> • Cycling Friendly Development Fund, Cycling Scotland – promotes and supports cycling locally and make workplaces, communities, social housing providers, schools and campuses more cycling friendly. • Smarter Choices, Smarter Places (SCSP) Local Authority Fund, Paths for All – funding for projects which encourage and promote active and sustainable transport in various ways, including work with schools, businesses and local communities. • SCSP Open Fund, Paths for All – grants available to encourage people to change their everyday travel behaviour. • Active travel repair stations, Sustrans – funding available for the NHS, colleges, universities and schools to install bicycle repair stations. • School Cycle and Scooter Parking Grant – funding for the installation of cycle and/or scooter parking facilities in schools and nurseries in Scotland.
Spatial Context	
This project is assumed to be regionwide however SPT may choose to target individual areas through promotion of existing, or bespoke behaviour change activities.	
Rationale for Selection or Rejection	
This option has clear benefits across the region and should be considered as a valuable measure.	

6-Integration with Planning Policy and Land Use Measures

Option 65		Transit-oriented development – land-use developments which support and facilitate sustainable travel					
Summary		This option assumes supporting Transport Scotland, Scottish Enterprise and local authorities to prioritise and influence the introduction of Transit Oriented Development (TOD).					
Rationale / linkage to problem		(TOD is the creation of mixed use, walkable places integrated with public transport infrastructure. TOD reduces the need to own or use a car and facilitates more sustainable travel patterns and behaviours. TOD cannot quickly address transport emissions but can lock in a sustainable low carbon trajectory for the region. TOD is delivered by directing high density development towards existing transport hubs and through integrated planning of development and new transport investments. TOD should be part of the overall Metro Strategy and there may be other opportunities.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		TOD by its nature can't be delivered by one body alone. It will require integrated planning between local authorities, SPT and in the case of strategic interventions, such as metro, the Scottish Government. It is assumed that for major interventions within Glasgow City, Scottish Enterprise or other development bodies will have a major role to play. SPT will however be able to influence decisions and no doubt play a key role on the transport side with the placement and integration of any new bus, Subway or Metro facilities. It should also be noted that for major TOD schemes to be a success it will be important to leverage private sector funding as part of the wider development.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide	✓	Network Measures	✓	Measures Targeted at Specific Groups		
Feasibility		Technical feasibility will be dependant upon location and mode which is incorporated as part of the development. All developments will be subject to detailed design and planning which will identify technical challenges and propose mitigation.					
Affordability		Costs will be allocated across development partners which may include the Scottish Government, Scottish Enterprise or development bodies, local authorities, SPT and the private sector.					

6-Integration with Planning Policy and Land Use Measures

Option 65		Transit-oriented development – land-use developments which support and facilitate sustainable travel	
Public Acceptability		It is likely that this option will be supported by the public as TOD, if properly delivered, will represent a step change in infrastructure and facilities to integrate transport and land use.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Making better use of existing capacity • Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport 	
Political Considerations		This intervention is likely to be generally supported. However, there may be opposition based on scale of costs and responsibilities. Bus or taxi operators may also object if the development is based around a new mode which could impact upon their business.	
STAG Criteria	Environment	✓	TOD encourages public transport use and active travel which could deter people from depending on private cars as their main mode of transport and reduce overall vehicle kilometres. This would potentially have beneficial environmental impacts through reduced emissions of local air pollutants and roadside noise from road traffic. The predicted impacts would not be significant in the short to medium term but would contribute to future low/zero carbon development, particularly when promoted with complementary measures. It is unlikely that there would be wider environmental implications.
	Climate Change	✓	TOD encourages public transport use and active travel which could deter people from depending on private cars as their main mode of transport. This would potentially have beneficial impacts through a reduction in carbon emissions. The predicted impacts would not be significant in the short to medium term but would contribute to future low/zero carbon development particularly when promoted with complementary measures.
	Health, Safety & Wellbeing	✓	TOD would encourage sustainable transport which would improve the safety of the transport network for all users. There will be additional health and wellbeing benefits from increased active travel.
	Economy	✓	TOD would aim to deter people from using private cars which may result in efficiency benefits from reduced traffic volumes and journey times. This option could also improve access to key services, including to employment.
	Equality & Accessibility	✓-✓✓	TOD would likely increase the coverage of the sustainable travel network and improve access to these transport options. This would particularly benefit those with protected characteristics who are more likely to rely on public transport.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓ - ✓✓
Transit-orientated development will support and facilitate sustainable travel, leading to reduced car dependency and transport emissions in the region. The scale of benefits will be dependant upon the location of the development and the volume/capacity of people who can use the 'transport' element.			

6-Integration with Planning Policy and Land Use Measures

Option 65	Transit-oriented development – land-use developments which support and facilitate sustainable travel	
Strategy Objective 2: 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		✓✓
TOD will support and facilitate sustainable travel by creating mixed use, walkable places integrated with public transport infrastructure. This will increase travel opportunities, leading to more people using public transport or active modes to get to where they need to go.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓
TOD encourages active travel use, enabling more walking, cycling and wheeling to be a more popular choice for short, everyday journeys		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
TOD encourages public transport use, making this a desirable and convenient travel choice for everyone.		
Equalities Duties		✓✓
Public Sector Equalities	In the long term, TOD has the potential for beneficial outcomes for many people with protected characteristics, for children and young people and for those with socio-economic disadvantages through reduced need (and cost) for travel and better located and accessible facilities and services .	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Levels of funding required and responsibilities for funding will be very much dependant upon the scale and location of the development. For example, a new small mixed-use development in a semi-rural location with integrated walking, cycling and bus links can likely be funded by local authorities, SPT and bus operators. Conversely, a major city centre strategic development which includes office space, retail and metro, will likely require the involvement of the Scottish Government, Scottish Enterprise and the private sector.	
Spatial Context		
It is expected that TOD as a concept should be considered region wide. However, there will clearly be different scales of development in different locations.		
Rationale for Selection or Rejection		
The lack of joined up delivery between major developments and transport infrastructure was highlighted as part of the RTS Case for Change. SPT should support improved partnership working and TOD where appropriate as part of the RTS, with clear opportunities linked with the STPR2/Clyde Metro.		

6-Integration with Planning Policy and Land Use Measures

Option 66		Sustainable transport for new development				
Summary	This option includes supporting local authorities to prioritise and influence sustainable transport provision being an important element of any new developments and to deliver new transport services for development including local bus services					
Rationale / linkage to problem	Transport being made available for new developments before habits are formed was flagged within consultations as an important intervention.					
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery	Local authorities maintain all planning and consent responsibility for new developments. They may have to work with national bodies if the development is deemed to be nationally significant. SPT can play a role in influencing the level of sustainable transport provision allocated to each new development. However the local authority will be the lead body.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	Introducing sustainable transport options and infrastructure into new developments will be entirely feasible. There may be location specific constraints however these will be identified and mitigated through the appraisal and design process.					
Affordability	Costs will be dependant upon level of infrastructure provided and any support, e.g. subsidy for bus services required. If appropriately designed and delivered, costs should fall to private sector developers, at least in the short term.					
Public Acceptability	It is likely that this option will be supported by the public if new sustainable infrastructure is fit for purpose, offers appropriate routes and destinations, and is accessible.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Making better use of existing capacity • Targeted infrastructure improvements 					

6-Integration with Planning Policy and Land Use Measures

Option 66		Sustainable transport for new development	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport 	
Political Considerations		This intervention will generally be supported. However there may be some opposition from developers based on scale of costs and responsibilities.	
STAG Criteria	Environment	O-✓	Implementing sustainable transport options for new developments encourages public transport use and active travel for those living, working or visiting the areas of development. This could deter people from depending on private cars as their main mode of transport for these trips. This would potentially have beneficial environmental impacts through improved air quality and reduced roadside noise from road traffic. However, modal shift would be dependent on the measures implemented and beneficial impacts are not predicted to be significant as a stand-alone measure particularly in the short to medium term. Any new infrastructure facilities should be designed to avoid adverse impacts on areas of local environmental sensitivity.
	Climate Change	O-✓	Implementing sustainable transport options for new developments encourages public transport use and active travel for those living, working or visiting the areas of development. This could deter people from depending on private cars as their main mode of transport. This would potentially have beneficial climate impacts through reduced greenhouse gas emissions. However, modal shift would be dependent on the measures implemented and beneficial impacts are not predicted to be significant as a stand-alone measure, particularly in the short to medium term
	Health, Safety & Wellbeing	✓	Implementing sustainable transport options would encourage use of these modes, which would improve the safety of the transport network for all users, especially in the area of development itself. There will be additional health and wellbeing benefits from increased active travel.
	Economy	✓	Implementing sustainable transport options for new developments encourages public transport use and active travel. This could deter people from depending on private cars and lead to efficiency benefits from reduced traffic volumes and journey times.
	Equality & Accessibility	✓-✓✓	Implementing sustainable transport options for new developments increases both the public transport network and active travel network coverage for those living, working or visiting the areas of development. This option would particularly benefit groups with protected characteristics, children and young people and for those with socio-economic disadvantage.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Sustainable transport for new developments will encourage sustainable travel modes/means, for those travelling to and from these locations, leading to a reduction in car dependency and transport emissions in the region.			
Strategy Objective 2: 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			✓

6-Integration with Planning Policy and Land Use Measures

Option 66 Sustainable transport for new development	
This option will improve accessibility and availability of journeys made by sustainable travel modes/means to and from these locations. This will increase travel opportunities for everyday purposes.	
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight	○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.	
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys	✓
Sustainable transport for new development will encourage active travel use, leading to walking, cycling and wheeling to be more popular choices for short, everyday journeys.	
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone	✓
Sustainable transport for new development will encourage public transport use, making this a desirable and convenient travel choice for everyone.	
Equalities Duties	✓✓
Public Sector Equalities	In the long term this option has the potential for beneficial outcomes for most people with protected characteristics, for children and young people and for those with socio-economic disadvantages through reduced need (and cost) for travel and better located and accessible (and active) travel facilities and.
Island Communities	
Fairer Scotland	
Child Rights & Wellbeing	
SEA	See specific Environmental report
Funding	<p>Whilst the local authority and private developers will retain responsibility for funding new developments, there are various funding streams which may be accessed to deliver the sustainable transport elements. These include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustans – funding for the creation of infrastructure that make everyday journeys easier for people to walk, wheel and cycle. • Place-Based Investment Programme (PBIP), Scottish Government – funding to ensure all place-based investments are focused around 20-minute neighbourhoods, town centre action, community led regeneration ad community wealth building. • ChargePlace Scotland, Transport Scotland – investments to grow Scotland’s accessible public Electric Vehicle charging network. • Domestic charging point funding, Energy Saving Trust and the Office for Zero Emission Vehicles (OZEV) – funding towards the cost of home charge points for electric vehicles.
Spatial Context	
This is a regional policy intervention.	
Rationale for Selection or Rejection	
This option is clearly consistent with national priorities on carbon reduction, reducing vehicle kms and the creation of 20-minute neighbourhoods. SPT should retain this option as part of the RTS and seek to work with constituent local authorities to improve the delivery of sustainable transport for all new developments.	

6-Integration with Planning Policy and Land Use Measures

Option 67		Develop a Housing & Transport Affordability Index (H&TA)			
Summary	This option is development of a policy to inform transport and land-use planning, directing development to most appropriate locations.				
Rationale / linkage to problem	Option to develop a Housing & Transport Affordability (H&TA) Index, which is used in other countries to support sustainable and integrated land use and transport planning policies, to discourage urban sprawl and reduce transport affordability challenges by reducing the need to travel, car dependency and journey distances.				
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery	SPT lacks planning authority powers and while it can assist, or even lead on, the delivery of a H&TA Index, local authorities and potentially ClydePlan would have responsibility for delivery.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones) ✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups
Feasibility	To develop a H&TA Index, this should be aligned with other sustainable and integrated land-use and transport planning policies. Resources needed and funding the delivery of the plan should also be considered. Transport Scotland, SPT, Clyde Plan and constituent local authorities, housing developers, transport operators and the public would need to be consulted.				
Affordability	Costs of developing the plan would not be extensive. It is expected the plan and approach would set out how costs for delivery would be attributed.				
Public Acceptability	There may be some opposition to implementing these measures as they are likely to restrict car use in some cases. However, providing alternative competitive transport options may make the measures more acceptable.				
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Reduces the need to travel unsustainably 				

6-Integration with Planning Policy and Land Use Measures

Option 67		Develop a Housing & Transport Affordability Index (H&TA)	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis and shared transport • Private car 	
Political Considerations		Whilst the plan may lead to quantifiable improvements on the ground, there may be elements of opposition as responsibilities on developers are increased.	
STAG Criteria	Environment	○- ✓	Developing a H&TA Index encourages public transport and could deter people from depending on private cars as their main mode of transport. This would potentially have beneficial environmental impacts through improved air quality. However, reductions in vehicle kilometres and/or modal shift would be dependent on the measures implemented and beneficial impacts are not predicted to be significant as a stand-alone measure. It is unlikely that there would be wider environmental implications.
	Climate Change	○- ✓	Developing a H&TA Index encourages public transport and could deter people from depending on private cars as their main mode of transport. This would potentially have beneficial climate impacts through reduced greenhouse gas emissions. However, reductions in vehicle kilometres and/or modal shift would be dependent on the measures implemented and beneficial impacts are not predicted to be significant as a stand-alone measure.
	Health, Safety & Wellbeing	○-✓	Through developing a H&TA Index, options would encourage public transport use which would improve the safety of the transport network for all users. The benefits are not expected to be significant.
	Economy	✓	Developing a H&TA Index encourages public transport and could deter people from depending on private cars which may lead to efficiency benefits from reduced traffic volumes and journey times. As a stand-alone option, it is unlikely to have wider economic benefits
	Equality & Accessibility	✓✓	Developing a H&TA Index may increase the coverage of the public transport network in the area. This would be particularly beneficial to those with protected characteristics. Additionally, it would help those with socio-economic disadvantage through affordability schemes.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Developing a H&TA Index will lead to new developments being better equipped for public transport and active travel which will lead to reduced transport emissions for those using the facilities.			
Strategy Objective 2: 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			✓
This option will provide better connections from new developments improving accessibility for everyday journeys from these locations			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			

6-Integration with Planning Policy and Land Use Measures

Option 67		Develop a Housing & Transport Affordability Index (H&TA)
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓
This option will enable more opportunities for walking, cycling and wheeling from new developments		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
This option will enable more opportunities for public transport from new developments.		
Equalities Duties		✓✓
Public Sector Equalities	In the long term, this option has the potential for beneficial outcomes for most people with protected characteristics, for children and young people and for those with socio-economic disadvantage through reduced need (and cost) for travel and better located and accessible (and active) travel facilities and services.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is unclear who would have responsibility for the H&TA Index and how this would be funded.	
Spatial Context		
This is policy intervention which would apply across the region.		
Rationale for Selection or Rejection		
SPT, as a statutory participating in planning, could work with planning authority partners to develop an Index to help guide decision making on development and transport affordability interventions given the clear benefits to transport and land-use planning.		

Option 68		City & town centre living strategies
Summary	This option is supporting local authorities develop their own town centre living strategies to increase population densities in more sustainable locations.	

6-Integration with Planning Policy and Land Use Measures

Option 68		City & town centre living strategies				
Rationale / linkage to problem		Research has found that transport emissions from daily personal travel generally decreases with increased urbanisation and population densities. Increasing city/town centre population densities and focusing economic activity in existing town & city centres helps achieve efficient utilisation of sustainable transport networks and reduces energy demand. The Glasgow City Centre Living Strategy and Paisley Town Centre Action Plan are examples of existing approaches within the region that aim to increase residential living within city/town centres. Covid-19 presents new challenges for these policies, though, as people reassess the benefits of suburban living and employers re-assess their building and office space requirements.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		It is assumed that City & Town Centre Living Strategies will be the responsibility of local authorities. As such, SPT can only play a supporting role.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	
Feasibility		Development of City & Town Centre Living Strategies will pose no technical challenges. However, there will be the requirement for multiple organisations to be involved including local authorities, regional planning bodies, SPT, public transport operators and the private sector.				
Affordability		Funding of the Strategies will not be a major undertaking. However, delivering outcomes from them will require funding to be considered through development and planning consents.				
Public Acceptability		It is unlikely the public would object to this intervention				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Walking and wheeling Cycling Public transport Taxis and shared transport Private car 				
Political Considerations		Whilst the plan may lead to quantifiable improvements on the ground, there may be elements of opposition as responsibilities on developers are increased.				
STAG Criteria	Environment	O-✓	Implementing City & Town Centre Living Strategies would encourage public transport and active travel while potentially deterring people in urban centres from depending on private cars as their main mode of transport. This would potentially have beneficial environmental impacts through improved air quality. However, reduced vehicle kilometres and /or modal shift would be dependent on the measures implemented and			

6-Integration with Planning Policy and Land Use Measures

Option 68	City & town centre living strategies		
			beneficial impacts are not predicted to be significant as a stand-alone measure.
	Climate Change	O-✓	Implementing City & Town Centre Living Strategies would encourage public transport and active travel while potentially deterring people in urban centres from depending on private cars as their main mode of transport. This would potentially have beneficial impacts through reduced greenhouse gas emissions. However, reduced vehicle kilometres and /or modal shift would be dependent on the measures implemented and beneficial impacts are not predicted to be significant as a stand-alone measure.
	Health, Safety & Wellbeing	✓	There is scope with this option to improve the safety and security of public transport and active travel for all users within the urban centres. However, as a stand-alone option, it is difficult to understand the scale of these benefits. There may be health benefits through increased active travel and reduced emissions in urban areas.
	Economy	✓	City & Town Centre Living Strategies will encourage public transport and active travel which will lead to efficiency improvements through reduced traffic volume and journey times. However, modal shift, and subsequent efficiency benefits, would be dependent on the measures implemented and beneficial impacts are not predicted to be significant as a stand-alone measure. There may be improved access to employment by public transport or active travel.
	Equality & Accessibility	✓	This option may increase the public transport and active travel network coverage within urban centres. Additionally, it could be particularly beneficial to those from groups with protected characteristics and therefore, more likely to rely on public transport and active travel.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Reassessing City and Town Centre Living Strategies will encourage the efficient utilisation of the sustainable transport network and reduce energy demand, leading to reduced transport emissions in the region.			
Strategy Objective 2: 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			✓
Reassessing City and Town Centre Living Strategies will adapt to the impact of the Covid-19 pandemic and encourage the efficient utilisation of the sustainable transport network. The strategy will propose measures for more people to make everyday journeys sustainably.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys unless more elements of active travel are built into the strategy			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○

6-Integration with Planning Policy and Land Use Measures

Option 68		City & town centre living strategies	
This option will not make public transport a desirable and convenient travel choice for everyone unless specific public transport requirements are built into the strategy.			
Equalities Duties			✓ / x /
Public Sector Equalities	Island Communities	Fairer Scotland	Dependent on how the measure is implemented, there is some potential for benefits to people with protected characteristics and socio-economic disadvantage who are located sufficiently close to or within urban centres to benefit. There is potential for the measure to have adverse effects on people/communities excluded from benefits due to their rural / island locations.
Child Rights & Wellbeing			
SEA			
SEA			See specific Environmental report
Funding			It is expected that local authorities will have responsibility for the development and implementation of living strategies within their areas. It is unclear how any emerging recommendations or policies would be funded.
Spatial Context			
Assumed to be regionwide support to local authorities to develop their own living strategies			
Rationale for Selection or Rejection			
As a statutory participant in planning, SPT should support Local Authorities to develop town centre living strategies and support the delivery of improved transport infrastructure and services to enable the delivery of these strategies.			

Option 69		“20-minute neighbourhoods”		
Summary	This option is to support local authorities develop and introduce the 20-minute neighbourhood concept which is promoted by the Scottish Government. Until the concept and what it means for residents is fully developed, it is difficult to fully appraise, but is assumed to include, from a transport strategy perspective, improved active travel networks and access to bus/rail hubs, within defined neighbourhoods.			
	Rationale / linkage to problem	The 20-minute neighbourhood concept is about creating places in which most of our daily needs are located within a short walk or cycle from home. These approaches can help reduce energy demand and emissions by making walking and cycling more viable for everyday travel needs.		
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver
Delivery	Local authorities retain planning consent powers and will lead on this intervention.			

6-Integration with Planning Policy and Land Use Measures

Option 69		"20-minute neighbourhoods"				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	SPT would be required to work with constituent local authorities and others to ensure the 20-minute neighbourhoods are implemented in a coordinated and consistent manner across the region. Additionally, there may be budgeting issues concerning funding their implementation. Political will would be required to introduce what is effectively a paradigm shift in both development and ways of living.					
Affordability	Costs will vary dependant on whether new schemes are to be developed or existing areas modified over time to the 20-minute concept. Clearly there will be financial implications which will likely fall to both the public and private sector.					
Public Acceptability	The concept is not tried and tested within the UK and as such, represents a risk. Whilst some will support the move, there will be elements of opposition on grounds of cost and the implication that people will be constrained from travelling outwith their local area.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Reduces the need to travel unsustainably 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> Walking and wheeling Cycling 					
Political Considerations	Whilst the concept is being promoted at a national level, there will no doubt be opposition regionally and locally. Until the concept and what it means for residents is fully developed, it is difficult to understand levels of support or opposition.					
STAG Criteria	Environment	✓	Implementing 20-minute neighbourhoods would encourage active travel, particularly for short, local journeys. This would potentially have beneficial environmental impacts through improved air quality and reduced roadside noise from road traffic. Beneficial impacts are not predicted to be significant as a stand-alone measure in the short to medium term. It is unlikely that there would be wider environmental implications.			
	Climate Change	✓	Implementing 20-minute neighbourhoods would encourage active travel, particularly for short, local journeys. This would potentially have beneficial climate impacts through reduced greenhouse gas emissions. Beneficial impacts are not predicted to be significant as a stand-alone measure in the short to medium term.			
	Health, Safety & Wellbeing	✓✓	Implementing 20-minute neighbourhoods could significantly improve the safety and security of users within the area. There will also be health and wellbeing benefits from increased active travel.			
	Economy	✓	Implementing 20-minute neighbourhoods is likely to reduce car volumes through encouraging active travel. This may lead to efficiency improvements. Additionally, people are			

6-Integration with Planning Policy and Land Use Measures

Option 69		“20-minute neighbourhoods”	
			more likely to reinvest in local areas and small businesses rather than driving to larger urban hubs for amenities.
	Equality & Accessibility	✓✓	This option would improve the active travel network coverage within the 20-minute neighbourhoods. It would ensure good links to key services which would be particularly beneficial to those with protected characteristics, for children and young people and for those with socio-economic disadvantage.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
20-minute neighbourhoods will encourage active travel use by creating places where most daily needs are located within a short walk or cycle from home. This will reduce car dependency and transport emissions in the region.			
Strategy Objective 2: 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			✓
20-minute neighbourhoods will improve the accessibility, availability and viability for journeys to be made through walking and cycling. This will increase travel opportunities and the ability of people to make essential everyday journeys locally.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓✓
20-minute neighbourhoods will make walking and cycling more viable for everyday needs, helping to make walking, cycling and wheeling the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not make public transport a desirable and convenient travel choice for everyone.			
Equalities Duties			✓✓✓
Public Sector Equalities	Island Communities	Fairer Scotland	Child Rights & Wellbeing
In the medium-long term, 20-minute neighbourhoods have the potential for beneficial outcomes for many people with protected characteristics, for children and young people and for those with socio-economic disadvantage through reduced need (and cost) for travel and better located and accessible facilities and services.			
SEA		See specific Environmental report	
Funding		<p>It is assumed that funding to create 20-minute neighbourhoods would be provided by the Scottish Government. Schemes available for this option include:</p> <ul style="list-style-type: none"> • Place Based Investment Fund, Scottish Government – funding to ensure all place-based investments are made around 20-minute neighbourhoods, town centre action, community led regeneration and community wealth building. This fund includes the continued delivery of the Regeneration Capital Grant Fund as well as Place Based Investment Programme funding to local government, and our ongoing sponsorship of Clyde Gateway Urban Regeneration Company. 	

6-Integration with Planning Policy and Land Use Measures

Option 69 “20-minute neighbourhoods”	
	<ul style="list-style-type: none"> • Vacant and Derelict Land Investment Programme (VDLIP), Scottish Government – capital programme to prioritise the reuse of persistent vacant and derelict land. The programme ensures future investment goes into supporting ambitions for place, community regeneration, town centres and 20-minute neighbourhoods. • Street Design Programme, Sustrans – funding provided to Local Authorities, constituted community groups, other public agencies and statutory bodies to transform their neighbourhoods and urban spaces.
Spatial Context	
20-minute neighbourhoods are being promoted by the Scottish Government and as such, it is reasonable to expect that areas across the SPT region are eligible for consideration.	
Rationale for Selection or Rejection	
As 20-minute neighbourhoods are a national recommendation, SPT should look to support the Scottish Government and local authorities in planning and introducing these areas as part of the RTS.	

Option 70 No/Low car housing development							
Summary	This option is to support local authorities provide no/low car housing developments in the future.						
Rationale / linkage to problem	This option aims to encourage and support delivery of 'zero car' local planning policies where car ownership is actively discouraged through absence of dedicated parking provision and on-street controls.						
Action or Policy to support	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #d3d3d3;">Action – SPT develop and deliver</td> <td></td> <td style="background-color: #d3d3d3;">Policy – SPT support, others deliver</td> <td style="text-align: center;">✓</td> </tr> </table>	Action – SPT develop and deliver		Policy – SPT support, others deliver	✓		
Action – SPT develop and deliver		Policy – SPT support, others deliver	✓				
Delivery	Local authorities retain planning and consent powers and will lead on this intervention. SPT will however be required to assist with bus-based measures if cars are excluded from new developments						
Type of Option	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #d3d3d3;">Capital (e.g., infrastructure)</td> <td></td> <td style="background-color: #d3d3d3;">Revenue (e.g., bus subsidies)</td> <td></td> <td style="background-color: #d3d3d3;">Policy & Regulatory (e.g., Low</td> <td style="text-align: center;">✓</td> </tr> </table>	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low	✓
Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low	✓		

6-Integration with Planning Policy and Land Use Measures

Option 70		No/Low car housing development				
					Emission Zones)	
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	
Feasibility	SPT will predominantly depend on constituent local authorities and Transport Scotland to implement 'zero car' local planning policies. There would need to be political will to implement these measures as they are likely to face local opposition from the public.					
Affordability	Implementing these schemes will no doubt require funding for alternative transport measures for each area. This will include walking and cycling infrastructure and potentially subsidising bus services					
Public Acceptability	There may be some opposition to implementing this option as it will discourage car use. Providing alternative competitive transport options will make the measures more acceptable.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Reduces the need to travel unsustainably 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> Private car 					
Political Considerations	It is expected there will be a mix of opinions to this policy from various interest groups. No or low car housing represents a step change in current provision.					
STAG Criteria	Environment	○-✓	No/low car housing development encourages public transport use and active travel. There could be benefits from reduced car use including improved local air quality. However, modal shift would be-dependent on the other services offered and beneficial impacts are not predicted to be significant as a stand-alone measure particularly in the short to medium term. It is unlikely that there would be wider environmental implications.			
	Climate Change	○-✓	No/low car housing development encourages public transport use and active travel. There could be benefits from reduced car use including reduced greenhouse gas emissions. However, modal shift would be-dependent on the other services offered and beneficial impacts are not predicted to be significant as a stand-alone measure particularly in the short to medium term.			
	Health, Safety & Wellbeing	✓-✓✓	No/low car housing development would significantly improve the safety and security of users within the development area itself. There will also be potential health benefits from improved local air quality and increased active travel.			
	Economy	✓	No/low car housing development reduces traffic volumes and encourages public transport / active travel. This may lead to efficiency improvements on the transport network due to less people using private vehicles. Journey times for car and public transport could see small benefits.			
	Equality & Accessibility	X-✓	As a stand-alone option, this will have no impact on the public transport or active travel network coverage. Depending on how it is implemented, there may be benefits for protected characteristics groups who are adversely affected by traffic, particularly where public transport services or neighbourhood active travel facilities were			

6-Integration with Planning Policy and Land Use Measures

Option 70		No/Low car housing development
		enhanced. However, some people rely on their cars for a range of reasons and this option may adversely impact them.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓
No / low car housing development will actively discourage car ownership, leading to reduced transport emissions for these areas.		
Strategy Objective 2: 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		○
No / Low car housing development will actively discourage car ownership. The policies will be required to provide alternative means of transport which will ensure sustainable options are available for everyday journeys. It is expected that these benefits will only mitigate the reduction in travel options to the private car.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓
No / Low car housing development will actively discourage car ownership. The policies will be required to provide alternative means of transport which will ensure sustainable options are available for everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
No / Low car housing development will actively discourage car ownership. The policies will be required to provide alternative means of transport which will ensure sustainable options are available for everyday journeys.		
Equalities Duties		✓
Public Sector Equalities	Dependent on how the measure is implemented, no/low car housing developments may offer some beneficial effects for people in protected characteristics groups who are adversely affected by traffic and particularly where public transport services or neighbourhood active travel facilities were enhanced.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	<p>It is assumed that funding to create these developments neighbourhoods would be provided by the Scottish Government. Schemes available for this option include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – funding for the creation of infrastructure that make everyday journeys easier for people to walk, wheel and cycle. • Place Based Investment Fund, Scottish Government – funding to ensure all place-based investments are made around 20-minute neighbourhoods, town centre action, community led regeneration and community wealth building. • Vacant and Derelict Land Investment Programme (VDLIP), Scottish Government – capital programme to prioritise the reuse of persistent vacant and derelict land. The programme ensures future investment goes into supporting ambitions for place, community regeneration, town centres and 20-minute neighbourhoods. 	

6-Integration with Planning Policy and Land Use Measures

Option 70	No/Low car housing development
	<ul style="list-style-type: none"> • Street Design Programme, Sustrans – funding provided to Local Authorities, constituted community groups, other public agencies and statutory bodies to transform their neighbourhoods and urban spaces.
Spatial Context	
<p>It is expected that local authorities will choose when and where to provide low or no car neighbourhoods within their regions.</p>	
Rationale for Selection or Rejection	
<p>SPT, as a statutory participant in planning, can support planning authorities to develop these policies in their local development plans and support improved sustainable transport services and infrastructure to enable delivery of these developments.</p>	

7-LEZ and AQMA

Option 45		Implementation of Low Emission Zones				
Summary		This option will be to support Local Authorities introduce low emission zones.				
Rationale / linkage to problem		Low Emission Zones are widely-implemented across Europe to improve local air quality in city and town centres with more than 250 European cities introducing this measure since the 1990s. There is a large body of evidence demonstrating that well-designed LEZs are effective at reducing air pollution and its harmful impacts on human health. Scotland's first LEZ came into effect in 2018 in Glasgow City Centre, initially applying to local buses only whilst phase two, which will apply to all motorised vehicles, will be introduced in 2022. This option would support other on-going national & local processes to identify potential locations for more LEZ in the region.				
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	✓
Delivery		Each LEZ will have to be delivered and implemented by the local authority it sits within. SPT can provide support				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		Low emission zones will require political consent, specific Traffic Regulation Orders and importantly, technical solutions and a back office for enforcement and administrative purposes. Measures are all achievable however location specific challenges will require to be overcome.				
Affordability		Introduction of Low Emission Zones will require significant initial and potentially ongoing funding. This will include developing the business case, introducing technical solutions to monitor and enforce, as well as back office systems and administration.				
Public Acceptability		There may be some opposition to implementing LEZ as they will restrict the use of some motorised vehicles. This will typically affect older vehicles and hence those less well off. Providing alternative competitive transport options will make the measures more acceptable.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis and shared transport • Private car 				
Political Considerations		There may be some levels of opposition as LEZs restrict types of vehicles which the business community will feel will affect their custom. Freight, taxis and public transport will all require to renew or adapt their vehicles to be able to continue to use the zone. Low income groups may be affected.				
STAG Criteria	Environment	✓✓	The implementation of an LEZ would have significant beneficial impacts through improved local air quality and reduced roadside noise from road traffic in urban areas. Additionally, it may generate revenue which can be used to reinvest in sustainable transport infrastructure which could			

7-LEZ and AQMA

Option 45		Implementation of Low Emission Zones	
			also help to improve local air quality further. The level of benefits realised will depend on the implementation of the option but may be significant in the LEZ areas. There may be displacement of higher polluting vehicles to bordering neighbourhoods.
	Climate Change	✓✓	The implementation of an LEZ would have significant beneficial impacts through reduced greenhouse gas emissions. Additionally, it may generate revenue which can be used to reinvest in sustainable transport infrastructure which could also help to reduce emissions further. The level of benefits realised will depend on the implementation of the option but may be significant in the LEZ areas.
	Health, Safety & Wellbeing	✓✓	This option would reduce traffic volumes and encourage public transport and active travel which would make the road network safer for all users. There will be additional health benefits from improved air quality.
	Economy	xx-✓✓	Any reduced traffic levels would improve journey times for those travelling within the zone. However those paying to use the zone would see TEE disbenefits. The impact of LEZs on the Economic criteria is therefore uncertain and would depend on the details of the scheme.
	Equality & Accessibility	x-✓	Reduced traffic levels, benefitting public transport services, would particularly benefit vulnerable groups who are less likely to own, or have access to, a private vehicle. Assuming public transport services meet the LEZ criteria, it will not impact the public transport network coverage in the region. Those on low incomes who rely upon their vehicle may no longer be able to travel into LEZ areas.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
Implementation of LEZs will restrict/deter the most polluting vehicles from these areas, leading to a reduction of tailpipe emissions in these localised areas. Rerouting of more polluting vehicles around the zone may however increase their emissions.			
Strategy Objective 2: 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			○
LEZs will have no impact upon the accessibility, affordability or availability of the transport system.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
LEZs will not provide any new or improved connections			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
The LEZ will provide small benefits against this objective if numbers of vehicles are reduced and the LEZ is viewed as more appealing to use active modes.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
The LEZ may encourage public transport use if drivers of non-conforming vehicles switch modes to enter these areas.			
Equalities Duties			xx-✓✓
Public Sector Equalities			

7-LEZ and AQMA

Option 45 Implementation of Low Emission Zones	
Island Communities	LEZs would significantly improve urban air quality within the controlled area which would benefit a range of key groups particularly people with respiratory health conditions, children and lower income communities who are typically more vulnerable to poor air quality. Reduced traffic levels would also have safety benefits for people walking, cycling and wheeling in the LEZ areas. Lower income owners of older vehicles may be disproportionately affected though.
Fairer Scotland	
Child Rights & Wellbeing	
SEA	See specific Environmental report
Funding	Funding to implement and potentially operate the scheme will likely come from a range of public sector sources.
Spatial Context	
LEZ areas are generally core city centre areas. It is expected that outwith Glasgow City Centre, only larger towns would consider these measures.	
Rationale for Selection or Rejection	
Through the Cleaner Air for Scotland Strategy, Scottish Government is committed to introducing 4 LEZ in Scottish cities including Glasgow City Centre and investigating further locations. This option should be retained as part of the RTS.	

Option 46 Air quality mitigation measures							
Summary	This option is to support air quality mitigation measures particularly supporting local authorities to deliver Air Quality Management Area action plans.						
Rationale / linkage to problem	There continues to be a need for air quality mitigation measures in the AQMAs prior to wider adoption of ultra low emission vehicles. This may be particularly the case in the AQMAs located in more deprived areas where take up of ULEVs is likely to be slower.						
Action or Policy to support	<table border="1"> <thead> <tr> <th>Action – SPT develop and deliver</th> <th>Policy – SPT support, others deliver</th> </tr> </thead> <tbody> <tr> <td></td> <td>✓</td> </tr> </tbody> </table>	Action – SPT develop and deliver	Policy – SPT support, others deliver		✓		
Action – SPT develop and deliver	Policy – SPT support, others deliver						
	✓						
Delivery	Dependant upon measures, there will likely to be a number of partners responsible for delivery including local authorities, public transport operators and private car clubs.						
Type of Option	<table border="1"> <thead> <tr> <th>Capital (e.g., infrastructure)</th> <th>Revenue (e.g., bus subsidies)</th> <th>Policy & Regulatory (e.g., Low Emission Zones)</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)			
Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)					
Focus	<table border="1"> <thead> <tr> <th>Region Wide</th> <th>Network Measures</th> <th>Measures Targeted at Specific Groups</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Region Wide	Network Measures	Measures Targeted at Specific Groups			
Region Wide	Network Measures	Measures Targeted at Specific Groups					
Feasibility	Feasibility will be dependant upon measures selected. There may be localised technical challenges to work through.						
Affordability	Affordability will be dependant upon measures selected. Supporting car clubs or cycle hire may be relatively low cost. Subsidising new public transport services or introducing new cycling infrastructure will carry a higher cost.						
Public Acceptability	The public will generally be supportive of measures which support improved air quality without restricting their day to day choices.						
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 						

7-LEZ and AQMA

Option 46		Air quality mitigation measures	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis and shared transport • Private car 	
Political Considerations		Support or opposition will be dependant upon the type of measures selected and whether these impact or curtail current operations.	
STAG Criteria	Environment	✓-✓✓	The implementation of air quality mitigation measures would have potentially significant beneficial impacts through improved local air quality. The level of benefits realised will depend on the nature and scale of the measures implemented. It is unlikely that there would be wider environmental implications
	Climate Change	✓-✓✓	The implementation of air quality mitigation measures would have potentially significant beneficial impacts through reduced greenhouse gas emissions. The level of benefits realised will depend on the nature and scale of the measures implemented.
	Health, Safety & Wellbeing	✓	While this option is unlikely to have an impact on the safety and security of the transport network, there will be health benefits from improved air quality.
	Economy	○-✓	Air quality mitigation measures may reduce traffic levels and improve journey times.
	Equality & Accessibility	○	This option is unlikely to have a material impact on equality and accessibility.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Air quality mitigation measures will provide alternatives to private vehicles, thus leading to a reduction of transport emissions in these areas.			
Strategy Objective 2: 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			✓
Air quality mitigation measures, such as car clubs, low emission bus services and bike hire schemes, encourage the use of cleaner vehicles, public transport and active travel. These measures facilitate greater access to the transport system and improve accessibility to key services and other opportunities.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
Air quality mitigation measures do not directly improve connections between regional centres of economic activity and development opportunities within the region, and to key domestic and international markets			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
Air quality mitigation measures encourage greater use of active travel, enabling walking, cycling and wheeling to be a more popular choice for short everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
Air quality mitigation measures encourage greater use of public transport, making this a desirable travel choice for residents and visitors.			

7-LEZ and AQMA

Option 46		Air quality mitigation measures
Equalities Duties		✓
Public Sector Equalities	Measures would contribute to improved urban air quality within the relevant AQMAs which would benefit a range of key groups particularly people with respiratory health conditions, children and lower income communities who are typically more vulnerable to poor air quality.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Funding will be dependent upon measures selected and responsibilities of delivery partners. Funding will be available for a variety of schemes such as active travel routes and low emission vehicles.	
Spatial Context		
This is a regional policy		
Rationale for Selection or Rejection		
There are 15 Air Quality Management Areas in the SPT area. SPT currently supports local authorities to mitigate air quality problems within AQMAs and, given the clear position in the Cleaner Air for Scotland strategy of health preventative approach to air quality, this option should be retained as part of the RTS.		

8-Affordability of Public Transport

Option 110		Affordable fares regional policy				
Summary	This option is the development of a Regional Fares Policy which explores the affordability of public transport fares across the region.					
Rationale / linkage to problem	SPT also believes there is an opportunity for regional policy around affordability of public transport fares. There is considerable input from stakeholders and the general public regarding fares; however, there is a lack of definition around 'affordability' and what would constitute an 'affordable fare' or 'reasonable fare.' Generally, the input is simply that fares should be 'lower', 'free' (i.e. free at point of sale) or 'like Lothian.' There is also dissatisfaction with the differences in fares across operators in the region, although it is not always recognised the extent to which these differences relate to different network coverages. It is also true that the extension of the National Concessionary Travel Scheme will alleviate existing challenges for children, young people and families. Nevertheless, SPT wishes to investigate what would constitute a meaningful and useful policy given the extensive engagement received and the potential additional adverse COVID impacts for groups who are dependent upon public transport.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	While SPT can lead on development of the policy, they currently have no powers over bus or rail fares in the region. SPT will have to work with Transport Scotland, ScotRail and individual bus operators to introduce and deliver such a policy. The Transport Act 2019 introduces new powers which SPT would be able to use to alter the current bus delivery model. Some of the measures contained within the Act would give SPT the power to set bus fares. However, to date these have not been used which represents a risk. SPT is currently undertaking a study on how the various measures could and / or should be implemented. This will be used to inform decisions in respect of the opportunities provided by the Act.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	✓
Feasibility	Public transport operators currently set the fares for their own services. The bus industry is a commercial operating environment and bus operators would be unwilling to reduce fares without compensation. Delivery of this option would require political will and reliance on SPT, its local authority members and / or Transport Scotland to provide financial support. Anti-competition legislation will also have to be considered as part of this option. These initiatives could be complex to administer if not extension to existing concessionary fares schemes.					
Affordability	Developing the policy will be an affordable, if complex task. Implementation of the policy could lead to the reduction in public transport fares (for all, or for specific groups) which would therefore require additional financial support. The Transport Act provides powers for the current operating model to change. Should SPT take on the role of operations or management, e.g., franchising, bringing services in-house or any of the newer powers, which would allow them					

8-Affordability of Public Transport

Option 110		Affordable fares regional policy	
		to set fares, there will be significant financial as well as organisational implications.	
Public Acceptability		It is likely that the implementation of this option would be supported by the public, particularly if the end result is more affordable public transport fares.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Making better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		Whilst most will support a regional affordable fares policy, support could be dependent on the scale of financial commitment required and the source of this funding.	
STAG Criteria	Environment	○	Implementing an affordable fares policy would encourage public transport use through improved accessibility and lower cost. It is not thought that there would be substantial modal shift from car given the nature of the policy.
	Climate Change	○	Implementing an affordable fares policy would encourage public transport use through improved accessibility and lower cost. It is not thought that there would be substantial modal shift from car given the nature of the policy.
	Health, Safety & Wellbeing	○ - ✓	This option may encourage the use of public transport which would improve the safety of the road network for all users. However, modal shift is not predicted to be substantial and therefore the impact will be minimal.
	Economy	✓	While this option is unlikely to have an impact on transport efficiency and journey times, affordable travel could open up job and training / education opportunities to those who previously could not afford to travel.
	Equality & Accessibility	✓✓✓	A regional fares policy, centered around the affordability of public transport, makes public transport more accessible. This will be particularly beneficial to those on the lowest incomes and in areas which public transport fares are disproportionately high. This option would not have an impact on the coverage of the public transport network in the region.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		○	
No significant impact			
Strategy Objective 2: 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		✓✓	
A regional policy around the affordability of public transport fares encourages and facilitates improvements in accessibility, affordability and availability of public transport services, particularly for groups dependent on public transport. This will increase travel opportunities, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			

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Option 110	Affordable fares regional policy	
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys	○	
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone	✓✓	
A regional policy around the affordability of public transport encourages more people to use public transport, making it a desirable and convenient travel choice for everyone.		
Equalities Duties	✓✓	
Public Sector Equalities	Implementation of measures which reduced fares could improve accessibility, affordability and availability of public transport services for protected characteristic groups dependent on public transport who are often typically socio-economically disadvantaged. Public transport users in island communities would similarly benefit.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is expected that SPT will have to fund the development of the policy in the first instance. The policy itself and accompanying business case will indicate the types of interventions required to reduce fares and how the scheme could be funded.	
Spatial Context		
This will require to be a region wide policy applying to specific groups, the whole region, or parts of the region where fares are out of step with other areas.		
Rationale for Selection or Rejection		
Given inequalities across the region and the focus on providing equality of access by public transport and the shift away from reliance on the private car, this option merits further consideration		

Option 111	Changes to eligibility criteria and scope of concessionary fares schemes		
Summary	This option is development of a policy framework around the eligibility criteria required to used concessionary fares schemes		
Rationale / linkage to problem	Concessionary fares are one of the most widely applied measures in Scotland to directly target public transport affordability problems in support of wider outcomes including increasing socio-economic inclusion, reducing social isolation and improving health and wellbeing. The Scottish Government's national concessionary travel scheme and the Strathclyde Concessionary Travel Scheme are widely used in the SPT region with nearly 4 in every 10 people aged 60 years or older using their concessionary fares pass every week. Concessionary fares schemes, at this time, do not cover all people who face cost-related barriers to transport which includes people and households experiencing in-work poverty, although some operators in the region have offers for specific groups e.g. job seekers.		
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver ✓
Delivery	Aside from the national NEC scheme, SPT has control over the Strathclyde Concessionary Travel Scheme which provides additional reduced fares on trains in the region and the Subway. It also operates the Strathclyde Concessionary Travel Ferry Card which provides reduced ferry fares for eligible residents. Changes to eligibility could therefore be delivered directly by SPT or via Transport Scotland for the national scheme.		

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Option 111		Changes to eligibility criteria and scope of concessionary fares schemes				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	✓
Feasibility	It is feasible for SPT to amend eligibility for schemes which it controls. It is also feasible for Transport Scotland to make changes to the eligibility for the schemes the operate.					
Affordability	If eligibility criteria were expanded, additional support would have to be found to cover the shortfall to commercial operators.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Making better use of existing capacity 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> Public transport 					
Political Considerations	Whilst there will no doubt be some level of support for changing the eligibility criteria of concessionary fares, support may be dependent on the scale of financial commitment required from the different parties involved.					
STAG Criteria	Environment	O-✓	Changes to eligibility criteria for concessionary fares may at the margin encourage increased public transport use and some mode switch from the car with associated environmental improvements.			
	Climate Change	O-✓	Changes to eligibility criteria for concessionary fares may at the margin encourage increased public transport use and some mode switch from the car with associated reductions in greenhouse gas emissions.			
	Health, Safety & Wellbeing	O	This option may encourage the use of public transport which would improve the safety of the road network for all users. However, modal shift is not predicted to be substantial and therefore the impact will be minimal.			
	Economy	✓	While this option is unlikely to have an impact on transport efficiency and journey times, changes in eligibility for concessionary travel may open up job and training / education opportunities to those who previously could not afford to travel.			
	Equality & Accessibility	✓✓	Changes to eligibility criteria for concessionary fares could make public transport more accessible. Who this would particularly benefit would be dependent on the measures implemented. This option would not have an impact on the coverage of the public transport network coverage in the region.			
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region						O-✓
Changing eligibility criteria and scope of concessionary fares schemes will at the margin encourage public transport use for those experiencing cost-related barriers. This will lead to reduced car dependency and transport emissions in the region.						

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Option 111	Changes to eligibility criteria and scope of concessionary fares schemes	
Strategy Objective 2: 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		✓✓
Changing eligibility criteria and scope of concessionary fares schemes encourages and facilitates improvements in accessibility, affordability and availability to transport services for those experiencing cost-related barriers. This will increase travel opportunities and ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
Changing eligibility criteria and scope of concessionary fares schemes encourages public transport use for those experiencing cost-related barriers to transport. This will make public transport a more desirable and convenient travel choice for everyone.		
Equalities Duties		✓✓
Public Sector Equalities	Implementation of measures which reduced fares could improve accessibility, affordability and availability of public transport services for protected characteristic groups dependent on public transport who are often typically socio-economically disadvantaged. Public transport users in island communities would similarly benefit.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Funding would be provided through Transport Scotland or SPT depending on the scheme in question. Funding could also be provided by other parts of the public sector such as those dealing with health or employment / training support.	
Spatial Context		
This option would be region wide within the SPT context however it is anticipated that elements of such a proposal would have to be developed and delivered nationally.		
Rationale for Selection or Rejection		
Whilst this proposal has merit, it is recommended that discussions with Transport Scotland should be made at an early stage as they may wish equality of access across Scotland for elements of the option covered by the national schemes. SPT also administers the regional scheme on behalf of 12 local authorities and expansion of the regional scheme could be considered as could be development of bespoke discounted fares working in partnership with other public service agencies and transport operators.		

Option 112	"Free" or very low public transport fares	
Summary	This option is consideration of introducing fully subsidised 'free' public transport journeys across the region.	

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Option 112		"Free" or very low public transport fares					
Rationale / linkage to problem		This option has been put forward strongly by a number of stakeholders and needs to be better understood through appraisal process, given the focus on improving affordability of transport coming through the RTS Public Survey and other consultation processes.					
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery		It is assumed that while SPT could administer regionally, the scheme will have to be developed and funded by Transport Scotland.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	✓	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups		
Feasibility		Such a scheme while technically feasible, has not been tested or introduced in the UK for many years. There would be significant operational, legislative and funding obstacles to overcome, in addition to legal challenges if public transport operators felt the scheme did not fully compensate their business. It is expected that Transport Scotland would require to be involved to develop and fund such a policy and as such, they would look to introduce this across Scotland rather than in one specific region. Commercial issues would arise if operators were worse off as a result of the measures. This option has been followed in a number of European towns and cities, although within a very different institutional setting.					
Affordability		Introducing this scheme would require very significant funding to be provided from the Scottish Government / Transport Scotland to provide the required funding to operate public transport services. This would be a major investment and would require a carefully considered business case. The affordability of this option is a major risk.					
Public Acceptability		It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reducing the need to travel unsustainably Make better use of existing capacity 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 					
Political Considerations		There will be a mix of support and opposition to this scheme. Free fares will require a very significant contribution from the public purse which in itself will be contentious. As noted above, the operating model may have to change, and this may impact upon public transport operators' ability to realise a profit which will be opposed in some sectors and by operators themselves. Additionally, such a scheme introduced within the SPT region only may prove politically unpalatable for the national government who may wish to see such an intervention on a national scale were it to go ahead.					
STAG Criteria	Environment	✓-✓✓	"Free" or very low public transport fares would encourage public transport use and significant mode shift from car. This would have beneficial environmental impacts through improved air quality and reduced roadside noise from traffic. Increased demand may lead to an increase in bus-km with adverse impacts on the environment.				

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Option 112	"Free" or very low public transport fares		
	Climate Change	✓✓	"Free" or very low public transport fares would encourage public transport use and significant mode shift from car. This would have beneficial impacts through reduced carbon emissions. Increased demand may lead to an increase in bus-km with adverse impacts on the environment.
	Health, Safety & Wellbeing	✓	This option would encourage the use of public transport which would improve the safety of the road network for all users.
	Economy	✓✓	"Free" or very low public transport fares encourage public transport use which could reduce traffic volumes and journey times for remaining road users producing TEE benefits. Additionally, this option is likely to open up job opportunities to those who previously could not afford to travel.
	Equality & Accessibility	✓✓✓	While this option would not have an impact on the public transport network coverage in the area, "Free" or very low public transport fares would make public transport significantly more accessible. This will be particularly beneficial to those on the lowest incomes and in areas which public transport fares are disproportionately high. This option would help to reduce transport poverty.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
"Free" or very low public transport fares encourage public transport use. This will lead to reduced car use and transport emissions in the region.			
Strategy Objective 2: 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			✓✓✓
"Free" or very low public transport fares encourage and facilitate improvements in accessibility and affordability of public transport services, particularly for those experiencing cost-related barriers to transport. This increase travel opportunities and ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			x-○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys. Indeed the level of walking and cycling is likely to reduce if travel by public transport is free.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓✓
"Free" or very low public transport fares encourages public transport use, particularly those experiencing cost-related barriers to transport. This will make public transport a desirable and convenient travel choice for everyone.			
Equalities Duties			✓✓✓
Public Sector Equalities	Implementation of measures which made public transport free (or significantly reduced fares) could improve accessibility, affordability and availability of public transport services for protected characteristic groups dependent on public transport and in particular reduce inequality of outcomes associated with socio-economic disadvantage. Public transport users in island communities would similarly benefit.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			

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Option 112	"Free" or very low public transport fares
SEA	See specific Environmental report
Funding	Funding for universal free / very low cost public transport would require to come from Scottish Government.
Spatial Context	
This option would be region wide within the SPT context, potentially affecting all public transport services. however it is anticipated that such a proposal may need to be developed and delivered nationally.	
Rationale for Selection or Rejection	
This option should be further investigated to understand likely levels of support required, and how implementation could work. SPT would require to work in partnership with Transport Scotland on such a scheme.	

Option 113	Improve integration of ticketing and fares					
Summary	This option is supporting the development and introduction of a fully integrated ticketing and fares system. This would allow ticketing integration across bus, rail, Subway and ferry and other sustainable transport services like bike hire across the region.					
Rationale / linkage to problem	This option is to improve multi-modal and multi-operator integration of ticketing and fares to improve access to more affordable options.					
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver		✓	
Delivery	While SPT have an involvement, ScotRail and bus operators would be required as essential partners					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	While this option is technically feasible, in reality, the various operating models including commercial bus services, SPT operating the Subway, and Transport Scotland operating a franchise for ScotRail and CalMac services, makes fully integrated ticketing difficult to achieve. To date this issue has not been solved across Scotland although it remains an aspiration.					
Affordability	The affordability of this option would depend on the scale of the aspiration, and the implications for fares revenue. Any fall in revenue to operators as a result of e.g., complex fares-capping may require compensation. There may also be significant back-office and onboard equipment costs.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Reducing the need to travel unsustainably Making better use of existing capacity 					

8-Affordability of Public Transport

Option 113		Improve integration of ticketing and fares	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		The outcome of fully integrated tickets would be supported however the steps required to deliver this option may be contentious and lead to significant opposition.	
STAG Criteria	Environment	✓	Implementing measures to improve the integration of ticketing and fares will encourage public transport use. This option makes travelling by public transport more convenient and should reduce costs for many public transport users leading to modal shift away from car and associated environmental improvements.
	Climate Change	✓	Implementing measures to improve the integration of ticketing and fares will encourage public transport use. This option makes travelling by public transport more convenient and should reduce costs for many public transport users leading to modal shift away from car and associated reductions in carbon emissions.
	Health, Safety & Wellbeing	○	Integrated ticketing could encourage public transport use which improves the safety of the road network for all users. However, as modal shift is not expected to be significant, the impact will be minimal.
	Economy	✓	Integrated ticketing would encourage public transport use and make journeys more seamless. This could reduce traffic volumes and improve journey times for other road users.
	Equality & Accessibility	✓✓	Integrated ticketing can enhance the accessibility to public transport services as journeys are easier to undertake for various user groups, particularly those that might experience difficulties in making more complicated journeys. Savings can often be made through improved integrated ticketing, this would benefit those on lower incomes. This option would not have an impact on the coverage of the public transport network coverage in the region.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Improving integration of ticketing and fares encourages public transport use leading to reduced car use and transport emissions in the region.			
Strategy Objective 2: 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			✓✓
Improving integration of ticketing and fares will improve the accessibility, affordability, availability and safety of journeys made through multi-modal transport modes/means. This will increase travel choice and ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will have no impact on walking, cycling and wheeling.			

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Option 113	Improve integration of ticketing and fares		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓✓
Improving integration of ticketing and fares will make public transport easier to use and encourage an uptake. This will help make public transport a more desirable and convenient travel choice for everyone.			
Equalities Duties			✓✓
Public Sector Equalities	Improved integration of ticketing and fares would have beneficial impacts from more accessible public transport helping people with some disabilities and other groups such as elderly people to better plan and undertake journeys, particularly those involving interchange. Benefits would also be predicted for lower income families and island communities.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	<p>Improving integration of ticketing and fares will no doubt include capital investment in ticketing infrastructure and back office administration. Funding will need to be provided to encourage operators to participate within the scheme. Whilst SPT and Transport Scotland may require to find additional funding, there are national funding schemes available which may be of use:</p> <ul style="list-style-type: none"> • Concessionary travel schemes, Transport Scotland - aim to make travel as accessible and affordable as possible for young Scots, disabled travellers, over 60s and ferry passengers. • Smart Pay Grant Fund, Transport Scotland – financial support is open to transport operators, Local Authorities and Regional Transport Partnerships that provide commercial bus services to the public in Scotland to upgrade their services to accept contactless smart payments and support licence fees for this service. 		
Spatial Context			
This intervention would require to be region wide and include as many operators and modes as possible.			
Rationale for Selection or Rejection			
SPT is keen to see improvements in fares and ticketing integration across modes and operators in the region. This option should be retained.			

Option 114	Influence local bus fares to support wider policy objectives		
Summary	This option is to consider delivering complementary policies such as bus priority infrastructure that can reduce cost base for public transport operations as well as increase demand, which in theory can result in reduced fares		
Rationale / linkage to problem	This option is to explore ways to influence fares towards affordability objectives without direct intervention.		
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver ✓
Delivery	While SPT and partner Local Authorities may be able to find ways to influence the setting of fares, these are the responsibility of commercial operators and would require operators to be fully invested in the process.		

8-Affordability of Public Transport

Option 114		Influence local bus fares to support wider policy objectives				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	✓
Feasibility	SPT would be dependent on public transport operators to influence fares towards affordability objectives without direct intervention. Given they operate commercially they are unlikely to be willing to do this without public support. As such, delivery of this option would likely require political will and reliance upon SPT and its constituent local authorities or Transport Scotland to subsidise public transport operators. The setting or influencing of fares would have to be carefully considered to ensure full compliance with anti-competition legislation.					
Affordability	If fares are altered/lowered, there will be a cost to the commercial operator (unless this is offset fully by new passengers) who will seek to recover this through subsidies. The scale of subsidies required will be dependent upon the level of changes to bus fares. If fares are changed dependent upon destination, e.g.. to healthcare or education, then there may be opportunities to leverage funding from other public sources.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public given fares would be more affordable.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Reducing the need to travel unsustainably Make better use of existing capacity 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> Public transport 					
Political Considerations	Support for this option will depend upon level of contribution and subsidy required alongside any quantifiable benefits which may be achieved					
STAG Criteria	Environment	○ - ✓	Implementing measures to lower bus fares may encourage public transport use. However, it is not expected that there would be substantial modal shift or a subsequent material impact on air quality.			
	Climate Change	○ - ✓	Implementing measures to lower bus fares may encourage public transport use. Mode shift would be dependant on the level of fare changes which could then impact on greenhouse gas emissions.			
	Health, Safety & Wellbeing	○ - ✓	Influencing local bus fares to support wider policy goals may encourage the use of public transport which would improve the safety of the road network for all users. However, modal shift is not thought to be substantial and therefore the impact will be minimal.			
	Economy	✓	While this option is unlikely to have an impact on transport efficiency and journey times, affordable travel could open up job opportunities to those who previously could not afford to travel.			
	Equality & Accessibility	✓✓	While this option would not have an impact on the coverage of the public transport network in the region, influencing local bus fares to support wider policy goals would make public			

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Option 114	Influence local bus fares to support wider policy objectives	
		transport more accessible. This will be particularly beneficial to those on the lowest incomes and in areas which public transport fares are disproportionately high.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓
Influencing local bus fares to support wider policy objectives will encourage bus use, leading to reduced car dependency and transport emissions in the region.		
Strategy Objective 2: 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		✓✓
Influencing local bus fares to support wider policy objectives will improve accessibility and affordability of buses, making it more affordable for those experiencing cost-related barriers to the transport system. This will increase travel opportunities and ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys. Indeed the level of walking and cycling is likely to reduce if travel by public transport is substantially cheaper.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
Influencing local bus fares to support wider policy objectives will encourage bus use by improving their affordability. This will make public transport a desirable and convenient travel choice for more people		
Equalities		✓✓
Public Sector Equalities	Implementation of measures which reduce fares could improve accessibility, affordability and availability of public transport services for protected characteristic groups dependent on public transport who are often typically socio-economically disadvantaged. Public transport users in island communities would similarly benefit.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
See specific Environmental report		
Funding	This will have to be considered further by SPT, perhaps within their current work to understand the provisions of the Transport Act. Regardless of how this is achieved, operators will expect compensation for lowering of fares which will have to be funded.	
Spatial Context		
It is expected that this intervention would require to be region wide however specific fares could be influenced on a targeted basis dependant upon journey origin/destination or purpose.		
Rationale for Selection or Rejection		
Lower public transport fares are an important objective for SPT and as such, appropriate investigations should be made to understand ways in which the partnership can influence changes in fares.		

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Option 115		Influence and develop fares and ticketing structures to be more responsive to flexible, shift and part time working patterns					
Summary		This option is influencing the development of new ticket structures which are flexible and suit modern journeys					
Rationale / linkage to problem		People living in lower income households are also less likely to be able to access the 'best value' tickets. Public transport ticketing products such as weekly or monthly 'passes' offer savings over standard fares, but these require an upfront payment that may be out of reach for some people. Additionally, these products are often unsuitable for people who are working part-time or who have insecure work that makes it difficult to forecast future travel needs. Smart ticketing also provides an opportunity to implement more flexible, integrated fare structures to more closely reflect the flexible working patterns of groups more likely to work part time or shifts and unpaid work (e.g. caring responsibilities) including women, disabled people and black & ethnic minority people.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		While SPT and partner Local Authorities may be able to find ways to influence the setting of fares, these are the responsibility of commercial operators and Transport Scotland and would require operators to be fully invested in the process.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)		✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups		✓
Feasibility		Smart ticketing products and infrastructure are now widely available which allows operators to provide more flexible tickets, for example ScotRail's new 10 journey flexi-pass. Bus Operators have been exploring their own products in recent years. SPT could conceivably work with operators to design new ticket products and ensure liaison with ScotRail to bring all key players to the project. While SPT could influence development, SPT does not have the powers to enforce or make changes themselves other than on the Subway. Implementation would therefore require a commercial buy-in from the operators and if rail was to be included – Transport Scotland.					
Affordability		This option involves providing cheaper travel for certain journey types. The affordability of the option depends on the scale of the intervention and the number of trips affected.					
Public Acceptability		It is highly likely that the implementation of this option would be supported by the public, especially those who have flexible, shift and part time working patterns.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reducing the need to travel unsustainably Make better use of existing capacity 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 					
Political Considerations		It is expected that this option would be supported.					
STAG Criteria	Environment	O-✓	Improved integration of ticketing and fares to working time patterns may encourage public transport use and reduce dependency on private vehicles. This would potentially have beneficial environmental impacts through improved air				

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Option 115	Influence and develop fares and ticketing structures to be more responsive to flexible, shift and part time working patterns		
			quality and reduced noise from road traffic. However, beneficial impacts are not predicted to be significant as a stand-alone measure.
	Climate Change	O-√	Improved integration of ticketing and fares to working time patterns may encourage public transport use and reduce dependency on private vehicles. This would potentially have beneficial impacts through reduced greenhouse gas emissions. However, beneficial impacts are not predicted to be significant as a stand-alone measure.
	Health, Safety & Wellbeing	O-√	Improved integration of ticketing and fares to working time patterns may encourage the use of public transport which would improve the safety of the road network for all users. However, modal shift is not predicted to be substantial and therefore the impact will be minimal.
	Economy	O-√	While this option is unlikely to have an impact on the efficiency of public transport services and journey times, ticketing structures developed around employment could open up opportunities that people could not previously access.
	Equality & Accessibility	√ √	While this option is unlikely to have an impact on the public transport network coverage in the area, it would make public transport more accessible for with shift and part time working patterns. It would also help people with some disabilities and other groups to better plan and undertake journeys to match their working patterns. Benefits would also be predicted for lower income families and island communities.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			√
This option will reduce the cost of public transport for journeys based around modern needs. This could attract more people to use public transport leading to reduced car dependency and transport emissions in the region.			
Strategy Objective 2: 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			√
Influencing and developing fares and ticketing structures will improve the affordability of public transport services, particularly for those working flexible, shift and part time working patterns. This will increase travel opportunities and ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
No significant impact.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			√
Influencing and developing fares and ticketing structures to be more responsive to flexible, shift and part time working patterns will encourage public transport use by making it more affordable. This will make public transport a desirable and convenient travel choice for more people			
Equalities Duties			√√

8-Affordability of Public Transport

Option 115	Influence and develop fares and ticketing structures to be more responsive to flexible, shift and part time working patterns
Public Sector Equalities	Improved integration of ticketing and fares to working time patterns would have beneficial impacts from more accessible public transport helping people with some disabilities and other groups to better plan and undertake journeys to match their working patterns. Benefits would also be predicted for lower income families and island communities.
Island Communities	
Fairer Scotland	
Child Rights & Wellbeing	
SEA	See specific Environmental report
Funding	Funding will need to be provided to encourage operators to participate within the scheme.
Spatial Context	
This intervention would require to be region wide and include as many operators and modes as possible.	
Rationale for Selection or Rejection	
It is expected that this intervention would be region wide however as ticketing products are the responsibility of commercial operators, it would be for them to introduce within their specific areas. SPT can also influence the type of tickets available through the ZoneCard and has responsibility for Subway ticketing.	

Option 116	Review Subway fares policy					
Summary	This option is a full review of Subway fares to ensure affordability					
Rationale / linkage to problem	This option is to review Subway fares with an affordability objective.					
Action or Policy to support	Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		
Delivery	SPT manage and operate the Subway and would lead delivery on this proposal					
Type of Option	Capital (e.g., infra-structure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	SPT manage and operate the Glasgow Subway and has responsibility for funding its operations. SPT therefore can set fares - however if additional funding is required to offset reduced ticket prices it is assumed that this will be a decision for the SPT board in partnership with Local Authority members who supply funding.					
Affordability	SPT will require to undertake a business case to justify any reduction or material changes in fares policy. Should additional finance be required, SPT would look to member local authorities to provide funding.					

8-Affordability of Public Transport

Option 116		Review Subway fares policy	
Public Acceptability		It is highly likely that the implementation of this option would be supported by the public who use the Subway although those who do not use the Subway may feel aggrieved if their fares do not reduce while Subway fares do.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reducing the need to travel unsustainably Maintaining and safely operating existing assets 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		Whilst this option may be welcomed from some, if there was a significant cost and Local Authorities were asked to contribute increased funds for transport infrastructure outwith their area, they may object.	
STAG Criteria	Environment	○- ✓	Implementing measures to reduce Subway fares encourages public transport use which could reduce reliance on private cars. This would potentially have beneficial environmental impacts through improved air quality. However, beneficial impacts are not predicted to be significant as a stand-alone measure. It is important to note that the Subway covers a small geographic area and as such benefits will not be felt regionally.
	Climate Change	○- ✓	Implementing measures to reduce Subway fares encourages public transport use which could reduce reliance on private cars. This would potentially have beneficial impacts through some reduction in greenhouse gas emissions. However, beneficial impacts are not predicted to be significant as a stand-alone measure. It is important to note that the Subway covers a small geographic area and as such benefits will not be felt regionally.
	Health, Safety & Wellbeing	○ - ✓	Implementing measures to reduce Subway fares may encourage the use of public transport which would improve the safety of the road network for all users. However, modal shift is not predicted to be substantial and therefore the impact will be modest. It is important to note that the Subway covers a small geographic area and as such benefits will not be felt regionally.
	Economy	✓	Implementing measures to reduce Subway fares encourages the use of the Subway. This would lead to some reduction in traffic volumes and potentially journey times.
	Equality & Accessibility	✓✓	Implementing measures to reduce Subway fares will not impact the public transport network coverage in the region. However, it could improve the accessibility and affordability of public transport services for certain groups, especially those who are typically socio-economically disadvantaged. It is important to note that the Subway covers a small geographic area and as such benefits will not be felt regionally.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Reviewing the Subway Fares Policy will improve affordability and encourage the use of the Subway. This will lead to reduce car use and transport emissions in the localised area where the Subway operates.			

8-Affordability of Public Transport

Option 116	Review Subway fares policy	
Strategy Objective 2: 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		✓
Reviewing the Subway Fares Policy will improve the affordability of the Subway, making it cheaper for those experiencing cost-related barriers to the transport system. This will increase travel opportunities and ensure more people in the area where the Subway operates can use it to travel for more everyday needs.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
While the Subway only serves a small area and does not provide any regional or inter-regional connections, it is effectively linked to Queen Street Station strategic transport hub. Connections will be cheaper, but not enhanced.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
Reviewing the Subway Fares Policy will encourage the use of the Subway by improving affordability, making public transport a desirable and convenient travel choice for more of those in the area who can use the Subway.		
Equalities Duties		✓ ✓
Public Sector Equalities	Implementation of measures which reduced fares could improve accessibility, affordability and availability of public transport services for protected characteristic groups dependent on public transport who are often typically socio-economically disadvantaged. Note this only applies to those who can use the Subway. No direct relevant to island communities.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is expected that SPT would have to fund the fares review themselves. If recommendations were made to reduce fares, then funding would have to be provided to plug any operating gaps.	
Spatial Context		
This option would be based on the Glasgow Subway and its hinterland only.		
Rationale for Selection or Rejection		
The Glasgow Subway is a key transport system in the region that is directly owned and operated by SPT. This option should be retained as part of the RTS.		

9-Accessibility of Public Transport

Option 1		Regional accessibility strategy to prioritise and deliver actions from the Scottish Accessible Travel Framework			
Summary		This option is the development of a regional accessibility strategy. Strategy set to prioritise and deliver actions from the Scottish Accessible Travel Framework at a regional level.			
Rationale / linkage to problem		Although there are a lot of projects underway in the region that contribute towards the SATF vision, the region does not have an overarching set of priorities with a clear line to the SAT framework.			
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver	
Delivery		While this option could be developed by SPT, there would require to be discussions between SPT, Transport Scotland and Local Authorities to define responsibilities for delivery			
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups
Feasibility		Whilst the development of a policy is feasible, SPT will require to work in partnership with Local Authorities, public transport operators and Transport Scotland to ensure agreement of approach.			
Affordability		There may be budgeting issues around funding the actions from the Scottish Accessible Travel Framework consistently in the region, and ensuring all areas agree on the scope and level of contributions required.			
Public Acceptability		The public is unlikely to object to this option			
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Make better use of capacity • Targeted infrastructure improvements 			
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public Transport • Taxis & shared transport 			

9-Accessibility of Public Transport

Option 1		Regional accessibility strategy to prioritise and deliver actions from the Scottish Accessible Travel Framework	
		<ul style="list-style-type: none"> Private car 	
Political Considerations		Whilst most will support this policy, support could be dependent on the scale of commitment. This will raise particular issues when attributing costs to local authorities and or any other third parties.	
STAG Criteria	Environment	○	At that margin, implementing measures from a Regional Accessibility Strategy could encourage public transport use through improved accessibility at the expense of the private car leading to environmental improvements but this impact would be very modest.
	Climate Change	○	At that margin, implementing measures from a Regional Accessibility Strategy could encourage public transport use through improved accessibility at the expense of the private car leading to reduced carbon emissions but this impact would be very modest.
	Health, Safety & Wellbeing	✓✓	Implementation of measures from a Regional Accessibility Strategy could contribute to improving the safety and security of the transport network for affected groups.
	Economy	✓	Implementing measures from a Regional Accessibility Strategy is unlikely to have a material TEE impact. It will however improve employment opportunities for certain groups of society, leading to productivity improvements.
	Equality & Accessibility	✓✓✓	This option will improve the coverage of the public transport and active travel network specifically for certain groups and therefore reduce the disadvantages faced by these groups, particularly those with disabilities.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		○	
No significant impact			
Strategy Objective 2: 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		✓✓	
A Regional Accessibility Strategy will aim to improve accessible travel. This will increase travel options for disabled people, improving public transport access for a range of people, enabling them to travel to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓	
This option will improve regional and inter-regional connections to key economic centres and strategic transport hubs for the affected groups.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓	
A Regional Accessibility Strategy will make active travel modes/means more accessible for disabled people, leading to enable walking, cycling and wheeling as appropriate to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓	
A Regional Accessibility Strategy will make public transport more accessible for disabled people, and therefore, making this a desirable and convenient travel choice for everyone.			
Equalities Duties		✓✓✓	
Public Sector Equalities			
Island Communities			

9-Accessibility of Public Transport

Option 1	Regional accessibility strategy to prioritise and deliver actions from the Scottish Accessible Travel Framework
Fairer Scotland	Implementation of measures from a Regional Accessibility Strategy would contribute strongly to beneficial equalities outcomes through reduction of disadvantage, particularly for people with disabilities.
Child Rights & Wellbeing	
SEA	See specific Environmental report
Funding	Funding to develop a Regional Accessibility Strategy would be provided by SPT. Funding to implement the strategy would have to come from a range of local and Scottish Government, operator, and other third party sources.
Spatial Context	
This option is assumed to be region wide.	
Rationale for Selection or Rejection	
This option should be pursued as part of the RTS particularly as RTPs are key delivery partners for the SATF.	

9-Accessibility of Public Transport

Option 2		Journey assistance services across all public transport operators in the region					
Summary		This option is the development of journey assistance services on public transport services across the region.					
Rationale / linkage to problem		Presently, journey assistance services are not provided in a consistent way across public transport operators in the region and some operators do not provide a service at all. However, despite these challenges, SPT's discussions with the Equality and Human Rights Commission has confirmed that Journey Assistance is a key priority. SPT's engagement activities also found that the lived experience for disabled people travelling on public transport often does not match the planned experience and there is a need to understand how Journey Assist can be support passengers in the event that something goes wrong when a journey is already in progress.					
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery		It is anticipated that SPT, local authorities and public transport operators will have responsibility for delivery of this intervention					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	✓	
Feasibility		Potential barriers include a lack of control as SPT rely on operators, constituent local authorities and Transport Scotland to provide journey assistance services.					
Affordability		There are potential budgeting issues surrounding who would fund these services and what level of contribution is expected of public transport operators.					
Public Acceptability		Journey assistance services are likely to be largely regarded positively by the public provided they are delivered effectively and efficiently.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Make better use of capacity 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport 					
Political Considerations		Whilst this is not expected to be a contentious intervention, the scale of financial contribution could be an issue. SPT's member authorities may be required to contribute					

9-Accessibility of Public Transport

Option 2		Journey assistance services across all public transport operators in the region	
STAG Criteria	Environment	○	At that margin, implementing journey assistance services could encourage public transport use through improved accessibility at the expense of the private car (lifts etc.) leading to environmental improvements but this impact would be very modest.
	Climate Change	○	At that margin, implementing journey assistance services could encourage public transport use through improved accessibility at the expense of the private car (lifts etc.) leading to reduced carbon emissions but this impact would be very modest.
	Health, Safety & Wellbeing	✓	Implementing journey assistance services could improve the safety and security of the transport network. The measure would also increase personal independence for some.
	Economy	○	Implementing journey assistance services across the region is unlikely to have a significant impact on the economy.
	Equality & Accessibility	✓✓✓	While implementing journey assistance services across the region would not have an impact on public transport or active travel coverage, it will improve accessibility, particularly for vulnerable groups including people with disabilities and elderly people.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
No significant impact			
Strategy Objective 2: 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			✓✓
This will increase public transport accessibility for disabled people, improving public transport access across the region enabling these people to travel to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option will improve regional and inter-regional connections to key economic centres and strategic transport hubs for the affected groups.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
No significant impact			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓
This option will improve public transport accessibility for disabled people, helping make this a desirable and convenient travel choice for everyone.			
Equalities Duties			✓✓✓
Public Sector Equalities	Implementation of journey assistance services would contribute strongly to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with disabilities, elderly people and people travelling with young children.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	It is anticipated that Scottish Government funding schemes will be available to improve journey assistance services. There are also potentially mode-specific bus and ferry funding schemes available.		

9-Accessibility of Public Transport

Option 2	Journey assistance services across all public transport operators in the region
Spatial Context	
It is anticipated that this intervention would be regionwide however SPT may prioritise specific areas as a pilot intervention, based on existing levels of provision.	
Rationale for Selection or Rejection	
Improved journey assistance is a key deliverable in the SATF and SPT has a role in implementing this in the region through its role as an operator and RTP delivery partner of the SATF. This option should be pursued as part of the RTS.	

Option 3	Integration of journey assistance services between operators / modes						
Summary	This option is the co-ordinated roll out of journey assistance services across the region between operators and modes to insure consistency.						
	Rationale / linkage to problem						
Discussions between SPT and ScotRail have highlighted significant challenges to achieving co-ordination of journey assistance between operators/modes. This option would look to explore ways that services could be more joined up to provide a more seamless service from the passenger's perspective.							
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		Whilst SPT could administer, it is expected that public transport operators will require to deliver					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups		✓
Feasibility		Potential barriers include a lack of control as SPT rely on operators, constituent local authorities and Transport Scotland to integrate journey assistance services. Liaison with public transport operators would be required to ensure these services are fully integrated between different operators /					

9-Accessibility of Public Transport

Option 3		Integration of journey assistance services between operators / modes	
		modes. As such, this option is likely to be more successful when implemented alongside integrated public transport and active travel options and potentially ticketing initiatives.	
Affordability		This option would require revenue and capital expenditure to develop a service which is consistent across the region and linked with each operator. As operators will benefit from such an approach there may be the opportunity to request financial contributions however this may be difficult to achieve. If the service relies upon telephone operators, then ongoing revenue contributions will be required.	
Public Acceptability		The public would likely be supportive of the integration of journey assistance services between operators / modes although this is not a high-profile issue.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Make better use of capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport • Taxis & shared transport 	
Political Considerations		It is expected that this option will be supported universally	
STAG Criteria	Environment	○	At that margin, this could encourage public transport use through improved accessibility at the expense of the private car (lifts etc.) leading to environmental improvements but this impact would be very modest.
	Climate Change	○	At that margin, this could encourage public transport use through improved accessibility at the expense of the private car (lifts etc.) leading to reduced carbon emissions but this impact would be very modest.
	Health, Safety & Wellbeing	✓	Implementing this would improve the safety and security of the transport network for vulnerable users. The measure would also increase personal independence for some.
	Economy	○	The integration of journey assistance services across operators / modes is unlikely to have a material impact on the economy.
	Equality & Accessibility	✓✓✓	While implementing integrated journey assistance services would not have an impact on public transport or active travel coverage, it improves accessibility to services, particularly for vulnerable groups including people with disabilities and elderly people.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
No significant impact			
Strategy Objective 2: 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			✓✓
This will increase public transport accessibility for disabled people, improving public transport access across the region enabling these people to travel to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option will improve regional and inter-regional connections to key economic centres and strategic transport hubs for the affected groups.			

9-Accessibility of Public Transport

Option 3		Integration of journey assistance services between operators / modes
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
No significant impact		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
Integration of journey assistance services between operators / modes will improve public transport accessibility for disabled people, helping make this a desirable and convenient travel choice for everyone.		
Equalities Duties		✓✓✓
Public Sector Equalities	Integration of journey assistance services would contribute strongly to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with disabilities, elderly people and people travelling with young children.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is anticipated that Scottish Government funding schemes will be available to improve and integrate journey assistance services. There are also potentially mode-specific bus and ferry funding schemes available.	
Spatial Context		
It is anticipated that this intervention would be regionwide however SPT may prioritise specific areas as a pilot intervention, based on existing levels of provision.		
Rationale for Selection or Rejection		
Journey assistance services are currently available on some services; however, integration across modes and operators is poor. Improving journey assistance is a key deliverable in the SATF and this option should be pursued through the RTS.		

Option 4	Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information
Summary	This option is the development and provision of a wide array of travel information and journey planning services at transport hubs, stops, stations and onboard services. This can include digital and non-digital provision and be available in accessible formats.

9-Accessibility of Public Transport

Option 4		Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information					
Rationale / linkage to problem		There is a lack of an integrated and comprehensive accessible journey planning information for disabled people to be able to plan a whole journey. This includes information on services, interchange hubs, connections between locations, availability of assistance and information on vehicles. There is also inconsistent provision of audio / visual travel information onboard transport services in the region. SPT was told that accessible, non-digital formats at stops and hubs continues to be important for people who cannot use or access digital travel information. This option also includes consideration of accessible travel information needs of other equality groups including people who do not speak English.					
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery		Whilst SPT could take the lead on development, public transport operators and local authorities will require to be involved at delivery					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups		✓
Feasibility		SPT relies on operators, constituent local authorities, market-based providers, and Transport Scotland to provide travel information and journey planning services. Importantly, while SPT provides access to infrastructure frameworks for example the centralised RTPi system, this is not universal across all local authorities and infrastructure types. Various authorities retain responsibility for bus stop shelters, infrastructure and advertising through term agreements which may prove a barrier to an integrated roll out of this option. If this option were to be implemented, public transport operators would need to be integral to the process to ensure a consistent approach across all modes / operators.					
Affordability		Provision of materials across the region and the requirement for regular updates will require financial contributions. Whilst digital services entail a higher capital spend at the outset, non-digital formats need ongoing finance to maintain and update. Advertising could be leveraged alongside materials to reduce overall costs.					
Public Acceptability		The public would likely be supportive this measure.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport • Taxis & shared transport 					
Political Considerations		It is expected that this option will be supported universally however issues may arise if additional funding is required from SPTs member authorities or any third parties.					
	Environment	○	At the margin, implementing fully accessible and comprehensive travel information and journey planning would encourage public transport use through improved				

9-Accessibility of Public Transport

Option 4		Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information	
STAG Criteria			accessibility and ease of travel at the expense of the private car (lifts etc.) leading to environmental improvements, but this impact would be very modest.
	Climate Change	○	At the margin, implementing fully accessible and comprehensive travel information and journey planning would encourage public transport use at the expense of the private car (lifts etc.) leading to environmental improvements, but this impact would be very modest.
	Health, Safety & Wellbeing	✓	While this option will not directly contribute to improving the safety of the transport network, it has the potential to make some public transport users feel more secure using services.
	Economy	○	This measure is not anticipated to generate significant TEE benefits. At the margin, it could lead to labour market efficiencies if the measures allow some of these affected groups to take up job opportunities.
	Equality & Accessibility	✓✓	While the implementation of travel information and journey planning would not have an impact on public transport or active travel coverage, it would improve accessibility, particularly for vulnerable groups including people with disabilities and elderly people.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
No significant impact			
Strategy Objective 2: 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			✓✓
Fully accessible and comprehensive travel information and journey planning services will ensure everyone has access to travel information which they need to get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option will improve regional and inter-regional connections to key economic centres and strategic transport hubs for the affected groups.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
No significant impact			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓
Fully accessible and comprehensive travel information and journey planning services will improve public transport accessibility, making this a more desirable and convenient travel choice for more people.			
Equalities Duties			✓✓✓
Public Sector Equalities	Implementation of improved travel information and journey planning would contribute strongly to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with disabilities and elderly people. Benefits would also accrue for people travelling to/from islands.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		

9-Accessibility of Public Transport

Option 4	Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information
Funding	Funding would be required from a range of partners including local authorities, Transport Scotland, public transport operators and potentially voluntary organisations. We also note that Mobility as a Service (MaaS) Investment Fund (MIF), Transport Scotland – this fund seeks to make public transport easier to use by providing digital access to travel information so they can be better informed about different ways to plan, undertake and pay for journeys.
Spatial Context	
It is anticipated that this intervention would be nationwide.	
Rationale for Selection or Rejection	
Improving transport information for all user groups is important to encourage greater access to opportunities and services. This option should be retained.	

Option 5	Promote awareness and training to public transport staff about hidden disabilities					
Summary	This option includes awareness raising and training of public transport staff about hidden disabilities.					
Rationale / linkage to problem	This option is to improve accessibility for people with hidden disabilities through raising awareness and encouraging training of staff.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	Public transport operators will require to be involved at project delivery. There are presumably and number of options for procuring and organising the training.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	✓
Feasibility	There are no technical feasibility issues with this option.					
Affordability	Training of public transport staff across the region will require financial support as productivity on training days will be lost and operators will expect to be compensated.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					

9-Accessibility of Public Transport

Option 5		Promote awareness and training to public transport staff about hidden disabilities	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Maintaining and safely operating existing assets 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public Transport 	
Political Considerations		It is expected that this option will be supported universally subject to financial considerations.	
STAG Criteria	Environment	<input type="radio"/>	Providing staff training on hidden disabilities will improve public transport accessibility for certain groups, however, this option is not expected to encourage substantial modal shift or subsequent material environmental impacts.
	Climate Change	<input type="radio"/>	Providing staff training on hidden disabilities is not expected to encourage substantial model shift or subsequent changes to traffic levels or emissions.
	Health, Safety & Wellbeing	✓	Providing staff training on hidden disabilities make the transport network safer and more welcoming for certain groups of society.
	Economy	<input type="radio"/>	Providing staff training on hidden disabilities is unlikely to have a material impact on the economy.
	Equality & Accessibility	✓✓	While providing staff training on hidden disabilities would not have an impact on public transport or active travel coverage, it would improve accessibility to the transport network for certain groups of society, particularly for people with disabilities.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		<input type="radio"/>	
No significant impact			
Strategy Objective 2: 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		✓	
Promoting awareness and training to public transport staff about hidden disabilities will improve public transport accessibility for disabled people, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		<input type="radio"/>	
This option will improve regional and inter-regional connections to key economic centres and strategic transport hubs for the affected groups at the margin.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		<input type="radio"/>	
No significant impact			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓	
Promoting awareness and training to public transport staff about hidden disabilities will improve public transport accessibility, making this a more desirable and convenient travel choice for more people.			
Equalities Duties		✓✓	
Public Sector Equalities	Staff training on hidden disabilities would contribute to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with disabilities.		
Island Communities			
Fairer Scotland			

9-Accessibility of Public Transport

Option 5 Promote awareness and training to public transport staff about hidden disabilities	
Child Rights & Wellbeing	
SEA	See specific Environmental report
Funding	Funding to promote awareness and training to public transport staff about hidden disabilities would require to be found. Due to the accessibility nature of the ask, it is expected Transport Scotland and the Scottish Government may be able to contribute.
Spatial Context	
It is anticipated that this intervention would be regionwide.	
Rationale for Selection or Rejection	
In terms of accessibility and equality, this is an important proposal which is potentially low cost and is in line with the SATF. This should be retained within the RTS.	

Option 6 Enhanced accessibility of public transport and active travel infrastructure						
Summary	This option is ensuring that public transport and active travel infrastructure design is prioritised to ensure accessibility for all.					
	This option aims to enhance accessibility through inclusive design and specific improvements, for example, high access kerbs, enhanced pedestrian crossings, accessible access to floating bus stops.					
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		Local Authorities, Transport Scotland and Sustrans will require to lead at delivery				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures	✓	Measures Targeted at Specific Groups	✓

9-Accessibility of Public Transport

Option 6		Enhanced accessibility of public transport and active travel infrastructure	
Feasibility		<p>There are no technical issues which preclude making the infrastructure more accessible. There may be location specific challenges which need appropriate consideration.</p> <p>In terms of implementing the option, the main barrier is a lack of legislative control as SPT rely on constituent local authorities and Transport Scotland to provide public transport and active travel infrastructure. Various authorities retain responsibility for bus stop shelters, infrastructure and advertising through term agreements which may prove a barrier to an integrated roll out of this option. Similarly, each local authority will retain design and construction control on any active travel measures introduced within their area.</p>	
Affordability		Public transport and active travel infrastructure carries a cost which will be dependant on scale of roll out. Local Authorities generally have responsibilities for bus stop infrastructure and active travel measures, as such they would have to fund or source funding for improvements.	
Public Acceptability		The public is unlikely to object to enhanced accessibility of public transport and active travel infrastructure.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public Transport 	
Political Considerations		It is expected that this option will generally be supported however if infrastructure improvements reduce roadspace or impact upon existing vehicle traffic there may be opposition from various bodies and interest groups. Issues may also arise if additional funding is required from SPTs member authorities or any third parties.	
STAG Criteria	Environment	○	At the margin, enhanced physical accessibility of public transport and active travel infrastructure would encourage the use of sustainable transport at the expense of the private a leading to environmental improvements but this impact would be very modest.
	Climate Change	○	At the margin, enhanced physical accessibility of public transport and active travel infrastructure would encourage the use of sustainable transport at the expense of the private a leading to reduced emissions but this impact would be very modest.
	Health, Safety & Wellbeing	✓✓	Enhanced accessibility would make both the public transport network and active travel network safer to access for certain groups of society. There are also potential health benefits through improved accessibility, particularly to the active travel network.
	Economy	○	Enhanced physical accessibility of public transport and active travel infrastructure would encourage the use of sustainable transport. This would potentially allow some people to use public transport / active travel over the private car. At the margin, there may be benefits through reduced traffic volumes, improved journey times and journey time reliability.
	Equality & Accessibility	✓✓	This option would increase the public transport and active travel coverage in the region for those who previously were unable due to accessibility issues. It would also particularly benefit people with some disabilities, elderly people, children

9-Accessibility of Public Transport

Option 6		Enhanced accessibility of public transport and active travel infrastructure	
			and people travelling with young children. Benefits would similarly be expected in island communities which typically have a significant elderly population.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
No significant impact			
Strategy Objective 2: 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			✓✓
Enhanced accessibility of public transport and active travel infrastructure will improve public transport and active travel accessibility. This will increase travel opportunities and ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option will improve regional and inter-regional connections to key economic centres and strategic transport hubs for the affected groups.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
Enhanced accessibility of public transport and active travel infrastructure will improve active travel accessibility, enabling walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓
Enhanced accessibility of public transport and active travel infrastructure will improve public transport accessibility, making this a more desirable and convenient travel choice for more people.			
Equalities Duties			✓✓
Public Sector Equalities	Implementation of enhanced physical accessibility to public transport would contribute to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with some disabilities, elderly people, children and people travelling with young children. Benefits would similarly be expected in island communities which typically have a significant elderly population.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	<p>Specific schemes that are available for this option could include:</p> <ul style="list-style-type: none"> • Scottish Rural Development Programme (SRDP) Improving Public Access, Scottish Government –provides improved links and connectivity, improved path conditions and barrier free access for all. • Social Housing Partnership Fund, Cycling Scotland – funding which enables social housing providers to install a range of active travel infrastructure including secure cycle parking and street furniture. • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. 		

9-Accessibility of Public Transport

Option 6	Enhanced accessibility of public transport and active travel infrastructure
	<ul style="list-style-type: none"> • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • Concessionary travel schemes, Transport Scotland - aim to make travel as accessible and affordable as possible for young Scots, disabled travellers, over 60s and ferry passengers. • Ferries Accessibility Fund, Transport Scotland – funding to improve the accessibility of ferries and ports and to enhance the ferry travelling experience of disabled people and others facing mobility or access challenges. • Network Support Grant (NSG), Transport Scotland – grant which contributes to the maintenance of Scotland's bus networks for the benefit of passengers.
Spatial Context	
It is anticipated that this intervention would be regionwide but driven by an audit of current levels of provision.	
Rationale for Selection or Rejection	
Improving accessibility to public transport and active modes are key initiatives supported nationally. This option should be retained as part of the RTS	

Option 7	Increased access to accessible demand responsive transport services			
Summary	This option is increasing access to SPT MyBus service and increasing accessibility of the service, as well as investigating options for other forms of accessible drt-type services for the region			
Rationale / linkage to problem	Existing DRT services in the region are generally heavily used by registered users. This option would explore opportunities to increase existing promotion of services to widen the passenger base.			
Action or Policy to support	Action – SPT develop and deliver	✓	Policy – SPT support, others deliver	
Delivery	SPT would retain responsibility for this option			

9-Accessibility of Public Transport

Option 7		Increased access to accessible demand responsive transport services				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		DRT services are administered by SPT through the MyBus programme and as such, increasing awareness raising of the service can be controlled by SPT.				
Affordability		SPT manage the MyBus DRT service and financial reliance will fall to the organisation and their contributing member authorities. It should be noted that MyBus services have seen a 17% reduction in patronage over the period 2015/2020 which could impact the viability of any service increases. SPT are currently procuring consultants to undertake an operational overview and recommendations on how best to operate the service in future years.				
Public Acceptability		This option will generally be supported by the public. It should be noted that COVID-19 may cause the public, particularly the elderly and vulnerable to be cautious when using transport modes which involve sharing due to the unknown cleanliness and sanitisation of these services prior to use. This is an important consideration for DRT operations.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Make better use of capacity 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Taxis & shared transport 				
Political Considerations		It is expected that this option will be supported however issues may arise if additional funding is required from SPTs member authorities or any third parties.				
STAG Criteria	Environment	○	Increasing access to DRT services is not expected to have any environmental impacts.			
	Climate Change	○	Increasing access to DRT services is not expected to encourage substantial modal shift or lead to subsequent changes to traffic levels or emissions.			
	Health, Safety & Wellbeing	✓	Increasing access to DRT services improves the safety and security of the transport network particularly for protected groups including people with some disabilities and elderly people. However benefits are not expected to be significant.			
	Economy	× - ✓	This option could support economic activity in remote and rural areas by providing on demand access to public transport services benefiting local businesses. However, the cost of funding the services may require substantial subsidies from the public sector.			
	Equality & Accessibility	✓-✓✓	Increasing access to DRT services will improve access to public transport particularly for protected groups including people with some disabilities and elderly people.			
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region						○

9-Accessibility of Public Transport

Option 7		Increased access to accessible demand responsive transport services
Increased access to accessible DRT services will reduce individual car use for those who can use the service, leading to reduce transport emissions in the region. The effects are not expected to be substantive		
Strategy Objective 2: 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		✓ ✓
Increased access to accessible DRT services encourages DRT use in the region. This increases travel opportunities and ensures more people (particularly elderly and vulnerable) can get to town centres, jobs, education, healthcare and other everyday needs		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○
This option will not directly make public transport a desirable and convenient travel choice for everyone.		
Equalities Duties		✓ ✓ ✓
Public Sector Equalities	Implementation of increased access to DRT services would contribute strongly to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with some disabilities and elderly people. Island communities would also particularly benefit.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Funding for increased access to accessible DRT services, such as MyBus, is anticipated to be provided by the Scottish Government through Transport Scotland and then administered through SPT.	
Spatial Context		
It is anticipated that this intervention would be regionwide however SPT may prioritise specific areas as a pilot intervention, or part of a staged roll out.		
Rationale for Selection or Rejection		
DRT services are critical in parts of the region which are not well served by public transport. DRT provides options allowing elderly and vulnerable people to access services. This option should be retained within the RTS and viewed alongside SPTs current review of MyBus..		

9-Accessibility of Public Transport

Option 107		Increased availability of accessible taxis			
Summary		This option is for SPT to work with local authorities to increase numbers and availability of accessible taxis, particularly wheelchair accessible taxis, across the region.			
Rationale / linkage to problem		Just over half (55%) of licenced taxis in the SPT region are wheelchair accessible, but these vehicles are not distributed equally across the region. Glasgow and South Ayrshire are the only local authorities in the SPT region where 100% of licensed taxis are wheelchair accessible and, in seven local authorities, the percentage is under 20%. Only 141 out of more than 9,000 private hire cars in the region are wheelchair accessible.			
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver	
Delivery		This option would largely rely on taxi operators, constituent local authorities and potentially Transport Scotland to be delivered.			
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures	Measures Targeted at Specific Groups	✓
Feasibility		SPT only has the ability to specify vehicle standards for any taxis awarded a SPT service contract – for example a ‘school run’. In general however, this option would require constituent local authorities and taxi operators to implement this option as they have responsibility for taxi licensing.			
Affordability		The cost of purchasing / leasing an appropriate vehicle will fall on individual taxi operators - however there are funding schemes available (see below).			
Public Acceptability		There is no reason to believe the public will oppose new, accessible taxis.			
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Make better use of existing capacity 			
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Taxis & shared transport 			
Political Considerations		It is unlikely that this option will be contentious or require political will for implementation.			

9-Accessibility of Public Transport

Option 107		Increased availability of accessible taxis	
STAG Criteria	Environment	○	Increasing the availability of accessible taxis is not predicted to lead to a substantial modal shift or a subsequent material impact on the environment.
	Climate Change	✓	Increasing the availability of accessible taxis is not predicted to lead to a substantial modal shift or a subsequent material impact on emissions. Any acceleration of vehicle fleet replacement may bring more EVs into the fleet however.
	Health, Safety & Wellbeing	✓	This option will improve safety and security of the transport network for those who could not previously access taxis. Although it is unlikely there will be an impact on health, there may be wellbeing benefits through reduced isolation.
	Economy	✓	Increasing the availability of accessible taxis is unlikely to have an impact on the economy. At the margin it may increase labour market participation.
	Equality & Accessibility	✓-✓✓	While this option will not increase the public transport network coverage, it will make taxis more accessible, especially for elderly people and people with disabilities.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
No significant impact			
Strategy Objective 2: 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			✓✓
Increasing availability of accessible taxis encourages and facilitates more accessible, available and safe journeys to be made, particularly for older or disabled people. This will increase travel opportunities and provide greater access to town centres, jobs, education, healthcare and other everyday needs, albeit benefitting a relatively small number of people.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight, although it will provide a travel option for some who would not otherwise be able to travel.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
No significant impact			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
No significant impact			
Equalities Duties			✓✓
Public Sector Equalities	Implementation of measures to enhance accessibility of taxis would contribute to beneficial equalities outcomes through reduction of disadvantage, particularly for some elderly people and people with disabilities.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	The Scottish Government and Energy Savings Trust provide financial incentives for taxi companies and drivers to upgrade their fleet to low emission vehicles. As and when vehicles are upgraded, operators will		

9-Accessibility of Public Transport

Option 107	Increased availability of accessible taxis
	take the opportunity to ensure their vehicle is accessible as part of the funding commitments.
Spatial Context	
This option is assumed to be regionwide although with a focus on areas where provision is low at present.	
Rationale for Selection or Rejection	
Supporting the introduction of accessible taxis should be a standard commitment for SPT.	

10-Availability of Public Transport

Option 8	“Level of Service” regional policy – this would clarify and define the desired level of access by public transport / active travel for a geographic area or community					
Summary	This option is the development of a regional policy which clarifies public transport levels of service by key geographical areas. This will state optimum levels of service for each defined corridor or area by public transport.					
Rationale / linkage to problem	A number of key transport problems in the region do not have well-defined regional policy to clarify what an improved and equitable transport access to opportunities looks like ‘on the ground’ particularly relative to access by private car. SPT currently has a criterion used for the provision of socially necessary bus services which includes minimum service levels for settlements by population category. However, this is limited in scope and purpose as it is designed to support decisions on allocating a limited budget for socially necessary bus services. SPT believes there is an opportunity to build upon this to develop a Level of Service policy for the region to evidence and clarify what is the desired level of access in different geographic and demographic contexts. Clearly, there are challenges to implementing such a policy; however, it is an appropriate role for the RTS to set this out.					
Action or Policy to support	Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		
Delivery	SPT would be responsible for the development of the level of service policy. Others would be required when the policy was required to be rolled out.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	As this option is regional policy, there are no feasibility options which would hinder SPT. While SPT could develop the policy, it will be most beneficial if all partner authorities and public transport operators are involved throughout development. Importantly, in the current commercial environment, SPT historically did not have the powers to enforce levels of service however these powers are now available under the Transport Act 2019, and it will be for SPT to apply for and introduce them.					
Affordability	Developing the policy will be straight forward and represent no challenges in terms of affordability. If the findings of the policy were to be rolled out, then there will be significant financial implications as it implies a significant increase in bus services beyond that currently provided by the market and publicly supported services.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					

10-Availability of Public Transport

Option 8		“Level of Service” regional policy – this would clarify and define the desired level of access by public transport / active travel for a geographic area or community	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Make better use of capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public Transport 	
Political Considerations		While this option would broadly be supported by all political parties, level of support would depend on the level of financial contribution expected.	
STAG Criteria	Environment	x - ✓	Implementing a level of service policy could encourage increased public transport use if network coverage and frequencies increase. The environmental impact would depend on the balance of the impacts of additional bus-km and reduced car traffic from any mode shift.
	Climate Change	x - ✓	Implementing a level of service policy could encourage increased public transport use if network coverage and frequencies increase. The impact on emissions would depend on the balance of the impacts of additional bus-km and reduced car traffic from any mode shift.
	Health, Safety & Wellbeing	✓	This option may make public transport safer if frequencies increase, ensuring less time for people waiting at stops on their own. There are also potential health benefits through improved accessibility, particularly to the active travel network.
	Economy	✓✓	Implementing a level of service policy would generate TEE benefits for users of public transport. Any mode switch away from the private car would also generate TEE benefits from other road users. The measure could also have labour market benefits if people are brought into the workforce due to improved connectivity.
	Equality & Accessibility	✓✓✓	Depending on the nature of implementation, this option would increase the public transport coverage in the region for those who previously were in areas with a poor service, or without a service. Improving frequencies standardised by route would ensure fairer access to transport.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		x - ✓	
Implementing a level of service policy could encourage increased public transport use if network coverage and frequencies increase. The impact on emissions would depend on the balance of the impacts of additional bus-km and reduced car traffic from any mode shift.			
Strategy Objective 2: 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		✓✓	
A Level of Service Regional Policy will define the level of public transport and active travel required for particular geographical areas or communities. This will improve accessibility and efficiency, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓	
This option will improve regional and inter-regional connections to key economic centres and strategic transport hubs for communities which see improved connectivity.			

10-Availability of Public Transport

Option 8	“Level of Service” regional policy – this would clarify and define the desired level of access by public transport / active travel for a geographic area or community	
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓
A Level of Service Regional Policy will improve active travel accessibility, enabling walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
A Level of Service Regional Policy will increase bus network coverage, making this a desirable and convenient travel choice for everyone.		
Equalities Duties		✓✓✓
Public Sector Equalities	Implementation of a level of service policy would contribute strongly to beneficial equalities outcomes through reduction of disadvantage (including socio-economic disadvantage) for protected groups, particularly for people with disabilities, children and elderly people. Island communities would also particularly benefit.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is expected that SPT will be required to fund the development of the policy itself. If the policy were to be introduced, then funding would have to be sought either from Transport Scotland through it's various grant schemes or alternatively through SPTs budgets which is funded by constituent local authorities. The most cost-effective means to deliver the expanded range of services would need to be determined through a business case process.	
Spatial Context		
This is a regionwide policy option although it would be driven by a highly granular analysis of connectivity and socio-economic across the region. This will be driven in the first instance by the analysis undertaken with the Connectivity and Deprivation Audit Tool.		
Rationale for Selection or Rejection		
A level of service policy based upon corridors, settlements and socio-economics should be a key part of the successful delivery of the RTS		

Option 10	Local accessibility frameworks or plans for local communities to tackle specific problems (e.g. locality planning areas)	
Summary	This option is the development of local accessibility frameworks across the region.	

10-Availability of Public Transport

Option 10		Local accessibility frameworks or plans for local communities to tackle specific problems (e.g. locality planning areas)				
Rationale / linkage to problem		Improving accessibility requires a joined-up, cross-agency and cross-sector approach particularly given the impacts of COVID-19 on the nature of work, digital provision of services and focus on local places & access to services. There may be opportunities to develop local accessibility frameworks or action plans through Community Planning Partnerships and Locality Planning Partnerships.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		It is assumed Local Authorities will lead on developing local accessibility frameworks				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		While SPT can assist with local accessibility frameworks it is assumed that local authorities retain overall responsibility for such developments. SPT will require to work with local authorities, defined area leads within LA's, potentially community groups and community councils in addition to public transport operators. It is assumed that public opinion will be crucial to inform development of these frameworks.				
Affordability		Dependant upon the number of frameworks required, this intervention could be a costly endeavour due to the complexities and multi agencies and organisations who would require to be involved.				
Public Acceptability		The public is unlikely to object to this option as it would improve transport accessibility in the region.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to trave unsustainably • Maintaining and safely operating existing assets • Make better use of capacity • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis & shared transport • Private car 				
Political Considerations		It is assumed that this option will be supported however if local authorities are expected to develop and deliver frameworks through their local officers they may have concerns regarding funding and resources				
	Environment	○	While the implementation of a local accessibility framework could encourage undertaking local journeys, it is unlikely to have any material environmental impacts.			

10-Availability of Public Transport

Option 10		Local accessibility frameworks or plans for local communities to tackle specific problems (e.g. locality planning areas)	
STAG Criteria	Climate Change	○ - ✓	The implementation of a local accessibility framework could encourage undertaking local journeys more sustainably, but it is not expected that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions.
	Health, Safety & Wellbeing	✓	A local accessibility framework would likely make the local transport network safer for users. There may also be health benefits through encouraging the undertaking of local journeys more sustainably.
	Economy	○	Implementing a local accessibility framework would encourage undertaking of local journeys more sustainably. This could have beneficial impacts through reduced journey times. However, it is not expected that the impact will be significant.
	Equality & Accessibility	✓-✓✓	While implementing a local accessibility framework will not have a direct impact on the coverage of the public transport or active travel networks, it would improve accessibility to services, particularly for protected groups. This option also improves comparative accessibility by location through focusing on specific local issues.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
This option will not directly reduce transport emissions in the region.			
Strategy Objective 2: 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			✓ ✓
Local accessibility frameworks or plans will set out ways transport accessibility will be improved for local communities to tackle specific problems. This will ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
Local accessibility frameworks or plans will set out ways transport accessibility will be improved for local communities to tackle specific problems. This could include active travel accessibility improvements, leading to enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
Local accessibility frameworks or plans will set out ways in which access of the transport system will be improved for local communities to tackle specific problems. This could include public transport accessibility improvements, leading to make this a desirable and convenient travel choice for everyone.			
Equalities Duties			✓ ✓
Public Sector Equalities	Implementation of measures from local accessibility frameworks would contribute to beneficial equalities outcomes through reduction of disadvantage (including socio-economic disadvantage) for protected groups, particularly for people with disabilities, children and elderly people. Island communities would also benefit.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			

10-Availability of Public Transport

Option 10		Local accessibility frameworks or plans for local communities to tackle specific problems (e.g. locality planning areas)
SEA	See specific Environmental report	
Funding	Funding to develop Local Accessibility Frameworks / Plans would require to be provided. It is assumed that SPT would have to do this through its capital programme.	
Spatial Context		
By definition, these frameworks would be put in place at local levels. These could be rolled out on a staged basis or as and when local communities express an appetite for such a framework.		
Rationale for Selection or Rejection		
Local Accessibility frameworks will be useful to help tackle problems at the local level, this measure will also be useful as Transport Scotland encourage 20 minute neighbourhoods and supports SPT's statutory role in Community Planning. This option should be retained as part of the RTS.		

Option 11		Jobs access schemes – option to develop schemes that help unemployed people into work by removing transport barriers including cost, information and journey planning barriers. Typically, these schemes offer personalised travel advice and free or discounted travel particularly during the first weeks of a new job before wages are received.				
Summary	This option is development of job access schemes. This may include travel advice, journey assistance and financial assistance to travel.					
Rationale / linkage to problem	<p>Job access schemes help unemployed people into work by removing transport barriers including cost, information and journey planning barriers. Typically, these schemes offer personalised travel advice and free or discounted travel particularly during the first weeks of a new job before wages are received. Job access schemes are flexible to individual and community needs and can include providing access to bikes as well as public transport services.</p> <p>The largest and longest running scheme in the UK is WORKWISE Midlands, which has helped over 30,000 people to access work in over 15 years. An independent evaluation of the scheme found that WORKWISE saved around £4.7m in Jobseekers Allowance payments over 3 years.</p> <p>In the SPT region, JobCentrePlus offer travel advice and some local bus operators offer discounted or free travel for jobseekers. Bike for Good in Glasgow also works with disadvantaged communities to provide bike access and cycle training to support people to travel to work. However, there isn't a comprehensive, region-wide transport sector approach to job access schemes.</p>					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	Whilst SPT may have a role in the development of specific schemes, delivery will require a number of bodies including Transport Scotland, public transport operators, government agencies and the third sector.					
Type of Option	Capital (e.g., infra-structure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low	✓

10-Availability of Public Transport

Option 11		Jobs access schemes – option to develop schemes that help unemployed people into work by removing transport barriers including cost, information and journey planning barriers. Typically, these schemes offer personalised travel advice and free or discounted travel particularly during the first weeks of a new job before wages are received.				
					Emission Zones)	
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility	SPT do not have the authority to implement job access schemes. This would require political will from Transport Scotland, constituent local authorities, public transport operators, government agencies and the third sector. Ensuring consistency of coordination across the region could be a role that SPT could take on.					
Affordability	Schemes would require appropriate funding to be made available, generally such schemes are funded through the central government.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Make better use of capacity 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis & shared transport 					
Political Considerations	It is expected that this option will be supported however issues may arise if additional funding is required from SPTs member authorities or any third parties.					
STAG Criteria	Environment	○	The implementation of measures from job access schemes are not expected to have material environmental impacts.			
	Climate Change	○	The implementation of measures from job access schemes are not expected to lead to substantial modal shift or a subsequent material impact on traffic levels and emissions.			
	Health, Safety & Wellbeing	○	The implementation of measures from job access schemes encourages public transport use which would be safer than using the private car. However, the benefits are expected to be minimal.			
	Economy	✓	While this option would not have an impact on transport economic efficiency, there may be some wider economic benefits. Inherently, this option would help people access jobs and training in the region which, in turn, helps businesses and increases the labour market. The overall impact is expected to be minor.			
	Equality & Accessibility	✓	While this option would not increase the public transport network coverage, the implementation of measures from job access schemes would increase accessibility to public transport, particularly for those with low-income.			
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region						○
No significant impact						
Strategy Objective 2: 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						✓

10-Availability of Public Transport

Option 11	Jobs access schemes – option to develop schemes that help unemployed people into work by removing transport barriers including cost, information and journey planning barriers. Typically, these schemes offer personalised travel advice and free or discounted travel particularly during the first weeks of a new job before wages are received.	
Job access schemes will improve transport accessibility by removing key barriers to transport, particularly for unemployed people. This will ensure more people can get to jobs.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
No significant impact		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
Job access schemes can include providing access to public transport services, making this a desirable and convenient travel choice for more people.		
Equalities Duties		✓✓
Public Sector Equalities	Implementation of measures from job access schemes would contribute to beneficial equalities outcomes through reduction of disadvantage (particularly inequalities of outcome from socio-economic disadvantage). Island communities would also benefit.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Funding related to the development of schemes that help unemployed people into work by removing transport barriers may be able to be funded by Transport Scotland, Scottish or UK Government. There may be opportunities to leverage funding from the private sector if they are to be beneficiaries of the increased employment pool.	
Spatial Context		
It is anticipated that this intervention would be regionwide however SPT may prioritise specific areas as a pilot intervention, or part of a staged roll out. Locations would be prioritised based upon need and the Connective and Deprivation Audit work which has been undertaken.		
Rationale for Selection or Rejection		
This option could be useful to improve equality and access to employment across the region. While it should be considered as part of the RTS, SPT may want to open dialogue with Transport Scotland on the merits of such a scheme being considered nationally.		

10-Availability of Public Transport

Option 12		Health and Transport Action Plan with each Health board in the region					
Summary		This option is the development of Action Plans with each health board across the region to provide better access to healthcare by co-ordinating resources and procedures.					
Rationale / linkage to problem		This option is to develop a dedicated action plan with each of the four health boards in the region to jointly resolve problems identified in the RTS and other processes with regard to access to healthcare, particularly access to hospitals.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		Whilst SPT may be able to lead on development of the action plan, delivery will require a number of bodies including health boards, public transport operators and the third sector.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	✓	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups		
Feasibility		While the development of the plan is feasible, SPT would need to work with Health Boards and Transport Operators to define and develop each action plan. If external funding was required, Transport Scotland would require to be involved.					
Affordability		Health boards have specific arrangements in place to provide access to hospitals and essential services, it is assumed that the action plan would explore how to better use existing funding to provide service improvements.					
Public Acceptability		It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Make better use of capacity 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport • Taxis & shared transport • Private car 					

10-Availability of Public Transport

Option 12		Health and Transport Action Plan with each Health board in the region	
Political Considerations		It is expected that this intervention will be supported, particularly if operational benefits can be realised however issues may arise if additional funding is required from SPTs member authorities or any third parties.	
STAG Criteria	Environment	<input type="radio"/>	The implementation of measures from a Health and Transport Actions Plan are not expected to have material environmental impacts.
	Climate Change	<input type="radio"/>	The implementation of measures from a Health and Transport Actions Plan are not expected to lead to substantial modal shift or a subsequent material impact on traffic levels and emissions.
	Health, Safety & Wellbeing	<input type="radio"/>	The implementation of measures from a Health and Transport Actions Plan would encourage public transport use for specific journey purposes. However, it is not expected that this would have a material impact on traffic volumes and therefore the safety or security of the transport network.
	Economy	<input type="radio"/>	The implementation of measures from a Health and Transport Actions Plan is unlikely to have an impact on the economy. At the margin there could be a reduction in missed health appointments.
	Equality & Accessibility	✓	While this option is unlikely to directly improve the public transport network coverage, it will improve the accessibility of impacted services. This will particularly benefit those who may have greater and more regular need to access health services including people with disabilities, elderly people and pregnant women.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		<input type="radio"/>	
No significant impacts			
Strategy Objective 2: 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		✓	
A Health and Transport Action Plan will aim to improve transport accessibility in the region to ensure more people have access to healthcare.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		<input type="radio"/>	
No significant impacts			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		<input type="radio"/>	
No significant impacts			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓	
A Health and Transport Action Plan will encourage sustainable travel modes to medical facilities and appointment, making this a desirable and convenient travel choice for more people.			
Equalities Duties		✓✓	
Public Sector Equalities	Implementation of measures from a Health and Transport Action Plan would contribute to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with disabilities, elderly people and pregnant women, who may have		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			

10-Availability of Public Transport

Option 12 Health and Transport Action Plan with each Health board in the region	
	greater and more regular need to access health services. Island communities would also benefit.
SEA	See specific Environmental report
Funding	Funding to develop a Health and Transport Action Plan may be complex and would include SPT, Health Boards, voluntary groups, and potentially the Scottish Government
Spatial Context	
It is anticipated that this option will be region wide however will depend upon each health board for participation.	
Rationale for Selection or Rejection	
While this option does not provide major benefits, if properly developed it could realise transport efficiencies while improving access to healthcare and the efficiency of the health sector.	

Option 30 Enhanced local / regional bus services & networks							
Summary	This option is widening the reach of the various localised bus networks across the SPT region, introducing new routes, frequencies and longer hours of operation. This option is primarily related to bus services and does not assume bus priority, vehicle, information or ticketing enhancements.						
Rationale / linkage to problem	This option is to enhance the coverage of local / regional bus networks and availability of services to improve connectivity, especially for those without access to a car or who would prefer not to use a car.						
Action or Policy to support	<table border="1"> <tr> <td>Action – SPT develop and deliver</td> <td>✓</td> <td>Policy – SPT support, others deliver</td> <td>✓</td> </tr> </table>	Action – SPT develop and deliver	✓	Policy – SPT support, others deliver	✓		
Action – SPT develop and deliver	✓	Policy – SPT support, others deliver	✓				
Delivery	The delivery of this option would be reliant on bus operators and SPT where subsidies are required						
Type of Option	<table border="1"> <tr> <td>Capital (e.g., infrastructure)</td> <td></td> <td>Revenue (e.g., bus subsidies)</td> <td>✓</td> <td>Policy & Regulatory (e.g., Low Emission Zones)</td> <td></td> </tr> </table>	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)			
Focus	<table border="1"> <tr> <td>Region Wide</td> <td></td> <td>Network Measures</td> <td>✓</td> <td>Measures Targeted at Specific Groups</td> <td></td> </tr> </table>	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Region Wide		Network Measures	✓	Measures Targeted at Specific Groups			

10-Availability of Public Transport

Option 30		Enhanced local / regional bus services & networks	
Feasibility		<p>Additional supported bus services could be introduced as an extension of the current arrangements.</p> <p>The Transport Act 2019 introduces new powers which SPT would be able to use to alter the current bus delivery model. However, to date these have not been used which represents a risk. SPT is currently undertaking a study on how the various measures could and / or should be implemented. This will be used to inform decisions in respect of the opportunities provided by the Act.</p>	
Affordability		<p>If services and networks are to be enhanced following the current arrangements, costs will lie with SPT and partner authorities. Given that SPT subsidy budgets are currently under pressure, this will be a costly exercise. This option is highly scalable.</p> <p>The Transport Act provides powers for the current operating model to change. Should SPT take on the role of operations or management, e.g. franchising, bringing services in-house or any of the newer powers, there will be significant financial as well as organisational implications. These will be defined during business case development work which will be required before any transfer of ownership/control.</p> <p>It should also be noted that due to the COVID19 Pandemic, many services are anticipated to require additional levels of subsidy, at least in the short / medium term.</p>	
Public Acceptability		The public would likely be supportive of enhanced local / regional bus services.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport 	
Political Considerations		Whilst most will support enhancing public transport services, support could be dependent on the scale of commitment required from the public purse. This will raise particular issues when attributing costs to local authorities and other third parties.	
STAG Criteria	Environment	✓	Enhanced bus services and networks encourages bus use and can reduce the use of private cars. This would potentially have beneficial environmental impacts through improved air quality and reduced roadside noise from traffic etc. This would be offset somewhat by noise and emissions from additional bus km.
	Climate Change	✓-✓✓	Enhanced bus services and networks encourages bus use and can reduce the use of private cars. This would potentially have beneficial impacts through reduced greenhouse gas emissions. This level of impact would depend on the balance of any additional emissions from new bus-km and the reduction in emissions through modal shift from car. Moderate beneficial impacts could result in corridors where there was a material change in traffic levels.
	Health, Safety & Wellbeing	✓	Greater coverage of services, and likely more direct services, would remove or reduce the need to interchange. As security at bus stops is often cited as a concern, this would at least lead to a perceived benefit. Improvements in

10-Availability of Public Transport

Option 30		Enhanced local / regional bus services & networks	
			bus services may however lead to a shift from active travel, which could have a detrimental effect on health.
	Economy	✓-✓✓	Enhancing bus services and connectivity could reduce journey times by bus generating TEE benefits. Any mode shift from car would reduce traffic levels providing TEE benefits to remaining road users, including commercial vehicles. This option may also increase access to employment locations, and education and training centres across the region, which would have an economic benefit if it results in a more skilled workforce and a better match between skills and jobs in the labour market.
	Equality & Accessibility	✓✓✓	Enhanced network coverage will provide new travel opportunities for those without access to a car, providing them with new life opportunities.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
The option encourages modal shift to bus leading to a potential reduction of transport emissions – depends on the balance of any new bus emissions versus car-km removed through mode shift.			
Strategy Objective 2: 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			✓✓✓
Widening the reach of local bus services and networks will improve the access (assuming suitable buses) and availability (i.e., coverage) of services, ensuring more people can get to city and town centres, jobs, training / education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓
Enhanced local / regional bus services and networks will if targeted effectively, provide improved links to regional and inter-regional transport hubs. This provides those key connections outwith the region, albeit with the requirement to interchange.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys. There would be a balance between additional walking brought about by car to bus switchers and reduced walking/cycling associated with switching from active travel to bus.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓✓
Enhancing local bus services and availability of services will increase public transport options, making this a more desirable and convenient travel choice for residents and visitors.			
Equalities			✓✓
Public Sector Equalities	Enhanced bus services and networks would have beneficial impacts on people with a range of protected characteristics (including communities experiencing socio-economic disadvantage) giving better choices and opportunities to access jobs and services. Benefits would be predicted similarly on the islands and for children and young people.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Member Local Authorities fund SPT and this option would require an increase in resources. Additional funding schemes available for this option include: <ul style="list-style-type: none"> • Bus Partnership Fund, Transport Scotland - enabling local authorities and SPT to work in partnership with bus operators, to 		

10-Availability of Public Transport

Option 30 Enhanced local / regional bus services & networks	
	<p>develop and deliver ambitious schemes that incorporate bus priority measures.</p> <ul style="list-style-type: none"> • Network Support Grant, Transport Scotland – discretionary grant that subsidises commercial and community bus routes. <p>There are also specific funding grants available should new buses be required as part of network development.</p>
Spatial Context	
This option is clearly spatial in character and whilst it is envisaged to be rolled out across the SPT region, clearly there are areas which should be targeted as a priority.	
Rationale for Selection or Rejection	
This option provides significant benefits and aligns with government objectives. This option should therefore be a key intervention as part of the RTS.	

Option 63 Improved multi-modal integration of public transport networks and services						
Summary	This option considers improvements to provide a better integrated multi modal transport network. This includes integration between modes through hubs, timetables and ticketing.					
	Rationale / linkage to problem	Journeys that involve a public transport mode as the main mode of travel are more likely to involve using more than one mode of transport compared to journeys where car is the main mode of travel. This option includes integration of networks, facilities/hubs and timetables. This also links to integrated ticketing options.				
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver	
Delivery	This option includes a number of different streams where responsibilities will be spread across public transport operators including ScotRail. It is however assumed that SPT could lead on development of policy and coordination of roll out.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at	

10-Availability of Public Transport

Option 63		Improved multi-modal integration of public transport networks and services			
					Specific Groups
Feasibility		<p>The main technical challenges will be siting of appropriate transport hubs allowing integration across modes. Multi-modal ticketing may also pose issues.</p> <p>An important issue, however, is overcoming the fact that buses are operated in a commercial market and as such, improving integration will be reliant upon cooperation between multiple bus operators, ScotRail, SPT through the Subway, and CalMac in areas where integration with ferries is required.</p>			
Affordability		<p>Timetable integration may be relatively low cost. However, locating and constructing new multi-modal interchanges would require significant capital investment.</p>			
Public Acceptability		<p>These improvements are likely to be supported by the public.</p>			
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Make better use of existing capacity • Targeted infrastructure improvements 			
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport 			
Political Considerations		<p>Whilst the outcomes are likely to be supported by the majority, bus operators may oppose if they are expected to alter their business model. Some local authorities may also have reservations if required capital investment is significant.</p>			
STAG Criteria	Environment	✓ - ✓✓	<p>Improving multi-modal integration of public transport networks and services encourages public transport use which could deter people from depending on their private cars as their main mode of transport. This would potentially have beneficial environmental impacts through improved local air quality. If designed and integrated properly, benefits could be significant. Any new integrated infrastructure facilities should be designed to avoid adverse impacts on areas of local environmental sensitivity.</p>		
	Climate Change	✓	<p>Improving multi-modal integration of public transport networks and services encourages public transport use which could deter people from depending on their private cars as their main mode of transport. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions.</p>		
	Health, Safety & Wellbeing	✓✓- ✓✓✓	<p>This option encourages public transport use which makes the transport network safer for all users. Additionally, improved integration would improve the safety and security at public transport stops and stations which is highly important for vulnerable users who might feel particularly unsafe or insecure when using public transport. There will also be health benefits from improved air quality.</p>		
	Economy	✓-✓✓	<p>Improving multi-modal integration of public transport networks and services encourages public transport use which could result in efficiency improvements through reduced traffic volumes and journey times. Wider economic benefits include widening accessibility to employment and increased revenue for public transport operators though arising from increased demand.</p>		

10-Availability of Public Transport

Option 63		Improved multi-modal integration of public transport networks and services	
	Equality & Accessibility	✓✓- ✓✓✓	This option increases accessibility to users for a range of journey purposes, notably vulnerable users such as people with mobility issues, the disabled, the elderly, and those with pushchairs. This could also widen the catchment of the existing public transport network and opens up access to essential services to people who previously may have had difficulty reaching them.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Improved multi-modal integration of public transport networks and services will encourage public transport use, leading to a reduction in car dependency and transport emissions in the region.			
Strategy Objective 2: 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			✓ ✓
Improved multi-modal integration of public transport networks will improve the accessibility and availability of journeys requiring multiple modes. This will increase travel opportunities, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
Multi-modal integration should result in a wider public transport reach meaning people can easier get to key economic centres and transport hubs.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓ ✓ ✓
Improved multi-modal integration of public transport networks encourages public transport use ensuring this a desirable and convenient travel choice for everyone			
Equalities Duties			✓ ✓
Public Sector Equalities	Integration of multi-modal public transport would have beneficial impacts for most protected characteristics groups through offering potential for better connected and reliable journeys to key destinations. Better integration would also support reduced inequalities of outcome from socio-economic disadvantage and assist young people and islands residents in making multi-modal journeys.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Operators will require to fund this intervention, there may however be funding available through the following: <ul style="list-style-type: none"> • Network Support Grant, Transport Scotland – discretionary grant that subsidises commercial and community bus routes • Smart Pay Grant Fund, Transport Scotland – provides financial support to upgrade, replace or procure new Electric Ticketing Machines (ETM) to accept contactless (xEMV) smart payments and support licence fees for this service. 		
Spatial Context			
This is a region-wide intervention			

10-Availability of Public Transport

Option 63	Improved multi-modal integration of public transport networks and services
Rationale for Selection or Rejection	
This option will support Scottish Government and regional aspirations to reduce reliance upon the private car and as such should be supported as part of the RTS.	

Option 85	Enhanced local public transport networks and service frequencies				
Summary	This option is to work with operators to enhance localised public transport networks through improvements to bus journey times, frequencies and reliability.				
Rationale / linkage to problem	Pre-COVID, reliability and frequency of local bus services were key challenges identified by local bus passengers and by stakeholders. There was evidence of variability in bus journey times across the region and, broadly, service frequencies have been decreasing in the region.				
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver	
Delivery	Local public transport networks are operated and maintained by bus operators with roles for both SPT and the local authority (infrastructure). It is expected that all parties will have a role in delivery.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups
Feasibility	There are not expected to be any technical challenges associated with this option. The main challenge is funding and coordination and responsibilities due to the commercial bus market.				
Affordability	Interventions will require to be funded by relevant bodies. It is expected that infrastructure improvements such as stops and hubs will be funded by SPT or the local authority, while service improvements will be the responsibility of the operator and there will be a requirement for SPT to subsidise any additional services required.				
Public Acceptability	It is likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Maintaining and safely operating existing assets Making better use of existing capacity 				
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> Public transport 				
Political Considerations	This option will generally be supported if clear benefits to local networks are realised.				
STAG Criteria	Environment	✓	Enhancing local public transport network and service frequencies encourages public transport use and could deter people from using private cars as their main mode of transport. This would potentially have beneficial environmental impacts through overall improved air quality and potentially reduced roadside noise from traffic in some areas, although this would be offset by additional bus-km.		

10-Availability of Public Transport

Option 85		Enhanced local public transport networks and service frequencies	
	Climate Change	✓	Enhancing local public transport network and service frequencies encourages public transport use and could deter people from depending on private cars as their main mode of transport. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions, although this may be offset by additional bus-km if not zero emission.
	Health, Safety & Wellbeing	✓-✓✓	Enhancing local public transport network and service frequencies encourages public transport use which will make the road network safer for all users. There will be additional health benefits from improved air quality.
	Economy	✓✓	Enhancing local public transport network and services could significantly improve the efficiency of the network and reduce journey times. It may improve access to key services, including employment opportunities, that were previously not possible.
	Equality & Accessibility	✓✓	This option increases public transport network coverage in the area. It would also be particularly beneficial to those with a range of protected characteristics, and those experiencing socio-economic disadvantage, who are more likely to rely on public transport.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region reduce transport emissions in the region			✓
Enhanced local public transport networks and service frequencies will encourage the use of public transport, helping to reduce car use and transport emissions in the region.			
Strategy Objective 2: 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			✓✓
Enhanced local public transport networks and service frequencies will improve access, reliability and frequency of local bus services. This will increase travel opportunities, leading ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓
This option has the potential to improve key connections to economic centres and transport hubs for passengers.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓
Enhanced local public transport networks and service frequencies will improve access, reliability and frequency of local bus services, making this a desirable and convenient travel choice for more people.			
Equalities			✓✓✓
Public Sector Equalities	Measures to improve public transport would have beneficial impacts on people with a range of protected characteristics, and people and communities experiencing socio-economic disadvantage, giving better choices and opportunities to access jobs and services. Benefits would be predicted similarly on the islands and for children and young people.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		

10-Availability of Public Transport

Option 85	Enhanced local public transport networks and service frequencies
<p>Funding</p>	<p>SPT and Local Authorities will be expected to fund infrastructure improvements such as stops or priority facilities while operators will have to improve services and vehicles. SPT will also be required to provide additional subsidies where these are required. Schemes which may be available to enhance local public transport networks and service frequencies include:</p> <ul style="list-style-type: none"> • Bus Partnership Fund, Transport Scotland – enables Local Authorities and SPT to work in partnership with bus operators to develop and deliver ambitious schemes that incorporate bus priority measures. • Network Support Grant (NSG), Transport Scotland – subsidises commercial and community bus routes and contributes to the maintenance of the nation’s bus network for the benefit of passengers. • Scottish Zero Emission Bus Challenge Fund (ScotZEB), Transport Scotland – funding to support the transition to zero-emission buses and associated charging or refueling infrastructure. • Scottish Bus Emissions Abatement Retrofit Fund (BEAR), Transport Scotland – provides grants for bus and coach operators to help them use technology to reduce emissions of NOx gases and particulate matter in Air Quality Management Areas. • Maas Investment Fund, Transport Scotland – funding to make public transport easier to use by providing digital access to travel information, so they can be better informed about different ways to plan, undertake and pay for journeys.
<p>Spatial Context</p>	
<p>This is a regional proposal but clearly will be targeted at localised areas which require enhanced networks. Areas will be identified through discussions with local authorities and bus operators.</p>	
<p>Rationale for Selection or Rejection</p>	
<p>Improving the public transport network is an important objective for SPT. This option should be retained as part of the RTS.</p>	

11-Attractiveness of Public Transport

Option 83	Service Quality regional policy – option to develop regional policy focused on defining the desired public transport service quality, particularly to achieve a modal shift					
Summary	This option is development of a regional policy specifying ‘quality’ levels required on buses, trains and Subway services. Service quality includes frequency, reliability, punctuality and integration, cleanliness, driver training, information availability etc.					
Rationale / linkage to problem	<p>There is a lack of clarity on the desired level of public transport service quality to achieve modal shift and increase passenger satisfaction. SPT believes that it is an appropriate role for the RTS to set out a policy on service quality that focuses on Service Quality (SQ) factors that are most important to passengers and to attracting new passengers. This may include frequency, reliability, punctuality and integration attributes and factors. This could also include softer measures such as travel information and cleanliness and branding. Different context (e.g. geography, demographics & demand) would need to be considered. This is highly linked with the Level of Service concept set out under Access for All. The difference is Level of Service is trying to define what we need to deliver accessibility particularly relative to private car where SQ is focused on defining what is required of services to support a modal shift (Note: It is recognised that modal shift also requires infrastructure investment and demand management – these are picked up through other key issues & objectives).</p> <p>Presently, SPT’s thinking is that this policy could be designed to:</p> <ul style="list-style-type: none"> • Support decision making around local bus provision and provide a framework for BSIPs and other models for provision of bus services, as set out in the Transport (Scotland) Act 2019; • Influence rail policy; • Support subway services planning post-Modernisation; and • Guide development of MaaS and new/emerging forms of public transport. 					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	SPT will be responsible for developing the policy however it is assumed that ScotRail and Bus Operators will have to be part of the process.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	There are no technical feasibility issues which would hinder this option. The main challenge however will be coordination and responsibilities with numerous organisations required to be involved.					
Affordability	Dependant upon the specifications made within the regional policy, this may be a high-cost intervention if additional vehicles and services are required to be introduced.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public if services and service levels are shown to improve.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Public transport 					

11-Attractiveness of Public Transport

Option 83		Service Quality regional policy – option to develop regional policy focused on defining the desired public transport service quality, particularly to achieve a modal shift	
Political Considerations		Whilst the concept is likely to be supported, support may be dependent upon level of financial contributions expected and quantifiable benefits to the public transport network.	
STAG Criteria	Environment	✓	Delivering a Service Quality Regional Policy, particularly focused on achieving modal shift, encourages public transport use and could deter people from depending on private cars as their main mode of transport. This would potentially have beneficial environmental impacts including improved local air quality.
	Climate Change	✓✓	Delivering a Service Quality Regional Policy, particularly focused on achieving modal shift, encourages public transport use and could deter people from depending on private cars as their main mode of transport. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions. This would be offset by any additional emissions associated with extra public transport services.
	Health, Safety & Wellbeing	✓	Delivering a Service Quality Regional Policy, particularly focused on achieving modal shift, will reduce the volume of traffic and improve the safety of the road network for all users. There will also be health benefits from improved air quality.
	Economy	✓✓	Where modal shift is achieved, there may be a reduction in traffic volumes and congestion leading to improved journey times and efficiency of services. The measures would also be expected to improve public transport journey times.
	Equality & Accessibility	✓	Improvements in the quality of public transport services will be particularly beneficial for protected groups who are more likely to rely on public transport.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓✓	
Delivering a Service Quality Regional Policy will encourage more people to use public transport, leading to reduced car use and transport emissions in the region. Levels of benefits will however be dependant on improvements made. For example, increasing service frequencies will likely lead to greater modal shift than providing a cleaning regime on vehicles.			
Strategy Objective 2: 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		✓✓	
A Service Quality Regional Policy will aim to achieve a modal shift and increase passenger satisfaction for those using public transport. This will improve the access, coverage and availability of public transport services, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs. Levels of benefits will however be dependent on improvements made.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓-✓✓	
This option may include increases in service frequencies which will provide more connections to key centres and hubs. Levels of benefits will however be dependent on improvements made.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○	
This option will not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			

11-Attractiveness of Public Transport

Option 83	Service Quality regional policy – option to develop regional policy focused on defining the desired public transport service quality, particularly to achieve a modal shift				
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone					✓✓
A Service Quality Regional Policy will aim to achieve a modal shift and increase passenger satisfaction for those using public transport, making this a desirable and convenient travel choice for everyone					
Equalities					✓✓✓
Public Sector Equalities	Where service quality was enhanced from implementation of the measure, improved public transport would have beneficial impacts on people with a range of protected characteristics, and people with socio-economic disadvantage. This will give better choices and opportunities to access jobs and services. Benefits would be predicted similarly on the islands and for children and young people.				
Island Communities					
Fairer Scotland					
Child Rights & Wellbeing					
SEA	See specific Environmental report				
Funding	SPT will be responsible for funding development of the policy and would also be the channel for additional bus contracts to provide improved services. Public transport operators will require to fund other improvements to their services.				
Spatial Context					
This is a region wide proposal as it would set out a range of parameters to guide public transport provision on a case-by-case basis depending on geography and socio-economics.					
Rationale for Selection or Rejection					
Improving the public transport network is key objective for SPT and as such, this intervention should be further considered a key part of the RTS.					

Option 84	Public transport Passenger Charter					
Summary	This option is development of a public transport passenger charter which sets out responsibilities of SPT, operators, and passengers					
Rationale / linkage to problem	A passenger charter aims to improve co-operation and dialogue between bus companies, the council and passenger groups by clarifying and setting out responsibilities of the bus operators, actions that the council/SPT will take to support bus operations, how the council/SPT, operators and passenger groups will work together to deliver improvements and what is expected of passengers as part of the deal.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	SPT may be able to take responsibility for developing the charter however it is assumed that ScotRail and Bus Operators will have to be part of the process.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	

11-Attractiveness of Public Transport

Option 84		Public transport Passenger Charter	
Feasibility		There are no technical issues which would hinder this option. The main challenge however will be coordination and responsibilities with numerous organisations required to be involved.	
Affordability		This would appear to be a low cost intervention which requires time and cooperation between organisations rather than financial commitments.	
Public Acceptability		It is likely that the implementation of this option would be supported by the public if services are shown to improve.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Maintaining and safely operating existing assets 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		It is likely that the implementation of this option would be supported widely if services are shown to improve.	
STAG Criteria	Environment	○- ✓	The implementation of a public transport Passenger Charter would improve the quality of, and encourage increased use of, public transport. This would potentially have beneficial environmental impacts through overall improved air quality. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions as a result of this stand-alone option.
	Climate Change	○- ✓	The implementation of a public transport Passenger Charter would improve the quality of, and encourage increased use of, public transport. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions from road traffic. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions as a result of this stand-alone option.
	Health, Safety & Wellbeing	○- ✓	This option would encourage the use of public transport which will reduce overall traffic volumes and improve the safety of the road network for all users. There will also be health benefits from improved air quality where modal shift is achieved.
	Economy	○- ✓	Where modal shift is achieved, there may be a reduction in traffic volumes and congestion leading to improved journey times and efficiency of services. However, it is not predicted that the impact would be significant.
	Equality & Accessibility	○- ✓	As a stand-alone option, delivering a Passenger Charter, is unlikely to have an impact on the public transport network coverage in the region. However, improvements in the quality of public transport services will be particularly beneficial for protected groups who are more likely to rely on public transport.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
A public transport Passenger Charter may encourage more use of public transport, leading to reductions in car dependency and transport emissions in the region. Benefits are not expected to be substantial			
Strategy Objective 2: 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			✓

11-Attractiveness of Public Transport

Option 84		Public transport Passenger Charter	
A public transport Passenger Charter will improve public transport services through increased communication between bus companies, SPT and passenger groups. This may encourage more public transport use. Benefits are not expected to be substantial.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
A public transport Passenger Charter will improve public transport services and passenger satisfaction, making this a more desirable and convenient travel choice.			
Equalities			✓✓
Public Sector Equalities	Where service quality was enhanced from implementation of the measure, improved public transport would have beneficial impacts on people with a range of protected characteristics, and people and communities experiencing socio-economic disadvantage, giving better choices and opportunities to access jobs and services. Benefits would be predicted similarly on the islands and for children and young people.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	It is expected that SPT would be responsible for funding development of the charter and monitoring progress towards meeting its aims.		
Spatial Context			
This is a regional option which would be applicable to all public transport networks.			
Rationale for Selection or Rejection			
A regional passenger charter would look to provide a coordinated and consistent approach across the region with benefits for passengers. This option should be retained as a low cost option as part of the RTS.			

Option 86		Improved local public transport journey times, reliability and punctuality	
Summary	This option is to work with operators to enhance localised public transport networks through improvements to bus journey times, frequencies and reliability.		
Rationale / linkage to problem	Pre-COVID, reliability and frequency of local bus services were key challenges identified by local bus passengers and by stakeholders. There was evidence of variability in bus journey times across the region and, broadly, service frequencies have been decreasing in the region.		
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver ✓
Delivery	Bus operators are responsible for journey times and service frequencies. While SPT and the Local Authority could work with operators to provide any priority infrastructure, operators themselves will be required to lead on delivery of this option		

11-Attractiveness of Public Transport

Option 86		Improved local public transport journey times, reliability and punctuality				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	There are not expected to be any technical challenges associated with this option. There may be location specific pinch points on networks which cause reliability issues but nothing is expected to be insurmountable.					
Affordability	Interventions will require to be funded by relevant bodies. It is expected that any infrastructure improvements such as bus priority will be funded by SPT or the local authority, while service improvements will be the responsibility of the operator. Despite this, there may be a requirement for SPT to subsidise any additional services required which are not commercially viable.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Maintaining and safely operating existing assets Making better use of existing capacity 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> Public transport 					
Political Considerations	This option will generally be supported if clear benefits to local networks are realised.					
STAG Criteria	Environment	✓	Improving local public transport journey times, reliability and punctuality would encourage increased public transport use and could deter people from depending on private cars as their main mode of transport. This would potentially have beneficial environmental impacts through improved air quality. It is unlikely that there would be wider environmental implications.			
	Climate Change	✓	Improving local public transport journey times, reliability and punctuality would encourage increased public transport use and could deter people from depending on private cars as their main mode of transport. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions from road traffic.			
	Health, Safety & Wellbeing	✓	Improving local public transport journey times, reliability and punctuality would encourage increased public transport use which will make the road network safer for all users. There will be additional health benefits from improved air quality.			
	Economy	✓-✓✓	Improved local public transport journey times will, by definition, improve the efficiency of the network and reduce journey times.			
	Equality & Accessibility	✓-✓✓	While this option will improve journey times, reliability, and punctuality of public transport, it will not have an impact on the network coverage. This also will be of particular benefit to those with a range of protected characteristics, and those experiencing socio-economic disadvantage, who are more likely to rely on public transport.			

11-Attractiveness of Public Transport

Option 86		Improved local public transport journey times, reliability and punctuality
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region reduce transport emissions in the region		✓ ✓
Improving local public transport journey times, frequencies and reliability will encourage the use of public transport, helping to reduce car dependency and transport emissions in the region.		
Strategy Objective 2: 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		✓ ✓
Improving local public transport journey times, frequencies and reliability will provide significant improvements to bus services. This will increase travel opportunities, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓ ✓
This option has the potential to improve key connections to economic centres and transport hubs for passengers.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓ ✓
Improving local public transport journey times, frequencies and reliability will improve access, reliability and frequency of local bus services, making this a desirable and convenient travel choice for more people.		
Equalities		✓ ✓ ✓
Public Sector Equalities	Measures to improve public transport service journey times and frequencies would have beneficial impacts on people with a range of protected characteristics, and people/communities experiencing socio-economic disadvantage, giving better choices and opportunities to access jobs and services. Benefits would be predicted similarly on the islands and for children and young people.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	<p>SPT and Local Authorities will be expected to fund physical infrastructure improvements while operators will have to improve services and vehicles. Schemes which may be available to enhance local public transport networks and service frequencies include:</p> <ul style="list-style-type: none"> • Bus Partnership Fund, Transport Scotland – enables Local Authorities and SPT to work in partnership with bus operators to develop and deliver ambitious schemes that incorporate bus priority measures. • Network Support Grant (NSG), Transport Scotland – subsidises commercial and community bus routes and contributes to the maintenance of the nation’s bus network for the benefit of passengers. • Scottish Zero Emission Bus Challenge Fund (ScotZEB), Transport Scotland – funding to support the transition to zero-emission buses and associated charging or refueling infrastructure. • Scottish Bus Emissions Abatement Retrofit Fund (BEAR), Transport Scotland – provides grants for bus and coach operators to help them use technology to reduce emissions of NOx gases and particulate matter in Air Quality Management Areas. 	

11-Attractiveness of Public Transport

Option 86	Improved local public transport journey times, reliability and punctuality
	<ul style="list-style-type: none"> • Maas Investment Fund, Transport Scotland – funding to make public transport easier to use by providing digital access to travel information, so they can be better informed about different ways to plan, undertake and pay for journeys.
Spatial Context	
This is a regional proposal but clearly will be targeted at localised areas which require enhanced networks. Areas will be identified through discussions with local authorities and bus operators.	
Rationale for Selection or Rejection	
Improving the public transport network is an important objective for SPT. This option should be retained as part of the RTS.	

Option 88	Enhanced and integrated promotional, marketing and branding activities for local public transport					
Summary	Integrated approach to public transport marketing and branding across modes and operators.					
Rationale / linkage to problem	This option is to consider ways to achieve a more integrated approach to promoting public transport to the general public.					
Action or Policy to support	Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery	SPT will be able to lead on this intervention however they will require support of and participation from ScotRail and bus operators across the region.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	There will be no technical issues with this intervention. The main challenge to overcome is securing participation of operators across the region.					
Affordability	It is expected that SPT will be responsible for this intervention however it may be possible to seek contributions from operators.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Make better use of existing capacity 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Public transport 					
Political Considerations	It is likely this intervention would be widely supported.					
STAG Criteria	Environment	○-✓	Enhancing the promotion of local public transport would raise awareness of, and encourage increased use, of public transport. This would potentially have beneficial environmental impacts through overall improved air quality.			

11-Attractiveness of Public Transport

Option 88		Enhanced and integrated promotional, marketing and branding activities for local public transport	
			However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions as a result of this stand-alone option.
	Climate Change	○-✓	Enhancing the promotion of local public transport would raise awareness of, and encourage increased use, of public transport. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions as a result of this stand-alone option.
	Health, Safety & Wellbeing	○-✓	Enhancing the promotion of local public transport is unlikely to have an impact on the safety of the public transport network. There may be minor beneficial health impacts through improved air quality.
	Economy	○-✓	While this option may encourage public transport use, it is not predicted that it would have a material impact on the economy.
	Equality & Accessibility	○-✓	Enhancing the promotion of local public transport will not have an impact on the public transport network coverage in the area. However, raising the awareness of services will particularly benefit those with protected characteristics, or at socio-economic disadvantage, as they are more likely to rely on public transport services.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Enhanced and integrated promotional, marketing and branding activities for local public transport may encourage increased public transport use, leading to reduced car dependency and transport emissions in the region. Benefits are not expected to be significant.			
Strategy Objective 2: 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			✓
Enhanced and integrated promotional, marketing and branding activities for local public transport will raise awareness of the public transport options available in the local area. This will improve accessibility for various journey purposes. Benefits are not expected to be significant.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○-✓
This option will not improve or provide any regional and inter-regional connections to key economic centres and strategic transport hubs, it will raise awareness of existing connections which will be important			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
Enhanced and integrated promotional, marketing and branding activities for local public transport encourages the use of public transport, making this a more desirable and convenient travel choice. Benefits are not expected to be significant.			
Equalities			✓
Public Sector Equalities	Implementation of improved travel promotion could increase awareness and use of public transport by all groups and contribute to		
Island Communities			

11-Attractiveness of Public Transport

Option 88		Enhanced and integrated promotional, marketing and branding activities for local public transport
Fairer Scotland	beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with disabilities and elderly people.	
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	SPT will be expected to fund this intervention. There may however be opportunities to seek contributions from operators.	
Spatial Context		
This is a regional policy and would require as many operators to participate as possible.		
Rationale for Selection or Rejection		
This option aligns with national and regional objectives to reduce journeys by private vehicles. This option should therefore be retained as part of the RTS.		

Option 89		Improved monitoring of passenger satisfaction				
Summary	This option is to improve the monitoring of passenger satisfaction on public transport across the region.					
Rationale / linkage to problem	This option aims to work with key partners including Transport Focus to improve monitoring and understanding of passenger satisfaction across all parts of the region.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	
Delivery		While SPT could provide a coordinated approach to passenger satisfaction monitoring, it is assumed that operators themselves will have responsibility for tracking passenger satisfaction on their services.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	There are no technical issues preventing improved passenger satisfaction monitoring. The main challenge is providing a coordinated approach across modes with multiple operators.					
Affordability	Generally, operators monitor passenger satisfaction levels as part of their business commitments.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Make better use of existing capacity 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> Public transport 					

11-Attractiveness of Public Transport

Option 89		Improved monitoring of passenger satisfaction	
Political Considerations		This option is likely to be widely supported unless it significantly increases responsibilities upon operators, affecting their day-to-day business	
STAG Criteria	Environment	<input type="radio"/>	Improved monitoring of passenger satisfaction is not predicted to induce substantial modal shift or a subsequent material impact on the environment.
	Climate Change	<input type="radio"/>	Improved monitoring of passenger satisfaction is not expected to induce substantial modal shift or a subsequent material impact on traffic levels and emissions.
	Health, Safety & Wellbeing	<input type="radio"/> -✓	Improved monitoring of customer satisfaction is likely to highlight, and resolve, any safety or security issues. However, as a stand alone option, the impact is not predicted to be significant.
	Economy	<input type="radio"/>	Improved monitoring of passenger satisfaction is unlikely to have a material impact on the economy.
	Equality & Accessibility	<input type="radio"/>	Improved monitoring of customer satisfaction is unlikely to have an impact on the equality and accessibility of the public transport network.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			<input type="radio"/>
This option will have no effect on transport emissions in the region.			
Strategy Objective 2: 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			<input type="radio"/> -✓
Monitoring alone will not provide benefits against this objective however, improved monitoring will allow for more informed decisions around planning and investment, which can then be targeted to ensure more access for day-to-day travel			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			<input type="radio"/>
This option will not provide any new or improved regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			<input type="radio"/>
This option will not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			<input type="radio"/>
This option will not make public transport a desirable and convenient travel choice for everyone.			
Equalities			✓
Public Sector Equalities	Implementation of improved travel promotion through monitoring of customer satisfaction could increase awareness and use of public transport by all groups and contribute to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with disabilities and elderly people.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	It is expected that transport operators will be required to monitor satisfaction levels on their services.		
Spatial Context			
This is a region wide intervention and would require as many operators as possible to participate and feed back information to SPT in a consistent way.			

11-Attractiveness of Public Transport

Option 89	Improved monitoring of passenger satisfaction
Rationale for Selection or Rejection	
Improved monitoring of passenger satisfaction levels will allow operators to target improvements strategically and improve services. This option should be supported as part of the RTS.	

Option 109	New Subway service plan (following completion of Subway Modernisation)					
Summary	This may include revisions to hours of operation and service frequencies across different times of the day as well as other service quality factors including reliability targets. This option is only for the development of the policy at this point.					
Rationale / linkage to problem	The completion of the Subway Modernisation programme will allow the system to respond dynamically to real time changes in demand and open up opportunities for changes to existing operating hours.					
Action or Policy to support	Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		
Delivery	As owners and operators, delivery will fall to SPT					
Type of Option	Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide	Network Measures	✓	Measures Targeted at Specific Groups		
Feasibility	In terms of developing the service plan, there will be no issues however, implementing the plan will require consideration of operations, staffing, servicing of stations and facilities, plus maintenance requirements. Any new hours of operation will be maximised by integrating with surface public transport services. It should be noted that there may be contractual issues relating to changes to staff working hours which could have implications for a unionised workforce.					
Affordability	Developing the service plan will have small cost implications limited to that required to define the new plan and any legal caveats however					

11-Attractiveness of Public Transport

Option 109		New Subway service plan (following completion of Subway Modernisation)	
		the plan itself will be used to gain an understanding of the scale of revenue expenditure required to enact changes.	
Public Acceptability		The public will be supportive of any option which increases subways services or lengths the operating day	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport 	
Political Considerations		While the new service plan will likely be supported universally, there is likely to be issues around altering staffing hours for those who have conserved contracts and are part of a recognised union.	
STAG Criteria	Environment	O	A new Subway Service Plan will follow the completion of any Subway Modernisation and is not predicted to have any significant adverse environmental impacts related to construction.
	Climate Change	O-✓	The Plan is likely to improve and encourage the use of public transport services, with some potential for reduced car use and associated reductions in road transport emissions. If services are increased, then electricity will be required to power the units
	Health, Safety & Wellbeing	✓	While the new Subway Service Plan will focus on responding to changes in demand, it will likely increase hours of operation, this will provide a safe public transport alternative for those who are forced to travel during unsociable hours
	Economy	✓✓	Lengthening the hours of operation will help those employed within or using the night time economy, or may work early morning shifts.
	Equality & Accessibility	✓✓	This option will aim to increase accessibility by responding to changes in demand and opening up opportunities to those who would not be able to travel due to the limited existing hours of Subway operation. This will improve accessibility to jobs in the night time or early morning economy for all users and it likely to predominately help those who do not have access to a private vehicle and rely on public transport. The Subway modernisation plan is currently underway which will improve physical access at the majority of stations, combined with an improved service plan, physical access will be significantly improved across the network
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
A new Subway Service Plan will improve and encourage the use of public transport services, leading to reduced car dependency and transport emissions for those within the Subway's catchment. Whilst the units are electric powered, emissions will be created at the point of electricity generation			
Strategy Objective 2: 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			✓
A new Subway Service Plan will improve accessibility and availability of services through allowing the system to respond dynamically to real time changes in demand and open up opportunities for changes to existing operating hours.			

11-Attractiveness of Public Transport

Option 109	New Subway service plan (following completion of Subway Modernisation)	
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓
Due to the constrained geographic reach of the Subway, this option will only directly improve connections to Glasgow Queen Street Station which itself is a regional hub.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys, albeit any subway journey will also involve an element of walking.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
A new Subway Service Plan will improve and encourage the use of public transport services, making public transport a desirable and convenient travel choice for those within the Subway's catchment.		
Equalities Duties		✓
Public Sector Equalities	Improved subway operation and opening times would have some benefits for users in existing catchment areas including those with protected characteristics and it may bring some benefits to people with socio-economic disadvantage. No direct relevance for island communities.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	The new Subway Service Plan would be funded by Strathclyde Partnership for Transport (SPT) and assumed to have support from Transport Scotland and the Scottish Government. SPTs funding comes from partner authorities and as such they will make an indirect contribution	
Spatial Context		
The scope of this initiative would be limited to the Glasgow Subway and potentially interchange connections to the Subway.		
Rationale for Selection or Rejection		
The Glasgow Subway is a critical piece of transport infrastructure at the heart of the region and this option should be retained as part of the Regional Transport Strategy.		

12-Public Transport Ticketing and Information, Including MaaS

Option 64		A regional framework for Mobility as a Service – option to develop a framework for the development and delivery of MaaS in the region				
Summary		Option to develop and roll out Mobility as a Service across the region				
Rationale / linkage to problem		<p>Mobility as a Service presents opportunities for a data-led understanding of where service gaps exist and provide a more flexible, simplified and user-focused transport service. MaaS has the potential to reduce inequalities of access to transport through opening up access to a wider range of transport options, achieving a more integrated transport system from the passenger perspective, and helping users identify their best value options.</p> <p>There are key equality challenges that will need to be addressed including:</p> <ul style="list-style-type: none"> • Potential to exclude people who do not have access to financial, technical or digital products necessary to participate in MaaS such as a bank account, digital connectivity and/or a smartphone; • Delivering passenger assistance during journeys, including whilst interchanging between modes or operators; • Ensuring all services within a MaaS scheme are accessible; • Building accessibility needs into the journey planning criteria; and • Encouraging development of MaaS in rural and remote areas. <p>This option aims to build upon the evidence from MaaS investment fund projects, to investigate the governance and integration challenges to a comprehensive MaaS offering in the region and identify key assets that can be built upon to propose an approach to MaaS in the region.</p>				
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	✓
Delivery		MaaS by its very nature is the bringing together of technology, transport services and operators to provide the mobility service. It is therefore assumed that while SPT could lead on coordination and development, this will require buy in from public transport operators, technology providers and potentially local authorities to appropriately deliver.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		There are various potential barriers to implementing this option. MaaS would require investment in technology for booking systems. It should also be deployed with caution as some people may not have access to app-based technology and / or be computer literate. Ensuring that the				

12-Public Transport Ticketing and Information, Including MaaS

Option 64		A regional framework for Mobility as a Service – option to develop a framework for the development and delivery of MaaS in the region	
		MaaS booking platform does not isolate some potential users will require organisation between SPT and other associated groups.	
Affordability		This option is likely to require major investment in technology.	
Public Acceptability		There may be some resistance from the public if the deployment of MaaS is unclear, uncoordinated, or completely dependent on app-based technology. However, if MaaS provides measurable benefits the public will likely quickly support	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Cycling • Public transport • Taxis and shared transport 	
Political Considerations		The concept of MaaS will be supported. However, some opposition may be expected dependent on levels of investment required.	
STAG Criteria	Environment	O-✓	The implementation of a regional framework for MaaS may encourage public transport use and/or more efficient use of transport options if maas makes these modes easier to access and use. This would potentially have beneficial impacts through improved air quality where overall levels of car travel declined. However, there is some uncertainty around transport outcomes for MaaS and it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels. It is unlikely that there would be wider environmental implications.
	Climate Change	O-✓	The implementation of a regional framework for MaaS may encourage public transport use and/or more efficient use of transport options if maas makes these modes easier to access and use. This would potentially have beneficial impacts through reduced greenhouse gas emissions where overall levels of car travel declined. However, there is some uncertainty around transport outcomes for MaaS and it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions.
	Health, Safety & Wellbeing	✓	MaaS has the potential to offer more flexible transport services. Notably, this can include providing services for people who require additional transport requirements such as the disabled and the elderly. Therefore, MaaS may provide a safer and reliable transport option for them as it is more able to adapt to their needs. There could be health benefits from improved air quality where overall car travel declined.
	Economy	O	MaaS is unlikely to have direct impacts upon the economy.
	Equality & Accessibility	x - ✓✓	MaaS does not rely on people owning their own vehicle and therefore improves accessibility by offering a variety of transport modes for people to suit their journey. A potential disbenefit could be if booking systems are primarily operated via app-based technology which would be less accessible by people who do not own smart devices or cannot easily use them e.g., the elderly. However, this is dependent on how MaaS is deployed.

12-Public Transport Ticketing and Information, Including MaaS

Option 64	A regional framework for Mobility as a Service – option to develop a framework for the development and delivery of MaaS in the region	
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓
A Regional Framework for MaaS will aim to encourage people to travel efficiently and sustainably, leading to reduced car dependency and transport emissions in the region.		
Strategy Objective 2: 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		✓
A Regional Framework for MaaS will aim to facilitate access to a wider range of transport options. This will increase travel opportunities, leading to more transport options, which will ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓
MaaS should result in a wider public transport reach meaning people can easier get to key economic centres and transport hubs..		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
This option should make it easier to make public or shared transport journeys		
Equalities Duties		✓ / ?
Public Sector Equalities	Dependent on how it is implemented, MaaS has the potential to reduce inequalities of access to transport through opening up access to a wider range of transport options, achieving a more integrated transport system from the passenger perspective, and helping users identify their best value options.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing	No significant impacts predicted for children and young people.	
SEA	See specific Environmental report	
Funding	Currently Transport Scotland provide the <ul style="list-style-type: none"> • MaaS Investment Fund (MIF), Transport Scotland – funding to provide digital access to travel information so people can be better informed about different ways to plan, undertake and pay for journeys. 	
Spatial Context		
It is expected that MaaS will be explored regionally		
Rationale for Selection or Rejection		
MaaS is a relatively new concept and Transport Scotland has made funding available to explore and introduce elements. SPT should retain this as a potential measure within the RTS.		

Option 90	Enhance provision of real time passenger information	
Summary	Provision of real time passenger information at bus stops and hubs across the region.	

12-Public Transport Ticketing and Information, Including MaaS

Option 90		Enhance provision of real time passenger information				
Rationale / linkage to problem		There is a need to increase provision of real time passenger information at transport hubs and ensure systems and infrastructure are maintained to improve integration.				
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver	
Delivery		SPT on behalf of constituent councils work with bus operators to provide real time passenger information. SPT control the back office in house and have contracts agreed with providers to provide display screens at stops and hubs				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		SPT currently provide this service at key stops and hubs across the region. As the system is in place there should be no significant technical challenges in its expansion. Many people now use App based information rather than relying on stop-based information however so this option may become less relevant over time.				
Affordability		SPT have framework contracts in place with appropriate vendors to provide display screens at hubs. SPT work with Local Authorities to provide these facilities at a discounted rate				
Public Acceptability		It is likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Make better use of existing capacity 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport 				
Political Considerations		It is likely this proposal would be widely supported				
STAG Criteria	Environment	○	Enhancing the provision of real time passenger information in the region would encourage increased use of public transport at the margin as the passenger experience would be improved for some. This would potentially have beneficial impacts through overall improved air quality - however, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and the environment.			
	Climate Change	○	Enhancing the provision of real time passenger information in the region would encourage increased use of public transport at the margin as the passenger experience would be improved for some. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions.			
	Health, Safety & Wellbeing	○	Enhancing the provision of real time passenger information in the region would encourage increased use of public transport at the margin as the passenger experience would			

12-Public Transport Ticketing and Information, Including MaaS

Option 90		Enhance provision of real time passenger information	
			be improved for some. This would reduce overall traffic volumes and make the road network safer for all users. There may also be positive health benefits from improved air quality. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels.
	Economy	✓	Enhancing the provision of real time passenger information in the region would improve the efficiency of using public transport services for some and likely reduce journey times (through reduced 'redundant' time spent waiting at stops).
	Equality & Accessibility	○-✓	Enhancing the provision of real time passenger information in the region is unlikely to have an impact on the public transport network coverage in the area. However, the implementation of this option would particularly benefit protected groups who are more likely to rely on public transport services.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
Enhanced provision of real time passenger information will help make public transport more attractive which could lead to reduced car dependency and transport emissions in the region. Impacts are not anticipated to be significant.			
Strategy Objective 2: 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			✓
Enhanced provision of real time passenger information at transport hubs and stops will make public transport seem more attractive and help with interchange. As public transport becomes easier to use and trust, more people will look to use it for everyday journeys			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○-✓
This option will not provide any new connections to hubs or economic centres, but it will allow people confidence to use services knowing when they will arrive			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will have no impact upon walking, cycling and wheeling.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓
Enhanced provision of real time passenger information will make it easier for people to use public transport, providing confidence on vehicle arrival and departure time, making this a desirable and convenient travel choice for more people			
Equalities			✓✓✓
Public Sector Equalities	Implementation of improved travel information and journey planning would contribute strongly to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with disabilities and elderly people. Benefits would also accrue for people travelling to/from islands.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	SPT and Local Authorities currently fund the system in place across the region although this is reliant upon operators installing appropriate equipment on their vehicles. It is assumed that SPT, Local Authorities and operators will all be required to contribute as this option develops		
Spatial Context			

12-Public Transport Ticketing and Information, Including MaaS

Option 90	Enhance provision of real time passenger information
This is a regionwide option however it should be noted that it is currently in operation on core bus corridors. This option therefore seeks to further roll out real time information systems. Areas will be identified by SPT, Local Authorities and bus operators.	
Risk and Uncertainty	
The availability of app-based real time information may undermine the requirement for at-stop installations over time.	
Rationale for Selection or Rejection	
This option is further rolling out current real time passenger information systems across the region. This option should be retained as part of the RTS.	

Option 117	ZoneCard modernisation					
Summary	This option is to modernise the Zonecard system allowing it to be fully smart. It is expected that the existing fare and operator structure will need revised in order to provide a fit for purpose ticket which is responsive to the needs of users.					
Rationale / linkage to problem	ZoneCard is a multi-operator, multi-modal transport ticket covering bus, rail, Subway and ferry services in the SPT region. The ZoneCard ticketing arrangement has been in existence for around 30 years and is administered by SPT on behalf of the participating operators. ZoneCard is governed through a Forum of the main operators (including a representative of smaller operators). Due to its existing coverage in terms of geography, modes and operators and mature governance structure, a fully modernised 'smart' ZoneCard is a key integration opportunity for the region. Currently, there is work underway to simplify the complex Zone structure as a first step in fully modernising the ticket. This option is to develop fully modernised ZoneCard to facilitate more integrated multi-operator, multi-modal journeys.					
Action or Policy to support	Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		
Delivery	SPT administer the Zonecard and would take responsibility for delivery of a modernised product.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	Zonecard has been in existence for over 30 years. Modernisation of the project will be entirely feasible, and it is expected to bring about cost efficiencies and savings for SPT and service users. In order to modernise, SPT will require to work with public transport operators to set appropriate fare levels and ensure any new ticketing infrastructure is compatible across the network.					
Affordability	Operators have been part of the Zonecard scheme for over 30 years. While modernisation of the product may require different levels of financial commitments from operators, this would have to be explored and agreed during development. SPT would look to provide funding for this from its budget which is part financed by member local authorities.					
Public Acceptability	It is highly likely that the implementation of this option would be supported by the public.					

12-Public Transport Ticketing and Information, Including MaaS

Option 117		ZoneCard modernisation	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reducing the need to travel unsustainably Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		Generally this option would be supported unless there were significant additional costs or expectations on operators and local authorities to provide additional finance.	
STAG Criteria	Environment	○- ✓	Zonecard modernisation may encourage public transport use across different modes in the region. This would potentially have beneficial environmental impacts through improved air quality. However impacts are not predicted to be significant as a stand-alone measure.
	Climate Change	○- ✓	Zonecard modernisation may encourage public transport use across different modes in the region. This would potentially have beneficial impacts through some reduction in greenhouse gas emissions. Beneficial impacts are not predicted to be significant as a stand-alone measure.
	Health, Safety & Wellbeing	○- ✓	Zonecard modernisation may encourage public transport use which improves the safety of the road network for all users. However, as modal shift is not expected to be significant, the impact will be minimal.
	Economy	○- ✓	Zonecard modernisation may encourage public transport use and make journeys more seamless. This could reduce traffic volumes and journey times. Although, it is unlikely that modal shift will be substantial and therefore the impact will be minimal.
	Equality & Accessibility	✓	This option is unlikely to have an impact on the public transport network coverage in the region. Modernisation will improve the integration of ticketing and fares can enhance the accessibility to public transport services as journeys are easier to undertake for various user groups, particularly those that might experience difficulties in making more complicated journeys.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Modernisation of the ZoneCard will encourage multi-modal journeys to be made through sustainable travel modes/means of bus, rail, Subway and ferry services. This will lead to a reduction of car-related transport emissions in the region.			
Strategy Objective 2: 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		✓✓	
Modernisation of the ZoneCard will improve the affordability of multi-modal journeys made through bus, rail, Subway and ferry services. This will increase travel choices and lead to ensure everyone can get to town centres, jobs, education, healthcare and other everyday needs			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
This option in itself will not provide any new direct transport links.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○	

12-Public Transport Ticketing and Information, Including MaaS

Option 117	ZoneCard modernisation		
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓
Modernisation of the ZoneCard encourages public transport use by improving the integration between bus, rail, Subway and ferry services. This will make public transport a more desirable and convenient travel choice for everyone.			
Equalities Duties			✓✓
Public Sector Equalities	Improved integration of ticketing and fares would have beneficial impacts from more accessible public transport helping people with some disabilities and other groups such as elderly people to better plan and undertake journeys, particularly those involving interchange. Benefits would also be predicted for lower income families and island communities.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Funding to modernise the ZoneCard would need to be sought from SPT and potentially Scottish Government. The following may provide a potential funding stream <ul style="list-style-type: none"> • Smart Pay Grant Fund, Transport Scotland – financial support is open to transport operators, Local Authorities and Regional Transport Partnerships that provide commercial bus services to the public in Scotland to upgrade their services to accept contactless smart payments and support licence fees for this service. 		
Spatial Context			
This would be a region wide intervention covering as many modes and operators as possible.			
Rationale for Selection or Rejection			
The Zonocard modernisation project is already underway and there are opportunities to build on the current project to further improve the integrated ticketing offer in the region. This option should be retained as part of the RTS.			

Option 118	Enhanced Smart and integrated ticketing for the region (e.g. tap on/tap off)		
Summary	This option is to improve the provision of Smart, fully integrated ticketing across the region.		
Rationale / linkage to problem	Current ticketing products and arrangements in the region do not yet provide a fully smart, integrated solution to enable seamless travel from the passenger perspective. This was highlighted by stakeholders who felt that ticketing arrangements across public transport modes in the region are too complex for travellers and do not facilitate joined up journeys. It was noted that ZoneCard is not yet available in smart format. It was also noted that tourist-based ticketing is well behind cities like Copenhagen and Berlin where integrated travel SmartCards are available at airports, stations and travel hubs, actively marketed at the point of visitor bookings and linked to discounts for visitor attractions and facilities.		
Action or Policy to support	Action – SPT develop and deliver	✓	Policy – SPT support, others deliver

12-Public Transport Ticketing and Information, Including MaaS

Option 118		Enhanced Smart and integrated ticketing for the region (e.g. tap on/tap off)				
Delivery		While SPT will be able to develop their own ticketing products, this will require close working with public transport operators to ensure consistency and integration				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		New Smart products will be entirely feasible and are expected to bring about cost efficiencies and savings for SPT and service users. In order to develop these products, SPT will require to work with public transport operators to set appropriate fare and subsidy levels and ensure any new ticketing infrastructure is compatible across the network. Revenue apportionment and complex fare capping will have to be built into the product which raises challenges itself.				
Affordability		The affordability of this option would depend on the scale of the aspiration, and the implications for fares revenue. Any fall in revenue to operators as a result of e.g., complex fares-capping may require compensation. There may also be significant back-office and onboard equipment costs.				
Public Acceptability		It is highly likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reducing the need to travel unsustainably Maintaining and safely operating existing assets 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 				
Political Considerations		Generally this option would be supported although it would be complex to implement in the current multi-operator environment.				
STAG Criteria	Environment	✓	Enhanced smart and integrated ticketing for the region would encourage public transport use across different modes in the region at the expense of the car. This would potentially have beneficial environmental impacts through improved air quality etc.			
	Climate Change	✓	Enhanced smart and integrated ticketing for the region would encourage public transport use across different modes in the region at the expense of the car. This would potentially have beneficial impacts through reduced greenhouse gas emissions.			
	Health, Safety & Wellbeing	✓	Enhanced smart and integrated ticketing for the region may encourage public transport use which improves the safety of the road network for all users.			
	Economy	✓	Enhanced smart and integrated ticketing for the region would encourage public transport use and make journeys more seamless. This could reduce traffic volumes and reduce journey times for remaining road users. Costs to public transport users would fall.			
	Equality & Accessibility	✓	While enhanced smart and integrated ticketing for the region is unlikely to have an impact on the network coverage in the region, it could enhance the accessibility to public transport services as journeys are easier to undertaken for various			

12-Public Transport Ticketing and Information, Including MaaS

Option 118	Enhanced Smart and integrated ticketing for the region (e.g. tap on/tap off)	
		user groups, particularly those that might experience difficulties in making more complicated journeys.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓
Enhanced smart and integrated ticketing will encourage multi-modal journeys to be made through sustainable travel modes/means of bus, rail, Subway and ferry services at the expense of the car. This will lead to a reduction of transport emissions in the region.		
Strategy Objective 2: 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		✓✓
Enhanced Smart and integrated ticketing will improve the accessibility and affordability of multi-modal journeys made through bus, rail, Subway and ferry services. This will increase travel choices, leading to ensure more people can get to town centres, jobs, education, healthcare and other everyday needs		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
While this option in itself will not provide any new direct transport links.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓✓
Enhanced smart and integrated ticketing encourages public transport use by improving the integration between bus, rail, Subway and ferry services. This will make public transport a more desirable and convenient travel choice for everyone.		
Equalities Duties		✓✓
Public Sector Equalities	Improved integration of ticketing and fares would have beneficial impacts from more accessible public transport helping people with some disabilities and other groups such as elderly people to better plan and undertake journeys, particularly those involving interchange. Benefits would also be predicted for lower income families and island communities.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	<p>Funding new smart ticketing products would need to be sought from SPT and potentially the Scottish Government. The following may provide a potential funding stream</p> <ul style="list-style-type: none"> • Smart Pay Grant Fund, Transport Scotland – financial support is open to transport operators, Local Authorities and Regional Transport Partnerships that provide commercial bus services to the public in Scotland to upgrade their services to accept contactless smart payments and support licence fees for this service. 	
Spatial Context		
This would be a region wide intervention covering as many modes and operators as possible.		
Rationale for Selection or Rejection		
SPT should retain this option as part of the RTS, ensuring ticketing systems are modernised.		

12-Public Transport Ticketing and Information, Including MaaS

13-Bus Governance-Models

Option 56		Transport (Scotland) Act 2019 provisions for local bus – options for franchising, municipal bus companies and Bus Service Improvement Partnerships			
Summary		This option is the consideration of various bus governance models which are now available under the 2019 Transport Act. This includes direct operation of services by local transport authorities, developing franchising frameworks and developing bus service improvement partnerships. This option can only be appraised at a high level at this stage as specific models have not yet been committed to by the partnership.			
Rationale / linkage to problem		Bus services are used disproportionately by women, younger, older and disabled people, black and minority ethnic people, socio-economically disadvantaged people, and people living in rural areas who do not have access to a car. This means the affordability and availability of bus services are important to advancing equality and tackling socio-economic inequalities. The Transport (Scotland) Act 2019 sets out provisions for local transport authorities to improve bus services and networks in their area. This is a key opportunity for the region to facilitate a bus network that meets the needs of all residents and support the achievement of wider policy objectives for equality and inclusive economic growth and tackling socio-economic & health inequalities and poverty.			
Action or Policy to support		Action – SPT develop and deliver	✓	Policy – SPT support, others deliver	
Delivery		This option would largely rely on SPT and constituent local authorities to be delivered in co-ordination with Transport Scotland and bus operators.			
Type of Option	Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		The Transport Act 2019 introduces new powers which SPT would be able to use to alter the current bus delivery model - however to date these have not yet been used which represents a risk. SPT is currently undertaking a study on how the various measures could / should be implemented.			
Affordability		Should SPT take on the role of operations or management, e.g. franchising, bringing services in-house or any of the newer powers, there will be significant financial as well as organisational implications. These will be defined during business case development work which will be required before any transfer of ownership/control. It should also be noted that due to the COVID19 Pandemic, many services are anticipated to require additional levels of subsidy, at least in the short / medium term.			
Public Acceptability		The public would likely be supportive of improved bus services and networks in the area, there is currently a high profile interest group promoting bringing bus services under public ownership which			

13-Bus Governance-Models

Option 56		Transport (Scotland) Act 2019 provisions for local bus – options for franchising, municipal bus companies and Bus Service Improvement Partnerships	
		appears to have a healthy support from both the public and a number of elected officials.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport 	
Political Considerations		Bus operators will likely oppose measures which bring operations under public ownership and political support may rest on likely financial commitments and any expected benefits.	
STAG Criteria	Environment	O - ✓	This option will give SPT the opportunity to improve bus services and networks in their area which will encourage bus use. This would potentially have beneficial environmental impacts through improved air quality and reduced roadside noise from traffic etc. This would be offset somewhat by noise and emissions from additional bus km.
	Climate Change	✓-✓✓	This option will give SPT the opportunity to provide enhanced bus services and networks encouraging bus use and can reduce the use of private cars. This would potentially have beneficial impacts through reduced greenhouse gas emissions. This level of impact would depend on the balance of any additional emissions from new bus-km and the reduction in emissions through modal shift from car. Moderate beneficial impacts could result in corridors where there was a material change in traffic levels.
	Health, Safety & Wellbeing	✓	Greater coverage of services, and likely more direct services, would remove or reduce the need to interchange. As security at bus stops is often cited as a concern, this would at least lead to a perceived benefit. Improvements in bus services may however lead to a shift from active travel, which could have a detrimental effect on health.
	Economy	✓-✓✓	The option affords SPT the ability to enhance bus services and connectivity which could reduce journey times by bus generating TEE benefits. Any mode shift from car would reduce traffic levels providing TEE benefits to remaining road users, including commercial vehicles. This option may also increase access to employment locations, and education and training centres across the region, which would have an economic benefit if it results in a more skilled workforce and a better match between skills and jobs in the labour market.
	Equality & Accessibility	✓✓✓	As noted above, the Transport Act is a key opportunity for the region to facilitate a bus network that meets the needs of all residents and support the achievement of wider policy objectives for equality and inclusive economic growth and tackling socio-economic & health inequalities and poverty.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Provisions for SPT to improve bus services and networks and importantly specify the quality of vehicles in their area will encourage bus use and should lead to a reduction of transport emissions in the region, this depends on the balance of any new bus emissions versus car-km removed through mode shift.			

13-Bus Governance-Models

Option 56	Transport (Scotland) Act 2019 provisions for local bus – options for franchising, municipal bus companies and Bus Service Improvement Partnerships	
Strategy Objective 2: 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		✓✓✓
Options within the Transport Act will allow SPT to improve bus services and networks in the area which meets the needs of all residents. SPT will have the ability to specify service routes and patterns. Widening the reach of local bus services and networks will improve the access (assuming suitable buses) and availability (i.e., coverage) of services, ensuring more people can get to city and town centres, jobs, training / education, healthcare and other everyday needs		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓✓
The Transport Act allows for SPT to improve bus services and networks in their area. This will if targeted effectively, provide improved links to regional and inter-regional transport hubs. This provides those key connections outwith the region, albeit with the requirement to interchange.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys. There would be a balance between additional walking brought about by car to bus switchers and reduced walking/cycling associated with switching from active travel to bus.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
Provisions for SPT to improve bus services and networks in their area will encourage bus use, making public transport a desirable travel choice for residents and visitors.		
Equalities		✓✓✓
Public Sector Equalities	Enhanced bus services and networks will have beneficial impacts on people with a range of protected characteristics and for those with socio-economic disadvantage, giving better choices and opportunities to access jobs and services. Benefits would be predicted similarly on the islands and for children and young people.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is not yet clear how individual provisions within the Transport Act will be funded however SPT are currently undertaking a review of the Act to understand implications.	
Spatial Context		
This project is assumed to be regionwide through, however SPT may choose to target individual areas in the same way that localized bus networks are provided across the region. Individual bus network would be assigned based upon need, identified through the connective and deprivation audit, alongside our analysis of transport services and demand on each of the identified corridors as well as considering current bus operations within each area.		
Rationale for Selection or Rejection		
SPT should further develop this option as part of the delivery of the RTS.		

14-Demand Responsive Transport, Community Transport & Total Transport

Option 9	“Total Transport” approach and initiatives – options to integrate transport services in geographic areas that are currently commissioned by different government agencies and delivered by different operators, such as non-emergency patient transport, socially necessary bus services, adult social care transport and home to school transport.					
Summary	This option is the development of a co-ordinated approach to delivery of transport services. This will include public, private and third sector bodies to align services and demand.					
Rationale / linkage to problem	‘Total Transport’ aims to integrate transport services in a geographic area that are currently commissioned by different government agencies and delivered by different operators, such as non-emergency patient transport, socially necessary bus services, adult social care transport and home to school transport. This allows existing resources to be allocated and co-ordinated more efficiently to achieve an improved level of service for passengers at a lower or similar overall cost.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	This option will require significant participation from a large number of organisations across a variety of sectors					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	✓
Feasibility	While SPT could develop the Total Transport Approach, this will require all partner authorities, public transport operators, health boards and the third sector involved throughout development. Creating this integrated approach will be the biggest feasibility challenge and ensuring all parties participate for the wider benefit will be crucial.					
Affordability	Developing the approach, while complex, should not represent a major expense. Presumably, if the approach is considered appropriately, there should be financial savings to be realised across the sector, or more could be delivered for the same cost.					
Public Acceptability	The public is unlikely to object to this option.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Make better use of capacity 					

14-Demand Responsive Transport, Community Transport & Total Transport

Option 9	“Total Transport” approach and initiatives – options to integrate transport services in geographic areas that are currently commissioned by different government agencies and delivered by different operators, such as non-emergency patient transport, socially necessary bus services, adult social care transport and home to school transport.		
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Public Transport • Taxis & shared transport 		
Political Considerations	It is expected that this option will broadly be supported, particularly if efficiencies and service levels can be realised through better integration.		
STAG Criteria	Environment	<input type="radio"/>	Implementation of a ‘total transport’ approach would be a mainly organisation change and would not be likely to have any material impact on the supply side and therefore travel behaviour.
	Climate Change	<input type="radio"/>	Implementation of a ‘total transport’ approach would be a mainly organisation change and would not be likely to have any material impact on the supply side and therefore travel behaviour.
	Health, Safety & Wellbeing	<input checked="" type="checkbox"/>	Implementation of a ‘total transport’ approach would be a mainly organisation change and would not be likely to have any material impact on the supply side and therefore travel behaviour. There may be some improvement in the services provided to some groups.
	Economy	<input type="radio"/>	Implementation of a ‘total transport’ approach would be a mainly organisation change and would not be likely to have any material impact on the supply side and therefore travel behaviour.
	Equality & Accessibility	<input checked="" type="checkbox"/>	Implementation of a ‘total transport’ approach would be a mainly organisation change and would not be likely to have any material impact on the supply side and therefore travel behaviour. There may be some improvement in the services provided to some groups.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			<input type="radio"/>
No significant impact			
Strategy Objective 2: 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			<input checked="" type="checkbox"/>
Total Transport approach and initiatives will integrate transport services and improve accessibility, for some groups.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			<input type="radio"/>
No significant impact			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			<input type="radio"/>
No significant impact			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			<input checked="" type="checkbox"/>
This option will increase the reach of transport services providing an improved service for some groups.			
Equalities Duties			<input checked="" type="checkbox"/>

14-Demand Responsive Transport, Community Transport & Total Transport

Option 9	“Total Transport” approach and initiatives – options to integrate transport services in geographic areas that are currently commissioned by different government agencies and delivered by different operators, such as non-emergency patient transport, socially necessary bus services, adult social care transport and home to school transport.
Public Sector Equalities Island Communities Fairer Scotland Child Rights & Wellbeing	Implementation of a ‘total transport’ approach would contribute to beneficial equalities outcomes through reduction of disadvantage (including socio-economic disadvantage) for protected groups, particularly for people with disabilities, children and elderly people. Island communities would also particularly benefit.
SEA	See specific Environmental report
Funding	Funding would be complicated given the number of different parties currently delivering (and therefore funding) these services. These funds may have to be diverted to a common ‘pot’ which may be complicated. A total transport approach would no doubt require financial assistance to organise and provide however if appropriately integrated, it is possible that operational savings could be made whilst providing an increased range of transport services. It is expected that SPT would be required to fund the initial study and business case, this would then provide clarity on levels of cost and any subsidies required.
Spatial Context	
This is a regionwide policy	
Rationale for Selection or Rejection	
Total Transport is a concept which if designed appropriately, could combine services across sectors, realising efficiencies in the provision of these. The RTS should consider an initial study on what this would entail, likely benefits and costs involved.	

Option 37	Support role of Community Transport in providing access to healthcare
Summary	This option focusses on SPT working with Community Transport providers and NHS boards to provide improved access to healthcare including increasing visibility of the role that CT already plays in delivering access to healthcare and the potential to unlock cross-sector budgets and support to further facilitate this role.

14-Demand Responsive Transport, Community Transport & Total Transport

Option 37		Support role of Community Transport in providing access to healthcare				
Rationale / linkage to problem		Some Community Transport operators in the region are providing an increasingly important role in providing transport to hospital, but there is limited or inconsistent recognition and wider support for this on a cross-sector basis and across central, regional and local agencies. There also continues to be a lack of a fully co-ordinated approach to integrating all existing and potential hospital transport services and ensuring people have the right information to access them.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		Whilst SPT can be involved in a support role, delivery will fall to individual CT organisations and if appropriate NHS boards				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		Community transport is often voluntary and while SPT may have oversight, they do not have statutory powers. SPT would require to work with CT providers and NHS health boards to identify roles, responsibilities and which services are within scope.				
Affordability		Health boards have specific arrangements in place to provide access to hospitals and essential services, it is assumed that this option may allow better use of existing funding, more efficiencies and benefits for all users.				
Public Acceptability		There is also a certain level of uncertainty surrounding the future demand for Community Transport due to COVID-19 and an unwillingness to share services with people due to the risk of infection.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Make better use of existing capacity 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Taxis and shared transport 				
Political Considerations		It is expected that this intervention will be supported, particularly if operational benefits can be realised				
STAG Criteria	Environment	○	At the margin, supporting the role of CT in providing access to healthcare may reduce the use of private vehicles with very modest environmental benefits, although this would depend on the type of vehicle used by the CT provider.			
	Climate Change	○	At the margin, supporting the role of CT in providing access to healthcare may reduce the use of private vehicles with very modest impacts on carbon emissions, although this would depend on the type of vehicle used by the CT provider.			

14-Demand Responsive Transport, Community Transport & Total Transport

Option 37		Support role of Community Transport in providing access to healthcare		
	Health, Safety & Wellbeing	✓	Community transport services can provide safe and secure travel for people, especially vulnerable users such as people with disabilities or the elderly. This will also have beneficial impacts to the general wellbeing of users.	
	Economy	○	At the margin, this measure may reduce the number of missed health appointments which would be a benefit to the NHS.	
	Equality & Accessibility	✓✓	Community transport improves the accessibility of public transport to essential services such as health care – providing services to those who may not have another option. This is particularly beneficial in rural and remote areas where traditional public transport services are often unsustainable. In addition, it benefits vulnerable groups including those who do not have access to car. Some services may be tailored to those with disabilities or the elderly which can enhance their social inclusion via improved access to local amenities	
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○	
No significant impact				
Strategy Objective 2: 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			✓	
CT activities aimed at improving access to healthcare will be of benefit to recipients of these services.				
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○	
No significant impact				
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○	
No significant impact				
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○	
No significant impact				
Equalities			✓✓✓	
Public Sector Equalities	Island Communities	Fairer Scotland	Child Rights & Wellbeing	Improved community transport to provide better access to health care would contribute strongly to beneficial equalities outcomes through reduction of disadvantages for protected groups, particularly for people with disabilities and elderly people. Benefits would also accrue for people travelling to/from islands to access health services.
SEA	See specific Environmental report			
Funding	<p>Most transport-related funding in Scotland is provided by the Scottish Government through Transport Scotland.</p> <p>A specific scheme available for this option includes:</p> <ul style="list-style-type: none"> • Network Support Grant, Transport Scotland – discretionary grant that subsidises commercial and community bus routes <p>Funding is also available through third sector organisations operating in the SPT area:</p>			

14-Demand Responsive Transport, Community Transport & Total Transport

Option 37 Support role of Community Transport in providing access to healthcare	
	<ul style="list-style-type: none"> Community Transport Glasgow (CTG) – offers adapted transport services to two NHS, SPT and New Tannahill Centre through its own resources and repurposed funding.
Spatial Context	
It is anticipated that this option will be region wide however will depend upon available CT organisations and NHS health boards for participation	
Rationale for Selection or Rejection	
This intervention could lead to improve accessibility to healthcare, particularly for more vulnerable groups. This option should be considered further.	

Option 38 Development and enhanced capacity building & resilience of Community Transport Network							
Summary	This option is to consider how SPT can better support the funding and organisation of Community Transport, providing a co-ordinated approach to key CT services, particularly those to healthcare. The option will build capacity and resilience of services.						
Rationale / linkage to problem	In the SPT region, 18 Community Transport operators provide a diverse range of transport activities designed around community needs. These include volunteer car-sharing schemes to assist older or disabled persons in attending healthcare appointments. CT services also include timetabled local services in rural or disadvantaged communities where transport needs are not met by traditional public transport. Discussion with CTA Scotland identified challenges including the need for better access for operators to smaller, wheelchair accessible vehicles and minibuses; support for sustaining and scaling up operations to meet specific community needs; and improving integration with local public transport services & networks. Previous research in England has found that volunteer transportation systems can more easily serve older and disabled people due to higher client engagement, lower costs and higher user familiarity with the service providers.						
Action or Policy to support	<table border="1"> <tr> <th>Action – SPT develop and deliver</th> <th>Policy – SPT support, others deliver</th> </tr> <tr> <td></td> <td>✓</td> </tr> </table>	Action – SPT develop and deliver	Policy – SPT support, others deliver		✓		
Action – SPT develop and deliver	Policy – SPT support, others deliver						
	✓						
Delivery	While SPT can support, Community Transport is largely voluntary and relies upon individual communities and groups to lead						
Type of Option	<table border="1"> <tr> <td>Capital (e.g., infrastructure)</td> <td>Revenue (e.g., bus subsidies)</td> <td>Policy & Regulatory (e.g., Low Emission Zones)</td> </tr> <tr> <td></td> <td></td> <td>✓</td> </tr> </table>	Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)			✓
Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)					
		✓					
Focus	<table border="1"> <tr> <td>Region Wide</td> <td>Network Measures</td> <td>Measures Targeted at Specific Groups</td> </tr> <tr> <td>✓</td> <td></td> <td>✓</td> </tr> </table>	Region Wide	Network Measures	Measures Targeted at Specific Groups	✓		✓
Region Wide	Network Measures	Measures Targeted at Specific Groups					
✓		✓					
Feasibility	SPT would require to work with CT providers and various sectors to identify roles, responsibilities and services. Similarly, if resilience is to be improved then networks and participating sectors need to be						

14-Demand Responsive Transport, Community Transport & Total Transport

Option 38		Development and enhanced capacity building & resilience of Community Transport Network	
		involved to standardise operations. This is feasible but will require significant efforts across multiple bodies	
Affordability		Expanding CT networks and standardising across sectors will require initial costs however, it is assumed that this option may allow better use of existing funding, more efficiencies and benefits for all users.	
Public Acceptability		There is also a certain level of uncertainty surrounding the future demand of Community Transport due to COVID-19 and an unwillingness to share services with people due to the risk of infection.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Taxis and shared transport • Private car 	
Political Considerations		It is expected that this intervention will be supported, particularly if operational benefits can be realised however issues may arise if additional funding is required from SPTs member authorities or any third parties	
STAG Criteria	Environment	○	At the margin, supporting the role of CT in providing access to healthcare may reduce the use of private vehicles with very modest environmental benefits, although this would depend on the type of vehicle used by the CT provider.
	Climate Change	○	At the margin, supporting the role of CT in providing access to healthcare may reduce the use of private vehicles with very modest impacts on carbon emissions, although this would depend on the type of vehicle used by the CT provider.
	Health, Safety & Wellbeing	✓	Community transport services can provide safe and secure travel for people, especially vulnerable users such as people with disabilities or the elderly. This will also have beneficial impacts to the general wellbeing of users.
	Economy	○	At the margin, this measure may reduce the number of missed health appointments which would be a benefit to the NHS.
	Equality & Accessibility	✓✓	Community transport helps to make transport accessible and allows people to travel to access essential services when otherwise they might not be able to. This is particularly beneficial in rural and remote areas where traditional public transport services are often unsustainable. In addition, it benefits vulnerable groups including those who do not have access to car. Some services may be tailored to those with disabilities or the elderly which can enhance their social inclusion via improved access to local amenities.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
No significant impact			
Strategy Objective 2: 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			✓
CT activities aimed at improving access to healthcare and other services and amenities will be of benefit to recipients of these services.			

14-Demand Responsive Transport, Community Transport & Total Transport

Option 38		Development and enhanced capacity building & resilience of Community Transport Network	
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
No significant impact			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○	
No significant impact			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○	
No significant impact			
Equalities		✓✓✓	
Public Sector Equalities	Improved community transport (and information) to provide better access to services would contribute strongly to beneficial equalities outcomes through reduction of disadvantages for protected groups, particularly for people with disabilities and elderly people. Benefits would also accrue for people travelling to/from islands to access health services.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	<p>Most transport-related funding in Scotland is provided by the Scottish Government through Transport Scotland.</p> <p>A specific scheme available for this option includes:</p> <ul style="list-style-type: none"> • Network Support Grant, Transport Scotland – discretionary grant that subsidises commercial and community bus routes Funding is also available through third sector organisations operating in the SPT area: • Community Transport Glasgow (CTG) – offers adapted transport services to two NHS, SPT and New Tannahill Centre through its own resources and repurposed funding. 		
Spatial Context			
It is anticipated that this option will be region wide however will depend upon available CT organisations, NHS health boards and other relevant sectors for participation			
Rationale for Selection or Rejection			
Increasing Community Transport is a key priority for SPT and as such this option merits further consideration.			

Option 51		Increased capacity, flexibility and coverage of demand responsive services		
Summary	This option is widening the reach of the SPT MyBus service in terms of capacity and coverage to allow more people access, and investigating options for new demand responsive transport services for the region.			
Rationale / linkage to problem	SPT MyBus is a well established demand responsive service covering all parts of the region with both web booking and call centre facilities and utilising up to date journey planning software. This option aims to increase coverage and availability of DRT in the region, building upon existing provision.			
Action or Policy to support	Action – SPT develop and deliver	✓	Policy – SPT support, others deliver	
Delivery	SPT would retain responsibility for this option			

14-Demand Responsive Transport, Community Transport & Total Transport

Option 51 Increased capacity, flexibility and coverage of demand responsive services						
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility	DRT services are administered by SPT through the MyBus programme and as such, increasing availability of the service can be controlled by SPT.					
Affordability	SPT manage the MyBus DRT service and financial reliance will fall to the organisation and their contributing member authorities. It should be noted that MyBus services have seen a 17% reduction in patronage over the period 2015/20 which could impact the viability of any service increases. SPT is currently procuring consultants to undertake an operational overview and recommendations on how best to operate the service in future years.					
Public Acceptability	This option will generally be supported by the public. It should be noted that COVID-19 may cause the public, particularly the elderly and vulnerable to be cautious when using transport modes which involve sharing due to the unknown cleanliness and sanitisation of these services prior to use. This is an important consideration for DRT operations.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Make better use of existing capacity 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Taxis and shared transport 					
Political Considerations	It is expected that this option will be supported however issues may arise if significant additional funding is required from SPTs member authorities or any third parties.					
STAG Criteria	Environment	○	Increasing capacity and coverage of DRT services is not expected to have substantial environmental impacts.			
	Climate Change	○	Increasing capacity and coverage of DRT services is not expected to encourage substantial modal shift or lead to subsequent changes to traffic levels or emissions.			
	Health, Safety & Wellbeing	✓	Increasing capacity and coverage of DRT services improves the safety and security of the transport network particularly for protected groups including people with some disabilities and elderly people. However benefits are not expected to be significant.			
	Economy	✓	This option could support economic activity in remote and rural areas by providing on demand access to public transport services benefiting local businesses.			
	Equality & Accessibility	✓✓✓	Enhancing DRT services will improve access to public transport particularly for protected groups including people with some disabilities and elderly people. This would help reduce social isolation in particular.			
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region						○

14-Demand Responsive Transport, Community Transport & Total Transport

Option 51		Increased capacity, flexibility and coverage of demand responsive services
Increased capacity and coverage of DRT services will reduce individual car use for those who can use the service, leading to reduce transport emissions in the region. The effects are not expected to be substantive.		
Strategy Objective 2: 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		✓✓
Increasing coverage and capacity of DRT will benefit those with limited access to transportation modes/methods. This increases travel opportunities and ensures more people (particularly elderly and vulnerable) can get to town centres, jobs, education, healthcare and other everyday needs.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option does not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
This option does not directly make public transport a desirable travel choice for residents and visitors, however it does make DRT a more feasible choice for those who are eligible.		
Equalities		✓✓✓
Public Sector Equalities	Improved DRT would contribute strongly to beneficial equalities outcomes through reduction of disadvantages for protected groups, particularly for people with disabilities and elderly people who would otherwise experience difficulties with accessing public transport.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Funding for increased DRT services such as MyBus is anticipated to be provided by the Scottish Government through Transport Scotland and then administered through SPT.	
Spatial Context		
It is anticipated that this intervention would be regionwide however SPT may prioritise specific areas as a pilot intervention, or part of a staged roll out. Locations would be prioritised based upon need, existing DRT services and the Connective and Deprivation Audit work which has been undertaken.		
Rationale for Selection or Rejection		
DRT services are critical in parts of the region which are not well served by scheduled public transport. DRT provides options which allow elderly and vulnerable people to access services. This option should be retained within the RTS and viewed alongside SPTs current review of the MyBus service.		

14-Demand Responsive Transport, Community Transport & Total Transport

Option 57		Improved integration between Community Transport, Demand Responsive Transport, and local public transport					
Summary		Option provides improved integration of Community Transport, Demand Responsive Transport, and local public transport to develop a single integrated network of transport services					
Rationale / linkage to problem		The local bus network in the region is extensive with nearly 9 in every 10 households within a 10 minute walk of a bus stop; however, services can be limited or lacking at lower demand time periods and some communities have a very limited service overall. Improving integration of public transport networks and services with Community Transport (CT) and Demand Responsive Transport can improve access for people and communities through better overall coverage and availability, building upon the CT sector's knowledge of local needs.					
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery		As SPT currently has responsibilities for DRT, Community Transport and subsidising bus services, the partnership may be the most appropriate body to provide improved co-ordination across each of these modes. Whilst SPT may be able to lead on strategy and delivery, community transport groups and public transport operators will require to be involved.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide	✓	Network Measures	✓	Measures Targeted at Specific Groups	✓	
Feasibility		There will be no technical challenges to this option. However there will be a requirement to work with different bodies and operators to properly co-ordinate offerings.					
Affordability		It is assumed that this option may offer cost savings across modes if properly planned. However, there are likely to be set-up and administrative costs.					
Public Acceptability		Improved coordination of public transport will be generally supported. COVID-19 may cause the public to be cautious when using transport modes which involve sharing due to the unknown cleanliness and sanitisation prior to use.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Make better use of existing capacity 					

14-Demand Responsive Transport, Community Transport & Total Transport

Option 57		Improved integration between Community Transport, Demand Responsive Transport, and local public transport	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport Taxis and shared transport 	
Political Considerations		Improved coordination of public transport is likely to be supported. Local bus and taxi operators may oppose if they believe the option represents a risk to their commercial interests.	
STAG Criteria	Environment	O-✓	Improved integration of community transport, DRT and local bus services would improve the efficiency of services and encourage increased public transport use. This would potentially have beneficial impacts through improved air quality and reduced roadside noise from road traffic in some areas. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions. It is unlikely that there would be wider environmental implications.
	Climate Change	O-✓	Improved integration of community transport, DRT and local bus services would improve the efficiency of services and encourage increased public transport use. This would potentially have beneficial impacts through reduced greenhouse gas emissions in some areas. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions.
	Health, Safety & Wellbeing	✓	This option can improve the safety and security of transport for users. It would be particularly beneficial for vulnerable users, such as people with disabilities or the elderly. There may be additional minor health benefits from improved air quality.
	Economy	✓	More efficient services may reduce journey times for users and increase opportunities to access key services.
	Equality & Accessibility	✓✓✓	This option makes transport accessible and allows people to access essential services that they might otherwise not be able to. This is particularly beneficial in rural and remote areas where traditional public transport services are often unsustainable. In addition, it benefits vulnerable groups including those who do not have access to a car. Some services may be tailored to those with disabilities or the elderly which can enhance their social inclusion via improved access to local amenities.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Improved integration encourages the uptake of Community Transport, Demand Responsive Transport and local public transport, leading to reduced levels of individual car use and transport emissions in the region.			
Strategy Objective 2: 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			✓✓✓
Improving integration will enhance accessibility and availability of Community Transport, Demand Responsive Transport and local public transport, particularly for those in areas of low passenger demand where regular public transport services are not commercially viable. This will increase travel opportunities, helping to ensure everyone can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓

14-Demand Responsive Transport, Community Transport & Total Transport

Option 57	Improved integration between Community Transport, Demand Responsive Transport, and local public transport	
This option will improve existing connections to key economic centres and strategic transport hubs for passengers		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
Improving integration between Community Transport, Demand Responsive Transport and local public transport will encourage public transport use, making this a desirable and convenient travel choice for everyone.		
Equalities Duties		✓✓✓
Public Sector Equalities	Improved integration of community transport, DRT and local bus services to provide better access to services would contribute strongly to beneficial equalities outcomes through helping to tackle disadvantages for protected groups, particularly for people with disabilities and elderly people. Benefits would also accrue for people travelling to/from islands to access health and other key services.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	<p>It is expected that SPT will be required to fund the improved integration and coordination of services. Funding sources that may be available include:</p> <ul style="list-style-type: none"> • SCSP Open Fund – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys; and homeworking to replace daily commutes • Network Support Grant, Transport Scotland – discretionary grant that subsidises commercial and community bus routes. • Bus Partnership Fund, Transport Scotland – deliver targeted bus priority measures on local and trunk roads. 	
Spatial Context		
This is a region wide proposal		
Rationale for Selection or Rejection		
Improving access to public transport and reducing reliance on private vehicles is a key priority at national and regional level. SPT should retain this option as part of the RTS.		

14-Demand Responsive Transport, Community Transport & Total Transport

Option 60		Improved resilience and sustainability of rural transport services and networks in the region					
Summary		This option is to improve the resilience of rural transport networks to mitigate risk of instability of service provision, ensuring local people can access employment and services					
Rationale / linkage to problem		<p>In rural and remote areas, commuting, accessing key services and undertaking other everyday activities generally involves longer journeys relative to more urban areas. This means higher fuel costs or public transport fares and longer journey times. Remoteness from towns, larger employment centres and key facilities coupled with more limited transport options also means poorer access to jobs and services and reduced choice of goods, services and employment opportunities. This is especially true for individuals and households that do not have access to a car. These access-related issues are central to rural experiences of deprivation and social isolation. Public transport services are critical for people in rural areas who cannot drive or do not have access to a car. However, in most cases, access to employment and key services by public transport in rural areas means much longer journey times compared to car users. For example, from remote, mainland areas in the SPT region, a journey to hospital by public transport is well over an hour and typically closer to two hours in one direction compared to an average of about 45 minutes by car. This means less time for other activities and long public transport journeys can be physically difficult for many people who are older, sick or disabled, or travelling with children who are unwell. In the SPT region, about one in 10 individuals of working age living in a rural or remote area experiences employment deprivation. The challenges of accessing employment by public transport from rural and remote areas can mean a greater dependency on limited local employment opportunities, or, alternatively, relatively high public transport fares for the longer journeys required to get to larger centres of employment. Both of these can pose challenges for household income and expenditure. Accessing job centres for employment support services is also challenging and with public transport journeys typically more than one hour in one direction for most people living in rural and remote areas.</p>					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		Delivery of bus services is essentially for commercial operators however SPT can step in to subsidise services or provide additional services as a last resort. It is assumed that in the first instance SPT would look to work with commercial operators to deliver, before moving to provide additional services themselves.					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups		
Feasibility		Technically there are no issues with providing additional vehicles and drivers to enhance resilience of services. The main challenge is funding of these enhancements and who should take responsibility					

14-Demand Responsive Transport, Community Transport & Total Transport

Option 60		Improved resilience and sustainability of rural transport services and networks in the region	
Affordability		Any additional vehicles and drivers will require to be funded. If services are commercially viable, these costs will fall to the operator. If the operator cannot run the services without subsidy, SPT would be required to step in.	
Public Acceptability		It is likely that this option will be supported by the public, especially those in rural areas with transport accessibility issues.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport • Taxis and shared transport 	
Political Considerations		It is likely that this option will be universally supported. There may be concerns based upon level of financial contribution required.	
STAG Criteria	Environment	O-✓	Improved resilience and sustainability of rural transport services and networks will encourage increased public transport use and sustainable travel. This would potentially have small beneficial environmental impacts through improved air quality and reduction of roadside noise from road traffic. However, beneficial impacts are not predicted to be significant as a stand-alone measure. It is unlikely that there would be wider environmental implications.
	Climate Change	O-✓	Improved resilience and sustainability of rural transport services and networks will encourage increased public transport use and sustainable travel. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions. However, beneficial impacts are not predicted to be significant as a stand-alone measure.
	Health, Safety & Wellbeing	✓-✓✓	Improved resilience of rural public transport would improve the safety and security of public transport services for all users. Health and wellbeing benefits may be accrued as people have access to transport and can travel further afield for leisure and recreation.
	Economy	✓	While improved resilience of rural transport services and networks improves the reliability of public transport services for users accessing key services, the wider economic benefits are likely to be minimal. This option will have no impact on the efficiency of services.
	Equality & Accessibility	✓-✓✓	Improved resilience of rural public transport services would improve access to services and have beneficial impacts on people with a range of protected characteristics giving better reliability and confidence in using transport to access key services, facilities and employment areas.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Improved resilience and sustainability of rural transport services and networks will encourage more journeys by public transport. This will help reduce car dependency and associated transport emissions in these rural areas.			
Strategy Objective 2: 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			✓
Improved resilience and sustainability of rural transport services and networks will encourage and facilitate more journeys to be made by public transport. This will increase travel opportunities, helping more people get to town centres, jobs, education, healthcare and other everyday needs.			

14-Demand Responsive Transport, Community Transport & Total Transport

Option 60	Improved resilience and sustainability of rural transport services and networks in the region	
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓
Improved resilience and sustainability of rural transport services and networks will improve regional and inter-regional connections to key economic centres from these rural locations		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓ ✓
This option will encourage the uptake of public transport, making this a desirable and convenient travel choice for more people in these rural locations.		
Equalities Duties		✓ ✓
Public Sector Equalities	Improved resilience of rural public transport services would have beneficial impacts on people with a range of protected characteristics giving better reliability and confidence in using transport to access key services, facilities and employment areas. Benefits would be predicted for people with socio-economic disadvantage and for children and young people including those making trips to/from the islands.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Operators and SPT will require to fund this intervention, there may however be funding available through the following: <ul style="list-style-type: none"> • Network Support Grant, Transport Scotland – discretionary grant that subsidises commercial and community bus routes. 	
Spatial Context		
This is a regional proposal, however it will be targeted at rural areas where resilience issues have been reported with the bus network.		
Rationale for Selection or Rejection		
One of SPT's key roles is subsidising bus services and provision of MyBus rural services. This option clearly fits with SPT's role and is consistent with regional and national objectives to reduce car use. This option also links with option 56 (Transport Scotland Act bus options). As such, this option should be retained as part of the RTS.		

15-Public Transport Safety and Security

Option 15		Improved safety and security on routes to public transport				
Summary	This option is providing improved safety measures on existing active travel routes to public transport hubs, i.e. bus and rail stations. This includes improved lighting, signage, surfacing and accessibility access. This option is based on enhancing existing assets rather than providing new bespoke routes.					
Rationale / linkage to problem	Travelling to and waiting for services at transport stops or stations particularly in the evening, at unstaffed or isolated locations and where there are low levels of lighting presents real and perceived safety and security problems. The quality and maintenance of pavements and footpaths including routes to public transport can be a problem especially for older and disabled people and for people travelling with children in prams and buggies.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	While SPT can support, individual local authorities will have responsibility for delivery					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	While SPT can identify areas and support, responsibility for improvements to walking and cycling infrastructure lies with local authorities. Safety and security related infrastructure improvements are all technically feasible.					
Affordability	Local Authorities will be required to fund any improvements to walking and cycling infrastructure, whilst maintenance will be required to come from council budgets.					
Public Acceptability	The public will generally be supportive of these options if they provide high quality links. It should also be noted that COVID-19 may cause the public to be cautious when using transport modes and the long term effects of the pandemic on public transport have not yet been ascertained.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Walking and wheeling • Cycling 					

15-Public Transport Safety and Security

Option 15		Improved safety and security on routes to public transport	
Political Considerations		Whilst most will support this option, support could be dependent on the scale of financial commitment required. This will raise particular issues when attributing costs to local authorities and other third parties.	
STAG Criteria	Environment	✓	Improving the safety and security on routes to public transport encourages public transport use which could reduce reliance on the private car, in turn improving air quality and reducing roadside noise from traffic. All infrastructure improvements should be implemented to avoid adverse impacts on areas of local environmental sensitivity.
	Climate Change	✓	Improving the safety and security on routes to public transport encourages public transport use which could reduce reliance on the private car, in turn reducing greenhouse gas emissions.
	Health, Safety & Wellbeing	✓✓✓	This option would facilitate safe and secure access to public transport stops and stations. This is very important for vulnerable users who might feel particularly unsafe or insecure when using public transport. There would also be health benefits through increased active travel.
	Economy	○	TEE benefits will be limited to any generated when any mode shift from car benefits other road users.
	Equality & Accessibility	✓✓✓	Improving safety and security on routes to public transport makes public transport more accessible to a wider range of people and improves social inclusion for most protected characteristics groups (particularly those at risk of harassment or attack).
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Improving safety and security on routes to public transport encourages greater use of public transport instead of car, leading to a reduction of transport emissions in the region.			
Strategy Objective 2: 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		✓	
Improving safety and security on routes to public transport provides more accessible and safer options to access public transport. These improvements will ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓	
This option will reduce barriers to walking, cycling and wheeling for specific journeys			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓	
This option will make public transport a more accessible and convenient travel choice by providing safer routes to public transport.			
Equalities Duties		✓ ✓	
Public Sector Equalities	Implementation of improved safety and security would have beneficial impacts for most protected characteristics groups (particularly those at		
Island Communities			
Fairer Scotland			

15-Public Transport Safety and Security

Option 15		Improved safety and security on routes to public transport	
Child Rights & Wellbeing		risk of harassment or attack) provided facilities are designed and implemented for all users.	
SEA		See specific Environmental report	
Funding		<p>Local Authorities have responsibility for making improvements to their walking and cycling networks however there are numerous funding schemes available which can be used for this purpose. These include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • Community Paths Grants, Paths for All – funding opportunities available for community organisations, community groups and access professionals to improve local paths throughout Scotland. • Street Design Programme, Sustrans – funding is available to local authorities, constituted community groups, and other public agencies and statutory bodies to design their neighbourhoods and urban spaces around people. • ScotRail Cycle Fund, ScotRail – funding opportunities to enhance cycling infrastructure and encourage people to use integrated travel modes. 	
Spatial Context			
Whilst this is a regional option, specific routes should be targeted based on need and the appetite from local authorities to participate			
Rationale for Selection or Rejection			
Improvements for walking, cycling and public transport are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in increasing access to the public transport network			

Option 80		Improved safety and security at public transport hubs				
Summary		This option is to improve safety and security at public transport stops and hubs. This includes CCTV, better lighting, improved walking routes, help points and staffing if applicable.				
Rationale / linkage to problem		Travelling to and waiting for services at transport stops or stations particularly in the evening, at unstaffed or isolated locations and where there are low levels of lighting presents real and perceived safety and security problems. The quality and maintenance of pavements and footpaths including routes to public transport can be a problem especially for older and disabled people and for people travelling with children in prams and buggies.				
Action or Policy to support		Action – SPT develop and deliver	<table border="1"> <tr> <td>✓</td> <td>Policy – SPT support, others deliver</td> <td>✓</td> </tr> </table>	✓	Policy – SPT support, others deliver	✓
✓	Policy – SPT support, others deliver	✓				

15-Public Transport Safety and Security

Option 80		Improved safety and security at public transport hubs				
Delivery		Dependant upon measures to be upgraded or introduced, there will be a number of organisations involved including local authorities, SPT, bus operators and ScotRail. SPT will not have overarching responsibility across all measures but could lead on a coordinated approach for improvements.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	✓
Feasibility		There may be location specific challenges, but no major technical issues are anticipated. There may be operational issues coordinating with the public transport operators.				
Affordability		Costs will range dependant upon measures introduced. Improved lighting at stops or hubs will be relatively low cost however providing new walking cycling connections to stops and hubs will be more expensive dependant upon length of route and features to be included.				
Public Acceptability		It is likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Maintaining and safely operating existing assets 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 				
Political Considerations		Generally, this option will be supported however there may be objections from some parties if they are expected to make significant financial contributions.				
STAG Criteria	Environment	○	Improved safety and security at public transport hubs encourages public transport use. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on the environment.			
	Climate Change	○	Improved safety and security at public transport hubs encourages public transport use. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions.			
	Health, Safety & Wellbeing	✓✓✓	This option inherently improves the safety and security at the public transport hubs.			
	Economy	○	While this option will encourage public transport use, it is unlikely to have a material impact on the economy.			
	Equality & Accessibility	✓✓	While this option is unlikely to have an impact on the public transport network coverage in region, it will particularly benefit protected groups who are more likely to rely on public transport.			
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region						○ - ✓
Improved safety and security at public transport hubs may encourage increased public transport useage, reducing emissions from private cars. Benefits are not expected to be substantial.						

15-Public Transport Safety and Security

Option 80		Improved safety and security at public transport hubs
Strategy Objective 2: 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		✓✓
Improved safety and security at public transport hubs will improve access and safety of public transport journeys, safety and security will be improved for everyone. This will increase travel opportunities, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not provide new connections however there will be small benefits accrued in terms of the passenger environment around hubs.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓
This option will not enable active modes to be the most popular choice however improved routes to public transport hubs will encourage people to walk, cycle or wheel to public transport		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓✓
Improved safety and security at public transport hubs encourage public transport use, making this a more desirable and convenient travel choice for everyone.		
Equalities		✓✓✓
Public Sector Equalities	Improved safety at public transport hubs would have beneficial impacts on protected groups such as some elderly, disabled, LGBTQ+, black and ethnic minority people and for women, who are more vulnerable to, or fearful of, harassment or attack. Measures would also encourage more people to make use of public transport services, and for longer periods of the day.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA		
Funding	<p>Local Authorities will generally be responsible for funding improvements on routes to stops and hubs, while SPT and ScotRail may be responsible for improvements at hubs themselves. Funding may be available from the following sources:</p> <ul style="list-style-type: none"> • Smarter Choices, Smarter Places (SCSP) Local Authority Fund, Paths for All – funding for projects that encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys; and homeworking to replace daily commutes. • ScotRail Cycle Fund, ScotRail – funding to improve access and facilities for cyclists at Scotland's stations. 	
Spatial Context		
This is a regionwide option however it is anticipated that improvements will be prioritised and staged based upon need and available funding. A region-wide audit would be helpful in prioritising locations where safety and security is a major problem.		
Rationale for Selection or Rejection		
This option provides significant benefits and aligns with many government objectives to reduce car dependency. This option should therefore be taken forward as part of the strategy.		

15-Public Transport Safety and Security

Option 81		Improved safety and security on board public transport				
Summary		This option is to provide improved safety and security on board public transport services. This could include CCTV, body cameras worn by staff, staff training and British Transport Police link points.				
Rationale / linkage to problem		Only three in five people (62%) feel safe and secure on bus services in the evening – one of the lowest levels among Scottish regions - and three in four people (74%) feel safe and secure on rail services in the evening. Safety and security problems are more likely to affect women, older people, younger people, LGBTQ people and black and ethnic minority people. SPT was told that some people no longer use public transport because they have experienced racism or harassment and / or had been the victim of hate crimes in the past.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		SPT has responsibility for Subway vehicles and DRT services. Outwith those modes, bus operators and ScotRail are responsible for improvements on their vehicles. It is likely the BTP will also require to be involved as part of consideration and delivery of this option.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	✓
Feasibility		No technical obstacles are anticipated. The main issue is co-ordination of the option due to multiple bus and rail operators across the network.				
Affordability		It is expected that SPT and operators will be required to fund these improvements which could be a mix of human resources and technology-based measures.				
Public Acceptability		It is likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Maintaining and safely operating existing assets 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 				
Political Considerations		This option is likely to be widely supported.				
STAG Criteria	Environment	○	Improved safety and security on public transport encourages greater public transport use. However, it is not expected that there would be substantial modal shift or a subsequent material impact on the environment.			
	Climate Change	○	Improved safety and security on public transport encourages greater public transport use. However, it is not expected that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions.			
	Health, Safety & Wellbeing	✓✓✓	This option inherently improves the safety and security on public transport.			
	Economy	○	While this option will encourage public transport journeys, it is unlikely to have a material impact on the economy.			

15-Public Transport Safety and Security

Option 81		Improved safety and security on board public transport	
	Equality & Accessibility	✓✓	While this option is unlikely to have an impact on the public transport network coverage, it will facilitate public transport journeys which will particularly benefit protected groups who are less likely to own, or have access to, a private vehicle.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○ - ✓
Improved safety and security on board public transport may help encourage public transport use, which may reduce car dependency and transport emissions in the region. Benefits are not expected to be substantial			
Strategy Objective 2: 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			✓
Improved safety and security on board public transport will improve access and safety of public transport journeys, particularly for women, older people, younger people, LGBTQ people and black and ethnic minority people. This will increase travel opportunities, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not provide any new connections however there will be small benefits accrued in terms of on-board safety on journeys to these important destinations.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓
Improved safety and security on board public transport will encourage more people to use public transport, making this a more desirable and convenient travel choice for everyone.			
Equalities			✓✓✓
Public Sector Equalities	Improved safety on public transport services would have beneficial impacts on protected groups such as some elderly, disabled, LGBTQ+, black and ethnic minority people and for women, who are more vulnerable to, or fearful of, harassment or attack. Measures would also encourage more people to make use of public transport services, and for longer periods of the day.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	It is expected that public transport operators will be responsible for the majority of on-board interventions. There may be national funding available dependant upon the measures introduced.		
Spatial Context			
This intervention is expected to be region wide. It is anticipated that introduction will be dependant upon the appetite of the public transport operator. A region-wide audit would be helpful in prioritising services where safety and security is a major problem.			
Rationale for Selection or Rejection			
Improving onboard safety will help to improve the public transport network, helping to influence modal shift away from the private car. This option should be retained as part of the RTS and the RTS should raise awareness of this important issue.			

15-Public Transport Safety and Security

Option 82		Implement public transport Hate Crime Charter in region				
Summary		The option is to support the introduction of the national Hate Crime Charter on public transport services in the region.				
Rationale / linkage to problem		SPT's engagement activities identified that some people no longer use public transport because they have experienced racism or harassment and / or have been the victim of hate crimes in the past. This option is to support the implementation of the NTS2 Delivery Plan Hate Crime Charter action in the west of Scotland.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		The Hate Crime Charter has been identified through the National Transport Strategy and developed by Transport Scotland. SPT will simply support the development and introduction in the region.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		No technical challenges are anticipated.				
Affordability		Costs will generally be limited to development of the policy and any legal testing.				
Public Acceptability		It is likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Maintaining and safely operating existing assets 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 				
Political Considerations		This option will generally be supported however some opposition to policy's on hate crimes have been observed recently across the UK as there are elements of society who believe this is a restriction on free speech. As such, support may not be universal.				
STAG Criteria	Environment	○	Implementing the public transport Hate Crime Charter encourages public transport use through improved safety and security. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on the environment.			
	Climate Change	○	Implementing the public transport Hate Crime Charter encourages public transport use through improved safety and security. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions.			
	Health, Safety & Wellbeing	✓✓	While this option is unlikely to have an impact on the safety of the road network, it will improve the safety and security of users on public transport services and contribute towards positive wellbeing outcomes.			
	Economy	○	While this option will encourage public transport journeys through improved safety and security, it is unlikely to have a material impact on the economy.			

15-Public Transport Safety and Security

Option 82		Implement public transport Hate Crime Charter in region	
	Equality & Accessibility	✓✓	While this option is unlikely to have an impact on the public transport network coverage, it will encourage public transport journeys through improved safety and security. This will particularly benefit protected groups who are more vulnerable to, or fearful of, harassment or racism.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○ - ✓
Implementing the public transport Hate Crime Charter will help encourage public transport use, which may reduce car dependency and transport emissions in the region. Benefits are not expected to be substantial			
Strategy Objective 2: 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			✓
Implementing the public transport Hate Crime Charter will improve access and safety of public transport journeys, particularly for those that have experienced racism or harassment and / or have been the victim of hate crimes in the past. This will increase travel opportunities, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not provide any new connections to these important destinations.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
Implementing the public transport Hate Crime Charter in region will encourage more people to use public transport, making this a more desirable and convenient travel choice for everyone.			
Equalities			✓✓✓
Public Sector Equalities	Improved protection from hate crime on public transport services would have beneficial impacts on protected groups such as some disabled, LGBTQ+, black and ethnic minority people who are more vulnerable to, or fearful of, harassment or racism. Measures would also encourage more people to make use of public transport services, and for longer periods of the day.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	It is expected that the Scottish Government and Transport Scotland will be responsible for developing and funding the Hate Crime Charter.		
Spatial Context			
The Hate Crime Charter is a national intervention, and SPT will support its introduction across the region.			
Rationale for Selection or Rejection			
The Hate Crime Charter is a national intervention which SPT support. This option should be retained as part of the RTS.			

16-Active Travel Network

Option 13		Improved walking & cycling routes to public transport				
Summary	This option is the provision of new or enhanced existing active travel routes to public transport hubs, i.e., bus and rail stations. This includes improved lighting, signage, surfacing and accessibility access. This option is not limited to the provision of high quality segregated cycling routes but includes enhancing existing assets.					
Rationale / linkage to problem	Women, young people, older people, disabled people and black and ethnic minority people are more likely to use and be dependent upon bus services. Improved active travel provision on routes to public transport hubs is an opportunity to encourage and facilitate more accessible and safer whole journeys for people in these groups. This may include lighting, CCTV, clear sight lines, well maintained surfaces and accessible infrastructure.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	While SPT can support, individual local authorities will have responsibility for delivery					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	While SPT can identify areas and support, responsibility for improvements to walking and cycling infrastructure lies with local authorities. Infrastructure improvements are all technically feasible. These improvements are likely to be more successful when implemented alongside improved public transport options.					
Affordability	Local Authorities will be required to fund any improvements to walking and cycling infrastructure, whilst maintenance will be required to come from council budgets. New or enhanced infrastructure can be funded through Sustrans.					
Public Acceptability	The public will generally be supportive of these options if they provide high quality links. If the reallocation of road space and / or parking is required, there may be objections from some. It should also be noted that COVID-19 may cause the public to be cautious when using transport modes and the long term effects of the pandemic on public transport have not yet been ascertained.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 					

16-Active Travel Network

Option 13		Improved walking & cycling routes to public transport	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Walking and wheeling Cycling 	
Political Considerations		Whilst most will support this option, support could be dependent on the scale of financial commitment required. This will raise particular issues when attributing costs to local authorities and other third parties. There will also likely be opposition to specific schemes if road space reallocation / parking removal is required.	
STAG Criteria	Environment	x-✓	This option may require infrastructure enhancements which could have a negative impact on the environment. However, improving access to public transport stops / stations encourages public transport and mode shift from the car. This would have beneficial environmental impacts through improved air quality and reduced traffic noise etc.
	Climate Change	✓	This option may require infrastructure enhancements which could have a short-term negative impact on emissions during construction. However, improving access to public transport stops / stations encourages public transport and mode shift from the car, reducing greenhouse gas emissions.
	Health, Safety & Wellbeing	✓✓✓	This option can facilitate safe and secure access to public transport stops and stations. This is important for vulnerable users who might feel particularly unsafe or insecure when using public transport. Additionally, there would be health benefits through increased active travel.
	Economy	x-✓	TEE benefits will be limited. Whilst any mode shift from car would benefit other road users, any removal of roadspace for general traffic would generate a disbenefit.
	Equality & Accessibility	✓✓✓	Improving physical access to public transport makes public transport more accessible to a wider range of people, and improves social inclusion for users, notably vulnerable users such as people with mobility issues, the disabled, the elderly, and those with pushchairs. This also widens the catchment of the existing public transport network and opens up access to essential services to people who previously may have had difficulty reaching them.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Improving walking and cycling routes to public transport will encourage active travel leading to reduced transport emissions in the region.			
Strategy Objective 2: 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			✓✓
Improved active travel provision on routes to public transport hubs facilitates more accessible and safer whole journeys for women, young people, older people, disabled people and black and ethnic minority people. This will ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
While this option will not provide direct regional or inter-regional connections, it will improve access to public transport hubs which will be used as the first step in making regional or inter-regional journeys.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			0

16-Active Travel Network

Option 13 Improved walking & cycling routes to public transport	
This option is aimed at providing connections to public transport.	
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone	✓✓
This option will improve access to public transport making it a more convenient option for more people.	
Equalities Duties	✓✓
Public Sector Equalities	Beneficial impact for most protected characteristics groups provided facilities are designed and implemented for all users.
Island Communities	
Fairer Scotland	
Child Rights & Wellbeing	
SEA	See specific Environmental report
Funding	<p>Local Authorities have responsibility for making improvements to their walking and cycling networks however there are numerous funding schemes available which can be used for this purpose. These include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • Community Paths Grants, Paths for All – funding opportunities available for community organisations, community groups and access professionals to improve local paths throughout Scotland. • Street Design Programme, Sustrans – funding is available to local authorities, constituted community groups, and other public agencies and statutory bodies to design their neighbourhoods and urban spaces around people. • ScotRail Cycle Fund, ScotRail – funding opportunities to enhance cycling infrastructure and encourage people to use integrated travel modes.
Spatial Context	
Whilst this is a regional option, specific hubs and routes should be targeted based on need and the appetite from local authorities to participate. Audit work should be undertaken to identify these priorities.	
Rationale for Selection or Rejection	
Improvements for walking, cycling and public transport are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in increasing access to the public transport network	

16-Active Travel Network

Option 14		Increase and enhance active walking & cycling network				
Summary	This option is provision of new or enhancing existing active travel network across the region. This includes improved lighting, signage, surfacing and accessibility access, as well as provision of new quality segregated cycling routes.					
Rationale / linkage to problem	Active travel presents opportunities to tackle transport affordability, availability and accessibility problems as well as wider health inequalities. Improved provision of active transport infrastructure is likely to have a disproportionately positive health impact on older people, children and disabled people and support improved transport outcomes. This is highlighted by the RTS public survey which found that safe and secure routes and quality of pavements and walking surfaces were key factors to enable more walking among women who walk infrequently and disabled people. Research by Sustrans highlights key challenges to active travel take up among older people including the cost of adapted bicycles, lack of dedicated cycling infrastructure, and fears about personal safety on roads.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		
Delivery	While SPT can support, individual local authorities will have responsibility for delivery					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	While SPT can identify areas and support, responsibility for improvements to walking and cycling infrastructure lies with local authorities. Infrastructure improvements are all technically feasible. These improvements are likely to be more successful when implemented alongside improved public transport options.					
Affordability	Local Authorities will be required to fund any improvements to walking and cycling infrastructure, whilst maintenance will be required to come from council budgets. New or enhanced infrastructure can be funded through Sustrans.					
Public Acceptability	The public will generally be supportive of these options if they provide high quality links.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Walking and wheeling • Cycling 					

16-Active Travel Network

Option 14		Increase and enhance active walking & cycling network	
Political Considerations		Whilst most will support this option, support could be dependent on the scale of financial commitment required. This will raise particular issues when attributing costs to local authorities and other third parties. There will also likely be opposition to specific schemes if road space reallocation / parking removal is required.	
STAG Criteria	Environment	x-✓	This option may require infrastructure enhancements which could have a negative impact on the environment. However, improving the active walking and cycling network encourages public transport and mode shift from the car. This would have beneficial environmental impacts through improved air quality and reduced traffic noise etc.
	Climate Change	✓	This option may require infrastructure enhancements which could have a short-term negative impact on emissions during construction. However, improving the active walking and cycling network encourages public transport and mode shift from the car, reducing greenhouse gas emissions.
	Health, Safety & Wellbeing	✓✓✓	This option can facilitate safety and security on the active walking and cycling network. This is important for vulnerable users who might feel particularly unsafe or insecure when walking or cycling. Additionally, there would be health benefits through increased active travel.
	Economy	x-✓	TEE benefits will be limited. Whilst any mode shift from car would benefit other road users, any removal of roadspace for general traffic would generate a disbenefit.
	Equality & Accessibility	✓✓✓	Improving the active walking and cycling network will make it more inclusive and accessible to a wider range of people, and improve social inclusion for users, notably vulnerable users such as people with mobility issues, the disabled, the elderly, and those with pushchairs.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Increasing and enhancing the walking and cycling network encourages active travel modes leading to a reduction in transport emissions in the region.			
Strategy Objective 2: 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		✓	
Improved provision of active transport infrastructure encourages and facilitates more accessible and safer whole journeys for those using active travel modes / means. This will ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓✓	
This option will enable more trips to be made by walking, cycling and wheeling.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○	
This option will not directly improve or encourage public transport			
Equalities Duties		✓✓	

16-Active Travel Network

Option 14 Increase and enhance active walking & cycling network	
Public Sector Equalities	Implementation of enhanced active travel links would have beneficial equalities impacts for most protected characteristics groups provided facilities are designed and implemented for all users. Improved infrastructure would provide increased opportunities for people with socio-economic disadvantage to make journeys to work.
Island Communities	
Fairer Scotland	
Child Rights & Wellbeing	
SEA	See specific Environmental report
Funding	<p>Local Authorities have responsibility for making improvements to their walking and cycling networks however there are numerous funding schemes available which can be used for this purpose. These include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • Community Paths Grants, Paths for All – funding opportunities available for community organisations, community groups and access professionals to improve local paths throughout Scotland. • Street Design Programme, Sustrans – funding is available to local authorities, constituted community groups, and other public agencies and statutory bodies to design their neighbourhoods and urban spaces around people.
Spatial Context	
Whilst this is a regional option, specific hubs and routes should be targeted based on need and the appetite from local authorities to participate. Audit work should be undertaken to identify these priorities.	
Rationale for Selection or Rejection	
Improvements for walking and cycling are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in encouraging modal shift to active modes, reducing vehicle kms and helping to develop 20-minute neighbourhoods.	

16-Active Travel Network

Option 15		Improved safety and security on routes to public transport				
Summary	This option is providing improved safety measures on existing active travel routes to public transport hubs, i.e. bus and rail stations. This includes improved lighting, signage, surfacing and accessibility access. This option is based on enhancing existing assets rather than providing new bespoke routes.					
	Travelling to and waiting for services at transport stops or stations particularly in the evening, at unstaffed or isolated locations and where there are low levels of lighting presents real and perceived safety and security problems. The quality and maintenance of pavements and footpaths including routes to public transport can be a problem especially for older and disabled people and for people travelling with children in prams and buggies.					
Rationale / linkage to problem						
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	
Delivery		While SPT can support, individual local authorities will have responsibility for delivery				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		While SPT can identify areas and support, responsibility for improvements to walking and cycling infrastructure lies with local authorities. Safety and security related infrastructure improvements are all technically feasible.				
Affordability		Local Authorities will be required to fund any improvements to walking and cycling infrastructure, whilst maintenance will be required to come from council budgets.				
Public Acceptability		The public will generally be supportive of these options if they provide high quality links. It should also be noted that COVID-19 may cause the public to be cautious when using transport modes and the long term effects of the pandemic on public transport have not yet been ascertained.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling 				

16-Active Travel Network

Option 15		Improved safety and security on routes to public transport	
Political Considerations		Whilst most will support this option, support could be dependent on the scale of financial commitment required. This will raise particular issues when attributing costs to local authorities and other third parties.	
STAG Criteria	Environment	✓	Improving the safety and security on routes to public transport encourages public transport use which could reduce reliance on the private car, in turn improving air quality and reducing roadside noise from traffic. All infrastructure improvements should be implemented to avoid adverse impacts on areas of local environmental sensitivity.
	Climate Change	✓	Improving the safety and security on routes to public transport encourages public transport use which could reduce reliance on the private car, in turn reducing greenhouse gas emissions.
	Health, Safety & Wellbeing	✓✓✓	This option would facilitate safe and secure access to public transport stops and stations. This is very important for vulnerable users who might feel particularly unsafe or insecure when using public transport. There would also be health benefits through increased active travel.
	Economy	○	TEE benefits will be limited to any generated when any mode shift from car benefits other road users.
	Equality & Accessibility	✓✓✓	Improving safety and security on routes to public transport makes public transport more accessible to a wider range of people and improves social inclusion for most protected characteristics groups (particularly those at risk of harassment or attack).
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Improving safety and security on routes to public transport encourages greater use of public transport instead of car, leading to a reduction of transport emissions in the region.			
Strategy Objective 2: 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		✓	
Improving safety and security on routes to public transport provides more accessible and safer options to access public transport. These improvements will ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓	
This option will reduce barriers to walking, cycling and wheeling for specific journeys			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓	
This option will make public transport a more accessible and convenient travel choice by providing safer routes to public transport.			
Equalities Duties		✓ ✓	
Public Sector Equalities	Implementation of improved safety and security would have beneficial impacts for most protected characteristics groups (particularly those at		
Island Communities			
Fairer Scotland			

16-Active Travel Network

Option 15 Improved safety and security on routes to public transport	
Child Rights & Wellbeing	risk of harassment or attack) provided facilities are designed and implemented for all users.
SEA	See specific Environmental report
Funding	<p>Local Authorities have responsibility for making improvements to their walking and cycling networks however there are numerous funding schemes available which can be used for this purpose. These include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • Community Paths Grants, Paths for All – funding opportunities available for community organisations, community groups and access professionals to improve local paths throughout Scotland. • Street Design Programme, Sustrans – funding is available to local authorities, constituted community groups, and other public agencies and statutory bodies to design their neighbourhoods and urban spaces around people. • ScotRail Cycle Fund, ScotRail – funding opportunities to enhance cycling infrastructure and encourage people to use integrated travel modes.
Spatial Context	
Whilst this is a regional option, specific routes should be targeted based on need and the appetite from local authorities to participate	
Rationale for Selection or Rejection	
Improvements for walking, cycling and public transport are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in increasing access to the public transport network	

Option 16 Enhanced walking and cycling infrastructure including segregation and safer crossings	
Summary	This option is enhancing the active travel network across the region. This includes physical infrastructure measures including segregation, surfacing and accessibility access and safer crossings for pedestrians and cyclists.
Rationale / linkage	This option is to improve safety of vulnerable road users through enhancing walking and cycling infrastructure. More specific options are included under Active Living.

16-Active Travel Network

Option 16		Enhanced walking and cycling infrastructure including segregation and safer crossings					
to problem							
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		While SPT can support, individual local authorities will have responsibility for delivery					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)			Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓		Measures Targeted at Specific Groups	
Feasibility		While SPT can identify areas and support, responsibility for improvements to walking and cycling infrastructure lies with local authorities. Infrastructure improvements are all technically feasible.					
Affordability		Local Authorities / Transport Scotland will be required to fund any improvements to walking and cycling infrastructure, whilst existing maintenance will be required to come from council budgets, new or enhanced infrastructure can be funded through Sustrans. Using this route however means that Sustrans are part of the process and may require a high quality intervention which may be beyond the scope envisaged by the local authority – therefore requiring additional funding and development.					
Public Acceptability		The public will generally be supportive of these options if they improve existing assets or provide high quality new links. If road space reallocation, the removal of parking bays, or land take is required, there may be objections from some.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling 					
Political Considerations		Whilst most will support this option, support could be dependent on the scale of funding required. This will raise particular issues when attributing costs to local authorities and other third parties. There will also be opposition to specific schemes if road space reallocation, the removal of parking spaces or land take is required.					
STAG Criteria	Environment	x-✓	Enhanced walking and cycling infrastructure would improve access to, and engagement in, active travel. This would potentially encourage modal shift leading to beneficial environmental impacts through improved air quality and reduced roadside noise from traffic in the locations of improved infrastructure. However, the beneficial impacts are not predicted to be significant unless delivered on a major scale. Additionally, any enhancements should be designed to avoid adverse impacts on areas of local environmental sensitivity.				

16-Active Travel Network

Option 16		Enhanced walking and cycling infrastructure including segregation and safer crossings	
	Climate Change	✓	Enhanced walking and cycling infrastructure would improve access to, and engagement in, active travel. This would potentially encourage modal shift leading to beneficial impacts through reduced greenhouse gas emissions. However, the beneficial impacts are not predicted to be significant unless delivered on a major scale, and there would be embodied carbon associated with construction work.
	Health, Safety & Wellbeing	✓✓- ✓✓✓	This option, particularly any form of segregation would facilitate safe and secure use of the active travel network for all users. This is very important for vulnerable users who might feel particularly unsafe or insecure when walking or cycling. Additionally, there would be health benefits through increased active travel.
	Economy	*-O	This option is unlikely to lead to journey time savings, indeed the reallocation of roadspace may lead to increased journey times for general traffic and public transport. Increased physical activity would improve health outcomes in the longer term bringing economic benefits.
	Equality & Accessibility	✓✓	This option will improve the safety and security on active travel routes making active travel more accessible to a wider range of people and improves social inclusion for many protected characteristics groups.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓-✓✓
Enhancing walking and cycling infrastructure, particularly through segregation, encourages active travel modes leading to a reduction in transport emissions in the region. The scale of benefits will be dependant upon the intervention and uptake in active travel and the embodied carbon in any construction work.			
Strategy Objective 2: 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			✓✓
Segregation and safer crossings provide more accessible and safer journeys for active travel users and vulnerable road users. These walking and cycling infrastructure improvements will ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓✓
Enhancing walking and cycling infrastructure encourages active travel enabling walking, cycling and wheeling to be the most popular choice for short, everyday journeys			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
Enhancing walking and cycling infrastructure will not directly make public transport a desirable and convenient travel choice for everyone.			
Equalities Duties			✓✓
Public Sector Equalities	Implementation of enhanced walking and cycling infrastructure would have beneficial impacts (including on socio-economic outcomes) for		
Island Communities			

16-Active Travel Network

Option 16 Enhanced walking and cycling infrastructure including segregation and safer crossings	
Fairer Scotland	most protected characteristics groups provided facilities are designed and implemented for all users.
Child Rights & Wellbeing	
SEA	See specific Environmental report
Funding	<p>Local Authorities have responsibility for making improvements to their walking and cycling networks however there are numerous funding schemes available which can be used for this purpose. These include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • Community Paths Grants, Paths for All – funding opportunities available for community organisations, community groups and access professionals to improve local paths throughout Scotland. • Street Design Programme, Sustrans – funding is available to local authorities, constituted community groups, and other public agencies and statutory bodies to design their neighbourhoods and urban spaces around people.
Spatial Context	
Specific routes across the region should be targeted based on need and the appetite from local authorities to participate. Generally, most local authorities have already identified priority routes to be developed as and when funding becomes available.	
Rationale for Selection or Rejection	
Improvements for walking, cycling are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in encouraging modal shift to active modes, reducing vehicle km's and helping to develop local 20-minute neighbourhoods.	

Option 17 Strategic active travel network and active freeways	
Summary	This option is providing a strategic active travel network across the region including provision of 'active freeways'. Importantly, this strategic active travel network cannot be constrained by local boundaries and by its nature needs to be able to connect areas across the local authority boundaries.
Rationale / linkage to problem	Cycling networks provide a highly efficient means of moving people particularly on corridors with constrained or congested networks. Enhanced provision of high quality, cross-boundary networks that facilitate commuting and other key journeys can help address congestion and reliability issues as well as achieve other benefits.

16-Active Travel Network

Option 17		Strategic active travel network and active freeways				
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	
Delivery		While SPT can support, individual local authorities will have responsibility for delivery				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		While SPT can identify areas and support, responsibility for improvements to walking and cycling infrastructure lies with local authorities. Infrastructure improvements are all technically feasible – however land is likely to be an issue as this option may include inter-urban connections .				
Affordability		Local Authorities will be required to fund any improvements to walking and cycling infrastructure. New or enhanced infrastructure can be funded through Sustrans. Improving the strategic active travel network including provision of active freeways will require high quality infrastructure which carries a significant cost				
Public Acceptability		The public will generally be supportive of these options if they improve existing assets or provide high quality new links. If road space reallocation, the removal of parking bays, or land take is required, there may be objections from some.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling 				
Political Considerations		The public will generally be supportive of these options if they improve existing assets or provide high quality new links. If road space reallocation, the removal of parking bays, or land take is required, there may be objections from some. Cross boundary schemes can bring funding difficulties as some of these routes may seem peripheral to the main local authority settlements.				
STAG Criteria	Environment	✓	Implementing a strategic active travel network would encourage cross-region active travel journeys and modal shift. This would potentially encourage modal shift leading to beneficial environmental impacts through improved air quality and potentially reduced roadside noise from road traffic in the locations of improved infrastructure. This option will likely require significant infrastructure improvements which should be designed to avoid adverse impacts on areas of local environmental sensitivity.			
	Climate Change	✓-✓✓	Implementing a strategic active travel network would encourage cross-region active travel journeys and modal shift. This would potentially encourage modal shift leading to beneficial impacts through overall reduced greenhouse gas emissions. The effects may be locally significant in key corridors where the measures were delivered at scale, although there be embodied carbon associated with new construction.			

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Option 17		Strategic active travel network and active freeways	
	Health, Safety & Wellbeing	✓✓	The implementation of a strategic active travel network would improve the safety and security of the active travel network for users. There would be additional health benefits through increased active travel.
	Economy	xx-✓✓	A strategic active travel network will encourage people to travel by active travel instead of private car. Where modal shift is locally significant, traffic volumes may decrease, and journey times may improve. Conversely, any roadspace reallocation on the scale required to deliver active freeways may lead to journey time increases for cars and public transport vehicles. There may however be wider economic benefits from increased access to employment, especially for those who do not have access to / own a private vehicle. Additionally, there would be health benefits through increased active travel.
	Equality & Accessibility	✓✓	This option would significantly increase the active travel network coverage in the region. Additionally, there would be benefits to particular groups in society including those with socio-economic disadvantage where new links provided genuine low-cost alternatives to access jobs and services.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
Strategic active travel networks and active freeways which will essentially be off road or segregated from traffic flows encourages a modal shift to active travel modes / means, leading to a reduction of transport emissions in the region. This would be offset somewhat by embodied carbon during construction.			
Strategy Objective 2: 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			✓✓
This option will remove barriers to active travel and encourage a modal shift to active travel modes. This could lead to a reduction in congestion on road networks however if road space reallocation is required, congestion could remain or be exacerbated. The option will however lead to more accessible and safer whole journeys, ensuring more people can get access to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓✓✓
Enhanced provision of high quality, cross-boundary networks that facilitate commuting and other key journeys encourages a modal shift to active travel modes / means, leading to enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not directly make public transport a desirable and convenient travel choice for everyone.			
Equalities Duties			✓✓✓
Public Sector Equalities	Implementation of strategic walking and cycling links would have beneficial impacts for most protected characteristics groups provided facilities are designed and implemented for all users. Beneficial		
Island Communities			
Fairer Scotland			

16-Active Travel Network

Option 17	Strategic active travel network and active freeways
Child Rights & Wellbeing	outcomes would be predicted for those with socio-economic disadvantage where new links provided genuine low-cost alternatives to access jobs and services.
SEA	See specific Environmental report
Funding	<p>Local Authorities have responsibility for making improvements to their walking and cycling networks however there are numerous funding schemes available which can be used for this purpose. These include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • Community Paths Grants, Paths for All – funding opportunities available for community organisations, community groups and access professionals to improve local paths throughout Scotland. • Street Design Programme, Sustrans – funding is available to local authorities, constituted community groups, and other public agencies and statutory bodies to design their neighbourhoods and urban spaces around people.
Spatial Context	
Specific routes across the region should be targeted based on need and the appetite from local authorities to participate and the Regional Active Travel Network Strategy. This will be done through discussion with local authorities, the Connectivity and Deprivation Audit, alongside our analysis of transport services and demand on each of the identified corridors.	
Rationale for Selection or Rejection	
Improvements for walking, cycling are priority interventions for both Transport Scotland and SPT. Active freeways are a key recommendation in the draft STPR2. This option should be retained as part of the RTS and will make a valuable contribution in encouraging modal shift to active modes, reducing vehicle kms and helping to develop local 20-minute neighbourhoods.	
Option 18	Regional Active Travel Network Strategy
Summary	This option is the development of a region wide active travel network strategy. The Strategy will identify and prioritise key actions including cross boundary links, integration with public transport and access to regional centres, hubs, hospitals and education.

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Option 18		Regional Active Travel Network Strategy				
Rationale / linkage to problem	<p>The RTS will set out a strategic regional active travel network strategy. The purpose of this is to set a regional level of ambition for active travel and provide a framework for prioritising, co-ordinating and accelerating development of cross-boundary networks. The RTS should focus on joining up relevant national / regional / local strategies / plans, including any 'gaps', to develop a regional project pipeline, with a particular focus on:</p> <ul style="list-style-type: none"> • Cross-boundary functional routes including commuting & access to town centres, hospitals & tertiary education; • Integration with 'mainline' public transport hubs / services; • Supporting strategic development priorities (from LDPs and RSSs): • Increasing availability of safe routes within rural & remote communities and to town centres and 'mainline' transport hubs; • Other routes that have a strategic economic value to the region; • Supporting maintenance and upgrading of existing infrastructure; and • A network that is accessible to all. <p>This will need to be aligned with the emerging national Strategic Active Travel Network, STPR2 Active Freeways and Green Network strategies, building on the active travel mapping development work undertaken already between SPT and local authorities.</p>					
	Action or Policy to support	Action – SPT develop and deliver	✓	Policy – SPT support, others deliver		
Delivery	SPT will develop the regional strategy					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	<p>Whilst SPT can develop and set a Regional Active Travel Strategy, they have no powers to introduce or deliver physical infrastructure measures which may be contained within the Strategy which will be for local authorities to fund and deliver. In order to develop the Strategy, SPT will require to work with local authorities to understand local networks, priorities and opportunities.</p>					
Affordability	<p>While the development of the Strategy itself will be low cost, measures contained within, particularly those which involve construction of new infrastructure, may require significant funding.</p>					
Public Acceptability	<p>The public would likely be supportive of the Regional Active Travel Network Strategy given this will improve active travel in the region, however if the strategy recommends significant levels of road space reallocation, objections can be expected from some.</p>					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Make better use of existing capacity • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Walking and wheeling • Cycling 					
Political Considerations	<p>Whilst most will support this option, support for actions contained within the Strategy itself could be dependent on the scale of funding required. This will raise particular issues when attributing costs to local</p>					

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Option 18		Regional Active Travel Network Strategy	
		authorities and other third parties. There will also be opposition to specific schemes if road space reallocation etc. is required	
STAG Criteria	Environment	✓	Implementing measures from a Regional Active Travel Network Strategy would encourage active travel journeys. This would potentially encourage modal shift leading to beneficial environmental impacts through improved air quality and potentially reduced roadside noise from traffic in the locations/key corridors of improved infrastructure.
	Climate Change	✓	Implementing measures from a Regional Active Travel Network Strategy would encourage active travel journeys. This would potentially encourage modal shift leading to beneficial impacts through overall reduced greenhouse gas emissions. The effects will be dependent on the measures implemented.
	Health, Safety & Wellbeing	✓-✓✓	The implementation of a Regional Active Travel Network Strategy would likely seek to improve the safety and security of the active travel network for users. There would be additional health benefits through encouraging active travel.
	Economy	x-✓	A Regional Active Travel Network Strategy would encourage people to travel by active travel instead of private car. Where modal shift is locally significant, traffic volumes may decrease, and journey times may improve. On the other hand the reallocation of roadspace would likely generate TEE disbenefits. There may be wider economic benefits from increased access to employment, especially for those who do not have access to / own a private vehicle. Additionally, there would be health benefits through increased active travel.
	Equality & Accessibility	✓✓	This option has scope to increase the active travel network coverage in the region. Additionally, there would be benefits to certain groups in society including those with socio-economic disadvantage where new links provided genuine low-cost alternatives to access jobs and services.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Implementing measures from an Active Travel Strategy will encourage a modal shift to active travel modes, leading to a reduction of transport emissions in the region.			
Strategy Objective 2: 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		✓✓	
A strategic regional active travel network strategy will set out a number of ambitions that prioritise more accessible and safer whole journeys made by active travel modes, ensuring more people can get access to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓	
A strategic regional active travel network strategy will set out a number of ambitions that will provide active travel connections to key economic centres and strategic transport hubs			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓✓	
This option will encourage a modal shift to active travel modes / means, enabling walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			

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Option 18		Regional Active Travel Network Strategy	
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓	
A strategic regional active travel network strategy will set out a number of ambitions which encourage the integration between active travel modes / means and public transport hubs / services, making public transport a desirable and convenient travel choice for everyone.			
Equalities Duties		✓✓	
Public Sector Equalities	Implementation of measures from a regional active travel network strategy would contribute to beneficial equalities outcomes for most protected characteristics groups provided facilities are designed and implemented for all users. Beneficial outcomes would also be predicted for those with socio-economic disadvantage where new links provided genuine low-cost alternatives to access jobs and services		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	It is expected that SPT will fund development of the Strategy. Funding for actions contained within the Strategy will have to found, and the majority of interventions will fall upon local authorities who have infrastructure responsibilities.		
Spatial Context			
This is a regional project so the strategy would cover all parts of the region.			
Rationale for Selection or Rejection			
Improvements for walking and cycling are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in setting active travel development priorities for the next 10 years.			

Option 19		Implementation of Pavement Parking guidance and regulations			
Summary	This option is development of a regional approach towards pavement parking enforcing regulations as set out within the 2019 Transport Act as appropriate.				
Rationale / linkage to problem	Parking of vehicles on pavements creates obstructions for people who are walking or wheeling and is particularly problematic for children, older people, disabled people and people who use wheelchairs, and people with children in pushchairs & prams. Pavement parking can make it difficult and inconvenient to use local streets and can create unsafe conditions when people are forced to walk or wheel on the carriageway. One in 6 people in the RTS Public Survey said that fewer obstructions on pavements was a key factor to encourage more walking. Pavement parking can also cause substantial damage to pavements, which further adds to existing problems on surface quality and cost of maintaining pavements. The Transport (Scotland) Act 2019 introduced a national ban on pavement and double parking, with guidance and regulations forthcoming. At the same time, local authorities have expressed concerns about resourcing the implementation of legislation in their local areas. This option is support a consistent approach in the SPT region as far as practicable.				
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver	✓	
Delivery	SPT would be able to develop a regional policy but will be reliant upon member local authorities to deliver				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low) ✓

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Option 19		Implementation of Pavement Parking guidance and regulations				
					Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	<p>Whilst SPT could take responsibility for development of a regional approach, the partnership would be reliant upon individual local authorities to introduce and enforce any measures. Enforcement would be through Decriminalised Parking Enforcement (DPE) powers. Local authorities may have budget issues being able to fund increased enforcement given not all DPE schemes cover their costs and there would need to be political backing as there would likely be objections from the public. Ensuring consistent roll out across all 12 Local Authorities could be difficult.</p>					
Affordability	<p>Whilst establishing the approach itself may be relatively cost efficient, implementing measures across the region may require ongoing revenue support to enforce this scheme. Local Authority budgets are currently stretched and a suitable business case will have to be made that shows the scheme could be affordable or self-funding.</p>					
Public Acceptability	<p>There will be mixed reactions from the public. Those who are inconvenienced regularly by pavement parking will be supportive, while others will object to this measure.</p>					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Walking and wheeling • Cycling 					
Political Considerations	<p>Whilst the powers have been approved at a national level, they have yet to be tested or enforced locally. Costs of enforcement, effects on motorists, local businesses, freight deliveries and even residents with constrained road space will all lead to opposition.</p>					
STAG Criteria	Environment	○	While the implementation of Pavement Parking guidance and regulations would make it easier to undertake active travel journeys, it is not expected that there would be substantial material impact on air quality or other environmental considerations.			
	Climate Change	○	The implementation of Pavement Parking guidance and regulations would make it easier to undertake active travel journeys. However, it is not expected that there would be significant modal shift or a subsequent material impact on traffic levels and subsequent emissions.			
	Health, Safety & Wellbeing	✓-✓✓	The implementation of Pavement Parking guidance and regulation would improve the safety of active travel journeys. This option will be particularly beneficial for groups with protected characteristics who rely on safe pavements for access including some elderly and disabled people, children and people with young children. There will also be additional health benefits from increased active travel.			
	Economy	○	This option is unlikely to have an impact on the economy.			
	Equality & Accessibility	✓-✓✓	While this option will not increase the coverage of the active travel network, it will improve the accessibility of the network. This will be particularly beneficial for groups with protected characteristics who rely on safe pavements for access			

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Option 19		Implementation of Pavement Parking guidance and regulations	
			including some elderly and disabled people, children and people with young children. There will also be additionally health benefits from increased active travel
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
This option may make active travel modes more appealing however it is not anticipated to lead to reductions in transport emissions in the region.			
Strategy Objective 2: 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			✓
Implementation of pavement parking guidance and regulations will encourage active travel modes / means by reducing obstructions on pavements and introducing measures to limit car usage. This will lead to more accessible and safer whole journeys, ensuring more people can get access to town centres, jobs, education, healthcare and other everyday needs			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
Implementation of pavement parking guidance and regulations will encourage active travel by reducing obstructions on pavements and introducing measures to limit car usage. This will enable walking, cycling and wheeling to be a more popular choice for short, everyday journeys			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not directly make public transport a desirable and convenient travel choice for everyone			
Equalities Duties			✓✓
Public Sector Equalities	Implementation and enforcement of regulations on pavement parking have potential for beneficial impacts on groups with protected characteristics who particularly rely on safe pavements for access including some elderly and disabled people, children and people with young children.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Local Authorities would be responsible for funding the implementation of pavement parking enforcement.		
Spatial Context			
This option is by definition a regional approach - however caution should be urged as it is not guaranteed that all local authority partners will be keen to participate			
Rationale for Selection or Rejection			
New pavement parking regulations will be made later in 2022 and it is reasonable for the RTS to investigate the powers and understand levels of funding that would be required to support partner local authorities to deliver this intervention.			

16-Active Travel Network

Option N3		Increase and enhance role of e-bikes				
Summary		This option is to include e-bikes into thinking and planning of cycling and active travel strategies noting that e-bikes can allow for greater distances and speeds.				
Rationale / linkage to problem						
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	✓
Delivery		While SPT will be involved in strategy and planning, local authorities themselves will deliver interventions on the ground.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		If required, SPT can introduce a regional cycling strategy which would include consideration of e-bikes. Similarly, SPT can work with partner authorities to ensure e-bikes are part of planning for cycling and active travel.				
Affordability		This option is more strategy based and will not require additional funding over and above that allocated to cycling interventions				
Public Acceptability		No issues anticipated.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Cycling 				
Political Considerations		No issue anticipated however a complimentary information and awareness raising campaign on the benefits and availability of e-bikes would be useful to ensure messages are well received.				
STAG Criteria	Environment	✓	Supporting and planning for electric bikes may encourage active travel. It would potentially encourage modal shift by providing a realistic alternative to the private car for some longer journeys. There may be potential benefits through improved air quality and reduced roadside traffic noise in corridors where uptake is substantial.			
	Climate Change	✓	This option may encourage active travel. It would potentially encourage modal shift by providing a realistic alternative to the private car for some longer journeys. There may be potential benefits through reduced greenhouse gas emissions in corridors where uptake is substantial.			
	Health, Safety & Wellbeing	O-✓	Supporting and planning for electric bikes may encourage active travel. This may reduce traffic volumes which would improve the safety for the network for all users. However, modal shift is not expected to be significant and therefore the benefits are predicted to be minimal.			
	Economy	O	This option is unlikely to have a significant impact on the economy.			

16-Active Travel Network

Option N3		Increase and enhance role of e-bikes	
	Equality & Accessibility	✓	Due to the distances which can be travelled by electric bike, this option may provide an alternative to private car. This could help some protected groups who are less likely to own, or have access to, a private vehicle.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Supporting and planning for electric bikes encourages active travel modes / means in favour of the cars, leading to a reduction of transport emissions in the region.			
Strategy Objective 2: 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			✓
Supporting and planning for electric bikes makes cycling a more attractive and realistic choice to rival the car. This will lead to more accessible and safer whole journeys to be made by electric bikes, ensuring everyone can get access to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓✓
The option makes cycling a more attractive and realistic choice to rival the car, enabling this to be the most popular for many everyday journeys including longer journeys which some people would be unable to make by bike.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This does will not directly make public transport a desirable travel and convenient choice for residents and visitors.			
Equalities Duties			✓✓
Public Sector Equalities	Supporting and planning for electric bikes may provide an alternative to use of the private car or traditional cycling which may benefit some protected groups (e.g. elderly and young people). It also offers opportunities to tackle socio-economic disadvantage particularly where e-bike purchase could be supported/subsidised.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	<p>Specific schemes that are available for this option include:</p> <ul style="list-style-type: none"> • Cycling Friendly Development Fund, Cycling Scotland – grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking wheeling. • E-Bike Grant Fund, Energy Saving Trust – funding available to assist Local Authorities, public sector agencies, further and higher education institutions, active travel hubs and community groups to adopt e-bikes as a sustainable alternative to car journeys. • E-Bike Loan Fund, Energy Saving Trust – interest free loans for individuals to help with purchasing new e-bikes, including cargo and adapted cycles. • E-Bike Business Loan Fund, Energy Saving Trust – interest free loans for businesses to help with purchasing e-bikes, including cargo and adapted cycles. 		

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Option N3	Increase and enhance role of e-bikes
	<ul style="list-style-type: none">• ScotRail Cycle Fund, ScotRail – funding to support improving access and facilities for cyclists at stations in Scotland.
Spatial Context	
Enhancing the role of ebikes would be a region-wide measure.	
Rationale for Selection or Rejection	
This option would contribute to SPT and national objectives and should be supported.	

16-Active Travel Network

Option N4		Integrate active travel networks and green networks					
Summary		This option is to provide better integration between active travel networks and green networks to maximise benefits to public transport, health and environment.					
Rationale / linkage to problem		Active travel and green networks are priority interventions. Integrating with existing public transport services and routes will provide key benefits and importantly, reduce the reliance upon private car.					
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery		While SPT can support, individual local authorities will have responsibility for delivery					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Type of Option	Capital (e.g., infrastructure)	
Focus	Region Wide		Network Measures	✓	Focus	Region Wide	
Feasibility		While SPT can identify areas and support, responsibility for improvements to walking and cycling infrastructure and the wider green network, lies with local authorities. Infrastructure improvements are all technically feasible. These improvements are likely to be more successful when implemented alongside improved public transport options.					
Affordability		Local Authorities will be required to fund any improvements to walking and cycling infrastructure, whilst maintenance will be required to come from council budgets. New or enhanced infrastructure can be funded through Sustrans.					
Public Acceptability		The public will generally be supportive of these options if they provide high quality links. If the reallocation of road space and / or parking is required, there may be objections from some.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling 					
Political Considerations		Whilst most will support this option, support could be dependent on the scale of financial commitment required. This will raise particular issues when attributing costs to local authorities and other third parties.					
STAG Criteria	Environment	x-✓	This option may require infrastructure enhancements which could have a negative impact on the environment. However, improving access to public transport stops / stations encourages public transport and mode shift from the car. This would have beneficial environmental impacts through improved air quality and reduced traffic noise etc.				
	Climate Change	✓	This option may require infrastructure enhancements which could have a short-term negative impact on emissions during construction. However, improving access to public transport				

16-Active Travel Network

Option N4		Integrate active travel networks and green networks	
			stops / stations encourages public transport and mode shift from the car, reducing greenhouse gas emissions.
	Health, Safety & Wellbeing	✓✓✓	This option can facilitate safe and secure access to public transport stops and stations and the wider green network. This is important for vulnerable users who might feel particularly unsafe or insecure when using public transport. Additionally, there would be health benefits through increased active travel.
	Economy	○-✓	TEE benefits will be limited. Mode shift from car would benefit other road users
	Equality & Accessibility	✓✓✓	Improving physical access to public transport makes public transport more accessible to a wider range of people, and improves social inclusion for users, notably vulnerable users such as people with mobility issues, the disabled, the elderly, and those with pushchairs. This also widens the catchment of the existing public transport network and opens up access to essential services to people who previously may have had difficulty reaching them.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Better integrating the active travel and green networks encourages active travel modes leading to a reduction in transport emissions in the region.			
Strategy Objective 2: 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			✓
Improved provision of active transport infrastructure encourages and facilitates more accessible and safer whole journeys for those using active travel modes / means. This will ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○-✓
This option will improve connections to key economic centres and strategic transport hubs for passengers, however these connections will be on the green and active networks so benefits may not be substantial.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
This option will enable more trips to be made by walking, cycling and wheeling.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○-✓
This option may enable more trips to be made by public transport, if the integrated networks allow more people to access public transport.			
Equalities Duties			✓✓
Public Sector Equalities	Better integration of active and green networks would have beneficial equalities impacts for most protected characteristics groups provided facilities are designed and implemented for all users. Improved infrastructure would provide increased opportunities for people with socio-economic disadvantage to make journeys to work.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Local Authorities have responsibility for making improvements to their active travel and green networks however there are numerous funding		

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Option N4	Integrate active travel networks and green networks
	<p>schemes available which can be used for this purpose. These include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • Community Paths Grants, Paths for All – funding opportunities available for community organisations, community groups and access professionals to improve local paths throughout Scotland. <p>Street Design Programme, Sustrans – funding is available to local authorities, constituted community groups, and other public agencies and statutory bodies to design their neighbourhoods and urban spaces around people.</p>
Spatial Context	
<p>Whilst this is a regional option, routes and local networks should be targeted based on need and the appetite from local authorities to participate. Audit work should be undertaken to identify these priorities.</p>	
Rationale for Selection or Rejection	
<p>Improvements for walking and cycling are priority interventions for both Transport Scotland and SPT. This option should be retained as part of the RTS and will make a valuable contribution in encouraging modal shift to active modes, reducing vehicle kms and helping to develop 20-minute neighbourhoods.</p>	

17-Active Travel Information and Promotion

Option 21		Active travel promotional, marketing and branding activities					
Summary		This option is development and provision of promotional, marketing and branding activities which encourage active travel.					
Rationale / linkage to problem		This option is to develop promotional and marketing activities to encourage use of infrastructure and take up of other active travel opportunities (bike loan schemes et al).					
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery		While SPT can develop branding and awareness raising, any physical activities such as Dr Bike sessions would require the involvement of third parties					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups		
Feasibility		SPT will be able to develop promotional materials which encourage active travel. SPT has previously provided such materials however these promotional functions were withdrawn due to budgeting issues. Aside from cost, there are no issues with feasibility					
Affordability		This activity will require to be funded from SPTs Capital Programme or other sources.					
Public Acceptability		It is likely that the implementation of this option would be supported by the public.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling 					
Political Considerations		Levels of support for this option will be dependant on how much funding is required and if third parties will be expected to contribute.					
STAG Criteria	Environment	✓	Active travel promotional, marketing and branding activities would encourage active travel, especially for short, local journeys. This would potentially encourage modal shift leading to beneficial environmental impacts through improved air quality etc.				
	Climate Change	✓	Active travel promotional, marketing and branding activities would encourage active travel, especially for short, local journeys. This would potentially encourage modal shift leading to beneficial impacts through overall reduced greenhouse gas emissions.				
	Health, Safety & Wellbeing	✓	Active travel promotional, marketing and branding activities would increase awareness of safe active travel routes. There will be additional health benefits from increased active travel.				
	Economy	○	This option is not expected to have a significant impact on the economy.				

17-Active Travel Information and Promotion

Option 21		Active travel promotional, marketing and branding activities	
	Equality & Accessibility	✓	This option will raise awareness of active travel routes which increases the accessibility of the network. This could be particularly beneficial for those that live in areas of poor public transport provision or do not have access to a car.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Active travel promotional, marketing and branding activities encourages a modal shift to active travel means / modes, leading to a reduction of transport emissions in the region.			
Strategy Objective 2: 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			✓
Promotional and marketing activities will encourage use of infrastructure and take up of other active travel opportunities. These opportunities will lead to more accessible and safer whole journeys, ensuring more people can get access to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
This option will encourage a modal shift to active travel means, enabling walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option does not directly make public transport a desirable and convenient travel choice for residents and visitors.			
Equalities Duties			✓
Public Sector Equalities	Implementation of measures to promote active travel would contribute to beneficial equalities outcomes through reduction of disadvantage for some protected groups by increasing awareness of facilities and services available to them.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	<p>SPT would be required to fund this intervention from its budgets. Specific national funding schemes that may be applicable for this option include:</p> <ul style="list-style-type: none"> • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • Cycling Friendly Development Fund, Cycling Scotland – funding to help promote and support cycling locally and make workplaces, communities, social housing providers, schools and campuses more cycling friendly. • SCSP Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. 		
Spatial Context			
This is a region wide option.			

17-Active Travel Information and Promotion

Option 21	Active travel promotional, marketing and branding activities
Rationale for Selection or Rejection	
Increased awareness raising for active travel options should be supported across the region, if budgets allow, this option should be considered as part of the RTS.	

Option 26	Co-ordinated and enhanced active travel journey planning information					
Summary	This option is targeted travel planning activities in specific areas based around awareness raising of active travel routes and opportunities					
Rationale / linkage to problem	There are a large number of resources for planning journeys made by walking or cycling. This option aims to co-ordinate or enhance journey planning information where this would be beneficial to encouraging more active travel.					
Action or Policy to support	Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery	It is expected that there would need to be co-ordination between local authorities and SPT for appropriate delivery, this could also entail the private and or third sector					
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	As various travel planning services are currently available and funded, SPTs role would be co-ordination and enhancement if required. implementation is currently in place. It should be noted however that these services are not run through SPT so while unlikely that this funding will be removed, it is in the hands of a third party. Other variables relate to whether SPT should choose to introduce additional travel planning activities which would by their nature involve administration and set up.					
Affordability	As noted above, various services are already in place. Costs to SPT will therefore relate to co-ordination and awareness raising. Any additional costs associated with this option will be entirely dependent upon the scale of activity					
Public Acceptability	Unless there were significant cost implications to the public purse, there is no reason to believe the public would object to this option					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Reduces the need to travel unsustainably 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> Walking and wheeling Cycling 					
Political Considerations	It is likely this option would be supported politically and would not be contentious.					

17-Active Travel Information and Promotion

Option 26		Co-ordinated and enhanced active travel journey planning information	
STAG Criteria	Environment	○-✓	Co-ordinated and enhanced active travel journey planning would encourage active travel journeys. There may be potential benefits through modal shift, including improved air quality. However, it is not predicted that this would lead to substantial modal shift without other supporting measures and therefore the benefits are likely to be modest.
	Climate Change	○-✓	Co-ordinated and enhanced active travel journey planning would encourage active travel journeys. There may be potential benefits through modal shift, including reduced greenhouse gas emissions. However, it is not predicted that it would lead to substantial modal shift without other supporting measures and therefore the benefits are likely to be modest.
	Health, Safety & Wellbeing	○-✓	While co-ordinated and enhanced active travel journey planning will not directly contribute to improving the safety of the transport network, it has the potential to make active travel users feel more secure using routes.
	Economy	○	Whilst this option may provide individual user benefits through efficiency in selecting appropriate routes to use, it is not anticipated that significant economic benefits could be realised.
	Equality & Accessibility	✓✓	While the implementation of travel information and journey planning would not have an impact on active travel coverage, it would improve accessibility, particularly for vulnerable groups including people with disabilities and elderly people.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Co-ordinated and enhanced active travel journey planning information will encourage active travel leading to a small reduction in transport emissions in the region.			
Strategy Objective 2: 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			✓
Active travel journey planning information will encourage active travel and provide people with resources needed to plan their journeys. This will allow more accessible and safer whole journeys to be made by active travel modes / means and ensure everyone can get access to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓✓
Co-ordinated and enhanced active travel journey planning information will encourage active travel and provide people with resources needed to plan their journeys, enabling it to be the most popular choice for short everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not directly make public transport a desirable and convenient travel choice for everyone			
Equalities Duties			✓✓

17-Active Travel Information and Promotion

Option 26	Co-ordinated and enhanced active travel journey planning information
Public Sector Equalities	Implementation of improved journey planning information would contribute strongly to beneficial equalities outcomes through reduction of disadvantage for protected groups, particularly for people with disabilities and elderly people. Benefits would also accrue for people travelling to/from islands.
Island Communities	
Fairer Scotland	
Child Rights & Wellbeing	
SEA	See specific Environmental report
Funding	As noted above, active travel planning services are currently available. SPTs role would be simply to coordinate and raise awareness. This would be low cost and be funded directly by SPT.
Spatial Context	
This option is region wide	
Rationale for Selection or Rejection	
This is a low cost option which has the potential to influence travel choice and support more active travel journeys. This option aligns with national targets and should be retained as part of the RTS.	

18-Bike Sharing and Ownership

Option 22		Support and promote uptake of electric bikes				
Summary		This option to promote the uptake of electric bikes. This includes electric bike loan schemes/pilots, support information/marketing on electric bikes and training on electric bike use				
Rationale / linkage to problem		Electric bikes can make it easier for people to choose cycling by providing powered assistance for example whilst cycling up hills, over longer journeys or through large junctions and are becoming increasingly popular in the SPT region. Electric bikes are not new to the market, but innovation and developments in wheel & motor design and battery & charging technology is driving a new generation of electric bikes that provide an even more attractive choice to rival the convenience of cars. Innovation in solar electric bikes also presents emerging opportunities to make electric cycling more efficient and sustainable than existing models.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		SPT will be able to develop and deliver measures to support the uptake of electric bikes				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		It is unclear if SPT have authority to fund a grant scheme for electric bikes or would only be able to advise on existing schemes. SPT could provide awareness raising and campaigns to promote electric bikes.				
Affordability		Measures included do not include physical infrastructure which should ensure significant funding is not required. SPT will however have to allocate specific funds to this intervention from their annual budgets				
Public Acceptability		No issues anticipated.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Cycling 				
Political Considerations		No issues anticipated.				
STAG Criteria	Environment	✓	Supporting and promoting the uptake of electric bikes may encourage active travel. It would potentially encourage modal shift by providing a realistic alternative to the private car for some journeys. There may be potential benefits through improved air quality and reduced roadside traffic noise in corridors where uptake is substantial.			
	Climate Change	✓	Supporting and promoting the uptake of electric bikes may encourage active travel. It would potentially encourage modal shift by providing a realistic alternative to the private car for some journeys. There may be potential benefits through reduced greenhouse gas emissions in corridors where uptake is substantial.			

18-Bike Sharing and Ownership

Option 22		Support and promote uptake of electric bikes	
	Health, Safety & Wellbeing	O-√	Supporting and promoting the uptake of electric bikes may encourage active travel. This may reduce traffic volumes which would improve the safety for the network for all users. However, modal shift is not expected to be significant and therefore the benefits are predicted to be minimal.
	Economy	O	This option is unlikely to have a significant impact on the economy.
	Equality & Accessibility	√	While this option will not have an impact on the active travel network coverage in the region, it may provide an alternative to private car. This could help some protected groups who are less likely to own, or have access to, a private vehicle.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			√
Supporting and promoting the uptake of electric bikes encourages active travel modes / means in favour of the convenience of cars, leading to a reduction of transport emissions in the region.			
Strategy Objective 2: 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			√
Supporting and promoting the uptake of electric bike makes cycling a more attractive and realistic choice to rival the convenience of car. This will lead to more accessible and safer whole journeys to be made by electric bikes, ensuring everyone can get access to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			O
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			√√
Supporting and promoting the uptake of electric bike makes cycling a more attractive and realistic choice to rival the convenience of car, enabling this to be the most popular for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			O
This does will not directly make public transport a desirable travel and convenient choice for residents and visitors.			
Equalities Duties			√√
Public Sector Equalities	Supporting and promoting use of electric bikes may provide an alternative to use of the private car or traditional cycling which may benefit some protected groups (eg. elderly and young people). It also offers opportunities to tackle socio-economic disadvantage particularly where e-bike purchase could be supported/subsidised.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	<p>Most transport-related funding in Scotland is provided by the Scottish Government through Transport Scotland. Specific schemes that are available for this option include:</p> <ul style="list-style-type: none"> • Cycling Friendly Development Fund, Cycling Scotland – grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking wheeling. • E-Bike Grant Fund, Energy Saving Trust – funding available to assist Local Authorities, public sector agencies, further and higher education institutions, active travel hubs 		

18-Bike Sharing and Ownership

Option 22 Support and promote uptake of electric bikes	
	<p>and community groups to adopt e-bikes as a sustainable alternative to car journeys.</p> <ul style="list-style-type: none"> • E-Bike Loan Fund, Energy Saving Trust – interest free loans for individuals to help with purchasing new e-bikes, including cargo and adapted cycles. • E-Bike Business Loan Fund, Energy Saving Trust – interest free loans for businesses to help with purchasing e-bikes, including cargo and adapted cycles. • ScotRail Cycle Fund, ScotRail – funding to support improving access and facilities for cyclists at stations in Scotland.
Spatial Context	
Awareness raising and encouragement of the adoption and usage of ebikes would be a region-wide measure.	
Rationale for Selection or Rejection	
This option would contribute to the objectives and is this supported, although its impacts are likely to be modest.	

Option 23 Invest in electric bike infrastructure							
Summary	This option to invest in secure electric bike charging opportunities and any other supporting infrastructure.						
Rationale / linkage to problem	Electric bikes can make it easier for people to choose cycling by providing powered assistance for example whilst cycling up hills, over longer journeys or through large junctions and are becoming increasingly popular in the SPT region. Electric bikes are not new to the market, but innovation and developments in wheel & motor design and battery & charging technology is driving a new generation of electric bikes that provide an even more attractive choice to rival the convenience of cars. Innovation in solar electric bikes also presents emerging opportunities to make electric cycling more efficient and sustainable than existing models.						
Action or Policy to support	<table border="1"> <thead> <tr> <th>Action – SPT develop and deliver</th> <th>Policy – SPT support, others deliver</th> </tr> </thead> <tbody> <tr> <td></td> <td>✓</td> </tr> </tbody> </table>	Action – SPT develop and deliver	Policy – SPT support, others deliver		✓		
Action – SPT develop and deliver	Policy – SPT support, others deliver						
	✓						
Delivery	It is assumed that SPT will have to work with Local Authorities and third parties to deliver this intervention						
Type of Option	<table border="1"> <thead> <tr> <th>Capital (e.g., infrastructure)</th> <th>Revenue (e.g., bus subsidies)</th> <th>Policy & Regulatory (e.g., Low Emission Zones)</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table>	Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)	✓		
Capital (e.g., infrastructure)	Revenue (e.g., bus subsidies)	Policy & Regulatory (e.g., Low Emission Zones)					
✓							
Focus	<table border="1"> <thead> <tr> <th>Region Wide</th> <th>Network Measures</th> <th>Measures Targeted at Specific Groups</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table>	Region Wide	Network Measures	Measures Targeted at Specific Groups	✓		
Region Wide	Network Measures	Measures Targeted at Specific Groups					
✓							
Feasibility	Although charging infrastructure for electric bikes is a current technology, there may be technical issues in providing secure facilities for the range of bikes on the market. While there may be locational/placement challenges, the option is entirely feasible. It is expected that SPT will have to work with local authorities, land owners and other third parties such as ScotRail to develop charging infrastructure on their land and assets. SPT will however be able to provide infrastructure at Subway stations and bus stations managed by the partnership.						

18-Bike Sharing and Ownership

Option 23		Invest in electric bike infrastructure	
Affordability		Introducing charging facilities will require capital investment however grant funds are available from a number of sources.	
Public Acceptability		The public are expected to approve of this option, particularly given the increasing availability of electric bikes.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Cycling 	
Political Considerations		This option will generally be accepted.	
STAG Criteria	Environment	O-√	Investing in electric bike infrastructure may encourage active travel. It would potentially encourage modal shift by providing a realistic alternative to the private car for some journeys. There may be potential benefits through improved air quality and reduced roadside traffic noise in corridors where uptake is substantial. There would be local environmental implications at any new charging stations.
	Climate Change	O-√	Investing in electric bike infrastructure may encourage active travel. It would potentially encourage modal shift by providing a realistic alternative to the private car for some journeys. There may be potential benefits through reduced greenhouse gas emissions in corridors where uptake is substantial.
	Health, Safety & Wellbeing	O-√	Investing in electric bike infrastructure may encourage active travel and modal shift. This may reduce traffic volumes which would improve the safety for the network for all users.
	Economy	O	This option is unlikely to have a significant impact on the economy.
	Equality & Accessibility	√	While this option will not have an impact on the active travel network coverage in the region, it may provide an alternative to private car. This could help some protected groups who are less likely to own, or have access to, a private vehicle. However, the upfront cost of purchasing an electric bike would remain a barrier without supporting measures.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			√
Investing in electric bike infrastructure will encourage more active travel journeys in favour of cars.			
Strategy Objective 2: 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			√
Investing in electric bike infrastructure makes cycling a more attractive and realistic choice to rival the convenience of car. This will lead improve accessibility, ensuring more people can get access to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			O
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			√√
Investing in electric bike infrastructure makes cycling a more attractive and realistic choice to rival the convenience of car.			

18-Bike Sharing and Ownership

Option 23		Invest in electric bike infrastructure
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○
This option will not directly make public transport a desirable and convenient travel choice for everyone		
Equalities Duties		✓✓
Public Sector Equalities	Greater investment in electric bike infrastructure may support use of e-bikes as an alternative to use of the private car or traditional cycling which may benefit some protected groups (eg. elderly and young people). It also offers opportunities to tackle socio-economic disadvantage particularly where e-bike purchase could be supported/subsidised	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	<p>Specific national funding schemes that may be applicable for this option include:</p> <ul style="list-style-type: none"> • Cycling Friendly Development Fund, Cycling Scotland – grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking wheeling. • E-Bike Grant Fund, Energy Saving Trust – funding available to assist Local Authorities, public sector agencies, further and higher education institutions, active travel hubs and community groups to adopt e-bikes as a sustainable alternative to car journeys. • E-Bike Business Loan Fund, Energy Saving Trust – supports organisations that want to reduce the carbon impact of their transport and travel arrangements with new and more efficient alternatives. • ScotRail Cycle Fund, ScotRail – funding to support improving access and facilities for cyclists at stations in Scotland. 	
Spatial Context		
This is a regional policy however locations for electric bike charging points will be targeted locally dependant upon need and appetite from the local authority or third party land owner.		
Rationale for Selection or Rejection		
Electric bikes are a growth industry and provide enhanced levels of accessibility whilst helping people make active travel journeys. E-bikes are also a valid alternative to short-medium distanced car trips. As such, this option should be further supported as part of the RTS		

Option 24		Develop local bike hire & bike sharing schemes and initiatives
Summary	This option is the introduction of new bike sharing schemes at a local level.	

18-Bike Sharing and Ownership

Option 24		Develop local bike hire & bike sharing schemes and initiatives					
Rationale / linkage to problem		<p>There are inequalities in access to bikes as higher income households are much more likely to have access to an [adult] bike compared to lower income households in Scotland. Higher income households are also much more likely to have awareness of cycle hire schemes compared to lower income households. The RTS engagement activities found that access to one's own bike would encourage around a quarter (23%) of people who do not cycle regularly (less than once per week) to cycle or to cycle more often. Bike hire and bike sharing are also key opportunities for the region. Glasgow's cycle hire scheme has been successful in reaching people who do not have access to bikes and encouraging more cycling in the city whilst also providing a valuable blueprint for the development of other schemes in the region. The Glasgow-based Bikes for All project aimed to increase access to cycling for socially excluded individuals by breaking down barriers to cycling through provision of shared bikes (including discounted access to the Next Bike Hire Scheme) and one-to-one support. The evaluation of the project shows a large reduction in lack of access to a bike as a barrier to cycling and, overall, cycling participation increased with the percentage of participants cycling at least once a week increasing from 21% to 59%. This option is to support development of more local schemes and initiatives to improve access to bikes.</p>					
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery		SPT will be expected to support local authorities develop their bike share/hire schemes					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups		
Feasibility		<p>Local Authorities currently retain responsibility for such schemes. Glasgow City Council has its own successful scheme. There is no feasible reason with the exception of potential demand as to why other member authorities could not develop a scheme. Vandalism and theft are risks. It will be important to learn lessons from other such schemes which have succeeded and failed.</p>					
Affordability		<p>An appropriate business case will have to be developed for each scheme. The costs of the schemes included in this option could vary widely.</p>					
Public Acceptability		<p>The public will generally be supportive of bike hire schemes if they appear to be well used. It should be noted that in the short term, COVID-19 may cause the public to be cautious when using transport modes which involve sharing due to the unknown cleanliness and sanitisation of bikes prior to use.</p>					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Cycling 					
Political Considerations		<p>The concept is unlikely to be politically sensitive. Support will depend on the level of up front investment required and ongoing support.</p>					
	Environment	O-✓	<p>Developing bike hire and sharing schemes would help make cycling more accessible and encourage active travel. There</p>				

18-Bike Sharing and Ownership

Option 24		Develop local bike hire & bike sharing schemes and initiatives	
STAG Criteria			may be potential environmental benefits through improved air quality. There would be local environmental implications at any new charging stations
	Climate Change	✓	Developing bike hire and sharing schemes would make cycling more accessible and encourage active travel. There may be potential benefits through reduced greenhouse gas emissions.
	Health, Safety & Wellbeing	0-✓	While this option would encourage active travel use, it is unlikely to have an impact on the safety and security of the network for users. There would be health benefits from encourage active travel.
	Economy	✓	Provision of local bike hire and sharing schemes could have a minor economic benefit by enabling people to participate in the economy and reach new employment opportunities they would otherwise not be able to. However, these benefits are likely to be modest.
	Equality & Accessibility	✓-✓✓	While this option will not have an impact on the active travel network coverage in the region, it may improve access to key services locally via sustainable modes. This would be particularly beneficial for those that live in areas of poor public transport provision or do not have access to a car.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Developing local bike hire & bike sharing schemes and initiatives encourages more cycling and will provide greater access to those who do not have access to bikes. Whilst this may lead to a reduction in transport emissions in the region, benefits are not unlikely to be substantial. Any embodied carbon would have to be accounted for.			
Strategy Objective 2: 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			✓
Schemes and initiatives encourage more cycling and will provide greater access to those who do not have access to bikes, leading to improve accessibility, affordability, availability and safety of the transport system, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓✓
Schemes and initiatives encourage more cycling and will provide greater access to those who do not have access to bikes.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This option will not directly make public transport a desirable and convenient travel choice for everyone			
Equalities Duties			✓✓
Public Sector Equalities	Cycle hire and sharing schemes may promote the uptake of cycling as a sustainable mode with benefit for some people in protected groups		
Island Communities			

18-Bike Sharing and Ownership

Option 24		Develop local bike hire & bike sharing schemes and initiatives
Fairer Scotland	particularly those who also have socio-economic disadvantage.	
Child Rights & Wellbeing	Increased access to jobs and services from wider access to bikes would have beneficial impacts across all the equalities duties considered.	
SEA	See specific Environmental report	
Funding	It is expected that SPT and local authorities will require to fund these schemes however it will be possible to attract private sector investment / risk sharing.	
Spatial Context		
SPT will look to encourage roll out of schemes across the region however individual schemes will be developed on a local basis based upon appetite from each local authority. Locations for ebike schemes should be carefully considered based on the geography of the settlements or sub-regions.		
Rationale for Selection or Rejection		
Cycle hire schemes are gaining popularity throughout the UK including the successful Glasgow scheme and increasing access to bikes is a key recommendation in the draft STPR2. This option should be retained in the RTS.		

Option 25		Facilitate development of cross-boundary bike hire / bike sharing opportunities			
Summary	This option is the introduction of a regional/cross boundary cycle hire scheme.				
Rationale / linkage to problem	There are a number of cross-boundary corridors within contiguous urban areas in the region where cross-boundary bike hire could facilitate better access to bikes and enable more functional cycling (e.g. Rutherglen - Glasgow); however there are a number of difficult challenges to achieving this, particularly procurement. This option is to develop a framework and to facilitate development of schemes.				
Action or Policy to support	Action – SPT develop and deliver		✓	Policy – SPT support, others deliver	
Delivery	Presently Glasgow City Council have their own scheme. Local Authorities are responsible for developing these measures however given the regional aspect, SPT could play a role in development and administration.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups
Feasibility	Local Authorities currently retain responsibility for such schemes. Glasgow City Council has its own successful scheme. Due to the way it was introduced and financed, it is unclear how easily it could be extended to other local authority areas or if new agreements would need to be developed. Each local authority area would however have to be part of discussions. Developing the scheme would also entail predicting potential demand to ensure adequate bike capacity at key points across the entire region. Vandalism and theft are risks. It will be important to learn lessons from other such schemes which have succeeded and failed.				

18-Bike Sharing and Ownership

Option 25		Facilitate development of cross-boundary bike hire / bike sharing opportunities	
Affordability		An appropriate business case will have to be developed for each scheme. The costs of the schemes included in this option could vary widely.	
Public Acceptability		The public will generally be supportive of bike hire schemes if they appear to be well used. It should be noted that in the short term, COVID-19 may cause the public to be cautious when using transport modes which involve sharing due to the unknown cleanliness and sanitisation of bikes prior to use.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Reduces the need to travel unsustainably 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Cycling 	
Political Considerations		The concept is unlikely to be sensitive. Support will depend on the cost to the public purse and level of investment required by third parties.	
STAG Criteria	Environment	O-√	Developing bike hire and sharing schemes would help make cycling more accessible and encourage active travel. There may be potential environmental benefits through improved air quality. There would be local environmental implications at any new charging stations
	Climate Change	√	Developing bike hire and sharing schemes would make cycling more accessible and encourage active travel. There may be potential benefits through reduced greenhouse gas emissions.
	Health, Safety & Wellbeing	O-√	While this option would encourage active travel use, it is unlikely to have an impact on the safety and security of the network for users. There would be health benefits from encourage active travel.
	Economy	√	Provision of local bike hire and sharing schemes could have a minor economic benefit by enabling people to participate in the economy and reach new employment opportunities they would otherwise not be able to. However, these benefits are likely to be modest.
	Equality & Accessibility	√-√√	While this option will not have an impact on the active travel network coverage in the region, it may improve access to key services locally via sustainable modes. This would be particularly beneficial for those that live in areas of poor public transport provision or do not have access to a car.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			√
Developing a regional bike hire & bike sharing will encourage more cycling and will provide greater access to those who do not have access to bikes. Whilst this may lead to a reduction in transport emissions in the region, benefits are not anticipated to be substantial. Any embodied carbon would have to be accounted for.			
Strategy Objective 2: 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			√
Schemes and initiatives encourage more cycling and will provide greater access to those who do not have access to bikes, leading to improve accessibility, affordability, availability and safety of the transport system, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs			

18-Bike Sharing and Ownership

Option 25		Facilitate development of cross-boundary bike hire / bike sharing opportunities
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓
As the option is regional, the scheme will provide the opportunity for users to make these key journeys and travel to economic centres and transport hubs should they choose.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓
Schemes and initiatives encourage more cycling and will provide greater access to those who do not have access to bikes.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○
This option will not directly make public transport a desirable and convenient travel choice for everyone		
Equalities Duties		✓✓
Public Sector Equalities	Cross boundary cycle hire and sharing schemes may promote the uptake of cycling as a sustainable mode with benefit for some people in protected groups particularly those who also have socio-economic disadvantage. Increased access to jobs and services from wider access to bikes would have beneficial impacts across all the equalities duties considered.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is expected that SPT and local authorities will require to fund these schemes however it will be possible to attract private sector investment / risk sharing.	
Spatial Context		
This is a regional option. Developing proposals which span local authority boundaries will involve multiple parties		
Rationale for Selection or Rejection		
This option should be pursued as part of the RTS particularly where further evidence demonstrates that there is cross-authority demand. SPT can support partners to investigate the challenges of delivering a scheme that involves multiple authorities and understand if these can be overcome.		

19-Road Safety

Option 99		Implement Road Safety Framework in the region				
Summary	This option is to support implementation of the Scottish Road Safety Framework to 2030.					
Rationale / linkage to problem	In 2019, 53 people were killed on roads in the SPT region and 772 people were seriously injured. This includes 2 children who were killed and 108 who were seriously injured. Local authority partners noted key road safety problems for vulnerable road users include traffic speeds especially on local streets and active travel routes and safe & accessible off-road crossings especially for children, older people, people who are visually impaired and people who have reduced personal mobility. Research by Sustrans found that children living in socio-economically disadvantaged areas are disproportionately adversely impacted by road traffic and road safety problems. The emerging Road Safety Framework to 2030 and its Safe System approach with its five pillars - safe road use; safe roads and roadsides; safe vehicles; safe speeds; and better post-crash response - places people at its centre and will be a key framework for the RTS to support in the west of Scotland.					
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver		✓	
Delivery	Local Authorities will implement and deliver actions from the Road Safety Framework, however SPT can support delivery and look to ensure consistency of approach across the region					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility	SPT does not have the authority to deliver actions from the Road Safety Framework, these will be the responsibility of Local Authorities. SPT can support and if appropriate play a co-ordination role across the region. Measures within the Framework do not appear to present significant technical challenges however there may be isolated geographical pinch points					
Affordability	SPT's role will be support and co-ordination which in itself will be covered within existing budgets, however, measures themselves which are the responsibility of local authorities will require capital funding					
Public Acceptability	The public would likely be supportive of the Road Safety Framework given this will improve road safety.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Maintaining and safely operating existing assets 					

19-Road Safety

Option 99		Implement Road Safety Framework in the region	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis and shared transport • Private car 	
Political Considerations		This option is likely to be generally supported. However, if actions lead to a reduction in road space or require significant levels of funding then there may be some opposition.	
STAG Criteria	Environment	<input type="radio"/>	Implementing a Road Safety Framework in the region is unlikely to have a major impact on the environment although more people may use active modes if they become more confident with road safety.
	Climate Change	<input type="radio"/>	Implementing a Road Safety Framework in the region is unlikely to have a material impact on emissions.
	Health, Safety & Wellbeing	✓✓✓	This option inherently aims to increase the safety and security of all road users, particularly vulnerable road users. It would lead to a potential reduction in the cost of accidents, i.e., fewer fatal and serious accidents. It is unlikely to have any health and wellbeing benefits.
	Economy	✓	Accidents lead to delays on the road network causing inefficiencies. As such, reducing the number of accidents taking place will reduce delays and save people time. There are benefits due to these journey time savings.
	Equality & Accessibility	✓	The implementation of a Road Safety Framework may make vulnerable road users feel that they are able to access key services where they previously could not. This option will not have an impact on the public transport and active travel network coverage.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Implementing a Road Safety Framework encourages active travel modes/means by improving safety, priority and access on roads. This will help to reduce car dependency and transport emissions in the region.			
Strategy Objective 2: 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		✓	
Implementing a Road Safety Framework will improve road safety and facilitate more accessible and safer whole journeys for road and active travel users. This will increase travel opportunities for people to get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		<input type="radio"/>	
This option will not improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓	
Implementing a Road Safety Framework will improve access and safety of active travel journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		<input type="radio"/>	
Implementing a Road Safety Framework will not make public transport a desirable and convenient travel choice for everyone.			

19-Road Safety

Option 99		Implement Road Safety Framework in the region	
Equalities Duties			✓ ✓
Public Sector Equalities	Island Communities	Fairer Scotland	Child Rights & Wellbeing
Implementation of measures from a Road Safety Framework would be predicted to have beneficial equalities outcomes, particularly for people in protected characteristic groups with disabilities, elderly people and children (including in areas of socio-economic disadvantage).			
SEA		See specific Environmental report	
Funding		Funding to implement a Road Safety Framework in the region would be provided by the Scottish Government through Transport Scotland.	
Spatial Context			
This is a regionwide policy, however it is clear that implementation will be prioritised. SPT can work with local authorities to establish which areas would be best suited to the introduction of new measures.			
Rationale for Selection or Rejection			
This option aligns with the Scottish Government's Road Safety Framework and if delivered appropriately will offer benefits to all road users and pedestrians. This option should be retained as part of the RTS.			

Option 105	20mph speed limits and 20mph zones		
Summary	This option is to implement 20 mph zones and 20mph speed limits within the region.		
Rationale / linkage to problem	A 3-year study by the Department for Transport found that, overall, sign-only 20mph speed limits are perceived to be beneficial for cyclists and pedestrians. Transport Scotland's Good Practice Guide on implementing 20 mph speed limits is supportive of these limits in the right environment. This option would be to support implementation of 20mph zones and support development to 20mph speed limits.		
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver ✓
Delivery	Local Authorities will be tasked with introducing additional 20 mph zones. SPT could support and look to provide advice and consistency across the region.		

19-Road Safety

Option 105		20mph speed limits and 20mph zones				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide	✓	Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	<p>SPT would rely on constituent local authorities who are the roads authority to introduce 20 mph zones. SPT can however assist through co-ordination and support.</p> <p>There will be no technical challenges associated with introducing 20 mph zones.</p>					
Affordability	<p>In general, 20mph zones should not require physical measures and associated costs will be related to signage, modifying the traffic regulation order and any required monitoring.</p>					
Public Acceptability	<p>There may be some opposition to implementing 20 mph speed limits and 20 mph zones as they are likely to increase car journey times. However, 20 mph zones do have considerable support due to safety benefits</p>					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis and shared transport • Private car 					
Political Considerations	<p>While 20 mph zones will be supported on safety grounds, it is likely that there may be some opposition from those who anticipate reductions in traffic speeds and therefore journey times.</p>					
STAG Criteria	Environment	✓	<p>Restricting has potential for beneficial environmental impacts on air quality due to vehicles making fewer sharp accelerations and decelerations. 20 mph zones can also encourage active travel, by making roads safer, which would compound these benefits where walking and cycling trips replaced car journeys. Lower speeds also help to reduce noise from traffic. However, the impacts are predicted to be modest overall as a stand-alone measure.</p>			
	Climate Change	✓	<p>Restricting speed has potential for beneficial impacts on emissions due to vehicles making fewer sharp accelerations and decelerations. 20 mph zones can also encourage active travel which would also help reduce emissions where walking and cycling trips replaced car journeys. However, the impacts are predicted to be modest overall as a stand-alone measure.</p>			
	Health, Safety & Wellbeing	✓✓✓	<p>Introducing speed restrictions aims to enhance the safety of the road for all users, notably vulnerable road users.</p>			
	Economy	○	<p>Reducing speeds may increase congestion and will lead to to increases in journey. Lack of efficiency when travelling be be able to be offset by wider benefits through a safer network.</p>			

19-Road Safety

Option 105	20mph speed limits and 20mph zones		
	Equality & Accessibility	✓	This option can make vulnerable road users feel safer and 20 mph zones promote the uptake of active travel, enabling people to access local services and amenities. It would not have a direct impact on public transport accessibility or public transport and active travel network coverage.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
20 mph speed limits by themselves are unlikely to have an impact upon transport emissions, however if this leads to a safer network which encourages more people to travel by active modes, there may be small reductions in emissions.			
Strategy Objective 2: 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			✓ ✓
20 mph speed limits and 20 mph zones encourage and facilitate more accessible and safer whole journeys to be made using active travel modes/means. This improves travel choice, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓ ✓
20 mph speed limits and 20 mph zones will improve access and safety for active travel users, encouraging walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
20 mph speed limits and 20 mph zones are unlikely to have a major impact on the decision to use public transport.			
Equalities Duties			✓ ✓
Public Sector Equalities	Implementation of 20mph zones has potential to encourage and facilitate more accessible and safer whole journeys to be made using active travel modes/means. This would have benefits for some protected groups and particularly people walking and wheeling using pavements and crossing relevant roads and active travel users including children and young people. Enforcement would be key to sustained benefits being realised.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Local authorities retain responsibility for their own local road networks. In general, 20mph zones should not require physical measures and costs associated will be related to signage, modifying the traffic regulation order and any monitoring required.		
Spatial Context			
This option is spatial in character and whilst it is envisaged to be rolled out across the SPT region, clearly there are areas which should be targeted as a priority. These areas will be defined in collaboration with local authorities who retain the roads authority powers.			

19-Road Safety

Option 105	20mph speed limits and 20mph zones
Rationale for Selection or Rejection	
This option supports Transport Scotland's priorities and will ensure safer local environments across the region. This option should be supported as part of the RTS.	

20-Placemaking

Option 20		Place-making schemes to improve the quality of the built environment for walking and cycling				
Summary		This option is to deliver place making schemes that deliver an enhanced environment for people walking, wheeling and cycling and prioritise movement of people over motorised vehicles.				
Rationale / linkage to problem		Many town centres in the SPT region have been designed over a long period of time to prioritise the movement of traffic and parking supply over the movement of people. SPT has supported a number of town centre place making schemes in the region over the past decade (e.g., Kirkintilloch, Irvine, Greenock). This option is to support development of new schemes including maximising opportunities presented by Sustrans Street Design workstreams.				
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver	✓
Delivery		SPT will be able to partner with local authorities to fund and develop place-making schemes. SPT does not have the powers to deliver these schemes and will rely upon local authorities for implementation of any schemes.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		Whilst SPT could take responsibility for funding of studies to develop schemes, the partnership would be reliant on local authorities to approve, part fund and deliver any schemes on the ground. Place making schemes prioritising public transport and active modes over the private car are all tried and tested and will be feasible. There may be localised issues, but these will not be insurmountable.				
Affordability		Whilst funding the initial study may be relatively low cost, implementing measures will require capital investment. Local Authority budgets are currently stretched and funding will have to be made available or a clear rationale is developed which shows benefits of the spend.				
Public Acceptability		There will be mixed reactions from the public. Place making schemes will make areas more attractive and provide benefits to the average person. Motorists and commercial vehicle / delivery drives may however be adversely affected - and those who do business in the area may see localised changes which inhibit their current operations.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling 				
Political Considerations		There will be a mix of support and opposition. While there will be those who support new measures, effects on motorists, local businesses, freight deliveries and even residents with constrained road space will all lead to opposition. Evidence of the success of other				

20-Placemaking

Option 20		Place-making schemes to improve the quality of the built environment for walking and cycling	
		schemes will be important in making the political case for new schemes.	
STAG Criteria	Environment	○- ✓	Place-making schemes would encourage active travel, especially for short, local journeys. This would potentially encourage modal shift leading to beneficial environmental impacts through improved air quality and reduced roadside traffic noise. Any new infrastructure facilities should be designed to avoid adverse impacts on areas of local environmental sensitivity.
	Climate Change	○- ✓	Place-making schemes would encourage active travel, especially for short, local journeys. This would potentially encourage modal shift leading to beneficial impacts through reduced greenhouse gas emissions. this would be offset by embodied carbon associated with any construction.
	Health, Safety & Wellbeing	✓✓	Place-making schemes have the potential to make the transport network safer for all users, especially those walking and cycling. There would be health benefits from encouraging and facilitating active travel and wellbeing benefits from overall improvements to the built environment.
	Economy	✗-✓	Depending on implementation, place making schemes may reduce road space which could lead to increased congestion. On the other hand, this option would encourage active travel and facilitate modal shift which would have the opposite impact.
	Equality & Accessibility	✓	Place-making schemes are unlikely to have an impact on the active travel and public transport network coverage in the region. However, it does have potential to make active travel more accessible, especially for those from certain groups who are more likely to rely on active travel.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Place-making schemes to improve the quality of the built environment for walking and cycling encourages active travel modes / means, leading to a reduction of transport emissions in the region. Place making schemes will be localised in nature and as such benefits across the region will not be major. There would also be embodied carbon associated with any construction works.			
Strategy Objective 2: 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		✓✓	
Place-making schemes will improve the built environment for walking and cycling and prioritise the movement of people. This will lead to more accessible and safer whole journeys, ensuring more people can get access to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓ - ✓✓	
Placemaking schemes to improve the built environment for walking and cycling prioritises active travel modes / means, enabling walking, cycling and wheeling to be the most popular choice for short, everyday journeys. Place making schemes will be localised in nature and as such benefits across the region will not be significant unless a large number of schemes were introduced.			

20-Placemaking

Option 20		Place-making schemes to improve the quality of the built environment for walking and cycling
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
This option may prioritise public transport over the private car in key areas.		
Equalities Duties		✓
Public Sector Equalities	Implementation of enhanced place making has the potential for beneficial impacts on groups with protected characteristics and to reduce inequalities of outcome from socio-economic disadvantage. Change at a significant level would take a long time to effect.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	<p>Local Authorities have responsibility for making improvements to their assets and streetscapes however there are numerous funding schemes available which can be used for this purpose. These include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • SCSP Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • Community Paths Grants, Paths for All – funding opportunities available for community organisations, community groups and access professionals to improve local paths throughout Scotland. • National Cycle Network (NCN) improvements and signage, Sustrans – funding is available to local authorities, constituted community groups, public and third sector organisations to deliver physical improvements to the NCN. • Art Roots, Sustrans – provides artistic and aesthetic improvements to the NCN for Local Authorities, constituted community groups, public or third sector organisations. • Street Design Programme, Sustrans – funding is available to local authorities, constituted community groups, and other public agencies and statutory bodies to design their neighbourhoods and urban spaces around people. • ScotRail Cycle Fund, ScotRail – funding opportunities to enhance cycling infrastructure and encourage people to use integrated travel modes. 	
Spatial Context		
Whilst this option is regional, in reality individual schemes will be introduced in town across the region. These will be identified through discussion with Local Authorities and on an assessment of need.		
Rationale for Selection or Rejection		

20-Placemaking

Option 20	Place-making schemes to improve the quality of the built environment for walking and cycling
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In recent years SPT has been involved in development of successful localised place making schemes. Current national guidance prioritises such endeavours and as such, this option should be retained as part of the RTS.

21-Shared Mobility

Option 61		Increased sustainable transport options on islands and rural mainland communities				
Summary	Option to explore potential of introducing more sustainable transport options into island and rural communities					
	Rationale / linkage to problem					
Rationale / linkage to problem		Many sustainable transport options available to urban communities (e.g. car clubs, bike hire schemes) are less commercially viable in rural, island and remote places. This option aims to explore smaller scale opportunities to serve these communities.				
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver	
Delivery		It is assumed that SPT could partner with relevant local authorities to deliver this option				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		SPT does not have the legislative power to increase sustainable transport options and would have to rely on the constituent authorities and operators to implement them. There may also be budgeting issues concerning who would fund the new services.				
Affordability		Costs will be dependant upon measures to be introduced. It is assumed that measures will require capital costs to fund set-up and potentially ongoing subsidies.				
Public Acceptability		It is likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis and shared transport 				

21-Shared Mobility

Option 61		Increased sustainable transport options on islands and rural mainland communities	
Political Considerations		It is expected that this option will generally be supported.	
STAG Criteria	Environment	○ - ✓	Increased sustainable transport options on islands and rural mainland communities will encourage increased public transport use and sustainable travel. This would potentially have small beneficial environmental impacts through improved local air quality. However, beneficial impacts are not predicted to be significant.
	Climate Change	○ - ✓	Increased sustainable transport options on islands and rural mainland communities will encourage increased public transport use and sustainable travel. This would potentially have beneficial impacts through overall reductions in greenhouse gas emissions. However, beneficial impacts are not predicted to be significant.
	Health, Safety & Wellbeing	✓	Increased sustainable transport options on islands and rural mainland communities will encourage increased public transport use and sustainable travel. This will improve the safety of the transport network for all users. There may also be additional health and wellbeing benefits from increased active travel.
	Economy	○ - ✓	Increased sustainable transport options on islands and rural mainland communities will encourage increased public transport use which may lead to transport efficiency benefits through reduced traffic and journey times, however due to low levels of population density, benefits are likely to be small. There could also be increased access to jobs and services from wider access to bikes or shared transport schemes
	Equality & Accessibility	✓	Increased sustainable transport options on islands and rural mainland communities will improve access to a range of modes within these communities. This will be particularly beneficial to protected groups.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		○ - ✓	
Increased sustainable transport options on islands and rural mainland communities will encourage more sustainable travel, leading to reduced car dependency and transport emissions in these areas.			
Strategy Objective 2: 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		✓	
Increased sustainable transport options on islands and rural mainland communities will improve and encourage the uptake of journeys by sustainable travel modes. This will increase travel opportunities, ensuring everyone can get to where they need to go in these areas			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○	
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓	
Increased sustainable transport options on islands and rural mainland communities will encourage active travel use, enabling walking, cycling and wheeling to be a more popular choice for short, everyday journeys			

21-Shared Mobility

Option 61		Increased sustainable transport options on islands and rural mainland communities	
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○	
Increased sustainable transport options on islands and rural mainland communities is unlikely to have any impact on public transport use			
Equalities Duties		✓✓	
Public Sector Equalities	Sustainable transport schemes may promote reduced reliance on single occupancy car trips and the uptake of cycling as a sustainable mode with benefits for some people in protected groups particularly those who also have socio-economic disadvantage. Increased access to jobs and services from wider access to bikes or shared transport schemes would have beneficial impacts across all the equalities duties considered.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	<p>It is expected SPT and local authorities would be responsible for funding these options. There may however be grants available which include:</p> <ul style="list-style-type: none"> • Places for Everyone, Sustrans – funding for the creation of infrastructure that makes it easier for walking, wheeling and cycling journeys. • Cycling Friendly Programme, Cycling Scotland – funding to help promote and support cycling locally. • Strategic Partnerships, Sustrans – Sustrans Officers provide support to Local Authorities for active travel infrastructure development. • ChargePlace Scotland, Transport Scotland – investments to grow Scotland’s accessible public electric vehicle charging network. • Smarter Choices, Smarter Places (SCSP) Local Authority Fund – funding to Local Authorities to encourage less car use and more journeys by foot, bicycle, public transport and car share. • SCSP Open Fund – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys; and homeworking to replace daily commutes 		
Spatial Context			
This option will be targeted at island and rural mainland communities			
Rationale for Selection or Rejection			
Island and rural mainland communities do not enjoy the same levels of public transport connectivity as more populous locations, sustainable options such as these will help bridge the gap. This option should be retained as part of the RTS.			

21-Shared Mobility

Option 106		Package of shared mobility options – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing				
Summary		This option includes services such as car share incentives, journey sharing, car clubs and bike sharing				
Rationale / linkage to problem		The problem identification highlights the growing single car occupancy in the region. A recent report by the Commission on Travel Demand and CREDS demonstrates that future traffic growth can be substantially reduced by increasing average vehicle occupancies. This requires a shift from personal car ownership and single occupancy car trips to one where sharing vehicles and journeys is more mainstream behaviour. This option would explore a number of opportunities including 'upscaling' SPT JourneyShare, growing car club coverage and usage, car sharing and bike sharing. This option would also be linked to other options related to Mobility as a Service and wider integration challenges.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		It is expected that SPT would be able to lead on these options in partnership with constituent local authorities, operators and shared-mobility groups for delivery.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	
Feasibility		SPT would have to work in partnership with constituent local authorities and operators to implement the options in a coordinated manner. Additionally, the private sector which may already have involvement in the region, will require to be involved.				
Affordability		Costs will be dependent upon the scale of measures chosen. It is expected that while the public sector may take an administrative role, the private sector would be heavily involved in the roll out of technology and options in some cases.				
Public Acceptability		The uptake of shared mobility may not be rapid due to ingrained views and aspirations towards private car ownership. There is also a level of uncertainty surrounding the future demand for shared mobility due to COVID-19 and an unwillingness to share services with people due to the risk of infection.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 				

21-Shared Mobility

Option 106	Package of shared mobility options – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing		
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Cycling • Taxis & shared transport 		
Political Considerations	As this is voluntary, it is unlikely that this option will be contentious or require political will unless significant funding from the public purse was required.		
STAG Criteria	Environment	✓	Introducing a package of shared mobility options may require infrastructure enhancements. There could potentially have a negative impact on land-use and the historic environment. However, this impact is not predicted to be significant. The potential reduction in car travel may improve air quality.
	Climate Change	✓	Introducing a package of shared mobility options would contribute to reduced personal car ownership and single occupancy car trips. This would potentially have beneficial impacts through reduced greenhouse gas emissions.
	Health, Safety & Wellbeing	○	There may be small health benefits from improved air quality if sufficiently large numbers of people use these options rather than their own personal vehicles.
	Economy	✓	There may be slight TEE benefits through reduced traffic volumes and journey times. At the margin it may increase labour market participation.
	Equality & Accessibility	✓✓	While this option would not impact the public transport and active travel network coverage, it improves access to services for some people in protected groups and tackles inequalities associated with socio-economic disadvantage. It may also benefit those in rural areas, particularly those without access to a car.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Reducing personal car ownership and single occupancy car trips encourages the use of more sustainable transport mode/means, leading to a reduction of transport emissions in the region.			
Strategy Objective 2: 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			✓
Shared mobility initiative may broaden affordable travel opportunities for those without access to a car, or who would prefer not to use a car.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option will improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers who may not have been able to travel to these locations without the mobility options.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
Improving access to bicycles would help meet this objective.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○
This measure is not aimed specifically at public transport.			
Equalities Duties			✓✓

21-Shared Mobility

Option 106	Package of shared mobility options – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing	
Public Sector Equalities	Implementation of measures with the potential to reduce car dependency, car kms and support modal shift would contribute to beneficial equalities outcomes through reduction of disadvantage for some people in protected groups and in tackling inequalities associated with socio-economic disadvantage. Island communities could benefit, particularly people without access to a car.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Spatial Context		
While the option is assumed to be regionwide, it is expected that it may be more appropriate to roll out on a targeted local basis, perhaps for pilot schemes to begin. Localised targeting would be identified through a combination of the connectivity and deprivation audit, alongside our analysis of transport services and demand on each of the identified corridors. It will also be imperative to target based on which local authorities are happy to participate.		
Rationale for Selection or Rejection		
Shared mobility is clearly a growth area and is supported in the National Transport Strategy. The RTS should retain this option and consider how best to develop shared mobility initiatives with partners and build on the existing SPT Journey Share.		

Option 108	Improved accessibility of shared mobility options e.g. Car Share schemes			
Summary	This option is to work with transport operators and partners to ensure shared mobility services including car clubs and bike hire schemes provide accessible vehicles and services as appropriate			
Rationale / linkage to problem	<p>Shared mobility can improve access to transport by facilitating travel by bike or car through bike, car and journey sharing initiatives so that users do not need to own their means of transport. However, research suggests that use of shared mobility services is lower amongst older people and disabled people. COMOUK has identified key areas that can be tackled to improve access to shared mobility. These include:</p> <ul style="list-style-type: none"> • increasing the availability of accessible vehicles including adaptive bikes and wheelchair-accessible car share vehicles • reducing technological and digital barriers to using shared mobility such as inability to make digital bookings or payments • increasing availability of shared mobility options in less densely populated or less affluent areas • reaching groups who are unfamiliar or uncomfortable with shared mobility options 			
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver	✓

21-Shared Mobility

Option 108		Improved accessibility of shared mobility options e.g. Car Share schemes				
Delivery		It is expected that SPT would be able to administer these options in collaboration with constituent local authorities, operators and shared-mobility groups for delivery.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		SPT would have to work in partnership with constituent local authorities and operators to implement the options in a coordinated manner. Additionally, the private sector which may already have involvement in the region, will require to be involved. Engagement with affected groups would be key in specifying the proposals.				
Affordability		Costs will be dependent on the scale and range of measures chosen.				
Public Acceptability		The uptake of shared mobility may not be rapid due to ingrained views and aspirations towards private car ownership. There is also a level of uncertainty surrounding the future demand for shared mobility due to COVID-19 and an unwillingness to share services with people due to the risk of infection. This may be exaggerated here given the groups involved.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Cycling • Taxis & shared transport 				
Political Considerations		It is unlikely that this option will be contentious politically.				
STAG Criteria	Environment	✓	Improving the accessibility of shared mobility options would contribute to reduced personal car ownership and single occupancy car trips. This would potentially have beneficial environmental impacts through improved air quality.			
	Climate Change	✓	Improving the accessibility of shared mobility options would contribute to reduced personal car ownership and single occupancy car trips. This would potentially have beneficial climate change impacts through reduced greenhouse gas emissions and lower emissions of local air pollutants from road traffic.			
	Health, Safety & Wellbeing	✓	This option will improve the safety and security of the transport network, especially for the vulnerable users who are likely to benefit the most. There may be additional health benefits from reduced emissions and increased active travel.			
	Economy	✓	There may be slight TEE benefits through reduced traffic volumes and journey times. At the margin it may increase labour market participation.			
	Equality & Accessibility	✓✓	While this option would not impact the public transport and active travel network coverage, it improves access to services for some people in protected groups and tackles inequalities associated with socio-economic disadvantage. It may also benefit those in rural areas, particularly those without access to a car.			

21-Shared Mobility

Option 108	Improved accessibility of shared mobility options e.g. Car Share schemes	
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓
Improving accessibility of shared mobility encourages the use of shared vehicles in favour of individual car use, leading to a reduction of transport emissions in the region.		
Strategy Objective 2: 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		✓
Improved access to shared mobility initiative may broaden affordable travel opportunities for those without access to a car, or who would prefer not to use a car.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓
This option will improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight for the group benefitting from improved access.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓
Improving access to bicycles would help meet this objective.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○
This measure is not aimed specifically at public transport.		
Equalities Duties		✓✓
Public Sector Equalities	Implementation of key measures for shared mobility including car/vehicle sharing would contribute to beneficial equalities outcomes through reduction of disadvantage for some people in protected groups and in tackling inequalities associated with socio-economic disadvantage. Island communities could benefit, particularly people without access to a car	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Spatial Context		
While the option is assumed to be regionwide, it is expected that it may be more appropriate to roll out on a targeted local basis, perhaps for pilot schemes to begin. Localised targeting would be identified through a combination of the connectivity and deprivation audit, alongside our analysis of transport services and demand on each of the identified corridors. It will also be imperative to target based on which local authorities are happy to participate.		
Rationale for Selection or Rejection		
Shared mobility is clearly a growth area and is supported in the National Transport Strategy. The RTS should retain this option and consider how best to develop shared mobility initiatives.		

22-Interchanges and Hubs

Option 58		Sustainable integrated transport hubs for hospitals, campuses & town centres					
Summary		Introducing transport hubs with integrated services at key destinations across the region					
Rationale / linkage to problem		The baseline analysis and RTS Public Survey found a range of challenges for people accessing hospitals, tertiary education and town centres. This option would ensure high quality integrated transport facilities are available at all key destinations to improve conditions for people travelling by public, shared or active modes/means.					
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery		SPT operates bus and Subway stations across the region. SPT could conceivably lead on delivery of integrated transport or mobility hubs.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups		
Feasibility		Mobility hubs are becoming more popular across the UK and many other parts of Europe. Properly integrated hubs should present no significant technical challenges although there may be specific issues to be overcome dependent upon location.					
Affordability		Hubs themselves will have to be adequately funded in areas where land has been identified. There may also be requirements to provide subsidies for services using hubs.					
Public Acceptability		The public will generally be supportive of new integrated transport hubs in key locations. COVID-19 may cause the public to be cautious when using transport modes which involve sharing due to the unknown cleanliness and sanitisation prior to use.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 					

22-Interchanges and Hubs

Option 58		Sustainable integrated transport hubs for hospitals, campuses & town centres	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis and shared transport 	
Political Considerations		It is expected that this option will broadly be supported. Levels of support may however be dependent upon the level of contribution required from the public purse.	
pSTAG Criteria	Environment	√-√√	Implementing sustainable integrated transport hubs for key destinations would encourage the increased use of public transport. It would also improve access to sustainable services. In turn, this would be predicted to have beneficial environmental impacts through improved air quality and reduced noise from road traffic in key corridors. Any new infrastructure facilities should be designed to avoid adverse impacts on areas of local environmental sensitivity.
	Climate Change	√-√√	Implementing sustainable integrated transport hubs for key destinations would encourage the increased use of public transport. It would also improve access to sustainable services. In turn, this would be predicted to have beneficial environmental impacts through reduced greenhouse gas emissions in key corridors.
	Health, Safety & Wellbeing	✓✓	Implementing new or improved intermodal facilities improves the security of passengers when waiting for / interchanging between services on the transport network. It would provide a secure interchange facility including lighting, CCTV, oversight from neighbouring buildings, etc. There will be health and wellbeing benefits from improved air quality and increase active travel.
	Economy	✓	Sustainable integrated transport hubs will improve the efficiency of journeys for those travelling to/from key destinations. This facilitates quicker journey times by making it easier to switch between different modes. This would create an economic benefit as the time saved could be used more productively. However, the savings are likely to be relatively small as the majority of the time will be incurred during the journey itself rather than at the interchange.
	Equality & Accessibility	✓✓	This option makes sustainable transport more accessible to a wider range of people. This will be particularly beneficial to those who don't have access to a private car and that are most dependent upon public transport including the young, elderly, ethnic minorities, disabled, mobility impaired and women.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
Sustainable integrated transport hubs for hospitals, campuses and town centres encourages more use of sustainable travel modes, leading to a reduction in car dependency and associated reductions in transport emissions in the region.			
Strategy Objective 2: 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			✓✓
Sustainable integrated transport hubs for hospitals, campuses and town centres will improve accessibility and make it easier to integrate between sustainable travel modes. This will increase travel opportunities, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.			

22-Interchanges and Hubs

Option 58		Sustainable integrated transport hubs for hospitals, campuses & town centres
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓
This option will provide integrated hubs at key destinations		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓
Sustainable integrated transport hubs hospitals, campuses and town centres encourages active travel, enabling walking, cycling and wheeling to be a more popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
Sustainable integrated transport hubs hospitals, campuses and town centres encourages public, transport, making this a desirable and convenient travel choice for residents and visitors.		
Equalities Duties		✓✓✓
Public Sector Equalities	Enhanced public transport hubs and service connections would have beneficial impacts for people with a range of protected characteristics giving better choices and opportunities to access health services, education and employment areas. Benefits would be predicted for people with socio-economic disadvantage and for children and young people including those making trips to/from the islands.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is assumed that SPT and potentially local authorities will have to fund new integrated mobility hubs. Support for introducing mobility hubs is available from the Scottish Government. It may also be possible to leverage private sector funding for hubs in strategic locations	
Spatial Context		
This is a region wide intervention although it is expected that hubs will be identified and prioritised for delivery over a rolling timeframe		
Rationale for Selection or Rejection		
This option is in line with STPR2 recommendations for mobility hubs and will support government and regional aspirations to reduce reliance upon the private car and as such should be supported as part of the RTS.		

Option 59		Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport
Summary	Introducing mini transport hubs with integrated services at smaller towns across the region, improving integration with mainstream public transport.	

22-Interchanges and Hubs

Option 59		Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport					
Rationale / linkage to problem	<p>In rural and remote areas, commuting, accessing key services and undertaking other everyday activities generally involves longer journeys relative to more urban areas. This means higher fuel costs or public transport fares and longer journey times. Remoteness from towns, larger employment centres and key facilities coupled with more limited transport options also means poorer access to jobs and services and reduced choice of goods, services and employment opportunities. This is especially true for individuals and households that do not have access to a car. These access-related issues are central to rural experiences of deprivation and social isolation. Public transport services are critical for people in rural areas who cannot drive or do not have access to a car. However, in most cases, access to employment and key services by public transport in rural areas means much longer journey times compared to car users. For example, from remote, mainland areas in the SPT region, a journey to hospital by public transport is typically well over an hour and in some cases closer to two hours in one direction compared to an average of about 45 minutes by car. This means less time for other activities and long public transport journeys can be physically difficult for many people who are older, sick or disabled, or travelling with children who are unwell. In the SPT region, about one in 10 individuals of working age living in a rural or remote area experiences employment deprivation. The challenges of accessing employment by public transport from rural and remote areas can mean a greater dependency on limited local employment opportunities, or, alternatively, relatively high public transport fares for the longer journeys required to get to larger centres of employment. Both of these can pose challenges for household income and expenditure, although in different ways. Accessing job centres for employment support services is also challenging and with public transport journeys typically more than one hour in one direction for most people living in rural and remote areas.</p>						
	Action or Policy to support	Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery	SPT operates bus and Subway stations across the region. SPT could conceivably lead on delivery of mini transport hubs.						
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide	✓	Network Measures		Measures Targeted at Specific Groups		
Feasibility	Mobility hubs are becoming more popular in Europe and across the UK. Properly integrated hubs should present no significant technical challenges although there may be specific issues to be overcome dependent upon location						
Affordability	Hubs themselves will have to be adequately funded in areas where land has been identified. There may also be requirements to provide subsidies for services using hubs.						
Public Acceptability	The public will generally be supportive of new integrated transport hubs in key locations. COVID-19 may cause the public to be cautious when using transport modes which involve sharing due to the unknown cleanliness and sanitisation prior to use.						
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Make better use of existing capacity • Targeted infrastructure improvements 						

22-Interchanges and Hubs

Option 59		Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		It is expected that this option will broadly be supported. Levels of support may however be dependent upon level of contribution required from the public purse.	
STAG Criteria	Environment	✓	Enhanced public transport hubs and public transport service connections in smaller settlements would encourage the increased use of public transport in these areas. This would potentially have beneficial environmental impacts through improved air quality and potentially reduced noise from road traffic. However, beneficial impacts are not predicted to be significant. Any new infrastructure facilities should be designed to avoid adverse impacts on areas of local environmental sensitivity.
	Climate Change	✓	Enhanced public transport hubs and public transport service connections in smaller settlements would encourage the increased use of public transport in these areas. This would potentially have beneficial impacts through reduced greenhouse gas emissions. However, beneficial impacts are not predicted to be significant.
	Health, Safety & Wellbeing	✓-✓✓	Implementing integrated 'mini' transport hubs will encourage the use of public transport which improves the safety of the road network for all users. Additionally, the hub improves the security of passengers when waiting for or interchanging between services. There will be additional health benefits from improved air quality.
	Economy	✓	Enhanced public transport hubs and public transport service connections in smaller settlements would encourage the increased use of public transport in these areas. This may lead to a small modal shift to public transport. Additionally, it may provide public transport options to key services, such as employment, for those who previously did not have public transport options.
	Equality & Accessibility	✓✓	Implementing integrated 'mini' transport hubs, connecting with public transport services, increases the public transport network coverage in the area. This will be particularly beneficial to those that don't have access to a private car and that are most dependent upon public transport including the young, elderly, ethnic minorities, disabled, mobility impaired and women.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Integrated 'mini' transport hubs for smaller towns and rural communities encourages sustainable travel, leading to reductions in car dependency and transport emissions in the region.			
Strategy Objective 2: 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		✓	
Integrated 'mini' transport hubs for smaller towns and rural communities encourages and facilitate more journeys to be made through sustainable travel modes. This will increase travel opportunities, leading to more people being able to get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓	

22-Interchanges and Hubs

Option 59		Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport
This option will allow more connections from smaller towns and rural communities		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓✓
Integrated 'mini' transport hubs for smaller towns and rural communities encourage active travel modes/means, enabling walking, cycling and wheeling to be a more popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
Integrated 'mini' transport hubs for smaller towns and rural communities encourage public transport use, making this a desirable and convenient travel choice for everyone		
Equalities Duties		✓✓✓
Public Sector Equalities	Enhanced public transport hubs and public transport service connections in smaller settlements would have beneficial impacts on people with a range of protected characteristics giving better choices and opportunities to access key services, facilities and employment areas. Benefits would be predicted for people with socio-economic disadvantage and for children and young people including those making trips to/from the islands.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	It is assumed that SPT and potentially local authorities will have to fund new mini mobility hubs. Support for introducing mobility hubs is available from the Scottish Government. It may also be possible to leverage private sector funding for hubs if there is appropriate demand	
Spatial Context		
This is a region wide intervention although it is expected that hubs will be identified and prioritised for delivery over a rolling timeframe		
Rationale for Selection or Rejection		
This option is in line with STPR2 recommendations for mobility hubs and will support Government and regional aspirations to reduce reliance upon the private car and as such should be supported as part of the RTS.		

Option 62		Improve integration of active travel and public transport
Summary	This option is to improve the integration of active travel with public transport and may include new or enhanced routes to public transport stops and hubs, cycle parking facilities and increased carrying capacity of bikes on public transport services	

22-Interchanges and Hubs

Option 62		Improve integration of active travel and public transport					
Rationale / linkage to problem		This option includes high-quality active travel routes to public transport, enhanced bike carrying capacity and storage - particularly looking at solutions for bus/bike integration and other integration opportunities including integrating bike hire membership with public transport smartcards.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		New or enhanced routes to public transport stops will have to be delivered by local authorities. Public transport operators will be responsible for any on vehicle measures. SPT can support but will not have a leading role.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups		
Feasibility		There may be location specific challenges when providing new or improved routes to public transport stops or hubs. These will be identified and mitigated during feasibility and design. There are options available allowing buses and trains to carry more bikes. Upgrading vehicles for this purpose will require investment, however there should be no significant technical challenges.					
Affordability		Cost will be dependent upon the specific measures to be taken forward. Introducing new active travel routes will incur capital expenditure, however this may be able to be accessed through Sustrans funding. Retrofitting or introducing new vehicles may be more justifiable as part of a rolling programme of replacements.					
Public Acceptability		These improvements are likely to be supported by the public.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport 					
Political Considerations		These measures will probably be supported. However public transport operators may object if they are expected to fund vehicle improvements.					
STAG Criteria	Environment	✓	Improving the integration of active travel and public transport encourages public transport use which could discourage people from using their private cars as their main mode of transport. This would potentially have beneficial environmental impacts through improved local air quality.				

22-Interchanges and Hubs

Option 62		Improve integration of active travel and public transport	
			However, beneficial impacts are not predicted to be significant as a stand-alone measure. It is unlikely that there would be wider environmental implications.
	Climate Change	✓	Improving the integration of active travel and public transport encourages public transport use which could deter people from depending on their private cars as their main mode of transport. This would potentially have beneficial impacts through reduced greenhouse gas emissions. However, beneficial impacts are not predicted to be significant as a stand-alone measure.
	Health, Safety & Wellbeing	✓✓- ✓✓✓	This option can facilitate safe and secure access to both active travel and public transport. Additionally, improved integration would enhance the safety and security at public transport stops and stations which is highly important for vulnerable users who might feel particularly unsafe or insecure when using public transport. There would also be health and wellbeing benefits through increased active travel.
	Economy	○	This option is unlikely to lead to journey time savings. Any modal shift benefits are likely to be minimal
	Equality & Accessibility	✓✓	Improved integration of active travel and public transport makes public transport more accessible to a wider range of people, and improves social inclusion for users, notably vulnerable users such as people with mobility issues, the disabled, the elderly, and those with pushchairs. This also widens the catchment of the existing public transport network and opens up access to essential services to people who previously may have had difficulty reaching them.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Improving integration of active travel and public transport encourages sustainable travel, leading to reduced car dependency and transport emissions in the region.			
Strategy Objective 2: 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			✓✓
Improving integration of active travel and public transport will improve the accessibility and availability of journeys made by sustainable travel modes. This will increase travel opportunities, ensuring more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓✓
Improving integration of active travel and public transport encourages active travel use, ensuring walking, cycling and wheeling can be a more popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓
Improving integration of active travel and public transport encourages public transport use, ensuring this can be a desirable and convenient travel choice for everyone			

22-Interchanges and Hubs

Option 62		Improve integration of active travel and public transport	
Equalities Duties			✓ ✓
Public Sector Equalities	Implementation of enhanced active travel and integration with public transport would have beneficial impacts for some protected characteristics groups provided facilities are designed and implemented for all users. Better integration would also support reduced inequalities of outcome from socio-economic disadvantage and assist young people and islands residents in making multi-modal journeys.	Island Communities	
Fairer Scotland			
Child Rights & Wellbeing			
SEA		See specific Environmental report	
Funding	It is expected local authorities and public transport operators would be responsible for funding these options. There may however be grants available which include: <ul style="list-style-type: none"> • Places for Everyone, Sustrans – provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. • Cycling Friendly Developing Fund, Cycling Scotland – provides grants for infrastructure such as cycle parking, upgrading access routes for people cycling, walking and wheeling. • Smarter Choices Smarter Places (SCSP) Local Authority Fund, Paths for All – funding is available to local authorities to enable projects which encourage and promote active and sustainable transport. • SCSP Open Fund, Paths for All – grants are available to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes. • ScotRail Cycle Fund, ScotRail – funding to improve access and facilities for cyclists at Scotland's stations. 		
Spatial Context			
This is a region wide intervention.			
Rationale for Selection or Rejection			
This option will support Government and regional aspirations to reduce reliance upon the private car and as such should be supported as part of the RTS.			

Option 87		Enhanced local public transport stop/station infrastructure	
Summary	This option is to provide enhanced local public transport stop and station infrastructure. This may include high access kerbs, shelters and real time information display screens.		
Rationale / linkage to problem	Key priorities include reducing car km's. To do this, public transport will require to be made a more attractive option.		
Action or Policy to support	Action – SPT develop and deliver	✓	Policy – SPT support, others deliver
			✓

22-Interchanges and Hubs

Option 87		Enhanced local public transport stop/station infrastructure				
Delivery		SPT and local authorities will be required to lead on this intervention however it is expected that operators will be consulted to ascertain what level of improvements are required.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		There are no significant technical challenges expected with this intervention. There may be location specific issues but nothing which will be deemed insurmountable.				
Affordability		Costs of infrastructure improvements will fall to SPT and relevant local authorities. The scale of cost will depend on the number of enhancements made across the region.				
Public Acceptability		It is likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport 				
Political Considerations		It is likely the implementation of this option will be widely supported				
STAG Criteria	Environment	○- ✓	Enhancing local public transport stop/station infrastructure would encourage increased public transport use at the expense of the car. This would potentially have beneficial environmental impacts through overall improved air quality. However, it is unlikely that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions as a result of this option. Additionally, any new infrastructure facilities should be designed to avoid adverse impacts on areas of local environmental sensitivity.			
	Climate Change	✓	Enhancing local public transport stop/station infrastructure would encourage increased public transport use at the expense of the car. This would potentially have beneficial impacts through reduced greenhouse gas emissions. However, it is unlikely that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions as a result of this option.			
	Health, Safety & Wellbeing	✓✓	This option would likely improve the safety and security of public transport stops/stations. There may be additional health benefits from improved air quality.			
	Economy	○	While this option will encourage public transport use at the margin, it is unlikely to have a material impact on the economy.			
	Equality & Accessibility	✓-✓✓	While this option is unlikely to have an impact on the public transport network coverage in region, enhanced stops/stations will particularly benefit protected groups who are more likely to rely on public transport.			
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region						✓

22-Interchanges and Hubs

Option 87		Enhanced local public transport stop/station infrastructure
Enhanced local public transport stop/station infrastructure will make public transport more appealing and encourage public transport use, leading to reduced car use and transport emissions in the region at the margin.		
Strategy Objective 2: 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		✓✓
Enhanced local public transport stop/station infrastructure will improve access and safety of public transport services, particularly for older and disabled people and for people travelling with children in prams and buggies. This will increase travel opportunities by public transport.		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		○
This option will not directly improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
Enhanced local public transport stop/station infrastructure will encourage public transport use, making this a more desirable and convenient travel choice for more people.		
Equalities		✓✓
Public Sector Equalities	Provided measures to improve public transport stops/stations were designed for access by all, this option would have beneficial impacts on people with a range of protected characteristics, and people/communities experiencing socio-economic disadvantage, giving better (and safer) choices and opportunities to access jobs and services. Benefits would be predicted similarly on the islands and for children and young people	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	SPT and Local Authorities will be expected to fund infrastructure improvements. It is likely funding will come through SPTs capital investment programme.	
Spatial Context		
This is a regional proposal but clearly will be targeted at localised areas which require enhanced facilities and infrastructure. Areas will be identified through discussions with local authorities and bus operators and / or a region-wide audit of bus stop quality.		
Rationale for Selection or Rejection		
Improving the public transport network and making it accessible to all is an important objective for SPT. This option should be retained as part of the RTS.		

23-Bus Priority

Option 31		New / enhanced bus lanes/segregation				
Summary	This option is the introduction of new bus lanes, or measures to enhance existing bus lanes. This option does not include any vehicle enhancement or signalisation and is primarily related to physical bus lane infrastructure					
Rationale / linkage to problem	Analysis of RTPI / Automatic Vehicle Identification (AVI) data found evidence of variability in journey times on strategic bus corridors across the region associated with traffic congestion. These options are to increase bus priority and enforcement in the region. The RTS and the emerging Bus Partnership Fund projects will be aligned in this area.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	The delivery of this option would rely on constituent local authorities in partnership with SPT.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	SPT would rely on constituent local authorities who are the 'roads authority' to implement new / enhanced bus lanes / segregation. Whilst there are likely to be individual physical constraints dependent upon location, bus lanes / segregation is a common concept and the majority of issues should be technically achievable.					
Affordability	The costs of any intervention will range widely from 'lining and signing' at the lower end to potential carriageway widening, re-modelling of junctions and ITS solutions to provide buses with priority at junctions. A key design issue is whether or not bus lanes are brought up to the stop line ('enhanced' bus lanes) or stop short to retain stop line capacity for general traffic. There will be ongoing revenue costs related to maintenance and enforcement if required.					
Public Acceptability	There will likely be a mix of public opinion with this option. While it will ensure buses can move more efficiently through traffic, it will likely also mean the reallocation of roadspace and the removal of lanes which will affect general traffic including commercial vehicles. These changes and the resulting longer travel times for general traffic may be met with opposition. It may also require the removal of on-street parking and potentially land take outwith the highway boundary, particularly if combined with high standard active travel facilities.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Public Transport 					
Political Considerations	New/ enhanced bus lanes would likely require roadspace reallocation which would reduce space for general traffic and parking, and likely increase journey times and lead to traffic re-routing. This will likely be contentious in places and require political will to implement. Political					

23-Bus Priority

Option 31		New / enhanced bus lanes/segregation	
		support and positive messaging is key to the success of these sorts of measures.	
STAG Criteria	Environment	x-✓	New / enhanced bus lanes/segregation may encourage public transport use through shorter journey times and improved reliability. Mode shift from car would have beneficial environmental impacts through improved air quality and reduced roadside noise. There may be construction impacts and land take requirements depending on the individual intervention. The impacts are very scalable depending on the level of investment. Any re-routing of general traffic may generate negative impacts for communities affected by this.
	Climate Change	x-✓	New / enhanced bus lanes/segregation may encourage public transport use through shorter journey times and improved reliability. Mode shift from car would reduce greenhouse gas emissions. The level of new construction would determine any embedded carbon impacts and new construction would be futureproofed against the impacts of climate change. The impacts are very scalable depending on the level of investment. Any re-routing of general traffic may generate additional emissions outweighing the savings made.
	Health, Safety & Wellbeing	✓	Any reduction in road traffic through mode shift would increase safety for all road users. New bus lanes would have to be designed so that they are understandable to other road users and walkers and wheelers. Any switch to bus use from active travel as a result of improved bus performance would have a negative impact on levels of physical activity.
	Economy	xx - ✓✓	Implementing new / improved bus lanes will generate TEE benefits to bus users. If the option involves the reallocation of roadspace away from general traffic (especially at junction stop lines) then there is likely to be a substantial disbenefit to these users, through longer journey times and additional vehicle operating costs, if traffic reroutes.
	Equality & Accessibility	✓✓	People may opt to use the bus due to increased efficiency of the service. This could be particularly impactful for who do not have access to a car and groups with protected characteristics including the young, elderly, and ethnic minorities, who are most dependent upon public transport. Shorter journey times would improve comparative access for affected communities.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		x-✓	
Improving bus reliability and reducing journey times may encourage modal shift to bus which should result in a reduction of car-based emissions. Knock on effects on general traffic associated with the reallocation of roadspace may however offset or indeed outweigh these savings.			
Strategy Objective 2: 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		✓	
Improving bus reliability and reducing journey times will have a limited impact on this objective. Shorter journey times would mean that each individual bus could potentially run more services in a given day, increasing the availability of transport.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓✓	

23-Bus Priority

Option 31		New / enhanced bus lanes/segregation
New or enhanced bus lanes/segregation will improve both bus journey times and journey reliability. This will result in improved regional and inter-regional connections to key economic centres and strategic transport hubs for passengers, provided that the interventions are targeted on routes to these destinations.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys. Any increase in bus use will increase walking to / from stops but this could be outweighed by people switching from walking / cycling to bus.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓✓
New or enhanced bus lanes/segregation will improve both bus journey times and journey reliability making public transport a more desirable travel choice for residents and visitors.		
Equalities		✓✓
Public Sector Equalities	Enhanced bus priority and segregation would be expected to improve bus service journey times and reliability with attendant benefits for users including people with protected characteristics, children / young people and for communities experiencing socio-economic disadvantage.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Bus Partnership Fund, Transport Scotland – investments to deliver targeted bus priority measures on local and trunk roads. There are corridors within the Glasgow City Region where Bus Partnership Funding has been granted. Local authorities are currently procuring consultants to support STAG and business case development for each of these.	
Spatial Context		
This option is clearly spatial in character and whilst it is envisaged to be rolled out across the SPT region, clearly there are areas which should be targeted as a priority.		
Rationale for Selection or Rejection		
This option provides significant benefits, aligns with government objectives and fits with the Bus Partnership Fund. This option should therefore be a key intervention as part of the strategy.		

Option 32		Improved traffic management measures to support bus priority
Summary	This option includes traffic management to support bus priority including bus gates and removal of parking.	

23-Bus Priority

Option 32		Improved traffic management measures to support bus priority					
Rationale / linkage to problem		Analysis of RTP1 data found evidence of variability in journey times on strategic bus corridors across the region. These options are to increase bus priority and enforcement in the region. The RTS and the emerging Bus Partnership Fund projects will be aligned in this area.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		The delivery of this option would rely on constituent local authorities in co-ordination with SPT.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)		
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups		
Feasibility		SPT would rely on constituent local authorities who are the 'roads authority' to implement traffic management measures.					
Affordability		Measures will vary widely in scale and cost. There may be additional maintenance costs.					
Public Acceptability		There may be some opposition to implementing traffic management related bus priority measures as they are likely to increase car journey times in some instances.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport 					
Political Considerations		Improved traffic management measures to support bus priority would likely involve road space reallocation and would certainly affect efficiency of car movements which will potentially increase journey times. This may be contentious and require political will to implement.					
STAG Criteria	Environment	O-✓	This option may encourage public transport use through shorter journey time improved reliability. This would potentially have beneficial environmental impacts through improved air quality and a reduction of roadside noise from traffic. It is unlikely that there would be an impact on wider environmental considerations.				
	Climate Change	O-✓	This option may encourage public transport use through shorter journey times and improved reliability. This would potentially have beneficial impacts through reduced greenhouse gas emissions and lower emissions of local air pollutants. However, it is not expected that there would be substantial modal shift or a subsequent significant impact on emissions. These measures would be expected to have less				

23-Bus Priority

Option 32		Improved traffic management measures to support bus priority	
			of an effect on traffic routeing compared to the reallocation of roadspace.
	Health, Safety & Wellbeing	✓	This option could increase safety for all road users as any new measures should be designed to modern standards ensuring appropriate safety for cyclists and pedestrians.
	Economy	x - ✓	Measures should be designed to facilitate bus priority which should result in improvements to journey times. Enforcement of misuse could also produce revenue via Penalty Charge Notices which can be reinvested. The TEE impacts would depend on the balance of benefits to bus passengers and disbenefits to other road users.
	Equality & Accessibility	✓	People may opt to use the bus due to increased efficiency of the service. This could be particularly impactful for who do not have access to a car and groups with protected characteristics including the young, elderly, and ethnic minorities, who are most dependent upon public transport.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			O-✓
Improving reliability and journey times may encourage modal shift to bus which should result in a reduction of transport emissions, potentially offset by impacts to general traffic.			
Strategy Objective 2: 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			✓
Improving bus reliability and reducing journey times will have a limited impact on this objective. Shorter journey times would mean that each individual bus could potentially run more services in a given day, increasing the availability of transport.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
Improved traffic management measures will improve both bus journey times and journey reliability. This will result in improved regional and inter-regional connections to key economic centres and strategic transport hubs for passengers, provided that the interventions are targeted on routes to these destinations.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys. Any increase in bus use will increase walking to / from stops but this could be outweighed by people switching from walking / cycling to bus.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
Supporting bus priority will improve both bus journey times and journey reliability making public transport a more desirable travel choice for residents and visitors.			
Equalities			✓
Public Sector Equalities	Enhanced bus priority would be expected to improve bus service journey times and reliability with attendant benefits for users including people with protected characteristics, children / young people and for communities experiencing socio-economic disadvantage.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Bus Partnership Fund, Transport Scotland – – investments to deliver targeted bus priority measures on local and trunk roads.		

23-Bus Priority

Option 32	Improved traffic management measures to support bus priority
	There are corridors within the Glasgow City Region where Bus Partnership Funding has been granted. Local authorities are currently procuring consultants to support STAG and business case development for each of these.
Impact of High Growth Scenario	
Under a high growth scenario, traffic management measures to support bus priority would conceivably reduce journey times and increase the reliability of bus journeys compared to car. However, there would be significant impacts in terms of general congestion as a result of reducing road space for private vehicles while private car use grows. While these interventions would be useful to combat higher levels of traffic growth and encourage public transport use, it should be noted that there will be negative impacts.	
Impact of Low Growth Scenario	
Under a low growth scenario, traffic management measures would give priority to buses on the road network. Bus usage would potentially increase due to reduced journey times and improved reliability compared to the car. This would result in a decline in car dependency, traffic demand and transport related emissions in the region. Despite this, the low growth scenario anticipates a reduction in commuters which could have an impact upon the viability of bus services and the wider industry.	
Spatial Context	
This option is clearly spatial in character and whilst it is envisaged to be rolled out across the SPT region, clearly there are areas which should be targeted as a priority.	
Rationale for Selection or Rejection	
This option provides significant benefits, aligns with government objectives and fits with the Bus Partnership Fund. This option should therefore be a key intervention as part of the strategy.	

Option 33	New / enhanced traffic signal control
Summary	This option includes traffic management to support bus priority and includes urban traffic control systems and traffic signal infrastructure upgrades to enable bus priority software/systems including SCOOT.

23-Bus Priority

Option 33		New / enhanced traffic signal control					
Rationale / linkage to problem		Analysis of RTPI data found evidence of variability in journey times on strategic bus corridors across the region. These options are to increase bus priority and enforcement in the region. The RTS and the emerging Bus Partnership Fund projects will be aligned in this area.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		This option would be delivered by constituent local authorities.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)			Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓		Measures Targeted at Specific Groups	
Feasibility		SPT would rely on constituent local authorities who are the 'roads authority' to implement changes to their traffic signal control network.					
Affordability		Measures will vary widely in scale and cost on a junction-by-junction basis. There may be additional maintenance costs.					
Public Acceptability		Enhanced signal control in this scenario is likely to provide benefits to bus users at the expense of other road users. As such, there may be some opposition to this form of optimisation as it is likely to increase car journey times in some instances.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport 					
Political Considerations		Enhanced signal control presents no concerns with regards contentious issues.					
STAG Criteria	Environment	O-✓	The option may encourage public transport use through journey time reliability. This would potentially have beneficial environmental impacts through improved air equality and reduced roadside noise from traffic. It is unlikely that there would be an impact on wider environmental considerations. As a stand-alone measure the benefits are not predicted to be significant.				
	Climate Change	O-✓	The option may encourage public transport use through journey time reliability. This would potentially have beneficial impacts through reduced greenhouse gas emissions and emissions of local air pollutants. However, it is not expected that there would be substantial modal shift or a subsequent significant impact on traffic levels and emissions.				

23-Bus Priority

Option 33		New / enhanced traffic signal control	
	Health, Safety & Wellbeing	○	This option may increase safety for pedestrians and cyclists as signal control may be optimised for safety, however, this impact is likely to be minimal. There is unlikely to be any impact upon security.
	Economy	✕ - ✓	New/ enhanced traffic signal control may increase the efficiency of bus travel meaning bus users would have a decreased journey time. However, there would be no additional access to key service or other wider economic benefits. The TEE impacts would depend on the balance of benefits to bus passengers and disbenefits to other road users.
	Equality & Accessibility	✓	While this option does not increase the public transport network coverage, it improves the efficiency of bus services and prioritises bus users over other road users. This could be particularly impactful for those who do not have access to a car and in areas where congestion has the greatest impact on bus service efficiency.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Enhanced signal control should improve traffic flow and reduce congestion, leading to a reduction of transport emissions. Signal control will be further optimised as part of this option to provide improved bus priority which may make the bus a more attractive option.			
Strategy Objective 2: 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			✓
Improving bus reliability and reducing journey times will have a limited impact on this objective. Shorter journey times would mean that each individual bus could potentially run more services in a given day, increasing the availability of transport.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
New / enhanced traffic signal control will improve bus journey times and reliability on the strategic bus corridor. This will lead to improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
New / enhanced traffic signal control will improve bus journey times and reliability, making public transport a desirable travel choice for residents and visitors.			
Equalities			✓
Public Sector Equalities	Enhanced bus priority would be expected to improve bus service journey times and reliability with attendant benefits for users including people with protected characteristics, children / young people and for groups/communities experiencing socio-economic disadvantage.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		

23-Bus Priority

Option 33		New / enhanced traffic signal control
Funding	<p>Bus Partnership Fund, Transport Scotland – investments to deliver targeted bus priority measures on local and trunk roads. It should be noted that there are specific routes within the Glasgow City Region where Bus Partnership Funding has been granted. Glasgow City Region are currently procuring consultants to support business case development for each of these.</p> <p>Importantly, this fund can only be used if the measures are shown to provide bus priority</p>	
Spatial Context		
<p>This option is clearly spatial in character and whilst it is envisioned to be rolled out across the SPT region, clearly there are areas which should be targeted as a priority. These areas will be defined in collaboration with local authorities who retain the roads authority powers, alongside our analysis of transport services and demand on each of the identified corridors.</p>		
Rationale for Selection or Rejection		
<p>This option provides significant benefits, aligns with government objectives and fits with the Bus Partnership Fund. This option should therefore be a key intervention as part of the strategy.</p>		

Option 34		Enhanced enforcement of bus lanes				
Summary	<p>This option is to provide improved enforcement of bus lanes through automatic and camera based solutions. We are aware that various areas have applied to the Bus Partnership Fund for funding to cover automatic or camera enforcement of bus lanes.</p>					
Rationale / linkage to problem	<p>Analysis of RTPI data found evidence of variability in journey times on strategic bus corridors across the region. These options are to increase bus priority and enforcement in the region. The RTS and the emerging Bus Partnership Fund projects will be aligned in this area.</p>					
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		
Delivery		This option would be delivered by constituent local authorities.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	

23-Bus Priority

Option 34		Enhanced enforcement of bus lanes				
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	SPT would rely on constituent local authorities who are the 'roads authority' to enforce bus lanes. There are no physical or technical issues which would impact on feasibility.					
Affordability	This is a low cost option and would be expected to be self-financing or indeed generate income for the councils which could be reinvested into sustainable transport infrastructure.					
Public Acceptability	There will no doubt be a mix of public opinion on bus lane enforcement as some will see this measure penalising motorists.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> Maintaining and safely operating existing assets 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> Public Transport 					
Political Considerations	This option may require some political will to implement as it will involve the introduction of fines. Experience in Glasgow City Centre with the introduction of bus gates in recent years suggests that bus gates are not universally supported and can become a topic within the press and media					
STAG Criteria	Environment	<input checked="" type="radio"/>	At the margin, this option may encourage public transport use through journey time improvements and reliability at the expense of the car. This would potentially have beneficial environmental impacts through improved air quality.			
	Climate Change	<input checked="" type="radio"/>	At the margin, this option may encourage public transport use through journey time improvements and reliability at the expense of the car. This would have beneficial impacts through reduced greenhouse gas emissions.			
	Health, Safety & Wellbeing	<input type="radio"/>	No significant impact			
	Economy	<input checked="" type="radio"/>	At the margin, this option may reduce bus journey times and improve reliability generating TEE benefits to bus users.			
	Equality & Accessibility	<input type="radio"/>	No significant impact			
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region						<input checked="" type="radio"/>
At the margin, enhanced enforcement of bus lanes should make the bus a more attractive option, leading to a modal shift away from the private car and corresponding reduction of transport emissions.						
Strategy Objective 2: 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						<input type="radio"/>
This measure will not impact on accessibility, affordability, availability and safety of the transport system.						
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight						<input checked="" type="radio"/>

23-Bus Priority

Option 34		Enhanced enforcement of bus lanes
At the margin, enhanced enforcement of bus lanes will improve bus journey times and reliability on the strategic bus corridor. This will lead to improved regional and inter-regional connections to key economic centres and strategic transport hubs for passengers.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		<input type="radio"/>
No impact		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		<input checked="" type="radio"/>
At the margin, enhanced enforcement of bus lanes will improve bus journey times and reliability, making public transport a desirable travel choice for residents and visitors.		
Equalities		<input checked="" type="radio"/>
Public Sector Equalities	At the margin, enhanced bus priority would be expected to improve bus service journey times and reliability with attendant benefits for users including people with protected characteristics, children / young people and for groups / communities experiencing socio-economic disadvantage.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	<p>We are aware that various areas have applied to the Bus Partnership Fund for funding to cover automatic or camera enforcement of bus lanes. We believe that this will be an appropriate funding stream.</p> <p>Bus Partnership Fund, Transport Scotland – – investments to deliver targeted bus priority measures on local and trunk roads. There are corridors within the Glasgow City Region where Bus Partnership Funding has been granted. Local authorities are currently procuring consultants to support STAG and business case development for each of these.</p>	
Spatial Context		
This option is clearly spatial in character and will be determined by areas with bus lanes and local authorities who have the powers and will to enforce these lanes. Measures should clearly be targeted at areas where there is evidence of mis-use of bus lanes.		
Rationale for Selection or Rejection		
This option provides significant benefits, aligns with government objectives and fits with the Bus Partnership Fund. Enforcement measures should be considered as part of any bus priority scheme development / business case etc.		

24-Ferry

Option 52		Support development and delivery of the Islands Connectivity Plan				
Summary		This option is to ensure regional priorities are captured within the Islands Connectivity Plan. SPT will also look to support delivery of actions from the plan within the SPT area.				
Rationale / linkage to problem		<p>In rural & remote areas, commuting, accessing key services and undertaking other everyday activities generally involves longer journeys relative to more urban areas. This means higher fuel costs or public transport fares and less time available for other activities. Remoteness from towns, larger employment centres and key facilities coupled with more limited transport options also means poorer access to jobs and services and reduced choice of goods, services and employment opportunities. This is especially true for individuals and households that do not have access to a car. These access-related issues are central to rural experiences of deprivation and social isolation. Public transport services are critical for people in rural areas who cannot drive or do not have access to a car. However, in most cases, access to employment and key services by public transport in rural areas means much longer journey times compared to car users. For example, from remote, mainland areas in the SPT region, a journey to hospital by public transport is well over an hour and typically closer to 2 hours in one direction compared to an average of about 45 minutes by car. This means less time for other activities and long public transport journeys can be physically difficult for many people who are older, sick or disabled, or travelling with children who are unwell. In the SPT region, about one in 10 individuals of working age living in a rural or remote area experiences employment deprivation. The challenges of accessing employment by public transport from rural and remote areas can mean a greater dependency on limited local employment opportunities, or, alternatively, relatively high public transport fares for the longer journeys required to get to larger centres of employment. Both of these can pose challenges for household income and expenditure, although in different ways. Accessing job centres for employment support services is also challenging and with public transport journeys typically more than one hour in one direction for most people living in rural and remote areas.</p>				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		Transport Scotland will soon commence the development of the Islands Connectivity Plan. SPT will be a stakeholder in this process.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		No feasibility issues.				
Affordability		The affordability of the Plan will be a matter for Transport Scotland.				
Public Acceptability		The level of public acceptability will depend on the nature of the Plan.				

24-Ferry

Option 52		Support development and delivery of the Islands Connectivity Plan	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Maintaining and safely operating existing assets Make better use of existing capacity Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		The Islands Connectivity Plan is a commitment by the Scottish Government. The ferries arena is highly political at present and the Plan is likely to generate significant interest.	
STAG Criteria	Environment	-	Unknown at this stage – SPT will encourage options which minimise environmental impact
	Climate Change	-	Unknown at this stage – SPT will encourage options which minimise carbon emissions
	Health, Safety & Wellbeing	-	Unknown at this stage – SPT will encourage options which improve health, safety and wellbeing in island and peninsular communities in the SPT area
	Economy	-	Unknown at this stage – SPT will encourage options which improve connections to island and peninsular communities in the SPT area
	Equality & Accessibility	-	Unknown at this stage – SPT will encourage options which improve equality and accessibility for island and peninsular communities in the SPT area
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		-	
SPT will encourage options which minimise emissions			
Strategy Objective 2: 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		-	
SPT will encourage options which improve connections to island and peninsular communities in the SPT area			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		-	
SPT will encourage options which improve connections to island and peninsular communities in the SPT area			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		-	
SPT will encourage options which improve walking and cycling connectivity to island and peninsular communities in the SPT area Unknown at this stage			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		-	
Not applicable			
Equalities		-	
Public Sector Equalities	Enhanced public transport for islands connectivity would have beneficial impacts on people with a range of protected characteristics giving better choices and opportunities to access jobs and services. These improvements would be particularly beneficial for those living in and visiting island communities to provide greater access to employment, key services and other opportunities (but are also beneficial in relation to the other equalities duties).		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			

24-Ferry

Option 52 Support development and delivery of the Islands Connectivity Plan	
SEA	See specific Environmental report
Funding	The Scottish Government through Transport Scotland are leading on the Connectivity Plan and funding its ultimate implementation through CMAL and other harbour authorities
Spatial Context	
This option is limited to the island and peninsular communities that are part of the SPT region	
Rationale for Selection or Rejection	
The Islands Connectivity Plan is a national commitment led by Transport Scotland. SPT is involved in the development of the Plan and will support delivery of interventions that fall within the SPT area, in line with SPT existing/previous investments in ferry and harbour infrastructure at Ardrossan, Largs, Cumbrae and Brodick. This option should be retained as part of the RTS.	

Option 54 Enhanced harbour and terminal infrastructure for passenger ferry services						
Summary	This option is for enhancement of harbour and terminal infrastructure for passenger ferry services to cater to growing demand.					
	Over the past 10 years, ferry passenger numbers on subsidised services on the Clyde were generally declining across most routes in the SPT region until 2016. Between 2015 and 2018, ferry passenger numbers on these services increased by 13%. The number of cars carried has increased at a higher rate than passenger growth with cars carried increasing by 20% between 2015 and 2018.					
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		Harbour and ferry terminal infrastructure is provide by Transport Scotland (via CMAL) and Local Authorities.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓

24-Ferry

Option 54		Enhanced harbour and terminal infrastructure for passenger ferry services	
Feasibility		SPT no longer operates ferry services and infrastructure on the Clyde. Transport Scotland, Local Authorities and Ferry Operators are key to this option, SPT's role will relate to support.	
Affordability		The option itself includes the potential for significant capital spend depending on the nature of the port and terminal enhancements. SPT does regularly support on public transport hub enhancements and would potentially be able to leverage funding to terminal infrastructure. SPT's role would therefore relate to the integration of public transport options and improved journey planning/information.	
Public Acceptability		It is likely that the implementation of this option would be supported by the public.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Maintaining and safely operating existing assets 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		While the option will be supported generally, national investment in ferry infrastructure has generated significant debate in recent years which has the potential to be conflated with any investment in this option. The ferries arena is highly political at present.	
STAG Criteria	Environment	xx	Enhanced harbour and ferry terminal infrastructure is likely to have an impact on the environment during construction. These impacts could be mitigated through suitable environmental management plans to avoid impacts to coastal habitats and water quality.
	Climate Change	x	Enhancing ferry terminal infrastructure has the potential to increase emissions locally during construction.
	Health, Safety & Wellbeing	✓	This option is likely to improve the safety of passengers using services through improved foot passenger access and traffic marshalling arrangements.
	Economy	○ - ✓	This option is unlikely to have an impact on the economy in the short term unless through improved service reliability
	Equality & Accessibility	✓	While this option would not have an impact on the public transport network coverage, terminal improvements would increase accessibility and be particularly beneficial to vulnerable groups who are less likely to own a private vehicle.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			x
Enhanced harbour and terminal infrastructure will generate carbon emissions during construction.			
Strategy Objective 2: 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			✓
Enhanced terminal infrastructure will improve accessibility for some ferry passengers, leading to improved accessibility to key destinations and other opportunities predominantly located on the mainland.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○ - ✓

24-Ferry

Option 54		Enhanced harbour and terminal infrastructure for passenger ferry services	
This option will not improve ferry connections themselves but it will improve the journey experience for islanders in accessing regional centres and development opportunities, and to key domestic and international markets.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			<input type="radio"/>
No significant impact			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			<input type="radio"/>
No significant impact			
Equalities			✓
Public Sector Equalities	Enhanced ferry terminal infrastructure would have beneficial impacts on people with a range of protected characteristics giving better choices and opportunities to access jobs and services (and improved facility accessibility for mobility impaired people etc). These improvements would be particularly beneficial for those living in and visiting island communities (and peninsula communities on the Clyde) but are also beneficial in relation to the other equalities duties.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Funding for these improvements would be from a combination of Transport Scotland (via CMAL) and port authorities (including local authorities and commercial organisations).		
Spatial Context			
This option is limited to SPT's island and peninsular communities, and the mainland ports and terminals.			
Rationale for Selection or Rejection			
SPT is already supporting enhanced ferry and harbour infrastructure at Largs, Cumbrae and Ardrossan and will support future interventions identified through the Island Connectivity Plan. This option should be retained in the RTS.			

Option 55		Enhanced capacity on ferry routes on the Clyde	
Summary	This option is for capacity improvements on ferry routes on the Clyde.		

24-Ferry

Option 55		Enhanced capacity on ferry routes on the Clyde				
Rationale / linkage to problem		Over the past 10 years, ferry passenger numbers on subsidised services on the Clyde were generally declining across most routes in the SPT region until 2016. Between 2015 and 2018, ferry passenger numbers on these services increased by 13%. The number of cars carried has increased at a higher rate than passenger growth with cars carried increasing by 20% between 2015 and 2018.				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		Transport Scotland and CMAL will be required to deliver capacity improvements.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups	✓
Feasibility		SPT no longer operates ferry services and infrastructure on the Clyde. Transport Scotland, Local Authorities and Ferry Operators are key to this option, SPTs role will relate to support. Whilst technically feasible, providing additional capacity brings a series of challenges in terms, of vessels, overnight berths and crewing.				
Affordability		The option itself includes the potential for significant capital spend depending on what capacity entails – new/additional vessels. Extended timetables on existing vessels would require significant revenue spend.				
Public Acceptability		It is likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport • Taxis and shared transport • Private car 				
Political Considerations		While the option will be supported generally, national investment in ferry infrastructure has generated significant debate in recent years which has the potential to be conflated with any investment in this option. The ferries arena is highly political at present.				
STAG Criteria	Environment	x - ✓	Enhanced capacity on ferry routes on the Clyde would potentially require additional vessels and/or sailings which may negatively impact air quality (unless newer and more fuel-efficient vessels were introduced). It may also encourage more car travel to/from the islands which could worsen these negative impacts.			

24-Ferry

Option 55		Enhanced capacity on ferry routes on the Clyde	
	Climate Change	x - ✓	Enhanced capacity on ferry routes on the Clyde would potentially require additional vessels and/or sailings which may increase emissions (unless newer and more fuel-efficient vessels were introduced). Enhanced capacity may also encourage more car travel to/from the islands which could have some adverse environmental impacts e.g., from increased road traffic emissions.
	Health, Safety & Wellbeing	○	This option is unlikely to have an impact on the safety and security of the transport network.
	Economy	✓	Increased vehicle capacity may enable increased economic activity leading to a benefit.
	Equality & Accessibility	✓	Additional capacity makes the services more accessible to all vehicle-based user groups, although this would only be on existing routes and services and therefore there would be no impact on the transport network coverage.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			x - x x
If the option entails additional vessels or sailings, carbon emissions are likely to increase from vessels alone, depending on the level of emissions from any new vessels. Providing more capacity for vehicles is also likely to generate more vehicle-based travel.			
Strategy Objective 2: 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			✓
Enhanced capacity will provide greater access for vehicle-based travellers using ferry routes on the Clyde, leading to improved accessibility to key services and opportunities on the mainland.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option does not provide new connections but rather enhances capacity of existing routes which are key links to the mainland and transport hubs.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
Enhanced capacity on ferry routes on the Clyde will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			○-✓
This option will only benefit those travelling in a vehicle (unless new connections are provided) so will not be an improvement for those using public transport at either end of the journey.			
Equalities			✓
Public Sector Equalities	Enhanced ferry capacity would have some beneficial impacts on people with a range of protected characteristics giving better choices and opportunities to access jobs and services. Newer vessels would potentially be easier to access for people with mobility difficulties. These improvements would be particularly beneficial for those living in and visiting island communities (and peninsula communities on the Clyde) but are also beneficial in relation to the other equalities duties.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	Funding for these improvements would be required from Transport Scotland via CMAL and CalMac.		

24-Ferry

Option 55	Enhanced capacity on ferry routes on the Clyde
Spatial Context	
This option is limited to SPT's island and peninsular communities.	
Rationale for Selection or Rejection	
This option will be progressed within the Islands Connectivity Plan and the RTS should retain this option in support of this process.	

25-Metro-Maas Transit-Subway

Option 71		Glasgow Metro – options for Glasgow Metro system including modal interventions and integration (options development aligned with Glasgow City Region processes)				
Summary		This option is to develop and promote the Clyde Metro scheme in partnership with Transport Scotland, SPT and Glasgow City Region.				
Rationale / linkage to problem		As per STPR2 context and GCR MFS				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		Glasgow City Region have assembled a Metro development team as part of City Deal processes. This sits alongside Transport Scotland's Metro team who worked the option through STPR2. It is expected that both bodies will have ongoing responsibility for the project. SPT has been playing a consultative role but have no overarching authority.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		Metro is currently planned as a region-wide concept serving routes into and across Glasgow. At present there are aspirational routes which include conversion of heavy rail lines to LRT, new bespoke LRT lines, elements of BRT and new feeder bus services brought together to form a network. The project is ambitious and will face various challenges including technical, geographical and topographical, land ownership, system ownership and operation and cost. Feasibility and appraisal work is ongoing which will identify network wide constraints and challenges. It is expected each line will be subject to further review which will identify specific locational issues.				
Affordability		The Scottish Transport Minister has recently stated that the entire Metro project could cost between £11 billion and £16 billion over the life of the construction period. .				
Public Acceptability		It is likely that the implementation of this option would be supported by the public.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Targeted infrastructure improvements 				
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport 				
Political Considerations		This is a major intervention and while the principle will generally be supported, there will be some opposition around the detail due to the costs involved. Bus and taxi operators may also object if the scheme is seen to prioritise other forms of public transport and take business from their services.				
	Environment	xx - ✓✓	Depending on the location and nature of this option, there is potential for adverse impacts on the environment e.g. from permanent loss of areas of importance for biodiversity, landscape and the historic environment, although it is likely the route will be diverted to avoid adverse impacts as much			

25-Metro-Maas Transit-Subway

Option 71		Glasgow Metro – options for Glasgow Metro system including modal interventions and integration (options development aligned with Glasgow City Region processes)	
STAG Criteria			as possible. The creation of a Glasgow Metro would require the use of new material assets. Noise, vibration and emission of some pollutants would be predicted during construction. This option does however have excellent potential to induce modal shift, reducing car kms and improving local air quality.
	Climate Change	✓✓	The creation of a Glasgow Metro would require the use of new material assets which could increase emissions during construction. However, it has potential to induce modal shift, reducing car kms and greenhouse gas emissions from road traffic.
	Environment	xx- ✓✓✓	While this option may be expensive to implement it is likely to provide journey time savings while enhancing links to key destinations. This would increase the labour market catchment of these areas and deliver wider economic benefits.
	Health, Safety & Wellbeing	✓	This option would improve the safety and security of the transport network for all users.
	Economy	✓✓✓	This option aims to enhance transport infrastructure in the region and therefore is in line with policy to improve public transport and encourage modal shift to more sustainable travel choices. Additionally, the option aims to integrated with the wider transport network in the region.
	Equality & Accessibility	✓	Implementing this option will encourage people to shift away from using their private car. This has the potential to make the road network safer for users. In addition, public transport tends to experience less accidents than private transport. However, concerns are often cited about the security of using public transport which would need to be taken into account in the development of this option.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓✓
Introducing a Glasgow Metro on the scale described within STPR2 documentation would provide a new, attractive and reliable alternative to the private car. Public transport vehicles would also likely be greener. This would facilitate modal shift and therefore help to reduce transport emissions in the region. This should outweigh carbon associated with construction.			
Strategy Objective 2: 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			✓✓✓
STPR2 suggests the Glasgow Metro will be delivered to serve key economic destinations and link areas of need. The Metro system will therefore increase travel opportunities, leading to ensure more people can get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓✓
The Glasgow Metro will be delivered to serve key economic destinations and link areas of need, importantly serving Glasgow Airport and Glasgow Central, both of which offer regional/inter regional connections and are key transport hubs.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
While the Glasgow Metro will not directly affect walking, cycling and wheeling, it is assumed that it will be planned appropriately with key active travel infrastructure feeding Metro services			

25-Metro-Maas Transit-Subway

Option 71	Glasgow Metro – options for Glasgow Metro system including modal interventions and integration (options development aligned with Glasgow City Region processes)	
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓✓
STPR 2 has suggested that Glasgow Metro will be designed around key destinations and integration for key modes. The new Metro system will be appealing and ensure public transport is a desirable and convenient travel choice for those within its catchment.		
Equalities Duties		✓✓
Public Sector Equalities	The Glasgow Metro would potentially benefit a range of people and communities with protected characteristics provided it was designed and delivered to facilitate access for all. Enhanced public transport service levels offered by the system would also bring benefits to those with socio-economic disadvantage where it improved access to deprived communities and was affordable. No direct relevance for island communities.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Central funding from both the UK and Scottish Governments will be required to deliver this scheme. There will also be potential to leverage elements of private sector funding	
Spatial Context		
The option is focused on Glasgow City with routes reaching into West Dunbartonshire, East Dunbartonshire, North Lanarkshire, South Lanarkshire, East Renfrewshire and Renfrewshire.		
Rationale for Selection or Rejection		
The Clyde Metro concept is a recommendation in the draft STPR2 and NPF4. Metro would represent a step change in public transport provision in the region and the option should be retained in the RTS as a regional priority.		

26-Rail and High Speed Rail

Option 92		Capacity enhancements and constraint resolution on rail network				
Summary		This option is for capacity enhancements and constraint resolution on the rail network through infrastructure improvements or service changes.				
Rationale / linkage to problem		Pre-COVID-19, Network Rail forecasts suggested that demand is expected to exceed capacity at peak periods on sections of all Glasgow Northern Suburban routes, Ayrshire and Inverclyde lines, and East Kilbride line by 2023/24 as well as some inter-city routes.				
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver	✓
Delivery		Transport Scotland and Network Rail have responsibility for delivery of infrastructure and rolling stock improvements which will reduce constraints and improve line capacity. ScotRail will be involved if new or additional rolling stock is part of the solution. SPT has no role or responsibility but would offer support where appropriate.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		Capacity and infrastructure improvements would be subjected to full business case / PACE processes by promoters. Feasibility issues would be identified and mitigated appropriately as part of these work streams before any consent was granted.				
Affordability		Capacity and infrastructure improvements will vary widely in scale however capital costs would fall to Transport Scotland and Network Rail.				
Public Acceptability		The public will be supportive of capacity and resilience improvements as it will lead to a more reliable service, however often these improvements require significant construction effort and time which disrupts services for long periods leading to objections.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Make better use of existing capacity • Targeted infrastructure improvements 				
Sustainable Transport Hierarchy		<ul style="list-style-type: none"> • Public transport 				
Political Considerations		Unlikely to generate political opposition unless works impact on affected communities.				
STAG Criteria	Environment	x-O-✓	Capacity enhancements would encourage public transport use by enabling more people to travel by rail at the expense of the car. This would potentially have beneficial environmental impacts through improved air quality etc.			

26-Rail and High Speed Rail

Option 92		Capacity enhancements and constraint resolution on rail network	
			There is some potential for adverse impacts to other environmental receptors depending on the location of new infrastructure which would need to be managed and mitigated.
	Climate Change	O-✓	Capacity enhancements would encourage public transport use by enabling more people to travel by rail at the expense of the car. This would have beneficial environmental impacts through overall reduced greenhouse gas emissions from road traffic. There would be embodied carbon associated with new construction.
	Health, Safety & Wellbeing	✓	Capacity enhancements will encourage people to shift away from using their private car. This has the potential to make the road network safer for users as public transport tends to experience less accidents than private transport. There may be additional positive health benefits from improved air quality.
	Economy	✓	Capacity enhancements and constrain resolution will generate benefits for those who benefit. It may also enable increased economic activity through labour force participation etc.
	Equality & Accessibility	✓	Additional capacity may make public transport more accessible to all user groups - however this would only be on existing routes and services.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Enhancing capacity and resolving constraints on the rail network will encourage rail use in favour of car, leading to a reduction of transport emissions in the region. There would be embodied carbon associated with new construction.			
Strategy Objective 2: 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			✓
This option will increase availability of services, particularly in areas of high demand. These improvements will encourage rail use.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option will provide capacity and resilience improvements to existing routes but not offer any additional route benefits			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
Enhancing capacity and resolving constraints on the rail network will encourage rail use, making public transport a desirable and convenient travel choice for more people.			
Equalities Duties			✓✓
Public Sector Equalities	Enhanced rail capacity would potentially benefit a range of people and communities with protected characteristics. Enhanced public transport service levels and reliability offered by the system would also bring benefits to those with socio-economic disadvantage where it improved		
Island Communities			
Fairer Scotland			

26-Rail and High Speed Rail

Option 92 Capacity enhancements and constraint resolution on rail network	
Child Rights & Wellbeing	access to employment areas for lower income households. No direct relevance for island communities.
SEA	See specific Environmental report
Funding	The Scottish Government / Network Rai will be required to fund the costs of these interventions on the rail network.
Spatial Context	
Capacity enhancements and constraint resolution will be targeted at key areas identified by Transport Scotland, Network Rail and ScotRail.	
Rationale for Selection or Rejection	
Reducing the requirement to travel by car is both a key national and regional priority. SPT can identify and develop investment priorities through STAG process and invest in some infrastructure projects. This option should be retained as part of the RTS.	

Option 94 Enhanced economic and social value of rural railways						
Summary	This option is to understand the case for investment in rural railways that is not focused on modal shift or passenger growth targets, but rather the value that the railway has for the wider community in terms of tackling depopulation, visitor economy etc					
	Rationale / linkage to problem					
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		SPT can work with partners to understand the importance of rural railways and strengthen the case for future investment				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		Enhancing or building new rail routes will entail numerous location specific challenges however these are not presumed to be insurmountable.				
Affordability		While understanding and developing the case for rural railways will be a relatively low cost study endeavour, delivering any new or enhanced rail lines will require significant capital investment				
Public Acceptability		There may be some local opposition generated given that this is likely to increase tourism in rural areas. However, this option could bring				

26-Rail and High Speed Rail

Option 94		Enhanced economic and social value of rural railways	
		social and economic benefits if the railways are managed effectively and efficiently.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Making better use of existing capacity 	
Sustainable Transport Hierarchy		<ul style="list-style-type: none"> • Public transport 	
Political Considerations		While provision of new rail routes is generally a positive pursuit, new lines entail significant spend which will be subject to political scrutiny.	
STAG Criteria	Environment	○- ✓	Enhancing the economic and social value of rural railways may encourage public transport use which could deter people from depending on private cars when travelling on rural routes. This would potentially have some environmental beneficial impacts including improved air quality. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions.
	Climate Change	○- ✓	Enhancing the economic and social value of rural railways may encourage public transport use which could deter people from depending on private cars when travelling on rural routes. This would potentially have some beneficial impacts including reduced greenhouse gas emissions. However, it is not predicted that there would be substantial modal shift or a subsequent material impact on traffic levels and emissions.
	Health, Safety & Wellbeing	✓	This option will encourage people to shift away from using their private car. This has the potential to make the road network safer for all users as public transport tends to experience less accidents than private transport. There may also be positive health benefits from improve air quality.
	Economy	✓-✓✓	It is likely that, once implemented, this option would improve the efficiency of the transport network in the region, including reduced journey times. It would also stimulate economic activity along the impacted routes.
	Equality & Accessibility	✓-✓✓	This option would increase the public transport coverage in the region, especially for those without access to a private vehicle, including visitors to the area.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		✓	
Enhanced economic and social value of rural railways will encourage rail use, leading to reduce car dependency and transport emissions in the region			
Strategy Objective 2: 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		✓ ✓ ✓	
Enhanced economic and social value of rural railways will improve rail connections and access for those in rural areas. This will increase travel opportunities, leading to more people being able to get to town centres, jobs, education, healthcare and other everyday needs.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓ ✓ ✓	
Enhanced economic and social value of rural railways will improve regional and inter-regional rail connections to key economic centres and strategic transport hubs for passengers and freight, particularly for those in rural areas.			

26-Rail and High Speed Rail

Option 94		Enhanced economic and social value of rural railways	
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○	
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓ ✓	
Enhanced economic and social value of rural railways will encourage rail use, making public transport a desirable and convenient travel choice for everyone			
Equalities		✓	
Public Sector Equalities	Enhanced social and economic value of the railway would potentially benefit a range of people and communities with protected characteristics in rural areas. Where the measure provided enhanced public transport service levels there would be benefits to those with socio-economic disadvantage through improved access to employment areas. No direct relevance for island communities. More information is needed to fully understand/assess this option.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	<p>Most transport-related funding in Scotland is provided by the Scottish Government through Transport Scotland. Schemes available to enhance the economic and social value of rural railways include:</p> <ul style="list-style-type: none"> • Local Rail Development Fund, Transport Scotland – grant to carry out a transport appraisal seeking to identify opportunities to tackle local transport issues. • Regeneration Capital Grant Fund, Scottish Government – delivered in partnership with COSLA and local government, this fund supports locally developed place-based regeneration projects, primarily in deprived, disadvantaged and fragile remote communities across Scotland. 		
Spatial Context			
This is a regional intervention albeit focussed on rural areas.			
Rationale for Selection or Rejection			
SPT should consider how best to work with partners to understand the case for rural railways. SPT can identify and develop investment priorities through STAG process and invest in some infrastructure projects. This option should be retained as part of the RTS.			

Option 95		Re-opening of disused rail lines (passenger and freight)	
Summary	This option is for the reopening of disused rail lines across the network.		
Rationale / linkage to problem	Reducing car km's is a key Scottish Government priority, to do this, public transport links will need to be provided. A number of studies are currently underway considering the viability of opening or reopening new stations and lines within the SPT area.		
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver ✓

26-Rail and High Speed Rail

Option 95		Re-opening of disused rail lines (passenger and freight)				
Delivery		Transport Scotland and Network Rail have responsibility for any rail line reopening across the network and would lead on delivery. SPT would be able to play a support role				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		Any reopening of lines would have to be fully appraised through the STAG, business case and PACE processes. Feasibility issues would be identified and mitigated appropriately as part of these work streams before any consent was granted. Reopening of disused lines could require compulsory purchase and conflict resolution with neighbouring properties and businesses.				
Affordability		Reinstating railway lines is a high cost option - however capital costs would fall to Transport Scotland. SPTs direct contribution could be limited to any subsidies required for connecting bus services to any new stations. New lines may impact on the commercial viability of competing bus services.				
Public Acceptability		Reopening rail lines is likely to be largely supported by the public provided they are delivered effectively and efficiently. There may be local opposition to schemes on environmental grounds and in terms of severance or impacts on existing properties and businesses.				
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Targeted infrastructure improvements 				
Sustainable Transport Hierarchy		<ul style="list-style-type: none"> Public transport 				
Political Considerations		Whilst most will support new rail line re-openings, levels of support could be dependent upon the cost. Additionally, affected landowners and businesses may oppose location specific interventions if they are viewed to impinge upon their business and day to day activities.				
STAG Criteria	Environment	xx-✓	Re-opening disused rail lines for passengers will encourage the use of public transport at the expense of the car. This would have beneficial environmental impacts through overall improved air quality and reduced roadside noise from traffic in the affected corridors. There is some potential for impacts on local biodiversity, landscape/visual and cultural heritage from the change in land use which would require mitigation and management to avoid or reduce significant environmental effects (dependent upon location and baseline sensitivity).			
	Climate Change	✓	Re-opening disused rail lines for passengers will encourage the use of public transport at the expense of the car. This would have beneficial impacts through overall reduced greenhouse gas emissions, although construction activity would involve embodied carbon, and the power source for the trains could also be a factor if diesel.			

26-Rail and High Speed Rail

Option 95		Re-opening of disused rail lines (passenger and freight)	
	Health, Safety & Wellbeing	✓-✓✓	Re-opening disused rail lines will encourage people to shift away from using their private car. This has the potential to make the road network safer. There will be positive health benefits from improve air quality. Concerns are often cited about the security of using public transport which would need to be taken into account in the development of any new link.
	Economy	✓-✓✓	This option would improve the efficiency of the transport network in the region, including journey times for both passengers and potentially freight, whilst also stimulating economic activity along the route. New railway lines can have a major impact on the economic geography of the areas served.
	Equality & Accessibility	✓✓	This option could significantly increase the public transport network in the region. Additionally, it would be particularly impactful for those who have previously experienced limited public transport accessibility or connectivity and those do not have access to a car. Any impact on 'competing' bus services in the area would need to be carefully considered.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
This option will provide new public transport routes, encouraging people to use rail, leading to reduced car use and hence transport emissions in the region. There may also be a switch from road to rail freight. The offset would be embodied carbon and the source of power for the trains.			
Strategy Objective 2: 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			✓✓
Re-opening disused rail line for passengers will improve accessibility and availability of rail services. This will increase travel opportunities for those within reach of the reopened rail lines.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓✓
Re-opening disused rail line for passengers and freight will improve connections to key economic centres and strategic transport hubs for passengers.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys however it is anticipated that walking and cycling links will be provided to new stations along the line.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓✓
Re-opening disused rail lines will encourage rail use, making public transport a much more desirable and convenient travel choice for those within reach of the rail line.			
Equalities Duties			✓✓
Public Sector Equalities	New rail routes would potentially benefit a range of people and communities with protected characteristics provided they were designed and delivered to facilitate access for all. Enhanced public transport service levels offered would also bring benefits to those with socio-economic disadvantage where it improved access to deprived communities and was affordable. No direct relevance for island communities.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		

26-Rail and High Speed Rail

Option 95 Re-opening of disused rail lines (passenger and freight)	
Funding	While feasibility and appraisal work may be funded through grant schemes such as the Scottish Governments Local Rail Development Fund, costs of construction and delivery will have to come from the Scottish Government / Network Rail or an appropriate UK wide infrastructure fund.
Spatial Context	
SPT will look to support delivery of reopening of rail lines as potential lines are identified across the region. A region-wide audit of aspirations would be a useful first step.	
Rationale for Selection or Rejection	
Reducing the requirement to travel by car is both a key national and regional priority. SPT can identify and develop investment priorities through STAG process and invest in some infrastructure projects. This option should be retained as part of the RTS.	

Option 96 Support Glasgow Central capacity enhancement (aligned with STPR2 process)						
Summary	This option is to provide capacity enhancements at Glasgow Central Station.					
Rationale / linkage to problem	This continues to be a key priority for the region.					
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery	STPR 2 has prioritised the issue at Glasgow Central and the Scottish Government is working to develop solutions. SPT has no role or responsibility but would offer support where appropriate.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	Feasibility issues will be identified and mitigated appropriately as part of these work streams before any consent was granted.					
Affordability	This will be a high cost option - however capital costs would fall to Transport Scotland and Network Rail.					
Public Acceptability	The public will be supportive of capacity improvements as it will lead to a more services, however often these improvements require significant construction effort and time which disrupts services for long periods of time which can lead to objections. Crucially, one of the key capacity issues is the line accessing the station across the Clyde, enhancing this area may result in significant disruption at Glasgow Central High Level during the period of works.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Making better use of existing capacity • Targeted infrastructure improvements 					

26-Rail and High Speed Rail

Option 96		Support Glasgow Central capacity enhancement (aligned with STPR2 process)	
Sustainable Transport Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		This will likely be near universally supported.	
STAG Criteria	Environment	x-✓	Supporting Glasgow Central capacity enhancements would encourage the use of public transport at the expense of the private car by facilitating a range of new train services. This would have beneficial environmental impacts through improved air quality where the measure supported some mode shift from road to rail. Any new infrastructure facilities should be designed to avoid adverse impacts on areas of local environmental sensitivity.
	Climate Change	✓✓	Supporting Glasgow Central capacity enhancements would encourage the use of public transport at the expense of the private car by facilitating a range of new train services. This would have beneficial impacts through reduced greenhouse gas emissions, some of which may be offset by embodied carbon during construction.
	Health, Safety & Wellbeing	✓	This option will encourage the use of public transport. This has the potential to make the road network safer for users.
	Economy	✓✓	It is likely that this option would improve transport efficiency and journey times as new services are provided.
	Equality & Accessibility	✓✓	This option has scope to increase the public transport network coverage in the area. Additionally, this improvement is likely to particularly benefit those who do not have access to private car.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Supporting Glasgow Central capacity enhancement will encourage rail use in favour of car, leading to reduced car use and transport emissions in the region. There will be embodied carbon associated with construction at Glasgow Central though.			
Strategy Objective 2: 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			✓✓
This option will improve the capacity at Glasgow Central Station resulting in improved service reliability and additional services running to and from Glasgow Central.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓✓
This option will substantially improve connections to Glasgow City Centre and Glasgow Central Station.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
Supporting Glasgow Central capacity enhancement will encourage rail use, making public transport a more desirable and convenient travel choice			
Equalities Duties			✓✓

26-Rail and High Speed Rail

Option 96		Support Glasgow Central capacity enhancement (aligned with STPR2 process)
Public Sector Equalities	Enhanced rail capacity and associated services would potentially benefit a range of people and communities with protected characteristics. Enhanced public transport service levels and reliability offered by the system would also bring benefits to those with socio-economic disadvantage where it improved access to employment areas for lower income households. No direct relevance for island communities.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	The Scottish Government will be required to fund the costs of these interventions on the rail network.	
Spatial Context		
This option is specifically located at Glasgow Central Station.		
Rationale for Selection or Rejection		
Improving capacity at Glasgow Central is a recommendation in the draft STPR2 and will lead to benefits to the public transport network within the SPT region. This option should be retained as part of the RTS as a regional priority.		

Option 97		Support delivery of High Speed Rail to the region (aligned with STPR2 process)			
Summary	This option includes supporting Transport Scotland, Network Rail and local authorities to develop and deliver a High Speed Rail connection to Scotland.				
Rationale / linkage to problem	High Speed Rail (HSR) has the potential to enhance the region's resilience, economic activity and connectivity and provide an alternative to domestic air travel. A decision on the location of a Glasgow terminus and safeguarding of the land and linkages through sustainable transport networks are key issues that require early action by partners. This option is to support STPR2 and future processes.				
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver	
Delivery	Transport Scotland and Network Rail have responsibility for delivery of physical infrastructure improvements within Scotland. Due to the cross border nature of the intervention, the UK Department for Transport would also be involved. SPT has no role or responsibility but would offer support where appropriate.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups
Feasibility	Developing and delivering High Speed Rail is a once in a century undertaking. Feasibility issues would be identified and mitigated appropriately as part of these work streams before any consent was granted. Issues will include land availability and potential compulsory purchase, technical challenges including traversing terrain, provision of station facilities and integration with the existing rail network.				
Affordability	High Speed Rail will be a very high cost option - capital costs would fall to Transport Scotland, the UK government and Network Rail.				

26-Rail and High Speed Rail

Option 97		Support delivery of High Speed Rail to the region (aligned with STPR2 process)	
Public Acceptability		Experience in England shows that while there is support for High Speed Rail, there are also significant levels of objections from varying groups including land owners, environmental protection groups and those who feel funds could be more effectively spent elsewhere. A mixed reaction from the public should therefore be anticipated.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Making better use of existing capacity • Targeted infrastructure improvements 	
Sustainable Transport Hierarchy		<ul style="list-style-type: none"> • Public transport 	
Political Considerations		Similar to public acceptability, a mixed political reaction can be expected. This will be further exacerbated dependant upon scale of the costs from a Scottish Government perspective.	
STAG Criteria	Environment	xx-✓	Supporting the delivery of High-Speed Rail in the region will encourage the use of public transport due to journey time savings and potentially enhanced connections/capacity. This would potentially have beneficial environmental impacts through improved air quality. Dependent on routes and the nature of new rail infrastructure, impacts on other environmental receptors such as biodiversity, landscape, soils, water and cultural heritage are possible and would require further assessment and mitigation to avoid or reduce significant environmental effects as far as possible.
	Climate Change	✓	Supporting the delivery of High Speed Rail in the region will encourage the use of public transport due to journey time savings and potentially enhanced rail network connections/capacity. This would potentially have beneficial environmental impacts through reduced greenhouse gas emissions from car and domestic air. It will increase carbon emissions during construction.
	Health, Safety & Wellbeing	✓	Implementing high speed rail will have a minimal impact on the safety and security of the transport network. It may encourage people to shift from car travel to rail which will reduce the volume of vehicles on the road and reduces potential accidents. There may also be positive health benefits from improved air quality.
	Economy	✓✓✓	Reduced journey times will increase the time people can spend actively engaging in other activities. Improved regional connectivity would contribute to agglomeration and wider economic benefits.
	Equality & Accessibility	✓	While this option would increase the public transport network coverage in the area, the implementation of High Speed Rail could open access to new employment opportunities for some and these are only likely to be accessible for more better off people. As such, the benefits are likely to be relatively minimal.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓-✓✓
High Speed Rail will have no effect on local or regional journeys however it will provide an alternative option to car and air for cross border journeys. There will be a reduction in carbon emissions and pollutants for those who change modes from car or flying to make this journey. The scale of benefit will clearly be dependant on levels of use and modal shift. There will be considerable embodied carbon during construction and the trains themselves will need to draw power from a sustainable source.			

26-Rail and High Speed Rail

Option 97		Support delivery of High Speed Rail to the region (aligned with STPR2 process)
Strategy Objective 2: 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		○
This is a strategic option and would have no impact on local or regional journeys		
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓✓✓
HSR would significantly enhance inter regional and cross border connections including direct routes to London.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
Delivering HSR will have no impact on active travel journeys		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓
Delivering HSR will provide a public transport alternative for cross border journeys.		
Equalities Duties		✓
Public Sector Equalities	HSR will be designed to provide DDA compliant standards both at stations and on the services themselves.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	HSR will require very significant funding from UK and Scottish Governments.	
Spatial Context		
The specific spatial context will be determined but likely includes WCML and a connection in Glasgow City Centre.		
Rationale for Selection or Rejection		
Cross-border rail enhancements are a recommendation in the draft STPR2. This option should be retained as part of the RTS.		

27-Road

Option 100		Support capacity enhancements and constraint resolution on roads network				
Summary		This option is to reduce congestion and capacity problems on local roads networks.				
Rationale / linkage to problem		<p>Between 2008 and 2018, roads traffic in the SPT region increased by around 8%, but growth has not been evenly distributed across the network. Overall in the region, traffic has increased on motorway, urban A-Roads and minor roads whilst traffic on rural A-roads roads has decreased. The motorway network in the SPT region has seen the largest increases in traffic of around 35%, or an additional billion vehicle-kilometres. Upgrades to the motorway network in the past decade will be a factor in the distribution of traffic growth as the coverage and capacity of the motorway network has increased. Pre-COVID19, transport modelling suggested that, over the next 20 years, traffic flows on motorways will continue to increase, but the most notable growth will be on the local roads network. It also suggested that capacity will be exceeded on the wider network across the SPT region. In terms of journey time reliability, analysis of average speeds between AM and Inter-peak periods suggests that the largest differences occur on/around the motorway network throughout the region. Additionally, there are many road network pinch points on non-motorway links across the region where traffic flows exceed capacity, particularly in peak travel periods. Seasonal problems also occur in relation to increased tourism & visitor traffic. During the RTS engagement activities, all local authorities in the SPT region noted concerns with growing levels of traffic and related journey time reliability problems on sections of the local and/or strategic road networks in their areas.</p>				
Action or Policy to support		Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery		Transport Scotland and local authorities retain the powers of roads authority and as such will develop and lead on any interventions. SPT can only play a support role				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	✓
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility		<p>SPT does not have the powers of a roads authority and, as such, the role of the partnership will be to support Transport Scotland and local authorities where appropriate. These bodies will lead on design and construction. Feasibility of individual options will be determined at appraisal and design stage.</p> <p>SPT would need to work with Transport Scotland and constituent local authorities to deliver this option as it does not have legislative control to either implement or have direct responsibility for the operation of the road networks. There are also potential budgeting concerns</p>				

27-Road

Option 100		Support capacity enhancements and constraint resolution on roads network	
		surrounding who would fund the capacity enhancements and resolving constraints across the SPT region.	
Affordability		Measure will require capital investment however these will fall to Transport Scotland or the local authority as the promoting body.	
Public Acceptability		In general, the public will be supportive of measures to increase capacity and efficiency on the road network, however any construction will likely lead to short term disruption.	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Make better use of existing capacity • Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport • Taxis and shared transport • Private car 	
Political Considerations		Capacity improvements and constraint resolution will generally be supported. However, there may be objections from those who believe these options will facilitate an increase in road traffic.	
STAG Criteria	Environment	xx	This option may lead to increased travel via private car which has the potential to induce additional road traffic and have a negative impact on air quality, in addition to intensifying noise and vibration from upgraded sections of roads. There could also be some adverse visual amenity and landscape impacts from new infrastructure along with possible implications for biodiversity.
	Climate Change	x-xx	This option may facilitate travel via private car which has the potential to induce additional road traffic further contributing to greenhouse gas emissions.
	Health, Safety & Wellbeing	x - ✓	By providing additional road capacity measures, cars can travel on roads in a safer manner. However, these measures can also increase the amount of road traffic which has potential to cause more road incidents and affect air quality which may have a negative health impact.
	Economy	✓✓	By improving capacity issues on existing roads, people would experience reduced journey times, allowing them more time to actively engage in other activities and to contribute productively to the economy.
	Equality & Accessibility	0 - ✓	This option would have no impact on public transport accessibility other than improving the reliability of services. There would be little benefit to vulnerable groups that are typically more reliant on active travel or public transport. Additionally, this option will not have an impact on the public transport and active travel network coverage.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		xxx	
Enhancing capacity on the road network will serve to increase vehicle mileage and therefore increase transport emissions			
Strategy Objective 2: 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		✓	
Enhancing capacity and resolving constraints on the road network will provide better access, safety and reliability for road users and reduce congestion. This will ensure those who have the ability to travel by private car can get to town centres, jobs, education, healthcare and other everyday needs.			

27-Road

Option 100	Support capacity enhancements and constraint resolution on roads network	
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓ ✓
This option will improve traffic and related journey time reliability problems on sections of the local and/or strategic road networks. This will lead to improved regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✗
Enhancing capacity and resolving constraints on the road network should improve safety of active travel journeys if properly designed. It will not however enable walking, cycling and wheeling to become the most popular choice for everyday journeys. Indeed, it could encourage greater use of private cars even on short journeys		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✗ - ✓
This option will assist public transport by improving capacity and reducing constraints which will lead to journey time improvements. However, the option will also make travel by public car more desirable and convenient.		
Equalities Duties		✗ / ○ /
Public Sector Equalities	Road capacity enhancements are not predicted to have beneficial impacts for equalities. Adverse impacts may occur if schemes result in overall increases in traffic, emissions and/or road safety problems. Where schemes can be delivered without inducing new traffic they may offer minor benefits for traffic management and help deliver capacity for other public transport and active travel measures.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
See specific Environmental report		
Funding	Transport Scotland is responsible for improvements to the trunk road network, while local authorities retain responsibility for their own local road networks. Interventions will require capital investment, some of which may be available through grants.	
Spatial Context		
This is a regionwide policy. However, it is clear that implementation will be prioritised. SPT can work with local authorities to establish which areas would be best suited to the introduction of new measures.		
Rationale for Selection or Rejection		
Specific interventions can be identified through the RTS Delivery Plan and with local authority partners, particularly where problems affect public transport networks.		

27-Road

Option 103		Smart / managed motorways using Intelligent Transport Systems				
Summary	This option for introduction of Smart Motorways in line with STPR2.					
Rationale / linkage to problem	This option is to support development of Transport Scotland's managed motorways approach.					
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver	✓		
Delivery	Transport Scotland will lead on development and delivery of this option					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	<p>SPT does not have the powers of a roads authority and as such, the role of the partnership will be to support Transport Scotland as it leads on development and potential introduction of Smart Motorways. Feasibility of individual options will be determined at appraisal and design stage.</p> <p>Smart Motorways require specific technical ITS-based interventions and engineering solutions which will need to be designed for the Scottish context and to fit targeted geographic stretches of route.</p> <p>Challenges are not expected to be excessive, however, as these solutions are in place in other parts of the UK and across the world.</p>					
Affordability	This option will likely entail significant capital investment. However, this will fall to Transport Scotland.					
Public Acceptability	Smart Motorways are currently under review in England due to some high-profile accidents. This will make the public wary. It will be important for the scheme promoters to demonstrate safety, efficiency benefits and value for money in order for the public to support widely.					

27-Road

Option 103		Smart / managed motorways using Intelligent Transport Systems	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Maintaining and safely operating existing assets Make better use of existing capacity Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> Public transport Taxis and shared transport Private car 	
Political Considerations		Similar to public acceptability, incidents in England may influence views. It will be important for the scheme promoters to demonstrate safety, efficiency benefits and value for money in order to gain support.	
STAG Criteria	Environment	xx -✓	By making the road network more efficient there could be improvements in air quality from reduced congestion. However, the increased efficiency and capacity could make road transport more attractive which would potentially increase the number of road users and lead to more journeys being undertaken by car, having an adverse impact on local air quality and traffic noise, and vibration.
	Climate Change	xx -✓	By making the road network more efficient, there could be a reduction in emissions produced by road traffic from reduced congestion. However, the increased efficiency and capacity could make road transport more attractive which would potentially increase the number of road users and lead to more journeys being undertaken by car, having an adverse impact on emissions.
	Health, Safety & Wellbeing	✓	Through implementing smart / managed motorways, it is likely that the risk of collisions will be reduced leading to an improvement in safety. However, if traffic volumes increase there would be an increase in emissions which will have negative health outcomes.
	Economy	✓✓	This option would make the road network more efficient, enabling people to experience reduced journey times leading to an economic benefit as this time can be used more productively.
	Equality & Accessibility	✓	This option would improve access to essential services like education, employment, healthcare and retail for people that have access to a private vehicle. It would have no impact on public transport accessibility and is likely to be of limited benefit to vulnerable groups who often do not have access to a car. Additionally, this option will not have an impact on the public transport and active travel network coverage.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Smart/managed motorways could help reduce journey times and congestion on the strategic road network, leading to some reductions in transport emissions along the length of the Smart motorway.			
Strategy Objective 2: 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			✓
Smart/managed motorways using Intelligent Transport Systems will contribute towards reducing journey times and congestion of the strategic road network. This will lead to improved accessibility and safety for people and businesses who can use these routes			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓

27-Road

Option 103	Smart / managed motorways using Intelligent Transport Systems	
This option will contribute towards reducing journey times and congestion of the strategic road network. This will lead to improved regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight, which generally are placed along the strategic road network.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		○ - ✓
Smart/managed motorways using Intelligent Transport Systems will contribute to a reduction in bus journey times for services which use the Smart motorway		
Equalities Duties		? / ✓
Public Sector Equalities	Unlikely to benefit key equalities groups.	
Island Communities	No direct relevance to island communities.	
Fairer Scotland	Potential for some benefits to people with socio-economic disadvantage if managed motorways benefitted public transport links for strategic bus/coach services as a means of accessing employment areas.	
Child Rights & Wellbeing	No material impacts predicted.	
SEA	See specific Environmental report	
Funding	Transport Scotland is responsible for improvements on the trunk network including the introduction of Smart motorways. Interventions will require significant capital investment.	
Spatial Context		
Transport Scotland is currently developing proposals for Smart motorways.		
Rationale for Selection or Rejection		
Smart motorways are a national project being developed by Transport Scotland. SPT should support this option as part of the RTS.		

Option 104	Enhanced Urban Traffic Control systems for all local roads authorities in the region	
Summary	This option is to provide upgrades of existing traffic signal systems at key junctions and interchanges for all local authorities. It is assumed that enhancing signal control as part of this option does not prioritise for any one specific mode.	

27-Road

Option 104		Enhanced Urban Traffic Control systems for all local roads authorities in the region					
Rationale / linkage to problem		This option would build on previous investment by SPT in Urban Traffic Control (UTC) systems for local roads authorities to improve traffic management and increase opportunities to give priority to public transport vehicles and people who choose to walk or cycle.					
Action or Policy to support		Action – SPT develop and deliver			Policy – SPT support, others deliver		✓
Delivery		This option would be delivered by constituent local authorities. However, SPT would be able to part fund where appropriate					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)			Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓		Measures Targeted at Specific Groups	
Feasibility		SPT would rely on constituent local authorities who are the roads authority to implement changes to their traffic signal control network. SPT can however assist through co-ordination and efficiencies of ordering a compatible system across the region					
Affordability		Measures will vary widely in scale and cost on a junction-by-junction basis. There may be additional maintenance costs.					
Public Acceptability		Enhanced signal control in this scenario is likely to provide benefits to all users. It should be noted that signal control can be set to provide priority to certain users such as buses or pedestrians if required. It is assumed that if benefits are shared across user groups the public would welcome these measures					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Make better use of existing capacity • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Walking and wheeling • Cycling • Public transport • Taxis and shared transport • Private car 					
Political Considerations		Enhanced signal control presents no concerns with regards contentious issues					
STAG Criteria	Environment	x - ✓	Improving the efficiency of the transport network through UTC systems will potentially reduce congestion, especially during the peak-hours and benefit public transport through prioritisation measures. Air quality may improve from reduced traffic volumes. However, efficiency improvements may encourage car travel, increase traffic volumes, and worsen air quality. It is unlikely that there would be wider environmental implications.				

27-Road

Option 104	Enhanced Urban Traffic Control systems for all local roads authorities in the region		
	Climate Change	x - ✓	Improving the efficiency of the transport network through UTC systems will potentially reduce congestion, especially during the peak-hours and benefit public transport through prioritisation measures. This has some potential to reduce emissions for car-based travel on the network although improving network efficiency and reducing journey times might encourage more people to travel by car- Where the measure is used primarily to prioritise public transport, beneficial effects would be predicted through potential overall emissions reductions where improved services effected some modal shift and discouraged car use.
	Health, Safety & Wellbeing	x - ✓	Enhanced network efficiency improves safety on the road network by reducing the likelihood of accidents occurring. However, improved efficiency will encourage people to travel by car, increasing the number of vehicles on the road which in turn could lead to a greater number of accidents. If traffic volumes increase there would be an increase in emissions which will have negative health outcomes.
	Economy	✓✓	A more efficient transport network leads to more reliable and reduced journey times for both people and freight. This will deliver economic benefits by providing more time which can be spent more productively on other activities.
	Equality & Accessibility	✓ - ✓✓	Improved network efficiency increases access across the region, particularly for those that have access to a private car. However, this option smaller benefits for vulnerable groups such as the elderly, young, ethnic minorities, women and disabled who are less likely to have access to a private vehicle and are more likely to be dependent on public transport and active travel – both of which will benefit to a degree from the UTC system dependant on how it is optimised
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Enhancing UTC systems for all local road authorities in the region will smooth congestion and should lead to small reductions in transport emissions in the region.			
Strategy Objective 2: 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			✓
Enhancing UTC systems for all local road authorities in the region will improve traffic management and increase opportunities to give priority to public transport modes. This will make public transport more attractive for these everyday journeys			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option will not provide any new regional and inter-regional connections. There may however be benefits to users of existing routes through journey time savings.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
Enhanced UTC systems should automatically provide a safer environment at junctions and interchanges for pedestrians and cyclists. The systems themselves can be further tailored to provide greater priority for active modes.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓

27-Road

Option 104	Enhanced Urban Traffic Control systems for all local roads authorities in the region	
Enhanced UTC systems for all local roads authorities will increase opportunities to give priority to public transport vehicles making public transport a desirable and convenient travel choice for everyone.		
Equalities Duties		✓
Public Sector Equalities	Where urban public transport was enhanced from implementation of the measure this would have beneficial impacts on people with a range of protected characteristics, and people with socio-economic disadvantage, giving better choices and opportunities to access jobs and services. Benefits would be predicted similarly for children and young people.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Local authorities are generally expected to fund improvements on their road network. However, SPT has in recent years played an active role in part funding signalised control and bus AVI solutions. It is expected that SPT could continue these existing relationships.	
Spatial Context		
This option is clearly spatial in character and whilst it is envisaged to be rolled out across the SPT region, clearly there are areas which should be targeted as a priority. These areas will be defined in collaboration with local authorities who retain the roads authority powers.		
Rationale for Selection or Rejection		
This option if appropriately introduced, provides key benefits to various road users across the transport hierarchy as well as making efficiency improvements which could result in improvements in terms of a decrease in congestion and emissions. This option should be considered further as part of the RTS.		

28-Park and Ride

Option 35		New / Enhanced bus park and ride				
Summary	This option is the introduction of new bespoke bus park and ride sites. The assessment here is for the introduction of the site itself. To operate efficiently, appropriate bus services would need to be routed to the site and bus priority provided for onward journeys					
Rationale / linkage to problem	This option is for new bus park and ride locations; in particular there are opportunities for cross-regional services on radial corridors linking with bus priority measures. Additionally underperforming existing locations should be reassessed.					
Action or Policy to support	Action – SPT develop and deliver	✓	Policy – SPT support, others deliver			
Delivery	It is expected that this option would be delivered by a combination of Transport Scotland, SPT and constituent local authorities and bus operators. ScotRail / Network Rail could potentially be involved if park and choose developed as a concept.					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	SPT will rely on constituent local authorities and potentially Transport Scotland, bus operators and private land owners to implement new / enhanced bus park and ride locations. Importantly, it should be recognised that bus park and rides will be most successful if suitable bus priority measures are provided along the corridor. Again, this will require close working with local authorities. There are no engineering feasibility issues.					
Affordability	Introducing new bus park and ride sites could entail significant costs which will include land acquisition, facility construction, and ongoing revenue costs to operate and maintain the facility. Additionally, if part of the package, associated bus priority would be required to be funded.					
Public Acceptability	It is likely that the implementation of this option would be supported by the public.					

28-Park and Ride

Option 35		New / Enhanced bus park and ride	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Maintaining and safely operating existing assets • Make better use of existing capacity • Targeted infrastructure improvements 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public Transport 	
Political Considerations		The concept is unlikely to be politically sensitive, but this option will require new infrastructure. The location of any new/enhanced site could be contentious and may require political will to be implemented. Land will also have to be made available which will have a cost dependent upon location and condition.	
STAG Criteria	Environment	x - ✓	New/ enhanced bus park and ride will encourage multi-modal trips and increased public transport use. This would potentially have environmental beneficial impacts through reduced improved air quality and reduction of roadside noise from traffic where modal shift is achieved. Any new P&R sites would need to be located in suitable areas to avoid significant effects on locally sensitive areas and communities. There would though be environmental impacts associated with new construction.
	Climate Change	✓ - ○	New/ enhanced bus park and ride will encourage multi-modal trips and increased public transport use. This would potentially have beneficial impacts through reduced greenhouse gas emissions. However, the construction of the site would generate carbon emissions, as would any additional buses used to operate the service, and the site may encourage some to travel by car / bus when previously their journey was entirely by bus.
	Health, Safety & Wellbeing	✓	This option does not directly relate to safety and security, although P&R sites can provide a secure environment for users.
	Economy	✓	Introducing new bus park and ride sites will not directly improve journey times unless implemented alongside other measures, such as bus prioritisation. A switch from car to bus-based P&R may generate TEE benefits, especially if parking cost are taken into account (including any Workplace Parking Levy).
	Equality & Accessibility	✓	It is assumed that any new Park and Ride site will be designed to modern standards with appropriate access for walking and cycling, ensuring everyone can access the bus services.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region		x - ✓	
New/Enhanced bus park and ride measure will encourage greater bus use and provide better transport integration. Subsequent reductions in car-km would reduce emissions but this would have to be weighed against any increase in bus-km and indeed car-km depending on how people change their travel behaviour.			
Strategy Objective 2: 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		✓✓	
New/Enhanced bus park and ride encourages bus use and provide better transport integration. This new option to access the bus network from a safe and secure site improves connectivity to town centres, jobs, education, healthcare and other everyday needs in areas served by the P&R.			

28-Park and Ride

Option 35		New / Enhanced bus park and ride
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓✓
New bus park and ride locations will provide greater opportunities for cross-regional travel on radial corridors, potentially linked with bus priority measures, leading to improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers.		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		✓
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys although it is anticipated that any new facility would be designed and constructed with appropriate active travel links enabling for example car / cycle trips.		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓✓
New/Enhanced bus park and ride encourages bus use and provides better transport integration between modes, making public transport a desirable choice for residents and visitors.		
Equalities		✓✓
Public Sector Equalities	New bus facilities would be expected to provide safe and secure access to bus services (in key corridors) with associated benefits for some users including people with protected characteristics, children / young people and groups / communities who experience socio-economic disadvantage.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Funding for new / enhanced bus park and ride would be provided by local authorities, Transport Scotland, potentially via a BSIP agreement.	
Spatial Context		
This option is clearly spatial in character. Potential P&R locations can be defined through our analysis of transport services and demand on each of the identified corridors. These sites could be free-standing bus sites to 'infill' gaps in the rail network or potentially appended to railway stations to create 'Park and Choose' operations. Sites could be developed to 'anchor' BPF bus priority proposals in corridors where options for P&R are currently limited.		
Rationale for Selection or Rejection		
This option provides benefits, broadly aligns with government objectives and should therefore be a key intervention as part of the strategy. There is a clear synergy with BFP initiatives which should be developed.		

Option 98		New/Enhanced rail park and ride
Summary	This option is supporting ScotRail and Local Authorities through the development and delivery of new or enhanced park and ride sites at rail stations across the network.	
Rationale / linkage to problem	There has been a large expansion of park and ride capacity in the region since the first RTS. There are now more than 100 rail-based park and ride sites in the region with over 10,000 car parking spaces. However, around half of sites in 2014 were operating at capacity or close to capacity (85% or more) on weekdays and stakeholders identified that demand continues to increase and can result in localised congestion and road safety problems.	

28-Park and Ride

Option 98		New/Enhanced rail park and ride					
Action or Policy to support		Action – SPT develop and deliver		✓	Policy – SPT support, others deliver		✓
Delivery		SPT can play a key role in developing and delivering rail park and ride infrastructure across the region. SPT has the experience and relationships in place and continue to work with ScotRail and local authorities to provide improved facilities					
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)			Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide		Network Measures	✓		Measures Targeted at Specific Groups	
Feasibility		Individual sites will be subjected to feasibility studies and STAG appraisals. These exercises will identify any location specific constraints and recommend mitigation. Generally, providing park and ride capacity will not present major technical challenges.					
Affordability		Cost will be dependant upon the size and scale of the facility being provided. Adapting an existing car park may be relatively low cost however a major new high capacity facility will require significant capital funding.					
Public Acceptability		New / enhanced rail park and ride is likely to be supported by the public provided they are delivered effectively and efficiently. Those living close to any new site may benefit as it will result in reduction of on-street parking outside residential properties, although they may see higher traffic levels.					
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Making better use of existing capacity • Targeted infrastructure improvements 					
Sustainable Transport Hierarchy		<ul style="list-style-type: none"> • Public transport 					
Political Considerations		This option is likely to be supported generally.					
STAG Criteria	Environment	x-✓	New/Enhanced rail park and ride encourages the use of public transport for at least part of the journey. It will support modal shift from car to public transport and as such, there would potentially be beneficial environmental impacts through improved air quality and potentially reduced roadside noise from traffic. New sites would need to be designed and located sensitively to avoid significant effects on other receptors from land use changes, and to minimise any new car trips created (e.g. trip which were previously made entirely by bus).				
	Climate Change	O-✓	New/Enhanced rail park and ride encourages the use of public transport for at least part of people's journeys. It will support modal shift from car to public transport and as such, there would potentially be beneficial impacts through reduced greenhouse gas emissions. The beneficial impacts of this option will depend on the number and location of implemented park and ride sites. There would be embodied carbon to account for in any construction and any new car trips generated may add to emissions.				

28-Park and Ride

Option 98		New/Enhanced rail park and ride	
	Health, Safety & Wellbeing	✓	This option will encourage the use of public transport for at least part of the journey. This has the potential to make the road network safer. There may also be positive health benefits from improved air quality. There may be a negative impact on visual amenity.
	Economy	✓	In practice, users of P&R must be experiencing some form of benefit from its use. New/Enhanced rail park and ride encourages the use of public transport for at least part of people's journey. This may reduce journey times, but the impact would depend on the location of the park and ride site and distance travelled.
	Equality & Accessibility	✓	This option is likely to increase the public transport network coverage in the area. Additionally, it would potentially benefit a range of people and communities with protected characteristics through enhanced level of services and reliability offered by the system.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			O-✓
New/Enhanced rail park and ride should reduce car use by encouraging multi-modal rail journeys, leading to a reduction of transport emissions in the region. Additional car trips may be generated however and there will be embodied carbon associated with construction.			
Strategy Objective 2: 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			✓
This option will ensure that those who do not live within walking distance to the bus or rail network, can still access services through driving. This ensures public transport is a more available option for these everyday journeys.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓✓
This option will provide better connectivity options to central economic centres and transport hubs for passengers.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			✓
Whilst this option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys, generally new park and ride sites are designed as 'park and choose' with appropriate active travel infrastructure and links.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓✓
New/Enhanced bus park and ride locations improve access and integration to rail-based services, making public transport a more desirable and convenient choice.			
Equalities Duties			✓✓
Public Sector Equalities	Enhanced park and ride capacity would potentially benefit a range of people and communities with protected characteristics. Enhanced public transport service levels and reliability offered by the system would also bring benefits to those with socio-economic disadvantage where it improved access to employment areas for lower income households. No direct relevance for island communities.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	It is expected that funding for new park and ride sites would fall to ScotRail, SPT and Local Authorities. It is assumed that local authorities contribute through the SPT Capital programme.		

28-Park and Ride

Option 98	New/Enhanced rail park and ride
Spatial Context	
SPT will look to support delivery of new or enhanced rail park and ride sites identified across the region. A review of existing sites and aspirations for new sites would be a good starting point as travel patterns stabilise post-COVID-19	
Rationale for Selection or Rejection	
Reducing the requirement to travel by car is both a key national and regional priority. SPT has a history of delivering new park and ride sites across the region and have partnership approaches in place to support. This option should be retained as part of the RTS.	

29-Adaption and Resilience

Option 53							Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde.						
Summary		This option is for improved resilience of ferry services for communities on the Clyde.											
Rationale / linkage to problem		Access issues for island communities are similar to those faced by mainland remote areas. However, dependence upon ferry services creates additional access issues for island residents in terms of cost, time and aligning journeys to ferry schedules. Of ferry services in the SPT region, the Ardrossan – Brodick and Wemyss Bay – Rothesay ferry services are most likely to experience service delays. Service cancellations are not a chronic problem on ferry services in the SPT region, but most routes experience infrequent short periods when the culmination of cancellations will impact on accessibility for island residents. However, even short periods of cancellations can be highly disruptive to island communities. A lack of fleet resilience, ageing ferry terminal infrastructure and lack of inter-operability between routes presents resilience issues for ferry services on the Clyde. This exacerbates resilience issues related to weather conditions.											
Action or Policy to support		Action – SPT develop and deliver					Policy – SPT support, others deliver			✓			
Delivery		This option will require to be led by Transport Scotland and operators. The analysis of this issue will be covered in the Islands Connectivity Plan.											
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)			Policy & Regulatory (e.g., Low Emission Zones)							
Focus	Region Wide		Network Measures	✓		Measures Targeted at Specific Groups							
Feasibility		SPT no longer operates ferry services and infrastructure on the Clyde. Transport Scotland, Local Authorities and Ferry Operators are key to this option, SPT's role will relate to support. Procurement of enhanced or new vessels will not present any issues.											
Affordability		The option itself includes the potential for significant capital spend as vessels and infrastructure are renewed. SPT's role would however relate to integration of public transport options and improved journey planning/information.											
Public Acceptability		Implementation of this option would be supported by the public.											
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Maintaining and safely operating existing assets • Targeted infrastructure improvements 											
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport 											

29-Adaption and Resilience

Option 53		Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde.	
Political Considerations		While the option will be supported generally, projects requiring large capital spend such as construction of new ferries and infrastructure are likely to generate debate, particularly given ongoing national issues with ferry replacement.	
STAG Criteria	Environment	○	Reduced cancellations of ferry services is unlikely to have a direct impact on the environment.
	Climate Change	○	Any reduction in the ferry service disruption is unlikely to have a direct impact on carbon emissions. There may be some minor reduction in emissions from road vehicles which need to make long detours when ferry services are suspended and there are alternative routes / crossings.
	Health, Safety & Wellbeing	✓	Any reduction in the ferry service disruption is unlikely to have a direct impact on the safety of the transport network. However, there may be health and wellbeing benefits from improved service reliability and therefore access to health services.
	Economy	✓✓	Any reduction in the ferry service disruption will improve the efficiency of the services. This will reduce the level of disruption caused by cancellations to both the movement of people (islander and visitors) and goods.
	Equality & Accessibility	✓	Enhanced resilience would improve access for all users travelling to and from these communities.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
Any reduction in the ferry service disruption is unlikely to have a direct impact on carbon emissions. There may be some minor reduction in emissions from road vehicles which need to make long detours when ferry services are suspended and there are alternative routes / crossings. This would probably be outweighed by the emissions generated by the ferry itself though.			
Strategy Objective 2: 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			✓
A reduction in cancellations may encourage more people to use ferry services for Arran, Bute, Cumbrae and peninsular communities on the Clyde.			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
A reduction in cancellations will improve connections for Arran, Bute, Cumbrae and peninsular communities on the Clyde in accessing regional centres and development opportunities, and to key domestic and international markets, predominantly located on the mainland.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
No significant impact			
Equalities			✓
Public Sector Equalities	A reduction in cancellations would have beneficial impacts on people with a range of protected characteristics giving better and more reliable choices and opportunities to access jobs and services. These		
Island Communities			
Fairer Scotland			

29-Adaption and Resilience

Option 53		Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde.
Child Rights & Wellbeing	improvements would be particularly beneficial for those living in and visiting island communities (and peninsula communities on the Clyde) but are also beneficial in relation to the other equalities duties.	
SEA	See specific Environmental report	
Funding	Funding for service improvements would come through Transport Scotland (via CalMac (operations) and CMAL (vessels and harbours)) and Local Authorities (harbours)	
Spatial Context		
This option is limited to the island and peninsular communities that are part of the SPT region, and the ports and terminal which offer sailing options from the mainland		
Rationale for Selection or Rejection		
The resilience of ferry services is an identified problem in the case for change and climate change is likely to increase these challenges. The option should be retained as part of the RTS.		

Option 93		Improved resilience and adaptation of rail			
Summary	This option is to improve the resilience of rail infrastructure in the region, particularly identified priorities.				
Rationale / linkage to problem	Surface water and coastal flooding of rail networks is an existing resilience issue in the SPT region and Climate Change projections have the potential to increase frequency and severity of issues. Around 166km of railways are at risk of surface water flooding and around 3km are at risk of coastal flooding. Coastal erosion presents potential risks for sections of railway around Helensburgh, Cardross and Dumbarton and sections of the Largs branch.				
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver		✓
Delivery	Transport Scotland and Network Rail have responsibility for delivery of physical infrastructure improvements which will improve the resilience of the rail network. SPT has no role or responsibility but would offer support where appropriate.				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)
Focus	Region Wide		Network Measures	✓	Measures Targeted at Specific Groups
Feasibility	Resilience improvements would be subjected to business case / PACE processes by promoters. Feasibility issues would be identified and mitigated appropriately as part of these work streams before any consent was granted.				
Affordability	The scale of cost of resilience improvements will likely vary widely.				
Public Acceptability	The public will be supportive of resilience improvements as it will lead to a more reliable service, however often these improvements require significant construction effort and time which disrupts services for long periods which can lead to objections.				

29-Adaption and Resilience

Option 93		Improved resilience and adaptation of rail	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> Maintaining and safely operating existing assets Make better use of existing capacity 	
Sustainable Transport Hierarchy		<ul style="list-style-type: none"> Public transport 	
Political Considerations		Unlikely to generate political opposition unless works impact on affected communities.	
STAG Criteria	Environment	*-O	Enhanced rail resilience would enable more reliable rail travel in the region, despite adverse weather conditions. At the margin, this would reduce car-km at times when rail travel may not have been possible. Any new construction will have environmental impacts.
	Climate Change	✓	Enhanced rail resilience would enable more reliable rail journeys in the region, despite adverse weather conditions. At the margin, this would reduce car-km at times when rail travel may not have been possible. Any new construction will have embodied carbon impacts. This option seeks to adapt the rail network which is likely to include resilience against the impacts of climate change.
	Health, Safety & Wellbeing	O	No significant impact
	Economy	✓	Improved resilience and adaption of rail will ensure that people can travel efficiently despite disruptions due to adverse weather etc.
	Equality & Accessibility	✓	While this option does not increase the public transport network coverage, it improves reliability of services despite disruptions. This would be most beneficial to protected groups, children and the elderly who are more likely to depend on public transport.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			O
This option may encourage car drivers to switch to rail if they see real reliability improvements with rail services however benefits are not expected to be significant.			
Strategy Objective 2: 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			✓
Improved resilience and adaption of rail will increase the reliability and hence availability of rail services, particularly in areas of flooding issues. These improvements will encourage rail use additional rail use			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			✓
This option does not provide new connections but will improve the resilience of existing connections to economic centres and transport hubs as well as those important regional and inter regional routes.			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			O
No significant impact			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓

29-Adaption and Resilience

Option 93		Improved resilience and adaptation of rail	
Improved resilience and adaption of rail will encourage rail use, making public transport a more desirable and convenient travel choice for everyone			
Equalities Duties			✓
Public Sector Equalities	Enhanced rail resilience would potentially benefit a range of people and communities with protected characteristics. Maintained or enhanced public transport service levels and reliability offered by the system would also bring benefits to those with socio-economic disadvantage where it improved access to employment areas for lower income households. No direct relevance for island communities.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			
SEA	See specific Environmental report		
Funding	The Scottish Government / Network Rail will be required to fund the costs of these interventions on the rail network.		
Spatial Context			
Resilience improvements will be targeted at key locations with a history of and / or forecast of weather-related disruption identified by Transport Scotland, Network Rail and ScotRail.			
Rationale for Selection or Rejection			
The draft STPR2 and regional adaptation strategies identify regional rail infrastructure at risk of climate change impacts.. This option should be retained as part of the RTS.			

Option 102		Improved resilience of local roads networks to flooding and other weather-related incidents	
Summary	This option is to improve resilience of local roads networks particularly flood risk as identified in flood risk management plans.		
Rationale / linkage to problem	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. Sections of the A8, A77, A78, A82/A83/Rest and Be Thankful are identified as being particularly prone to disruption from flooding, landslip or other storm-related closures or road incidents. This is particularly problematic due to long or unsuitable diversionary routes and has impacts on local access for people and business as well as strategic access to ferry terminals and ports and inter-regional freight and tourism routes.		
Action or Policy to support	Action – SPT develop and deliver		Policy – SPT support, others deliver ✓
Delivery	local authorities will require to lead on delivery, SPT can provide support.		

29-Adaption and Resilience

Option 102		Improved resilience of local roads networks to flooding and other weather-related incidents				
Type of Option	Capital (e.g., infrastructure)	✓	Revenue (e.g., bus subsidies)		Policy & Regulatory (e.g., Low Emission Zones)	
Focus	Region Wide	✓	Network Measures	✓	Measures Targeted at Specific Groups	
Feasibility	<p>SPT does not have the powers of a roads authority and, as such, the role of the partnership will be to support local authorities as they lead on design and construction of these interventions. Feasibility of individual options will be determined at appraisal and design stage.</p> <p>SPT would need to work with local authorities to deliver this option as it does not have legislative control to either implement or have direct responsibility for the operation of the road networks. There are also potential budgeting concerns surrounding who would fund the interventions.</p>					
Affordability	Measures will require capital investment. However, these will fall to the local authority as the roads authority.					
Public Acceptability	In general, the public will be supportive of measures that will improve the resilience of the road network. However, any construction will lead to short term disruption.					
Sustainable Investment Hierarchy	<ul style="list-style-type: none"> • Make better use of existing capacity • Targeted infrastructure improvements 					
Sustainable Travel Hierarchy	<ul style="list-style-type: none"> • Walking and Wheeling • Cycling • Public transport • Taxis and shared transport • Private car 					
Political Considerations	Resilience improvements will generally be supported. There may be concerns if significant capital is required to be invested into options and how this could be afforded by the local authority.					
STAG Criteria	Environment	x-✓	Improving the resilience and efficiency of the transport network will reduce congestion and stalled traffic, especially during the peak-hours which would have positive environmental impacts through improved air quality. However, improving network efficiency and reducing journey times might encourage more people to travel by car which would have negative environmental impacts.			
	Climate Change	x-✓	Improving the resilience and efficiency of the transport network will reduce congestion and stalled traffic, especially during the peak-hours and would benefit bus services during affected periods. This might reduce emissions for car-based travel on the network. However, improving network efficiency and reducing journey times might encourage more people to travel by car which would have negative impacts through increased emissions.			
	Health, Safety & Wellbeing	x - ✓✓	Enhanced network efficiency and resilience improves safety on the road network. Providing appropriate alternative routes during incidents, makes the network safer by ensuring traffic is not being diverted onto roads not suited to it and by reducing driver frustration which can lead to accidents.			

29-Adaption and Resilience

Option 102	Improved resilience of local roads networks to flooding and other weather-related incidents		
			However, improved efficiency will encourage people to travel by car, increasing the number of vehicles on the road which in turn could lead to a greater number of accidents.
	Economy	✓✓✓	A more efficient transport network leads to more reliable and reduced journey times for both people and freight. This will deliver additional economic benefits through time saved that can be spent productively on more/other activities.
	Equality & Accessibility	✓ - ✓✓	Improved network efficiency increases access across the region, particularly for those that have access to a private car. Additionally, improved resilience means that people can travel even in events of adverse weather enabling them to continue to access essential services such as healthcare, retail, education, and employment. However, this option could have minimal benefits for vulnerable groups such as the elderly, young, ethnic minorities, women and disabled who are less likely to have access to a private vehicle and are more likely to be dependent on public transport and active travel. While this option will improve public transport using the treated route, it will not have an impact on active travel network coverage.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			○
This option will not directly reduce transport emissions in the region.			
Strategy Objective 2: 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			✓
Improving resilience of local road networks to flooding and other weather-related incidents will improve accessibility, availability and safety of the transport system for people and businesses. These improvements will mean more people can get to town centres, jobs, education, healthcare even during periods of extreme weather			
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight			○-✓
This option will not provide any new connections to economic centres or transport hubs, it may however improve existing connections. As such only small benefits are expected as resilience improves			
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys			○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys.			
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone			✓
Improved resilience of the road network will lead to small improvements in public transport performance.			
Equalities Duties			✓
Public Sector Equalities	Enhanced asset resilience would potentially benefit a range of people and communities with protected characteristics. Maintained or enhanced public transport service levels and reliability offered by the system would also bring benefits to those with socio-economic disadvantage where it, for example, improved access to employment areas for lower income households.		
Island Communities			
Fairer Scotland			
Child Rights & Wellbeing			

29-Adaption and Resilience

Option 102	Improved resilience of local roads networks to flooding and other weather-related incidents
SEA	See specific Environmental report
See specific Environmental report	
Funding	Local authorities retain responsibility for their own local road networks. Interventions will require capital investment, some of which may be available through grants.
Spatial Context	
This is a regionwide policy, however it is clear that implementation will be prioritised. SPT can work with local authorities to establish which areas would be best suited to the introduction of new measures.	
Rationale for Selection or Rejection	
There is an opportunity to better integrate transport planning and flood risk planning and management, which will become increasingly important. This option should be retained as part of the RTS.	

Option N5	Adapt public transport services, vehicles and hubs to effects of climate change for staff and passenger welfare				
Summary	This option is to adapt the public transport network including services vehicles and hubs to the effects of climate change.				
Rationale / linkage to problem	As government priorities include reducing vehicle km's, getting more people on public transport and decarbonising the transport network, this option is critical to supporting strategic goals				
Action or Policy to support	Action – SPT develop and deliver			Policy – SPT support, others deliver	
Delivery	Delivery of bus services is essentially for commercial operators however SPT can step in to subsidise services or provide additional services as a last resort. It is assumed that in the first instance SPT would look to work with commercial operators to deliver. SPT and ScotRail would be involved in any adaptation of hubs.				
Type of Option	Capital (e.g., infrastructure)		Revenue (e.g., bus subsidies)	✓	Policy & Regulatory (e.g., Low Emission Zones)
Focus	Region Wide		Network Measures		Measures Targeted at Specific Groups
Feasibility	Technically there are no issues with providing additional vehicles and drivers to enhance resilience of services. Routes themselves, particularly those in exposed or coastal locations may need detailed examination to adapt to weather events. Similarly, hubs will have specific technical issues.				
Affordability	Any additional vehicles and drivers will require to be funded. If services are commercially viable, these costs will fall to the operator. If the operator cannot run the services without subsidy, SPT would be required to step in.				

29-Adaption and Resilience

Option N5		Adapt public transport services, vehicles and hubs to effects of climate change for staff and passenger welfare	
		Rail lines will require to be upgraded by Network Rail while hubs are often managed by ScotRail or SPT who will be responsible for any costs to upgrade.	
Public Acceptability		It is likely that this option will be supported by the public if resilience improvements are realised	
Sustainable Investment Hierarchy		<ul style="list-style-type: none"> • Reduces the need to travel unsustainably • Make better use of existing capacity 	
Sustainable Travel Hierarchy		<ul style="list-style-type: none"> • Public transport • Taxis and shared transport 	
Political Considerations		It is likely that this option will be universally supported. There may be concerns based upon level of financial contribution required.	
STAG Criteria	Environment	O-✓	Improved resilience and sustainability of public transport services and networks will encourage increased public transport use and sustainable travel. This would potentially have small beneficial environmental impacts through improved air quality and reduction of roadside noise from road traffic. However, beneficial impacts are not predicted to be significant as a stand-alone measure. It is unlikely that there would be wider environmental implications.
	Climate Change	O-✓	Improved resilience and sustainability of public transport services and networks will encourage increased public transport use and sustainable travel. This would potentially have beneficial impacts through overall reduced greenhouse gas emissions. However, beneficial impacts are not predicted to be significant as a stand-alone measure.
	Health, Safety & Wellbeing	✓ -✓✓	Improved resilience of public transport would improve the safety and security of public transport services for all users. Health and wellbeing benefits may be accrued as people have access to transport and can travel further afield for leisure and recreation.
	Economy	✓	While improved resilience of public transport services and networks improves the reliability of public transport services for users accessing key services, the wider economic benefits are likely to be minimal. This option will have no impact on the efficiency of services.
	Equality & Accessibility	✓ -✓✓	Improved resilience of public transport services would improve access to services and have beneficial impacts on people with a range of protected characteristics giving better reliability and confidence in using transport to access key services, facilities and employment areas.
Strategy Objective 1: To reduce carbon emissions and other harmful pollutants from transport in the region			✓
Improved resilience and sustainability of public transport services and networks will encourage more journeys by public transport. This will help reduce car dependency and associated transport emissions in these rural areas.			
Strategy Objective 2: 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			✓
Improved resilience and sustainability of public transport services and networks will encourage and facilitate more journeys to be made by public transport. This will increase travel opportunities, helping more people get to town centres, jobs, education, healthcare and other everyday needs.			

29-Adaption and Resilience

Option N5		Adapt public transport services, vehicles and hubs to effects of climate change for staff and passenger welfare
Strategy Objective 3: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight		✓
Improved resilience and sustainability of public transport services and networks will improve regional and inter-regional connections to key economic centres from these rural locations		
Strategy Objective 4: To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		○
This option will not directly enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys		
Strategy Objective 5: To make public transport a desirable and convenient travel choice for everyone		✓ ✓
This option will encourage the uptake of public transport, making this a desirable and convenient travel choice for more people in these rural locations.		
Equalities Duties		✓ ✓
Public Sector Equalities	Improved resilience of public transport services would have beneficial impacts on people with a range of protected characteristics giving better reliability and confidence in using transport to access key services, facilities and employment areas. Benefits would be predicted for people with socio-economic disadvantage and for children and young people including those making trips to/from the islands.	
Island Communities		
Fairer Scotland		
Child Rights & Wellbeing		
SEA	See specific Environmental report	
Funding	Operators and SPT will require to fund this intervention, there may however be funding available through the following: <ul style="list-style-type: none"> • Network Support Grant, Transport Scotland – discretionary grant that subsidises commercial and community bus routes. 	
Spatial Context		
This is a regional proposal, however it will be targeted at areas where resilience issues have been reported with the public transport network.		
Rationale for Selection or Rejection		
Climate change is having an impact upon the ways we live, work and travel. There is a need to improve evidence and research around future passenger welfare issues and adaptation requirements. This option should be retained as part of the RTS.		