

Regional Transport Strategy Monitoring Report

Date of meeting 13 June 2025

Date of report 3 June 2025

Report by Head of Policy and Planning

1. Object of report

To update the Committee on the monitoring process for the Regional Transport Strategy (RTS).

2. Background to report

A Call to Action: The Regional Transport Strategy for the West of Scotland 2023 – 2038 was approved in 2023¹ as the strategic transport strategy for SPT and the region. The RTS sets out a strategic policy framework for the region along with objectives and targets for transport and travel behaviour and 3 priorities linking the RTS to the wider policy framework (e.g. climate change and public health). SPT is required to monitor the RTS and keep the strategy up to date.

3. Outline of proposals

The RTS Monitoring Report provides baseline monitoring information relevant to the RTS priorities, targets and objectives and a progress update on the RTS Delivery Plan² actions. The report is attached as Appendix 1 and includes the following sections:

- Regional profile: provides an updated overview of key demographics and household data for the region;
- RTS Priorities: provides a summary assessment of key indicators related to the RTS priorities of Improved Quality of Life, A Healthier Environment and Inclusive Economic Growth, and makes recommendations regarding continued relevancy of the Priorities to the RTS framework;
- RTS Targets: sets out baseline monitoring indicators related to the RTS targets and explains impacts of national policy changes on RTS framework;
- RTS Objectives: sets out baseline monitoring indicators related to the RTS Objectives; and
- RTS Delivery Plan update: sets out summary progress update on the Delivery Plan actions.

The report identifies that the three RTS Priorities remain relevant to the RTS framework and recommends that transport plans and projects linked to the RTS Delivery Plan should continue to consider relevant impacts and outcomes linked to the RTS priorities.

The report explains that a key purpose of the RTS targets is to align the strategy with significant national policy priorities and to promote the development of ambitious delivery plans. The targets are:

¹ https://www.spt.co.uk/media/ammadxc1/p290923_agenda7.pdf

² https://spt.production.d8.studio/media/scnmei5l/p200924_agenda6.pdf

- By 2030, reduce car kilometres by at least 20%.
- By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline.
- By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.

The report highlights that the first two targets were developed specifically to link with Scottish Government climate change targets and plans. The report notes that, since the publication of the RTS, the Scottish Government has scrapped interim 2030 carbon targets, and the car kilometres target is currently under review. This has implications for the purpose and relevancy of the RTS targets and SPT's ability to report on them in future. Therefore, the targets will be reviewed once changes to national policy are finalised and communicated to SPT. Key indicators will continue to be monitored in the meantime, which are set out in the report.

The report highlights the five RTS objectives that describe the specific changes to the transport system and travel behaviour that SPT aims to achieve through the RTS. The report outlines the indicators and baseline data to monitor changes in transport and travel behaviour relevant to the RTS objectives.

The monitoring report will be updated annually. In subsequent years, commentary will be provided regarding any trends and the direction of travel of key indicators and any influence these trends may bear on the development of future Delivery Plans. A more detailed update on RTS Delivery Plan actions will be provided within the RTS monitoring report ahead of developing a new Delivery Plan in 2027.

4. Committee action

The Committee is recommended to note the contents of the report and appendix.

5. Consequences

Policy consequences	<i>The RTS Monitoring Report is used to support development of RTS Delivery Plans and assess the requirement to update the RTS over time.</i>
Legal consequences	<i>None identified at this time.</i>
Financial consequences	<i>None identified at this time.</i>
Personnel consequences	<i>None identified at this time.</i>
Equalities consequences	<i>The RTS Monitoring Report provides information on features and perceptions of the accessibility, affordability, availability and safety transport network.</i>
Risk consequences	<i>None identified at this time.</i>
Climate Change, Adaptation & Carbon consequences	<i>The RTS Monitoring Report provides information on transport emissions and low emission infrastructure in the region.</i>

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A Call to Action: The Regional Transport Strategy for the west of Scotland 2023 – 2038 -

Baseline monitoring report

June 2025

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1. Introduction

A Call to Action: The Regional Transport Strategy for the West of Scotland 2023 – 2038 (RTS) was approved by the SPT Partnership Board and the Scottish Transport Minister in 2023 as the strategic transport strategy for SPT and the region. The RTS sets out a strategic policy framework for the region along with objectives and targets for transport and travel behaviour and 3 priorities linking the RTS to the wider policy framework (e.g. climate change and public health). This is summarised in Figure 1: RTS Framework.

Table 1: RTS Framework

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

This report provides monitoring information relevant to the RTS priorities, targets and objectives and a progress update on the RTS Delivery Plan actions. This first monitoring report of the new RTS sets out baseline figures for the monitoring indicators. A 2023 baseline year is used to coincide with the RTS approval in 2023, although some relevant datasets use slightly earlier or later data due to publication dates or frequency of data collection.

The report is structured as follows:

- Regional profile: provides an overview of key demographics and household data for the region
- RTS Priorities: provides a summary assessment of key indicators related to the RTS priorities of Improved Quality of Life, A Healthier Environment and Inclusive Economic Growth, and makes recommendations regarding continued relevancy of the Priorities to the RTS framework
- RTS Targets: sets out baseline monitoring indicators related to the RTS targets and explains impacts of national policy changes on RTS framework
- RTS Objectives: sets out baseline monitoring indicators related to the RTS Objectives
- RTS Delivery Plan update: sets out summary progress update on the Delivery Plan actions.

The report will be updated annually, and commentary will be provided in subsequent reports regarding the direction of travel of key indicators and any influence these trends may bear on the development of future Delivery Plans. A more detailed update on the Delivery Plan will be provided within this report ahead of developing the new Delivery Plan in 2027.

2. Regional profile

This chapter provides an update of key demographic and household data.

2.1. Population demographics

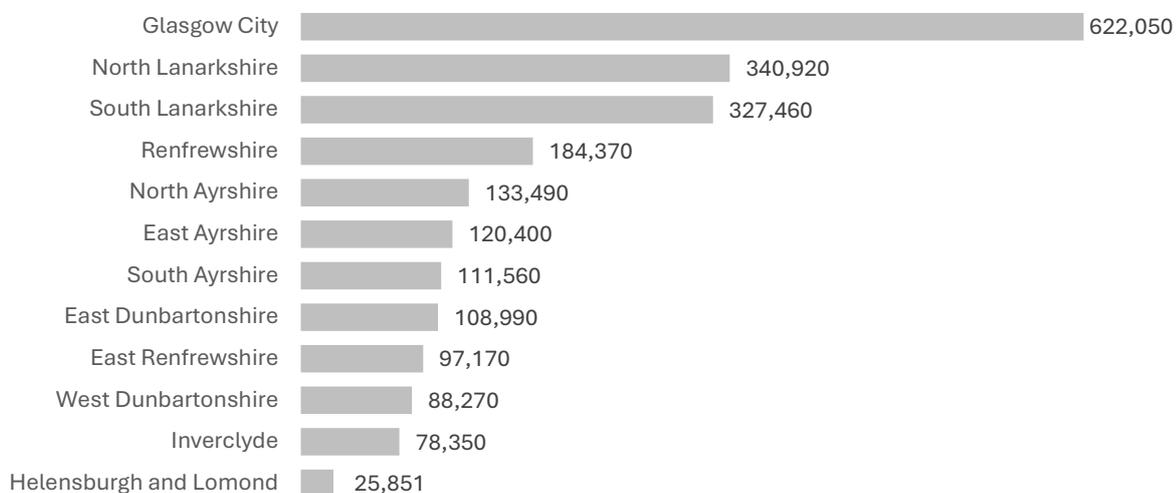
2.1.1. Residential population

The region had a population of 2,238,881 in 2022, which is 41.1% of the Scottish population¹.

2.1.2. Population by area

Of the region, more than one in four (27.8%) people live in Glasgow and nearly six in ten (57.6%) live in either Glasgow, South Lanarkshire or North Lanarkshire. This is shown in Figure 1².

Figure 1: Population by area, 2022



2.1.3. Population trends

Six council areas in the region experienced population growth between 2013 and 2023, with East Renfrewshire, Renfrewshire and Glasgow experiencing between the largest percentage growth over the ten years as shown in Figure 2³. This compares to a 3% growth for Scotland. Glasgow, South Lanarkshire and Renfrewshire had the largest absolute growth in population over the ten-year period with an additional 66,000 people across the 3 council areas, as shown in Figure 3⁴. Inverclyde and North Ayrshire experienced the largest decreases in population between 2013 and 2023.

Generally, Ayrshire and coastal areas in the region experienced population decline while Glasgow and surrounding council areas, with exception of West Dunbartonshire, experienced population growth.

Figure 2: Percentage change in population by area, 2013 - 2023⁵

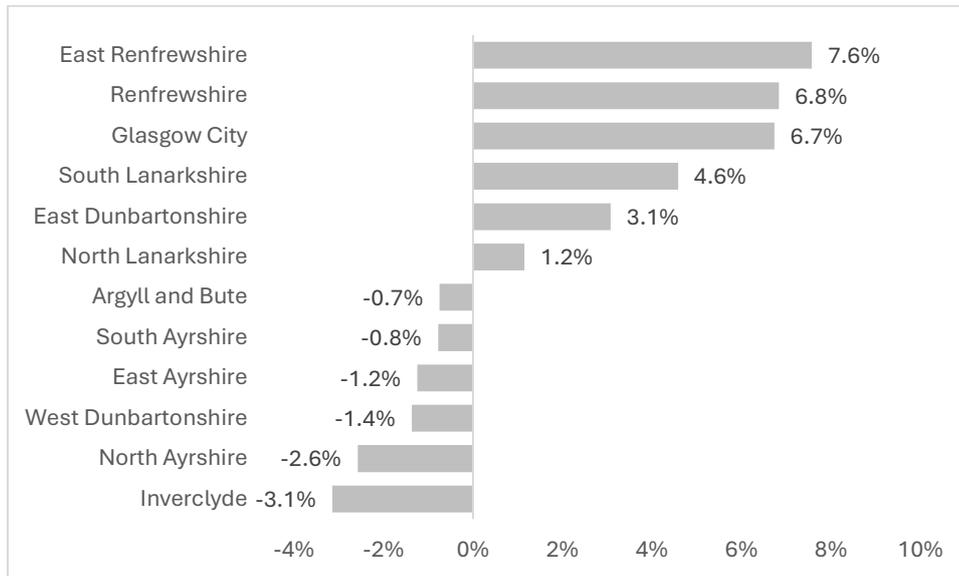
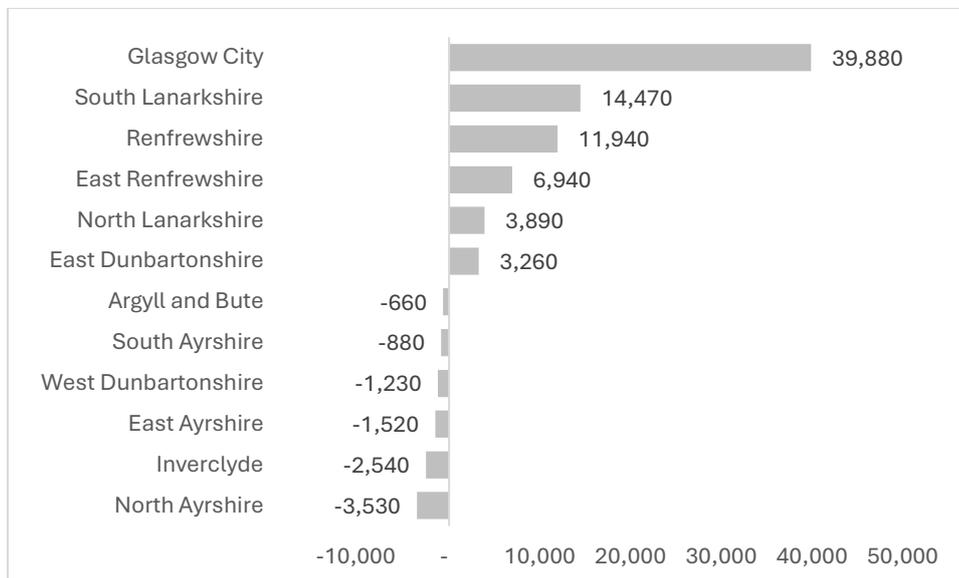


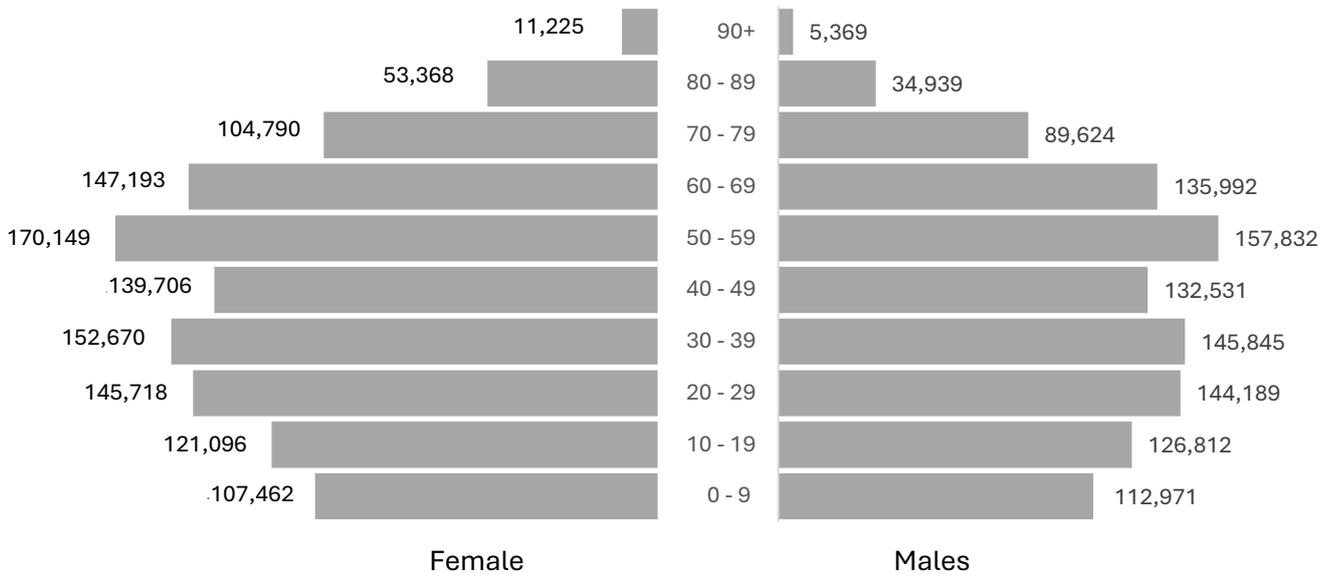
Figure 3: Change in population by area, 2013 - 2023⁶



2.1.4. Age and sex

In 2022, there were 1,152,777 females (52%) and 1,086,104 (48%) males in the SPT region⁷. The most populous age group was 50 – 59 years for both females (170,149) and males (157,832). Figure 4 provides further details.

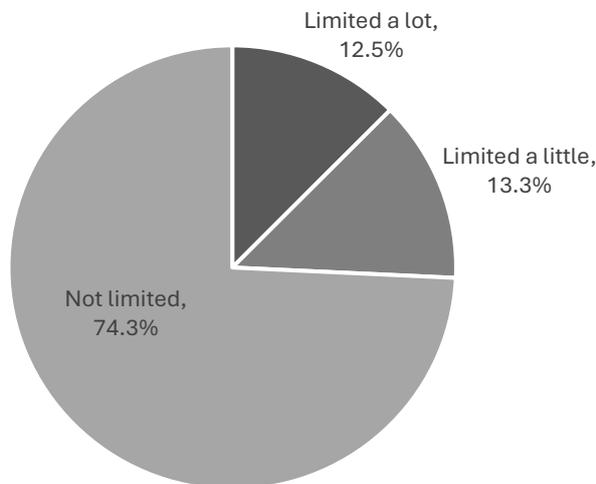
Figure 4: Population by age and sex – SPT area, 2022⁸



2.1.5. Disability

About one in every four people (25.8%) in the SPT area has a long-term health problem or disability that limits their daily activity a little or lot, as shown in Figure 5⁹. This compares to about one in four (19.6%) people in Scotland¹⁰.

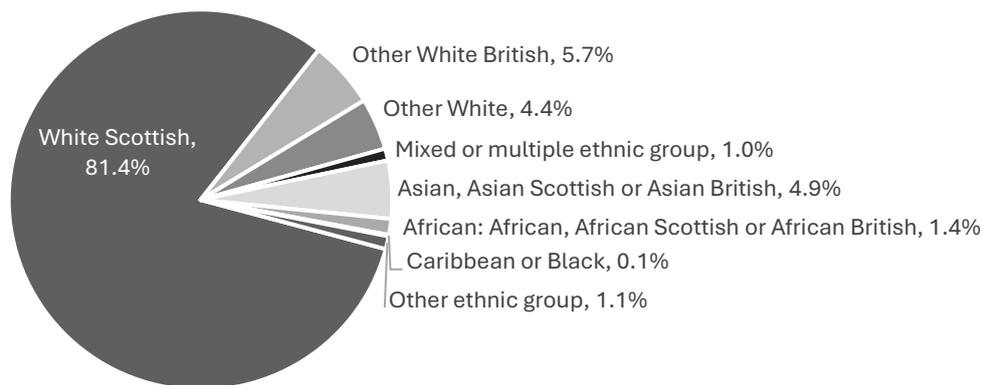
Figure 4: Proportion of population whose day-to-day activities are limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months - SPT area, 2022¹¹



2.1.6. Ethnicity

About seven in every eight (87%) people in the region selected “white Scottish” or “other white British” when asked to choose the option that best described their ethnic group or background¹². About one in eight (13%) people chose either: other White; Mixed or multiple ethnicity; Asian, Asian Scottish or Asian British; African, African Scottish or African British; Caribbean or Black; or another ethnic group¹³. This is shown in Figure 6.

Figure 5: Proportion of population by ethnicity - SPT area, 2022¹⁴

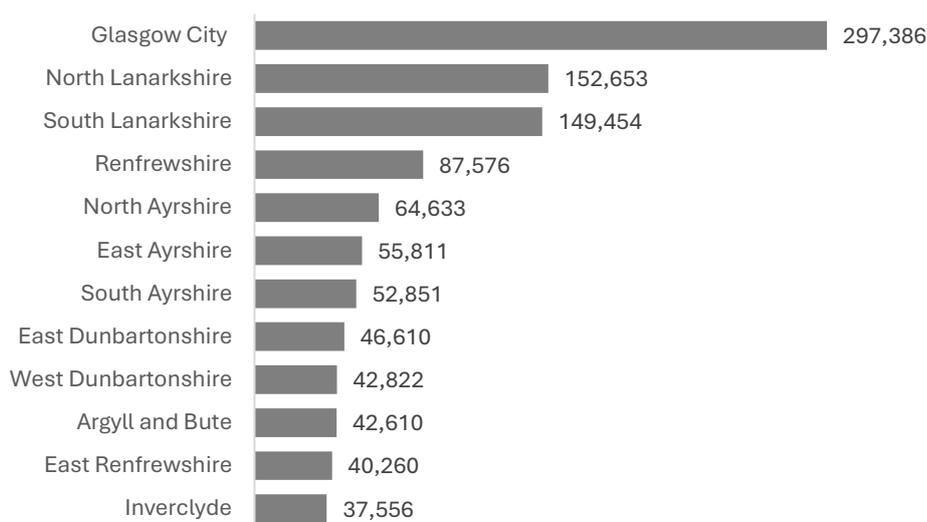


2.2. Households

2.2.1. Number of households

There were nearly 300,000 households in Glasgow in 2023, as shown in Figure 7¹⁵. A household is a group of people living together in a dwelling.

Figure 6: Number of households by area, 2023¹⁶



2.2.2. Household trends

Glasgow, South Lanarkshire, Renfrewshire and North Lanarkshire experienced the largest increase in the number of households between 2013 and 2023, as shown in Figure 8¹⁷. West Dunbartonshire and Inverclyde experienced the smallest increases over the same period. This is in line with national figures which show that the number of households increased in every council area across Scotland over this time period.

Renfrewshire (7.5%), East Renfrewshire (6.9%), South Lanarkshire (6.3%) and East Dunbartonshire (5.9%) experienced the largest percentage increase in households between 2013 and 2023, as shown in Figure 9¹⁸.

Figure 7: Change (increase) in number of households, 2013 - 2023¹⁹

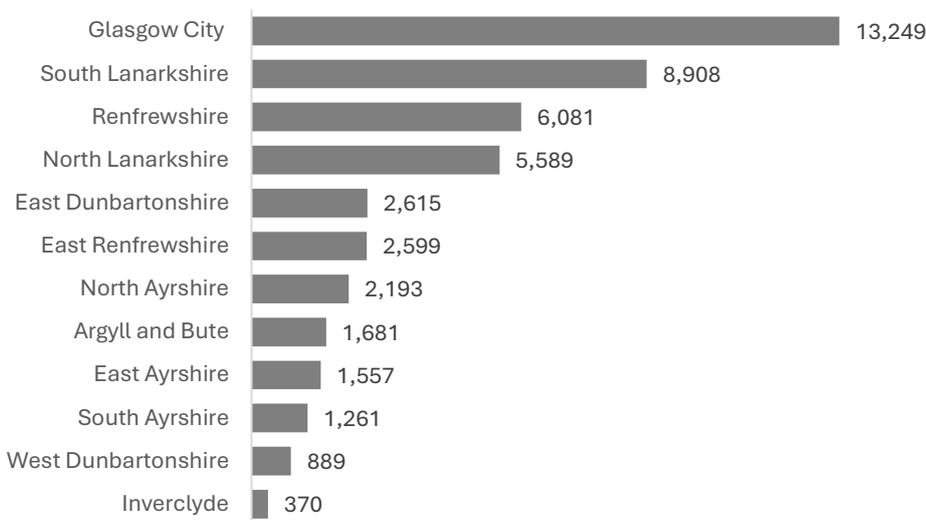
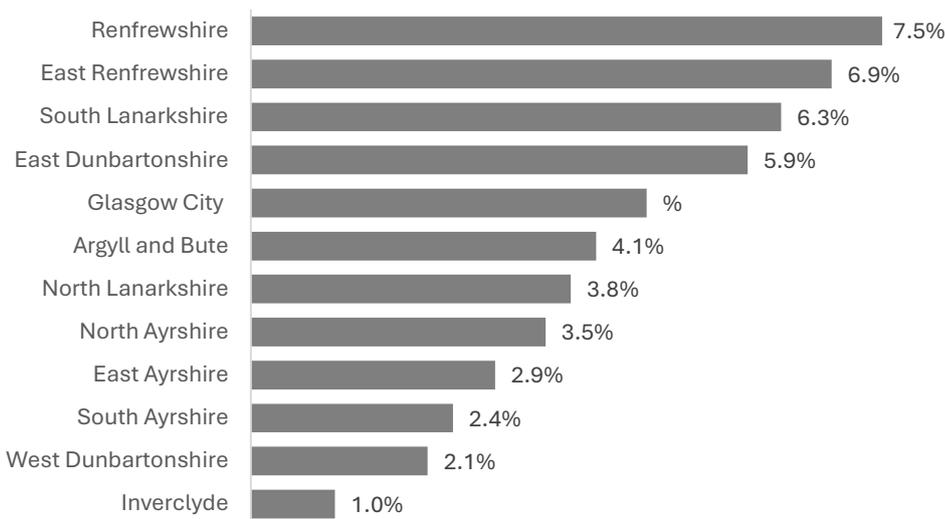


Figure 8: Percentage change (increase) in number of households, 2013 - 2023²⁰



3. RTS Priorities

3.1. RTS Priorities

The RTS framework sets out 3 priorities that link the RTS to the wider policy environment:

- An **improved quality of life**, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.
- **A healthier environment**, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all.
- **Inclusive economic growth**, supported by a transport system that supports the regional economy to develop and grow with better opportunities and fairer outcomes for all.

This chapter provides an update on key developments in the wider policy framework for each Priority, a regional profile of key indicators relevant to the Priority, and conclusions on the continued relevance of each Priority to the RTS framework.

3.2. RTS Priority: Improved quality of life

3.2.1. Policy update

The RTS priority **improved quality of life** is strongly linked to the wider policy framework related to better and more equitable health and wellbeing outcomes and life fulfilment. Since approval of the RTS, key developments in this policy framework include publication of a new national Mental Health and Wellbeing Strategy and delivery plan 2023 – 2025²¹ and the updated Social Isolation and Loneliness Strategy: Recovering our Connection 2023 – 2026²².

Transport is embedded in this wider policy framework. For example, making it easier for people to walk, cycle and wheel is one of the most practical and effective means of increasing regular physical activity and, in turn, supporting improved physical and mental health outcomes. Improving transport access to healthcare, a range of shops with fresh food, cultural, learning and social activities, and friends/family can help support better health and wellbeing outcomes and help people stay active within their communities and social relationships and reducing risk of loneliness and isolation.

3.2.2. Regional profile

Generally, health outcomes are poorer in the SPT region than for Scotland overall, although there are key differences within the region. This section provides an overview of current conditions using a small number of key indicators including healthy life expectancy (HLE), physical activity levels, self-assessed general health, loneliness and local neighbourhood rating.

Healthy life expectancy

Healthy life expectancy (HLE) is an estimate of the number of years lived in ‘very good’ or ‘good’ general health, based on how individuals perceive their state of health²³. HLE is of particular use in monitoring and investigating health inequalities.

In the region, by health board, HLE in 2019 - 2021 (combined) was lower for both males and females in Greater Glasgow & Clyde, Ayrshire and Arran and Lanarkshire health boards compared to the Scottish average, as shown in Table 2²⁴. HLE for both male and females in Highland health board (which includes Helensburgh and Lomond) is higher than the Scottish averages.

North Lanarkshire had the lowest healthy life expectancy for males compared to all other council areas in Scotland. North Ayrshire had the lowest healthy life expectancy for females²⁵. East Renfrewshire and East Dunbartonshire had the highest healthy life expectancy for males and females, by council area, within the region.

Healthy life expectancy for males in the most deprived areas of Scotland was 26 years lower than in the least deprived areas²⁶. For females the difference was almost 25 years. In the most deprived areas, males and females spend more than a third of their life in poor health compared to around 15% in the least deprived areas²⁷.

Table 2: Healthy life expectancy at birth by health board, 2019 – 2021 (combined)²⁸

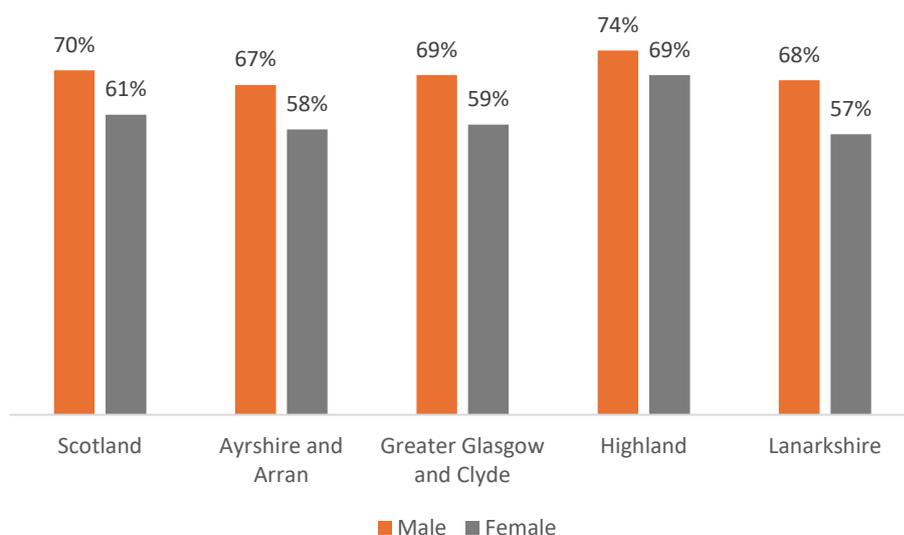
	Male	Female
Scotland	60.4	61.1
Ayrshire and Arran Health Board	57.4	58.0
Greater Glasgow and Clyde Health Board	58.0	58.7
Highland Health Board	63.2	65.6
Lanarkshire Health Board	57.3	59.7

Physical activity levels

Physical activity is beneficial for physical health, maintenance of a healthy weight, mental health, childhood educational attainment and overall wellbeing²⁹. In 2019 – 2023 (combined), 70% of males and 61% of females met recommended levels of physical activity¹ in Scotland³⁰. A lower proportion of males and females met recommended levels in Ayrshire and Arran, Greater Glasgow and Clyde and Lanarkshire health board areas and a higher proportion of males and females met recommended levels in Highland health board³¹.

¹ The guidelines recommend that adults, each week, should accumulate at least 150 minutes of moderate intensity activity; or 75 minutes of vigorous intensity activity; or even shorter durations of very vigorous intensity activity; or a combination of moderate, vigorous and very vigorous intensity activity.

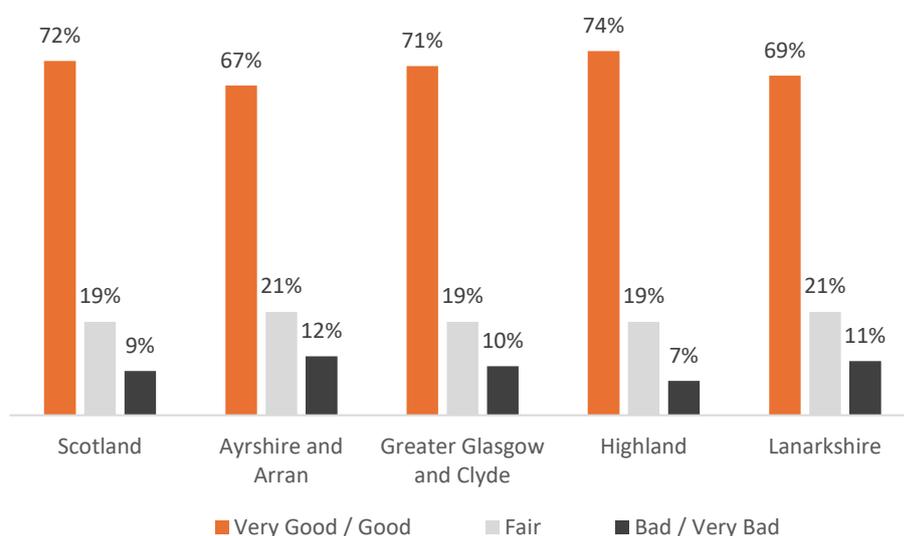
Figure 9: % adults who meet recommended levels of physical activity, 2019 - 2023³²



General health

General health is a self-assessment of a person's general state of health. In 2019 – 2023 (combined), 72% of adults in Scotland assessed their health as ‘good’ or ‘very good’³³. A lower proportion of adults in Ayrshire and Arran (67%), Greater Glasgow and Clyde (71%) and Lanarkshire (69%) health boards self-assessed their general health as ‘good’ or ‘very good’ and a higher proportion self-assessed as ‘bad’ or ‘very bad’ compared³⁴.

Figure 10: Self-assessed general health (adults), 2019 – 2023 (combined)³⁵



Loneliness

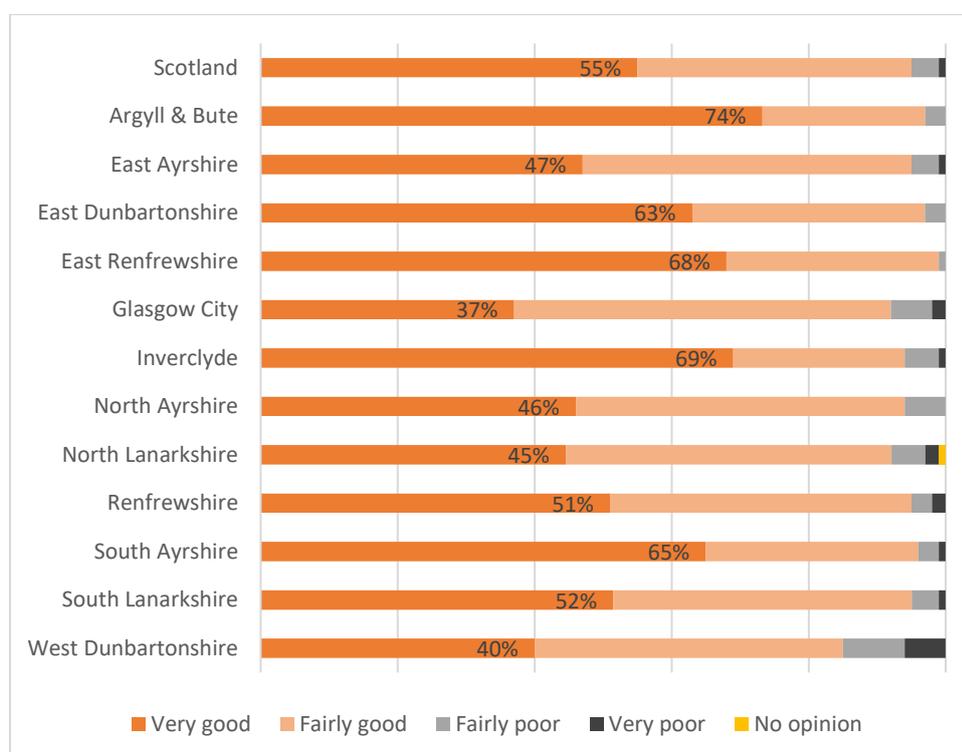
Loneliness is a significant public health problem which can contribute to the onset and continuation of poor mental health. In 2022, nearly a quarter of adults in Scotland (23%) experienced feelings of loneliness in the previous week³⁶. People living in the most deprived areas were almost twice as likely (30%) to experience feelings of loneliness compared to people

living in least deprived areas (16%)³⁷. Similarly, disabled people were over twice as likely (40%) to experience feelings of loneliness compared to non-disabled people (17%)³⁸. In the SPT region, East Dunbartonshire residents were least likely (10%), and North Ayrshire residents (40%) were most likely to experience feelings of loneliness in the previous week³⁹.

Neighbourhood rating

In 2023, over half (55%) of adults in Scotland rate their local neighbourhood as a ‘very good’ place to live⁴⁰. In the SPT region, Glasgow had the lowest proportion of adults rating their neighbourhood as a ‘very good’ place to live (37%) and Argyll and Bute had the highest proportion (74%)⁴¹. Most councils in the region were similar to Scotland overall when ‘very good’ and ‘fairly good’ ratings are added together.

Figure 11: Rating of neighbourhood as a place to live, 2023⁴²



3.2.3. Conclusions

The wider policy environment and regional evidence set out in sections 3.2.1 and 3.2.2 demonstrate that the **Improved quality of life** priority remains relevant for the RTS framework. Transport plans and projects linked to the RTS Delivery Plan should continue to consider relevant impacts and outcomes linked to Improved quality of life.

3.3. RTS Priority: Inclusive economic growth

3.3.1. Policy background

The RTS priority **Inclusive economic growth** is linked to the wider policy framework including tackling socio-economic inequalities and building a stronger, fairer economy for all. Since the approval of the RTS, key developments in the wider policy framework include Tackling Child Poverty Delivery Plan 2022-2026⁴³, Supporting and Enabling Sustainable Communities: Action

plan to address depopulation⁴⁴, Employment: Our Vision⁴⁵ and No One Left Behind: Employability Strategic Plan 2024 to 2027⁴⁶.

Transport is embedded in this wider policy framework by helping connect people to jobs, training and education and supporting the regional economy by connecting labour markets, goods and services. Ensuring the transport network is accessible to everyone who needs to use it is also critical to reducing socio-economic inequalities.

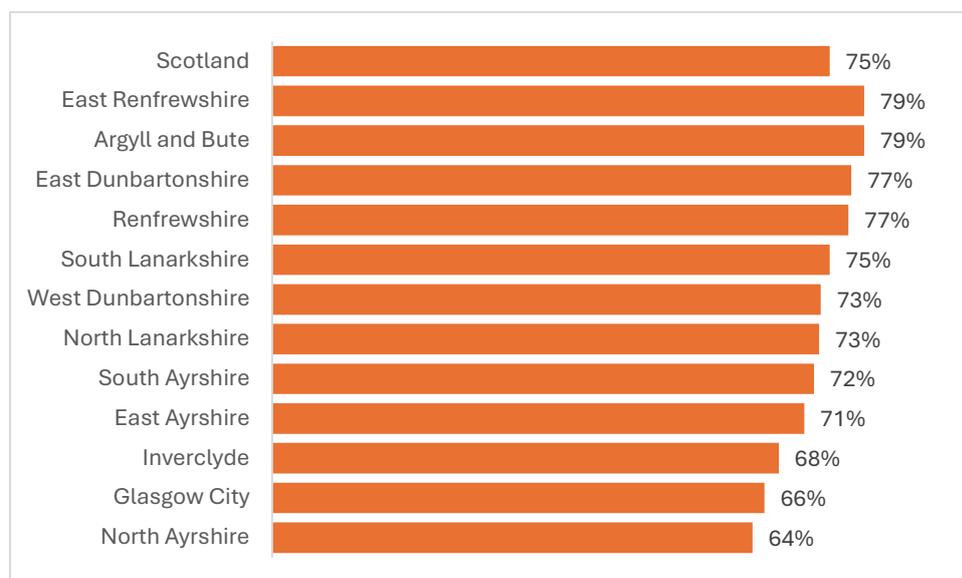
3.3.2. Regional profile

This section provides an overview of the current conditions related to Inclusive Economic Growth using a small number of key indicators including employment rates, qualification levels, GVA, labour market participation (economically active population) and child poverty rates.

3.3.3. Employment rates

Employment rates show the number of people in paid work as a proportion of the population. In 2024, the employment rates by local authorities in the region were generally around the Scotland average (75%) with Renfrewshire (77%), Argyll and Bute (77%), East Renfrewshire (79%) and East Dunbartonshire (79%) slightly above the national average⁴⁷. North Ayrshire (64%), Glasgow (66%) and Inverclyde (68%) had the lowest employment rates⁴⁸.

Figure 12: Proportion of population aged 16 - 64 in employment, 2024⁴⁹

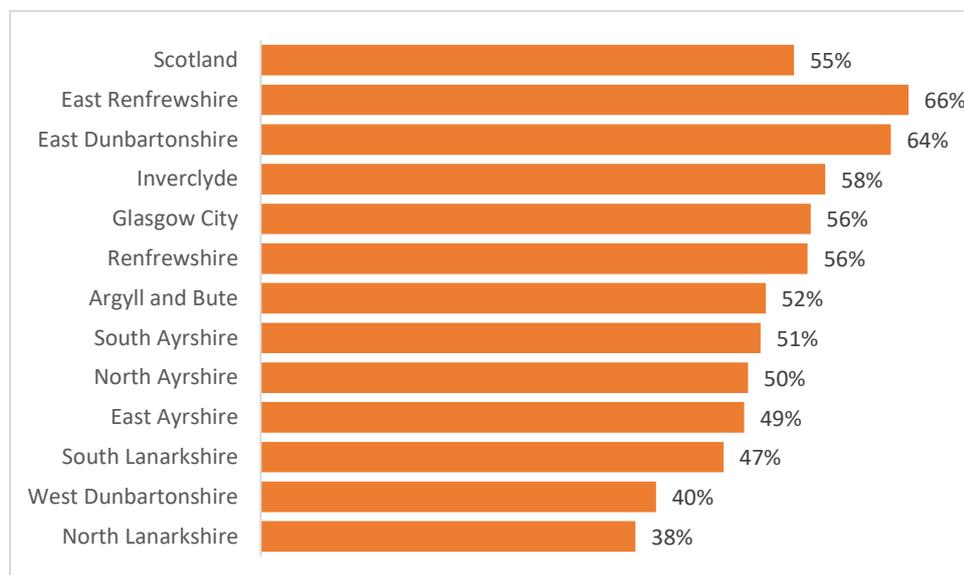


3.3.4. Qualifications

Greater skill levels benefit the economy as a whole and provide economic and social benefits for the individuals who possess them⁵⁰. In 2024, the qualification levels in the region were similar to Scotland as a whole, but there were variations across the region. Nearly two-thirds of the population aged 16 – 64 years in East Dunbartonshire (64%) and East Renfrewshire (66%)

were educated to RFQ4² level or higher compared to around two-fifths in West Dunbartonshire (40%) and North Lanarkshire (38%)⁵¹.

Figure 13: Proportion of population aged 16 – 64 yrs educated to RFQ4 level or above, 2024⁵²



3.3.5. Gross Value Added

Gross value added (GVA) is the value generated by any economic unit that produces goods and services. It reflects the value of goods and services produced, less the cost of any inputs used up in that production process. GVA is a standard measure of the economic activity taking place in an area.

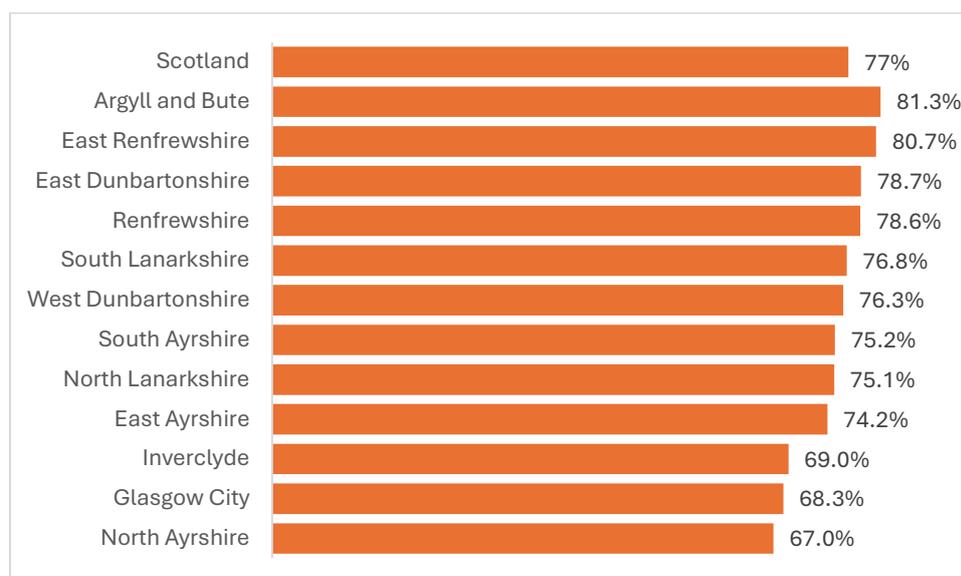
The regional economy produced approximately £63 billion of Gross Value Added (GVA) in 2022⁵³, or around 38% of Scotland’s GVA in 2022. Glasgow accounted for around 40% of the regional GVA and North and South Lanarkshire accounted for around 26%⁵⁴.

3.3.6. Labour supply

Economic activity rates indicate the proportion of the working-age population that is actively involved in the labour market, either employed or actively seeking employment. In 2024, in the region, Argyll and Bute (81.3%), East Renfrewshire (80.7%), East Dunbartonshire (78.7%) and Renfrewshire (78.6%) had the highest proportion of people aged 16 – 64 years who were economically active. North Ayrshire (67%), Glasgow (68.3%) and Inverclyde (69%) had the lowest proportion⁵⁵.

² Includes HNC, Modern Apprenticeship, HND, degrees. <https://scqf.org.uk/wp-content/uploads/2024/08/qualifications-can-cross-boundaries-aug-23.pdf>

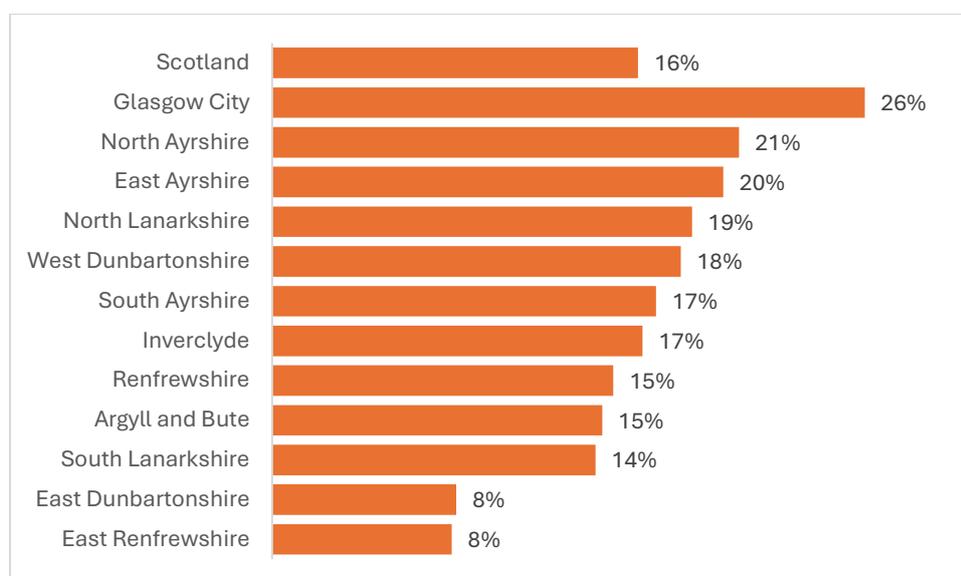
Figure 14: % economically active (16 - 64 years), 2024⁵⁶



3.3.7. Child poverty

The Scottish Government aims to eradicate child poverty and sets targets and plans as per The Child Poverty (Scotland) Act 2017⁵⁷. Child poverty limits the future potential of individuals, who are more likely to have poorer health, develop fewer skills, and earn lower wages as adults. In 2024, in the region, Glasgow (26%), North Ayrshire (21%), East Ayrshire (20%) had the highest proportion of children living in relative low-income³ families⁵⁸. East Renfrewshire (8%) and East Dunbartonshire (8%) had the lowest proportion⁵⁹. Overall, 7 local authority areas in the region were above the Scottish figure (16%) in 2024.

Figure 15: Percentage of children living in relative low-income families, 2024⁶⁰



³ Relative low income is net equivalised disposable household income below a threshold set at 60% of median income.

3.3.8. Conclusions

The wider policy environment and regional evidence set out in sections 3.3.1 and 3.3.2 demonstrate that the **Inclusive economic growth** priority remains relevant for the RTS framework. Transport plans and projects linked to the RTS Delivery Plan should continue to consider relevant impacts and outcomes linked to **Inclusive economic growth**.

3.4. RTS Priority: A healthier environment

3.4.1. Policy background

The RTS priority **A Healthier environment** links to the wider policy framework including climate change, air quality and quality of place. Since the approval of the RTS, a key development in this wider policy framework was the Climate Change (Emissions Targets) (Scotland) Act 2024, which repealed the interim 2030 and 2040 targets for carbon emission reductions and replaced this with 5-year carbon budgets. It is anticipated that a new draft Climate Change Plan is to be published in September 2025 and a final CCP to be published in late March 2026.

Other key developments in the wider policy framework include the publication of the National Flood Resilience Strategy⁶¹, Climate Change: Scottish National Adaptation Plan 2024-2029⁶², Scotland's Circular Economy and Waste Route Map to 2030⁶³ and Scotland's Biodiversity Strategy to 2045.⁶⁴

Reducing transport's contribution to climate change and air pollution, adapting infrastructure to the impacts of climate change, and integrating transport plans with place making and walkable neighbourhoods are all critical to delivering on this wider policy framework.

3.4.2. Regional profile

This section provides an overview of the current circumstances related to A Healthier Environment using a small number of key indicators including greenhouse gas emissions, public perceptions about climate change as a problem, air quality management areas, and community access to places to interact and green/blue spaces.

Greenhouse Gas Emissions

As reported in the Scottish Greenhouse Gas Statistics 2022, Scotland's GHG Account reduced by 50.0 per cent between the baseline period and 2022⁶⁵. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 specifies a target reduction of 53.8 per cent reduction over the same period. Therefore, the interim target for 2022 was not met⁴. As noted in section 3.4.1 above, the interim targets will be replaced with a new system of carbon budgets. In the region, local authority territorial greenhouse gas emissions estimates for 2022 were 11,400.4 kt CO₂e⁶⁶.

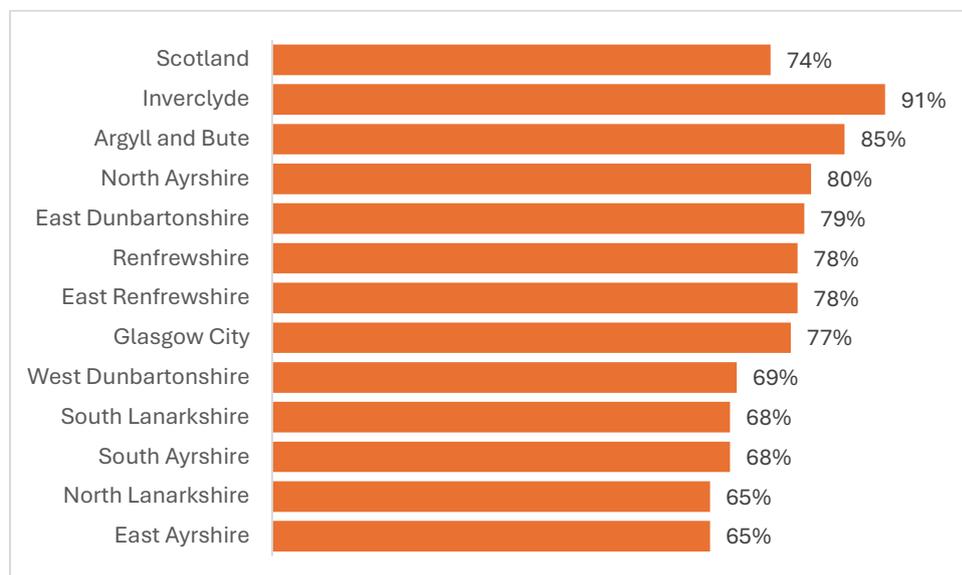
Perceptions about climate change as a problem

In 2023, about three-quarters of adults in Scotland felt that climate change is an immediate and urgent problem⁶⁷. In the region, Inverclyde (91%), Argyll and Bute (85%) and North Ayrshire

⁴ <https://www.gov.scot/publications/scottish-greenhouse-gas-statistics-2022/pages/scottish-greenhouse-gas-statistics-2022/>

(80%) had the highest proportion and East Ayrshire (65%) and North Lanarkshire (65%) had the lowest proportion⁶⁸.

Figure 16: % of adults responding "Climate change is an immediate and urgent problem", 2023⁶⁹



Air quality management areas

Air Quality Management Area (AQMA) are declared where air quality is suspected or known to exceed limits for certain pollutants, many of which are associated with motorised road transport vehicles. There are eight AQMAs in the region, as shown in Table 3.

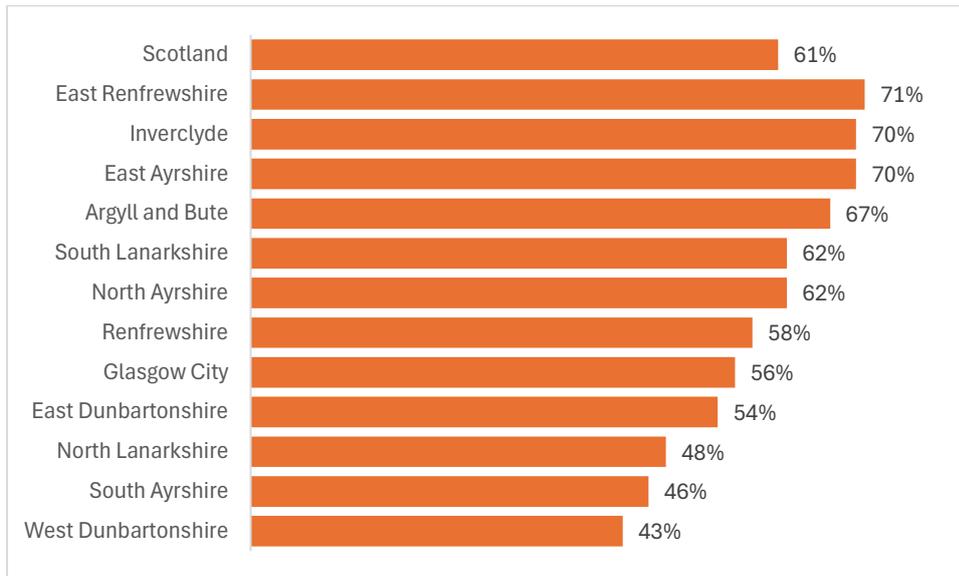
Table 3: List of AQMAs in the SPT region⁷⁰

Local authority	No of AQMAs	Location
East Dunbartonshire	1	Bishopbriggs
Glasgow	1	Glasgow city centre
Renfrewshire	3	Paisley town centre; Renfrew town centre; Johnstone high street
North Lanarkshire	1	Motherwell town centre
South Lanarkshire	2	Rutherglen; Whirlies Roundabout

Local neighbourhood - places to interact

The availability and quality of physical spaces in local neighbourhoods where people can interact with others supports social cohesion and community wellbeing. In 2023, about three in every five adults (61%) agreed that there are places where people can meet up and socialise in their local neighbourhood⁷¹. In the region, East Renfrewshire (71%), Inverclyde (70%), East Ayrshire (70%) and Argyll and Bute (67%) had the highest proportion of adults agreeing with this statement⁷². West Dunbartonshire (43%), South Ayrshire (46%) and North Lanarkshire (48%) had the lowest proportion⁷³.

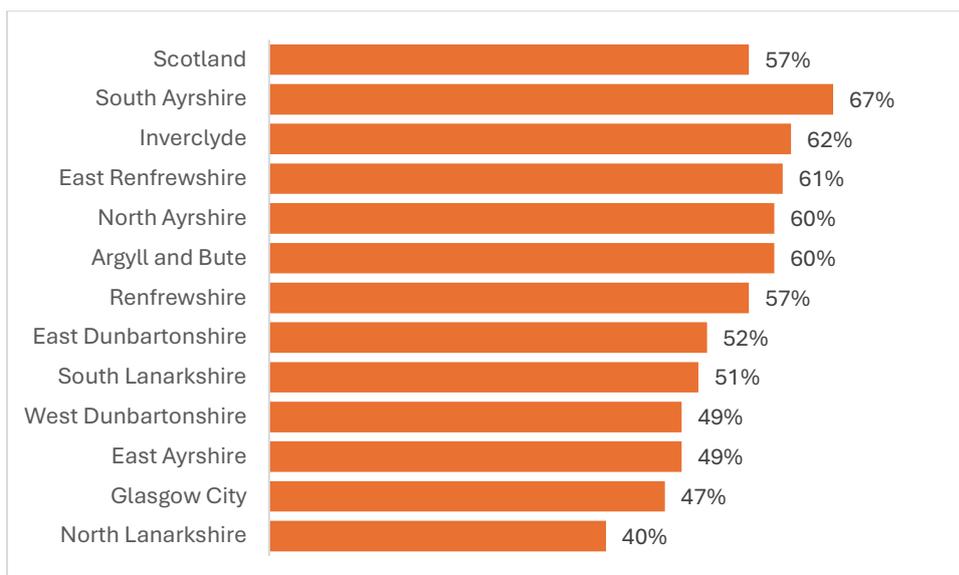
Figure 17: % adults agreeing "There are places where people can meet up and socialise" in their neighbourhood, 2023⁷⁴



Local neighbourhood - access to green or blue space

Green and blue spaces can help mitigate urban heat islands, improve local air quality, and support biodiversity as well as support better health and wellbeing. Over half (57%) of people in Scotland in 2023 used their nearest green or blue space at least once a week⁷⁵. In the region, South Ayrshire (67%), Inverclyde (62%) and East Renfrewshire (61%) and the highest proportion of people using green or blue space at least once a week in 2023⁷⁶. North Lanarkshire (40%) and Glasgow (47%) had the lowest proportions⁷⁷.

Figure 18: % adults who use their nearest green or blue space at least once a week, 2023⁷⁸



3.4.3. Conclusions

The wider policy environment and regional evidence set out in sections 3.4.1 and 3.4.2 demonstrate that the **A healthier environment** priority remains relevant for the RTS framework.

Transport plans and projects linked to the RTS Delivery Plan should continue to consider relevant impacts and outcomes linked to **A healthier environment**.

4. Targets and Objectives

4.1. RTS Targets

4.1.1. Background

The RTS sets out 3 targets to align the RTS with national policy priorities and to promote the development of ambitious delivery plans. The targets are:

- By 2030, reduce car kilometres by at least 20%.
- By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline.
- By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.

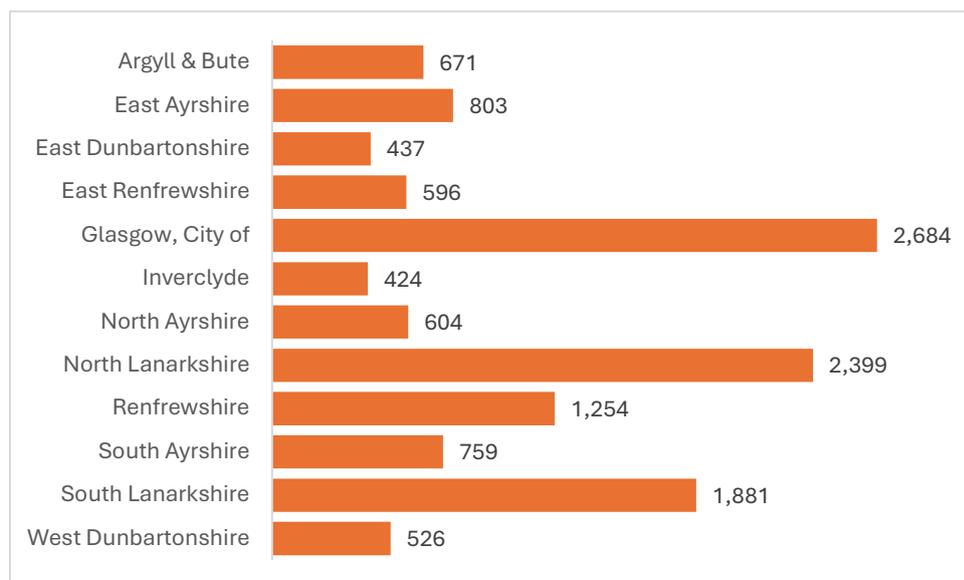
The first two targets were developed specifically to link with Scottish Government climate change targets and plans. Since the publication of the RTS, the Scottish Government has scrapped interim 2030 carbon targets and the car kilometres target is currently under review. This has implications for the continued relevancy of the RTS targets and SPT's ability to report on them in future. Therefore, the targets will be reviewed once changes to national policy are finalised and communicated to SPT. Key indicators will continue to be monitored in the meantime, which are set out in the rest of this chapter.

4.1.2. Reducing car kilometres

Vehicle kilometres

In 2022, there were an estimated 13,038 million vehicle-kilometres made by people driving cars and taxis on roads in the SPT region⁷⁹. This was 38% of the car/taxi traffic in Scotland. Figure 20 shows car/taxi vehicle kilometres by council area.

Figure 19: Car/taxi vehicle kilometres (in millions), 2022⁸⁰



In 2022, road traffic was estimated at 10,291 million vehicle-kilometres on local authority roads and 7,406 million vehicle-kilometres on trunk roads across all vehicle types including cars, taxis, buses, LGVs and HGVs⁸¹. About 58% of road traffic was on local authority roads and 32% was on trunk roads.

Car availability and driving characteristics

In terms of car availability, there were 1,054,891 licensed cars registered to addresses in the region 2023⁸². This is approximately 0.57 cars per adult (or roughly 1 car per 2 adults). Over one-quarter (26%) of households in the region had two or more cars in 2023⁸³.

In 2023, about two-thirds (66%) of adults aged 17 years or older had a driving licence⁸⁴. There were large differences within the region with about half (54%) of adults living in Glasgow having a driving licence compared to 86% in East Dunbartonshire⁸⁵.

In terms of driving frequency, about one-third (32%) of adults in the region drove every day and over one-half (53%) drove at least 3 times a week in 2023⁸⁶.

Car occupancy

Average car occupancy was 1.44 persons per car in 2023⁸⁷.

Further information on the indicators described in this section are set out in Table 4.

Table 4: Indicators related to reducing car kilometres

No	Indicator	Baseline	Source and further information
1	Car/taxi traffic	13,038 million vehicle kilometres (2022) – including Argyll and Bute 12,367 million vehicle kilometres (2022) – without Argyll and Bute	Transport Scotland. Scottish Transport Statistics 2024 Table 5.4 (includes trunk roads and local authority roads)
2	Road traffic on local authority roads (all vehicle types)	10,291 million vehicle kilometres (2022) – including Argyll and Bute 9,792 million vehicle kilometres (2022) – without Argyll and Bute	Transport Scotland. Scottish Transport Statistics 2024 Table 5.5
3	Road traffic on trunk roads (all vehicle types)	7,406 million vehicle kilometres (2022) – including Argyll and Bute 6,952 million vehicle kilometres (2022) – without Argyll and Bute	Transport Scotland. Scottish Transport Statistics 2024 Table 5.5
4	Licensed cars	Cars: 1,054,891 (2023 Q4) -- Private cars: 952,051 (90%) -- Company cars: 102,840 (10%)	Department of Transport. Vehicle Licensing Statistics VEH0105 (Cars/All fuel types; Includes Argyll and Bute)
5	Cars per adult	0.57 cars per adult (2023)	Adults aged 17 years and older. Using data from Department of Transport Vehicle Licensing Statistics VEH0105 and National Records of Scotland Small Area Population Estimates

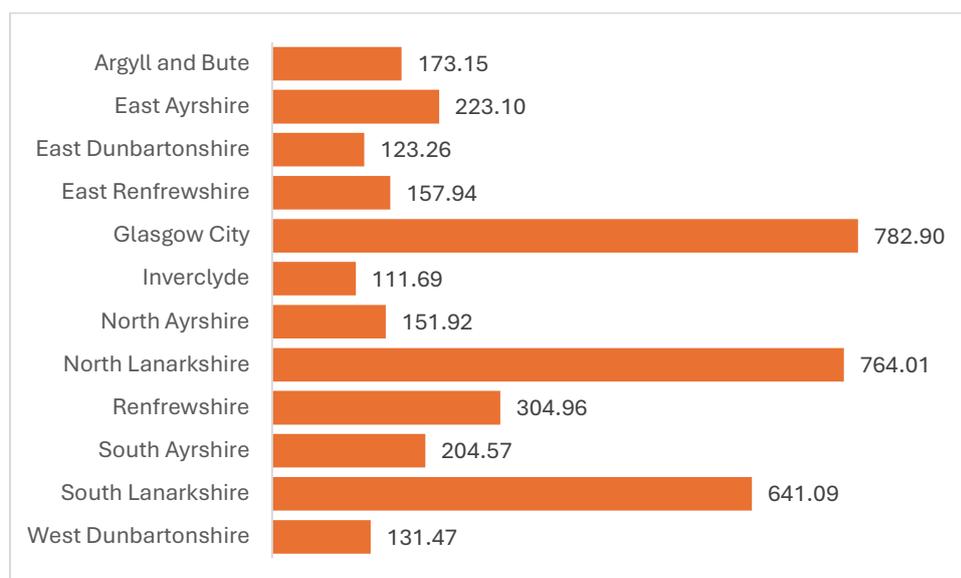
No	Indicator	Baseline	Source and further information
6	Proportion of households with 2+ cars/vans available for private use	26% (2023)	Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA4
7	Proportion of adults who have a driving license	66% (2023)	Adults aged 17 years and older. Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA5
8	Proportion of adults who drive everyday	32% (2023)	Adults aged 17 years and older. Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA5
9	Proportion of adults who drive at least 3 days per week	53% (2023)	Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA5
10	Average car occupancy	1.44 people per car (2021 - 2023 combined)	Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results)Table LA6b

4.1.3. Reducing transport emissions

In 2022, there was an estimated 3770.06 kt CO₂ emissions from road transport (including freight and passenger transport) in the region⁸⁸. Of this, about one-quarter (27%) were attributed to traffic on Motorways, about one-third (32%) were attributed to traffic on A Roads, and about two-fifths (41%) were attributed to traffic on minor roads.

Figure 21 shows estimated emissions from road transport by local authority geographic area. These estimates are based on the distribution of traffic, therefore some of the emissions represent through traffic, or part of trips into or out of the area, whether by residents or non-residents. The estimates are on an end-user basis; therefore, the transport emissions include a share of emissions from oil refineries.

Figure 20: Territorial greenhouse gas emissions estimates in kt CO2 - road transport, 2022⁸⁹



Further information on the indicators described in this section are set out in Table 5.

Emissions by type of transport is available at Scotland-wide level. In 2021, 54% of road transport emissions were from passenger cars, 21% were from HGVs, and 20% were from LGVs.

Further information on the indicators described in this section are set out in Table 5.

Table 5: Indicators related to reducing transport emissions

No	Indicator	Baseline	Source and further information
11	GHG emissions estimates from road transport	<u>2022</u> Motorways: 1024.60 kt CO2e A Roads: 1214.98 kt CO2e Minor Roads: 1530.48 kt CO2e	Department for Energy Security and Net Zero. UK local authority and regional greenhouse gas emissions statistics, 2005 to 2022. Figures are subject to revision each year. Figures include Argyll and Bute.
12	Emissions of greenhouse gases by type of transport (Scotland-wide)	<u>2021</u> Passenger cars: 4.74 MtCO2e Buses and coaches: 0.33 MtCO2e Heavy Goods Vehicles: 1.83 MtCO2e Light Goods Vehicles: 1.79 MtCO2e Mopeds, Motorcycles and Other: 0.08 MtCO2e	Transport Scotland. Scottish Transport Statistics 2024 Table 13.2

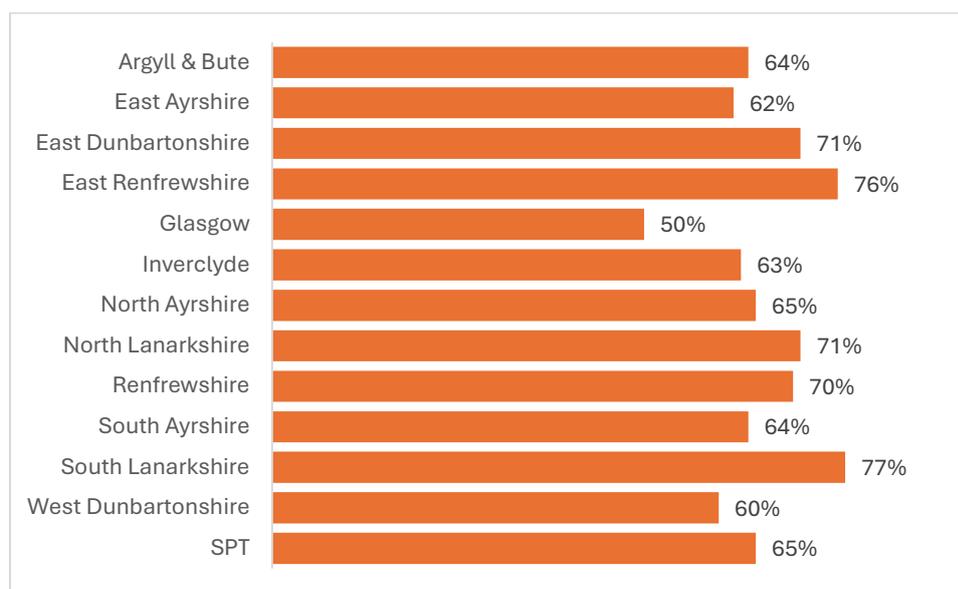
4.1.4. Modal shift

Main mode of travel

In 2023, 35% of all journeys were made by modes other than car as the main mode of travel and 65% were made by car as the main mode either as a driver or passenger⁹⁰. Figure 22 shows the percentage of all journeys made by car as the main mode for the SPT region and local authority areas.

In 2023, 30% of journeys to work⁹¹ and 72% of journeys to school⁹² were made by active travel, public transport, taxi or modes other than car (e.g. ferry). In 2023, 51% of car/van commuters stated that they could use public transport to travel to work⁹³.

Figure 21: Percentage of all journeys made by car as a driver or passenger as the main mode of travel, 2023⁹⁴



Frequency of public transport use

In 2023, when considering their travel in the previous month, 6% of adults (16+ years) used a bus every day and 2% used a train every day⁹⁵. This increased to 18% for bus and 7% for train when including people who use buses or trains at least 2 or 3 times per week⁹⁶. Conversely, 61% of adults did not use a bus and 62% did not use a train in the previous month⁹⁷.

Journey distance and proportion of shorter journeys made by car

In 2023, 40% of all journeys made in the region were 2km or less in distance⁹⁸.

In 2023, 46% of all journeys of 2 miles or less were made by car⁹⁹.

In 2023, 62% of all journeys made in the region were 5km or less in distance¹⁰⁰.

In 2023, 56% of all journeys of 5 miles or less were made by car¹⁰¹.

Public transport ridership

In 2023/24, there were 132 million bus passenger journeys¹⁰², 13.37 million Subway journeys and 104.96 million rail station entries and exits¹⁰³.

Further information on the indicators described in this section are set out in Table 6.

Table 6: Indicators related to modal shift

No	Indicator	Baseline	Source and further information
13	Main mode of travel (all journeys)	2023 Walk – 22% Cycle – 1% Bus – 6% Rail – 4% Car/van Driver – 53% Car/van Passenger – 12% Other – 2%	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA16
14	Main mode of travel to work	2023 Walk – 9% Cycle – 2% Bus – 9% Rail – 8% Car/van Driver – 64% Car/van Passenger – 5% Other – 2%	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA1
15	Main mode of travel to school	2023 Walk – 53% Cycle – 1% Bus – 13% Car – 27% Other – 5%	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA3
16	Proportion of car/van commuters who state that they could use public transport to travel to work	51% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA2b
17	Proportion of adults who use local bus services every day or almost every day	6% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA11
18	Proportion of adults who use local bus services at least 2 times per week	18% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA11
19	Proportion of adults who did not use bus services in the previous month	61% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA11
20	Proportion of adults who use rail services every day or almost every day	2% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA11
21	Proportion of adults who use rail services at least 2 times per week	7% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA11
22	Proportion of adults who did not use rail services in the previous month	62% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA11
23	Proportion of all journeys that are 2km or shorter in distance	40% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA19
24	Proportion of journeys 2 miles or less in distance that are made by car (driver or passenger)	46% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA21

No	Indicator	Baseline	Source and further information
25	Proportion of all journeys that are 5km or shorter in distance	62% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA19
26	Proportion of journeys 5 miles or less in distance that are made by car	56% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA22
27	Bus passenger journeys	132 million (2023/24)	Transport Scotland. Scottish Transport Statistics 2024 Table 2.2b; Figure includes Dumfries & Galloway and does not include Helensburgh and Lomond
28	Subway passenger journeys	13.37 million (2023/24)	Strathclyde Partnership for Transport Operations committee
29	Rail station entries	104.96 million (2023/34)	Office of Road and Rail. Rail Station Usage Estimates 2023/24. All rail stations in SPT area.

4.2. RTS Objectives

4.2.1. Background

The RTS sets out 5 objectives describing the specific changes to the transport system and travel behaviour that SPT aims to achieve through the RTS:

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

4.2.2. Objective 1

Accessibility and Affordability

In 2023, 63% of licensed taxis and 1% of private hire vehicles were wheelchair accessible vehicles¹⁰⁴. In Glasgow, 100% of licensed taxis were wheelchair accessible vehicles¹⁰⁵. Additionally, there are 4 Changing Places toilets located at public transport stations in the region.

In 2023, 56% of bus users and 57% of rail users agreed that bus/rail fares were good value. In 2024, local bus fares in Scotland increased by 10% in current prices and 7% in constant prices compared to the previous year¹⁰⁶.

Between 2014 – 2024, the transport components of the UK Retail Prices Index shows that:

- rail fares (UK-wide) rose by 36% in cash terms – a decrease of 15% compared to general inflation; and
- bus and coach fares (UK-wide) rose by 64% in cash terms - an increase of 13% compared to general inflation¹⁰⁷.

In 2024, there were 976,225 concessionary fare passes on issue across the SPT region: 75,052 passes issued to disabled persons; 566,545 cards issued to people aged 60 years or older; and 334,628 passes issued to people aged under 22 years¹⁰⁸. In 2023, about one-third (32%) of people aged 60 years and older used their concessionary fares pass at least once per week in the previous month, 16% had used their pass about once a fortnight or once a month, 36% had not used their pass, and 16% did not have a pass¹⁰⁹.

Availability

In 2023, 31% of households in the region did not have access to a car for private use¹¹⁰. This varied across the region with East Dunbartonshire (11%), East Renfrewshire (15%) and South Ayrshire (16%) having the lowest proportion and West Dunbartonshire (36%), Inverclyde (38%) and Glasgow (44%) having the highest proportion of households that did not have access to a car for private use¹¹¹.

In 2023/24, there were 99 million local bus service vehicle kilometres in the region¹¹². (Vehicle kilometres are a proxy measure for bus service levels).

In 2023, there were 124,773 journeys made on MyBus services in the region¹¹³.

Safety and security

In 2023, 95% of bus users and 97% of rail users agreed that they feel personally safe and secure on the train during the day¹¹⁴. These drop to 67% of bus users and 78% of rail users for travel in the evening¹¹⁵.

Further information on the indicators described in this section are set out in Table 7.

Table 7: Indicators related to objective 1

No	Indicator	Baseline	Source and further information
30	Percentage of licensed taxis that are wheelchair accessible.	63% (2023)	Using data from Transport Scotland Scottish Transport Statistics 2024 Table 1.4
31	Percentage of private hire vehicles that are wheelchair accessible	1% (2023)	Using data from Scottish Transport Statistics 2024 Table 1.4
32	Number of Changing Places facilities located at transport hubs	4 (2025)	Changing Place website

No	Indicator	Baseline	Source and further information
33	Proportion of bus users who agreed that that bus fares are good value.	56% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14a; Adults (16 years or older) who used a local bus service in the past month ¹¹⁶
34	Proportion of rail users who agreed that that rail fares are good value.	57% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14b; Adults (16 years or older) who used rail services in the past month
35	Local bus fares index (Scotland) - Percentage change from previous year	<u>2024</u> 10% increase from 2023 (current prices) 7% increase from 2023 (constant prices)	Transport Scotland. Scottish Transport Statistics 2024 Table 2.5 (Scotland-wide)
36	Transport components of UK Retail Prices Index (2014 = 100)	<u>2024</u> UK RPI: 151.1 Motoring expenditure: 146.7 Rail fares: 136.1 Bus fares: 164.3	Transport Scotland. Scottish Transport Statistics 2024 Table 10.7. UK-wide
37	Number of concessionary fares passes issued	<u>2024 (as of November 2024)</u> Disabled: 75,052 60 years and over: 566,545 Under 22: 334,628	Transport Scotland. Scottish Transport Statistics 2024 Table 2.14
38	Adults aged 60 years and older - frequency of use of concessionary fare pass in the past month	<u>2023</u> At least once a week: 32% Once a fortnight or once a month: 16% Not used: 36% Do not have a pass: 16%	Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA15
39	Proportion of households with no car available for private use	31% (2023)	Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA4
40	Local bus service vehicle kilometres	99 million vehicle kilometres (2023/24)	Scottish Transport Statistics 2024 Table 2.3c; Figure includes Dumfries & Galloway and does not include Helensburgh and Lomond
41	MyBus passenger trips	124,773 trips	SPT Operations Committee
42	Proportion of bus users who agreed that they feel personally safe and secure on the bus during the day.	95% (2023)	Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA14a. Adults (16 years or older) who used a local bus service in the past month

No	Indicator	Baseline	Source and further information
43	Proportion of bus users who agreed that they feel personally safe and secure on the bus in the evening.	67% (2023)	Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA14a. Adults (16 years or older) who used a local bus service in the past month
44	Proportion of rail users who agreed that they feel personally safe and secure on the train during the day.	97% (2023)	Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA14b. Adults (16 years or older) who used rail services in the past month
45	Proportion of rail users who agreed that they feel personally safe and secure on the train in the evening.	78% (2023)	Transport Scotland. Transport and Travel in Scotland 2023 (Local Area Results) Table LA14b. Adults (16 years or older) who used rail services in the past month

4.2.3. Objective 2

Low emission vehicles

There were 40,399 ultra-low emission vehicles (ULEV) registered to addresses in the region in 2023¹¹⁷.

There were 25,102 (62%) battery electric cars in 2023¹¹⁸ - about 2% of all licensed cars in the region. In 2022 in Scotland, cars registered for the first time had average CO2 emissions of 119.2g/km¹¹⁹ compared to all licensed cars with average CO2 emissions of 130.8g/km.¹²⁰

There were 1,299 battery electric Light Goods Vehicles (LGVs) registered to addresses in the region in 2023, which is about 1% of all LGVs in the region¹²¹.

There were 372 licensed buses and coaches plug in vehicles registered to addresses in the region in 2023¹²².

Low Emission Zones and Air Quality Management Areas

In 2025, there was one Low Emission Zone in the region (Glasgow Low Emission Zone) and 8 Air Quality Management Areas (AQMAs). The AQMAs include: Bishopbriggs; Glasgow city centre; Paisley town centre; Renfrew town centre; Johnstone High Street; Motherwell town centre; Rutherglen and Whirlies Roundabout.

Electric Vehicle Charging

In 2022, there were 1,137 ChargePlace Scotland units installed and 917,088 charging sessions¹²³.

Further information on the indicators described in this section are set out in Table 8.

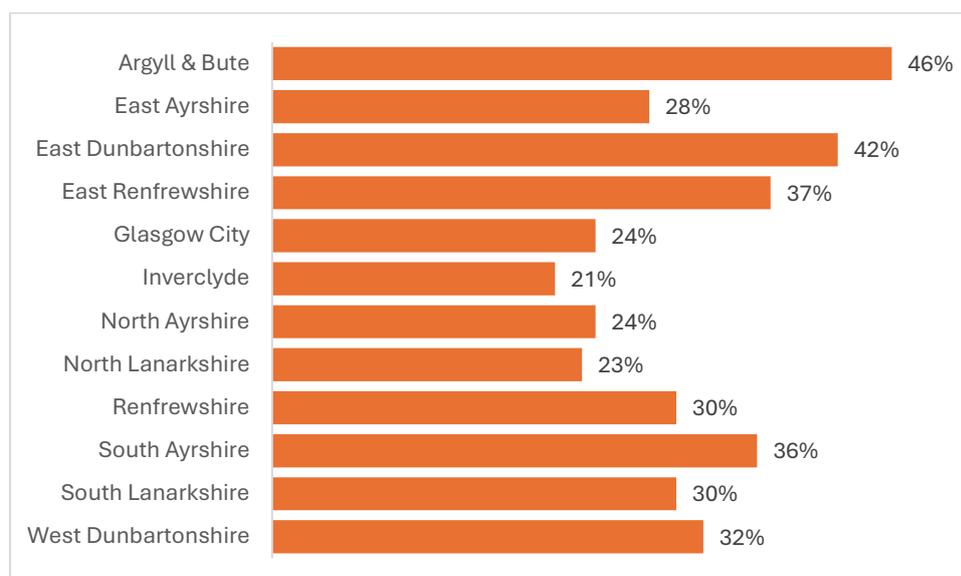
Table 8: Indicators related to objective 2

No	Indicator	Baseline	Source and further information
46	Number of licensed vehicles that are Ultra Low Emission Vehicles (ULEV)	40,399 (2023Q4)	Department of Transport Vehicle Licensing Statistics 2023 table VEH0132; Includes privately and company owned battery electric, plug-in hybrid electric and fuel cell electric vehicles. Includes Argyll and Bute.
47	Number of licensed cars that are battery electric	25,102 (2023Q4)	Department of Transport Vehicle Licensing Statistics 2023 Table VEH9901. Includes Argyll and Bute
48	Average CO2 per vehicle - cars registered for the first time	119.2 g/km (2022)	Transport Scotland. Scottish Transport Statistics 2024 Table 13.6a. Figure is for Scotland.
49	Average CO2 per vehicle - all licensed cars	130.8 g/km (2022)	Transport Scotland. Scottish Transport Statistics 2024 Table 13.6b. Figure is for Scotland.
50	Number of licensed LGVs that are battery electric	1,299 (2023Q4)	Department of Transport. Vehicle Licensing Statistics 2023 Table VEH9901. Includes Argyll and Bute.
51	Number of licensed buses and coaches that are plug-in vehicles	372 (2023Q4)	Department of Transport. Vehicle Licensing Statistics 2023 Table 0142. Includes Argyll and Bute.
52	Number of LEZ in the SPT region	1 (2025)	Glasgow Low Emission Zone
53	Number of AQMA in the SPT region	8 (2025)	Scottish Air Quality
54	Number of ChargePlace Scotland Units	1137 (2022) - includes Argyll and Bute 1056 (2022) - excludes Argyll and Bute	Transport Scotland. Scottish Transport Statistics 2024 Table 13.11
55	Number of ChargePlace Scotland charging sessions	917,088 (2023) - includes Argyll and Bute 884,978 (2023) - excludes Argyll and Bute	Transport Scotland. Scottish Transport Statistics 2024 Table 13.11

4.2.4. Objective 3*Access to bikes*

Just over one-quarter (28%) of households in the region had access to at least one bike for private use in 2023¹²⁴. Figure 23 shows household access to at least one bike by local authority. Nearly half (46%) of households in Argyll and Bute have access to at least one bike. In contrast, less than one-quarter of households have access to at least one bike in Inverclyde (21%), North Lanarkshire (23%), Glasgow (24%) and North Ayrshire (24%).

Figure 22: Percentage of households with at least one bike for private use, 2023¹²⁵



Frequency of walking

In 2023, nearly two-thirds (65%) of adults walked as a means of transport at least one day per week¹²⁶. Similarly, 67% of adults walked for leisure or to keep fit at least one day per week in 2023¹²⁷.

Shorter journeys made by active travel

In 2023, nearly half (47%) of journeys of 2 miles or less¹²⁸ and about one-third (34%) of journeys of 5 miles or less were made by walking or cycling¹²⁹.

Pedestrians and road safety

In 2023, there were 466 reported pedestrian casualties (all severities) of which 26 people were killed and 217 were seriously injured¹³⁰. The 2019 – 2023 averages are reported in Table 9 below.

Further information on the indicators described in this section are set out in Table 9.

Table 9: Indicators related to objective 3

No	Indicator	Baseline	Source and further information
56	Proportion of households with at least one bike available for use	28% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA8
57	Proportion of adults who walk as a means of transport at least 1 day a week	65% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA9
58	Proportion of adults who walk at least 1 day a week for leisure or to keep fit	67% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA9
59	Proportion of journeys 2 miles or less in distance that are made by walking or cycling	47% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA21

No	Indicator	Baseline	Source and further information
60	Proportion of journeys 5 miles or less in distance that are made by walking or cycling	34% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA22
61	Reported pedestrian casualties	<u>2023</u> Killed: 26 Serious: 217 All casualties: 466 <u>2019 – 2023 average</u> Killed: 18 Serious: 205 All casualties: 474	Transport Scotland. Reported Road Casualties Scotland 2023 Table 38. Includes Argyll and Bute

4.2.5. Objective 4

Satisfaction with public transport

In 2023, 15% of adults were very satisfied and 50% were fairly satisfied with public transport services in their area¹³¹. Conversely, 11% were fairly dissatisfied and 6% were very dissatisfied with public transport services in their area¹³².

User perceptions - punctuality and service changes

In 2023, about two-thirds (68%) of bus users agreed that buses were on time and just under three-quarters (73%) agreed that local bus services are stable and not regularly changing¹³³. For rail users, 87% agreed that trains ran to time and 82% agreed that rail services are stable and not regularly changing¹³⁴.

User perceptions – interchanging and ticketing

In 2023, 65% of bus users and 76% of rail users agreed that it's easy changing to other forms of transport¹³⁵. Additionally, 91% of bus users and 94% of rail users agree that it is simple deciding the type of ticket they need.¹³⁶

User perceptions – travel information

In 2023, 83% of bus users and 94% of rail users agreed that finding out about routes and times is easy¹³⁷.

User perceptions – cleanliness and environmentally friendly

In 2023, 84% of bus users and 88% rail users agreed that buses/trains are clean¹³⁸. Additionally, 62% of bus users agreed that buses are environmentally friendly¹³⁹.

Further information on the indicators described in this section are set out in Table 10.

Table 10: Indicators related to objective 4

No	Indicator	Baseline	Source and further information
62	Proportion of adults who are satisfied with public transport	<u>2023</u> Very satisfied: 15% Fairly satisfied: 50% Fairly dissatisfied: 11% Very dissatisfied: 6% Neither: 17%	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA13
63	Proportion of bus users who agree that buses are on time	68% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14a. Adults (16 years or older) who had used a local bus service at least once in the past month
64	Proportion of bus users who agree that local bus services are stable and are not regularly changing	73% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14a. Adults (16 years or older) who had used a local bus service at least once in the past month
65	Proportion of bus users who agree that it's easy changing to other forms of transport	65% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14a. Adults (16 years or older) who had used a local bus service at least once in the past month
66	Proportion of bus users who agree that it is simple deciding the type of ticket I need	91% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14a. Adults (16 years or older) who had used a local bus service at least once in the past month
67	Proportion of bus users who agree that buses are environmentally friendly	62% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14a. Adults (16 years or older) who had used a local bus service at least once in the past month

No	Indicator	Baseline	Source and further information
68	Proportion of bus users who agree that finding out about routes and times is easy	83% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14a. Adults (16 years or older) who had used a local bus service at least once in the past month
69	Proportion of bus users who agree that buses are clean	84% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14a. Adults (16 years or older) who had used a local bus service at least once in the past month
70	Proportion of rail users who agree that trains run to time	87% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14b. Adults (16 years or older) who had used a rail service at least once in the past month
71	Proportion of rail users who agree that rail services are stable and are not regularly changing	82% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14b. Adults (16 years or older) who had used a rail service at least once in the past month
72	Proportion of rail users who agree that it's easy changing to other forms of transport	76% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14b. Adults (16 years or older) who had used a rail service at least once in the past month
73	Proportion of rail users who agree that it is simple deciding the type of ticket	94% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14b. Adults (16 years or older) who had used a rail service at least once in the past month
74	Proportion of rail users who agree that finding out about routes and times is easy	94% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14b. Adults (16 years or older) who had used a rail service at least once in the past month

No	Indicator	Baseline	Source and further information
75	Proportion of rail users who agree that trains are clean	88% (2023)	Transport Scotland. Transport and Travel in Scotland (Local Area Results) Table LA14b. Adults (16 years or older) who had used a rail service at least once in the past month

4.2.6. Objective 5

Strategic and local connectivity analysis is undertaken regularly by SPT regularly to coincide with Local Development Plan processes. Each council is provided with a unique report and accompanying datasets for the local area. The information may be used by councils in the development of evidence reports for the LDPs and may be taken into consideration in the development of the LDP and in site selection processes. Due to the length of these reports, these will not be contained within this monitoring report, but some councils are publishing the data as part of the background evidence for the LDP processes.

5. RTS Delivery Plan – progress

This chapter provides a progress update on the RTS Delivery Plan 2024/25 – 2026/27. More detailed information is available through committee papers, as linked in Table 11 where available.

Table 11: RTS Delivery Plan action - progress update

Action/deliverable	Timescale	Progress
Active Travel & Behaviour Change		
Approval of Regional Active Travel Strategy and Delivery Plan	2024/25	The new Strategy was approved at the SPT Partnership meeting on 10/12/2024. Regional Active Travel Strategy & Delivery Plan
Commence delivery of Regional ATS	2025 onwards	Key projects and actions from the Regional ATS Delivery Plan taken forward in 2025/26 include the development of Active Travel Hubs, supporting access to bike and bike recycling schemes, as well as cycle training and bike mechanic training, supporting workplace travel planning, supporting young and school age children with active travel uptake, as well as groups with low active travel uptake.
Further development of ATTF pilot sites	2024/25 – 2025/26	Funding has been secured through the 2025/26 People and Place Programme to continue developed of the ATTF pilot sites.
People and Place Programme (2024/25) delivery and monitoring	2024/25	The 2024/25 People and Place Programme was approved by SPT Strategy and Programmes committee on 14/06/2024. This included £4.662m in capital funding and £2.615m in revenue funding awarded to councils and other delivery partners. An update on the outcomes of the 2024/25 programme will be reported to September 2025 Strategy & Programmes committee.
People and Place Programme (2025/26) delivery and monitoring	2025/26	The 2025/26 People and Place Programme was approved at the SPT Partnership meeting on 14.03.2025. This includes £5.791m in capital grants and £2.831m in revenue grants. Proposed Capital Plan 2025/2026 to 2027/2028 including the Capital Budget (capital) Proposed Revenue Budget for 2025/2026 (revenue) Monitoring of project delivery and outcomes will continue throughout 2025/26.
Bus		
Approval of Strathclyde Regional Bus Strategy (SRBS)	2025	The consultation on the draft SRBS was launched in March 2025. A final version of the strategy will be presented to SPT committee for approval later in 2025.
Commencement of SRBS delivery processes	From 2025	The development of work programmes to deliver the SRBS will be underway following approval of the SRBS.

Action/deliverable	Timescale	Progress
Completion of Buchanan Bus Station Masterplan	2025	The BBS Masterplan work is on track to complete by December 2025. Officers have been working closely with the AtkinsRéalis team and colleagues from Glasgow City Council to develop and evaluate development options for the site, while enhancing its core function as a bus station. Options were informed by baselining, benchmarking and the identification of project priorities as well as examining the commercial property environment, and public / stakeholder engagement, including with bus operators.
Bus data systems project	2024/25	The project is ongoing as reported to SPT Operations Committee in April 2025. Transport Data Project Phase 2 - Update
Climate Change and Net Zero		
SPT Strategic Climate Change Risk Assessment (CCRA)	2025	SPT's Climate Resilience and Adaptation Plan was prepared in 2024/25 and will be reported to the SPT Strategy and Programme Committee in June 2025. Delivery of the Plan is now underway.
SPT staff travel plan	2024/25	SPT's Active and Sustainable Staff Travel Plan was prepared in 2024/25 and will be reported to the SPT Strategy and Programme Committee in June 2025. Delivery of the Plan is now underway.
Transition of SPT business fleet to electric vehicles	Ongoing to 2030	SPT's fleet transition is underway.
Clyde Metro		
West St Interchange initial feasibility study	2024	Project completed on time. West Street Subway Station – Clyde Metro Interchange Feasibility Technical Study
Complete Clyde Metro Case for Investment	2027	Clyde Metro Cfl commenced in March 2024 and is on track to complete in 2027. Clyde Metro Progress Update
Integrated land use and transport planning		
LDP evidence reports	Ongoing, submitted as per each Planning Authority's LDP timescales	Strategic and Local Connectivity analysis and associated data have been provided to 9 of the 13 Planning Authorities within the SPT area (EDC, ERC, IC, GCC, NAC, NLC, RC, SLC and WDC), to inform the transport sections of their evidence reports.
Integrated regional network plan for bus, cycling and Clyde Metro	2026	Project is in the development phase.
Rural and Island Transport		
Completion of Rural Transport Action Plan	2025	Project is on track to complete in 2025, with actions to be taken forward following approval of plan.

Action/deliverable	Timescale	Progress
Development of LLTNP Mobility Partnership	Ongoing	The LLTNP Mobility Partnership was established in 2024 and SPT is vice-chair of the Board.
Smart Ticketing and MaaS		
Roll out of 'smart' ZoneCard	From 2024	Completed in summer 2024. Ticketing Update
Implementation of contactless payment at Subway gates	2025	Planned for completion end November 2025. Ticketing Update
Support the development and work of the Integrated Mobility Partnership		MaaS proposals will now be progressed through People and Place Programme.
Subway		
Completion of Subway Modernisation	2026	Progress on Subway Modernisation is reported to committee regularly including the December 2024 update: https://www.spt.co.uk/media/x2iifnax/p131224_agenda_8.pdf
Enhanced passenger information to support customers with accessibility needs	2024/25	SPT's Accessibility Strategy and Guidance and new SPT Subway and Bus Station Access Guides were developed.
Extended Sunday operating hours	Following completion of Subway Modernisation	An assessment of Subway operating hours will be made following completion of Subway Modernisation.

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