SPT | Strathclyde Partnership
for Transport

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

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We are delighted to present to you "A Call to Action", the Regional Transport Strategy for Strathclyde, which sets out how transport in our region must develop over the next 15 years in order to help mitigate climate change, support inclusive economic growth and, ensure we all have access to the opportunities we need to lead fulfilling lives.

The Strategy sets out a strong Vision for transport in our region:

> *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.*

In seeking to deliver that Vision, the Strategy sets out three Priorities to anchor the RTS within wider societal goals transport needs to help achieve:

> *A healthier environment, Inclusive economic growth, and Improved quality of life.*

Crucially, the Strategy also sets three Targets that signal the need for transformational change in transport and travel behaviour, in seeking to reduce car traffic, lower transport emissions and shift more travel from cars to public transport and active travel. The Targets also provide the key basis for evaluating progress in delivering the RTS.

The Strategy has been subject to an evidence-based and objective-led development process, and a range of background reports and statutory assessments will remain on SPT's website for future reference.

But we believe what gives this Strategy its true strength is the engagement and constructive dialogue undertaken in its development, with the public and communities, and with our council partners and other stakeholders. At each stage, we sought your counsel to ensure we were headed in the right direction. We would like to thank all those who have given their time in responding to our requests for input; your views have shaped the core of this Strategy, making it the bold and ambitious vision of change it needs to be.

It is now 15 years since the first Regional Transport Strategy for Strathclyde was published. It goes without saying that the world has changed considerably since then, not least due to the effects of the global financial collapse of 2008, the heightened urgency of the climate emergency, the ongoing impacts of the Covid 19 pandemic, and the cost of living crisis currently affecting us all.

The need for transport to play its part in how our collective future develops has never been stronger. In Strathclyde, we now have a Strategy which sets out how that must happen and we commend it to you, as we all have an important role to play in achieving its Vision. The focus now must turn to delivery, to making change a reality: truly, now more than ever, this Strategy is "A Call to Action".

About the Regional Transport Strategy

Strathclyde Partnership for Transport (SPT) has a statutory duty under the Transport (Scotland) Act 2005 to produce a Regional Transport Strategy (RTS). The RTS is a transport strategy for the west of Scotland, which sets the long-term direction for transport in the region. SPT published the first RTS for the west of Scotland in 2008.

This new RTS has been prepared over two key stages. SPT published a Case for Change report in 2021, which identified the context for the RTS and the transport problems in the region. The Case for Change was developed from an extensive analysis of policy and data as well as engagement with partners and stakeholders, including members of the public. This process identified 5 Key Issues for the RTS and developed 5 strategy objectives linked to the Key Issues. Statutory environmental and equalities assessments were carried out throughout this stage as was a public consultation on the Case for Change report.

At the next stage, the detailed RTS Policies were developed. The RTS Policies direct SPT's future actions and investment and provide guidance for partners and stakeholders for their own decision-making on transport strategies, projects and programmes in the region. Statutory environmental and equalities assessments were again carried out at this stage. A public consultation was undertaken in 2022 and the RTS was revised based upon input received from the public, partners and stakeholders.

Further details about the RTS Case for Change, background reports, consultation reports and statutory assessments can be found on SPT's website.

About Strathclyde Partnership for Transport (SPT)

SPT is the Regional Transport Partnership (RTP) for the west of Scotland. Regional Transport Partnerships were established by the Transport (Scotland) Act 2005 to bring together local authorities and other key regional stakeholders to strengthen the planning and delivery of regional transport. SPT is a 'Model 3' RTP, with powers in the planning, operation and delivery of transport services, infrastructure and projects.

SPT's partners encompass East Ayrshire, East Dunbartonshire, East Renfrewshire, Glasgow, Inverclyde, North Ayrshire, North Lanarkshire, Renfrewshire, South Ayrshire, South Lanarkshire and West Dunbartonshire local authorities and the Helensburgh & Lomond ward in Argyll and Bute.

Strathclyde Partnership for Transport

In addition to the duty to produce an RTS, SPT provides a range of transport services including:

- Managing, owning and operating the Subway and six regional bus stations;

- Managing socially necessary bus services, including the demand responsive transport services MyBus/MyBus Rural;

- Managing and maintaining bus stop and shelter infrastructure and arranging school transport on behalf of councils;

- Providing travel information, including the bus Real-Time Passenger Information system;

- Providing the secretariat for the Strathclyde Concessionary Travel Scheme on behalf of our councils and administering the multi-modal ZoneCard ticket on behalf of participating transport operators; and

- Smartcard ticketing, through our joint venture, Nevis Technologies Limited, the major supplier of commercial smart ticketing in Scotland

SPT's Partnership Board comprises 20 Councillor members representing the 12 constituent local authorities and between seven and nine appointed members. In addition to our partner councils, SPT works with Transport Scotland, public transport operators, Sustrans, Network Rail, ClydePlan, NHS and many others. SPT is also a statutory Key Agency in Development Planning and statutory participant in Community Planning.

A new Transport Strategy for Strathclyde

The increasing urgency of addressing transport's contribution to the climate emergency. The impact and continuing fall-out of the COVID-19 pandemic on how we live, work and travel. The cost-of-living crisis affecting us all. Three good reasons why this strategy is "A Call to Action". But more than ever before, given these unprecedented challenges, this strategy must be an effective means of delivering positive change.

Traditionally, transport strategies focussed on commuting, as this was the single biggest trip generator. However, the unprecedented changes in travel brought about by the pandemic highlighted that, while still important, commuting is now only one element of an increasingly complex range of travel demands the transport network has to serve. For example, during the pandemic, more of us 'lived locally' by working from home, shopping in our neighbourhood, walking and cycling more, and using home delivery services, and are continuing to do so.

Furthermore, with the number of people commuting to office jobs located in town and city centres falling by more than any other journey purpose as a result of more people working from home, the need to re-evaluate how transport supports new demands, such as increased leisure trips, and adjusts to changing travel behaviours, has become all the more apparent.

This strategy therefore, and planning for transport in general across Strathclyde, needs to reflect our changing use of the transport system, and how any new or changed demands will be catered for.

During the preparation of this strategy, the Scottish Government and Transport Scotland published a range of key policies and strategies – including, for example, the National Transport Strategy 2 and the National Planning Framework 4 - setting out their strategic priorities for transport and planning in coming years. Common to all of these was an overarching focus on meeting our climate change targets, moving to a more inclusive economy and reducing inequalities, improving quality of life through better health, and creating more prosperous, liveable communities. Ensuring Strathclyde's transport network contributes towards the delivery of national policies is essential, and that's why the Vision, Priorities and Targets of this strategy align closely with them.

In seeking to achieve these national policies, we have a good basis to build on. Strathclyde is fortunate in already having a well-developed public transport system: the UK's biggest suburban rail network outside London, for example. But we remain a diverse area, covering everything from Scotland's largest urban area with some of the most deprived communities in the country, through to rural, island and coastal communities along the Firth of Clyde. This diversity, while in many ways one of our key strengths, also means ongoing and significant transport challenges for many of our communities.

The Case for Change prepared as part of the strategy development process grouped the many challenges our region faces into five key issues to be addressed: Transport Emissions, Access for All, Regional Connectivity, Active Living, and Public Transport Quality and Integration. These key issues drove the development of the rest of this strategy.

Exemplifying the transport challenges facing our region is bus. While its importance was reinforced during the pandemic, with many key workers relying on bus services to get to and from work, current and future service reduction or withdrawal, and affordability of fares, continue to be among a range of areas of significant concern. More fundamentally, in geographically-isolated communities, in the region's rural areas, on the fringes of the conurbation, or in deprived areas, where 'no bus service' can often mean 'no access to a job', the importance of bus and the challenges facing it have never been greater.

For these reasons and others, this strategy sets out, through the RTS Framework, a bold and ambitious position on how our region must change – our Vision, Priorities, Objectives and Targets. Regarding the targets, for the first time and to help provide the momentum required to focus minds and collectively galvanise us towards positive change and delivery, this strategy sets measurable and time-bound targets for getting people out of their cars and onto public transport and active travel, reducing transport emissions, and reducing road traffic.

This strategy, therefore, must have a sharp focus on ensuring everyone can use the transport network by making it accessible, affordable, available and safe for all. The Policies set out in this strategy provide the detail on how we should approach that, going to the heart of transport's role in reducing inequality and achieving a more inclusive economy. This means a transport system that works for everyone, ensuring we are all able to access work, school, healthcare, shops and other places important to our everyday lives.

However, the Policies also recognise the need to invest in transformative public transport, active travel networks and safer streets that prioritise the movement of people over vehicles, ensuring a sufficiently attractive 'offer' to move more people by sustainable transport modes rather than by car, and help achieve climate change targets and improve quality of life.

For example, throughout the Policies, reference is made to Clyde Metro. This reflects our collective ambition to transform the quality of the public transport system in Strathclyde to be on a par with the best in Europe through the creation of a mass transit system which offers transformative potential by introducing new public transport modes such as trams, providing new routes to connect key places, and continuing to improve our existing network. In remodelling and extending the public transport network, a metro system can provide a much higher level of accessibility across and between different areas of our region and beyond. This has obvious connectivity benefits in terms of linking people with jobs, education, healthcare and other services but is also essential because, in a low carbon future, the public transport network will have to provide a substantially more attractive alternative to the private car.

However, Clyde Metro must be part of a wider investment in the regional sustainable transport network with reinvigorated bus and decarbonised rail networks, safer, more segregated active travel networks, resilient ferry services and infrastructure, and well-developed community transport services to provide a high quality and genuinely integrated sustainable transport network across the whole region. In particular, the need to ensure a high quality, frequent and integrated bus network is available for all communities across the region will be a key focus throughout the lifetime of the strategy.

At the same time, the Policies also reflect that the transformative change required to meet climate change targets will not be achieved without reducing the need to travel and stronger efforts to reduce travel by car. This will be achieved through improving the quality of our places and more sustainable development that reduces car dependency, increasing car occupancies, and more robust car demand management policies. Delivering these policies will require strong partnership working and political will, but will be critical to the overall success of this strategy.

The Policies also recognise the need to act quickly to reduce transport emissions and support the transition to zero tailpipe emission vehicles, whilst continuing to aim for the wider changes needed in reducing car dependency and creating healthier, safer streets and communities. At the same time, we need to ensure our infrastructure, systems and plans are adapted to meet the impacts of climate change, which we are already beginning to experience in our region.

The Policies also highlight the role of freight transport in the region. Enabling more freight to be moved by rail or maritime transport and making the movement of goods within built-up areas more efficient and sustainable are key focal points for our freight policies.

The strategy provides a strong foundation for transport planning across the region in the years ahead. The RTS Delivery Plan process will set out investment priorities for the region over the lifetime of the strategy, including funding requirements and opportunities. Key to future delivery will of course be the support of the people and communities of Strathclyde, and continuous engagement with them throughout any project development and delivery will be essential in ensuring this strategy is a success.

Just as the transport network must adapt and change to society's future demands and requirements, so too must the structures and governance frameworks which set the policies and deliver the services and projects. The strategy does not shy away from this, reflecting the views of our stakeholders throughout engagement in developing this strategy. But any changes in that regard must be developed in partnership, and this strategy sets out a way forward for that via SPT and its constituent councils.

This strategy arrives during a period of significant societal change – either in reacting to the impacts of a recent disruptive event (the pandemic) or in preparing to address and adapt to a future one (the climate emergency). Given this, the impact of the strategy will be monitored closely throughout its lifetime and any necessary changes to ensure the strategy is as strong as possible made through the Delivery Plan process.

Built on extensive engagement and consultation, this strategy sets out a clear vision of how to make transport in Strathclyde as prepared as possible to meet the challenges and opportunities of an evolving future. It has been designed to meet both the problems of today, while at the same time seeking to achieve a better tomorrow for us all.

The policy context
for the RTS

The RTS is developed within a complex policy environment, and needs to help improve a wide-range of social, environmental, economic and health outcomes for the region.

The RTS links to many plans and policies at national, regional and local levels	
National	• National Transport Strategy 2; Strategic Transport Projects Review 2
	• National Planning Framework 4; Climate Change Plan Update
	• A Route map to a 20% reduction in car kilometres by 2030
	• Cleaner Air for Scotland 2; Scotland's Road Safety Framework to 2030
	• Scotland's Accessible Travel Framework
	• Long-Term Vision for Active Travel in Scotland
	• The Transport (Scotland) Act 2019
	• 2030 Infrastructure Investment Plan
	• Central Scotland Green Network
	• Equality Act 2010 and Public Sector Equality Duty; Fairer Scotland Duty
	• Strategic Environmental Assessment
	• Community Empowerment (Scotland) Act 2015; Islands (Scotland) Act 2018
	• The Fair Work Action Plan; Children (Scotland) Act 2020
	• National Performance Framework; National Strategy for Economic Transformation

Regional	• Regional Spatial Strategies (indicative) – Glasgow City Region, Ayrshire, Argyll & Bute, and Loch Lomond and Trossachs National Park
	• Regional City / Growth Deals – Glasgow City Region City Deal, Ayrshire Growth Deal and Argyll and Bute Rural Deal
	• Regional Economic Strategies
	• Regional Transport Strategies (neighbouring regions)
	• Glasgow and Clyde Valley Green Network Blueprint
	• Climate Ready Clyde Adaptation Strategy
	• Flood Risk Management Plans
Local	• Local Transport Strategies
	• Local Active Travel Strategies
	• Local Development Plans
	• Local Outcome Improvement Plans

The RTS supports the principles of the NTS 2 Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared mobility in preference to single occupancy private car use:
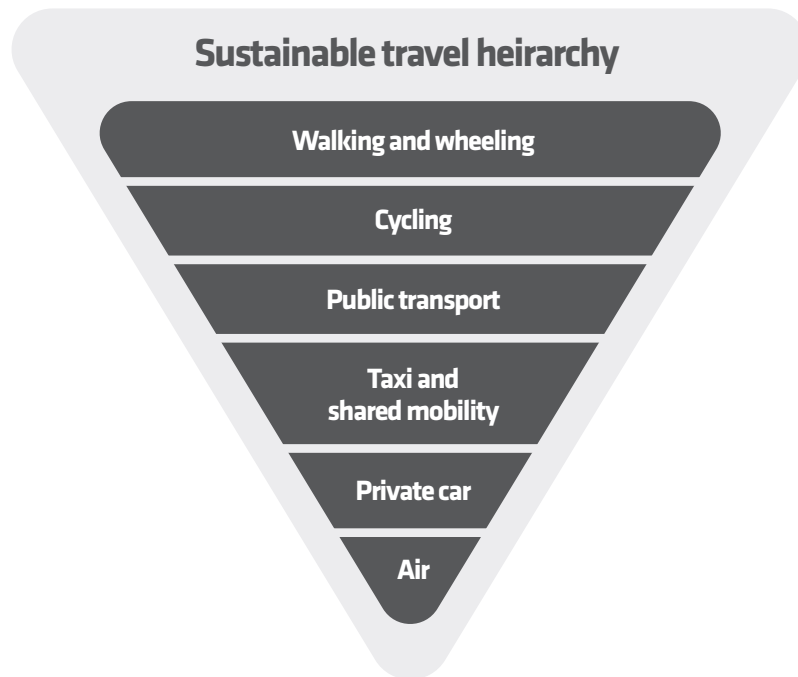
Sustainable travel heirarchy

- Walking and wheeling
- Cycling
- Public transport
- Taxi and shared mobility
- Private car
- Air

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The spatial context
for the RTS

The spatial context for the RTS

The RTS covers the whole of the Strathclyde region as well as connections to the rest of Scotland and beyond.

Strategic economic development & investment spatial priorities
(from Regional Spatial Strategies - indicative locations)

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

Key centres & hubs

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

Boundaries, roads and rail lines

- ☐ Council boundary
- ■ SPT boundary
- ----- Rail line
- —— A road
- —— Motorway

Loch Lomond And Trossachs National Park

Galloway Forest Park

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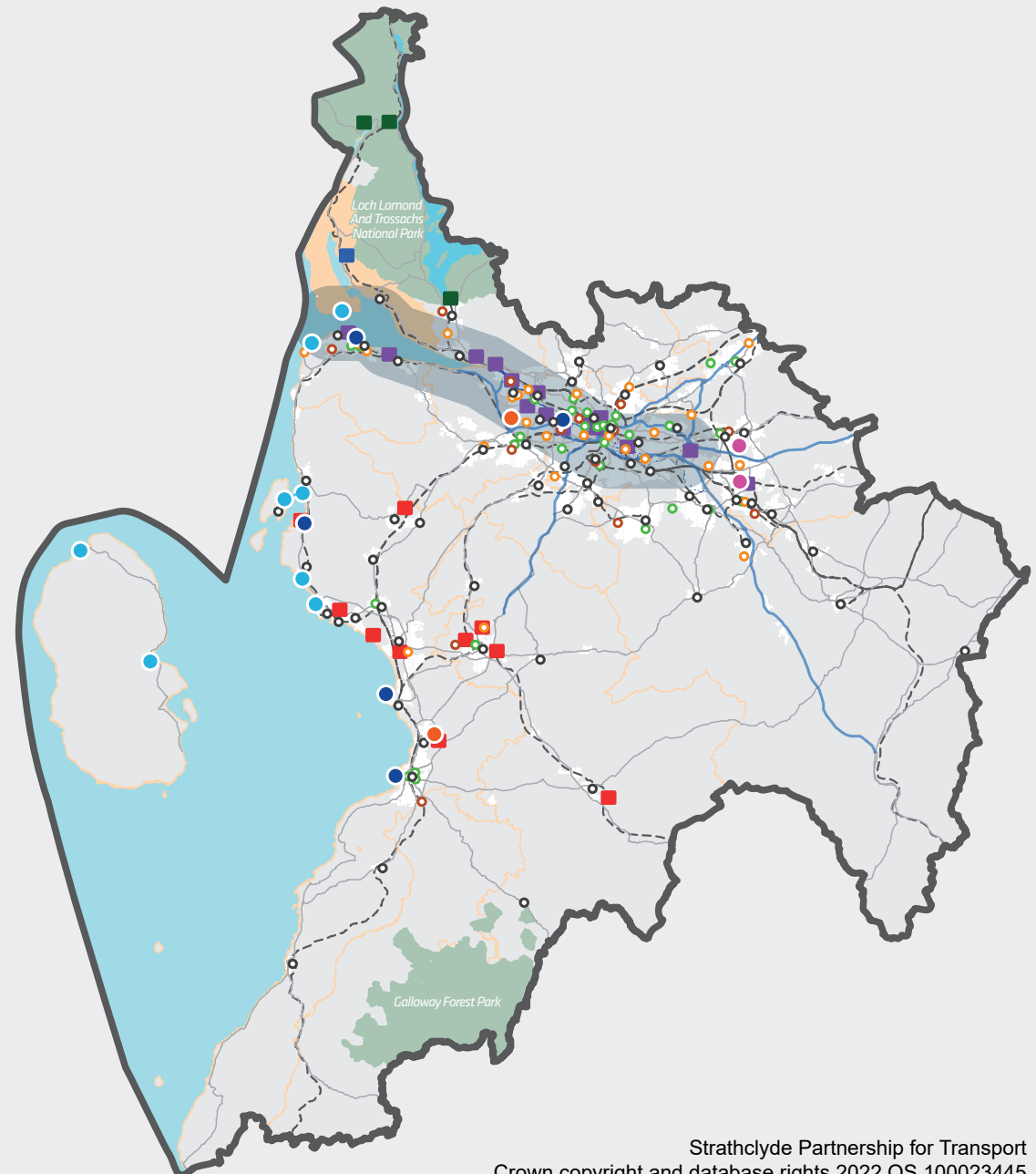
The problems the RTS
will help address

The 5 Key Issues in this section describe the transport problems that are addressed by the new RTS. A summary of the Key Issues is set out here; a detailed version can be accessed in the RTS Case for Change report at **spt.co.uk/vision**.

Key Issue: Active Living

The way our land and transport systems have developed in the region, over a long period of time, has 'locked-in' a range of unhealthy conditions that often encourage and facilitate travelling by car as the preferred mode, even over short distances. This can contribute to poorer physical and mental health and wellbeing, poorer transport accessibility for people who do not have access to a car, lower physical activity rates, and more sedentary lifestyles. Tackling these conditions, and creating a transport system that encourages and enables walking, wheeling and cycling, is essential.

Physical activity: The percentage of adults meeting physical activity guidelines is lower in three out of the four health boards in the region compared to the Scottish average.

% adults meeting physical activity guidelines

58%
Ayrshire & Arran health board

63%
Greater Glasgow & Clyde health board

61%
Lanarkshire health board

69%
Highland health board

65%
All of Scotland

Source: Scottish Health Survey 2016 - 2019 combined results

Key Issue: Access for All

Transport helps people to get to work, education and training opportunities, to access the healthcare system and other services, and to participate more fully in society. However, the transport network does not work well for everyone. We may be unable to use transport because it has not been designed for everyone, because it costs too much, or because we do not feel safe and secure when using it. We also may be unable to go to the places we need or want to go due to a lack of transport. These problems can contribute to social isolation, household economic stress and poor health, and can further exacerbate poverty and structural inequalities that persist in the region. Ensuring everyone is able to use the transport system and access work, school, healthcare, shops and other places is critical.

Inequalities in access to transport: Single parents, people who are unemployed and disabled people are far less likely to live in a household that has a car for private transport needs compared to overall average.

Nine in every 10 married/co-habiting couple households in Strathclyde have access to a private car.

Only **five in every 10** single parent households in Strathclyde have access to a car for private use.

Source: Scotland Census 2011

Key Issue: Public Transport Quality and Integration

Satisfaction with the public transport system in the region has been decreasing, and passengers' perceived value for money from public transport is lower in the SPT area than other regions in Scotland. Additionally, people who rarely or never use public transport in the region generally have poor perceptions of services and the overall network. Stakeholders consistently emphasised problems with the reliability and frequency of services, and the poor integration of services, networks, information and ticketing. Improving the quality and integration of the public transport network is important to making public transport easier and more desirable to use for everyone, and to achieve a shift from less sustainable transport to public transport.

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

% adults using local bus services in previous month (SPT region)

26%
At least twice a week

18%
At least twice a week

20%
Once a week or less

20%
Once a week or less

54%
Not in past month

62%
Not in past month

● **2009/10**   ● **2019/20**

Source: Travel and Transport in Scotland, Transport Scotland.

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Key Issue: Transport Emissions

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

Stopping the harmful impacts of local air pollution from transport is also crucial. Air pollution is damaging to the health of people living, working and visiting our region, particularly children, older people, people with certain types of health conditions and diseases, as well as socio-economically disadvantaged communities. A large proportion of local air pollutants are generated by people using motorised vehicles, particularly in built-up areas.

Emissions of greenhouse gases by type of transport allocated to Scotland, 2019 (MtCO2e)

- Bus & coach – 0.43
- Passenger cars – 5.28
- Heavy goods vehicles – 1.72
- Light goods vehicles – 1.71
- Other road – 0.10
- Rail – 0.15
- Aviation & shipping – 4.56
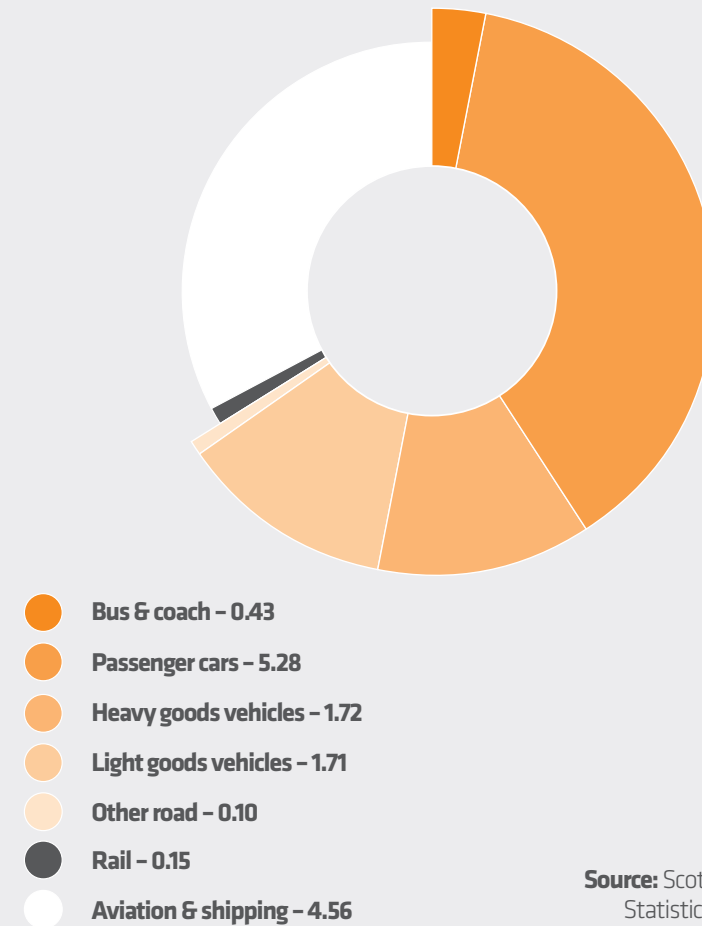
Source: Scottish Transport Statistics 2021 edition.

Key Issue: Regional Connectivity

Congestion and capacity constraints on the transport network can lead to unreliable journey times, increased costs for people and business, and adverse impacts on the regional economy. Lack of high-quality public transport connectivity to some key locations and development opportunities makes it more difficult to set the region on a low carbon trajectory and achieve wider goals for inclusive economic growth. Additionally, our changing climate increasingly presents challenges for regional connectivity, with a need to adapt transport infrastructure and services to the effects of extreme weather and heat as well as increased risks of flooding.

Transport connectivity has a critical role in the performance of the regional economy. The transport system facilitates the movement of goods through supply chains to markets and people to workplaces, services and business; unlocks development and economic opportunities; and increases the attractiveness of the region as a place to live, work, invest and do business. It is crucial that the transport network underpins regional economic strategies and sustainable development plans.

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

Number of jobs
- 100 - 500
- 501 - 2,250
- 2,251 - 2,000
- 7,001 - 10,000
- 10,001 - 20,000
- 61,000
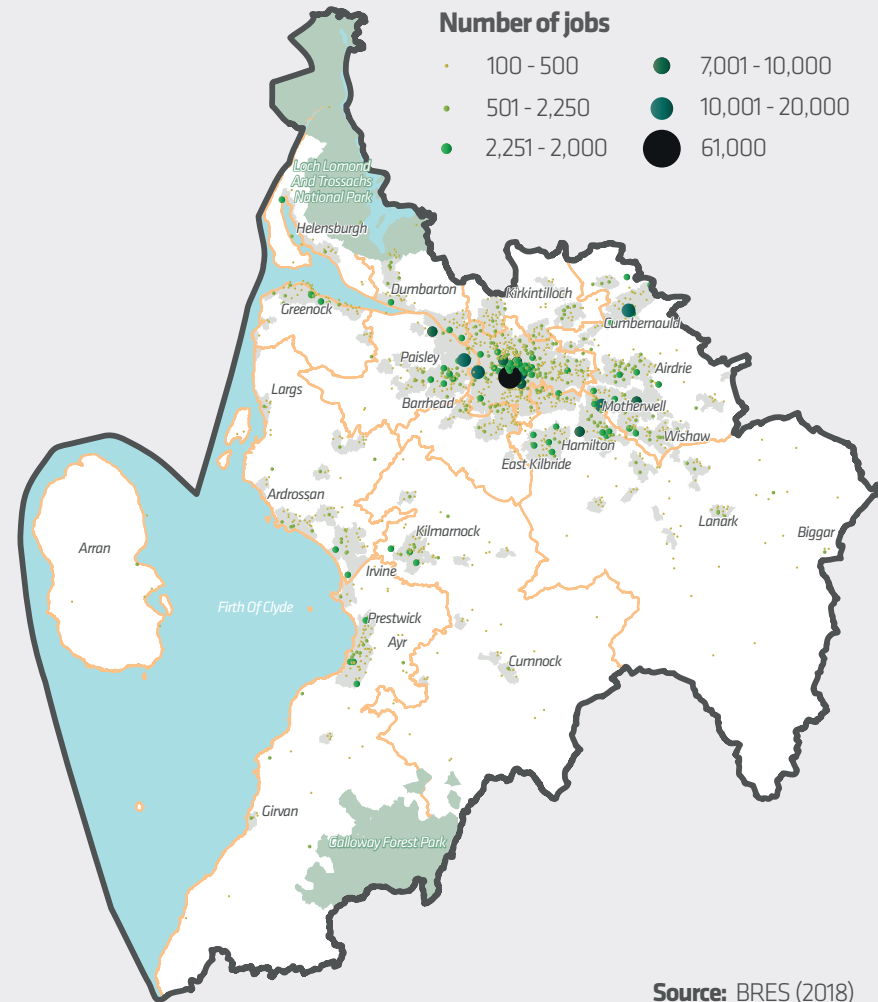
Source: BRES (2018)
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The Regional Transport
Strategy Framework

The RTS Framework is shown on the following page and its components are described below.

Vision and Priorities

The RTS Vision describes the transport system that we want for the people, communities and businesses of the west of Scotland. The Vision is supported by 3 Priorities, which summarise the wider environmental, societal and economic goals for the region that the RTS will help to deliver.

Targets

The RTS Targets set out the transformational change in travel behaviours that are required to achieve the RTS Vision and provide the key basis for evaluating progress of the RTS over time.

The RTS aligns with two national climate change targets for reducing transport carbon emissions and car kilometres. The RTS also sets out a third target for modal shift from private car travel to more sustainable ways of travelling, including using public transport or walking, wheeling and cycling.

The Targets are a complementary set and achieving them requires the RTS to be delivered as an integrated set of Policies. This approach ensures that efforts to meet overall climate change targets are not highly focused on single solutions, such as electric vehicles, at the expense of investing in high quality public transport and infrastructure that supports walking, wheeling and cycling.

RTS Strategic 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 53% from the 2019 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 & evaluation	Annual Progress and Monitoring report including monitoring indicators Evaluation of RTS Priorities and Targets	

Objectives

The RTS Objectives are the specific changes to the transport system and travel behaviour that we aim to achieve through the RTS, and directly respond to the Key Issues set out earlier in the Strategy. An objective was developed for each Key Issue, as shown on the previous page. Any actions and interventions developed in future RTS Delivery Plans will be assessed against their ability to contribute towards achieving one or more Objectives.

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

Policies

The RTS Policies direct SPT's future actions and investment that will be set out in the RTS Delivery Plan and associated Action Plans. They also provide guidance for partners and stakeholders for their own decision-making on transport strategies, projects and programmes in the region. The detailed Policies are set out in the next chapter, under the nine Policy Themes listed in the RTS Framework.

Theme: Accessing and using transport

We need a transport system that works for everyone. Transport helps us undertake many activities, such as going to work or hospital, attending college or university, and participating fully in society.

However, poor transport provision can limit our opportunities and contribute, directly or indirectly, to societal inequalities, social exclusion, rural depopulation and poor health. It is therefore imperative that our transport network is accessible, affordable, available, and safe and secure for everyone who wants to use it including residents, visitors and tourists.

Today's transport system falls short of providing this level of access for all. The RTS Case for Change identified many specific problems including: the accessibility of vehicles, infrastructure and travel information; the cost of public transport fares; the availability and coverage of public transport (particularly problems with accessing work, key services and town centres), and limited public transport provision for rural, remote and island communities; and problems with real and perceived safety and security of transport particularly for people using public transport and active travel networks.

The RTS sets out four Policies that will help tackle these problems and achieve our vision for a transport system that is accessible and shaped by the needs of all. Key elements of these policies include supporting **accessible transport** through delivery of the Scottish Accessible Travel Framework within the region, investigating governance options to make public transport fares more **affordable**, helping develop the role of **Community Transport** to meet the transport needs of rural, remote and disadvantaged communities, and **promoting safety** by design in the development of public transport and active travel networks and services.

RTS Policies: Accessing and using transport

1   Accessible Transport

Ensure the transport system is accessible to all. Support delivery of the Scottish Accessible Travel Framework (SATF) and Annual Delivery Plans within the region. Improve the convenience, comfort and certainty of experience for people when travelling by active travel or public transport, particularly people who have a disability including non-visible disability. Ensure accessibility is considered in the application of the sustainable travel hierarchy and is a core objective in transport innovations and new forms of transport services and infrastructure including Electric Vehicle charging infrastructure.

2   Affordable Transport

Deliver affordable public transport for all particularly for people living in poverty, in socio-disadvantaged communities and in rural and remote areas. Public transport fares should be affordable and should reflect a range of circumstances including people's ability to pay, the length of the journey, time of day and the relative cost of other modes. Facilitate more affordable fares through opportunities provided by legislation (Transport (Scotland) Act 2019) and other governance arrangements. Ensure public transport passengers find it easy to choose and access the best value ticket for their journey. Facilitate public transport ticketing to be more flexible, affordable and integrated and to better reflect the way people need to travel, particularly people who have insecure, part time or shift work or unpaid care work. Ensure affordability is a core objective in developments and enhancements related to smart and integrated ticketing, Mobility as a Service and other relevant transport innovations including fare capping policies and technologies. Develop and facilitate the role of active travel as an affordable transport option.

3   Availability and Coverage of Transport

Ensure active travel and public transport networks meet the needs of all for access to key locations, particularly town/city centres, employment centres, colleges and universities, hospitals and key sustainable transport hubs/interchanges. Ensure transport networks reflect the needs of all communities, particularly groups and communities who are more likely to depend upon active travel or public transport for every day travel. Improve the availability and stability of public transport services in rural, remote and island communities and socio-economically disadvantaged communities. Develop the role of local bus, Community Transport, taxis and other Demand Responsive Transport services, shared transport and shared mobility to ensure public transport is available to all communities.

4   Safe and Secure Transport

Ensure the transport system is safe and secure for all. Ensure everyone is able to use public transport and active travel free from fear of harassment and discrimination based upon ethnicity, disability, sex, sexual orientation, gender identity or age. Promote safety by design and involve equality groups in the transport design process. Improve perceptions of personal safety and security related to using public transport services and active travel networks.

Theme: Reducing the need to travel and managing demand

We need a transport system that prioritises low carbon and resource efficient ways of travelling and supports sustainable development.

Over time, car use in the region has been facilitated and encouraged by development and economic growth patterns to the point where car dependency is strongly entrenched in many communities. Reducing the long-standing dominance of car use is complicated; however, doing so is likely to realise substantial benefits for the economy and environment, and for our health and quality of life. Furthermore, this is a matter of fairness and equality, particularly for the one in three households in our region that do not have access to car.

As identified in the RTS Case for Change, the frequency of car trips, car ownership levels and average journey distances have all generally increased in most parts of the region over the past decade while car occupancy levels have been decreasing. As elsewhere, the size of vehicles has been increasing, and the adoption of satellite navigation technology has released 'hidden' capacity on the network as drivers are able to choose from alternative secondary routes.

Taken together, these trends mean that there are more car trips, and these are more likely to be made in larger vehicles with fewer people in them. This not only impacts on the region's ability to reduce harmful emissions from transport, but also increases the congestion that makes bus travel unreliable, increases risks for vulnerable road users and impacts on the quality of our streets and communities. Increasing levels of car use is also linked to lower physical activity rates, as driving a car is a sedentary activity, and this has adverse impacts on our health.

We know the scale of carbon emission reductions that are necessary requires reducing the need to travel and reducing the amount of travel that is undertaken in private vehicles. The set of policy tools required to reduce car use are well known: **better integration of sustainable transport and land use planning** and delivering on the concept of '**20-minute neighbourhoods**', where everyday services and primary public transport networks are within walking or cycling distance from home, reduces the distances we need to travel and makes it easier to reduce car dependency, and, over time, sets the region on a long term, low carbon trajectory.

Allocating more road space to buses, light rail, cyclists and pedestrians can be particularly effective as it directly constrains car use while making journeys by active travel and public transport more reliable, faster and safer.

However, these will not be sufficient in isolation to achieve the necessary scale of change, and more robust car **demand management** policies will also be required if we are to achieve decarbonisation of the transport sector and the wider RTS Vision. The Scottish Government has committed to developing a national Framework for Car Demand Management and the UK Government is looking to change how the vehicle taxation system operates, a process that will only accelerate as electric and hydrogen vehicles replace fossil-fuel vehicles. However, as the ways in which we pay for transport change in response to technological innovation, it is essential that we avoid the kind of competition between places that creates displacement of trips rather than a reduction in car use. Whatever new forms of pricing are implemented – which could be vehicle taxes based on size/weight rather than emissions, workplace parking levies, or distance-based road pricing, a coordinated regional and national approach, based upon national guidance and incorporating both passenger and freight transport, will be required to ensure that these measures contribute to other objectives such as reducing inequalities as well as helping meet our climate commitments.

It is also important that we work to **change behaviours** and attitudes towards car use, moving away from habitual car use towards a more balanced mix of transport modes appropriate to different journey types. The 'school run' is one focus area for travel behaviour change because of the opportunity to instil healthier, greener habits in parents/guardians, children and young people. Of course, some of our travel needs require a car, but there are well-established ways to make these trips more sustainable and reduce car dependency overall, such as promoting **journey sharing and car clubs**. These important measures increase vehicle occupancies and reduce the need to own a car altogether, whilst ensuring accessibility for those journeys that cannot be made by alternative modes.

RTS Policies: Reducing the need to travel and managing demand for travel by car

5	**Integration of transport and land use**

Seek to minimise physical separation and travel distances between the places where people live and the places where people need to go to for work and other every day activities through improved integration of transport, land use and service planning. Embed the sustainable travel hierarchy and sustainable transport investment hierarchy as key principles in land use policy and development plans and strategies. Discourage car-centred development and support new development that is located in areas that are accessible by active travel and public transport, designed to facilitate movement by walking, wheeling, cycling and public transport, and integrated with existing and planned active travel and public transport networks, services and hubs.

6	**20-minute neighbourhoods**

Support development of 20-minute neighbourhoods through improved integration of transport, land use and service planning whilst recognising that the concept and how it should be applied will vary across the region particularly in rural, island and remote areas.

7	**Flexible working and remote access to services**

Reduce the need to travel by supporting development of digital & remote access to public services and flexible working models.

8	**Road space reallocation**

Encourage and support reallocation of road space to walking, wheeling, cycling and public transport, where possible, to increase and enhance capacity for active and public transport modes and tackle car-centric road systems.

9	**Parking**

Encourage and support development of local parking policies that encourage more sustainable travel behaviours. Investigate and develop parking charges at park and ride facilities and locations where cars could be replaced by use of more sustainable modes. Support development of a Workplace Parking Licensing (WPL) scheme in Glasgow and the investigation and development of WPL schemes in other locations across the region as appropriate.

10	**Road pricing**

Support the investigation, development and implementation of road pricing policies that encourage more sustainable travel behaviours. Support the development and implementation of the national Framework for Car Demand Management.

11	**Behaviour Change**

Facilitate and encourage a change in travel behaviours to more sustainable ways of travelling and reduce reliance on the private car, including for travel to school, where public transport and active travel alternatives are available. Support and promote more sustainable travel behaviours for all journeys, including those made for leisure, recreation and tourism purposes.

12	**Shared transport and shared journeys**

Facilitate and support improved and increased shared transport provision in the region. Explore development of a regional approach to shared transport provision, particularly for car clubs and bike sharing. Support a shift from private car ownership to use of shared transport including car clubs. Facilitate and support increased journey sharing in the region, aiming to increase car vehicle occupancies for journeys that need to be made by car.

Theme: Enabling active travel

We need a transport network that makes it easy and natural to choose walking, wheeling and cycling for shorter, everyday journeys.

Incorporating walking, wheeling and cycling into our daily lives delivers substantial benefits for individual wellbeing and public health outcomes including lower levels of disease and premature death, reduced stress and better mental health. Enabling and encouraging people to walk, wheel and cycle more often also has wider benefits for neighbourhoods and quality of life: more spending is retained in well designed, compact communities that are safer, healthier and more attractive due to improved air quality and quieter streets less dominated by motorised traffic movements and parked vehicles.

Substantial progress on improving active travel infrastructure and facilities has been made in the past decade, and, more recently, the Bute House Agreement committed the Scottish Government to a significant uplift in funding for active travel, beginning the process of aligning the profile of expenditure across modes to the sustainable transport hierarchy. However, the RTS Case for Change identified on-going challenges including: lack of a comprehensive cycling network with fully segregated infrastructure and challenges in delivering this infrastructure; safety problems for vulnerable road users; maintenance of existing infrastructure including pavements; cars parked on pavements blocking access to people who are walking and wheeling; and inequalities in access to bikes.

The RTS sets out five Policies to help tackle these problems and achieve our vision for the west of Scotland to be an attractive place with active communities and a sustainable transport system. Key elements of these policies include facilitating delivery of a co-ordinated **regional active travel network**, facilitating and supporting local authority partners to **accelerate delivery of new active travel infrastructure** and maintain existing infrastructure, and supporting development of schemes to **increase access to bikes**.

RTS Policies: Enabling walking, wheeling and cycling

13	**Regional Active Travel Network**

Facilitate walking, wheeling and cycling to be the natural choice for every day, shorter journeys in line with the Sustainable Travel Hierarchy. Aim to make travelling actively more attractive than travelling by car. Ensure active travel networks are convenient, safe, accessible, inclusive and promote good health and wellbeing, aiming for full segregation from motorised traffic. Develop active travel as a mass transit mode on high travel demand corridors and support development of Active Freeways. Develop active travel networks in built up areas to include both direct routes and green networks to provide choice and maximise opportunities for healthy and sustainable travel behaviours. Facilitate development and delivery of a regional active travel network to achieve excellent active travel connectivity in the region and ensure integration with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.

14	**Accelerated delivery of walking, wheeling and cycling infrastructure and facilities**

Enable accelerated delivery of new and enhanced walking, wheeling and cycling infrastructure and facilities to achieve a step change in active travel provision as soon as possible. Facilitate and support delivery of Scotland's Active Travel Framework in the region. Support the provision of adequate resources for the ongoing maintenance of active travel networks.

15	**Access to bikes**

Increase access to bikes through supporting development and growth of bike sharing schemes and supporting other schemes and projects that enable bike ownership including the Cycle to Work scheme. Ensure adapted bikes and other non-standard bikes are included in access to bike schemes and projects.

16	**Integration of walking, wheeling and cycling with other sustainable transport modes**

Increase and enhance integration of walking, wheeling and cycling networks and facilities with other sustainable transport including bus, rail, ferry, Subway and Clyde Metro

17	**Integration of micromobility and walking, wheeling and cycling**

Review emerging guidance regarding micromobility modes and develop options to support and facilitate their safe integration within walking, wheeling and cycling networks.

Theme: Enhancing the quality and integration of public transport

We need a public transport system that is attractive, convenient and easy to use. Public transport systems use scarce resources more efficiently than average car trips by using less space and less fuel per passenger – and the more people who use public transport, the greater the economic and environmental benefits.

A good public transport system is also critical to achieving a more inclusive economy and reducing health inequalities by ensuring fairer access for people who do not have a car. Good public transport is also, alongside better active travel infrastructure, complementary to demand management measures as people need to have high quality alternatives to car travel to be able to travel more sustainably.

The current public transport system in the region suffers from poor perceptions by the public, inconsistent performance, and a lack of **integration** between different mode and operator networks, services and tickets. Satisfaction with local public transport services in the region has been decreasing and about half of all passengers feel that public transport does not offer value for money. As a broad trend, public transport patronage has been declining for a long time, and the COVID-19 pandemic has made any aims to increase passenger numbers even more challenging. The quality and integration of our public transport system needs to be improved to deliver a system that more people want to use.

Value for money is about getting the core transport service right – punctual, frequent and reliable services – and reducing the complexity of ticketing and fare structures so passengers are confident in selecting the best available fares for the journey they want to make. It is critical that these fundamental service quality factors are delivered to a good standard so that passengers are satisfied with the service they receive and confidence in public transport overall is increased.

We also need to make it easier to move from one service or mode to another, for example, from train to bus. High quality design and maintenance of the fabric of the network gives people the confidence to use it, especially when they are making journeys that are unfamiliar to them. This also requires a **range of tickets** to suit every need and **journey planning information** that is readily available both on the network and in the range of digital apps now in common use. For many years, the deregulation of public

transport provision has led to a proliferation of single operator tickets that can make using public transport off-putting or even daunting for some people. SPT has managed the ZoneCard multi-modal ticket for many years, but there is strong public demand for a simplified, multi-modal approach to a ticketing system overall. Modern technologies offer a key opportunity to overhaul various ticketing systems to make it much simpler and more affordable; however, it is critical that passengers who do not have access to digital technologies or banking systems are catered for and not disadvantaged.

A fully developed '**Mobility as a Service**' (MaaS) system in the region would offer the ability to plan, book and pay for a journey as one integrated, seamless door-to-door service. However, the region's fairly low level of integration between public transport operators and modes means that the full benefits of MaaS are unlikely to be realised until these fundamental integration matters are tackled.

The RTS Vision will not be achieved without improving the **quality and integration of the bus network**. The Transport (Scotland) Act 2019 provides new powers to local transport authorities, including SPT, to improve local bus services, and these powers will be explored through development of the Strathclyde Regional Bus Strategy. Additionally, the Community Transport sector needs to be supported to continue to play a vital role in meeting specific community accessibility needs as well as working in partnership to improve integration between local public transport and community transport networks.

Finally, **Clyde Metro** has the potential to be transformational because it goes far beyond the promise of providing new routes to connect key places such as Glasgow Airport and the Queen Elizabeth University Hospital: in remodelling, extending and creating new parts of the network that serve the conurbation, a metro system can provide a much higher level of accessibility across and between different areas of the city, complementing both a reinvigorated bus network and the remaining heavy rail network to provide a genuinely integrated public transport system across the Glasgow conurbation and beyond. This has obvious connectivity benefits in terms of linking people with jobs, education, healthcare and other services across the conurbation, but it is also essential because in a low carbon future, the public transport network will have to carry many more trips than it does today.

RTS Policies: Enhancing the quality and integration of public transport

18	Integrated public transport system

Enhance the quality and integration of the public transport system, aiming for a highly integrated, world class, passenger focused system that attracts users away from less sustainable modes of travel particularly private cars. Promote and facilitate integration of public transport systems including networks, services, ticketing, information, marketing, and passenger facilities, aiming for a more unified system that is easy and convenient for passengers to navigate. Improve public transport service quality particularly reliability, punctuality and frequency. Improve passenger satisfaction including value for money and increase perceptions of the public transport system as attractive, convenient and desirable. Facilitate and support integration of public transport with other modes. Ensure public transport governance models facilitate and enable delivery of the Regional Transport Strategy.

19	Ticketing and information

Develop and facilitate enhanced integration of public transport systems for ticketing, travel information, booking and payment activities across all public transport modes in the region including inter-regional connections where appropriate. Deliver a single, integrated system, providing users with a high quality, simple and accessible experience for planning, booking and paying for travel on public transport. Integrate and align developments in ticketing and information with wider developments in Mobility as a Service, new technologies and innovation whilst ensuring that public transport tickets and travel information is also available in non-digital formats.

20	Mobility as a Service

Develop and facilitate Mobility as a Service in the region, building upon existing opportunities including ZoneCard where appropriate. Ensure MaaS platforms are inter-operable with cross-regional and national MaaS solutions where appropriate.

21	Bus quality and integration

Facilitate and enable development of an enhanced and fully integrated bus network for the region. Ensure the bus network provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Ensure bus is perceived to be an attractive, convenient and desirable mode of transport that attracts users away from less sustainable ways of travelling. Facilitate and support development of an enhanced regional bus network to ensure excellent bus connectivity for the region and ensure integration with other sustainable transport modes including rail, ferry, Subway and Clyde Metro. Investigate and implement the bus provisions of the Transport (Scotland) Act 2019, where appropriate, including Bus Service Improvement Partnerships, Franchising and Municipal Bus Companies.

22	Rail quality and integration

Facilitate and support development of the regional rail network and ensure the multi-faceted role of rail in the region is recognised by investment decision makers. Ensure the rail network provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Increase integration of the rail network with other sustainable transport including bus, ferry, Subway and Clyde Metro.

23	Ferry quality and integration

Facilitate and support development of the ferry network in the region. Ensure the ferry network provides reliable and resilient services and meets the needs of island residents, businesses and visitors. Ensure the ferry network is integrated with the wider public transport system including island transport services to reduce adverse impacts of visitor car travel on Island communities and help achieve modal shift to sustainable travel modes.

24	Subway quality and integration

Develop the Subway to be fully integrated with active travel, bus, rail and Clyde Metro. Ensure the Subway provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.

25	Clyde Metro

Facilitate and support development and delivery of Clyde Metro through ensuring integration of active travel, bus, rail and Subway networks alongside new public transport infrastructure, delivering a step-change in sustainable transport provision in the region. Ensure Clyde Metro provides a public transport system which offers reliable and punctual services, good value for money and high levels of passenger satisfaction.

26	Integration of public transport with other sustainable modes

Improve and enhance integration of Community Transport, demand responsive transport services, active travel and shared transport with the current and future public transport network.

27	Park and Ride

Increase and enhance Park & Ride facilities and systems in locations where walking, wheeling or cycling connections to the public transport network are likely to be unfeasible due to location or proximity to development. Ensure Park & Ride projects are designed to minimise generation of new, shorter car trips and to encourage the use of active travel.

28	Interchanges and sustainable mobility hubs

Facilitate and support development and enhancement of public transport interchanges. Support development of the national Mobility Hub Delivery Framework. Ensure that best use is made of existing public transport facilities and integration with all sustainable modes including active travel, shared modes and Community Transport.

Theme: Improving road safety

We need a transport system which is safe for all users, all of the time. Road safety has been improving in the region over many years, and road safety partners, including local authorities, have made substantial progress in reducing the number of fatal and serious collisions occurring on the road network.

However, there is much more to be done to achieve Scotland's Vision Zero where no one is killed or seriously injured on roads. **Vulnerable road users** are at particular risk as people who are involved in a road crash while walking, wheeling or cycling are much more likely to be seriously injured or killed compared to people traveling by other modes. In 2019, over a quarter (27%) of people killed on roads in Scotland were walking at the time of the accident, and 10 people who were cycling were killed.

Scottish Government policy aims to deliver 20mph speed limits on all appropriate roads in built-up areas by 2025. **Lower traffic speeds** can reduce the risk of accidents and the severity of injuries sustained in road collisions, particularly by people who are walking, wheeling and cycling. Slower speeds also make streets quieter and more attractive as places to interact and travel actively.

RTS Policies: Improving road safety

29 — Road safety and vulnerable road users

Support and facilitate delivery of Scotland's Vision Zero where no one is killed or seriously injured on roads by 2045, with particular focus on vulnerable road users including people who are walking, wheeling and cycling, children and young people, older people and disabled people. Support implementation of the national Road Safety Framework and local Road Safety Plans and help meet road casualty reduction targets in the region. Aim for a sharp and consistent reduction in the number and severity of road traffic collisions in the region.

30 — Safe speeds

Support implementation of 20mph speed limits on appropriate roads in cities, towns and villages in the region, aiming for a consistent approach across the region. Support delivery of road safety campaigns to encourage better driver behaviour. Support investigation and implementation of reduced speeds on rural roads in the region. Support partners to ensure speed limits are enforced.

Theme: Decarbonising vehicles and improving air quality

We need to **transition away from petrol and diesel vehicles** on the regional transport network as soon as practicable. Zero emission vehicles are a critical part of the overall path to a low carbon transport future.

This transition from conventional fossil-fuelled vehicles to electric, hydrogen and other alternatively powered vehicles is already underway but much remains to be done. A well-maintained network of electric vehicle charging facilities is a key enabler of growth in electric cars and vans.

The Scottish Government is aiming to make zero-emission vehicles the default choice for all bus operators from now on through the Scottish Zero Emission Bus challenge fund (ScotZEB). An increasing number of buses in the region are already zero emission vehicles, supported by ScotZEB and previous funding schemes, and this proportion will increase as fleets are renewed.

Heavy Goods Vehicles (HGVs) are currently the most difficult road vehicles to decarbonise given their weight and long average trip length. Given the concentration of freight movements to/from Scotland on the M74 corridor, this route is the ideal place to trial emerging technologies such as overhead electrification or induction charging as they become available. The development of Green Hydrogen infrastructure in the region presents opportunities for the decarbonisation of larger vehicles, and is also an important economic development opportunity for the region. In time, the widespread take-up of zero emission vehicles will help reduce some transport-related local air quality problems in the region; however, this transition to zero emission vehicles is still years in the making. This means there is still a need to focus on reducing the impact of motorised road vehicles on air quality. Glasgow City Council is implementing a **Low Emission Zone**, and outwith Glasgow city centre, there remain significant concentrations of local air pollution caused by road traffic, particularly in **Air Quality Management Areas**.

Furthermore, zero emission vehicles are only zero emission at the tailpipe and will still continue to contribute to particulate pollution through the wearing of tyres and brakes and resuspension of dust. This means complementary policies in this RTS and in our partner's strategies, such as demand management and improving public transport and active travel, will continue to be critical to enable better air quality for our communities.

Transport Scotland has committed to **decarbonising Scotland's railways** by 2035 through a combination of new fixed electrification, and the introduction of hybrid battery and potentially hydrogen rolling stock. It is envisaged that all of the remaining diesel routes in the region will be electrified, with the exception of the West Highland Line and the route south of Ayr/Girvan towards Stranraer, while Intercity routes from Glasgow to Aberdeen, Inverness and Carlisle via Dumfries are also included. It is also critical that the Clyde Metro is implemented on the basis of minimising carbon at all stages of development and operation. SPT is also committed to achieving a **net zero carbon Subway network**.

There have been challenges **decarbonising vessels on the ferry network** in the region. It is critical that future investment and plans ensure a resilient ferry network is maintained to provide connectivity for island and peninsular communities on the Firth of Clyde.

Finally, the region has an important role as a **hub for air services** to many remote and island communities in Scotland and making these connections as sustainable as possible is important.

RTS Policies: Decarbonising vehicles and improving air quality

31 Road transport vehicle decarbonisation

Facilitate and promote an accelerated transition to ultra-low emission road transport vehicles. Support and facilitate a co-ordinated approach to implementing electric vehicle charging infrastructure. Support the development of regional / cross-boundary charging infrastructure networks including ensuring supply for rural and remote areas and integration with public transport and sustainable mobility hubs. Support introduction of tariffs for use of the electric vehicle charging network and support co-ordinated approaches to tariffs. Improve information and sharing of best practice related to road transport decarbonisation among consumers, business, freight sector and transport operators. Support and encourage bus operators to take up opportunities to decarbonise fleets, upgrade depots and develop partnerships with energy providers. Support and facilitate decarbonisation of the community transport sector in the region. Facilitate development of public charging infrastructure for bus and community transport particularly at SPT bus stations, and integrate with sustainable mobility hubs as appropriate. Support and encourage innovation and investment in alternative fuels and fuelling infrastructure including Green Hydrogen particularly to support decarbonisation of larger vehicles including buses and public sector fleets. Support alignment of transport decarbonisation and clean energy strategies and promote cross-sector working including improving data sharing.

32 Rail decarbonisation

Support and facilitate decarbonisation of rail services in the region through development and implementation of Transport Scotland's Rail Services Decarbonisation Plan. Ensure investment in decarbonisation of rail services provides opportunities for improved and more resilient rail services and infrastructure in the region.

33 Subway decarbonisation

Develop and implement a net zero carbon strategy for the Subway.

34 Ferry decarbonisation

Support decarbonisation of ferry services in the region and implementation of national and local Island Connectivity Plans. Ensure ferry decarbonisation provides opportunities for improved and more resilient ferry services and infrastructure in the region.

35 Aviation decarbonisation

Support decarbonisation of regional air services particularly lifeline services to Argyll and Bute, Highlands and Comhairle nan Eilean Siar. Improve low carbon surface transport to Glasgow Airport and Prestwick Airport.

36 Clyde Metro

Ensure that Clyde Metro is developed on the basis of minimising carbon and other harmful emissions. Promote lower energy consumption by incorporating renewable energies and zero emission transport designs wherever possible.

37 Low Emission Zones

Support implementation and promotion of the Glasgow Low Emission Zone. Support investigation and implementation of additional Low Emission Zones in the region where the relevant criteria are met.

38 Air Quality Management Areas

Support the delivery of Air Quality Management Area (AQMA) Action Plans and measures to improve air quality within AQMAs in the region. Aim to reduce the number of AQMAs in the region.

Theme: Moving goods more sustainably

We need a transport system that provides for the needs of business and consumers, whilst minimising adverse impacts on congestion, the environment, and the safety and quality of our streets and communities.

Freight transport is an integral part of our transport network, moving everything from fuel to food to meet the needs of residents, governments, business and industry. These movements range from **strategic flows** from our region's airports, sea ports and harbours, and rail and road freight hubs, including Eurocentral and Mossend, to the light van deliveries that many people have come to rely upon as shopping has moved increasingly online. It is critical to our regional economy that the freight transport network is fit for purpose, efficient and well-maintained.

Today, around 70% of freight journeys originating in our region are made by road – the result of shifts from rail and water networks in the 20th century and the changing nature of consumer demands and the types of goods transported. Increasing the amount of freight carried by rail and maritime networks rather than by road is a key aim, but investment and strong partnership working across private and public sectors is needed to support development of rail freight markets and improve rail freight connectivity.

Increasing demand for home deliveries, an existing trend further accelerated by the COVID-19 pandemic, is one of the reasons for increased traffic from light goods vehicles, which adds to congestion on local roads and can adversely impact on the quality of life in residential areas and the safety of vulnerable road users. To date, there has been limited investment in cleaner delivery vehicles within the logistics industry in part because of the number of individual owner-operators. As a result, light goods vehicles have been responsible for the largest proportionate growth in roads transport carbon emissions in the past decade.

The RTS also aims to improve the **sustainability of the movement of freight and goods in built-up areas**. Developing freight consolidation hubs and improved network planning can support a more resource-efficient freight network and reduce the amount of freight traffic on local roads and streets, particularly from heavy goods vehicles. Cycle logistics, which use cargo bikes for deliveries, is another opportunity that can be built upon to reduce motorised freight traffic within urban centres and some neighbourhoods.

| RTS Policies: Moving goods more sustainably	
39	**Strategic freight transport**
Facilitate a sustainable, efficient resilient and reliable strategic freight transport network and improve freight transport facilities in the region. Increase freight modal shift from road to rail and maritime. Support and facilitate best practice and innovation in freight transport in the region through the regional Freight Quality Partnership.	
40	**Urban freight and last mile deliveries**
Facilitate and support more sustainable and efficient movement of goods in urban centres. Reduce adverse impacts of goods traffic on local roads networks and communities. Facilitate and support the development of enhanced freight hubs, facilities and the consolidation network. Enable the growth in cyclelogistics and cargo bikes as well as innovation in 'last mile' deliveries.	
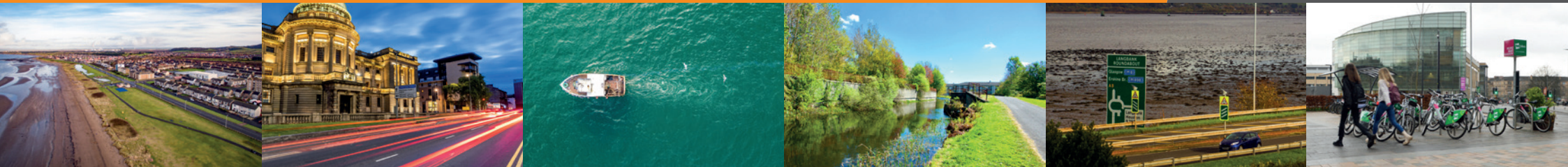
Theme: Increasing resilience and adapting to climate change

We need a transport system that is resilient and **adapted to meet the impacts of climate change**, which are already occurring in the region in the form of an increasing number of severe weather events.

Disruption on the transport network presents immediate costs to business and the economy, and vulnerable infrastructure can undermine the confidence in, and potentially the economic future of, our region. Adapting our transport infrastructure and services to cope with the impacts of climate change must therefore be an important element of this strategy, supporting its long-term development and prosperity.

The most immediate impact of climate change is the increasing frequency of the kind of severe weather events that caused the catastrophic failure of the railway line near Stonehaven in 2021, and contribute to the continuing landslips on the A83 in Argyll. As set out in the RTS Case for Change, around 600km of the road network in the SPT region is at risk of surface water flooding and around 50km is at risk of coastal flooding. Equivalent figures for the railways are 166km and 3km respectively. In addition, there are hundreds of bridges and other structures on the road and rail networks at risk from water impacts, especially intense rainfall. As the example of the A83 Rest and Be Thankful shows, the closure of key network links can create sudden and significant disruption for thousands of people. Maintaining our existing infrastructure – much of which is ageing and vulnerable – to **increase its resilience to extreme weather events** by bringing it up to modern standards and ensuring there are alternative routes and services available in the event of disruption occurring, are at the heart of effective resilience planning.

An additional consideration in the SPT region is the resilience of the ferry network, both in terms of port infrastructure but also the vessels themselves. This is compounded by the lack of inter-operability between ferry routes, which makes the provision of alternative services during disruption extremely difficult. The loss of ferry services has an immediate and often severe impact on island communities, putting firms and essential services at risk. Significant investment in harbours and vessels will be required to maintain ferry services in the years ahead.

It is also essential to understand and plan for climate change impacts on the health and wellbeing of transport system users and staff, including the impacts of extreme heat.

Working in partnership is critical to delivering the necessary change to our transport network and systems, and the RTS is aligned to key national and regional policies in this theme, including the STPR2, Glasgow City Region Climate Change Adaptation Strategy, the indicative Ayrshire Spatial Strategy, and indicative Argyll and Bute Spatial Strategy.

RTS Policies: Increasing resilience and adapting to climate change

41	Climate change adaptation

Facilitate and support adaptation of the regional transport system to the impacts and effects of climate change. Adapt the transport system to protect the health and wellbeing of transport system users and staff from climate change impacts including higher temperatures and heat stress. Ensure new transport investments including Clyde Metro are future proofed for impacts of climate change and a low carbon future.

42	Transport system resilience

Increase resilience of the regional transport system to disruptive events. Reduce adverse impacts of transport system disruption on people and business.

43	Flood risk management and mitigation

Support increased integration of transport and flood risk planning. Encourage and develop opportunities to support Flood Risk Management Plans and associated actions through transport projects and infrastructure.

Strathclyde Partnership for Transport

Theme: Protecting and enhancing the built and natural environment

We need a transport system that contributes positively to the quality of our natural and built environments.

Transport depends on significant physical infrastructure that has many impacts on its surroundings, both positive and negative. The need to minimise the impact of transport on the natural environment has long been understood, with transport plans and projects becoming more sophisticated over time in the ways in which they are joined-up with policies to **safeguard the natural environment**, protect fragile ecosystems and guard against the **loss of biodiversity**. However, the scale of biodiversity loss happening right now means that it is important to identify opportunities for transport to positively contribute to biodiversity gain, including increasing access to green spaces, use of green infrastructure, nature-based solutions in transport infrastructure, and integrating sustainable transport networks and **green networks**. Promoting high density, sustainable development with good sustainable transport connectivity is critical.

In urban settings, the value that can be gained from well-designed streetscapes is at the centre of the strong policy attention now focused on creating **higher quality places**. Traffic reduction is a key part of this, but issues such as the quality of materials used, the ways in which infrastructure such as bus stops and cycle routes integrate with the historic built form, and the quality of public transport vehicles that form a critical part of the streetscape and experience of place are also important.

Transport decision-making therefore needs to align with other policies and investments designed to enhance the environment, improve the public realm and help achieve high quality places.

RTS Policies: Protecting and enhancing the built and natural environment	
44	**Biodiversity and green networks**
Protect and enhance biodiversity in the planning and delivery of transport strategies and infrastructure. Integrate sustainable transport networks and green networks. Aim to integrate nature-based solutions into transport projects and support development of best practice to help achieve this.	
45	**Built environment and high-quality places**
Protect and enhance the built environment. Support placemaking and the creation of high quality, people-centred places that prioritise the movement of people over vehicles.	

Theme: Connecting places

We need a region that is well-connected, to support inclusive economic growth, facilitate economic development and social inclusion, and increase attractiveness of the region as a place to live, work, invest and do business.

This means local neighbourhoods need to be connected to local services and centres. Rural, remote and island areas need to be connected to their closest town centres and public transport hubs. Good connections are required between towns that have highly integrated labour markets and economies, such as within Ayrshire, Lanarkshire and between the whole of the region and Glasgow. The region also needs good connections to the rest of Scotland and beyond, for passenger and freight movements.

The region is home to a wide variety of places with different connectivity needs, ranging from Scotland's largest conurbation to coastal areas such as Greenock and Ardrossan, from island communities on Arran and Cumbrae to remote small towns and villages such as Cumnock and Leadhills. The region has several international transport gateways providing strategic air, water, rail and road hubs as well as inter-city rail, bus, cycling and road connections and inter-regional ferry and air services to the rest of Scotland, for passengers and freight movements.

The makes the region's connectivity needs highly complex. Amongst these needs, the regional transport network needs to support rural, island and coastal areas to reverse depopulation trends and manage sustainable growth in rural tourism; ensure access to jobs both within many sub-regional contexts as well as region-wide access to Glasgow, and underpin regional cohesion and economic development goals whilst also ensuring integration with other regions and national economic and development policy.

The Connecting Places policies aim to set out the full range of connectivity requirements for the region on a spatial basis, reflecting the region's need for **strong international connections** as well as good links both **within Strathclyde** and to **neighbouring parts of Scotland and beyond**. The policies do not describe the specific interventions required to improve connectivity, but provide a framework for future appraisal, modal strategies and the application of national policies (e.g. Strategic Transport Projects Review 2) within the region. The policies are developed from the spatial and economic development and investment priorities set out in the National Planning Framework 4 and the four indicative Regional Spatial Strategies covering the SPT region – Argyll and Bute, Ayrshire and Arran, Glasgow City Region and Loch Lomond and Trossachs National Park. For example, NPF4's identification of Hunterston as a National Development underlines the importance of improved freight access to the site. The policies also consider connectivity for existing travel to work and freight transport corridors; town centres; rural, remote and island communities; regional hospitals and tertiary education facilities; and future housing development.

RTS Policies: Connecting places

46	International connections

Improve, increase and enhance sustainable inter-national connectivity of the region for passenger and freight transport and ensure the transport system supports a sustainable, inclusive, competitive, resilient and productive regional economy. The region's international transport gateways and routes to be maintained, improved or enhanced include:

- Connections to Glasgow Airport and Prestwick Airport;
- Connections to ports - Ocean Terminal, Hunterston, Ardrossan, Ayr, Troon, King George V Docks, Inchgreen, and connections to Cairnryan;
- Connections to England – including Glasgow Central station, Motherwell station, West Coast Mainline, Glasgow and South Western line, A76, A71, A72 and M8/M77/M74 and High-Speed Rail;
- Connections to road and rail freight facilities – Mossend, Eurocentral, and connections to Grangemouth

47	Connections between Strathclyde and other Scottish regions

Improve, increase and enhance sustainable inter-regional connectivity of the region for passenger and freight transport and ensure the transport system enables a sustainable, competitive, resilient and productive regional economy. The region's inter-regional transport gateways and routes to be maintained, improved or enhanced include:

- Connectivity to Argyll and Bute, Northwest and Western Isles
- Connectivity to Loch Lomond and Trossachs National Park
- Connectivity to Falkirk, Stirling and the North/Northeast
- Connectivity to Edinburgh, West Lothian and Scottish Borders
- Connectivity to Dumfries and Galloway
- Connectivity of Arran – Argyll and Bute

48	Connections within Strathclyde

Improve, increase and enhance sustainable connectivity of regional strategic economic development and investment locations and intra-regional travel to work and freight corridors, and ensure the regional transport system enables sustainable development. Key strategic intra-regional connectivity priorities and corridors include:

- HMNB Clyde / Faslane, Helensburgh Growth Area and Helensburgh/HMNB Clyde – Balloch/Dumbarton – Clydebank - Glasgow
- Clyde Mission Clyde Corridor and Glasgow City Region City Deal investment locations
- Ayrshire Growth Deal strategic economic development and investment locations
- Glasgow - all cross-boundary radial corridors to/from Glasgow
- Intra-urban Ayrshire (Kilmarnock/Irvine/Kilwinning/3 towns/Troon/Prestwick/Ayr)
- South Lanarkshire – North Lanarkshire
- East Renfrewshire – Renfrewshire – West Dunbartonshire
- Inverclyde - Renfrewshire
- Ayrshire – Renfrewshire - Glasgow
- North Ayrshire – Inverclyde
- East Dunbartonshire – North Lanarkshire
- East Dunbartonshire – West Dunbartonshire
- Ardrossan – Arran, Largs - Cumbrae and Rosneath Peninsula – Greenock

49	Connections to town centres

Improve, increase and enhance active travel and public transport connectivity of the region's town centres to support town centre economies and delivery of 20-minute neighbourhoods.

50	Connections for rural, remote and island communities

Improve, increase and enhance transport connectivity for rural, remote and island communities particularly to nearest town centres and key transport hubs. Improve, increase and enhance transport connectivity for Arran, Cumbrae and Rosneath peninsula.

51	Connections to regional hospitals and tertiary education

Improve, increase and enhance sustainable connectivity of regional hospitals and tertiary education. Support development of active travel and public transport connectivity for new Monklands hospital and other future hospital and tertiary education development.

52	Connections to housing development locations

Facilitate and support increased and enhanced active travel and public transport connectivity of major residential development and growth areas in the region.
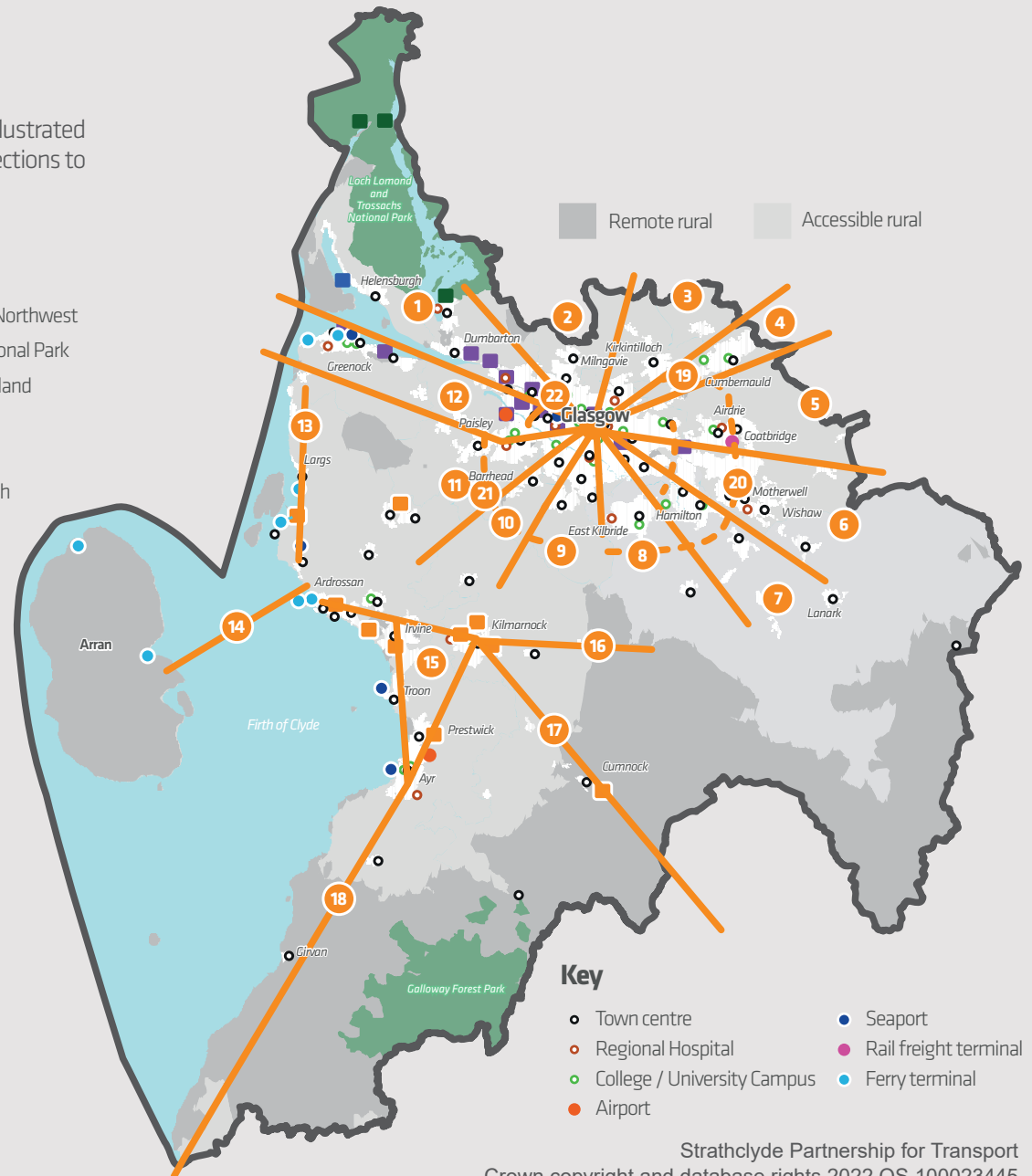
Strathclyde Partnership for Transport

Connecting Places map

The strategic connectivity priorities and corridors set out in Policies 46 – 51 are illustrated at an indicative level in Figure X. Some of the numbered corridors include connections to other regions as well as connections within the region.

Corridors

1. Glasgow - Clydebank/Drumry - Dumbarton - Balloch/LLTNP/Helensburgh - Argyll & Bute / Northwest
2. Glasgow - Bearsden - Milngavie - Strathblane / Stirlingshire / Loch Lomond & Trossach National Park
3. Glasgow - Bishopbriggs - Kirkintilloch/Lenzie - Central Scotland - The North/Northeast Scotland
4. Glasgow - Cumbernauld - Central Scotland / Edinburgh
5. Glasgow - Airdrie/Coatbridge - West Lothian - Edinburgh
6. Glasgow - Motherwell - Wishaw - Carluke/Lanark - Clydesdale - Scottish Borders / The South
7. Glasgow - Hamilton - Larkhall - Clydesdale - The South
8. Glasgow - East Kilbride - Strathaven
9. Glasgow - Newton Mearns/East Renfrewshire - Kilmarnock/Ayrshire
10. Glasgow - Barrhead/East Renfrewshire - Kilmarnock/Ayrshire
11. Glasgow - Paisley/Renfrewshire - North Ayrshire/Arran/Ayrshire
12. Glasgow - Paisley/Renfrewshire - Inverclyde - Dunoon/Argyll & Bute
13. North Ayrshire - Inverclyde including ferry routes
14. Ardrossan - Arran
15. Ayrshire Inter-urban (Kilmarnock/Irvine/Kilwinning/3 towns/Troon/Prestwick/Ayr)
16. Ayrshire - Central Belt / The South
17. Ayrshire - Dumfries and Galloway - The South
18. Ayrshire - Cairnryan / Dumfries and Galloway
19. East Dunbartonshire - North Lanarkshire
20. North Lanarkshire - South Lanarkshire
21. East Renfrewshire - Renfrewshire - West Dunbartonshire
22. East Dunbartonshire - West Dunbartonshire

Key

- Town centre
- Regional Hospital
- College / University Campus
- Airport
- Seaport
- Rail freight terminal
- Ferry terminal

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Delivering the RTS

RTS Delivery Plan

The RTS sets out the long-term policy framework for Strathclyde over the next 15 years. However, the successful implementation of the strategy will require a programme of ongoing actions and interventions.

Their delivery will only be achieved through close partnership working between SPT, our constituent councils, Transport Scotland, other transport industry partners, and a wide range of stakeholders including local communities.

The actions, initiatives and projects to implement the RTS and its policies will be defined in a Delivery Plan, which will be prepared to accompany and sit alongside the RTS. This will include a mix of physical and non-physical interventions that will be identified on an ongoing basis during the lifetime of the strategy through technical analysis, engagement and appraisal work.

Unlike the RTS itself, which provides a long-term perspective, the Delivery Plan will be reviewed regularly to reflect the changing status of projects, their differing stages in the project lifecycle and the need for new actions to achieve policy aspirations. As such, the Delivery Plan will cover a period of three years and will be updated as part of the ongoing monitoring and evaluation of the RTS. The first Delivery Plan will be prepared by SPT following adoption of the RTS.

An overview of the Delivery Plan process is provided below. It is anticipated that it will include the following key components:

RTS Policy:	the relevant policy within the RTS which the measures seek to help to achieve
Action	the intervention being taken forward by SPT to facilitate delivery of the RTS policy
Objectives	the RTS objectives that the action will help to achieve
Potential Delivery Partners	any organisations required to help facilitate delivery of the action / project / intervention

In addition, other relevant considerations such as project stage, timescales, costs and risks will also be considered as part of this process. This approach will ensure that the RTS Policies and Delivery Plan actions are closely linked and that together they form a coherent, implementable strategy.

Furthermore, the Delivery Plan will focus upon actions and interventions that are regionally significant in nature. These can be determined by a number of factors including:

Scale	interventions of a large enough scope to have impacts at a regional level
Cross-boundary	interventions that span multiple local authorities within the SPT area
External Connectivity	interventions that provide connectivity to locations outside of the region
Powers	interventions where the powers for their delivery or operation lie with SPT

Overall, the achievement of the outcomes defined in the Delivery Plan may be the responsibility of numerous stakeholders and will require partnership working, but all the interventions will contribute to achieving the Vision, Objectives, Targets and delivering the Policies of the RTS.

Governance

The successful delivery of the RTS will be dependent on a wide range of factors, but fundamental to that success will be an effective transport governance framework, clear roles and responsibilities for those tasked with delivering change, and secure and sufficient funding arrangements over the short, medium and longer-term to ensure confidence in delivery over the lifetime of the RTS.

However, a clear message which emerged from the Draft RTS consultation, and engagement and analysis undertaken throughout the development stages of the RTS, was that current arrangements in the region are not fit for purpose to deliver the bold ambition and targets of the RTS.

In seeking to address this, SPT, in partnership with our constituent councils, will lead work to identify and recommend optimal solutions to the transport governance, roles and responsibilities and funding issues facing our region, drawing upon the existing legislative framework. Once complete, the outcomes of this process will be submitted to Scottish Ministers for approval. Further work to facilitate implementation of the recommendations will then be set out through ongoing updates of the RTS Delivery Plan.

Funding the RTS

The RTS Delivery Plan will not be a fully costed programme of investment, but it will provide an ongoing indication of the scale of activity necessary to take forward the actions required to implement the strategy. SPT has capital and revenue budgets that cover a range of functions from supporting local authority partners in delivering transport infrastructure to subsidising socially necessary bus services. In addition, funding is also allocated to transport planning workstreams to develop business cases, feasibility studies and appraisals in order to progress projects to implementation.

SPT will continue to utilise these resources to develop and implement the RTS Delivery Plan and the actions it identifies. However, these will not be sufficient in isolation to realise the transformational change being sought for the region. Therefore, it is crucial to explore alternative sources of funding in dialogue with local authority partners, Transport Scotland, Community Planning partners, transport operators and developers.

Ideally, through partnership working with these bodies, the possibility of establishing a long-term funding pipeline can be explored. Nonetheless, SPT will seek to maximise funding opportunities for RTS delivery through bids to external funding sources, partnership working, developer contributions, financing and its assets. Some interventions may also be revenue generating themselves although the costs of providing many measures often equates to or exceeds the revenue they create.

Ultimately, the efficient and effective use of resources will be crucial to the successful delivery of the RTS. This is closely aligned with our work on governance which seeks to ensure that we have the right decision-making processes in place for how best to use these resources.

Working with communities

The successful delivery of the RTS will also require close engagement with communities across the region to understand their needs and to develop measures that are tailored to them. The Place Principle, adopted by Scottish Government and COSLA in 2019, sets out the need for partners to work collaboratively, across sectors, to improve outcomes for places and provides a collective focus to address inequalities, improve lives and create more successful places. Places are shaped by the way resources, services and assets are directed and used by the people who live in and invest in them. A more joined-up, collaborative, and participative approach to services, land and buildings, across all sectors within a place, enables better outcomes for everyone and increased opportunities for people and communities to shape their own lives.

SPT, as a statutory participant in Community Planning, will continue working within Community Planning Partnerships to facilitate the tailored delivery of the RTS within communities in order to help reduce inequalities and improve quality of life.

Monitoring the RTS

It is important to monitor and report on progress of the RTS on an ongoing and established basis to understand what is working well and what may need additional focus.

To monitor the RTS, SPT will do the following on a regular basis:

- report on progress towards achieving the RTS objectives through a set of monitoring indicators;

- report on progress of transport projects, initiatives and workstreams in the future RTS Delivery Plan; and

- track a set of socio-economic, environmental and health indicators from the wider policy environment, to keep under review the wider policy issues relevant to the RTS Priorities.

SPT will also develop an evaluation framework for the RTS Targets to track progress towards achieving the targets at regional level.

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

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

Glossary

Mobility as a Service (MaaS)	MaaS brings all means of travel, transport providers and payment options together into one single service, giving passengers more convenient access to all public transport services in an area to make a journey. This may include bus, train, Subway, ferry, tram, bike hire/sharing and some forms of demand responsive transport.
Community Transport	Community transport is community-led transport solutions developed in response to unmet local transport needs, and often represents the only means of transport for many vulnerable and isolated people, often older people or people with disabilities. Community transport services include voluntary car schemes, community bus services, school transport, hospital transport, dial a ride, wheels to work and group hire services. Most are demand responsive, taking people from door to door, but a growing number are scheduled services along fixed routes where conventional bus services aren't available.
Shared transport	Shared modes of transport including car clubs and other forms of car sharing; bike share schemes; trip sharing and on-demand bus or demand-responsive transport (DRT).
Shared journeys/journey sharing	Shared journeys, or journey sharing, simply means at least two people travelling together, usually by car, particularly when those people would otherwise travel in separate vehicles to make the same journey. Shared journeys are often done on an informal basis, but may be facilitated by employer or organisation through an app or other means to help people find and share journeys with others. Also known as ride sharing, lift sharing and car pooling.
Active Freeways	Active Freeways are networks of high quality, segregated routes for walking, wheeling and cycling to connect City and town centres with residential neighbourhoods and other strategic centres and destinations. Active Freeways are an intervention included in the STPR2.
Active Travel	Active travel means making journeys by physically active means, like walking, cycling, using a wheelchair, skateboarding or scooting.
Walking, Wheeling and Cycling	Walking is foot-based personal mobility and includes use of mobility aids such as canes, sticks and assistance animals. Wheeling is the equivalent of foot-based mobility for people who use wheeled mobility aids such as wheelchairs, and mobility scooters. Cycling is personal mobility incorporating a pedal-powered vehicle which may include electric-assistance.
E-bikes	An E-bike is a motorized bicycle with an integrated electric motor used to assist propulsion and help move the bike forward. Also known as e-bike, electric bike, electric bicycle.
Light Goods Vehicle / LGV	A Light Goods Vehicle (LGV) is a commercial motor vehicle, such as a van, with a total gross weight of 3,500kg or less. The main purpose of a goods vehicle is for the carriage and transportation of commercial goods.

Cyclelogistics	Cyclelogistics is the use of bicycles to move goods in network, usually to improve the efficiency and sustainability of deliveries in urban areas. Cyclelogistics includes a rider wearing a backpack, a bicycle with panniers, cargo bikes and cargo tricycles.
Cargo Bike	A cargo bike is a bicycle designed for transporting goods or heavy loads. Cargo bikes may be used in a cyclelogistics network, and also may be used by individuals to move personal goods and people, for example, food shopping and taking children to school.
Green Hydrogen	Green hydrogen is produced from water, and, when renewable energy is used in the process, is completely 'green.' Green hydrogen has significantly lower carbon emissions than grey hydrogen, which is produced by steam reforming of natural gas, which makes up the bulk of the hydrogen market.

SPT

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