

APPENDIX 2

RTS Initial Set of Actions - to be taken forward to RTS Delivery Plan process	
	Accessible Travel
A.A1.1	<p>Regional Accessible Travel Action Plan</p> <p>SPT will work with partners to develop a regional Accessible Travel Action Plan aligned to the SATF with a focus on public transport accessibility. This will clarify SPT and partner roles and responsibilities in the delivery of the SATF. This work includes (but is not limited to) further development of the following:</p> <ul style="list-style-type: none">• develop a new accessibility strategy for SPT transport services and operations, including MyBus, regional bus stations and Subway• investigate and implement improved and integrated Passenger Assist Services for bus, rail, Subway and ferry where possible• investigate and implement enhanced accessible travel and journey planning information across all public transport services including increased provision of audio/visual travel information on buses and at transport hubs, particularly focused on increasing accessibility for disabled people, older people and people who do not use English as a first language including people who use British Sign Language• investigate and implement accessibility improvements for public transport ticketing and payments including ensuring provision for people who need to use cash and/or do not have access to digital / online technologies• investigate and implement an increase in the number of Changing Places facilities at transport hubs in the region• develop consistent policy in the use of priority spaces on buses, in line with emerging updates to relevant Regulations• support accessibility improvements at rail stations in the region and input regional priorities to the future STPR2, as appropriate• improve awareness, training and understanding of all forms of disability, including non-visible disability, and the needs of people with dementia for all passenger-facing public transport staff and promote the Thistle Assistance Card Scheme, Sunflower Lanyard scheme and other schemes that recognise non-visible disability• improved and increased disability equality training across transport operators.
	Affordable Public Transport Fares
A.A2.1	<p>Affordable fares index</p> <p>SPT will work with partners to develop an affordability index for public transport fares in the region and to provide evidence to the national Fair Fares Review. As part of this, SPT will carry out a study on the affordability of Subway travel and publish a refreshed Subway fares policy.</p>

A.A2.2	<p>Public transport concessions</p> <p>SPT will work with partners to investigate targeted public transport concessions, particularly for people on lower incomes, and will continue to investigate options for 'fare free' travel on public transport within the scope of wider investigation of changes to governance and funding models for transport.</p>
A.A2.3	<p>Extension of Under 22's Concessionary Travel Scheme</p> <p>SPT will continue to lobby Scottish Government to extend coverage of the national concessionary travel scheme for under 22's to other sustainable modes and will work with partners to encourage uptake of Young Scot Card among eligible populations.</p>
A.A2.4	<p>Strathclyde Concessionary Travel Scheme</p> <p>SPT will continue to administer the Strathclyde Concessionary Travel Scheme on behalf of the Joint Committee, and will continue to keep fare discounts under review to ensure the sustainability of the Scheme for existing and future users.</p>
A.A2.5	<p>Ticketing solutions and affordability</p> <p>SPT will work with partners, particularly through the ZoneCard forum, to investigate and implement simplified and more flexible integrated public transport ticketing, including affordable fare capping solutions, and improve passenger information to ensure passengers are confident in selecting best value ticketing/payment options for their journey.</p>
A.A2.7	<p>Access to best value fares</p> <p>SPT will work with partners to ensure that best value tickets/fares also can be purchased through non-digital methods.</p>
	<p>Coverage and Availability of Sustainable Transport including access to healthcare</p>
A.A3.1	<p>Level of Service Framework</p> <p>SPT will work with partners to develop a Level of Service Framework for the region. The Level of Service Framework will include: the lifeline transport services in the region to be safeguarded for island, rural and remote areas; the minimum and desired levels of transport service for different parts of the region including islands, remote, rural, town centres and socio-economically disadvantaged areas; and the type of transport provision to achieve the level of service. This will provide guidance for the specific application of RTS policy P.A3 including the other actions in this section.</p>
A.A3.2	<p>Locality Planning areas and Local Place Plans</p> <p>SPT will work within Community Planning Partnerships and with Local Authorities to provide transport and transport accessibility input to Locality Plans and Local Place Plans as required and to work in partnership to develop local transport plans for Locality Planning areas where required.</p>

A.A3.10	Transport access to jobs SPT will work with partners to investigate and develop solutions to improve transport access to jobs.
A.A3.11	Transport access to healthcare SPT will work with Health boards, operators, including Community Transport operators and other partners to develop and deliver new Health & Transport Action Plans for each Health board area.
A.A3.12	Transport access to schools SPT will continue to work with local authority partners to provide transport access to schools across the region.
	Public Transport Safety and Security
A.A4.2	Safety and security on public transport SPT will work with partners to investigate and develop options to improve safety and security for passengers using public transport services and waiting for services at stops, stations and hubs.
A.A4.3	Hate Crime Charter SPT will support the implementation of the national Hate Crime Charter for public transport.
A.A4.4	Harassment and discrimination on public transport (1) SPT will work with partners to improve the evidence base on harassment and discrimination occurring on public transport services in the region and develop best practice initiatives to stop harassment and discrimination.
A.A4.5	Harassment and discrimination on public transport (2) SPT will work with partners to improve processes in the reporting, recording and managing of incidents and crimes on public transport related to harassment and discrimination based upon ethnicity, disability, sex, sexual orientation, gender identity or age.
	Car demand management & Behavioural Change
A.R3.1	Roadspace reallocation review SPT will work with local authorities and other partners to review and promote allocation of roadspace on regional routes for the provision of sustainable transport infrastructure and services, with a particular focus on cycling and bus, in line with the sustainable travel hierarchy.
A.R3.2	Roadspace reallocation framework SPT will work with partners to investigate and develop a roadspace reallocation framework for the region to increase capacity for sustainable transport infrastructure and services.

A.R4.1	<p>Regional parking study</p> <p>SPT will develop a regional parking study to help inform the development of local parking policies that encourage more sustainable travel and to support cross-boundary co-ordination of local parking strategies and plans as appropriate.</p>
A.R5.1	<p>Workplace Parking Licencing</p> <p>SPT will work with partners to investigate opportunities for Workplace Parking Licensing (WPL) schemes in the region, and support the development and implementation of WPL scheme(s) as appropriate.</p>
A.R5.2	<p>Road pricing study</p> <p>SPT will carry out a road pricing scoping study at regional level to provide evidence for a future national Car Demand Management Framework as set out in the Route map to achieve a 20 per cent reduction in car kilometres by 2030.</p>
A.R5.3	<p>Road pricing schemes</p> <p>SPT will work with partners to develop and implement any potential future regional road pricing scheme(s) in alignment with the future national Car Demand Management Framework.</p>
A.R6.1	<p>Behaviour change</p> <p>SPT will develop enhanced transport data and research on travel behaviours and attitudes in the region, including working with partners on travel to school behaviours and attitudes.</p>
A.R6.3	<p>Behaviour change</p> <p>SPT will continue to support the TravelKnowHow Scotland programme.</p>
	<p>Integration of transport and land use including 20-minute neighbourhoods</p>
A.R1.1	<p>SPT will support local authorities in the development and implementation of 20-minute neighbourhoods including providing enhanced accessibility information and analysis.</p>
A.R1.2	<p>SPT will support local authorities to deliver Town Centre Action Plans and encourage plans to increase residential living in town centres.</p>
A.R1.3	<p>SPT will support local authorities to plan and deliver sustainable mixed-use development through SPT's role as a statutory participant in planning.</p>
A.R1.4	<p>SPT will work with Planning Authorities and other partners to improve the development and delivery of public transport infrastructure and services for new development in line with the Infrastructure First approach set out in the emerging NPF4.</p>

A.R1.5	SPT will work with Planning Authorities to encourage development proposals that maximise the best use of existing sustainable transport networks and promote increased population densities in the most accessible locations.
A.R1.6	SPT will work with Planning Authorities to develop a consistent approach to the requirement and monitoring of travel plans for new development.
	Digital and remote access to services and flexible working
AR.2.1	SPT will continue to explore ways to reduce SPT staff travel needs including commuting and business travel needs and there will be a presumption against air travel for SPT attendance at UK mainland events.
A.R2.2	SPT will continue to provide and improve digital and remote access to SPT services including ticketing services.
A.R2.3	SPT will enhance provision and access to transport accessibility information and analysis: to support employers, healthboards and other service providers to develop remote & digital access strategies and flexible working models; and to provide input to development of relevant interventions that aim to reduce the need to travel as set out in the Route map to achieve a 20 per cent reduction in car kilometres by 2030.
	Walking, Wheeling and Cycling & Quality of Places
A.AT1.1 / A.CP3.1	Regional Active Travel Strategy and Network Plan SPT will work with partners to develop and co-ordinate implementation of a Regional Active Travel Strategy and Network Plan. This will include further work to prioritise regional network development and delivery, and a co-ordinated regional project pipeline to support a joined-up approach to cross-authority networks/routes. The Regional Active Travel Strategy and Network Plan will help deliver and local active travel strategies particularly cross-boundary co-ordination and integration with Green Networks and develop the STPR2 Active Freeways concept in the region. Other actions set out in this document will be incorporated into the Regional Active Travel Strategy as appropriate and determined through further work with partners.
A.A1.1	Pavement Parking SPT will support local authority partners to implement the national Pavement Parking prohibitions once enacted from the Transport (Scotland) Act 2019. SPT will also support local authority partners to improve accessibility of pavements, footpaths, road crossings and the wider built environment.

A.A1.3	<p>Accessible active travel infrastructure</p> <p>SPT will ensure that the Regional Active Travel Strategy has a strong focus on delivering inclusive and accessible infrastructure including working with partners: to plan and deliver accessible and inclusive walking, cycling and wheeling routes; to improve accessibility of interchange routes and connections between major transport hubs, stations and terminals particularly in town centres; and to increase access to adaptive and other non-standard bikes.</p>
A.AT2.1	<p>Delivery of active travel infrastructure including cycling</p> <p>SPT will work with partners to ensure the delivery and funding models for active travel are designed to enable local and regional transport authorities to deliver high quality cycling infrastructure taking into consideration what is appropriate for local and regional contexts.</p>
A.AT2.2	<p>Active travel facilities</p> <p>SPT will work with partners to increase and enhance provision and quality of walking, wheeling and cycling infrastructure and facilities including signage, pavements, cycle parking and storage, lighting and maintenance.</p>
A.AT3.1	<p>Bike hire and bike sharing</p> <p>SPT will work with partners to investigate and implement solutions for regional, cross-boundary cycle hire schemes. This could include bike/ebike hire, adapted or accessible bike hire, cargo bike hire/loan and cycle sharing schemes.</p>
A.AT3.2	<p>E-bikes</p> <p>SPT will work with partners to enable uptake and usage of e-bikes including increasing supporting infrastructure and facilities for e-bikes such as charging points at public transport hubs and safe and secure parking and storage facilities.</p>
A.AT4.1	<p>Bikes on buses</p> <p>SPT will work with partners and transport operators to develop policies and supporting infrastructure and facilities to enable carrying of bikes on rural bus services.</p>
A.AT4.2	<p>Travel information</p> <p>SPT will work with partners to improve information on travel options, journey planning and transport facilities for people making integrated multi-modal journeys, including through developments in Mobility as a Service.</p>
A.AT4.3	<p>Bikes on ferries</p> <p>SPT will work with ferry operators to promote and increase capacity for carrying bikes on ferry services and improve provision for pre-booking of bike spaces.</p>

A.AT4.4	<p>Integration of active travel and public transport networks and facilities</p> <p>SPT will work with partners to improve and enhance integration of walking, wheeling and cycling with public transport including routes to stops, stations and hubs, cycle hire, and provision of safe and secure cycle parking and storage facilities at transport hubs.</p>
A.AT6.1	<p>Micromobility and active travel</p> <p>SPT will work with partners to assess and develop micromobility transport including e-scooters in line with developing legislation and regulations.</p>
A.RS1.1	<p>Active travel and vulnerable road users</p> <p>SPT will work with local authorities and other partners to deliver cycling, walking and wheeling infrastructure to improve safety of vulnerable road users.</p>
A.RS1.2	<p>Prioritising movement of people in the built environment</p> <p>SPT will work with local authorities and other partners to develop transport plans that prioritise movement of people over motorised traffic particularly in town centres, high streets and residential streets.</p>
A.A2.6	<p>Active travel as affordable travel</p> <p>SPT will work with partners to develop the role of active travel as a means of affordable travel, as part of the development of the new Regional Active Travel Strategy.</p>
A.EV1.1	<p>Green Infrastructure</p> <p>SPT will work with partners to incorporate green infrastructure into transport network and infrastructure plans.</p>
A.EV2.1	<p>Green Networks</p> <p>SPT will work with partners to support implementation of Glasgow and Clyde Valley Green Network Blueprint and Central Scotland Green Network through integration with active travel strategies and networks.</p>
A.EV3.1	<p>Placemaking</p> <p>SPT will work with partners to develop and deliver placemaking schemes, particularly in town centres.</p>
A.A3.3	<p>Access to active travel networks</p> <p>SPT will work with partners to increase coverage of walking, wheeling or cycling infrastructure, through the future Regional Active Travel Strategy.</p>
	<p>Road Safety</p>
A.RS1.3	<p>Safer routes to schools</p> <p>SPT will work with local authorities and other partners to deliver Safer Routes to Schools.</p>

A.RS2.1	20mph speeds SPT will support local authorities to implement 20mph speed limits and 20mph speed zones in built up areas and support safe design principles of 20-minute neighbourhoods.
A.RS3.1	Road safety measures SPT will work with local authorities to deliver road safety improvements including improved road crossings.
A.A4.1	Safety and security on active travel routes SPT will work with partners to improve safety and security on routes to public transport.
	Public Transport
A.PT1.2	SPT will work with partners to develop promotion and marketing of public transport services.
A.PT1.3	SPT will work with Transport Focus and other partners to support, enhance and integrate monitoring of public transport passenger satisfaction across the region.
A.PT1.4	SPT will work with partners to increase, improve and enhance public transport data for transport planning and to improve services for passengers.
A.PT1.5	SPT will work with partners to deliver a Passenger Charter for public transport services in the region to set out the service that passengers can expect to receive when using the public transport network.
	Multi-Modal Mobility Hubs and Interchanges
A.PT11.1	Interchange and Mobility Hub study SPT will work with partners to develop an Interchange and Mobility Hub study and development plan, in alignment with the future national Mobility Hub Delivery Framework.
A.PT11.2	Clydebank interchange. SPT will continue to work with partners to progress Clydebank interchange transport hub.
	Mobility as a Service, Integrated & Smart Ticketing and Travel Information
A.PT3.1	Mobility as a Service strategy SPT will work with partners including other Regional Transport Partnerships to develop a Mobility as a Service strategy to help facilitate a more integrated, user-centred sustainable transport system.

A.PT2.1	<p>Integrated ticketing and ZoneCard development</p> <p>SPT will continue to work with partners to develop a suitable range of integrated multi-modal ticketing/payment options that are flexible, easy to understand and easy to access. Initially, this action includes completion of the ZoneCard development to include a new one-day ZoneCard and a more streamlined and flexible zone structure.</p>
A..PT2.2	<p>Fare-capping ticketing solutions</p> <p>SPT will work with partners to develop and deliver multi-modal fare capping ticketing/payment solutions and the supporting infrastructure.</p>
A.PT2.3	<p>Ticketing innovation</p> <p>SPT will continue to work with partners to develop, test and innovate public transport ticketing and payment solutions for the region including developing online retail solutions</p>
A.PT2.4	<p>Inter-operability of Subway ticketing</p> <p>SPT will continue to invest in ticketing infrastructure for the Subway to enable inter-operability with other public transport services in the region and facilitate innovation to improve the passenger experience.</p>
A.PT2.5	<p>Smart ticketing governance</p> <p>SPT will seek representation on the future National Smart Ticketing Advisory Board.</p>
A.PT2.6	<p>Travel information and journey planning</p> <p>SPT will continue to support and advocate for Traveline Scotland being the preferred destination for all passenger queries in relation to transport timetables and services. SPT will work with partners on improvements to the services provided by Traveline Scotland and seek development of Traveline as a key component in future Mobility as a Service solutions.</p>
A.A1.4	<p>Accessibility of mobility as a Service</p> <p>SPT will work with partners to ensure that Mobility as a Service develops in the region in a way that increases and improves transport accessibility for all.</p>
	<p>Bus</p>
A.PT1.1	<p>Bus governance</p> <p>SPT will work with Local Authorities, RTPs and Transport Scotland to develop improved transport governance models for the region to achieve a more integrated sustainable transport system.</p>

A.PT4.1	<p>Regional Bus Strategy, franchising and municipal bus company</p> <p>SPT will work with partners to develop and deliver a new regional bus strategy, setting out what is specifically required to achieve a world class bus system. The development of the bus strategy will include further investigation and appraisal of bus franchising and municipal bus operations, development of a regional network plan and bus decarbonisation.</p>
A.CP3.4	<p>Regional Bus Network</p> <p>SPT will work with partners to develop and deliver an enhanced regional bus network and future Clyde Metro system, aligned with regional spatial strategies and regional travel to work corridors as set out in Map X.</p>
A.PT4.2	<p>Bus Service Improvement Partnerships</p> <p>SPT will work with partners to investigate and develop Bus Service Improvement Partnerships, particularly for areas benefitting from Bus Partnership Fund investment by Scottish Government, to realise benefits of investment and monitor and evaluate success criteria. This action does not preclude further development of franchising and municipal bus operations.</p>
A.PT4.3	<p>Bus Priority and Bus Partnership Fund</p> <p>SPT will work with partners to deliver increased and enhanced bus priority on strategic bus routes across the region including the A803 Quality Bus Corridor project and support development and delivery of the Bus Partnership Fund. This includes UTC / SCOOT.</p>
A.PT4.4	<p>Real Time Passenger Information system</p> <p>SPT will continue to work with local authorities and transport operators to develop and increase coverage of the regional Real Time Passenger Information system, aiming for coverage across the whole region and widening digital access to real time information.</p>
A.PT4.5	<p>Bus stop travel information</p> <p>SPT will work with transport operators and local authorities to refresh travel information at bus stops across the region</p>
A.PT4.6	<p>Bus stops and stations</p> <p>SPT will continue to invest in high quality bus stops, shelters, interchanges and bus stations across the region. This includes improving bus facilities in Cumbernauld town centre and redesign of Lanark bus station.</p>
A.A3.4	<p>Access to the bus network</p> <p>SPT will work with partners to improve coverage of the regional bus network.</p>

A.GF1.8	Decarbonisation of buses (1) SPT will work with bus operators and other partners to accelerate the transition to ultra-low emission buses in the region, with a particular focus on supporting smaller bus operators in the region to transition to ultra-low vehicles and developing public bus refuelling and charging infrastructure at transport hubs as appropriate.
A.GF1.9	Decarbonisation of buses (2) SPT will consider ways to support the transition to ultra-low emission buses through SPT's procurement of transport services.
	Subway
A.PT6.1	Subway service enhancements Develop enhanced Subway service including extending operating hours following completion of the Subway modernisation programme.
A.GF3.1	Decarbonisation of subway SPT will develop and implement a net zero carbon strategy for the operation of the SPT Subway.
	Rail and High Speed Rail
A.GF2.1	Decarbonisation of rail services SPT will work to support Transport Scotland to decarbonise the rail network in the region, in line with the national rail decarbonisation policy target of 2035.
A.PT5.1	Glasgow Central capacity SPT will work with Transport Scotland, Glasgow City Council and other partners to support enhanced capacity at Glasgow Central station as per future STPR2 and Network Rail's long-term planning process.
A.PT5.2	Rail service enhancements SPT will work with partners to continue to make the case for rail infrastructure and service enhancements to improve reliability and journey times, including maximising opportunity from investment in rail decarbonisation.
A.A3.6	Access to rail network (1) SPT will work with partners to investigate options to increase access to the rail network for rural and remote communities.
A.A3.7	Port Glasgow station SPT will continue to work with Inverclyde council and partners to deliver improved accessibility for Port Glasgow station and park and ride.

	Community Transport and Demand Responsive Transport
A.GF1.7	Decarbonisation of Community Transport SPT will work with Community Transport operators, CTA Scotland and other partners to develop and implement a decarbonisation strategy for the CT sector in the region.
A.A3.7	Community Transport networks and integration with bus/rail SPT will work with partners to enhance the role and capacity of Community Transport (CT) to deliver transport services for rural, remote, island and disadvantaged communities, to improve integration of Community Transport with primary public transport networks, and to enhance capacity of CT operators to deliver community transport access to healthcare.
A.A3.8	Transport Partnership innovation SPT will work with partners to investigate solutions for new transport partnership models particularly for island, rural, remote and socio-economically disadvantaged areas including initiatives similar to Total Transport solutions in England.
A.A3.9	MyBus review SPT will carry out a review of MyBus demand responsive services, and investigate options for enhancing demand responsive transport provision in the region.
	Ferry and Islands
A.PT7.1	Ferry services and integration SPT will work with partners to improve and enhance timetabling integration of ferry services with bus and rail connections and integrate ferry with future MaaS solutions in the region.
A.PT7.2	Ferry infrastructure and integration SPT will work with partners to support delivery of improved and enhanced harbour and ferry infrastructure at Ardrossan, Largs, Cumbrae, and Gourock including improved ferry passenger facilities and integrated facilities for connecting bus, rail and bike journeys. This includes continuing to support Largs-Cumbrae improvements and Ardrossan Harbour redevelopment.
A.PT7.3	Ferry service reliability and resilience SPT will work with partners to improve and enhance reliability of ferry services particularly resilience challenges that impact on reliability related to weather conditions and inter-operability of ferry services.
A.PT7.4	Ferry capacity SPT will work with partners to reduce ferry capacity problems at peak travel times through encouraging modal shift to non-car modes.

A.A3.5	<p>Access to ferry terminals and ferry network coverage</p> <p>SPT will work with partners to ensure the ferry network meets the needs of residents of Arran, Cumbrae and Rosneath peninsula. SPT will work with North Ayrshire Council to improve the A814 on Arran.</p>
A.GF4.1	<p>Decarbonisation of ferry</p> <p>SPT will work to support the decarbonisation of ferry transport in the region including supporting the development and implementation of the emerging Island Connectivity Plan.</p>
A.CP5.1	<p>Strategic Connectivity for islands and peninsulas</p> <p>SPT will work with partners to ensure that the importance of multi-modal integration of ferry with other forms of sustainable transport is embedded in the development of relevant transport strategies and interventions including Regional Active Travel Strategy and Regional Bus Strategy.</p>
	<p>Park and Ride</p>
A.R4.2 / A.PT10.1	<p>Park and Ride Strategy</p> <p>SPT will develop a Park and Ride strategy for the region to enable part of a journey to be made by public transport. This will include looking at Park and Ride charging options, where feasible and appropriate, to discourage short car trips where high-quality walking, wheeling and cycling infrastructure and public transport interchange services are available. This Strategy will be linked with the Mobility and Interchange Hub study.</p>
	<p>Shared Transport, Journey sharing and Taxis</p>
A.R7.1	<p>Shared Transport & Journey Sharing Action Plan</p> <p>SPT will work with partners to develop an action plan for Shared Transport & Journey Sharing in the region. This will be linked with Mobility as a Service and bike sharing solutions developed through the future regional Active Travel Strategy.</p>
A.R7.2	<p>Shared transport & journey sharing solutions for rural, remote and island communities</p> <p>SPT will work with partners to ensure shared mobility and journey sharing solutions are developed for rural, remote and island communities where alternatives to car transport are limited.</p>
A.A1.4	<p>Accessibility of shared transport and shared journey solutions</p> <p>SPT will work with partners to ensure shared transport and shared journey solutions are accessible and inclusive.</p>
A.A3.13	<p>Car Clubs</p> <p>SPT will work with partners to increase and improve provision of shared mobility solutions including Car Clubs.</p>
A.GF1.6	<p>ULEV Car Clubs</p> <p>SPT will support development of ULEV car clubs and transition of existing car clubs to electric vehicles.</p>

A.GF1.10	<p>Decarbonisation of taxis</p> <p>SPT will work with local authorities and transport operators to develop infrastructure for operation of low emission taxis including co-location/integration with the development of sustainable mobility hubs.</p>
A.A1.6	<p>Accessibility of taxis</p> <p>SPT will work with partners to increase availability of accessible taxis across the region and aim to adopt consistent approaches to accessible taxi provision across the region.</p>
	<p>Freight and movement of goods including low emission vehicles</p>
A.MG1.1	<p>Strathclyde Freight Strategy and Action Plan</p> <p>SPT will refresh the Strathclyde Freight Strategy and develop a new Freight Action Plan for the region. This includes updating regional freight market analysis and developing options for improving freight routes including access to ports and railheads, intermodal and rail freight facilities and infrastructure, and freight consolidation.</p>
A.MG1.2	<p>Rail freight and STPR2</p> <p>SPT will work with Transport Scotland and other partners to support the freight recommendations in the STPR2 particularly national rail freight strategies and plans, including providing updated analysis and freight priorities from the region.</p>
A.MG1.3	<p>Strathclyde Freight Quality Partnership</p> <p>SPT will work with partners to revitalise the Strathclyde Freight Quality Partnership to provide a forum for freight interests and opportunity for dialogue and sharing best practice between business, infrastructure providers and decision-makers.</p>
A.MG1.4	<p>HGV rest stops and welfare facilities</p> <p>SPT will support Transport Scotland with developments in HGV rest stops and improving secure parking facilities for HGVs in the region, as emerging through the future STPR2.</p>
A.MG1.5	<p>ECO Stars</p> <p>SPT will work with partners to facilitate and increase membership of ECO Stars in the region.</p>
A.MG2.1	<p>Cycle logistics and cargo bikes</p> <p>SPT will work with partners to facilitate and develop the market for cycle logistics and increase use of cargo bikes.</p>
A.MG2.2	<p>Last Mile Innovation (freight)</p> <p>SPT will support innovation in last mile deliveries such as development of drone deliveries.</p>

A.MG2.3	<p>Last Mile Innovation (freight)</p> <p>SPT will work with partners to investigate options to integrate passenger and freight transport services and infrastructure including location of fulfilment stations at sustainable mobility hubs and car parks.</p>
A.MG3.1	<p>Freight consolidation</p> <p>SPT will work with partners to develop freight consolidation options for town/city centres including micro freight consolidation hubs.</p>
A.GF1.11	<p>Decarbonisation of freight vehicles</p> <p>SPT will work with partners to develop and implement options for low carbon freight vehicles and trucks, including biofuel opportunities for long haul vehicles.</p>
A.GF1.12	<p>Green Hydrogen</p> <p>SPT will work with partners to support and facilitate development of the green hydrogen fuel network.</p>
A.CP1.6	<p>Mossend and Eurocentral</p> <p>SPT will work with partners to support improved connectivity for Mossend and Eurocentral particularly to enable freight modal shifts from road to rail.</p>
	<p>Electric Cars and Vans</p>
A.GF1.1	<p>Electric Vehicle Charging Infrastructure Strategy</p> <p>SPT will work with partners to adopt a regional Electric Vehicle Charging Infrastructure Strategy to increase and enhance provision of EV charging infrastructure in the region and help deliver the emerging national Vision for Scotland’s Public Electric Vehicle Charging Network. The Strategy will include matters related to: developing a network that is accessible and inclusive; development or co-ordination of standards, inter-operability, approaches to tariffs/charging and sustainable public-private partnership models; integration with energy networks, and integration with sustainable transport networks. This work will incorporate existing/on-going work within Glasgow City Region and local authorities, to provide co-ordination at SPT-wide level and integration with neighbouring regions.</p>
A.GF1.2	<p>Promotion of Electric Vehicles and other alternatively fuelled vehicles (1)</p> <p>SPT will work with partners to increase and enhance information and knowledge of alternatively fuelled vehicles and relevant funding opportunities, particularly among the general public, business fleets, and taxi and PHV companies.</p>
A.GF1.4	<p>Promotion of Electric Vehicles and other alternatively fuelled vehicles (2)</p> <p>SPT will work with partners to promote uptake of Ultra Low Emissions Vehicles (ULEVs) by general public and business fleets in the region.</p>

A.GF1.5	Promotion of Electric Vehicles and other alternatively fuelled vehicles (3) SPT will work with partners to encourage development of the second hand EV car market.
A.A1.7	Accessibility of EV charging infrastructure SPT will work with partners to ensure EV charging infrastructure solutions are accessible and inclusive.
	Air Quality
A.AQ1.1	SPT will work with local authority and other partners to support the implementation of the Low Emission Zone in Glasgow and to consider development of additional LEZs in the region as appropriate.
A.AQ2.1	SPT will work with local authority partners to deliver transport projects for Air Quality Management Areas in the region.
	Climate Change Adaptation & Resilience
A.RA1.1	SPT Climate Change Adaptation strategy and plan SPT will develop a new Climate Change Adaptation strategy and plan for SPT assets and transport services.
A.RA1.2 /A.CP2.5 (A82)	Climate Change adaptation – roads and railways priorities SPT will support the development and implementation of climate change adaptation and resilience measures on regional roads including A8, A77, A78, A82 and A83, and coastal railways including Dumbarton - Helensburgh and Largs branch, and as per future STPR2.
A.RA1.3	Climate Change adaption – future proofing of plans SPT will work with partners to ensure that their transport plans include sufficient protection and resilience for the regional transport network.
A.RA1.4	Regional Adaptation strategies SPT will support delivery of Climate Ready Clyde City Region Climate Change Adaptation Strategy and other future regional climate change adaptation strategies.
A.RA1.5	Asset Management SPT will work with partners to improve asset management across the regional transport system.
A.RA1.6	Climate Change and passenger welfare SPT will work with partners to develop evidence and best practice around climate change adaptation solutions for the protection of health and wellbeing of people using public transport services.

	Aviation
A.GF5.1	SPT will work to support the decarbonisation of regional aviation for inter-regional lifeline connections particularly to Argyll, the Highlands, and Comhairle nan Eilean Siar.
	Strategic connectivity
A.CP1.5	Ayrshire connectivity to England SPT will work with Ayrshire partners to investigate options for improved Ayrshire connectivity including connections to M74 and Glasgow South Western line.
A.CP3.5	Ayrshire – Renfrewshire - Glasgow connectivity SPT will work with partners to improve sustainable connections between Ayrshire and the greater Glasgow conurbation including rail and bus connectivity and M77/A77 corridor including Bellfield Interchange, and A737/B714 corridor.
A.CP5.2	Islands Connectivity SPT will work with partners to deliver the future Island Connectivity Plan.
A.CP3.3	Loch Lomond and Trossachs National Park SPT will work with Loch Lomond and Trossachs National Park, Tactran and other partners to assess, develop and deliver improved sustainable transport for Park residents and visitors to the National Park, particularly people travelling from the greater Glasgow area.
A.CP4.1	Town Centres SPT will ensure the importance of town centre connectivity is embedded in the development of key strategies and interventions for sustainable transport, including the Regional Active Travel Strategy, Regional Bus Strategy, Bus Partnership Fund and Clyde Metro.
A.CP3.4	Clyde Metro SPT will work with partners to develop and deliver the Clyde Metro system.
A.CP3.6	Ravenscraig SPT will continue to work with North Lanarkshire to develop and deliver sustainable transport for Ravenscraig national development.
A.CP3.7	North Lanarkshire-South Lanarkshire SPT will work with partners to improve sustainable connectivity of the pan-Lanarkshire orbital corridor.
A.CP6.1	Monklands Hospital SPT will work with partners to develop and implement sustainable transport for the future new Monklands Hospital.

A.CP1.1	<p>High Speed Rail and Cross-border rail enhancement</p> <p>SPT will work with partners to support enhanced cross-border rail connectivity for the region including delivery of High Speed Rail to the region and investigating options for Glasgow South Western line enhancements.</p>
A.CP3	<p>Access to rail network (2)</p> <p>SPT will work with local authority partners to investigate options for increasing access to the rail network including new stations.</p>
A.CP2.2	<p>Inter-city rail enhancements</p> <p>SPT will work with partners to support improved Inter-City rail connectivity including Highland Mainline Corridor enhancements and maximising benefits from investment in the Glasgow-Edinburgh rail corridor.</p>
A.CP2.3	<p>West Highland Line</p> <p>SPT will work with partners to support improved resilience and enhancement of the West Highland Line.</p>
A.CP3.2	<p>HMNB Clyde/Faslane Fastline</p> <p>SPT will work with partners to support improved sustainable connectivity for the Helensburgh Growth Area and HMNB Clyde Naval Base to greater Glasgow, Glasgow Airport and the rest of Argyll and Bute including new rail station at Shandon.</p>
A.CP1.2	<p>Port connectivity</p> <p>SPT will work with partners to support improved connectivity for sea ports including climate change adaptation and resilience measures on road and rail routes to sea ports and investigating rail freight connectivity.</p>
A.CP1.3	<p>Cairnryan and Prestwick Airport</p> <p>SPT will work with partners to support improved connectivity of the region to Cairnryan ports and Prestwick Airport including supporting safety, resilience and reliability improvements to A77 and A75.</p>
A.CP3.3	<p>Road network adaptation and resilience</p> <p>SPT will work with partners to support climate change adaptation and resilience measures on regional roads including A841, A8, A77 and A78.</p>
A.CP1.4	<p>Glasgow Airport and Clyde Metro</p> <p>SPT will work with partners to support improved sustainable connectivity to Glasgow Airport including through development and delivery of the future Clyde Metro.</p>
A.CP2.4	<p>Access to Argyll A83</p> <p>SPT will work with partners to support the Access to Argyll (A83) project.</p>