

# RTS Policy Development

## 1 Overview and purpose

The new Regional Transport Strategy contains a set of RTS Policies that set out the principles for investment and action in transport in the west of Scotland. The Policies will guide detailed decision making on specific transport plans, projects and programmes by SPT and partners. The RTS Policies are organised into ten Policy Themes in the RTS Strategic Framework, as shown in figure 1: RTS Strategic Framework. This note sets out the development of the RTS Policies following on from the RTS Case for Change stage and RTS options appraisal, which are set out in separate reports.

**Figure 1: RTS Strategic Framework**

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

## 2 Background

The RTS Case for Change set out: the RTS Strategic Framework, including the vision, priorities, targets and objectives; the RTS context, including the wider policy drivers, the spatial context and transport trends in the region; the RTS 'Key Issues', which were the main transport-related problems in the region; and a list of options that aim to respond to help achieve the Strategic Framework, align to the RTS context and help tackle the Key Issues. The Case for Change underwent a 12-week public consultation and the findings were reported to SPT Partnership in November 2021.

The RTS options appraisal followed the Case for Change stage. The RTS option appraisal demonstrated that all of the options were within scope of the RTS and were likely to have beneficial impacts on one or more of the RTS objectives. Therefore, all of the options were retained for inclusion in the RTS.

The RTS policies were developed following the options appraisal. The RTS policies consolidate the appraisal outputs into a clear set of principles for SPT to develop future plans, projects and programmes through the future RTS Delivery Plan, whilst recognising the complex partnership approaches required to achieve the vision, priorities, targets and objectives set out in the RTS Strategic Framework. The Policies were subsequently organised into ten themes for representation in the Strategic Framework (see Figure 1) and to improve communication of the policy content.

## 3 RTS Policies and key linkages

The RTS Policies and the key linkages to the RTS Context, RTS Key Issues and the Options/Appraisal are set out in table 1. The policies within the 'Connecting Places' theme provide the spatial policies for the RTS, including development of specific interventions through future corridor/place-based appraisal, and have been derived primarily from the RTS Context particularly the NPF4 and indicative Regional Spatial Strategies. Therefore, these policies do not align directly to RTS options at this point, but corridor/place-based interventions will be developed in line with the spatial policies through future appraisal work and through alignment with STPR2.

**Table 1: RTS Policy development**

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
<b>Policy Theme: Accessing and using transport</b>				
P.A1	Accessible transport system			
	<p>Ensure the transport system is accessible to all. Support delivery of the Scottish Accessible Travel Framework (SATF) and Annual Delivery Plans within the region. Improve the convenience, comfort and certainty of experience for people when travelling by active travel or public transport, particularly people who have a disability including non-visible disability. Ensure accessibility is considered in the application of the sustainable travel hierarchy and is a core objective in transport innovations and new forms of transport services and infrastructure including Electric Vehicle charging infrastructure.</p>	<ul style="list-style-type: none"> <li>• NTS2</li> <li>• Scottish Accessible Travel Framework &amp; Delivery Plan</li> <li>• Equality Act 2010 and PSED</li> <li>• A vision for Electric Vehicle Charging Infrastructure</li> <li>• Scotland’s Cycling Framework</li> <li>• EQIA</li> </ul>	<p>SPT is a delivery partner for the Scottish Accessible Travel Framework and the new RTS needs to support delivery of the SATF. The RTS Case for Change identified specific problems with the accessibility of the transport system that align to the work of the SATF and provide direction for the development of this RTS policy and subsequent actions and plans. These problems include, but are not limited to: problems with the accessibility of the physical environment at and around transport hubs and on interchange routes; accessibility of vehicles and problems with allocation of accessible spaces on buses; lack of passenger assistance on some public transport modes/services for passengers who have a disability, particularly lack of multi-modal integrated assistance and support to make a whole journey including supporting passenger when something goes wrong (e.g. cancelled service); inaccessible or missing travel information; need to ensure active travel infrastructure is inclusive and accessible for all users; the need to mainstream accessibility into the whole lifecycle of policy and project development; the need to ensure all people are treated with dignity and respect when travelling by public transport; the need to improve access to accessible taxis. Additionally, the Scottish Government recently published A Vision for Electric Vehicle Charging Infrastructure which highlights the need to ensure new charging infrastructure is designed to be inclusive and accessible.</p> <p>Aligns to NTS2 Policies:</p> <ul style="list-style-type: none"> <li>• Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland’s Accessible Travel Framework</li> <li>• Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>• Improve the quality and availability of information to enable all to make more sustainable transport choices</li> </ul>	1, 6, 19, 39, 107, 108
P.A2	Affordable transport system			
	<p>Promote and facilitate public transport to be more affordable particularly for people living in poverty, in socio-disadvantaged communities and in rural and remote areas. Ensure public transport passengers find it easy to choose and access the best value ticket for their journey. Facilitate public transport ticketing to be more flexible, affordable and integrated and to better reflect the way people need to travel, particularly people who have insecure, part time or shift work or unpaid care work. Ensure affordability is a core objective in developments and enhancements related to smart and integrated ticketing, Mobility as a Service and other relevant transport innovations. Develop and facilitate the role of active travel as an affordable transport option.</p>	<ul style="list-style-type: none"> <li>• NTS2</li> <li>• Bute House Agreement</li> <li>• Equality Act 2010 and PSED</li> <li>• Active Travel Framework</li> <li>• Scotland’s Cycling Framework</li> <li>• MaaS Investment Fund</li> <li>• Local Outcome Improvement Plans</li> <li>• EQIA</li> </ul>	<p>The RTS Case for Change identified problems with the cost of public transport fares which can contribute to structural disadvantages and socio-economic and health inequalities particularly through limiting travel horizons and reducing access to employment and education opportunities. These cost-related problems are particularly experienced by young people, people in low income households including single parent households which are more likely to have women as the head of household, and people living in rural, remote and island communities. Specific problems include the cost of fares; challenges with accessing best value tickets, which often require larger upfront payments and certainty around future travel needs; lack of information or knowledge about best value tickets; and lack of flexible and affordable integrated ticketing options. There are opportunities to embed affordability objectives in future interventions and</p> <p>Aligns to NTS Policies:</p> <ul style="list-style-type: none"> <li>• Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland’s Accessible Travel Framework</li> </ul>	24, 25, 100, 111, 112, 113, 114, 115, 117, 118

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage <i>(option no)</i>
			<ul style="list-style-type: none"> <li>• Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services</li> <li>• Remove barriers to public transport connectivity and accessibility within Scotland</li> </ul>	
P.A3	Availability of transport			
	<p>Ensure a minimum level of active travel and public transport coverage for all areas in the region to key locations, particularly town centres, employment centres, colleges and universities, hospitals and key sustainable transport hubs/interchanges, and aim for enhanced transport coverage where possible. Ensure transport networks reflect the needs of all communities, particularly groups and communities who are more likely to depend upon active travel or public transport for every day travel including women and single parent households, disabled people, young people, older people, lower income households, people who cannot drive and/or do not have access to a private car, and black and minority ethnic people. Improve the availability and stability of public transport services in rural, remote and island communities and socio-economically disadvantaged communities. Develop the role of local bus, Community Transport, taxis and other Demand Responsive Transport services, shared transport and shared mobility to ensure public transport is available to all communities.</p>	<p>STPR2 Local Outcome Improvement Plans EQIA LDPs MACS Transport to Health and Social Care Report</p>	<p>The RTS Case for Change identified problems with the availability and coverage of transport. This includes problems for individuals needing to access jobs/work, education, healthcare and town centres by public transport and wider problems for geographic communities including areas with low car ownership that are located on the periphery of urban areas and areas that are remote/far from economic centres including rural, remote and island communities. Specific problems included a lack of availability of public transport services in early morning, evenings and Sundays, infrequent/limited public transport services or a lack of service altogether. Long journey times by public transport, relative to car journeys, are experienced by individuals living in peripheral, rural and remote communities. A lack of stability in public transport services makes it difficult for people to commit to commuting to work or other activities that require regular/frequent travel. There are opportunities to improve coverage of transport provision through developing and integrating a wider range of transport services into a joined-up network, particularly linking Community Transport, taxis and shared mobility services into the wider public transport network.</p> <p>Aligns to NTS Policies:</p> <ul style="list-style-type: none"> <li>• Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services</li> <li>• Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>• Improve sustainable access to healthcare facilities for staff, patients and visitors</li> <li>• Ensure sustainable, public and active travel access to employment, education and training locations</li> </ul>	<p>9, 10, 11, 12, 37, 38, 51, 57, 94, 111, 112</p>
P.A4	Safety and security of public transport			
	<p>Increase personal safety and security of people using and accessing public transport services. Ensure everyone is able to use public transport services free from fear of harassment and discrimination based upon ethnicity, disability, sex, sexual orientation, gender identity or age. Promote safety by design and involve equality groups in the design process. Improve perceptions of personal safety and security of public transport services.</p>	<p>LTSS EQIA Scottish Accessible Travel Framework &amp; Delivery Plan</p>	<p>The RTS Case for Change identified safety and security problems for passengers using public transport. These are more likely to affect women, older people, younger people, and people who are LGBTQ and BAME. SPT was told that some people no longer use public transport because they have experienced racism, sexual harassment and/or had been the victim of hate crimes in the past. Perceived lack of safety may also deter people from using public transport. In 2019, only three in five people (62%) felt safe and secure on bus services in the evening in the SPT area, which was the second lowest level of all Scottish regions. Three in four people (74%) felt safe and secure on rail services in the evening, which was the lowest level of all Scottish regions.</p>	<p>15, 80, 81, 82</p>

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
			Aligns to NTS Policies: <ul style="list-style-type: none"> <li>• Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework</li> <li>• Increase safety of the transport system and meet casualty reduction targets</li> <li>• Implement measures that will improve perceived and actual security of Scotland's transport system</li> <li>• Reduce the negative impacts which transport has on the safety, health and wellbeing of people</li> </ul>	
<b>Policy Theme: Reducing the need to travel and managing demand for car travel</b>				
P.R1	Integration of transport and land use			
	Seek to minimise physical separation and travel distances between the places where people live and the places where people need to go to for work and other every day activities. Embed the sustainable travel hierarchy and sustainable transport investment hierarchy as key principles in land use policy and development plans and strategies. Support new development that is located in areas that are accessible by active travel and public transport, designed to facilitate movement by walking, wheeling, cycling and public transport, and integrated with existing and planned active travel and public transport networks, services and hubs.	Draft NPF4 Spatial Strategy and National Planning Policy LDPS Route Map	The RTS Case for Change identified the need to better integrate sustainable transport planning with land use development to reduce the need to travel, reduce journey distances and improve access to sustainable transport over single occupancy car use. Research by others has found that transport emissions from daily personal travel generally decreases with increased urbanisation and population densities. The wider policy environment clearly sets out the need for good integration of transport and land use planning to achieve sustainable development and reduce dependency on travel by car. However, many councils raised with SPT the challenges around achieving sustainable transport connections and services for new development. Some existing development locations may not be well aligned with existing public transport and active travel corridors or located too far from key destinations to encourage walking, wheeling or cycling. The nature and design of some developments may not make them favourable to encouraging demand for public transport, which creates challenges for the delivery of sustainable transport services. Aligns to NTS Policies: <ul style="list-style-type: none"> <li>• Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands</li> <li>• Embed the implications for transport in spatial planning and land use decision making</li> </ul>	66, 68, 69
P.R2	20-minute neighbourhoods			

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
	Support and facilitate development of 20-minute neighbourhoods including developing improved active travel, public transport and sustainable mobility hubs.	Draft NPF4 Spatial Strategy and National Planning Policy LDPs Route Map STPR2	The RTS Case for Change identified the opportunities of 20-minute neighbourhoods, as set out in national policy including Draft NPF4, to reduce transport emissions through reducing the need to travel. 20-minute neighbourhoods allow for improved alignment of transport and land use to reduce the need to travel and encourage more local walking, wheeling and cycling trips. Pre-COVID19, average journey distances in the region increased by 1.1 miles between 2012-13 and 2019 and average journey distances broadly increased in East Ayrshire, East Renfrewshire, Glasgow, North Lanarkshire, South Ayrshire and South Lanarkshire between 2012-13 and 2019.  Aligns to NTS Policies: <ul style="list-style-type: none"> <li>• Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands</li> <li>• Embed the implications for transport in spatial planning and land use decision making</li> </ul>	69
P.R3	Flexible working and remote access to services			
	Reduce the need to travel by supporting development of digital & remote access to public services and flexible working models.	Route Map	The policy context for the new RTS, as set out in further detail in the RTS Policy Review and summarised in the RTS Case for Change, emphasises reducing the need to travel. The Route Map to a 20% reduction in car kilometres by 2030 sets out specific policies/interventions for reducing the need to travel including digital/remote access to healthcare and flexible working.  Aligns to NTS Policies: <ul style="list-style-type: none"> <li>• Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits</li> </ul>	SPT Corporate Plan
P.R4	Road space reallocation			
	Encourage and support reallocation of road space to active travel and public transport where possible to increase and enhance capacity for active travel and public transport and tackle car-centric road systems.	STPR2	The RTS Case for Change identified the need for a step change in infrastructure for cycling to increase network connectivity, safety and quality. This includes increased segregation for cyclists from motorised road traffic. The Case for Change also identified the problems for bus journey time reliability particularly in peak periods when there is increased road congestion. For both of these, SPT's partners highlighted the challenges of securing road space to deliver high quality infrastructure for active travel and public transport.  Aligns to NTS Policies: <ul style="list-style-type: none"> <li>• Support management of demand to encourage more sustainable transport choices</li> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	49
P.R5	Car demand management – parking			

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
	Encourage and support development of local parking policies that encourage more sustainable travel behaviours, in line with the sustainable travel hierarchy. Investigate and develop pricing strategies for park and ride provision to encourage sustainable travel to bus, rail or Subway stations/hubs, where appropriate.	Route Map LDPs Cleaner Air for Scotland	<p>The Case for Change highlighted the need to reduce demand for cars overall, even electric cars, due to embedded carbon and lifecycle emissions. The Case for Change also highlighted the much higher transport emissions per person associated with travelling by car compared to more energy and space-inefficient modes and the need to reverse trends of declining public transport use to tackle transport emissions problems.</p> <p>Aligns to NTS Policies:</p> <ul style="list-style-type: none"> <li>• Support management of demand to encourage more sustainable transport choices</li> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	49
P.R6 Car demand management – pricing				
	Support the investigation, development and implementation of road and parking pricing policies that encourage more sustainable travel behaviours and provide opportunities to fund active travel and public transport, in line with the sustainable travel hierarchy, and contribute to the development of the national Car Demand Management Framework. Support development of a Workplace Parking Licensing scheme in Glasgow and other towns in the region as appropriate.	Route Map Cleaner Air for Scotland	<p>The Case for Change highlighted the need to reduce demand for cars overall, even electric cars, due to embedded carbon and lifecycle emissions. The Case for Change also highlighted the much higher transport emissions per person associated with travelling by car compared to more energy and space-inefficient modes and the need to reverse trends of declining public transport use to tackle transport emissions problems.</p> <p>Aligns to NTS Policies:</p> <ul style="list-style-type: none"> <li>• Support management of demand to encourage more sustainable transport choices</li> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	50
P.R7 Behavioural change				

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
	Facilitate a change in behaviours and attitudes towards travelling by car particularly travelling to school by car where high quality, active travel and public transport alternatives are available. Support Smarter Choices and promote more sustainable travel behaviours for all journey types including journeys made for leisure, recreational and tourism purposes.	Route Map STPR2 LTSs Climate Change Plan update Cleaner Air for Scotland	<p>The Case for Change highlighted the need to reduce demand for cars overall, even electric cars, due to embedded carbon and lifecycle emissions. The Case for Change also highlighted the much higher transport emissions per person associated with travelling by car compared to more energy and space-inefficient modes. The Case for Change highlighted that a large proportion of travel to school continues to be made by car, even though accessibility analysis finds that a large majority of school children live within walking distance of a school. The Case for Change also found that a large number of travel to school trips are linked with commuting and/or other trip purposes, which means tackling school run behaviours may help unlock a wider sustainable travel behavioural change. The Route Map for 20% Reduction in Car Kilometres by 2030 also highlights the need to tackle non-commuting trips to achieve the 20% reduction.</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Support management of demand to encourage more sustainable transport choices</li> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>• Improve the quality and availability of information to enable all to make more sustainable transport choices</li> </ul>	28, 29
P.R8	Shared transport and shared journeys			
	Facilitate and support improved and increased shared transport provision in the region. Support a shift in car ownership behaviours from private ownership to shared transport. Facilitate and support increased sharing of journeys in the region, aiming to increase car vehicle occupancies for journeys that need to be made by car.	STPR2 Route Map	<p>The RTS Case for Change identified that vehicle occupancies have been reducing over time, and that this underutilisation of vehicle capacity results in more emissions per person as car trips are increasingly made by lone drivers rather than shared with other members of a household or other people. The Route Map for 20% Reduction in Car Kilometres by 2030 highlights the opportunities to tackle transport emissions through increased shared transport provision and sharing of journeys.</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	61, 106
<b>Policy Theme: Enabling active travel</b>				
P.AT1	Regional Active Travel Network			
	Facilitate walking, wheeling and cycling to be the natural choice for every day, shorter journeys in line with the Sustainable Travel Hierarchy. Aim to make travelling actively more attractive than travelling by car as much as possible. Ensure active travel networks are convenient, safe, accessible, inclusive and promote good health and wellbeing, aiming for full segregation from motorised traffic as much as possible. Develop active travel as a mass transit mode on high travel demand corridors and support development of Active Freeways. Develop active travel networks in built up areas to include both direct routes and	Active Travel Framework STPR2 LTSs and local Active Travel Strategies LDPs Central Scotland Green Network Glasgow and Clyde Valley Green Network Blueprint	<p>The RTS Case for Change identified problems with active travel network connectivity, quality and safety and the need for infrastructure to be inclusive and accessible. The Case for Change also identified the need for routes to be direct as possible to ensure convenience whilst also identifying the opportunity and co-benefits for the environment and health that can be achieved through integrating active travel and green networks where these can be provided as alternatives to direct routes. The Case for Change also identified the need for improved integration of active travel and public transport in terms of networks and facilities. The STPR2 recommends development of Active Freeways on high travel demand corridors in urban areas.</p> <p>Aligns to NTS:</p>	17, 18

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	green networks as much as possible to provide choice and maximise opportunities for healthy and sustainable travel behaviours. Facilitate development and delivery of a regional active travel network to achieve excellent active travel connectivity in the region and ensure integration with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.		<ul style="list-style-type: none"> <li>• Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework</li> <li>• Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>• Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands</li> <li>• Embed the implications for transport in spatial planning and land use decision making</li> </ul>	
P.AT2	Accelerated delivery of walking, wheeling and cycling infrastructure and facilities			
	Enable accelerated delivery of new and enhanced walking, wheeling and cycling infrastructure and facilities to achieve a step change in active travel provision as soon as possible. Facilitate and support delivery of Scotland's Active Travel Framework in the region.	Scotland's Cycling Framework (emerging) STPR2 Bute House Agreement	<p>Engagement with partners has highlighted the need to accelerate delivery of active travel infrastructure and this is reflected in national policy and frameworks and the Bute House Agreement.</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>• Improve the quality and availability of information to enable all to make more sustainable transport choices</li> <li>• Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands</li> </ul>	17, 18
P.AT3	Access to bikes			
	Increase access to bikes and enable bike ownership including adapted bikes and other non-standard bikes.	STPR2 Active Travel Framework LTSs and local Active Travel Strategies	<p>The RTS Case for Change identified problems with access to bikes with only around one in every three households having access to a bike for private use. There are inequalities in access to bikes as higher income households are more likely to have a bike for private use. There are challenges in the storage of bikes for people living in tenement-style housing. There are opportunities to build on including Glasgow's bike hire scheme and opportunities to improve inclusivity and accessibility of cycling through increasing access to adapted bikes.</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework</li> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>• Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands</li> </ul>	22, 23, 24, 25, N5
P.AT4	Integration of walking, wheeling and cycling with other sustainable transport modes			

REF	RTS Policy	Linkage to RTS Context (that this RTS policy supports or aligns to)	Linkage to RTS Key Issues evidence base (that this policy helps tackle or address)	RTS Option Appraisal linkage (option no)
	Increase and enhance integration of walking, wheeling and cycling networks and facilities with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.	STPR2 Active Travel Framework LTs and local Active Travel Strategies	The RTS Case for Change identified the need to improve integration of active travel and other modes, including cycle parking and storage facilities and improving policies and information around carrying of bikes on buses, trains and ferries. Aligns to NTS: <ul style="list-style-type: none"> <li>Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands</li> </ul>	26, 62
P.AT5	Integration of micromobility and walking, wheeling and cycling			
	Support development of emerging micromobility transport, such as e-scooters, and support the safe integration into active travel networks.		Micromobility, particularly e-scooters, has emerged more recently as an emerging opportunity for active travel whilst posing safety problems for users and other vulnerable road users particularly people who are walking or wheeling including older people, people with limited mobility and people with children. This policy aims to future proof the RTS with regard to emerging active travel opportunities whilst ensuring emphasis on need to promote safety. Aligns to NTS: <ul style="list-style-type: none"> <li>Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations</li> </ul>	106
<b>Policy Theme: Enhancing quality and integration of public transport</b>				
P.PT1	Integrated public transport system			
	Enhance the quality and integration of the public transport system, aiming for a highly integrated, world class, passenger focused system that attracts users away from less sustainable modes of travel particularly private car usage. Promote and facilitate integration of public transport systems including networks, services, ticketing, information, marketing, and passenger facilities, aiming for a more unified system that is easy 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.	STPR2 Transport (Scotland) Act 2019	The RTS Case for Change identified the challenges for integration of public transport systems in the region including networks and services, timetabling, ticketing and fares, information and facilities. The Case for Change also identified challenges for public transport quality, including problems with reliability, punctuality and frequency of services, poor perceptions among non-users and declining passenger satisfaction. SPT's study on bus options available in the Transport (Scotland) Act 2019 identified the opportunities to improve integration and deliver an improved bus system by making use of franchising and/or municipal bus operation powers available to local transport authorities.  Aligns to NTS: <ul style="list-style-type: none"> <li>Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>Improve the quality and availability of information to enable all to make more sustainable transport choices</li> </ul>	56, 84, 88, 89
P.PT2	Ticketing and information			
	Develop and facilitate enhanced integration of public transport systems for ticketing, travel information, booking and payment activities across all public transport modes in the region including inter-regional connections where appropriate. Aim for a single, integrated system, providing users with a high quality,	STPR2 Transport (Scotland) Act 2019 Smart and Integrated Ticketing and Payments Delivery Strategy	The RTS Case for Change identified problems with lack of fully integrated ticketing across public transport modes/services and a lack of integration between systems for travel information/journey planning and ticketing/booking/payment.  Aligns to NTS: <ul style="list-style-type: none"> <li>Remove barriers to public transport connectivity and accessibility within Scotland</li> </ul>	64, 117, 118

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
	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.	The National Plan for Scotland's Islands	<ul style="list-style-type: none"> <li>Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>Improve the quality and availability of information to enable all to make more sustainable transport choices</li> </ul>	
P.PT3	Mobility as a Service			
	Develop and facilitate Mobility as a Service (MaaS) in the region, building upon existing opportunities including ZoneCard where appropriate. Ensure MaaS platforms are inter-operable with cross-regional and national MaaS solutions where appropriate.	STPR2 MaaS Investment Fund Smart and Integrated Ticketing and Payments Delivery Strategy The National Plan for Scotland's Islands Scotland's Trunk Road & Motorway Network Future intelligent transport systems strategy	The RTS Case for Change identified problems with lack of fully integrated ticketing across public transport modes/services and a lack of integration between systems for travel information/journey planning and ticketing/booking/payment. This policy is linked with P.PT2, but ensures that a strategic (i.e. cross-regional and inter-operable) approach, ultimately, is taken to MaaS in terms of wider systems-change to a more user-centric transport system. Aligns to NTS: <ul style="list-style-type: none"> <li>Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>Improve the quality and availability of information to enable all to make more sustainable transport choices</li> </ul>	64
P.PT4	Bus quality and integration			
	Facilitate and enable development of an enhanced and fully integrated bus system for the region. Ensure the bus system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Ensure bus is perceived to be an attractive, convenient and desirable mode of transport that attracts users away from less sustainable ways of travelling. Facilitate and support development of an enhanced regional bus network to ensure excellent bus connectivity for the region and ensure integration with other sustainable transport modes including rail, ferry, Subway and Clyde Metro. Support development and delivery of bus priority measures including Bus Partnership Fund. Facilitate development of bus partnerships, bus franchising and municipal bus operations where appropriate.	STPR2 Bus Investment Fund Transport (Scotland) Act 2019	The RTS Case for Change identified problems with bus quality including reliability and frequency of services, decreasing passenger satisfaction and value for money, negative perceptions by non-users and limited integration between networks/services/modes. SPT's study on bus options available in the Transport (Scotland) Act 2019 identified the opportunities to improve integration and deliver an improved bus system by making use of franchising and/or municipal bus operation powers available to local transport authorities.  Aligns to NTS: <ul style="list-style-type: none"> <li>Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services</li> </ul>	4, 31, 32, 33, 34, 87, 90
P.PT5	Rail quality and integration			
	Facilitate and support development of the regional rail network in the region and ensure the multi-faceted role of rail in the region is recognised by investment decision makers. Ensure the rail system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Increase integration of the rail system with other sustainable transport modes including bus, ferry, Subway and Clyde Metro.	STPR2 Rail Services Decarbonisation Plan	The RTS Case for Change identified problems with rail quality and service performance including reliability of services, decreasing passenger satisfaction and value for money, and limited integration between modes.  Aligns to NTS: <ul style="list-style-type: none"> <li>Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	92, 94, 95, 96

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
P.PT6	Ferry quality and integration			
	Facilitate and support development of the ferry network in the region. Ensure the ferry network provides reliable and resilient services and meets the needs of island residents, businesses and visitors. Ensure ferry is integrated with the wider public transport system including island transport services to reduce adverse impacts of visitor car travel on Island communities and help achieve modal shift to sustainable travel methods.	Ferry Plans 2 / future Island Connectivity Plan STPR2	The RTS Case for Change identified problems with ferry reliability, resilience and limited integration with other modes. Additionally, the Case for Change identified capacity problems at peak travel times particularly for island residents, business and people travelling with a bike.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>• Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services</li> </ul>	52, 53, 54, 55
P.PT7	Subway quality and integration			
	Develop the Subway to be fully integrated with active travel, bus, rail and Clyde Metro. Ensure the Subway provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.		The RTS Case for Change identified problems with Subway quality and integration including reliability and crowdedness and limited integration between modes. There is an opportunity for Subway to be integrated with future Clyde Metro proposals, to form part of a wider mass transit network.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	109
P.PT8	Clyde Metro			
	Facilitate and support development and delivery of Clyde Metro and ensure integration with active travel, bus, rail and Subway networks. Ensure Clyde Metro provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.	STPR2 Draft NPF4 National Development Indicative GCR Regional Spatial Strategy	This policy ensures the RTS is aligned to emerging proposals for mass transit system contained in STPR2, Draft NPF4 and iRSS.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	62
P.PT9	Community Transport, Demand Responsive Transport, Taxis and last mile connections			

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage <i>(option no)</i>
	Increase and enhance the 'last mile' and community-level transport network. Develop the role and enhance integration of Community Transport, Demand Responsive Transport and taxis, active travel and shared transport with bus, rail, ferry, Subway and the future Clyde Metro. Integrate walking, wheeling and cycling networks and facilities with public transport.	STPR2	The RTS Case for Change identified limited integration between modes and opportunities to extend the reach of the public transport network into communities and rural areas by incorporating active travel networks, 'last mile' transport services and community transport and/or demand responsive transport services into a more co-ordinated, planned network. Aligns to NTS: <ul style="list-style-type: none"> <li>Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	38, 51, 57, 62, 107
P.PT10	<b>Park and Ride</b>			
	Increase and enhance Park & Ride facilities and Park & Ride systems where local active travel and public transport connections to stops/hubs/stations are limited.		The RTS Case for Change identified that a large number of park and ride facilities in the region were operating at capacity pre-COVID19. There is opportunity to increase and enhance park and ride in the region, but this should be considered where other more sustainable travel options are not available to reduce shifting existing trips from active travel and public transport to car. There is opportunity to consider park and ride systems linked to Clyde Metro. Aligns to NTS: <ul style="list-style-type: none"> <li>Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	98
P.PT11	<b>Sustainable mobility hubs</b>			
	Facilitate and support development and enhancement of public transport interchanges and sustainable mobility hubs. Support development of national Mobility Hub Delivery Framework and ensure development of a sustainable mobility hub network is integrated with development of 20-minute neighbourhoods. Ensure that best use is made of existing facilities and integration with all sustainable modes including active and shared modes and Community Transport is assured.	STPR2 Route Map	The RTS Case for Change identified limited integration of public transport facilities. The STPR2 and Route Map identified mobility hubs as a key intervention in principle. The RTS policy aims to ensure co-ordinated development of a hub network and good integration with all sustainable transport services to achieve a more co-ordinated network of sustainable transport and complement the other policies in this theme. Aligns to NTS: <ul style="list-style-type: none"> <li>Remove barriers to public transport connectivity and accessibility within Scotland</li> <li>Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> </ul>	58, 59
<b>Policy Theme: Improving road safety</b>				
P.RS1	<b>Road safety and vulnerable road users</b>			
	Support and facilitate delivery of Scotland's Vision Zero where no is killed or seriously injured on roads by 2045. Support implementation of the Road Safety Framework and local Road Safety Plans and help meet road casualty reduction targets in the region. Aim for a sharp and consistent reduction in the number and severity of road traffic collisions in the region with particular focus on vulnerable road users including people who are walking, wheeling and cycling, children and young people, older people and disabled people.	Road Safety Framework Local road safety plans STPR2 Active Travel Framework The Route Map	The RTS Case for Change identified the that, 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. People who are involved in a road accident while walking or cycling are much more likely to be seriously injured or killed compared to other modes. Stakeholders and partners raised road safety problems particularly for vulnerable road users. SPT has a role in delivering the Road Safety Framework particularly supporting local authorities to deliver infrastructure to improve road safety. Aligns to NTS: <ul style="list-style-type: none"> <li>Increase safety of the transport system and meet casualty reduction targets</li> <li>Implement measures that will improve perceived and actual security of Scotland's transport system</li> </ul> Reduce the negative impacts which transport has on the safety, health and wellbeing of people	20, 99

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
P.RS2	Safe speeds			
	Support implementation of 20mph speed limits on a majority of roads in built up areas in the region including towns and villages. Support investigation and implementation of reduced speeds on rural roads in the region, where appropriate.	Road Safety Framework Local road safety plans STPR2 Active Travel Framework The Route Map	The Road Safety Framework, STPR2 and Route Map identify 20mph speed limits as a key road safety intervention. SPT supports local authorities to implement 20mph zones and limits.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Increase safety of the transport system and meet casualty reduction targets</li> <li>• Implement measures that will improve perceived and actual security of Scotland's transport system</li> </ul> Reduce the negative impacts which transport has on the safety, health and wellbeing of people	99, 105
P.RS3	Regional road network safety measures			
	Support implementation of road safety measures on the regional road network.	Road Safety Framework Local road safety plans STPR2	SPT has a responsibility to help improve road safety in the region through the Transport (Scotland) 2005 Act. SPT supports local authorities to implement road safety measures including resurfacing, junction and carriageway redesign, signalling and signage. Individual authorities assess their road safety priorities using established methodologies. Aligns to NTS: <ul style="list-style-type: none"> <li>• Increase safety of the transport system and meet casualty reduction targets</li> <li>• Implement measures that will improve perceived and actual security of Scotland's transport system</li> <li>• Reduce the negative impacts which transport has on the safety, health and wellbeing of people</li> </ul>	99
<b>Policy Theme: Decarbonising vehicles and improving air quality</b>				
P.GF1	Road transport vehicle decarbonisation			
	Facilitate and promote an accelerated transition to ultra-low emission road transport vehicles. Support and facilitate implementation of electric vehicle charging infrastructure. Support the development of regional / cross-boundary charging infrastructure networks including ensuring supply for rural and remote areas and integration with public transport and sustainable mobility hubs. Support introduction of tariffs for use of the electric vehicle charging network and support co-ordinated approaches to tariffs. Improve information and sharing of best practice related to road transport decarbonisation among consumers, business, freight sector and transport operators. Support and encourage bus operators to take up opportunities to decarbonise fleets, upgrade depots and develop partnerships with energy providers. Support and facilitate decarbonisation of the community transport sector in the region. Facilitate development of public charging infrastructure for bus and community transport particularly at SPT bus stations, and integrate with sustainable mobility hubs as appropriate. Support and encourage innovation and investment	Climate Change Plan update STPR2 EVIF Local EVCI policies/strategies	The RTS Case for Change identified that roads transport should be the main focus for SPT/RTS to reduce transport emissions in the region. The Case for Change set out the scale of the problem, highlighting that road transport is the largest emitter by far within the transport sector in Scotland, accounting for around two-thirds (68%) of Scottish greenhouse gas emissions from transport in 2018. The largest component of roads transport emissions is passenger cars, which accounted for 58% of roads transport emissions and 39% of all transport emissions in 2018. Light goods vehicles (LGV) have seen the largest proportionate increases in emissions from roads transport – LGV emissions were 93.7% higher in 2018 compared to the 1990 baseline. In the region, carbon emissions from roads transport were increasing year on year between 2013 and 2017 (Figure 17, top). This was followed by a slight fall overall between 2017 and 2018, although emissions increased in North Lanarkshire and Renfrewshire between 2017 and 2018. The Case for Change also identified that ULEVs comprise less than 1% of all cars and vans in the region and that the number of diesel LGVs in the region has been increasing. The Case for Change public survey also identified specific challenges for residents in transitioning to electric vehicles including range, cost and information barriers.  SPT's road transport decarbonisation study identified specific policies that SPT can support to tackle road transport emissions, which are included in the RTS Policy including	36, 39, 41, 42, 43, 44, 47, 75

REF	RTS Policy	Linkage to RTS Context (that this RTS policy supports or aligns to)	Linkage to RTS Key Issues evidence base (that this policy helps tackle or address)	RTS Option Appraisal linkage (option no)
	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.		co-ordinating EV charging infrastructure plans/strategies and tariffs, improving information and sharing best practice, supporting bus operators and community transport sector to decarbonise, and integration with green energy / fuelling strategies. Aligns to NTS: <ul style="list-style-type: none"> <li>• Reduce emissions generated by the transport system to mitigate climate change</li> <li>• Reduce emissions generated by the transport system to improve air quality</li> <li>• Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations</li> <li>• Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits</li> </ul>	
P.GF2	Rail decarbonisation			
	Support and facilitate decarbonisation of rail services in the region. Ensure investment in decarbonisation of rail services provides opportunities for improved and more resilient rail services and infrastructure in the region.	Climate Change Plan update Rail Services Decarbonisation Plan STPR2	This policy ensures the RTS is aligned to national policy for transport decarbonisation, and ensures a focus for regional priorities in the RTS/SPT.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Reduce emissions generated by the transport system to mitigate climate change</li> </ul>	48
P.GF3	Subway decarbonisation			
	Develop and implement a net zero carbon strategy for the Subway.	Climate Change Plan update SPT Business Strategies (emerging)	This policy sets out SPT's ambitions as a transport operator and is line with the wider Climate Change Plan and SPT responsibilities to reduce carbon.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Reduce emissions generated by the transport system to mitigate climate change</li> </ul>	SPT Business Planning
P.GF4	Ferry decarbonisation			
	Support decarbonisation of ferry services in the region and implementation of Island Connectivity Plan. Ensure ferry decarbonisation provides opportunities for improved and more resilient ferry services and infrastructure in the region.	Climate Change Plan update Ferries Plan 2 Island Connectivity Plan (future)	This policy ensures the RTS is aligned to national policy for transport decarbonisation, and ensures a focus for regional priorities in the RTS/SPT.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Reduce emissions generated by the transport system to mitigate climate change</li> </ul>	52, 53, N1
P.GF5	Aviation decarbonisation			
	Support decarbonisation of regional air services particularly lifeline services to Argyll and Bute, Highlands and Comhairle nan Eilean Siar. Increase low carbon surface transport to Glasgow Airport and Prestwick Airport.	Climate Change Plan update	This policy ensures the RTS is aligned to national policy for transport decarbonisation, and ensures a focus for regional priorities in the RTS/SPT.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Reduce emissions generated by the transport system to mitigate climate change</li> </ul>	29, N2
P.GF6	Clyde Metro			
	Ensure that Clyde Metro is developed on the basis of minimising carbon and other harmful emissions. Promote lower energy consumption by incorporating renewable energies and zero emission transport designs as far as possible.	STPR2 Draft NPF4 (National Development)	This policy provides appropriate context for development of the Clyde Metro with regard to Climate Change targets.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Reduce emissions generated by the transport system to mitigate climate change</li> </ul>	62
P.AQ1	Low Emission Zones			

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage <i>(option no)</i>
	Support implementation and promotion of the Glasgow Low Emission Zone. Support investigation and implementation of additional Low Emission Zones in the region as appropriate.	Cleaner Air for Scotland Glasgow Transport Strategy	The RTS Case for Change identified that, in 2018, roads transport accounted for almost half (48%) of total transport emissions in Scotland of nitrogen dioxide. Roads transport also accounts for the majority of transport emissions of particulate matter. Glasgow has already partly implemented a Low Emission Zone. Aligns to NTS: <ul style="list-style-type: none"> <li>• Reduce emissions generated by the transport system to mitigate climate change</li> <li>• Reduce emissions generated by the transport system to improve air quality</li> </ul>	45
<b>P.AQ2 Air Quality Management Areas</b>				
	Support implementation and delivery of transport improvements and measures to improve air quality within Air Quality Management Areas in the region. Aim to reduce the number of AQMAs in the region.	Cleaner Air for Scotland AQMA Action Plans	The RTS Case for Change identified that, in 2018, roads transport accounted for almost half (48%) of total transport emissions in Scotland of nitrogen dioxide. Roads transport also accounts for the majority of transport emissions of particulate matter. Air pollution from transport is a significant problem for the SPT region - nearly two-fifths (39%), or 15, of Scotland's Air Quality Management Areas are located in North Lanarkshire (4), Glasgow (3), South Lanarkshire (3), Renfrewshire (3) and East Dunbartonshire (2). SPT supports local authorities to deliver air quality mitigation measures in local AQMAs. Aligns to NTS: <ul style="list-style-type: none"> <li>• Reduce emissions generated by the transport system to improve air quality</li> </ul>	27
<b>Policy Theme: Moving goods more sustainably</b>				
<b>P.MG1 Strategic freight transport</b>				
	Facilitate and support strategic freight transport to be more sustainable and energy efficient. Increase resilience and reliability of strategic road, rail and maritime freight transport. Enable strategic freight modal shifts, particularly from road to rail and to maritime transport where appropriate. Support and facilitate best practice and innovation in freight transport in the region.	NTS2 STPR2 Rail freight strategy Rail Services Decarbonisation Plan The Scottish Ministers' High Level Output Specification for Control Period 6	The RTS Case for Change identified reliability and congestion problems on the strategic road network. The NTS2 sets out policy for freight modal shift and the Rail Freight Strategy identifies the issues and opportunities for rail freight development in the region.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>• Improve the quality and availability of information to enable all to make more sustainable transport choices</li> <li>• Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility</li> <li>• Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally</li> <li>• Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland</li> <li>• Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations</li> <li>• Meet the changing employment and skills demands of the transport industry and upskill workers</li> </ul>	29, 72, 75, 76, 77, 78,
<b>P.MG2 Urban freight and last mile deliveries</b>				

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage <i>(option no)</i>
	Facilitate and support more sustainable and efficient movement of goods in City/town centres. Reduce adverse impacts of goods traffic on local roads networks and communities. Facilitate and support increased freight modal shift and innovation of the 'last mile' delivery to be more sustainable and to support development of 20-minute neighbourhoods.	The Route Map	<p>The RTS Case for Change identified that the growing number and complexity of last mile deliveries coupled with lack of investment in cleaner vehicles means that LGV traffic has been responsible for the largest proportionate growth in roads transport carbon emissions over the last 10 years as well as contributing to air quality problems. At the same time, the number of LGVs in the SPT region increased by 18%, or 17,000 additional vehicles between 2009 and 2019 (Figure 21, top). Every council area in the region experienced an increase in the number of LGVs registered locally between 2016 and 2019 except North Lanarkshire. In 2019, 98% of vans licenced in the SPT region were diesel vans. The RTS Case for Change also highlighted the opportunity for cyclelogistics, which presents opportunities for cleaner and more efficient movement of goods in our urban centres. The European Cycle Logistics Federation estimates that 35% of all urban deliveries could be undertaken by bicycle and a Europe-wide survey found a 60% increase in cargo bike sales between 2018 and 2019, with the UK being one of the top markets for cargo bikes.</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods</li> <li>• Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations</li> </ul>	72, 73
<b>P.MG3 Freight hubs and facilities</b>				
	Facilitate and support development and enhancement of freight hubs and freight facilities. Support development of freight consolidation hubs and networks.		<p>The RTS Case for Change identified that the growing number and complexity of last mile deliveries coupled with lack of investment in cleaner vehicles means that LGV traffic has been responsible for the largest proportionate growth in roads transport carbon emissions over the last 10 years as well as contributing to air quality problems. At the same time, the number of LGVs in the SPT region increased by 18%, or 17,000 additional vehicles between 2009 and 2019 (Figure 21, top). Every council area in the region experienced an increase in the number of LGVs registered locally between 2016 and 2019 except North Lanarkshire. In 2019, 98% of vans licenced in the SPT region were diesel vans. SPT's decarbonisation of road transport study identified freight consolidation as a key policy for the RTS to support more sustainable movement of goods and reduce impact of freight traffic in urban areas and neighbourhoods.</p>	73, 74
<b>Policy Theme: Increasing resilience and adapting to climate change</b>				
<b>P.RA1 Climate Change Adaptation</b>				
	Facilitate and support adaptation of the regional transport system to the impacts and effects of climate change including regional roads, coastal rail lines, ferry terminals and harbours, Subway, and flooding of rail, road and path networks. Adapt the transport system to protect the health and wellbeing of transport system users from climate change impacts including higher temperatures and heat stress. Ensure new transport	Climate Ready Clyde Regional Adaptation Strategy Flood Risk Management Plans STPR2 Ayrshire Coastline Management Plan LDPs	<p>The RTS Case for Change identified transport challenges for climate change adaptation in the region including flooding of road and rail networks, coastal erosion, heat stress, high winds and more frequent extreme weather.</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Ensure the transport system adapts to the projected climate change impacts</li> <li>• Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility</li> <li>• Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland</li> </ul>	53, 93, 102, N5

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
	investments including Clyde Metro are future proofed for impacts of climate change and a low carbon future.			
P.RA2	Resilience			
	Increase resilience of the regional transport system from disruption. Reduce adverse impacts of transport system disruption on people and business.	Climate Ready Clyde Regional Adaptation Strategy STPR2	The RTS Case for Change identified transport resilience problems particularly ageing infrastructure and lack of inter-operability / integration across transport operations/services.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility</li> <li>• Increase the use of asset management across the transport system</li> <li>• Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland</li> </ul>	53, 93, 102
P.RA3	Flood risk management and mitigation			
	Support increased integration of transport and flood risk planning. Encourage and develop opportunities to support flood risk management actions through transport projects and infrastructure, where appropriate.	Flood Risk Management Plans Climate Ready Clyde Regional Adaptation Strategy STPR2	The RTS Case for Change identified that around 600km of the roads network in the SPT region is at risk of surface water flooding and around 50km is at risk of coastal flooding. Around 166km of railways are at risk of surface water flooding and around 3km are at risk of coastal flooding. Council partners have identified opportunities to improve integration of transport and flood risk management planning.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Ensure the transport system adapts to the projected climate change impacts</li> <li>• Increase the use of asset management across the transport system</li> <li>• Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility</li> </ul>	102
<b>Policy Theme: Protecting and enhancing the built &amp; natural environment</b>				
P.EV1	Biodiversity and green infrastructure			
	Protect and enhance biodiversity where possible. Develop and implement green infrastructure and other nature-based solutions as part of transport plans and transport projects where appropriate.	2020 Challenge for Scotland's Biodiversity The Environment Strategy for Scotland Local Biodiversity Strategies RTS interim ER	The RTS Case for Change consultation identified opportunities for the RTS to be more integrated and aligned with biodiversity strategies and green infrastructure proposals. Local authority partners are required to have Biodiversity strategies and the RTS aims to be aligned to these where appropriate.  Aligns to NTS: <ul style="list-style-type: none"> <li>• Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits</li> </ul>	
P.EV2	Green networks			

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
	Support and facilitate integration of green networks and active travel networks where appropriate particularly in built up areas.	Glasgow and Clyde Valley Green Network BluePrint Central Scotland Green Network Draft NPF4 National Development (CSGN); LDPs RTS interim ER	The RTS Case for Change identifies the opportunity for active travel strategies/plans to be integrated with green networks to create networks of greened transport corridors.  Aligns to NTS: <ul style="list-style-type: none"> <li>Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits</li> <li>Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands</li> </ul>	N4
<b>P.EV3 Built environment and high-quality places</b>				
	Protect and enhance the built environment where possible. Integrate placemaking and public realm plans and projects with transport plans and projects where appropriate.	Draft NPF4 Spatial Strategy and National Planning Policy Creating Places LDPs A long-term vision for Active Travel in Scotland National Walking Strategy Action Plan Infrastructure Commission for Scotland Active Scotland Outcomes Framework Cycling Action Plan (old) RTS Interim ER	The RTS Case for Change identifies the opportunity for transport strategy to be more integrated with placemaking and wider land use plans to create places where the movement of people is prioritised over motorised vehicles.  Aligns to NTS: <ul style="list-style-type: none"> <li>Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits</li> </ul>	20
<b>Policy Theme: Connecting Places</b>				
<b>P.CP1 International connectivity</b>				
	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: <ul style="list-style-type: none"> <li>Connections to Glasgow Airport and Prestwick Airport;</li> <li>Connections to ports - Ocean Terminal, Hunterston, Ardrossan, Ayr, Troon, King George V Docks, Inchgreen, and connections to Cairnryan;</li> <li>Connections to England – including Glasgow Central station, Motherwell station, West Coast</li> </ul>	Draft NPF4 National Developments (Hunterston; Stranraer Gateway; High Speed Rail) STPR2 Regional Spatial Strategies (Indicative) Glasgow and Clyde Valley City Deal GCR Regional Economic Strategy Ayrshire Growth Deal	This policy aligns with the Draft NPF4, STPR2, and indicative Regional Spatial Strategies priorities. Draft NPF4 National Developments: Hunterston, Stranraer Gateway, High Speed Rail Ayrshire iRSS spatial development priorities: Connections to Cairnryan (including Bellfield & A77/M77 Corridor); Prestwick Airport; Connections to M74/England GCR RSS Spatial Development priorities: Ocean Terminal; Glasgow Airport; Glasgow City Centre; Connections to England; Mossend & EuroCentral STPR2: Connections to ports; Cross-border rail connections including WCML, HSR, G&SW; Connections to Cairnryan  Aligns to NTS: <ul style="list-style-type: none"> <li>Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally</li> <li>Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland</li> <li>Embed the implications for transport in spatial planning and land use decision making</li> </ul>	

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
	<p>Mainline, Glasgow and South Western line, A76, A71, A72 and M8/M77/M74 and High-Speed Rail</p> <ul style="list-style-type: none"> <li>• Connections to road and rail freight facilities – Mossend, Eurocentral, and connections to Grangemouth</li> </ul>			
P.CP2	Inter-regional connectivity			
	<p>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:</p> <ul style="list-style-type: none"> <li>• Connectivity to Argyll and Bute, Northwest and Western Isles</li> <li>• Connectivity to Loch Lomond and Trossachs National Park</li> <li>• Connectivity to Falkirk, Stirling and the North/Northeast</li> <li>• Connectivity to Edinburgh, West Lothian and Scottish Borders</li> <li>• Connectivity to Dumfries and Galloway</li> <li>• Connectivity of Arran – Argyll and Bute</li> </ul>	<p>Draft NPF4 National Developments (National Walking, Cycling and Wheeling Network; CSGN) Regional Spatial Strategies (Indicative) Glasgow and Clyde Valley City Deal Ayrshire Growth Deal Argyll and Bute Rural Growth Deal Regional Transport Strategies STPR2</p>	<p>This policy aligns with the Draft NPF4, STPR2, and indicative Regional Spatial Strategies priorities. Draft NPF4: National Walking, Cycling and Wheeling Network; CSGN Ayrshire iRSS: Connectivity of Arran GCR iRSS: Connections to Edinburgh/east Argyll &amp; Bute iRSS: West Highland Line; A83 Rest and Be Thankful; A82 Tarbet to Inverarnan; Connections to Northwest – Argyll – Central Belt Loch Lomond and Trossachs National Park iRSS: Connections to Glasgow/central belt STPR2: Connections to Cairnryan; Highland Mainline Corridor</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally</li> <li>• Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland</li> <li>• Embed the implications for transport in spatial planning and land use decision making</li> </ul>	
P.CP3	Intra-regional Connectivity			
	<p>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:</p> <ul style="list-style-type: none"> <li>• HMNB Clyde / Faslane, Helensburgh Growth Area and Helensburgh/HMNB Clyde – Balloch/Dumbarton – Clydebank - Glasgow</li> <li>• Clyde Mission Clyde Corridor and Glasgow City Region City Deal investment locations</li> </ul>	<p>Draft NPF4 - National Developments (Clyde Mission, Urban Mass Transit) Glasgow and Clyde Valley City Deal GCR Regional Economic Strategy Ayrshire Growth Deal Argyll and Bute Rural Growth Deal Regional spatial strategies (indicative) STPR2</p>	<p>This policy aligns to NPF4, STPR2, and indicative Regional Spatial Strategies priorities. Draft NPF4 National Developments: Mass transit for Glasgow city region; Clyde Mission Ayrshire iRSS: Ayrshire Growth Deal strategic investment locations; connections to Glasgow/A737/M77/A77/Bellfield; connections to Arran and Cumbrae GCR iRSS: Clyde Mission Clyde Corridor; GCR City Deal investment locations; Connections to Ayrshire Argyll and Bute iRSS: HMNB Clyde rail connectivity – connections to Glasgow</p> <p>This policy also incorporates the RTS intra-regional corridors and island connectivity.</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally</li> <li>• Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland</li> </ul>	

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
	<ul style="list-style-type: none"> <li>• Ayrshire Growth Deal strategic economic development and investment locations</li> <li>• Glasgow - all cross-boundary radial corridors to/from Glasgow</li> <li>• Intra-urban Ayrshire (Kilmarnock/Irvine/Kilwinning/3 towns/Troon/Prestwick/Ayr)</li> <li>• South Lanarkshire – North Lanarkshire</li> <li>• East Renfrewshire – Renfrewshire – West Dunbartonshire</li> <li>• Inverclyde - Renfrewshire</li> <li>• Ayrshire – Renfrewshire - Glasgow</li> <li>• North Ayrshire – Inverclyde</li> <li>• East Dunbartonshire – North Lanarkshire</li> <li>• East Dunbartonshire – West Dunbartonshire</li> <li>• Ardrossan – Arran, Largs - Cumbrae and Rosneath Peninsula – Greenock</li> </ul>		<ul style="list-style-type: none"> <li>• Embed the implications for transport in spatial planning and land use decision making</li> </ul>	
P.CP4	Town Centre connectivity and 20-minute neighbourhoods			
	<p>Improve, increase and enhance active travel and public transport connectivity of the region's town centres to support town centre economies and delivery of 20-minute neighbourhoods.</p>	<p>Draft NPF4 Spatial Strategy and National Planning Policy Route Map Regional Spatial Strategies (indicative) LDPs</p>	<p>This policy aligns to spatial priorities in the iRSSs for town centres and Draft NPF4/STPR2/Route Map policies/interventions on 20-minute neighbourhoods.</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally</li> <li>• Embed the implications for transport in spatial planning and land use decision making</li> </ul>	
P.CP5	Island, Rural and Remote Area Connectivity			
	<p>Improve, increase and enhance transport connectivity for rural, remote and island communities particularly to nearest town centres and key transport hubs. Improve, increase and enhance transport connectivity for Arran, Cumbrae and Rosneath peninsula.</p>	<p>NPF4 Spatial Strategy Ayrshire Regional Spatial Strategy Ayrshire Growth Deal LDPs LOIPs</p>	<p>This policy aligns to Draft NPF4 spatial priority of balanced development and the Ayrshire RSS.</p> <p>Aligns to NTS:</p> <ul style="list-style-type: none"> <li>• Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally</li> <li>• Embed the implications for transport in spatial planning and land use decision making</li> <li>• Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services</li> </ul>	

REF	RTS Policy	Linkage to RTS Context <i>(that this RTS policy supports or aligns to)</i>	Linkage to RTS Key Issues evidence base <i>(that this policy helps tackle or address)</i>	RTS Option Appraisal linkage (option no)
P.CP6	Regional Hospitals and Tertiary Education			
	Improve, increase and enhance sustainable connectivity of regional hospitals and tertiary education. Support development of active travel and public transport connectivity for new Monklands hospital and other future hospital and tertiary education development.	LDPs Lanarkshire NHS Healthboard development plans Ayrshire & Arran NHS Healthboard proposals MACS Transport to Health and Social Care Report	The RTS Case for Change identifies access to healthcare and education as a key issue. This policy aligns with existing hospital development proposals in the region and ensures place in the RTS for future emerging proposals for regionally strategic development.  Aligns to NTS: • Embed the implications for transport in spatial planning and land use decision making	
P.CP7	Housing Development			
	Facilitate and support increased and enhanced active travel and public transport connectivity of major residential development and growth areas in the region.	LDPs Draft NPF4 Spatial Strategy and National Planning Policy	This policy ensures place in the RTS for regionally strategic housing development, as the Draft NPF4 is finalised with regard to future housing needs and supports LDPs.  Aligns to NTS: • Embed the implications for transport in spatial planning and land use decision making	