



 *A Catalyst for Change*

The Regional Transport Strategy for the west of Scotland
2008-21



working in partnership





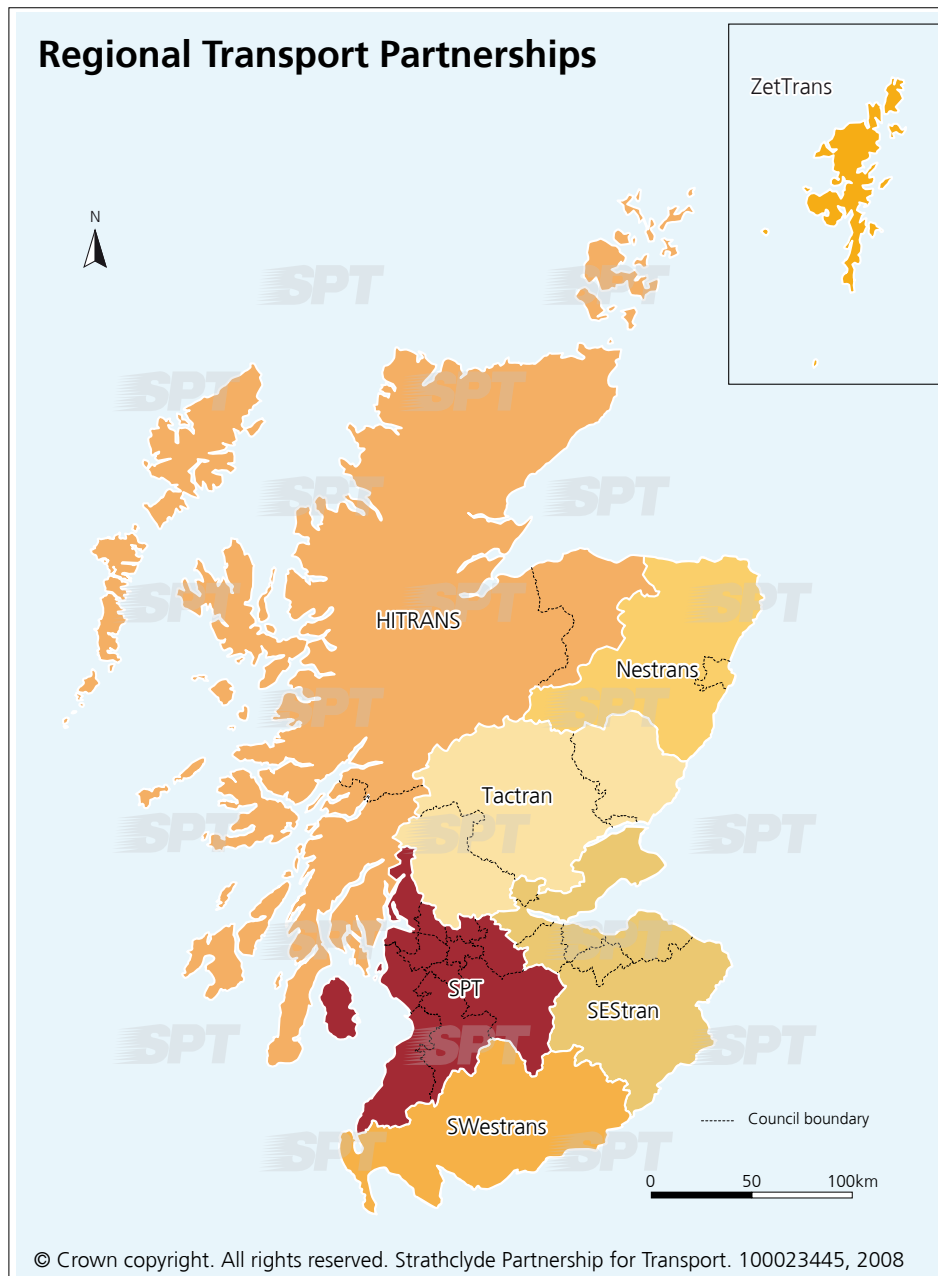
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"A Catalyst for Change – The Regional Transport Strategy for the west of Scotland 2008-21" was approved by the Minister for Transport, Infrastructure and Climate Change, Stewart Stevenson MSP, on 15th June 2008.



SPT in Context



SPT is one of seven Regional Transport Partnerships in Scotland. There are 12 councils within the SPT area, these are: East Dunbartonshire, West Dunbartonshire, Glasgow, North Lanarkshire, South Lanarkshire, East Ayrshire, North Ayrshire, South Ayrshire, Inverclyde, East Renfrewshire, Renfrewshire and part of Argyll and Bute.



Foreword

A fast, efficient, accessible and reliable transport system is vital to economic growth in the west of Scotland since good transport systems support businesses and also play an important part in breaking down the barriers of poverty, promoting social inclusion and making real changes in people's lives.

"A Catalyst for Change, the Regional Transport Strategy for the West of Scotland 2008 -2021" sets out Strathclyde Partnership for Transport's (SPT) vision for transport, the goals we share with partner organisations, transport objectives, our strategic priorities for transport and the indicators we will use to measure delivery for the first 5 years of the Strategy's implementation. The Partnership of the 12 west of Scotland councils supports the Scottish Government in taking forward the transport interventions that support national priorities for a wealthier, fairer, healthier, safer, stronger, smarter and greener Scotland. This Regional Transport Strategy (RTS) identifies the complementary regional transport outcomes and strategic priorities that set the scope for SPT's role in working towards 4 key transport outcomes:

- **Improved connectivity**
- **Access for all**
- **Reduced emissions**
- **Attractive, seamless, reliable travel**

Extensive consultation informed all stages of the development of the Strategy and in response our Strategy gives particular priority to improving bus services throughout the region, to improving integration between different services and types of transport, and between transport and land use planning. While SPT will address each of the 17 priorities we identify in the Strategy, our particular focus for the first Delivery Plan will be to:

- **Plan and provide a "step change" for bus services, standards, and infrastructure**
- **Revitalise the Subway network**
- **Improve cross-city and cross-region links on strategic corridors**
- **Improve access to services including health care and education**
- **Plan for the provision of transport for the Commonwealth Games 2014, tourism and major events**
- **Improve sustainable connectivity for business and freight**

We believe we have an excellent Strategy that is fully aligned with National Outcomes and we are working closely with our member Councils to integrate SPT's strategic priorities within their 12 Single Outcome Agreements. The Strategy must now be matched with the money, resources and commitment to make it happen and we look forward to working with our partners to deliver real benefits for the travelling public and businesses in the west of Scotland.

Ron Culley
Chief Executive, SPT

Alistair Watson
Chair, SPT



l-r: Ron Culley and Alistair Watson

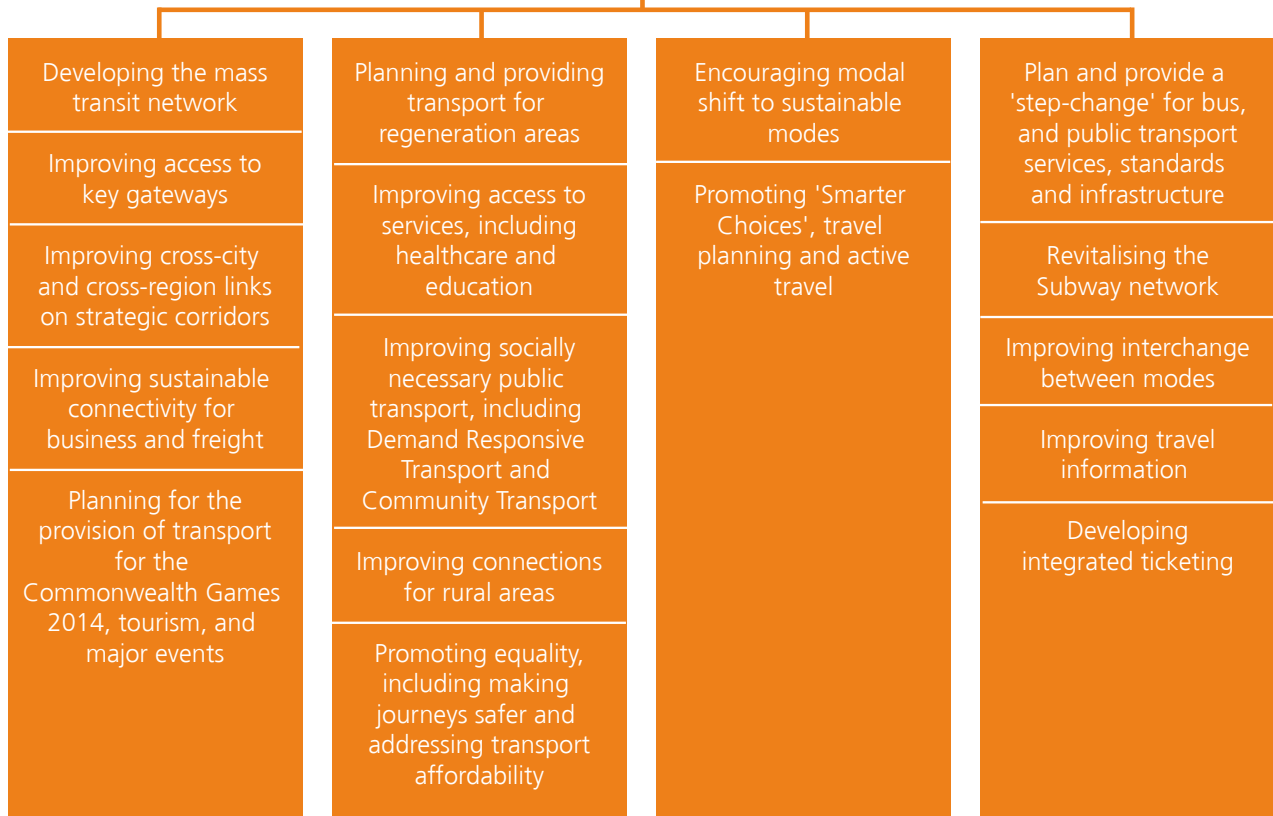


The Regional Transport Strategy for the west of Scotland 2008-2021: Summary

The Vision:
"A world-class sustainable transport system that acts as a catalyst for an improved quality of life for all"

Shared Goals Objectives

Strategic Priorities



Strategy Outcomes





The Strategy Vision

“A world class sustainable transport system that acts as a catalyst for an improved quality of life for all”

Contribution of Strategy Vision to Scottish Government Strategic Objectives.

	Wealthier & Fairer	Healthier	Safer & Stronger	Smarter	Greener
Strategy Vision	✓	✓	✓	✓	✓

The Shared Goals

Develop the economy: through improving connectivity for business and freight, making transport more effective and efficient, providing access to employment, education, shopping and leisure, by improving transport integration.

Promote social inclusion and equality: by providing a transport system that is safe, accessible, and affordable to all sections of the community.

Improve health and protect the environment: by minimising emissions and consumption of resources and energy, by promoting active travel, quality public transport and modal shift.

Contribution of Shared Goals to Scottish Government Strategic Objectives.

	Wealthier & Fairer	Healthier	Safer & Stronger	Smarter	Greener
Develop the economy	✓		✓	✓	
Promote social inclusion & equality	✓		✓	✓	
Improve health & protect the environment		✓	✓		✓



The Strategy Objectives

- 1. Safety and Security:** To improve safety and personal security on the transport system.
- 2. Modal Shift:** To increase the proportion of trips undertaken by walking, cycling and public transport.
- 3. Excellent Transport System:** To enhance the attractiveness, reliability and integration of the transport network.
- 4. Effectiveness and Efficiency:** To ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight.
- 5. Access for All:** To promote and facilitate access that recognises the transport requirements of all.
- 6. Environment and Health:** To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system.
- 7. Economy, Transport and Land-use Planning:** To support land-use planning strategies, regeneration and development by integrating transport provision.

Contribution of Strategy Objectives to Scottish Government Strategic Objectives.

	Wealthier & Fairer	Healthier	Safer & Stronger	Smarter	Greener
Safety & Security		✓	✓		
Modal Shift	✓	✓	✓	✓	✓
Excellent Transport System	✓		✓	✓	
Effectiveness & Efficiency	✓			✓	
Access for All	✓	✓			
Environment & Health		✓	✓		
Economy, Transport & Land-use Planning	✓			✓	✓



The Strategy Outcomes

To provide focus, four Strategy Outcomes have been identified. Our indicators will measure achievement towards these outcomes.

Improved connectivity:

The west of Scotland has a transport system that underpins a strong, sustainable economy.

Access for All:

The west of Scotland has a transport system that is safe, secure and accessible to all.

Reduced Emissions:

The west of Scotland has a transport system that promotes sustainable travel for a cleaner environment and healthier lives.

Attractive, Seamless, Reliable Travel:

The west of Scotland has a transport system that provides attractive, seamless, reliable travel.



How the RTS supports the National Outcomes

The table on page 9 aligns Strategy Outcomes and Strategic Priorities to Scottish Government National Outcomes. Of the 15 National Outcomes, nine have close links with transport as shown below:

- 1.** We live in a Scotland that is the most attractive place for doing business in Europe – *Transport is a key factor in connecting businesses to markets, suppliers and staff.*
- 2.** We realise our full economic potential with more and better employment opportunities for our people – *Lack of transport can be a significant barrier in getting to work, or getting back to work.*
- 6.** We live longer, healthier lives – *Doing more walking and cycling can improve a person’s physical and mental health. Transport emissions can adversely affect people’s health.*
- 7.** We have tackled the significant inequalities in Scottish society – *Equality groups, such as disabled people, can face significant difficulties when using the transport system e.g. physical access problems.*
- 9.** We live our lives safe from crime, disorder and danger – *Safety and security improvements on transport systems and at stations can reduce crime, and fear of crime, on public transport (e.g. CCTV, lighting and presence of staff)*
- 10.** We live in well-designed, sustainable places where we are able to access the amenities and services we need – *Transport plays a major role in ensuring people can access the services and amenities they need, such as a major healthcare facility. The provision of sustainable transport choices is part of a well-planned development.*
- 12.** We value and enjoy our built and natural environment and protect it and enhance it for future generations – *Transport, particularly infrastructure, can have significant land-use impacts on a community, and on the natural and built environment.*
- 14.** We reduce the local and global environmental impact of our consumption and production – *Transport is a major contributor of emissions that harm the environment e.g. air pollution. The use of fossil fuels contributes to global warming.*
- 15.** Our public services are high quality, continually improving, efficient and responsive to local people’s needs – *Transport providers and government bodies, including SPT, need to ensure that services are provided in an effective, efficient, affordable manner, and that they continue to meet the changing needs of society.*



Contribution of Regional Transport Strategy Outcomes and Strategic Priorities to Scottish Government National Outcomes.

	Scottish Government National Outcomes									
	1	2	6	7	9	10	12	14	15	
Strategy Outcome: Improved Connectivity										
Developing the mass transit network	✓	✓				✓	✓	✓	✓	
Improving access to key gateways	✓	✓				✓		✓	✓	
Improving cross-city and cross-region links on strategic corridors	✓	✓	✓		✓	✓	✓	✓	✓	
Improving sustainable connectivity for business and freight	✓	✓	✓			✓	✓	✓	✓	
Planning for the provision of transport for the Commonwealth Games 2014, tourism, and major events	✓	✓	✓			✓	✓	✓	✓	
Strategy Outcome: Access for All										
Planning and providing transport for regeneration areas	✓	✓		✓	✓	✓	✓		✓	
Improving access to services, including healthcare and education	✓	✓	✓	✓	✓	✓		✓	✓	
Improving socially necessary public transport, including Demand Responsive Transport and Community Transport		✓	✓	✓	✓	✓	✓		✓	
Improving connections for rural areas	✓	✓		✓		✓	✓		✓	
Promoting equality, including making journeys safer and addressing transport affordability		✓	✓	✓	✓	✓			✓	
Strategy Outcome: Reduced Emissions										
Encouraging modal shift to sustainable modes	✓		✓			✓	✓	✓	✓	
Promoting 'Smarter Choices', travel planning and active travel	✓		✓			✓	✓	✓	✓	
Strategy Outcome: Attractive, Seamless, Reliable Travel										
Plan and provide a 'step-change' for bus services, standards and infrastructure	✓	✓		✓	✓	✓	✓	✓	✓	
Revitalising the Subway network	✓	✓		✓	✓	✓	✓	✓	✓	
Improving interchange between modes	✓	✓		✓	✓	✓	✓		✓	
Improving travel information	✓	✓		✓	✓				✓	
Developing integrated ticketing	✓	✓		✓	✓				✓	



Strategic Priorities

The Strategic Priorities are key areas for action over the lifetime of the Strategy and create a framework for SPT and our stakeholders to help deliver transport improvements across the west of Scotland. They are grouped under each of the Strategy Outcomes. The Strategic Priorities will provide the context for prioritisation within the Delivery Plan, a five year programme of interventions.

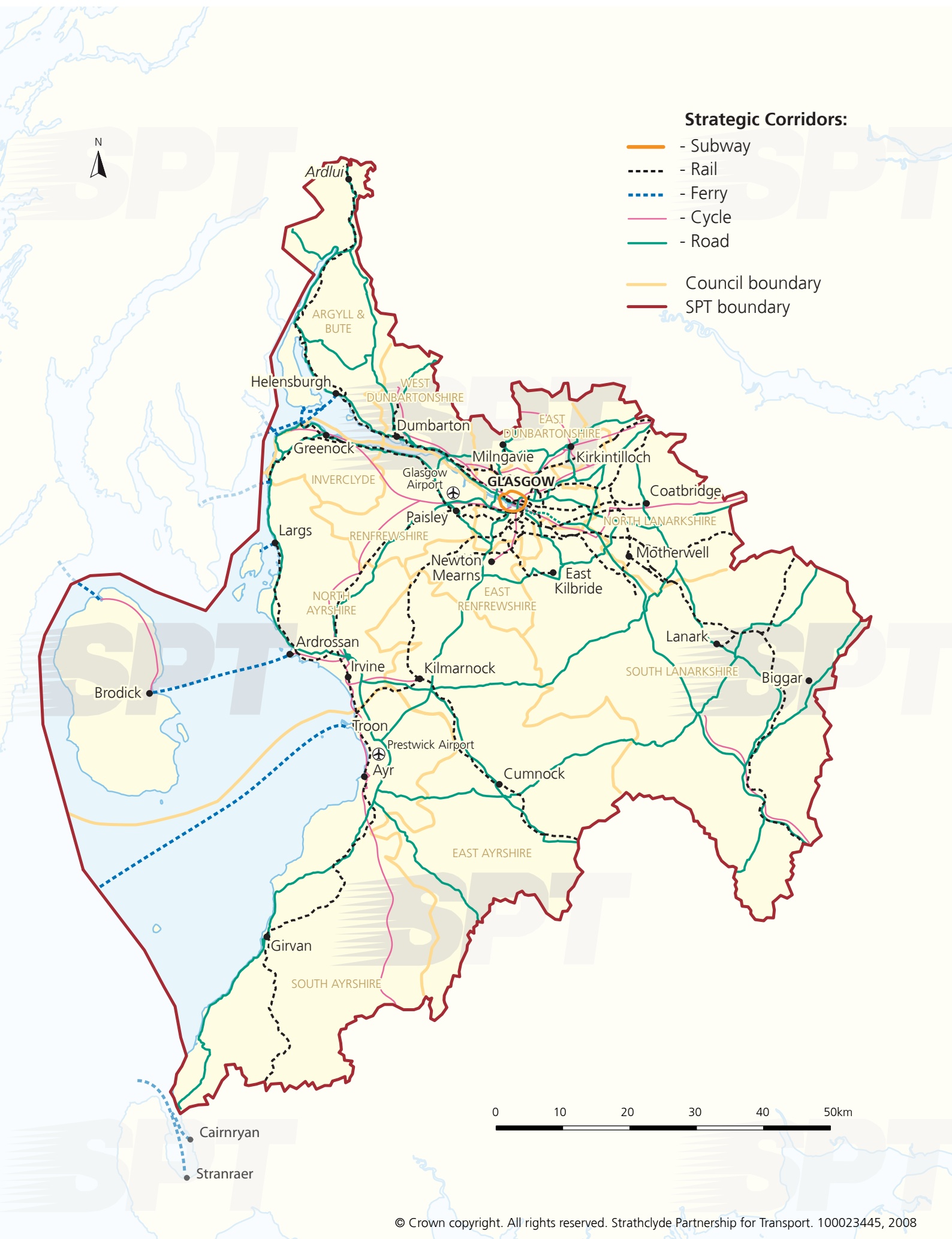
While SPT will address each of the 17 priorities we identify in the Strategy, our particular focus for the first Delivery Plan will be:

- **Plan and provide a “step change” for bus services, standards, and infrastructure.**
- **Revitalising the Subway network.**
- **Improving cross-city and cross-region links on strategic corridors.**
- **Improving access to services including health care and education.**
- **Planning for the provision of transport for Commonwealth Games 2014, tourism and major events.**
- **Improving sustainable connectivity for business and freight.**

The Strategic Corridors referred to are:

- the current strategic transport network (as defined in the map)
- connections to and between the Strategic Corridors, connecting to the ‘Areas of Economic Development’, and the ‘Community Expansion Areas, Rural Area and Regeneration Areas’ as defined in Appendices D and E of the Final Draft RTS (see section on ‘Supporting Information’, page 21, for more details)

The Delivery Plan, the five year implementation programme for the Strategy, will highlight the Strategic Corridors on which action will be focused for the first five years of the Strategy.





Improved Connectivity

Developing the mass transit network – The ‘Vision’ commits all stakeholders to creating a ‘world-class’ transport system. This will involve seeking innovative solutions to future transport issues, learning from best practice around the world, making best use of the public and private finance available, and ensuring partnership arrangements are in place to allow transport to continue to help meet the region’s needs. The delivery of recommendations from the West of Scotland Conurbation Transport Study will address this strategic priority.

Improving access to key gateways – The west of Scotland contributes 41% of Scotland’s GVA and maintaining and growing the economic competitiveness of the region requires the best internal transport connections to the rest of the UK and beyond, by all modes. Connecting the region’s Strategic Corridors to national and international networks by air, sea, rail or road is therefore a strategic priority.

Improving cross-city and cross-region links on strategic corridors – Improving the reliability, journey times and penetration of the transport network is important. There are strategic corridors (see map, p11) on which the Strategy is focusing for future action across all modes. Connections within and between the region’s Strategic Corridors are a key priority of the Strategy. Particular issues are connections between the rail networks north and south of the River Clyde, and connections between local, regional and national bus networks.

Improving sustainable connectivity for business and freight – Inefficient transport connections can damage business competitiveness and increase costs for businesses and consumers. Addressing congestion across all modes is therefore a major issue. The Strategy also seeks to encourage the transferral of freight from road to more sustainable modes. Connections to strategic business locations, connections for the sustainable transfer of freight, and measures to tackle congestion on the region’s strategic corridors are key priorities.

Planning for the provision of transport for the Commonwealth Games 2014, tourism and major events – The west of Scotland attracts many tourists every year, including visitors to major events, such as festivals or sporting events. Hosting the 2014 Commonwealth Games requires world class transport. It is vital that visitors have the best access to the west of Scotland, and that travel within the region allows them to make the most of their stay. Transport for the Commonwealth Games 2014 and connections for the region’s strategic corridors to tourism locations and major events are key priorities of the Strategy.

Access for All

Planning and providing transport for regeneration areas – Transport has a key role in supporting effective regeneration, for example, national regeneration areas such as Clyde Gateway, and for regeneration opportunities in town centres, harbour areas, former industrial areas, towns and other Structure Plan priority areas. Connecting the region’s strategic corridors to major regeneration areas and providing public transport to these are key priorities.

Improving access to services, including healthcare and education – Connecting the region’s strategic corridors to key services, including major healthcare facilities and educational establishments, transport provision for those accessing services (e.g. school transport, walking and cycling, and safety and security measures) and measures to address congestion and environmental issues arising from those accessing services are key priorities of the Strategy.

Improving socially necessary public transport, including Demand Responsive Transport and Community Transport – Social exclusion is a major issue in the west of Scotland. There are areas of severe deprivation, remote rural areas, and people and communities that are currently more excluded than others. Therefore, public transport provision for those without access to a car, connections to excluded communities, and transport for those who have difficulty using mainstream public transport are key priorities.



Improving connections for rural areas – Lack of transport is a major issue in rural areas. Service levels and distances to bus, ferry or rail can be poor. Bus services in rural areas can often be poor particularly in the evening and at weekends, and this can act as a barrier to social and economic activity. Service levels and public transport provision in rural areas are key priorities.

Promoting equality, including making journeys safer and addressing transport affordability – Issues regarding access and use of transport can severely restrict many people’s daily activities e.g. physical access, customer care, safety and security, and affordability. Transport provision for equality groups, safety and security measures on the region’s Strategic Corridors, and measures to address transport affordability on all modes across the region.

Reduced Emissions

Encouraging modal shift to more sustainable modes – Transport’s contribution to global warming and air quality is predicted to increase over the lifetime of the Strategy. Noise pollution, concerns about safety, severance and amenity also affect many communities. Key priorities include encouraging people to car-share and to make more use of active travel and public transport for at least part of their journeys. These changes will also be helped by standardised parking controls and shifts to more sustainable fuels.

Promoting ‘smarter choices’, travel planning and active travel – “Smarter Choices” are measures designed to support more sustainable travel by reducing dependence on the car. These measures include: travel planning, improving public transport information, marketing, travel awareness campaigns and reducing the need to travel. Promoting ‘Smarter Choices’ can encourage behavioural change and more active travel.

Attractive, Seamless, Reliable Travel

Plan and provide a ‘step change’ for bus services, standards, and infrastructure – Bus is the main public transport mode in the west of Scotland, but there are significant challenges to be met. Quality, reliability, infrastructure, integration with other modes, information, availability (evenings/ weekends) and service penetration all need to be improved. SPT’s agenda includes ensuring the bus industry meets its obligations to passengers, creating an optimum bus network, developing partnerships / contracts / performance improvement plans, and creating standards for new and existing infrastructure.

Revitalising the Subway network – The Subway is a core part of the urban rail network linking passengers across Glasgow to economic and social venues, and also to national rail and bus hubs. However, the Subway is now over 100 years old and is in need of modernisation. Proposals are being developed for refurbishment, including possible extensions and improved links with the urban rail network, improving operational flexibility, including longer opening hours, improved reliability, improved access and better integration.

Improving interchange between modes – The smooth transfer of passengers between transport services is an important element of the “seamless journey”. Efficient integration between bus, rail, ferry, Subway, car trips and walking and cycling is vital in keeping journey delays to a minimum and encouraging modal shift. The development and creation of interchanges on the region’s Strategic Corridors, and improved co-ordination of transport services for interchange is a priority.

Improving travel information – The ability to access clear, reliable information about transport services and infrastructure is a top priority for passengers. SPT will work with operators to roll-out improved information, including use of the internet, ‘real time’ information at bus stops, and developing standards for information.

Developing integrated ticketing – Lack of integrated ticketing causes considerable inconvenience for passengers, and discourages modal shift to public transport. Working with national agencies and operators to improve this, and introducing new ticketing technologies (e.g. Smartcards) are priorities.



SPT Working in Partnership

While SPT is responsible for producing the Strategy, a wide range of organisations will be involved in its delivery. Through partnership working, primarily with member councils and community planning partners, SPT will promote delivery of the Strategy. The key stakeholders for delivery of the Strategy include:

- SPT
- SPT's member councils
- Community planning partners in the west of Scotland, including the Police and Health Boards
- The enterprise and tourism network
- Active travel organisations e.g. Cycling Scotland
- Scottish Government / Transport Scotland
- Transport operators
- Network Rail
- Strategic Development Planning Authorities (Structure Plans)



SPT's Core Activities

SPT is committed to making the Strategy a success. The continuous improvement of SPT's core activities provides the foundation for this. SPT's core activities are:

- **Planning the regional transport network** - analysing and planning the transport network across modes to ensure it meets the region's needs
- **Delivering regional projects** - the project management and delivery of projects across the transport network
- **Operating the Subway network** - operation, maintenance and future development
- **Providing ferries** - provision of existing services, and planning of potential new services
- **Delivering school transport** - acting as an agent for member councils
- **Promoting developments on the rail network** - promotion and development of rail projects, in conjunction with Transport Scotland
- **Developing integrated ticketing initiatives** - administering and developing a range of integrated tickets
- **Addressing transport affordability** - through working with Transport Scotland in administering free transport for people with disabilities and people over 60, through supporting the implementation of other national concessionary travel schemes for specific users, and through developing regional initiatives
- **Making journeys safer** - planning and providing safety and security initiatives on the transport network
- **Providing bus infrastructure** - operating, managing and developing bus stations and maintaining the network of bus shelters and stops
- **Giving travel information to the public** - through marketing and education, through providing a network of travel centres and travel points, through timetables, and through using innovative technology
- **Supporting bus services** - provision and management of services where deemed socially necessary
- **Providing Demand Responsive Transport** - for those with mobility problems (including Dial-a-Bus) and those in rural areas (including Ring'n'Ride)
- **Promoting "Smarter Choices"** - encouraging more sustainable travel
- **Promoting equality** - developing transport initiatives to assist those who experience difficulties more than most when using the transport network
- **Developing walking and cycling initiatives** - working with member councils and partners to increase use of walking and cycling modes
- **Connecting freight** - through the Freight Quality Partnership, encouraging more sustainable transfer of freight
- **Integrating transport** - across modes, and through timetabling, and with land-use and community plans.



Measuring success

SPT will publish an annual monitoring report, and will refine and quantify targets and timescales for each indicator. We look forward to working with the Scottish Government and member councils in developing an appropriate framework to monitor transport as part of the west of Scotland's contribution to National Outcomes.

The table below shows the current indicators in place for monitoring the Strategy, and aligns these to National Outcomes.

Separate processes are in place for monitoring the Strategic Environmental Assessment and the Equality Impact Assessment.

Key:

SHS - Scottish Household Survey

SPT (Subway) - reference to NOVA international benchmarking surveys

(Annual) DEFRA report - indicative estimates of 'end user emissions' published by the Department for the Environment, Food and Rural Affairs

AQMA - (local) Air Quality Management Areas

DRT - Demand Responsive Transport (SPT's Dial-a-Bus and Ring'n'Ride services)

SG - Scottish Government

ORR - Office of Rail Regulation

BTP - British Transport Police

Contributes to National Outcome	Strategy Outcomes	Indicators	Frequency/ Type/Source	Baseline (at June 2008)	Target (direction of travel)
We live in a Scotland that is the most attractive place for doing business in Europe. (NO1)	Improved connectivity	Proportion of passengers satisfied with public transport information provision	Annual SHS outputs/ SPT (Subway)	89% rail (2006) 81% bus (2006) 60% Subway (2007)	Increase
		Proportion of passengers satisfied with the public transport system	Annual SHS outputs/ SPT (Subway)	85% rail (2006) 75% bus (2006) 86% Subway (2007)	Increase
		Time lost on (all) roads due to congestion	Annual SHS outputs	7% of car driver trips affected by congestion (2006)	Reduce
		Proportion of passengers satisfied with public transport reliability	Annual SHS outputs / SPT (Subway)	89% rail (2006) 74% bus (2006); 51% Subway (2007)	Increase
We realise our full economic potential with more and better employment opportunities for our people. (NO2)	Improved connectivity	Proportion of working age population within a given public transport journey time of a strategic employment centre	SPT models	73% (30 minutes) [2008]	Increase
We live longer, healthier lives. (NO6)	Reduced emissions	Carbon output by the transport sector	(Annual) DEFRA report	4080 Kt CO ₂ (2006)	Reduce
		AQMA numbers	Member councils	8 (2008)	Reduce
		Modal share of adults undertaking active travel to work or education	Annual SHS outputs	35% travel to work (incl. public transport) [2006]	Increase
		Modal share of children undertaking active travel to school	Annual SHS outputs	75% (incl. public transport) [2006]	Increase



Contributes to National Outcome	Strategy Outcomes	Indicators	Frequency/ Type/Source	Baseline (at June 2008)	Target (direction of travel)
We have tackled the significant inequalities in Scottish society. (NO7)	Access for All	Proportion of accessible rural population within 400m of a bus stop with an hourly or better service between 7am and 7pm on an average weekday	SPT models	50% (2008)	Increase
		Proportion of 15% most deprived population within 400m of a bus stop with at least 6 buses an hour between 7am and 7pm on an average weekday	SPT models	79% (2008)	Increase
		Proportion of total population within a given public transport journey time of a hospital	SPT models	64% (30 minutes) [2008]	Increase
		Proportion of total population within a given public transport journey time of a GP	SPT models	81% (15 minutes) [2008]	Increase
		Proportion of 16-19 year olds within a given public transport journey time of a further education establishment	SPT models	82% (30 minutes) [2008]	Increase
		Proportion of rail, Subway and bus stations and vehicles DDA-compliant	(Annual) SPT and operators	local bus fleets: approx. 26%; rail: only class 334s; rail stations 68% [2008]	Increase
		DRT patronage	(Annual) SPT	428,018 (2007/08)	Increase
		Differences in trip frequency and time for equality groups	Annual SHS outputs	illustrative daily trip rates - male 2.42; female 2.47; 31-45 year olds 2.56, over 75s 2.27; without disability 2.51, with disability 2.24 etc. (2006)	Reduce
We live our lives safe from crime, disorder and danger. (NO9)	Attractive, seamless, reliable travel	Number of transport-related accidents	Annual reports (Road Accidents Scotland (SG); Railway Safety (ORR))	road accidents 4125 (cars); bus 276; 2182 (other modes); rail and Subway 24 [all 2007]	Reduce
		Crime incidence on public transport	Annual reports (BTP and Strathclyde Police)	2408 Bus; 3601 Rail; Subway 81 (all 2007/08)	Reduce
		Satisfaction with safety and personal security on public transport	Annual SHS outputs; SPT (NOVA) for Subway	86% bus; 82% rail (both 2006); 59% Subway (2007)	Increase
	Access for All	Differences in trip frequency and time for equality groups	Annual SHS outputs	illustrative daily trip rates - male 2.42; female 2.47; 31-45 year olds 2.56, over 75s 2.27; without disability 2.51, with disability 2.24 etc. (2006)	Reduce
We live in well-designed, sustainable places where we are able to access the amenities and services we need. (NO10)	Improved connectivity	Proportions of working age population within a given public transport journey time of a strategic employment location	SPT models	73% (30 minutes) [2008]	Increase
	Access for All	Differences in trip frequency and time for equality groups	Annual SHS outputs	illustrative daily trip rates - male 2.42; female 2.47; 31-45 year olds 2.56, over 75s 2.27; without disability 2.51, with disability 2.24 etc. (2006)	Reduce
		Proportion of passengers satisfied with public transport information provision	Annual SHS outputs; SPT (Subway)	89% rail; 81% bus (both 2006); 60% Subway (2007)	Increase
		Proportion of passengers satisfied with the public transport system	Annual SHS outputs; SPT (Subway)	85% rail; 75% bus (both 2006); 86% Subway (2007)	Increase
		Proportion of passengers satisfied with public transport reliability	Annual SHS outputs; SPT (Subway)	89% rail; 74% bus (both 2006); 51% Subway (2007)	Increase
		Time lost on (all) roads due to congestion	Annual SHS outputs	7% of car driver trips affected by congestion	Reduce



Contributes to National Outcome	Strategy Outcomes	Indicators	Frequency/ Type/Source	Baseline	Target (direction of travel)
(continued from p15)		Proportion of total population within 400m of a bus stop with at least 6 buses an hour between 7am and 7pm on an average weekday	SPT models	63% (2008)	Increase
		Proportion of total population within a given public transport journey time of a hospital	SPT models	64% (30 minutes) [2008]	Increase
		Proportion of total population within a given public transport journey time of a GP	SPT models	81% (15 minutes) [2008]	Increase
		Proportion of total population within a given public transport journey time of a major retail centre	SPT models	49% (15 minutes) [2008]	Increase
		Proportion of 16-19 year-olds within a given public transport journey time of a further education establishment	SPT models	82% (30 minutes) [2008]	Increase
We value and enjoy our built and natural environment and protect it and enhance it for future generations (NO12)	Reduced emissions	Index of residents rating their neighbourhood as a good place to live in terms of public transport	Annual SHS outputs	4.2 (ratio of 'good' to 'poor' public transport references) [2006]	Increase
We reduce the local and global environmental impact of our consumption and production (NO14)	Reduced emissions	Number of trips undertaken by walking, cycling, public transport and car	Annual SHS outputs	1427 walking; 63 cycling; 2076 public transport; 7788 car (based on sample of - single day - travel diary entries) [2006]	Increase active and PT travel; reduce car
		Proportion of trips undertaken by walking, cycling, public transport	Annual SHS outputs	12.5% walking; 0.6% cycling; 18.1% public transport (all 2006)	Increase
		Carbon output by the transport sector	(Annual) DEFRA report	4080 Kt CO ₂ (2006)	Reduce
		AQMA numbers	Member councils	8 (2008)	Reduce
		Modal share of adults undertaking active travel to work or education	Annual SHS outputs	35% travel to work (incl. public transport) [2006]	Increase
		Modal share of children undertaking active travel to school	Annual SHS outputs	75% (incl. public transport) [2006]	Increase
Our public services are high quality, continually improving, efficient and responsive to local people's needs. (NO15)	Attractive, seamless, reliable travel	Proportion of passengers satisfied with public transport information provision	Annual SHS outputs/SPT (Subway)	89% rail; 81% bus (both 2006); 60% Subway (2007)	Increase
		Proportion of passengers satisfied with the public transport system	Annual SHS outputs/SPT (Subway)	85% rail; 75% bus (both 2006); 86% Subway (2007)	Increase
		Proportion of passengers satisfied with public transport reliability	Annual SHS outputs; SPT (Subway)	89% rail; 74% bus (both 2006); 51% Subway (2007)	Increase
		Time lost on (all) roads due to congestion	Annual SHS outputs	7% of car driver trips affected by congestion (2006)	Reduce
	Access for All	Differences in trip frequency and time for equality groups	Annual SHS outputs	illustrative daily trip rates - male 2.42; female 2.47; 31-45 year olds 2.56, over 75s 2.27; without disability 2.51, with disability 2.24 etc. (2006)	Reduce



Developing the Strategy

The Strategy has been prepared in line with Scottish Government Guidance and sets out SPT's strategic direction to 2021. A full description of our analysis of the issues, challenges and opportunities for transport, the strategic fit of our strategy with relevant policy documents, the strategy development process and the optioneering and appraisal processes are described in the 'Final Draft' version of the Strategy, prepared in March 2007 (see below under 'Supporting Documents' for more details). Appendix J of that report explains how the Strategy is fully compliant with Scottish Government Guidance.

We have rationalised the presentation of the Strategic Priorities, previously included in the March 2007 report under separate headings of core activities, target programme and action plans. This work was undertaken in response to a request from the Cabinet Secretary for Finance and Sustainable Growth in January 2008. The redrafting to present this high level strategy allows us to set out our Strategic Priorities within the same framework of Vision, Shared Goals, Objectives and Outcomes. Redrafting has been considered necessary to improve the linkage between the Strategy and the separate Delivery Plan and the changes are simply presentational to provide a more streamlined Strategy.

The Strategy Context

The Strategy provides the context for prioritisation within the Delivery Plan, a five year implementation programme setting out specific projects, initiatives or operational activities to be delivered by SPT. It will also contain interventions to be promoted and delivered by SPT, member councils and others. On approval by Ministers, the Strategy will also inform development plans and decision making on the transport aspects of new developments. The scale of the issues facing the west of Scotland means that there is a need for effective strategies at national, regional and local transport levels. Interventions must be complementary and delivered in the most effective way.

Consultation

SPT was keen to ensure that as many people as possible were involved in the development of the Strategy:

- Over 250 formal responses received
- Over 1000 contributions noted from attendees at workshops, seminars and meetings
- Regular reference group meetings with councils and other stakeholders at each stage of strategy development
- RTS website created and kept up to date with progress reports and documents for downloading
- 800 copies of the Consultative Draft RTS sent to stakeholders and libraries across the west of Scotland
- Advertising and publicity in local and national papers reached up to 1.3 million people
- Press and radio reports further raised awareness



Next Steps

The successful delivery of the Strategy will be influenced by:

- Effective partnership working within the context of member Councils' Single Outcome Agreements, SPT's Delivery Plan, related Capital and Operating Plans, Community Plans, and future national transport delivery plans
- Appropriate and effective travel demand management tools
- Continuous improvement in the delivery of SPT's core activities
- The legislative context (including emerging legislation) and
- Sourcing funding packages

On approval of this Strategy by Scottish Ministers, SPT will seek to ensure the integration of its Strategic Priorities within wider planning and economic development strategies for the west of Scotland. SPT will take forward specific transport interventions under each Strategic Priority within its Delivery Plan through working in partnership with key stakeholders. Work is continuing to improve the quality and responsiveness of core SPT functions and to address shared agendas with our member councils and community planning partners.



Supporting Information

Full documentation supports this Strategy and is available on SPT's website at www.spt.co.uk/rts including:

- A Catalyst for Change: the Regional Transport Strategy for the west of Scotland 2007 - 2021 Final Draft for submission to Scottish Ministers, March 2007. (Note that the following Appendices have been superseded: Appendix C: RTS projects and target programme; Appendix F: Target Programme – map of interventions; Appendix G: Mass Transit and Appendix H: Detailed Table of RTS Projects.)
- The 5 Year Delivery Plan – interventions arising from Strategic Priorities
- A Catalyst for Change – Scottish Transport Appraisal Guidance (STAG) Report, April 2007
- A Catalyst for Change – Modelling Report, March 2007
- A Catalyst for Change – Equality Impact Assessment, March 2007
- A Catalyst for Change – Information for an Appropriate Assessment, June 2007
- The Environmental Report (Strategic Environmental Assessment) Non Technical Summary, March 2007
- The Environmental Report (Strategic Environmental Assessment) Main Report, March 2007
- Various reports throughout 2006

A Strategic Environmental Assessment Post Adoption Statement is being prepared for publication.



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