



Regional Transport Strategy Update

Date of meeting 17 September 2021

Date of report 24 August 2021

Report by Acting Chief Executive

1. Object of report

The object of this report is to:

- provide an update on the progress of development of the new Regional Transport Strategy (RTS);
- provide an update on current stages of RTS development, including the completion of the Case for Change stage, and development of the RTS Option Groups; and
- recommend approval of proposed actions arising from the current stages noted above.

2. Background

Further to previous reports, including the report to the Partnership on 18 June 2021¹, members will be aware of the work underway in relation to the development of the new Regional Transport Strategy for the west of Scotland. The RTS is at a key stage in its development, and this report provides an update on current and future workstreams in that regard.

3. Outline of proposals

3.1 Case for Change consultation – overview

3.1.1 The consultation on the RTS Case for Change report was carried out over the period 29 April – 14 June 2021. The consultation sought views on the following:

- The RTS vision, targets (in principle), and objectives;
- The Key Issues (Transport Emissions, Access for All, Regional Connectivity, Active Living, Public Transport Quality and Integration);
- The initial ‘long list’ of RTS Options²;
- Equality Impact Assessment (EQIA) interim report; and
- Strategic Environmental Assessment (SEA) interim Environmental Report.

¹ Section 3.2, https://www.spt.co.uk/media/emenyt1j/p180621_agenda6.pdf

² The RTS Options are the policies, actions and interventions that could help tackle the Key Issues, achieve the RTS Objectives and Targets, and help realise the RTS Vision.

The level of response to the consultation was very good, given the often technical subject matter and in-depth nature of the consultation questions. Forty-one responses from organisations were received, along with 387 completed responses from individuals. Members will recall that a further full public consultation is planned in 2022 on the draft strategy.

3.2 Case for Change consultation – Main Findings and Proposed Actions in Response

This section provides an overview of the key points of the consultation responses received and SPT’s proposed actions in response to those key points. More detail is provided in the full Case for Change Consultation analysis report attached at Appendix 1 and in the report at Appendix 2, which provides more detail on SPT’s proposed actions in response to issues raised through the consultation.

3.2.1 RTS Vision

The RTS vision set out in the Case for Change was:

The west of Scotland will be an attractive, well-connected place with active, liveable communities and accessible, vibrant centres, facilitated by a high quality, sustainable transport system that is shaped by the needs of all.

- Responses:

Consultees were asked if they agreed or disagreed with the proposed Vision. Overall, there was a very high level of support for the Vision, with 98% of respondent organisations and 97% of individuals agreeing this was the right vision for the new strategy.

Consultees were also invited to make suggestions to improve the Vision. The majority of suggestions made were considered to be already captured within the Vision, although it could be strengthened by inclusion of two further attributes: “low carbon” and “resilient”. It is also clear from the consultation feedback that there is benefit in including a more detailed narrative around the Vision statement in the final strategy.

- RTS Vision - Proposed actions:

- Adjust RTS Vision to include “low carbon” and “resilient”.
- Provide more narrative in relation to the Vision statement in the final Strategy.

3.2.2 RTS Targets

The three proposed targets (in principle) set out in the Case for Change were:

- Target 1: A reduction in roads transport emissions
- Target 2: A reduction in car kilometres by 2030
- Target 3: A ‘modal shift’ from private passenger car usage to more sustainable travel modes and behaviours

- Responses:

Consultees were asked if they agreed or disagreed with the proposed targets (in principle). Overall, there was a very high level of support for inclusion of these targets (in principle) in the RTS, with 95% of organisations and 88% of individuals agreeing that these targets should be included in the RTS. Many consultees were supportive of linkages to key national targets and making these 'regional.'

Consultees were invited to make comments on the targets. The main comments were focused on the targets needing to be 'SMART' (Specific, Measurable, Achievable, Relevant and Timebound). It is worth highlighting that the purpose of consulting on the targets (in principle) at the Case for Change stage was to understand the extent of support for the RTS to set regional targets, rather than the setting of SMART targets at this stage.

Suggestions for additional targets were also made. Many of these related to specific attributes of the public transport system or active travel network, but it is felt that the proposed 'modal shift' target remains the most appropriate strategic approach to take for the strategy. To achieve the modal shift target, once set, will likely necessitate a step change in many of the attributes noted by respondents in their comments (e.g. quality, affordability, and accessibility of public transport, amount of cycling infrastructure, and others).

- Targets (in principle) - Proposed actions:

- Retain the 3 targets (in principle) and develop these in the next stage of RTS development into SMART targets.
- Consideration of detailed points from respondents relating to additional targets will be undertaken in the next stage of RTS development.

3.2.3 Key Issues

The five Key Issues identified in the Case for Change were as follows: Transport Emissions; Access for All; Regional Connectivity; Active Living; and Public Transport Quality and Integration.

- Responses:

Consultees were asked to rate each Key Issue as being of high, medium or low importance. The table below shows the results for both individuals and organisations.

Key Issue	% of respondents to each section of this part of the consultation who stated that the Key Issue was of high/medium/low importance	
	Individuals	Organisations
Transport Emissions	High: 74% Medium: 19% Low: 4%	High: 81% Medium: 19% Low: 0
Access for All	High: 87% Medium: 10% Low: 1%	High: 92% Medium: 8% Low: 0
Regional Connectivity	High: 76% Medium: 20% Low: 2%	High: 73% Medium: 21% Low: 6%
Active Living	High: 65% Medium: 25% Low: 4%	High: 74% Medium: 26% Low: 0
Public Transport Quality and Integration	High: 90% Medium: 8% Low: 0%	High: 100% Medium: 0 Low: 0

Public Transport Quality and Integration and Access for All received the largest proportion of 'high' importance ratings; however, overall, it is clear that all of the Key Issues are important to the individuals and organisations who responded, with a majority of consultees rating all Key Issues as being of 'high' importance.

Some consultees also provided comments on refining or adjusting the Key Issues or adding new ones. However, in the main, it is felt that the identified Key Issues are correct and that any additional ones suggested were already captured within the Key Issues and/or the Options and other related RTS workstreams. However, there were many useful specific points made that will be considered as part of the development of the overall Strategy.

- Key Issues - Proposed actions:
 - Retain the Key Issues as set out in the Case for Change, while taking account of the following in future stages of RTS development:
 - Ensuring the role of active travel in addressing Regional Connectivity and Access for All is developed;
 - Integrating regional active travel with Green Networks and ensuring role of green infrastructure in addressing Key Issues is developed;
 - Recognising the role of transport governance, and the need to identify and develop funding sources to deliver the Strategy; and
 - Ensuring spatially/geographically-specific problems linked to the existing Key Issues are considered as the spatial approach to the Strategy is developed.

3.2.4 RTS Objectives

The Case for Change proposed the following five Objectives based on the Key Issues:

- To reduce transport emissions in the region;
- To improve equality of access to the transport system and improve accessibility to town centres, jobs, education facilities, hospitals and other opportunities;
- To improve connections between regional centres of economic activity and development opportunities within the region, and to key domestic and international markets;
- To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys; and
- To make public transport a desirable travel choice for residents and visitors.

- Responses:

Consultees were asked if they agreed or disagreed with the proposed RTS objectives, and overall there was strong support for them, with 93% of individuals and 94% of organisations agreeing with the objectives.

Notwithstanding the above, there were many specific points made that may strengthen the existing objectives. Similarly, the EQIA and SEA interim reports make suggestions for strengthening the objectives.

- RTS Objectives – Proposed action:

- Retain the Objectives as set out in the Case for Change report but, based on consultation responses and the EQIA and SEA interim reports, further refine them in the next stage of RTS development in line with Scottish Transport Appraisal Guidance (STAG).

3.2.5 Options

A 'long list' of 117 Options was included in the RTS Case for Change report.

- Responses:

Consultees were invited to comment on the Options and also put forward additional ones to be considered. Broadly, there was strong support for the long list of Options, but consultees noted the need for more detailed spatial definition and differentiation (e.g. what options mean in a rural context as compared with an urban context), and greater prominence for both governance matters and the emerging Metro proposal as key components of the overall Strategy.

- Options – Proposed action:

Key points from consultation responses in relation to Options as noted above will be taken into account as the strategy is developed.

3.3 Option Groups for Development and Appraisal

3.3.1 Following the completion of the Case for Change consultation, Options with similar characteristics and broad aims were consolidated into 29 groups. This approach of Option Grouping is good practice in transport planning as it allows for more effective option development, and a more proportionate appraisal and prioritisation process. The Option Groups as developed are set out in Appendix 3.

The Option Groups will be developed and appraised in the next stage of strategy development. This process will result in policies, key actions and intervention priorities being identified to be taken forward in the RTS and associated Delivery Plan.

3.3.2 Option Development in progress

A number of key studies that will support the option development and appraisal stage are already in progress. These include the following:

- Mobility as a Service (MaaS) - the scope of this study includes identifying SPT's potential role and position in the MaaS field, and developing a 'routemap' as to how a MaaS system or systems could be developed in the west of Scotland. This study is underway and is being undertaken in partnership with Glasgow City Council.
- Transport (Scotland) Act 2019 scoping study – the scope of this study includes developing RTS strategic positioning with regard to the Act's provisions for local bus services. This study is underway and is being undertaken in partnership with Glasgow City Council.
- Road transport decarbonisation – the scope of this study includes developing a regional pathway for electric and other alternatively fuelled vehicles (across all road transport sectors), including developing a more detailed understanding of the relationship with energy supply/constraints/opportunities and developing specific options to support all sectors to transition including van owner-operators, small bus operators and Community Transport. This study is in development.
- Affordability of public transport fares – the scope of this study includes developing the concept and definition of affordability with regard to public transport fares, developing a methodology for assessing affordability and developing specific options that may help tackle affordability problems. This study is in development.

The results of these studies will be reported to members alongside further RTS progress updates.

3.4 Strategic Environmental Assessment Interim Environmental Report

An interim Strategic Environmental Assessment interim Environmental Report (ER) was prepared and consulted upon alongside the Case for Change report. The interim ER found that no changes were required at the Case for Change stage to address

specifically the requirements of the Environmental Assessment (Scotland) Act 2005. However, the interim ER sets out a number of recommendations, including:

- Clarify the role of SEA in informing the development of the draft/final strategy;
- Strengthen representation of high-quality green infrastructure in the public realm and the contribution of this to protecting and enhancing environmental quality, particularly its contribution towards Biodiversity, Flora and Fauna;
- Strengthen representation of Cultural Heritage in the strategy process;
- Ensure full coverage of key environmental issues in the assessment of RTS Options, including Biodiversity, Geodiversity and Soil, Cultural Heritage and Landscape. The need to protect, conserve and enhance environmental aspects should also be considered in all Options ultimately selected for inclusion within the RTS; and
- As Options are further developed they will be assessed for coverage and compatibility against both the RTS Objectives and SEA Objectives. Any identified tensions or adverse impacts should be resolved at the earliest opportunity and opportunities to enhance the sustainability performance of each option should be explored.

These recommendations will be taken into account in the next stages of RTS development.

3.5 Equality Impact Assessment Interim Report

An interim Equality Impact Assessment Report was prepared and consulted upon alongside the Case for Change report. The interim EQIA found that no changes were required at the Case for Change stage to address specifically the requirements of the Equality Act 2010. However, the EQIA interim report sets out a number of recommendations, as follows:

- Clarify the role of EQIA in informing the development of the draft/final strategy.
- Targets: The development of the specific targets should also explore relationship with societal inequalities and opportunity to advance equality.
- Objectives: Integrating equalities issues into all objectives will ensure that equalities considerations will not be missed. All objectives would benefit from references to “for all” and “everyone” which are present in the RTS Vision. This would provide scope to support the development of policies and proposals within the new RTS tailored to the needs of people with individual protected characteristics and disadvantaged groups.
- Options: To facilitate more detailed assessment and mitigation of potential equalities impacts, the options development and appraisal process will need to refine the existing high-level set of potential options to provide greater specificity regarding their locational and implementation parameters and to include more explicit links to reducing inequalities.

These recommendations will be taken into account in the next stages of RTS development.

3.6 Transport for Strathclyde Discussion Paper

Members will recall the meeting of Partnership members which took place on 20 August 2021 to discuss the above. The outcomes of the meeting will help inform the next stages of RTS development.

4. Conclusions

The completion of the Case for Change stage is a key milestone in the development of the new RTS. The positive responses and useful input received from organisations and individuals is encouraging, suggesting that RTS development is progressing in a way which has wide support.

The next stage of RTS development includes development of the SMART targets, development and appraisal of Options, and work on the spatial approach of the strategy. The timeline for completion of this work is currently being reviewed, and officers will bring a further update on the timeline for completion of the overall RTS development programme to the next Strategy and Programmes Committee.

SPT continues to liaise with national, regional and local partners to ensure the development of the RTS aligns with the various strategies, plans and projects which are underway in Scotland. Officers will continue to keep members updated on this and other issues as matters progress.

5. Partnership action

The Partnership is recommended to:

- note this report;
- note the update on current stages of RTS development, including the completion of the Case for Change stage, and development of the RTS Option Groups; and
- approve the proposed actions noted in section 3 arising from the current stages noted above.

6. Consequences

Policy consequences	<i>The new RTS will set the framework for transport policy, projects and initiatives for the next 20 years.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>An EQIA is being undertaken as part of the development process for the new RTS.</i>
Risk consequences	<i>None at present.</i>

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SPT Regional Transport Strategy

Case for Change Consultation

On behalf of **Strathclyde Regional Transport Partnership**

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1 Introduction

1.1 Background and Purpose

- 1.1.1 Strathclyde Partnership for Transport (SPT) has a statutory duty under the Transport (Scotland) Act 2005 to produce a Regional Transport Strategy (RTS). Stantec are currently supporting SPT develop the new RTS, scheduled for publication in early 2022. In April 2021, SPT published the draft 'Case for Change' report which sets out new Vision, Priorities and Targets. Key Issues are identified alongside Transport Planning Objectives and potential options.
- 1.1.2 Whilst the Case for Change does not fall under Statutory guidelines, SPT took the opportunity to publish the draft for Consultation, alongside key supporting documents. The consultation period ran from 29th April until 14th June 2021. The consultation was open to both organisations and members of the public alike. This document provides a summary and analysis of responses to the Case for Change Consultation exercise. No recommendations are made as part of this report, the purpose being solely a detailed reporting of responses.

1.2 Structure of the Consultation

- 1.2.1 Whilst SPT were happy to receive 'open' responses from stakeholders, a decision was made to provide respondents with a response template which included key questions. The purpose was to ensure responses were structured as far as possible and ensure that respondents felt able to include views on each of the key sections of the Case for Change. Questions were therefore framed around the following structure:
- Organisation or member of the public;
 - Contact details and primary location;
 - RTS Vision;
 - RTS Targets;
 - Views on each of the 5 identified RTS Key Issues;
 - RTS Objectives;
 - RTS Options;
 - Equality Impact Assessment;
 - Strategic Environmental Assessment; and
 - Any other general views.
- 1.2.2 To aid analysis, a mix of closed questions were provided in addition to open text boxes. This has allowed a form of quantitative analysis to be performed allowing strength of feeling in each topic area to be gauged alongside the open qualitative responses.

2 Response by Type of User Group

2.1 Individual Public Responses

2.1.1 In total, 472 individuals completed the questionnaire. A cleaning process was undertaken to remove responses from those who had either not answered enough questions or submitted a response twice. This has resulted in **387 respondents for analysis**.

2.2 General

2.2.1 The majority of respondents, 62% (n=240), indicated that they currently live within Glasgow City.

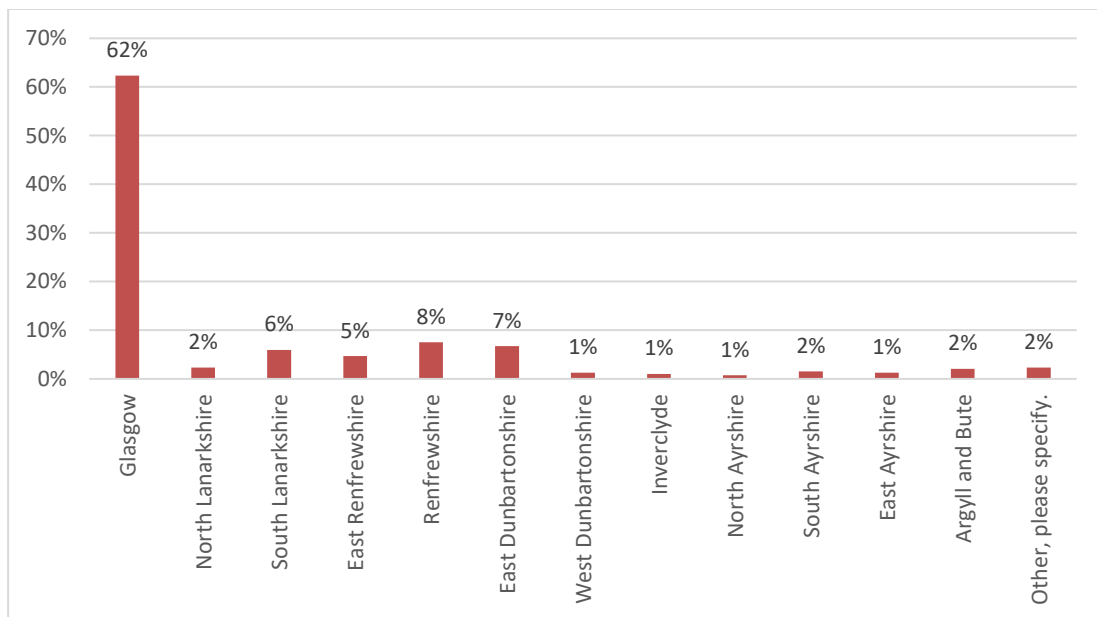


Figure 2.1 Resident Local Authority Breakdown

2.2.2 Across the region, 68% (n=262) respondents noted that they had read the RTS draft Case for Change.

2.3 Organisational Respondents

2.3.1 In total, 41 organisations submitted a consultation response to the Case for Change. These were submitted via a combination of online survey submissions and direct emails. The organisations who submitted a response are categorised and listed below in Table 2.1.

Table 2.1 Organisations

Category	Organisation
Local Authority	Inverclyde Council North Ayrshire Council Renfrewshire Council Glasgow City Council East Dunbartonshire Council Argyll and Bute Council
RTPs	Tactran SPT RTS Strategic Advisory Group

Transport	<p>First Glasgow Transport Focus Scottish Association for Public Transport Cumbernauld Commuter Association Paths for All Sustrans Scotland Community Transport Association Glasgow Taxis Ltd Cycling Scotland Free Our City Glasgow Airport Transform Scotland Get Glasgow Moving</p>
City Region	<p>Glasgow City Region's Green Network Glasgow City Region, Metro Feasibility Study Team</p>
Health	<p>NHS Greater Glasgow and Clyde NHS Lanarkshire NHS Golden Jubilee</p>
Education	<p>Glasgow Caledonian University University of Strathclyde University of Glasgow</p>
Youth	<p>St Paul's Youth Forum</p>
Environment	<p>NatureScot</p>
Public Sector	<p>Visit Scotland Scottish Enterprise</p>
Community Council	<p>Bridge of Weir Community Council Partick Community Council Cumnock Community Council Cronberry Logan Lugar Community Council Dowanhill Hyndland and Kelvinside Community Council West Kilbride Community Council Laurieston Community Council Parkhead Community Council</p>

3 RTS Vision

3.1 Introduction

3.1.1 The stated vision of the RTS is that

'The west of Scotland will be an attractive, well-connected place with active, liveable communities and accessible, vibrant centres, facilitated by a high quality, sustainable transport system that is shaped by the needs of all'

3.1.2 Generally, respondents were in favour of the vision. No-one suggested that the Vision itself was wrong, however there were suggestions of various areas where the Vision could be strengthened to include additional themes.

3.2 Public Responses

3.2.1 Respondents were asked whether they agreed or disagreed that this should be the vision of the new RTS or not. Overall, 91% (n=353) respondents either strongly agreed or agreed. Among those who read the Case for Change, the portion of respondents who either strongly agreed or agreed was also 91% (n=238).

3.2.2 Those who disagreed were asked to explain why. Some 21 respondents left a comment. The key points raised were:

- Affordability should be included
- Lack of public transport needs to explicitly referred to within the vision

3.2.3 Other comments included that disabled and the elderly are severely disadvantaged by the sustainable hierarchy, people rely on private cars for a variety of reasons and COVID-19 may have changed transport long-term.

3.2.4 All respondents were then asked to provide any further comments of the RTS Vision. In total, 166 respondents left a comment. The key points raised reiterated the comments from the previous question. The main points are summarised and quantified below:

- Transport needs to be affordable and value for money (65 comments)
- Important to integrate transport across the region, including integrated ticketing (61 comments)
- Public transport should be publicly owned (19 comments)
- Important to concentrate on sustainable, low carbon transport (9 comments)

3.3 Organisational Responses

3.3.1 Of the organisations who answered this question, 17 said that they strongly agreed with the RTS Vision and 18 said that they agreed with it. Only one disagreed with the Vision noting that they felt that it was too vague and didn't given a sense of the significant change required.

3.3.2 Several of the organisations left additional comments regarding the vision of the RTS. These have been themed and summarised below.

Cost and Integration

- 3.3.3 Cost and integration were highlighted to be the biggest barriers to public transport and one organisation wanted to see ambition to address both explicitly referred to within the Vision. The importance of transport integration was reiterated by another organisation.

Equality

- 3.3.4 A number of organisations felt that there needs to be greater emphasis on equality within the vision.

Accessibility

- 3.3.5 One organisation noted that they felt the wording suggests that only the centres would be accessible and suggested that it be amended to clarify that all communities would be accessible. However, this was countered by another group who highlighted that they were glad to see that communities are a focus point of the vision.
- 3.3.6 There were also questions asked regarding the definition of accessibility and whether this referred to physically accessing transport or about social inclusion.

Inclusivity

- 3.3.7 One of the constituent councils noted that the Ayrshire Inclusive Growth Diagnostic identified transport as a barrier for inclusive growth, being a limiting factor to accessing employment and training. This Council, along with several other organisations, welcomed the Inclusive growth but questions were asked as to how this will be balanced in practice with health and environmental outcomes.
- 3.3.8 Another of the member councils suggested incorporating the word '*inclusive*' to strengthen the vision. They noted that it could be implied by 'needs of all' but suggested the wording being changed to '*well-connected place with healthy communities and inclusive, resilient, local place facilitated by a high-quality, sustainable transport system aimed at meeting the needs for all*'.

Climate Change

- 3.3.9 One organisation felt that the importance of climate change should be emphasised at the start of the vision. Other stakeholders, including three of the community councils noted that money needed to be spent on facilitating decarbonisation.

Resilience

- 3.3.10 It was noted that for rural and island communities within the SPT region the reliability and resilience of the transport network is critical, a point raised regarding both the Vision and later against Targets.

4 RTS Targets

4.1.1 The draft Case for Change identified 3 targets (in principle) for the SPT region. These were as follows:

- Target 1: A reduction in roads transport emissions
- Target 2: A reduction in car kilometres by 2030
- Target 3: A 'modal shift' from private passenger car usage to more sustainable travel modes and behaviours

4.1.2 A large number of comments made regarded the definition of Targets. Whilst members of the public appeared to be confused between Targets and Options, Organisations were keen to stress that Targets need to be quantified and measurable.

4.1.3 It should however be noted that there may have been misunderstandings on this element of the Case for Change as the intention was to consult on the principles of including targets, rather than the presenting specific SMART targets at this stage.

4.2 Public Responses

4.2.1 Respondents were asked whether they agreed or disagreed with these targets. As shown in Figure 4.1, the majority of respondents across all areas within the region either strongly agreed or agreed with the targets.

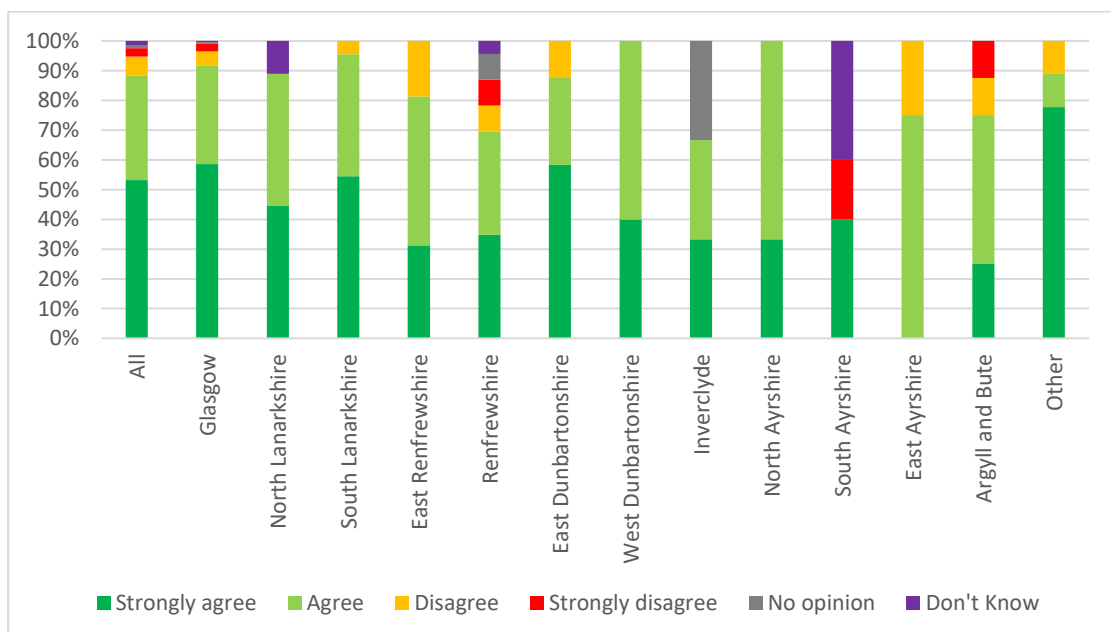


Figure 4.1 Agreement with RTS Targets

4.2.2 Those who disagree were asked to explain why. The main points raised were:

- There needs to be annual targets to check progress
- The plans to achieve the targets are vague
- Targets fall short of what is needed and don't solve all of the key issues

- Some people have no choice to use their car
- The targets are very car-negative rather than positive about other modes

4.2.3 Respondents were asked if they thought any other targets should be considered for the new RTS. As shown in Figure 4.2, half of all respondents (50%, n=176) felt that there are other targets that should be considered.

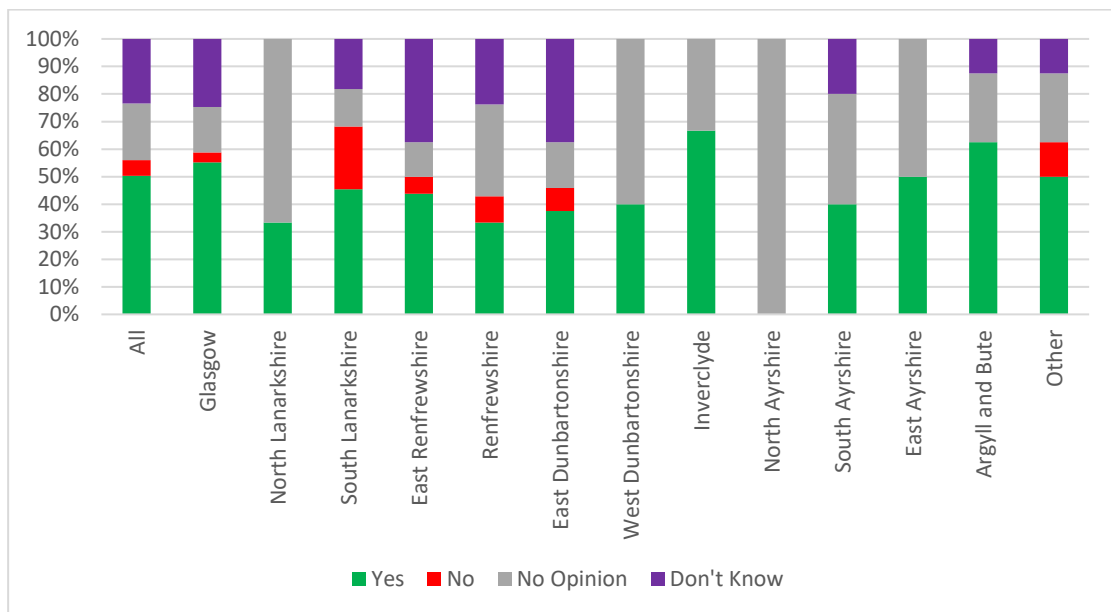


Figure 4.2 Whether other targets should be considered

4.2.4 These respondents were asked what other targets they thought should be considered and why. Some 168 respondents left an answer to this question with **9 respondents noting that all targets must be specific and measurable**. Many of the comments suggested options and not targets, however, the main points raised were:

- Provide affordable public transport (45 comments)
- Make public transport publicly owned (23 comments)
- Integrate the transport network (21 comments)
- Improve active travel infrastructure (19 comments)
- Carbon-zero transport options (12 comments)
- Reopen abandoned and existing railways (6 comments)

4.3 Organisational Responses

Targets - General

4.3.1 The majority of organisations, 57% (n=21) noted that they agree with the targets for the new RTS. Another 38% (n=14) strongly agreed. When asked to provide additional comments on the RTS targets, many of the organisations reiterated that the targets should be measurable. The further comments have been categorised and summarised below.

SMART Targets

- 4.3.2 As noted above, several organisations noted that the targets are not measurable and therefore it is unclear how they would be achieved. Some of these respondents added that it is not enough to say 'reduction' as Targets need to be significant.

Alignment with National targets

- 4.3.3 A number of organisations noted that they were pleased to see that the RTS targets were aligned to national targets which makes their achievement more likely. Generally, it was felt that if national targets are set it would be useful for the region to follow suit.

Prioritisation of targets

- 4.3.4 Some organisations noted that they believe some of the RTS targets should be prioritised over others. For example, one organisation explicitly noted that targets that place greater emphasis on modal shift should be prioritised.

Reduction in car kms

- 4.3.5 Several organisations welcomed the target looking at car kms reduction and not simply the conversion to electric cars.

Rural Transport

- 4.3.6 It was highlighted that it is essential targets aimed to reduce the negative impacts of transport on the environment do not adversely impact on rural areas, many of which suffer poor connectivity, high deprivation and declining populations. For example, in some instances supporting rural economies may require investment in local road infrastructure, increasing reliability and resilience.

Targets – Specific

- 4.3.7 Organisations were asked whether they believed other targets should be considered for the RTS. Some 51% (n=18) organisations said that they do think other targets should be considered. These organisations were asked what these targets should be and why. The responses are categorised and summarised below.

- 4.3.8 It was however suggested that by including an extensive number of targets, there could be a danger of losing focus.

Inclusive economic growth

- 4.3.9 One organisation noted the inclusive economic growth was identified as a priority but there is no target reflecting this. They suggested adding a 4th target: supporting inclusive economic growth opportunities as identified through land-use transport policies such as NPF4 and the regional spatial strategy.

- 4.3.10 It was noted that lack of investment in key transport infrastructure, poor resilience on roads such as the A83 and disproportionate journey times between key settlements and the Central Belt are constraining the local economy in many rural areas.

Resilience and connectivity of transport provision

- 4.3.11 One of the constituent councils suggested the inclusion of additional targets in relation to both resilience and connectivity, but they recognised that these are both difficult to measure. Another organisation emphasised the importance of accessibility and connectivity within the targets.

- 4.3.12 Ensuring transport is resilient and adaptive to future climate change was noted to be important and could be included as a target.

Reducing inequalities

- 4.3.13 Reducing inequalities by making public transport more affordable and accessible was highlighted to be important with one organisation suggesting that it should be included.

Active travel

- 4.3.14 One organisation noted that they believed active travel should be explicitly stated within the targets. Another organisation reiterated this and felt there should be targets associated with km of segregated cycle paths and the active travel percentage mode share.

Decarbonisation of transport

- 4.3.15 It was suggested that there should be a target relating to the decarbonisation of the transport fleet, particularly buses in addition to targeting electric charging infrastructure roll-out but this should be led nationally. Additionally, one of the constituent councils enquired as to which emissions are being referred to, if this is only carbon or other air quality emissions.

Cost of travel

- 4.3.16 One organisation felt that there should be a financial target to provide the most efficient integrated public transport system, offering affordable transport options. Another organisation reiterated this, noting that SPT should include a target on the cost of public transport.

5 RTS Key Issues

5.1.1 The Case for Change is centred around 5 ‘Key Issues’ that the new RTS has identified. The ‘Key Issues’ are thematic groups of the specific transport problems and challenges that were identified during the initial analysis, engagement and statutory assessment activities in the development of the RTS. The ‘Key Issues’ are as follows:

- Transport Emissions
- Access for All
- Regional Connectivity
- Active Living
- Public Transport Quality and Integration

5.2 Transport Emissions - Public Responses

5.2.1 Respondents were asked to indicate how important each of the ‘Key Issues’ were to them on a scale high to low.

5.2.2 As shown in Figure 5.1, across all areas 74% (n=249) respondents indicated that transport emissions were of high importance to them. This increased to 76% (n=163) in the Glasgow area which given the prevalence of inner-city emissions, may be of no surprise.

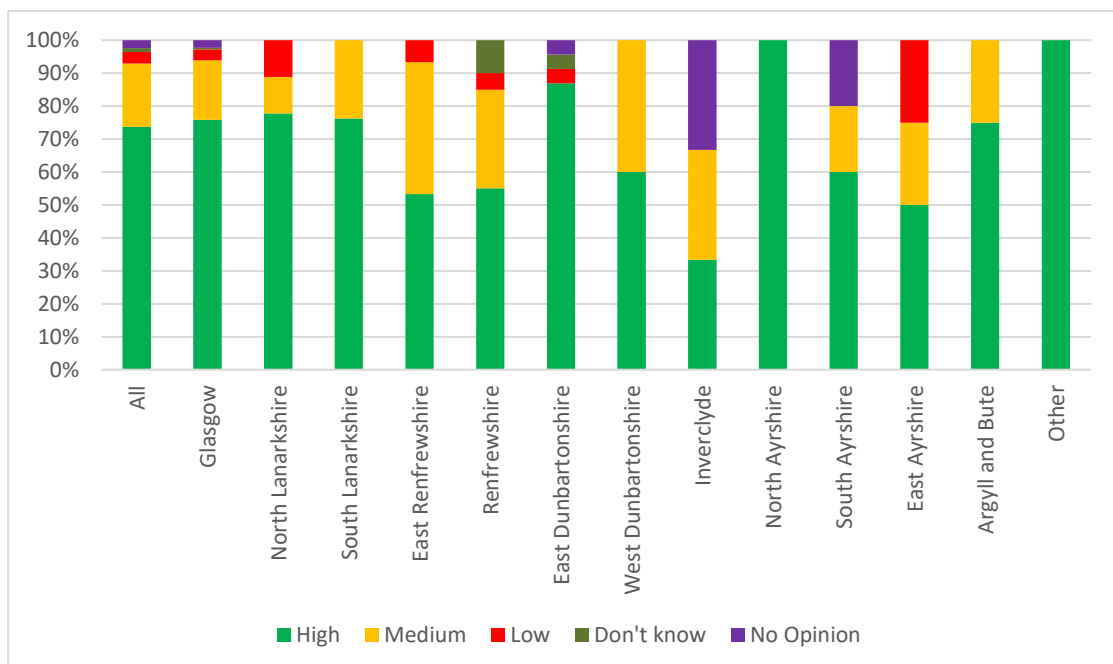


Figure 5.1 Importance of Transport Emissions

5.2.3 Respondents were invited to leave any comments they had with regard to the Transport Emissions ‘Key Issue’. 132 respondents left a comment. The main points raised were:

- It is imperative that transport helps to improve health and the local environment (28 comments)

- Important to drastically cut emissions (25 comments) and it needs to be tackled as soon as possible (22 comments)
- Public transport needs to be electric / fuelled alternatively (24 comments)
- Important to improve transport to get cars off the roads (15 comments)

5.3 Transport Emissions – Organisation Responses

5.3.1 Some 81% (n=29) of the organisations noted that transport emissions are of high priority to them. Organisations were then invited to provide comments on this key issue. These comments have been categorised and summarised below.

Emission Targets

5.3.2 Many of the constituent councils noted that reducing transport emissions is a key priority for them and are included as key objectives/outcomes in their respective transport strategies.

Reducing Traffic

5.3.3 One organisation noted that cleaner vehicles should not be relied upon too heavily to reach policy outcomes, as the pace of change and rate of uptake cannot be guaranteed. Additionally, these vehicles still represent vehicular traffic on the roads leading to congestion and emissions associated from braking and tyre wear. Therefore, the focus should be on reducing the number of private cars on the road and private kms travelled, promoting the delivery of the sustainable transport hierarchy.

Holistic Plan

It was noted that a holistic view of the transport network needs to be taken. This includes transitioning towards cleaner fuel, integrating public transport, making alternative options feasible and providing last-mile solutions. A realistic plan is required, with an appetite for change, with goals and timelines.

Economic Growth

5.3.4 One organisation noted that any policies aimed at mitigating the environmental impacts of transport should not adversely impact on those aimed at growing the economy.

5.4 Access for All – Public Responses

5.4.1 As shown in Figure 5.2, across all areas 87% (n=289) of respondents indicated that Access for All was of high importance to them. Only 1% (n=3) respondents noted that it is of low importance.

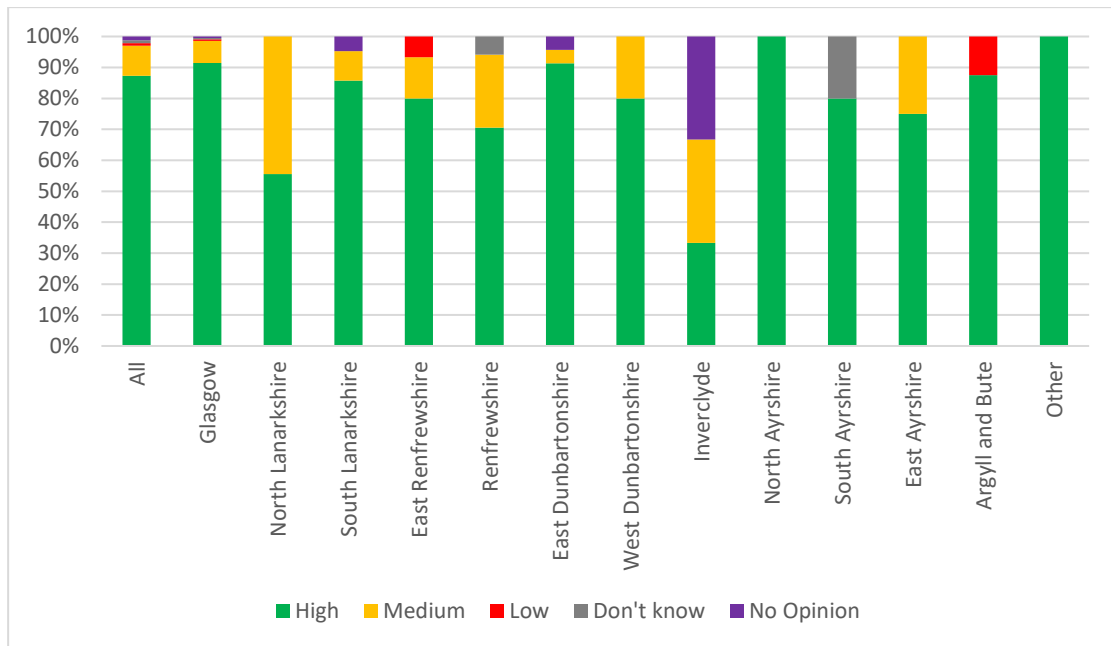


Figure 5.2 Importance of Access for All

5.4.2 Respondents were invited to leave any comments they had with regard to the Access for All 'Key Issue'. Some 145 respondents left a comment. The main points raised were:

- Physical accessibility, especially for those with limited mobility is of high priority (67 comments)
- Transport needs to be affordable (37 comments)
- Transport services need to be reliable, connected and integrated (16 comments)

5.5 Access for All – Organisation Responses

5.5.1 Some 92% (n=33) the organisations noted that Access for All is a high priority while 9% (n=3) noted that it was a medium priority. Organisations were invited to make further comments, and these are categorised and summarised below.

Public Transport

5.5.2 Both affordability and accessibility of public transport were highlighted to be of importance, especially in disadvantaged areas of the community. Some respondents felt that accessibility has to be the key driver for the strategy as a whole.

5.5.3 Accessing employment was highlighted to be a priority by several organisations. This included one of the University's in the region who noted that the transport system needs to move people efficiently and affordably, without being reliant on private vehicles. They noted that one of their more rural sites has very poor public transport connections for staff and students alike.

5.5.4 One of the health boards in the region also highlighted the importance of improving access for patients, staff and visitors to hospitals and other healthcare facilities across the region is significant. They noted that it would be expected that neighbouring NHS regions face similar issues.

5.5.5 The importance of integrated ticketing for public transport to improve accessibility was also highlighted.

Active Travel

- 5.5.6 It was suggested that while the Case for Change focuses heavily on equity to various forms of motorised transport it doesn't recognise the key role that the provision of equitable distribution of high-quality active travel routes has. It was suggested that the access to the physical environment should be considered along with access to vehicles.
- 5.5.7 One organisation reiterated that the mention of active travel in this section was limited and should make reference to other issues such as limited awareness and availability of adaptive bikes which could be addressed through hire schemes.

Alignment with strategies

- 5.5.8 It was highlighted by one organisation that the Connectivity Commission identified that not all communities in the City and wider City Region have equality in terms of access to public transport and wider connectivity to employment, education, retail and social opportunities. Therefore, the key issue Access for All, should be an area of focus. Three of the constituent councils noted that this key issue aligns with their own objectives/ outcomes.
- 5.5.9 One organisation noted ensuring accessibility to nature for all via active travel networks and open spaces was key for them. They also highlighted how this supports emerging '20 minute neighbourhoods'.

Equality

- 5.5.10 Creating a transport system that is accessible and affordable for all and addresses the disparities between rural and urban areas was highlighted to be critically important to rural areas in the region. Access to transport is a key barrier for many people in rural areas. It drives inequality leading to high levels of deprivation and social exclusion which is further exacerbated by the lack of resilience.

5.6 Regional Connectivity – Public Responses

- 5.6.1 As shown in Figure 5.3, across all areas 76% (n=249) of respondents indicated that Regional Connectivity was of high importance to them.

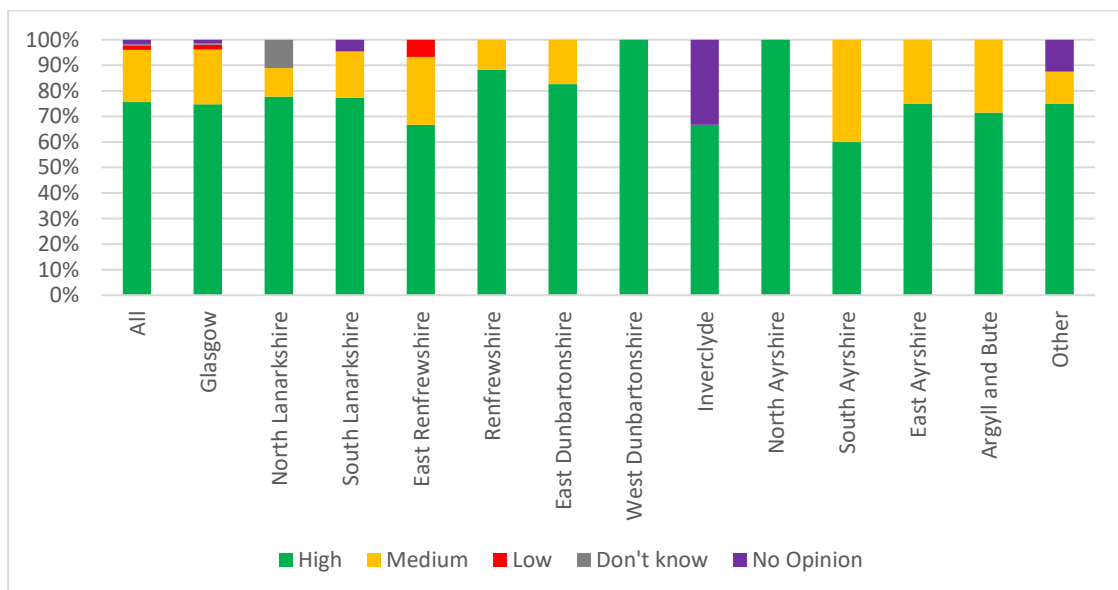


Figure 5.3 Importance of Regional Connectivity

5.6.2 Respondents were invited to leave any comments they had with regard to the Regional Connectivity 'Key Issue'. Some 134 respondents left a comment. The main points raised were:

- Connectivity improvements are key to improving transport provision (41 comments)
- Important that the transport system is integrated (19 comments), frequent and reliable (14 comments)
- Need to prioritise the efficient movement of people across the region (8 comments)
- Inter-regional and national connectivity also important (7 comments)
- Introduce bold rail schemes to get cars off the road (6 comments)

5.7 Regional Connectivity – Organisation Responses

5.7.1 Some 71% (n=25) of organisations noted that Regional Connectivity was of high importance to them, 25% (n=7) noted it was of medium priority and 6% (n=2) noted it was of low priority. Organisations were invited to make further comments on this key issue and these are categorised and summarised below.

5.7.2 Transport connectivity was noted by one organisation to be considered a driving factor behind the declining and ageing population in the rural areas of the region. It was highlighted that certain aspects of the transport network, such as trunk road safety and resilience, ferry and port sustainability and capacity and lack of air and rail connectivity exacerbate outward migration from these areas.

5.7.3 A handful of organisations raised specific connectivity issues. These were:

- There are significant gaps in terms of orbital links across Glasgow
- Accessing hospitals and higher education across the region is long and expensive
- Disparity in suitable trunk road connections between the 3 Ayrshire areas
- In Renfrewshire, King George V Dock and Elderslie Rail Freight Terminal are dependent on efficient connections
- Poor connections between Glasgow and East Dunbartonshire
- Journey time and reliability issues on the M80 around Haggs/Castlecary/Cumbernauld into Glasgow
- Capacity issues on the rail network; specifically, Stirling to Glasgow Queen Street

Cross-Boundary Journeys

5.7.4 Many of the councils noted that they have been working with SPT and other constituent local authorities to ensure that cross boundary journeys are made sustainably where possible.

5.7.5 One of the RTPs as well as Local Authorities noted that regional connectivity is a key issue for those travelling between regions. Priorities include reducing traffic on the M80 corridor to improve journey time reliability and managing the potentially competing demand for the rail network into the SPT area. They also noted that the travel demands of visitors and residents of the Loch Lomond and the Trossachs National Park should be considered.

5.7.6 One of the constituent councils felt that the Case for Change did not explore in detail the need for regional connectivity between the different regions within the SPT area and the disparity in

the quality of trunk road connections. For example, it was highlighted that North Ayrshire is served by a single carriageway whereas all of the other areas are served by a dual carriageway.

- 5.7.7 Two organisations highlighted that the focus is primarily on regional connectivity for a motorised network and that active travel should also have prominence with regard to regional connectivity. They noted that active travel, particularly the use of bikes and e-bikes, can make a contribution to medium-length journeys at a regional level, if appropriate support is given to the development of a strategic active travel network connecting key settlements and destinations.

Glasgow City Metro

- 5.7.8 It was noted that improving regional connectivity is a key objective for the introduction of a Metro in Glasgow. It would provide efficient transport links from the city centre to the wider region and address the gaps in orbital links that the current rail network doesn't adequately serve. Similarly, it was highlighted that a proposed City Metro could significantly improve connections to Glasgow Airport.

Public Transport

- 5.7.9 One organisation stated that regional connectivity will only be successful if public transport journey times are cut by reducing congestion. They had concerns over the lack of detail indicating how single car use journeys would be tackled.
- 5.7.10 Another organisation highlighted that the rail network is key to providing fast regional connectivity, linked with local bus services to widen access to the network from areas not within walking or cycling distance to a station.
- 5.7.11 It was noted that the provision of integrated services and access to intermodal hubs will help connectivity across the region. However, one organisation noted that services need to be provided at all times of the day to accommodate all travel.

5.8 Active Living – Public Responses

- 5.8.1 As shown in Figure 5.4, across all areas 65% (n=209) of respondents indicated that Active Living was of high importance to them. This 'Key Issue' was therefore the least important to the respondents.

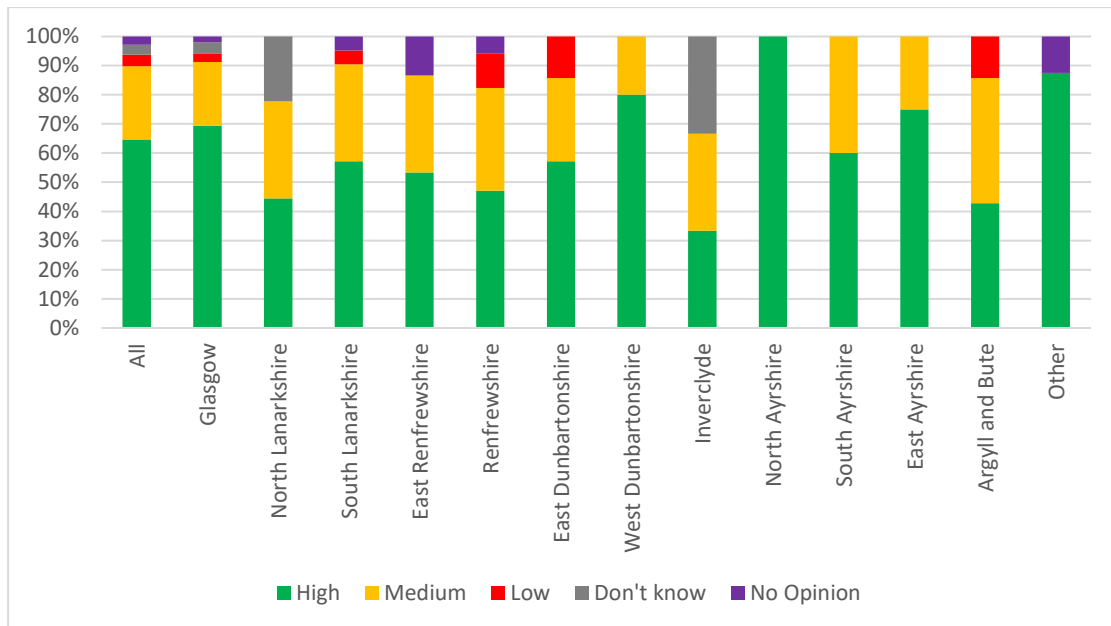


Figure 5.4 Importance of Active Living

5.8.2 Respondents were invited to leave any comments they had with regard to the Active Living 'Key Issue'. Some 134 respondents left a comment. The main points raised were:

- Safe cycle routes are essential (26 comments)
- The health of the nation is very important (13 comments)
- Active travel must be connected and integrated with public transport (8 comments)
- There is a need to acknowledge those who have to travel by car (8 comments)

5.9 Active Living – Organisation Responses

5.9.1 Some 74% (n=26) of organisations noted that Active Living was a high priority for them. The other 26% (n=9) organisations noted that it was a medium priority. They were invited to provide further comments on this key issue and the responses are categorised and summarised below.

Public Transport

5.9.2 It was noted by several organisations that it should be recognised that public transport complements active living and should be treated as so. The delivery of active travel to halts, stations and bus stops are a key consideration to extending patronage and supporting the shift away from private car.

Creating an Active Travel Network

5.9.3 One organisation noted that given the importance of the climate change emergency they expected a regional green network to feature much more strongly in a future RTS.

5.9.4 Another organisation noted that clear and consistent standards are required for active travel infrastructure across Scotland. Another organisation highlighted the following challenges to enhancing active travel infrastructure in remote areas:

- Unrealistic specifications such as 3m wide footways

- The remote geography, dispersed population and nature of local road network make growing the number of journeys undertaken by active travel challenging, especially with links between towns including national speed limit single carriageway roads.
- The ferry network is not integrated with active travel

5.9.5 It was noted that continued pressure on local authority transportation budgets makes it increasingly difficult to invest in sustainable transport projects.

Health and Wellbeing

5.9.6 Several organisations noted the importance of active living to improve the health and wellbeing of people in the region.

5.10 Public Transport Quality & Integration – Public Responses

5.10.1 As shown in Figure 5.5, across all areas 91% (n=290) of respondents indicated that Public Transport Quality & Integration was of high importance to them. This ‘Key Issue’ was the most important to respondents.

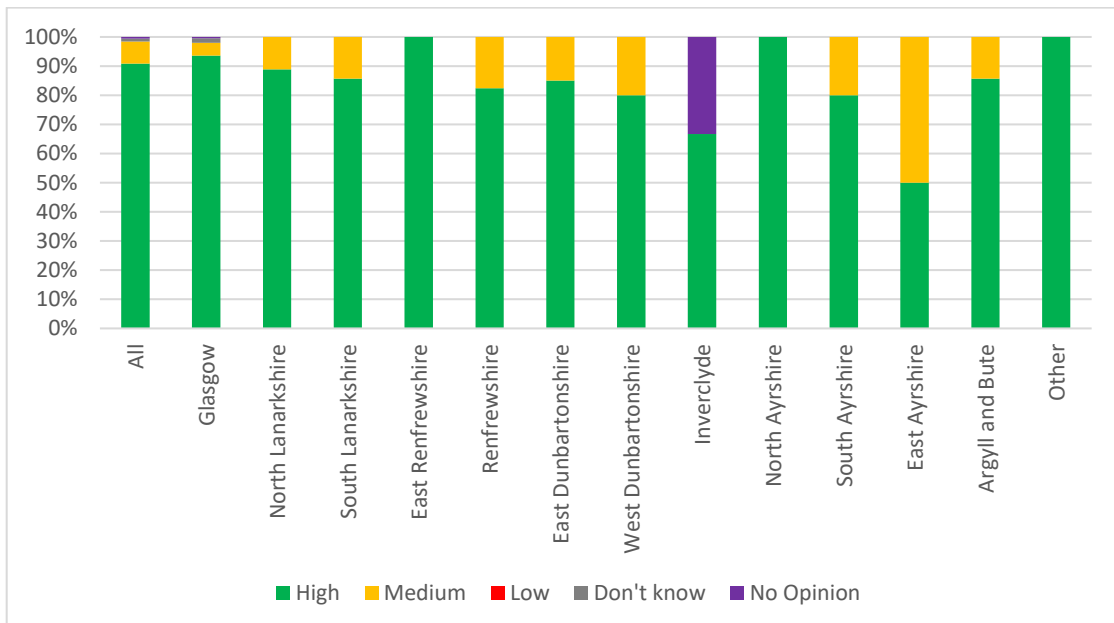


Figure 5.5 Importance of Public Transport Quality and Integration

5.10.2 Respondents were invited to provide any comments they had with regard to the Public Transport Quality and Integration ‘Key Issue’. 166 respondents left a comment. The main points raised were:

- The importance of transport integration across all modes (79 comments)
- High-quality transport system that is attractive to use (37 comments)
- Affordable public transport is necessary (35 comments)
- Re-regulate public transport ownership (31 comments)
- Introduce an integrated ticketing system (24 comments)
- Services need to be reliable and frequent (21 comments)

- Integrate bus and trains services with the ferry timetables (6 comments)

5.11 Public Transport Quality & Integration – Organisation Responses

5.11.1 Some 97% (n=35) of organisations noted that this was of high importance to them. These respondents were invited to provide further comments on this key issue. The responses have been categorised and summarised below.

Importance of Public Transport

- 5.11.2 Several organisations reiterated the importance of this issue in Glasgow. They noted that there is a desire and need for a high-quality, integrated public transport that is affordable and easy to use. This involves providing reliable services which are significantly cheaper than driving.
- 5.11.3 Continuing this point, organisations noted that the area needs to reverse the decline in bus patronage. One bus operator noted that the bus industry across Glasgow have already committed to addressing this issue.
- 5.11.4 Several organisations believe that the only way to achieve this is to re-regulate the bus network through a regional franchising framework, so that the services are planned and coordinated by SPT or another transport body to integrate seamlessly with Subway and trains. Additionally, it was noted that a Glasgow Metro would solve many of the existing problems and bridge the gap between buses and rail.
- 5.11.5 It was noted that improving access to public transport in the rural areas of the region is a key priority. This includes improved frequency and integration with the potential to reduce poverty, improve access to health and employment services and act as a driver for inclusive economic growth.

Barriers to Public Transport

- 5.11.6 Several organisations listed barriers to public transport, such as:
- High travel cost
 - Physically inaccessible vehicles/stops/stations
 - Infrequent services
 - Personal security concerns on public transport
 - Lack of consistency in terms of service provision across the region
 - Pressure on subsidised services due to routes not being commercially viable
 - Lack of rural rail connectivity

5.12 Other Key Issues – Public Responses

5.12.1 Respondents were asked whether they believed there are any other 'Key Issues' that should be considered for the new RTS. In total, 43% (n=137) of respondents indicated that they believed there were other issues that should be considered. This is shown in Figure 5.6.

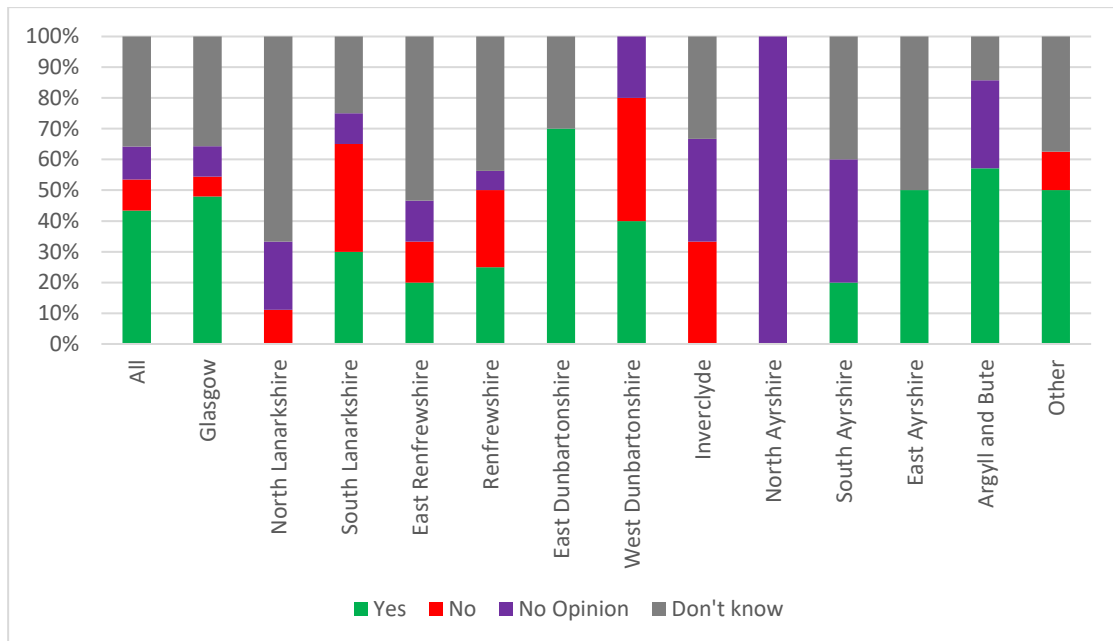


Figure 5.6 Additional 'Key Issues'

5.13 Other Key Issues – Organisation Responses

5.13.1 Some 47% (n=15) of organisations indicated that they believed there are other key issues that should be considered for the new RTS. These respondents were invited to comment further and the key points are summarised below.

Congestion

5.13.2 It was noted that traffic congestion and its impact on the attractiveness of bus travel needs to be considered.

5.13.3 Congestion on the M8 was highlighted to be a key issue, especially for those who require access the Airport. The lack of fixed link to the Airport results in the bulk of all passengers, staff and freight movements being reliant upon the Strategic motorway network.

Climate Change

5.13.4 Some organisations felt that climate change should be a key issue in its own right given the Climate Emergency, the Scottish Governments Publication of Route to Net Zero, and the role of transport in connection with the issue.

Cost of Travel

5.13.5 One organisation noted that they would like to see an additional key issue regarding the cost of public transport as this is identified as the biggest barrier to people using services.

Surface Access

5.13.6 The importance of surface connectivity between airports and their region was noted. Including the considerable economic value the Airport brings to both the Region and Scotland as a whole.

COVID 19

The impact of the COVID-19 global pandemic on transport and the long-term effects on public transport was voiced by a number of stakeholders. One organisation felt that that the Covid 19 recovery, and ensuring a just, green and sustainable recovery should be considered a key issue in itself.

Governance

- 5.13.7 One organisation highlighted the critical role of future transport Governance and responsibility for service delivery. In particular, they noted that they support a regional approach to transport governance.

6 RTS Objectives

6.1.1 Five RTS Objectives were developed in response to each of the 'Key Issues'. These are shown in Table 6.1.

Table 6.1 Case for Change Objectives

Key Issue	Objective
Transport Emission	To reduce transport emissions in the region
Access for All	To improve equality of access to the transport system and improve accessibility to town centres, jobs, education facilities, hospitals and other opportunities
Regional Connectivity	To improve connections between regional centres of economic activity and development opportunities within the region, and to key domestic and international markets
Active Living	To enable walking, cycling and wheeling to be the most popular choice for short, everyday journeys
Public Transport Quality & Integration	To make public transport a desirable travel choice for residents and visitors

6.2 Public Responses

Objectives

6.2.1 Respondents were asked whether they agreed or not that these should be the objectives of the new RTS. As shown in Figure 6.1, the majority of respondents either strongly agreed or agreed that these should be the objectives.

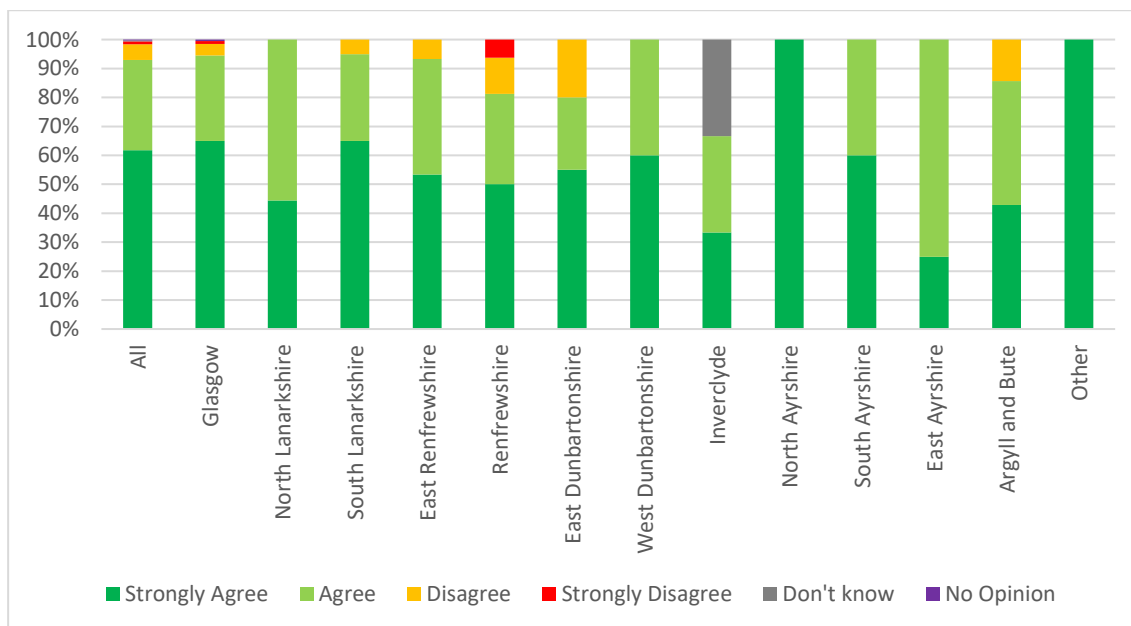


Figure 6.1 Agreement with RTS Objectives

6.2.2 Those who disagreed were asked to explain why. In total, 20 respondents made a comment. The main points raised were:

General Comments

- Necessary to identify/recommend what level emissions need to be reduced by
- Focus on linking transport networks rather than active travel, which is not practical for everyone in the region (6 comments)
- Bringing transport back into public ownership should be an objective

Regional Connectivity

- Would be strengthened by removing 'improve connections' and replaces by 'provide excellent connectivity'

Public Transport Quality & Integration

- Would benefit from adding 'affordable' before 'public transport'

6.3 Organisational Responses

6.3.1 Some 44% (n=15) of organisations strongly agreed that these should be the objectives for the new RTS while 50% (n=17) agreed. Two of the community councils disagreed. The reasons that they disagreed with the objectives were that they were '*too high level*' and not ambitious enough in relation to the step changes required.

6.3.2 All organisations were invited to provide any further comments on the RTS Objectives. These are categorised and summarised below.

Active Travel

6.3.3 One organisation noted that given walking, cycling and wheeling is identified as an objective they felt that it should feature more strongly throughout the document.

6.3.4 Another organisation felt that attention should be paid to e-bikes in relations to the 4th objective as the RTS provides an opportunity to consider longer distance bike journeys across the region.

Public Transport

6.3.5 Several organisations noted that they agreed with the objective regarding public transport but noted that public transport will only become desirable if it is modern, reliable, efficient, affordable and easy to use.

6.3.6 It was also noted that since tourism is very important in Scotland, the RTS should include types of tourist tickets, similar to those available in continental countries.

Regional Connectivity

6.3.7 One of the neighbouring Regional Transport Partnerships suggested that the regional connectivity objective recognises that people and businesses aren't confined by political boundaries, and hence it is movement between neighbouring regional centres that we should support, not just between centres in any one political region. They suggested rewording to '*To improve connections between regional centres of economic activity and development opportunities within, and neighbouring, the region and to key domestic and international markets*'.

Overall Traffic

6.3.8 One organisation noted they don't think the objectives reflect the need to reduce overall car use.

General

6.3.9 One organisation suggested that they equity of access should be used, rather than equality of access, to embed the principle that investment should benefit those who need it most.

6.3.10 One of the health boards noted that they are very supportive of the objectives but would seek to encourage the use of term healthcare facilities rather than a focus on hospitals only.

6.3.11 Two organisations raised concerns with regards to the fund available to support the objectives and the timescales for implementation.

6.3.12 One of the Universities in the region noted that the objectives are at a relatively high level which could limit their ability to direct action and therefore need to be accompanied by specific implementation measures.

7 RTS Options

7.1 Public Responses

7.1.1 The development of the RTS Options followed the identification of the 'Key Issues' and RTS Objectives.

7.1.2 Respondents were asked whether there are any other options that should be considered for the new RTS that weren't included within the report. As shown in Figure 7.1, the majority of respondents indicated that they didn't know. Some 30% (n=94) respondents noted that they did think that there should be other options considered that haven't been.

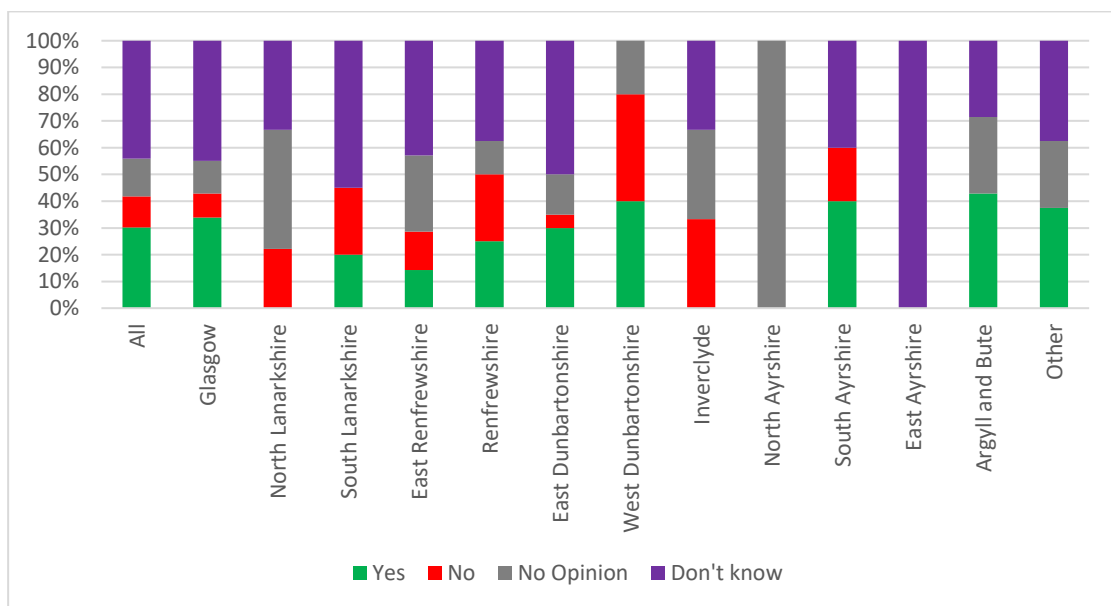


Figure 7.1 Agreement with RTS Options

7.1.3 These respondents were asked what additional options should be considered and why. In total, 93 respondents left a comment and the main points raised were:

- Re-regulate bus services (15 comments)
- Take full control of train services (22 comments)
- Introduce Greater Glasgow wide ultra-low emission zone (4 comments)
- Allow bikes to be transported on public transport (2 comments)
- Free public transport (3 comments)
- Extend the subway (4 comments)
- Bans cars from city centre and eliminate free parking (3 comments)
- Rail link from city centre to Glasgow Airport (2 comments)

7.2 Organisational Responses

7.2.1 Some 31% (n=9) organisations felt that there are other options that should be considered in the RTS. These organisations felt that the following should be considered:

- Work with respective authorities on managing the travel demands to and within the Loch Lomond and the Trossachs National Park
- Take back control of the region's suburban railway lines
- Investigate practical means to enable SPT to make the most of franchising and municipal bus company opportunities provided by Transport (Scotland) Act
- Improve physical connections between bus stops, stations and underground
- A specific action to ensure that all children have access to a bicycle
- Support community transport by investing in D1 and CPC licences for those who would benefit
- Improve road connections and journey times between economic centres and improve journey times for rural locations accessing key services
- Improve walking and cycling routes to schools
- Road traffic pricing and allocation of road pricing
- Specifically mentioned workplace parking levies
- Include e-cargo bike and cargo bikes as last mile delivery solutions
- Action for no new road building and limit investment in expanding road capacity

7.2.2 All organisations were then asked to comment on the options. The responses are categorised and summarised below.

Public Transport and Metro

7.2.3 It was noted that there appears to be insufficient detail to support the option of improving bus journey times.

7.2.4 Throughout the response, it was expressed that the Metro was critical to the development of the region and that it should serve Glasgow Airport as noted within various documents including the Strategic Transport Projects Review and the recent Connectivity Commission. One of the constituent councils also noted the importance of Metro linking to the assets of Glasgow Airport and AMIDs.

Active Travel

7.2.5 The RTS Strategic Advisory Group noted that SPT should look to promote the concept of mobility hubs where they can play a role in improving transport integration. The group felt that this was particularly crucial within rural locations

7.2.6 One organisation noted that Action 73 on the long list on movement of goods, outlines options for last-mile deliveries. They believe that this should be enhanced to include e-cargo and cargo bikes within this action

Road User Charging

- 7.2.7 A number of respondents raised the issue of road user charging with one organisation noting explicitly that there should be incentives/disincentives for travel.

Governance

- 7.2.8 A number of groups noted the importance of utilising the new powers in the Transport (Scotland) Act 2019. It was suggested that the RTS should not present this as one of the options, but instead use them as the base from which the targets, objectives and many of the other options can be delivered.
- 7.2.9 One of the constituent councils felt that the RTS should investigate practical means to enable SPT to make the most of franchising and municipal bus company opportunities provided by the Transport (Scotland) Act as a matter of urgency to bring passengers back to the bus. This has been included in the list of options above.
- 7.2.10 Finally, the RTS Strategic Advisory Group felt that there is an important opportunity to recast arrangements for the governance of transport in Strathclyde.

Air Passenger Duty Reform

- 7.2.11 It was suggested that Air Passenger Duty should be included within the RTS and consideration of potential changes to the policy.

8 Equalities Impact Assessment (EIA)

8.1 Public Responses

8.1.1 Respondents were invited to comment on the EIA. In total, 45 respondents left a comment and the main points raised were:

- Wheelchair access on the ferry services is an issue
- Financial inequalities must be addressed
- Would like to see a focus on mental health and how transport can be improved for those with mental health conditions
- Important to ensure that the transport system is safe and secure for all

8.2 Organisation Responses

8.2.1 Overall, 6 organisations left a comment regarding the EIA. The main points raised were as follows:

- Improvements are required throughout the local disadvantaged areas of the region
- Women and older people need to feel safe on public transport, at stops and stations
- Seems to be limited discussion on each of the populations with protected characteristics
- The reliability and resilience of lifeline services is critical as communities are often completely reliant on these to access key services, education and employment opportunities
- Lifeline transport services /networks must be reliable, high quality, affordable, flexible and futureproofed in order to meet the needs of our communities and enable growth in key employment sectors

9 Strategic Environmental Assessment (SEA)

9.1 Public Responses

9.1.1 Respondents were invited to comment on the SEA. In total, 36 respondents left a comment. These comments emphasised the importance of the environment and transitioning to carbon free as soon as possible.

9.2 Organisational Responses

9.2.1 Four organisations commented on the SEA, namely NHS Lanarkshire, NatureScot, Cumnock Community Council and Glasgow City Council. Generally, organisations agreed that the report was comprehensive but clarity on the process would be helpful along with detail of how and when it will be implemented.

9.2.2 It was noted that it is vital that the transport network is as efficient as possible to protect the natural environment, this includes investing in sustainable transport infrastructure and also reducing congestion on certain parts of the trunk road network.

Appendix 2: RTS Case for Change consultation – SPT response to consultation comments

The table below outlines comments that were made by consultees under the various sections of the consultation questionnaire. The comments were consolidated and summarised by SPT's consultants, as set out in the main consultation report in Appendix 1.

Table A: SPT response to consultation comments

Comment on RTS Vision	SPT response
Lack of public transport should be explicitly referred to within the vision	The Vision sets out the desired transport system, and the positive impacts of that improved transport system on our region as a network of communities and centres. Transport problems are captured in the Key Issues.
There should be a greater emphasis on equality, including needs of older and disabled persons.	Equality underpins the Vision through the reference to a transport system that is 'shaped by the needs of all.'
Transport needs to be affordable and offer value for money.	The affordability concept is picked up through 'shaped by the needs of all.' Value for money is picked up through 'high quality transport system.'
Transport needs to be integrated across the region, including integrated ticketing	Integration, although not specified in the Vision, is implicit through 'well-connected place' and 'high quality' transport system.
Public transport should be publicly owned	Governance of the transport system was raised as an issue by respondents of the Case for Change consultation and will be considered in the next stages of RTS development.
Important to concentrate on sustainable, low carbon transport	SPT agrees that 'low carbon' should be more clearly specified in the Vision given the policy focus for climate change.
The definition of accessibility is not clear.	The vision for <i>accessible, vibrant centres</i> means that our towns and other important centres of activity are easily accessed by a transport system, which is also accessible to individuals. Accessible centres also mean the centres themselves provide an accessible physical environment.
Reliability and resilience	SPT agrees that 'resilient' should be more clearly specified in the Vision given the policy focus for climate change. Reliability is implicitly included already through a 'high quality' transport system.
Comment on targets	SPT response
Additional target: Affordable public transport and cost of public transport	It is unlikely that a single target for affordability could be developed in a meaningful way, but the affordability challenges are well documented in the Case for Change Key Issues and SPT is

	committed to studying affordability of public transport fares in the next stage of the RTS process.
Additional target: Make public transport publicly owned	This is a strategy, not a target. Governance will be considered in later stages of RTS development.
Additional target: Integrate the transport network	It is unlikely that a single target for integration could be developed in a meaningful way, but integration challenges are well documented in the Case for Change Key Issues and SPT will be considering ways to better integrate the transport system in the next stage of the RTS process.
Additional target: Improve active travel infrastructure	SPT is committed to developing a regional active travel strategy following completion of the RTS, which may include more specific targets for active travel.
Additional target: Carbon-zero transport options and decarbonisation of transport	The proposed targets are already strongly linked to the national climate change targets.
Additional target: Reopen abandoned and existing railways	This is considered to be more like an 'option' for intervention, not a target.
Additional target: Inclusive economic growth	Inclusive economic growth features in the policy context for the RTS, but is not a transport-specific target for the new strategy.
Additional target: Resilience and connectivity	It is unlikely that a single target for resilience or connectivity could be developed in a meaningful way, but resilience and connectivity are well documented in the Case for Change key issues.
Additional target: Reducing inequalities	Reducing inequality features in the policy context for the RTS, but is not a transport-specific target for the new strategy.
Consider prioritising some targets over others	The targets will not be prioritised as such, but the specific setting of the targets will be developed in line with the overall strategy (e.g. how much modal shift is required).
Targets need to take cognisance of different needs across the region	SPT recognises that the strategy targets need to be disaggregated spatially in a meaningful way, and this will feature in the target development work in the next stage of the process.
Comment on Key Issues	SPT response
The role of active travel in strategic/regional connectivity and providing access for all and integration with green network	The key issues are thematic groups of related but specific transport problems with less focus on opportunities and the role of individual modes. However, the role of active travel in improving regional connectivity and access for all is demonstrated in the long list of options.

Congestion	Road congestion problems (preCOVID19) are set out in the Regional Connectivity Key Issue. Specific challenges for bus journey times are also set out in this section.
Climate Change	The policy context for the RTS is set out in Section 2 of the report. The Transport Emissions key issue specifically sets out the contribution of transport to Climate Change.
Cost of travel	Cost of travel by public transport is set out in the Access for All key issue and value of money of public transport is set out in the Public Transport Quality and Integration key issue.
Surface access to Glasgow Airport	The Regional Connectivity key issue includes context for Glasgow Airport in terms of the modal share of journeys made to the airport and the lack of rail connectivity in relation to the job density within the wider Glasgow Airport Investment Area.
Governance	The report notes that SPT is participating in the National Transport Strategy Roles and Responsibilities workstream and also is taking forward a study with Glasgow City Council to develop and assess the options for local bus in the Transport (Scotland) Act 2019.
COVID19	The Covid 19 pandemic and an emerging post Covid world will have implications for each of the reported key issues. As such, we feel Covid 19 should not be treated as an issue in itself but rather must be considered within the strategy development process more widely including in future scenarios used in the appraisal stage.
Comments on options / additional options to be considered	SPT response
Take full control of train services	SPT is participating in the various governance workstreams taking place at national level, including the NTS Governance workstream.
Make use of Transport (Scotland) Act 2019 provisions for local bus	SPT has initiated a scoping study for this, linked to the existing option 77.
Introduce Greater Glasgow wide ultra-low emission zone	This will be considered as part of the existing option for low emission zones (option 45).
Free public transport	This option is already included in the long list (option 112).
Extend the subway	This option is already included as part of Option 71.
Bans cars from city centre and eliminate free parking	It is out with the scope of the RTS to 'ban' cars. SPT will consider demand management more broadly under options 49 and 50.
Rail link from city centre to Glasgow Airport	This option is already included within Option 71.
Work with respective authorities on managing the travel demands to and within the Loch Lomond and the Trossachs National Park	The options list contains a large number of options to improve public transport and active travel networks. SPT is already working with LLTNP and Tactran on joint transport planning for the Park and the final RTS will include any specific priorities or actions.
Investigate practical means to enable SPT to	This option is already included in the long list (option

make the most of franchising and municipal bus company opportunities provided by Transport (Scotland) Act	56).
Improve physical connections between bus stops, stations and underground	This option is already captured in the long list (options 1,6,62)
A specific action to ensure that all children have access to a bicycle	The option list includes options to improve access to bikes.
Support community transport by investing in D1 and CPC licences for those who would benefit	The option list includes an option to improve resilience and enhanced capacity building within CT sector.
Improve road connections and journey times between economic centres and improve journey times for rural locations accessing key services	The option list includes options to enhance road networks.
Improve walking and cycling routes to schools	The option list includes options to improve walking and cycling networks.
Road traffic pricing and allocation of road pricing	The option list includes options for demand management (options 49, 50)
Specifically mentioned workplace parking levies	The option list includes options for demand management (options 49, 50)
Include e-cargo bike and cargo bikes as last mile delivery solutions	The option list includes options for cyclelogistics and last mile innovations (option 72 and 73).
Action for no new road building and limit investment in expanding road capacity	This is out with scope of RTS.

Appendix 3: RTS Option Groups

Table 1 sets out the 29 Option Groups to be progressed in the next stage. Table 2 sets out the 'Long List' of Options linked to the Option Groups.

Table 1: RTS Option Groups

No	Group name	Group description	Options included in this Group (from Table 2)
1	Decarbonisation – roads transport vehicles	In this Group, SPT will consider the ways that the RTS and SPT can support the transition from petrol/diesel road transport vehicles to electric vehicles and other alternative fuels. This includes all road transport sectors, but there is a focus on household and business car & van fleets (including single/small scale van owner-operators) and bus especially smaller operators and Community Transport. This includes developing a regional pathway for vehicle transitions, linked to energy supply/power infrastructure constraints and opportunities.	36,39,40-44,47,75
2	Decarbonisation – other modes (rail, ferry, aviation)	In this Group, SPT will consider how the RTS and SPT can support and facilitate government, operator and sector plans to decarbonise ferry, rail and aviation, and consider the regional opportunities for improved sustainable transport linked to this investment.	48, N1, N2
3	Freight & logistics	In this Group, SPT will consider how freight and goods can be moved more sustainably and efficiently across the region and in urban environments. This is mostly focused on the opportunity for urban consolidation linked with cyclelogistic growth (including e-cargo bikes) and last mile innovations; and more sustainable movement of cross-regional freight. (Note: Group 26 and 27 is linked to this Group where, for example, road and rail network constraints affect all traffic including freight movements).	72,73,74,76,77,78,79
4	Demand Management (pricing and supply)	In this Group, SPT will consider how transport demands can be managed/reduced/shifted by time/space/mode through changes to pricing and supply (road and parking). This includes road pricing and road space reallocation to more/most sustainable modes/methods of travel.	49, 50
5	Demand Management (behaviour change)	In this Group, SPT will consider how transport demands can be managed/reduced/shifted by time/space/mode through changing travel behaviours. This includes considering what could be done at a regional level to support local authorities & other partners to increase sustainable travel to school.	28,29
6	Integration with Planning Policy and land use measures	In this Group, SPT will consider how to better integrate transport and land use planning to reduce the need to travel and/or reduce distance travelled.	65, 66, 67, 68, 69, 70
7	LEZ and AQMA	In this Group, SPT will consider how to support delivery of Low Emission Zones and local AQMAs in the region.	45,46
8	Affordability of public transport	In this Group, SPT will consider how public transport can be made more affordable, particularly for the most income deprived individuals and communities, including lower fares, improving access to best value fares/tickets and improving flexibility of ticketing products. This Group includes developing a regional	110, 111, 112, 113, 114, 115,

		policy on affordability of public transport fares.	116
9	Accessibility of public transport	In this Group, SPT will consider how to make the public transport system accessible to all. This will be aligned with the Scottish Accessible Travel Framework. (Note: Accessibility of active travel is also included in Group 16 but there are Group overlaps with regard to integration matters).	1,2,3,4,5,6,7,107
10	Availability of public transport	In this Group, SPT will consider how to improve coverage of public transport networks and services by time & space, particularly for rural, remote and disadvantaged communities and for key journey purposes of a regionally strategic nature (e.g. hospital, commuting, town centre access). This Group includes developing a regional level of service policy.	8, 10, 11, 12, 30, 63, 85
11	Attractiveness of public transport	In this Group, SPT will consider how to improve public transport service quality, particularly focused on key attributes of reliability, frequency, punctuality but inclusive of a range of attributes important to passenger satisfaction and attracting new/lapsed passengers. This Group includes developing a regional policy on quality of service.	83, 84, 88, 89, 109
12	Public Transport Ticketing and Information, including Mobility as a Service	In this Group, SPT will consider how to increase and enhance smart & integrated ticketing, journey planning & travel information. This Group includes considering the ways that Mobility as a Service may develop in the region and the position/role of SPT in the Maas ecosystem.	117, 118, 90, 64
13	Bus governance / models	In this Group, SPT will consider the way the bus network and services may be organised, provided and integrated in line with the options available to SPT and partners in the Transport (Scotland) Act 2019.	56
14	Demand Responsive Transport, Community Transport and Total Transport	In this Group, SPT will consider the role of DRT and CT in the region and how this can be increased or enhanced. This includes ways to better integrate DRT and CT and the wider public transport network, and considers the opportunity for Total Transport initiatives.	37, 38, 51, 60, 57, 9
15	Public transport safety and security	In this Group, SPT will consider the way public transport can be made safer and more secure for passengers and staff including when traveling to, waiting for and riding on public transport.	15, 80, 81, 82
16	Active travel network	In this Group, SPT will work with partners to develop the core principles of regional active travel network including integration with Green Networks and the role of e-bikes in mid-distance journeys. This will provide the framework for the Regional Active Travel Strategy following completion of the RTS.	13,14,15, 16,17,18, 19, N3, N4
17	Active travel information and promotion	In this Group, SPT will consider the ways to promote active travel use and networks through measures such as improved information, signage and promotional activities.	21, 26
18	Bike sharing and ownership	In this Group, SPT will consider the ways to increase and enhance access to bikes including cross-boundary bike hire, e-bikes and adaptive bikes.	22, 23, 24, 25
19	Road safety	In this Group, SPT will align with the emerging new Road Safety Framework to make roads safer for all particularly the most vulnerable road users and disadvantaged communities.	99, 105
20	Placemaking	In this Group, SPT will consider the role of the RTS and SPT in supporting improvements to the built environment that prioritise movement of people over vehicles.	20
21	Shared Mobility	In this Group, SPT will consider how to develop, increase and/or enhance shared mobility options in the region. This includes sharing assets and journeys (e.g. car club, JourneyShare). (Note: Group 18 includes bike hire/sharing so Group 21 has a stronger focus on other forms of shared mobility).	106
22	Interchanges and Hubs	In this Group, SPT will consider the development, location and enhancement of sustainable transport	58, 59, 87

		interchanges and hubs in the region.	
23	Bus Priority	In this Group, SPT will consider the development, location and enhancement of bus priority in the region, particularly quality bus corridors.	31, 32, 33, 34
24	Ferry	In this Group, SPT will consider the improvement and enhancement of ferry/harbour infrastructure and services on the Clyde.	52, 54,55
25	Metro / Mass Transit / Subway	In this Group, SPT will consider the development, location and enhancement of mass transition provision in the region. This Group is aligned with STPR2 and GCR Metro workstreams and SPT's position on future Subway development.	71
26	Rail and High Speed Rail	In this Group, SPT will consider enhancement of the rail network in the region. This Group includes High-Speed Rail to the region. This Group is aligned with STPR2.	92, 94, 95, 96, 97
27	Road	In this Group, SPT will consider enhancement of locally and regionally strategic road networks in the region including improvements to traffic management systems.	100, 103, 104
28	Park and Ride	In this Group, SPT will consider the development and enhancement of bus and rail park and ride in the region, including operational park and ride systems.	98 35
29	Adaptation and resilience	In this Group, SPT will consider the adaptation of infrastructure and services to impacts of climate change.	53, 93, 102 N5

Table 2: ‘Long list’ of Options arranged by Option Group

Group: Decarbonisation – roads transport vehicles	
No	Option
36	Community Transport sector transition to ultra-low emission vehicles
39	Regional Electric Vehicle (EV) network charging strategy
40	Invest in EV charging infrastructure
41	Promotion of Ultra Low Emissions Vehicles (ULEVs)
42	Local bus fleet transition to ultra-low emission buses
43	Freight sector transition to ultra-low emission vehicles
44	Development of alternatives to battery electric vehicles, particularly Hydrogen opportunities and for larger vehicles
47	Taxi sector transition to low emission vehicles
75	Low emission road freight where rail freight alternatives do not exist
Group: Decarbonisation – other modes	
No	Option
48	Support Rail Services Decarbonisation Plan
N1	Support decarbonisation of ferry services in the SPT region
N2	Support decarbonisation of air services in the SPT region
Group: Freight and deliveries	
No	Option
72	Cycle logistics – improvements to transport of goods by bike
73	‘Last mile’ innovations – improving integration and better co-ordination of the ‘last mile’ in freight transport deliveries
74	Freight consolidation centres

76	Support rail freight market development
77	HGV rest stops and enhanced secure overnight facilities
78	Enhanced intermodal freight transfer facilities
79	Rail enhancements to support rail freight
Group: Demand management (road and parking)	
No	Option
49	Regional demand management policy
50	Demand management measures – options for road space reallocation, parking, pricing
Group: Demand management (behaviour change)	
No	Option
28	Increased travel planning including promoting TravelKnowHow
29	Support and develop behaviour change activities that tackle wider societal norms around car use particularly to support sustainable travel to school
Group: Integration with planning policy and plans	
No	Option
65	Transit-oriented development – land-use developments which support and facilitate sustainable travel
66	Sustainable transport for new development
67	Develop a Housing & Transport Affordability Index (H&TA)
68	City & town centre living strategies
69	20-minute neighbourhoods
70	No/Low car housing development

Group: LEZ and AQMA	
No	Option
45	Implementation of Low Emission Zones
46	Air quality mitigation measures
Group: Affordability of public transport fares	
No	Option
110	Affordable fares regional policy
111	Changes to eligibility criteria and scope of concessionary fares schemes
112	"Free" or very low public transport fares
113	Improve integration of ticketing and fares
114	Influence local bus fares to support wider policy objectives
115	Influence and develop fares and ticketing structures to be more responsive to flexible, shift and part time working patterns
116	Review Subway fares policy
Group: Accessibility of public transport	
No	Option
1	Regional accessibility strategy to prioritise and deliver actions from the Scottish Accessible Travel Framework
2	Journey assistance services across all public transport operators in the region
3	Integration of journey assistance services between operators / modes
4	Fully accessible and comprehensive travel information and journey planning services – at stops/stations, on board services, and digital – including improved audio/visual information
5	Promote awareness and training to public transport staff about non-visible disabilities
6	Enhanced accessibility of public transport and active travel infrastructure
7	Increased access to accessible demand responsive transport services

107	Increased availability of accessible taxis
Group: Availability of public transport	
No	Option
8	Level of Service regional policy
10	Local accessibility frameworks or plans
11	Jobs access schemes
12	Health and Transport Action Plan with each Health board in the region
30	Enhanced local bus services & networks
63	Improved multi-modal integration of public transport networks and services
85	Enhanced local public transport networks
Group: Attractiveness of public transport	
No	Option
83	Service quality regional policy
84	Public transport Passenger Charter
86	Improved local public transport journey times, reliability and punctuality
88	Enhanced and integrated promotional, marketing and branding activities for local public transport
89	Improved monitoring of passenger satisfaction
109	New Subway service plan (following completion of Subway Modernisation)
Group: Ticketing and Information, including MaaS	
No	Option
64	A regional framework for Mobility as a Service – option to develop a framework for the development and delivery of MaaS in the region

90	Enhance provision of real time passenger information
117	ZoneCard modernisation
118	Enhanced Smart and integrated ticketing for the region (e.g. tap on/tap off)
Group: Bus governance/models	
No	Option
56	Transport (Scotland) Act 2019 provisions for local bus – options for franchising, municipal bus companies and Bus Service Improvement Partnerships
Group: Demand Responsive Transport, Community Transport and Total Transport	
No	Option
9	Total Transport approach and initiatives
37	Support role of Community Transport in providing access to healthcare
38	Development and enhanced capacity building & resilience of Community Transport Network
51	Increased capacity, flexibility and coverage of demand responsive services
57	Improved integration between Community Transport, Demand Responsive Transport, and local public transport
60	Improved resilience and sustainability of rural transport services and networks in the region
Group: Public transport safety and security	
No	Option
15	Improved safety and security on routes to public transport
80	Improved safety and security at public transport hubs
81	Improved safety and security on board public transport
82	Implement public transport Hate Crime Charter in region
Group: Active Travel network	
No	Option

13	Improved walking & cycling routes to public transport stops/stations/hubs
14	Increase and enhanced walking & cycling networks
16	Enhanced walking and cycling infrastructure including segregation and safer crossings
17	Strategic Active Travel Network and Active Freeways
18	Regional Active Travel Network
19	Implementation of Pavement Parking guidance and regulations
N3	Increase and enhance role of e-bikes
N4	Integrate active travel networks and green networks
Group: Active Travel information and promotion	
No	Option
21	Active travel promotional, marketing and branding activities
26	Co-ordinated and enhanced active travel journey planning information
Group: Bike sharing and ownership	
No	Option
22	Support and promote uptake of electric bikes
23	Invest in electric bike infrastructure
24	Develop local bike hire & bike sharing schemes & initiatives
25	Facilitate development of cross-boundary bike hire/bike sharing opportunities
Group: Road safety	
No	Option
99	Implement Road Safety Framework in the region
105	20pmh speed limits and 20pmh zones

Group: Placemaking	
No	Option
20	Place-making schemes to improve the quality of the built environment for walking and cycling
Group: Shared mobility	
No	Option
61	Increased sustainable transport options on islands and rural mainland communities
106	Package of shared mobility options – options to reduce personal car ownership and single occupancy car trips including journey sharing, car sharing including car clubs, bike sharing
108	Improved accessibility of shared mobility options
Group: Interchanges and hubs	
No	Option
58	Sustainable integrated transport hubs for hospitals, campuses & town centres
59	Integrated 'mini' transport hubs for smaller towns and rural communities to improve integration with mainstream public transport
62	Improve integration of active travel and public transport
87	Enhanced local public transport stop/station infrastructure
Group: Bus priority	
No	Option
31	New / enhanced bus lanes/segregation
32	Improved traffic management measures to support bus priority
33	New / enhanced traffic signal control
34	Enhanced enforcement of bus lanes

Group: Ferry	
No	Option
52	Support development and delivery of the Islands Connectivity Plan
54	Enhanced harbour and terminal infrastructure for passenger ferry services
55	Enhanced capacity on ferry routes on the Clyde
Group: Metro/Mass Transit/Subway	
No	Option
71	Glasgow Metro – options for Glasgow Metro system including modal interventions and integration (options development aligned with Glasgow City Region processes)
Group: Rail	
No	Option
92	Capacity enhancements and constraint resolution on rail network
94	Enhanced economic and social value of rural railways
95	Re-opening of disused rail lines (passenger and freight)
96	Support Glasgow Central capacity enhancement (aligned with STPR2 process)
97	Support delivery of High Speed Rail to the region (aligned with STPR2 process)
Group: Road	
No	Option
100	Support capacity enhancements and constraint resolution on roads network
103	Smart / managed motorways using Intelligent Transport Systems
104	Enhanced Urban Traffic Control systems for all local roads authorities in the region

Group: Park and Ride	
No	Option
35	New/Enhanced bus park and ride
98	New/Enhanced rail park and ride
Group: Adaptation and Resilience	
No	Option
53	Enhanced resilience of ferry services for Arran and Cumbrae and peninsular communities on the Clyde
93	Improved resilience and adaptation of rail
102	Improved resilience of local roads networks to flooding and other weather-related incidents
N5	Adapt public transport services, vehicles and hubs to effects of climate change for staff and passenger welfare