Partnership report

SPT

Regional Transport Strategy – Final Draft

Date of meeting   17 March 2023   **Date of report**   1 March 2023

Report by Chief Executive

1. Object of report

The object of this report is to:

- Update the Partnership on the amendments made to the draft Regional Transport Strategy (RTS) in light of feedback received during the public consultation; and

- Recommend the Partnership approve the final draft Regional Transport Strategy attached at Appendix 1 for submission to Scottish Ministers for approval.

2. Background

Further to reports to the Partnership in December 2022[1] and Strategy & Programmes Committee in February 2023[2], officers have prepared the final draft RTS attached at Appendix 1 following consolidation of the public consultation feedback. In line with due process and subject to approval by the Partnership at the current meeting, the final draft RTS will be submitted to Scottish Ministers for approval. Upon approval by Scottish Ministers, the RTS becomes a statutory document.

3. Outline of proposals

3.1 Consultation report

A detailed report of the RTS consultation results has been prepared by SPT's consultants, Stantec, and is attached as Appendix 2 to this report.

3.2 Amendments to RTS policies

The RTS policies have been amended, as appropriate, following consolidation of the full consultation results. The detailed changes are set out in Appendix 3, whilst key points are highlighted here:

- The Affordable Transport Policy has been amended to make a clearer statement about affordability for all and that powers to improve affordability of public transport fares will be further investigated by SPT.

- The Availability of Transport Policy has been amended to reduce confusion in relation to the use of 'minimum level of service' in the draft policy, with the policy now stating the need to ensure transport networks meet the needs of all in

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[1] https://www.spt.co.uk/media/d20nc3ot/p161222_agenda7.pdf
[2] https://www.spt.co.uk/media/3l2he5b4/sp170223_agenda9.pdf

accessing key locations. It is worth noting that the Strathclyde Regional Bus Strategy will set out levels of service for the bus network, in line with the intent of this policy.

- The Safety and Security of Public Transport Policy has been amended to include active travel.

- The Car Demand Management – Parking and Car Demand Management – Pricing Policies have been amended to achieve a clear separation between parking (and parking charges) and other forms of road pricing.

- The Integration of Micromobility and Walking, Wheeling and Cycling Policy has been amended to clarify that the intent of the policy is to emphasise that new micro modes must be safely integrated into active travel networks.

- The Ticketing and Information Policy has been amended to include reference to maintaining availability and access to non-digital forms of ticketing and information for people who do not have access to smart phones, mobile data plans and/or a bank account.

- The Bus Quality and Integration Policy has been amended to include reference to investigating and implementing the bus provisions of the Transport (Scotland) Act 2019, where appropriate, including Bus Service Improvement Partnerships, Franchising and Municipal Bus Companies.

3.3   Amendments to Delivering the Strategy

The following amendments have been made to the Delivering the Strategy section:

- The process that will be followed to develop RTS Delivery Plans has been set out in greater detail.

- The intention to progress a regional transport governance workstream, led by SPT and councils, has been set out.

3.4   Amendments to Monitoring the Strategy

The section on Monitoring the Strategy has been amended to exclude the proposed monitoring indicators from the draft strategy. The RTS consultation provided useful feedback on the proposed indicators and SPT will continue to take this on board as the first Monitoring and Evaluation Report is developed over the next year.

3.5   Next steps

Subject to approval by the Partnership, the Chair will submit the final draft RTS and associated documentation to Scottish Ministers for approval as the new Regional Transport Strategy for the west of Scotland.

Officers will commence developing a draft RTS Delivery Plan, based upon the RTS actions reported to SPT Partnership in June 2022 and further developments in national policy since that time including publication of STPR2. The RTS Delivery Plan will be further developed and published following confirmation of approval of the new RTS.

A report setting out the regional transport governance workstream will also be published following approval of the RTS by Scottish Ministers and following further discussion with councils.

Officers will continue to develop key workstreams previously reported to the Partnership that will be fundamental to delivery of the RTS, including the Strathclyde Regional Bus Strategy, Regional Active Travel Strategy and Clyde Metro.

4. Conclusions

The presentation to the Partnership of the final draft Regional Transport Strategy marks the culmination of a rigorous development process by SPT and partners over recent years. In-depth research, review, analysis, best practice and statutory assessment processes formed the basis on which the RTS was developed. Importantly, the RTS has evolved to reflect feedback received during the consultation and engagement which took place at each stage of its development, including the Transport for Strathclyde report prepared by the previous Chair and Vice Chairs. Upon approval, the RTS will be used to guide all those involved in transport in the west of Scotland in their transport policy, planning and strategy and investment decision-making. Officers will build the new RTS into SPT's own business planning processes, including the corporate plan, and capital and revenue programmes. Officers will continue to update the Partnership on RTS workstreams as they develop.

5. Partnership action

The Partnership is recommended to approve the final draft RTS attached at Appendix 1 to be submitted to Scottish Ministers for approval as the new Regional Transport Strategy for the west of Scotland.

6. Consequences

Policy consequences	*The new RTS will set the framework for transport policy, projects and initiatives for the next 15 years for the region, and will guide decision making in the development of transport strategies and plans and the delivery of transport services and infrastructure.*
Legal consequences	*None at present.*
Financial consequences	*None at present.*
Personnel consequences	*None at present.*
Equalities consequences	*An Equality Impact Assessment (EQIA) was carried out for the new RTS. The EQIA process fed directly to key RTS Policies including Accessible Transport, Affordable Transport, Availability of Transport, and Safe and Secure Transport. SPT is aiming to regularly monitor Equality indicators within the future RTS Monitoring and Evaluation Framework.*
Risk consequences	*None at present.*
Climate Change, Adaptation and Carbon consequences	*The new RTS aims to reduce transport emissions, increase use of the most sustainable transport modes and improve adaptation and resilience of the transport network.*

Name	**Neil Wylie**	**Name**	**Valerie Davidson**
Title	**Director of Finance & Corporate Support**	**Title**	**Chief Executive**

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SPT | Strathclyde Partnership for Transport

A Call to Action:
The Regional Transport Strategy for the west of Scotland 2023-38

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Foreword:
A Call to Action

Councillor Stephen Dornan
Chair, SPT (Glasgow)

Councillor Alan Moir
Vice Chair, SPT
(East Dunbartonshire)

Councillor David Wilson
Vice Chair, SPT
(Inverclyde)

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

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

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

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

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

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

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

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

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

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

About the Regional
Transport Strategy

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

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

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

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

About Strathclyde Partnership
for Transport (SPT)

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

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

Strathclyde Partnership for Transport

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

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

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

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

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

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

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

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

A new Transport Strategy for Strathclyde

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The policy context
for the RTS

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

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

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

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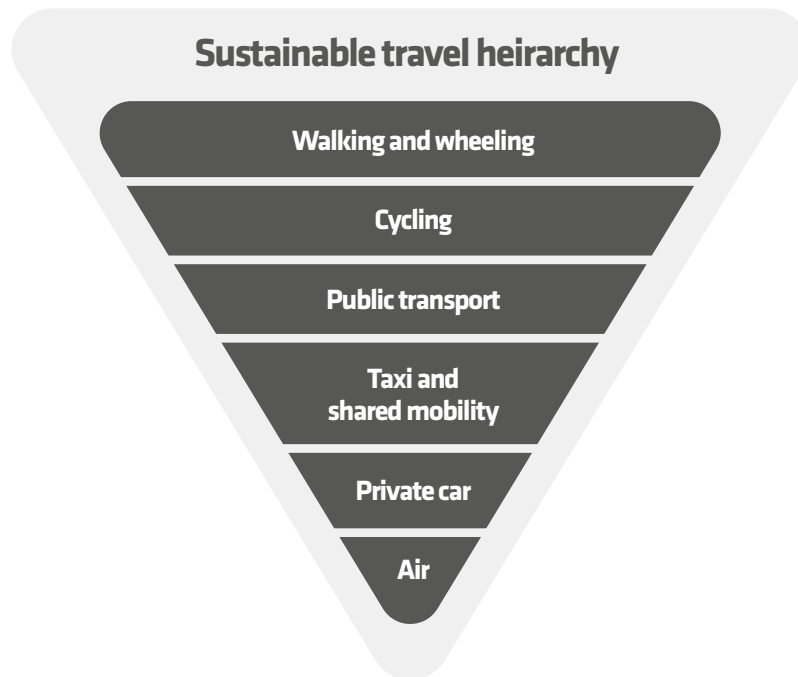
Sustainable travel heirarchy

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

Strathclyde Partnership for Transport

The spatial context for the RTS

The spatial context for the RTS

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

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

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

Key centres & hubs

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

Boundaries, roads and rail lines

- ☐ Council boundary
- ◻ SPT boundary
- ----- Rail line
- ─── A road
- ─── Motorway

Loch Lomond And Trossachs National Park

Galloway Forest Park

Strathclyde Partnership for Transport
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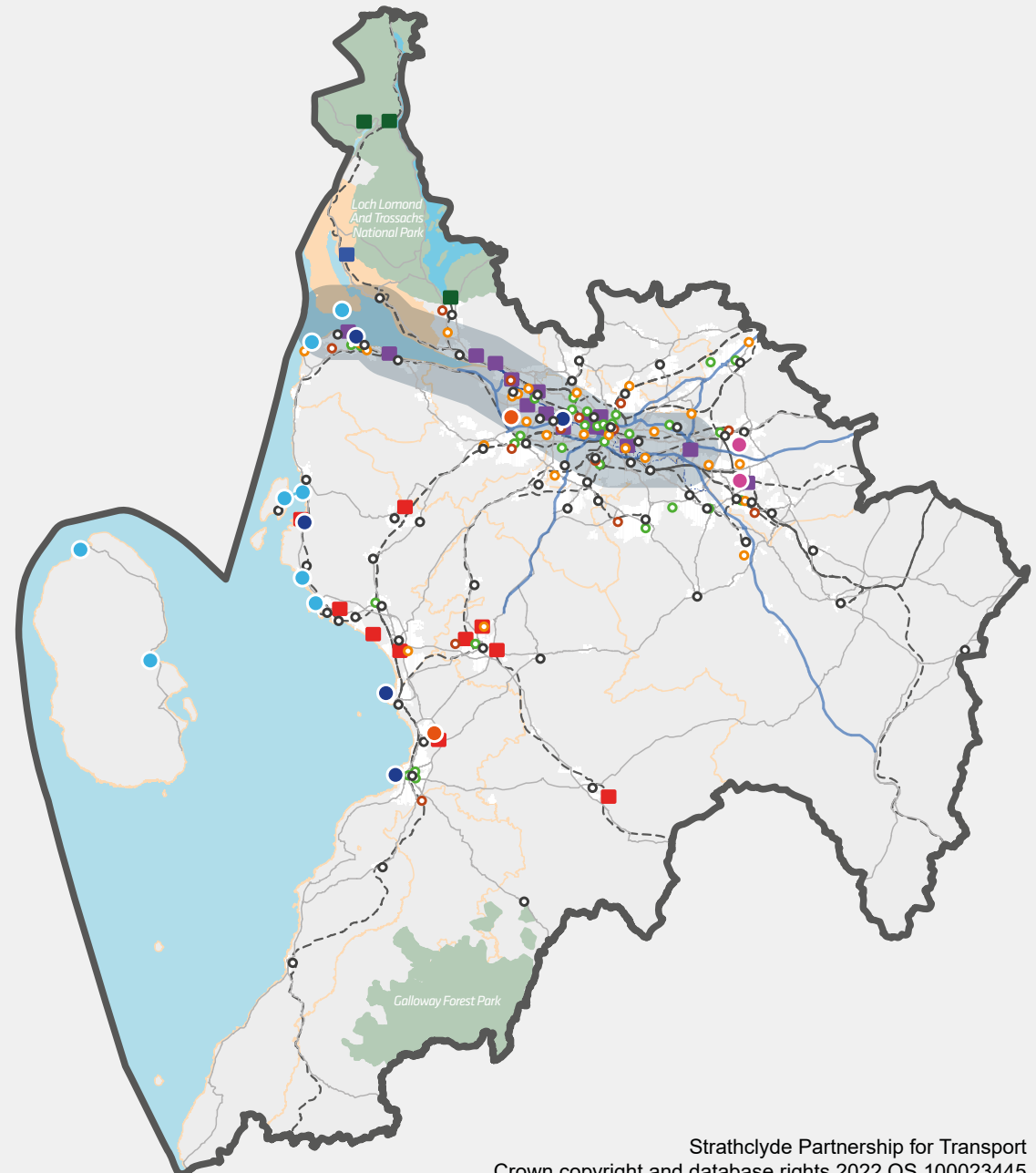
The problems the RTS
will help address

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

Key Issue: Active Living

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

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

% adults meeting physical activity guidelines

58%
Ayrshire & Arran health board

63%
Greater Glasgow & Clyde health board

61%
Lanarkshire health board

69%
Highland health board

65%
All of Scotland

Source: Scottish Health Survey 2016 - 2019 combined results

Key Issue: Access for All

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

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

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

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

Source: Scotland Census 2011

Key Issue: Public Transport Quality and Integration

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

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

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

26%
At least twice a week

18%
At least twice a week

20%
Once a week or less

20%
Once a week or less

56%
Not in past month

62%
Not in past month

● 2009/10   ● 2019/20

Source: Travel and Transport in Scotland, Transport Scotland.

Key Issue: Transport Emissions

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

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

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

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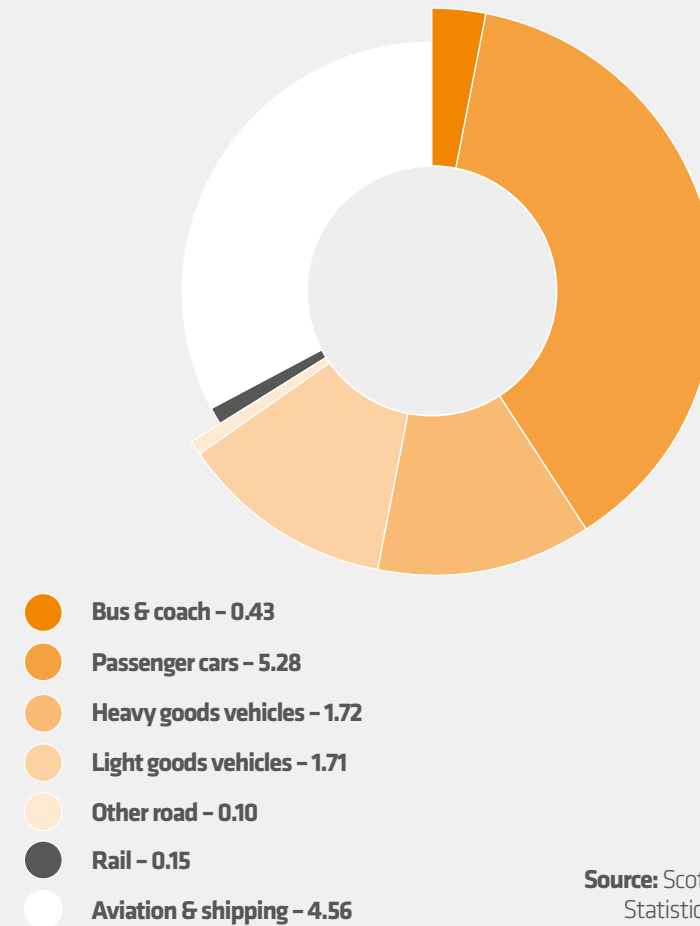
Source: Scottish Transport Statistics 2021 edition.

Key Issue: Regional Connectivity

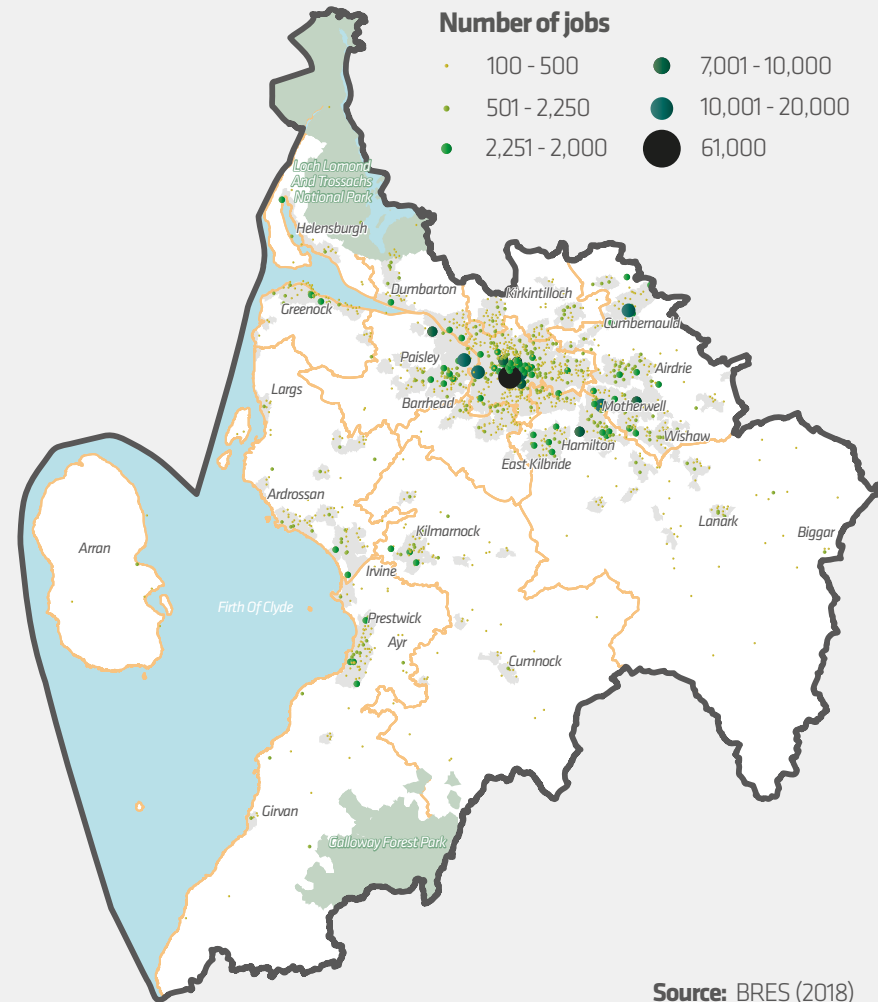Congestion and capacity constraints on the transport network can lead to unreliable journey times, increased costs for people and business, and adverse impacts on the regional economy. Lack of high-quality public transport connectivity to some key locations and development opportunities makes it more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

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

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

Number of jobs

- ·   100 - 500
- ·   501 - 2,250
- ●   2,251 - 2,000
- ●   7,001 - 10,000
- ●   10,001 - 20,000
- ●   61,000

Source: BRES (2018)
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The Regional Transport Strategy Framework

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

Vision and Priorities

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

Targets

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

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

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

RTS Strategic Framework

Vision & priorities	The west of Scotland will be an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all.

	A healthier environment, supported by a transport system that helps our region become a low carbon place with healthier natural and built environments for the benefit of all.	**Inclusive economic growth**, underpinned by a transport system that supports regional economic development and growth, with better opportunities and fairer outcomes for all.	**Improved quality of life**, supported by a transport system that helps everyone to have better health and wellbeing and lead active, fulfilling lives.
Targets	**T1:** By 2030, car kilometres in the region will be reduced by at least 20%.	**T2:** By 2030, transport emissions will be reduced by at least 53% from the 2019 baseline.	**T3.** By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.

Objectives	**OBJ1:** To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs	**OBJ2:** To reduce carbon emissions and other harmful pollutants from transport in the region	**OBJ3:** To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys	**OBJ4:** To make public transport a desirable and convenient travel choice for everyone	**OBJ5:** To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight

Policy themes	• Accessing and using transport • Reducing the need to travel and managing demand for car travel • Enabling walking, wheeling and cycling • Enhancing quality and integration of public transport • Improving road safety	• Decarbonising vehicles and improving air quality • Moving goods more sustainably • Increasing resilience and adapting to climate change • Protecting and enhancing the built & natural environment • Connecting places
Monitoring & evaluation	Annual Progress and Monitoring report including monitoring indicators Evaluation of RTS Priorities and Targets	

Objectives

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

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

Policies

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

RTS Policies

Theme: Accessing and using transport

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

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

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

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

RTS Policies: Accessing and using transport	
1	**Accessible Transport**

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

2	**Affordable Transport**

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

3	**Availability and Coverage of Transport**

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

4	**Safe and Secure Transport**

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

Theme: Reducing the need to travel and managing demand

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

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

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

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

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

Allocating more road space to buses, light rail, cyclists and pedestrians can be particularly effective not only because it directly constrains car use, but because it also makes the alternatives more attractive by making journey times more reliable, faster and safer.

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

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

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

5 Integration of transport and land use

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

6 20-minute neighbourhoods

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

7 Flexible working and remote access to services

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

8 Road space reallocation

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

9 Parking

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

10 Road pricing

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

11 Behaviour Change

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

12 Shared transport and shared journeys

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

Strathclyde Partnership for Transport

Theme: Enabling active travel

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

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

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

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

RTS Policies: Enabling walking, wheeling and cycling

13	Regional Active Travel Network

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

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

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

15	Access to bikes

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

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

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

17	Integration of micromobility and walking, wheeling and cycling

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

Theme: Enhancing the quality and integration of public transport

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

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

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

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

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

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

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

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

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

RTS Policies: Enhancing the quality and integration of public transport

| 18 | Integrated public transport system |

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

| 19 | Ticketing and information |

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

| 20 | Mobility as a Service |

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

| 21 | Bus quality and integration |

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

| 22 | Rail quality and integration |

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

| 23 | Ferry quality and integration |

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

24	Subway quality and integration

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

25	Clyde Metro

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

26	Integration of public transport with other sustainable modes

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

27	Park and Ride

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

28	Interchanges and sustainable mobility hubs

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

Theme: Improving road safety

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

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

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

RTS Policies: Improving road safety	
29	**Road safety and vulnerable road users**
Support and facilitate delivery of Scotland's Vision Zero where no one is killed or seriously injured on roads by 2045, with particular focus on vulnerable road users including people who are walking, wheeling and cycling, children and young people, older people and disabled people. Support implementation of the national Road Safety Framework and local Road Safety Plans and help meet road casualty reduction targets in the region. Aim for a sharp and consistent reduction in the number and severity of road traffic collisions in the region.	
30	**Safe speeds**
Support implementation of 20mph speed limits on appropriate roads in cities, towns and villages in the region, aiming for a consistent approach across the region. Support delivery of road safety campaigns to encourage better driver behaviour. Support investigation and implementation of reduced speeds on rural roads in the region. Support partners to ensure speed limits are enforced.	

Theme: Decarbonising vehicles and improving air quality

We need to **transition away from petrol and diesel vehicles** on the regional transport network as soon as practicable. As described earlier in the strategy, transport emissions cannot be reduced sufficiently in time to achieve targets purely through moving away from petrol and diesel vehicles, but zero tailpipe emission vehicles are a critical part of the overall path to a low carbon transport future.

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

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

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

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

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

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

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

RTS Policies: Decarbonising vehicles and improving air quality

31	**Road transport vehicle decarbonisation**

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

32	**Rail decarbonisation**

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

33	**Subway decarbonisation**

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

34	**Ferry decarbonisation**

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

35	**Aviation decarbonisation**

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

36	**Clyde Metro**

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

37	**Low Emission Zones**

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

38	**Air Quality Management Areas**

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

Theme: Moving goods more sustainably

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

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

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

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

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

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

Theme: Increasing resilience and adapting to climate change

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

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

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

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

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

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

RTS Policies: Increasing resilience and adapting to climate change

41	Climate change adaptation

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

42	Transport system resilience

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

43	Flood risk management and mitigation

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

Strathclyde Partnership for Transport

Theme: Protecting and enhancing the built and natural environment

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

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

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

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

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

Theme: Connecting places

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

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

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

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

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

RTS Policies: Connecting places

46	International connections

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

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

47	Connections between Strathclyde and other Scottish regions

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

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

48	Connections within Strathclyde

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

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

49	Connections to town centres

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

50	Connections for rural, remote and island communities

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

51	Connections to regional hospitals and tertiary education

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

52	Connections to housing development locations

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

Connecting Places map

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

Corridors

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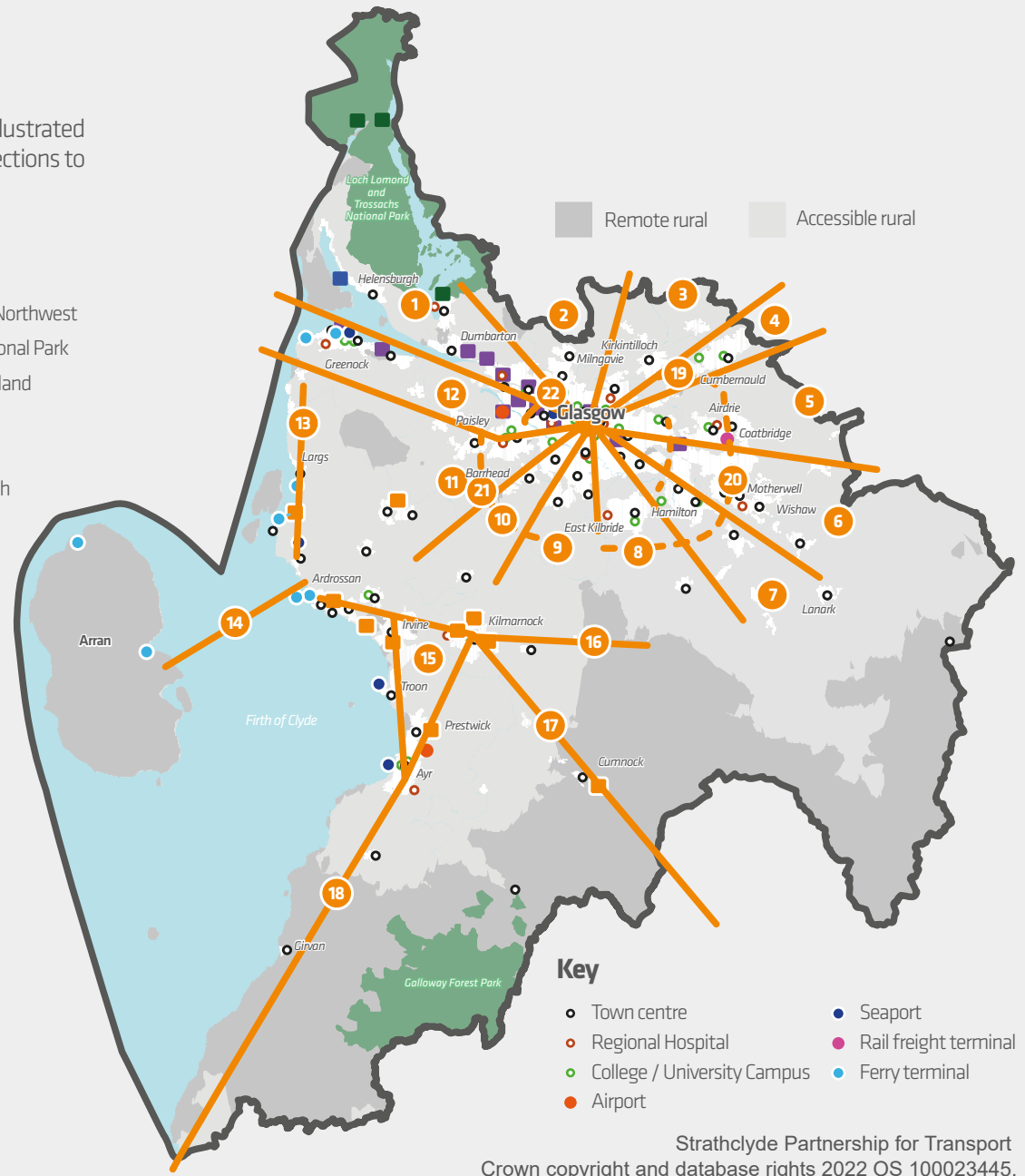
Remote rural Accessible rural

Key

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

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Delivering the RTS

RTS Delivery Plan

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

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

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

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

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

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

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

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

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

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

Governance

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

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

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

Funding the RTS

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

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

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

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

Working with communities

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

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

Monitoring the RTS

It is important to monitor and report on progress of the RTS on an ongoing and established basis to understand what is working well and what may need additional focus.
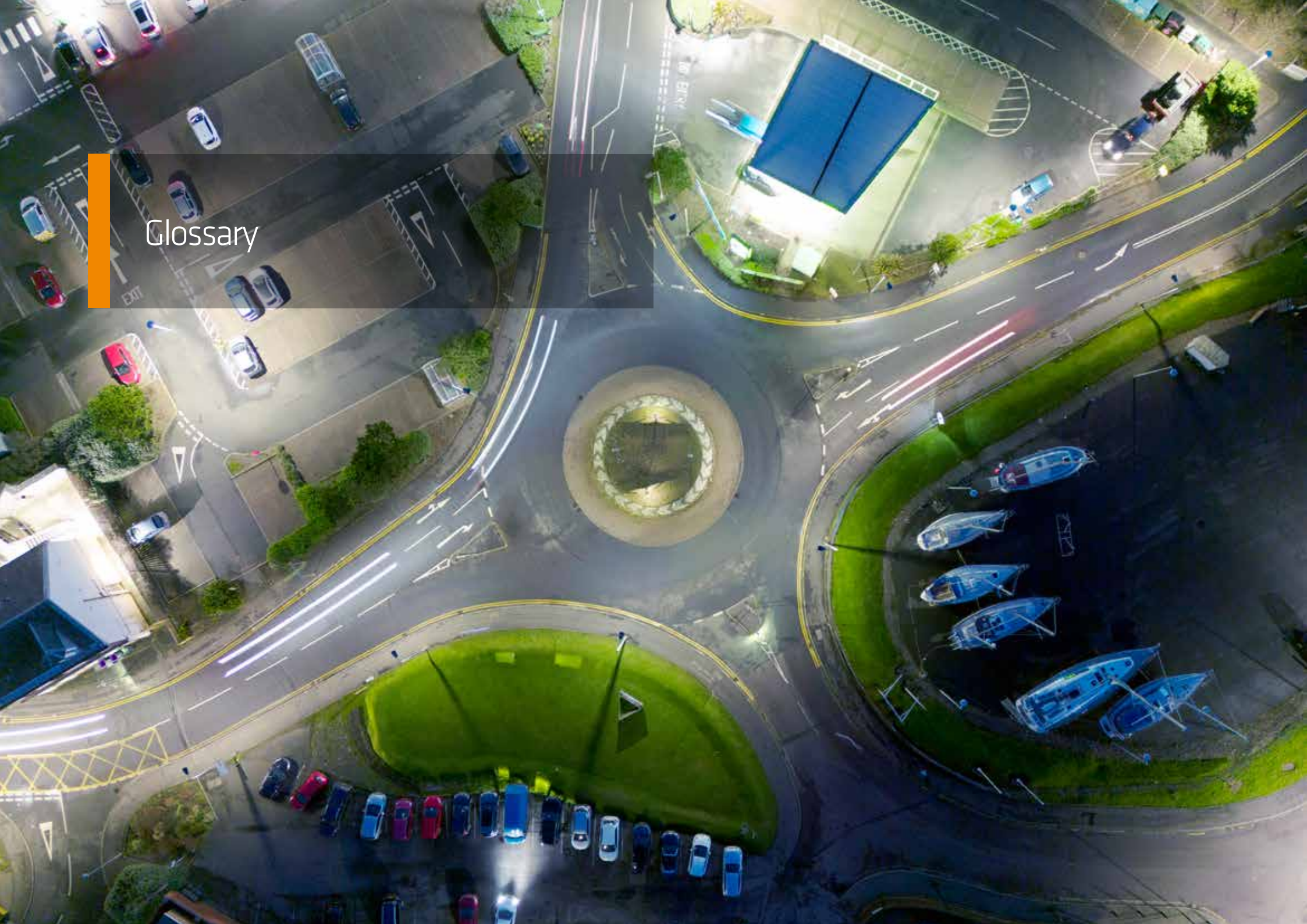
To monitor the RTS, SPT will do the following on a regular basis:

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

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

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

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

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

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

Glossary

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

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

SPT Regional Transport Strategy

RTS Consultation Summary Report

On behalf of **Strathclyde Partnership for Transport**

Document Control Sheet

Project Name: SPT Regional Transport Strategy

Project Ref: **330610027**

Report Title: **RTS Consultation Summary Report**

Date: **05/01/2023**

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
1.0	01/12/2022	Draft Report	JR / ST	AK	AK
1.1	05/01/2023	Updated Draft	JR / ST	AK	AK
1.2	17/02/2023	Final Report	JR	Stephen Canning	Stephen Canning

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Figures

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1 Introduction

1.1 Overview

1.1.1 The draft Regional Transport Strategy (RTS) for the west of Scotland was published for statutory consultation by Strathclyde Partnership for Transport (SPT) in August 2022. SPT's local authority partners and other stakeholders, including members of the public, had the opportunity to comment on the draft strategy by either completing an online survey or submitting a direct response to SPT.

1.1.2 This report details stakeholder responses to the consultation, summarises the key finding from the consultation, and sets out a number of recommendations for SPT to consider in preparing the final version of the RTS.

1.2 Engagement Exercise

1.2.1 The consultation ran for 12 weeks between 5th August 2022 and 28th October 2022 and offered members of the public and organisations an opportunity to comment on all aspects of the draft RTS.

1.2.2 A consultation questionnaire was available to all stakeholders, including members of the public, which comprised open and closed questions. In addition, a number of stakeholders opted to submit standalone responses which did not necessarily follow the structure of the survey.

1.2.3 It should be noted that the number of respondents, particularly members of the public, choosing to answer the optional questions on each individual policy decreased towards the end of the survey.

1.3 Report Structure

1.3.1 The report is structured as follows:

- **Section 2:** An overview of previous consultation exercises undertaken as part of the RTS development process.
- **Section 3:** An overview of the consultation's responses, including geographical breakdown
- **Section 4:** Summary of consultation responses on the RTS Strategic Framework
- **Section 5:** Summary of quantitative and qualitative responses on the "Accessing and using transport" policy theme
- **Section 6:** Summary of quantitative and qualitative responses on the "Reducing the need to travel and managing demand for car travel" Policy Theme
- **Section 7:** Summary of quantitative and qualitative responses on the "Enabling walking, wheeling and cycling" Policy Theme
- **Section 8:** Summary of quantitative and qualitative responses on the "Enhancing quality and integration of public transport" Policy Theme
- **Section 9:** Summary of quantitative and qualitative responses on the "Improving road safety" Polict Theme
- **Section 10:** Summary of quantitative and qualitative responses on the "Decarbonising vehicles and improving air quality" Policy Theme
- **Section 11:** Summary of quantitative and qualitative responses on the "Moving goods more sustainably" Policy Theme
- **Section 12:** Summary of quantitative and qualitative responses on the "Increasing resilience and adapting to climate change" Policy Theme

2   Previous Consultation Exercises

2.1   Overview

2.1.1   This chapter summarises the findings of SPT's previous consultation on the RTS Case for Change report. SPT consulted on the RTS Case for Change and Impact Assessments between 29th April – 14th June 2021. The consultation was open to both organisations and members of the public.

2.2   Responses

2.2.1   Overall, 387 individuals and 41 organisations submitted a response to the RTS Case for Change consultation.

2.3   Outcomes

2.3.1   The majority of consultees agreed with the RTS Vision at the Case for Change stage, however, there were some suggestions which resulted in the inclusion of the words "resilient" and "low carbon" in the Vision included within the draft RTS. Stakeholders also emphasised the importance of affordability.

2.3.2   At the Case for Change stage, there were concerns that the Targets were not specific and measurable. While it was highlighted at the time that the intention was to consult on the principle of including targets, rather than presenting specific SMART targets, the comments were taken into consideration when developing the three Targets included within the draft RTS. These Targets were as follows:

- T1: By 2030, car kilometres in the region will be reduced by at least 20%.
- T2: By 2030, transport emissions will be reduced by at least 56% from the national baseline.
- T3: By 2030, at least 45% of all journeys will be made by means other than private car as the main mode.

2.3.3   Similarly, while there was support for the RTS Objectives included in the Case for Change, there were concerns regarding the strength of the wording used and the lack of acknowledgment of the importance of affordable transport. As such, the Objectives were amended, with changes reported to SPT's Partnership Board. Objective 1 also now explicitly includes reference to affordability.

2.3.4   The consultation report and the SPT Partnership report setting out the actions taken by SPT following the consultation is available at:
https://www.spt.co.uk/media/dwpjwne5/p170921_agenda8.pdf

3 Overview of Consultation Responses

3.1 Survey Responses

3.1.1 The remainder of this report sets out the findings of the consultation undertaken on the draft RTS. In this section an overview of the responses is provided before more detailed analysis of the feedback is set out in subsequent chapters.

3.1.2 In total, 286 responses were received to the survey. Of these responses, 85% (n=244) responded to the survey as a member of the public, with the other 15% (n=42) responding on behalf of an organisation.

3.1.3 As shown in Figure 3.1, a high proportion (46%, n=109) of the public indicated that they currently live in the Glasgow City. Only 1% (n=2) stakeholders indicated that they lived in Argyll and Bute and West Dunbartonshire respectively.
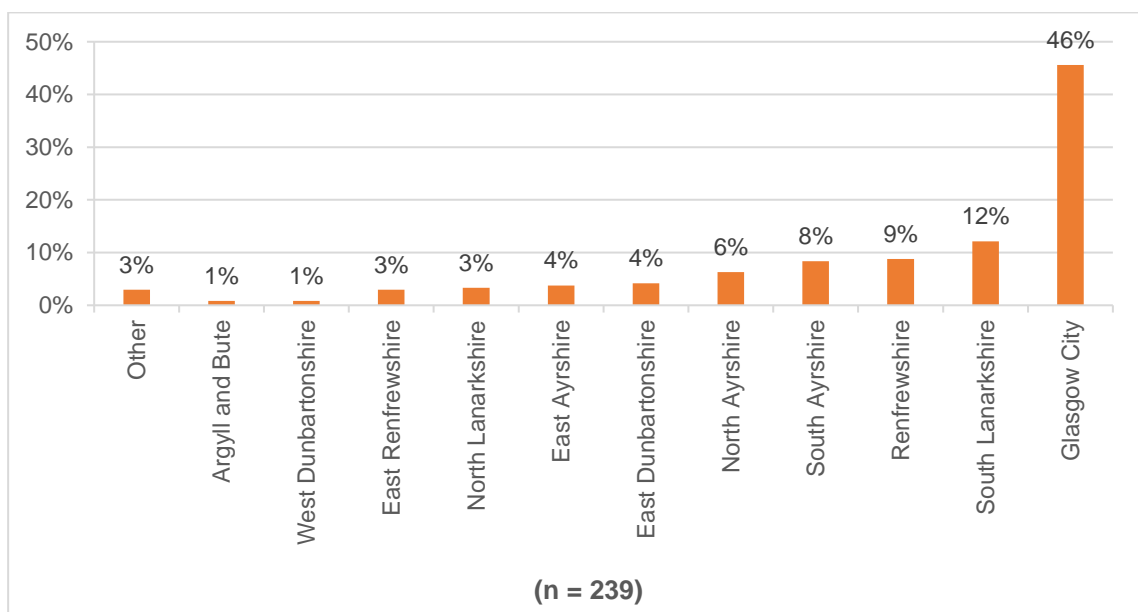
Figure 3.1 Members of the public – which local authority do you currently live in?

3.1.4 The following organisations responded to the survey:

- **Local Authorities:** Argyll & Bute Council, East Dunbartonshire Council, East Renfrewshire Council, Glasgow City Council, Inverclyde Council (Policy and Performance), Inverclyde Council (Service Manager), Inverclyde Council (Transport Planning and Infrastructure), North Ayrshire Council, Renfrewshire Council, South Lanarkshire Council and The Ayrshire Roads Alliance (East Ayrshire Council and South Ayrshire Council).

- **Community Councils:** Barr Community Council, Broom, Kirkhill and Mearnskirk Community Council, Dowanhill, Hyndland and Kelvinside Community Council, Eaglesham and Waterfoot Community Council, Quothquan and Thankerton Community Council, and Thorniewood Community Council.

- **Elected Members:** Dr Lisa Cameron M.P, Katy Clark MSP, Paul Sweeney MSP, South Lanarkshire Cllr,

- **Transport Authorities:** CoMoUK, Cycling Scotland, First Bus, Liftshare and MobilityWays, Living Streets Scotland, Paths for All, Scottish Association for Public Transport, Sustrans

- ▪ **Educational/Healthcare:** Glasgow Centre for Population Health, NHS Ayrshire & Arran, NHS Greater Glasgow & Clyde, Public Health Scotland, University of Glasgow, University of Strathclyde
- ▪ **Third Sector Organisations:** Friends of the Earth Scotland
- ▪ **Local Campaign Groups:** Get Glasgow Moving, Stand Up for Our Buses
- ▪ **Other Organisations:** Carli's Kindergarten, Sniffer, Turner & Townsend, VisitScotland

3.2 Direct Responses

3.2.1 In addition to the survey, a number of stakeholders opted to submit a standalone response to the draft strategy which did not necessarily follow the structure of the survey. These responses cannot be included in the quantitative analysis but have been included in the qualitative findings where appropriate.

3.2.2 The following opted to submit a direct response, instead of submitting a survey response: Clydeplan and the Green Network Partnership, Glasgow Chamber of Commerce, Glasgow Airport, Loch Lomond & The Trossachs National Park, North Lanarkshire Partnership, Scottish Pensioners' Forum, RTS Strategic Advisory Group, Tactran and the Mobility and Access Committee for Scotland.

3.3 Qualitative Responses Analysis

3.3.1 The qualitative summaries included within this report have been developed by thematically grouping individual comments contained within 'open-ended' responses to the consultation – i.e. answers to each of the consultation's qualitative, open text questions. The analysis has been divided into each of the stakeholder groups: General Public, Other Stakeholders, and Local Authorities within the SPT region. Each qualitative question has its own respective section of analysis which outlines: the main themes from that question's comments, and the number of open-ended responses from the General Public and Other Stakeholders groups[1].

3.3.2 Furthermore, some stakeholders provided comments which were not relevant to the question which they had been asked. In these instances, these responses have not been included so that the qualitative responses are only relevant to the topic of the question. The remaining responses have been grouped together thematically and presented in Appendix A.

It should also be noted that the number of respondents, particularly members of the public, choosing to answer the optional questions on each individual policy decreased towards the end of the survey.

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[1] As there are only a limited number of Local Authorities within the SPT region (12), a numerical breakdown for this stakeholder group has not been included.

4 RTS Strategic Framework

4.1 Overview

4.1.1 The RTS Strategic Framework is set out in Chapter 6 of the draft RTS. This includes the Vision, Priorities, Targets, Objectives, Policy Themes and Monitoring and Evaluation Framework. This Framework will guide decision-making on regional transport and provide the basis for evaluating the success of those decisions.

4.1.2 Amongst other elements, the Framework includes targets to reduce emissions from transport, to reduce the number of kilometres that people drive by car, and to shift more travel from private car to active travel and public transport.

4.2 Strategic Framework – Quantitative Analysis

<u>General Public</u>

4.2.1 As shown in Figure 4.1, there was a mixed response among the members of public regarding whether the RTS Strategic Framework provides a strong basis for improving transport in the region. Only 34% (n=84) of stakeholders selected 'Yes'. There was also a reasonable level of uncertainty with 16% (n=40) of stakeholders selecting 'Not Sure'.
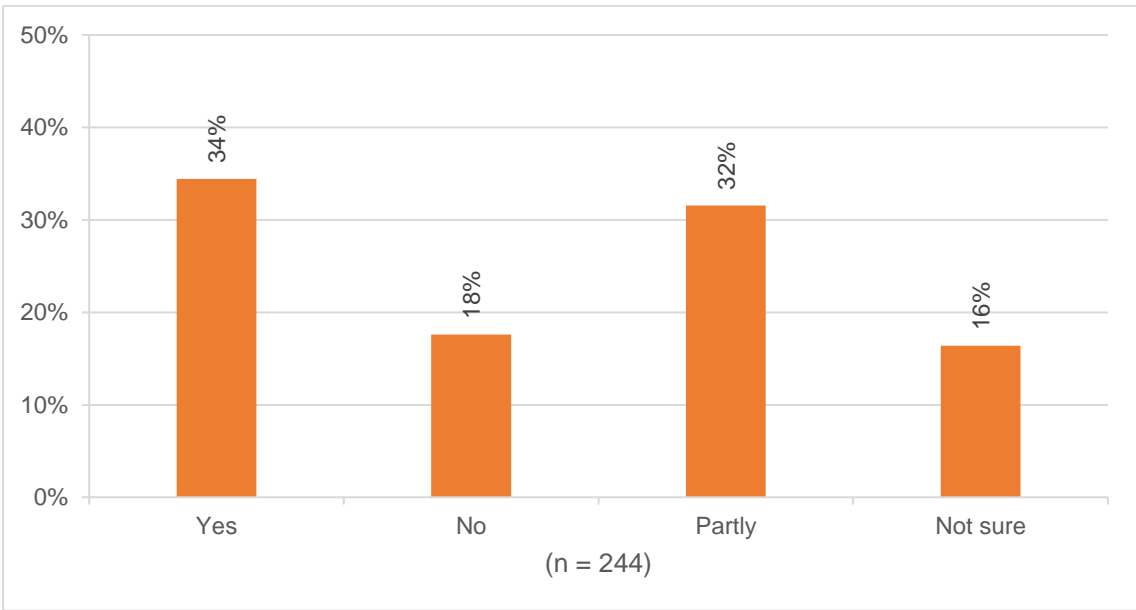
Figure 4.1 Members of the public - Does the RTS Strategic Framework provide a strong basis for improving transport in the region?

<u>Organisations</u>

4.2.2 Generally, the organisations were more positive about the RTS Strategic Framework's ability to improve transport in the region. As shown below, 62% (n=26) of the organisations selected "Yes" and only 5% (n=2) selected "No".
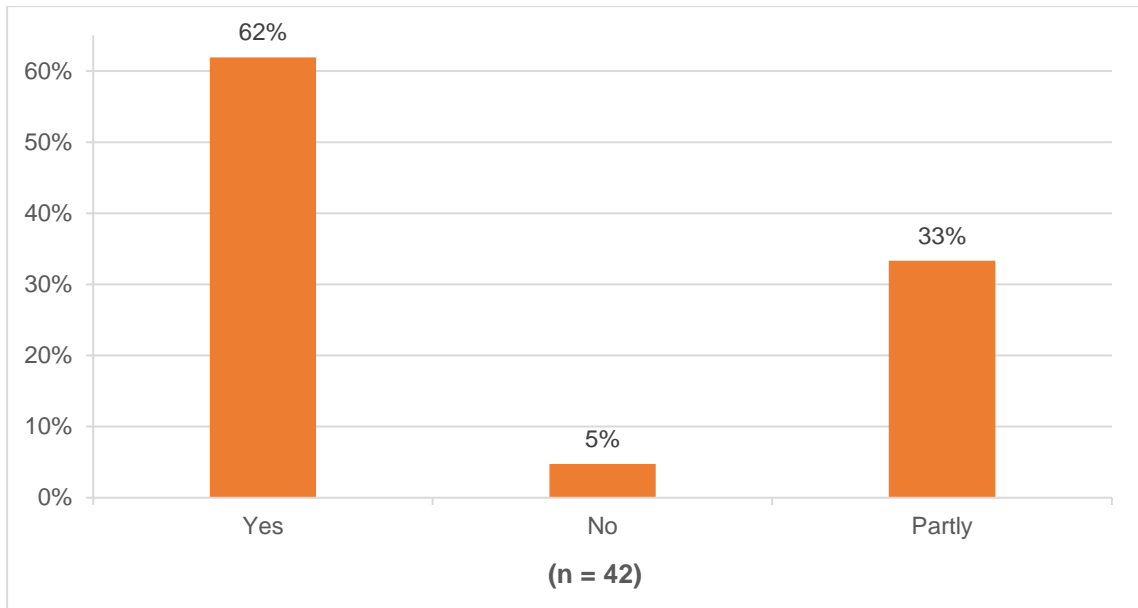
Figure 4.2 Organisations - Does the RTS Strategic Framework provide a strong basis for improving transport in the region?

4.3 Strategic Framework – Qualitative Analysis

4.3.1 A high-level summary of the qualitative responses regarding the RTS Strategic Framework is included below. These responses have been split up by stakeholder group type.

General Public

137 members of the General Public (56%) provided an open-ended response to Q12.

- Many stakeholders commented on the need for the RTS to possess a stronger, more ambitious **Vision and Priorities**. Specifically, this included there being a greater focus on providing better public transport links (e.g. improving bus services and expanding the region's train network) and / or working towards public ownership of the bus network.

- Some stakeholders may not have fully appreciated the strategic nature of the RTS, with several stating how they wanted more information on how subsequent interventions would be funded and delivered – information which would be provided in subsequent Delivery and Action Plans following the RTS's final publication.

- Other stakeholders stated that the **Vision and Priorities** did not focus on rural aspects of the SPT region, with many highlighting how there needed to be a greater emphasis on people travelling between and / or within rural and semi-urban areas with many perceiving that the draft RTS only focuses on those moving between and / or within the region's main cities and towns.

- Some members of the public felt that the **Targets** were all about outcomes rather than actions, with some wanting additional information on how these targets would be achieved (i.e., 'concrete actions').

- Many stakeholders outlined the **Objectives** to be promising, but again stated how there wasn't enough information on they would be achieved, with many asserting public ownership of the bus network and / or expanding the region's transport network as a means to do so.

- Many stakeholders stated that – in general – the **Policy Themes** were too vague, with there not being enough 'concrete steps' to make a proper judgement of their impact upon the wider transport network.

- Furthermore, many argued for expansion of the region's transport network and / or improvements to related public transport service provision. For the former this included

endeavours such as expanding Glasgow's Subway network, re-opening train stations, and improving bus infrastructure. The latter was mostly concerned with reinstating previous levels of service provision which have been subject to cuts and improving service levels / coverage within rural parts of the SPT region.

<u>Local Authorities</u>

- Overall, the majority of local authorities noted that they support the RTS Strategic Framework, with many of them highlighting that it aligns with their own Council objectives. Many of the authorities noted that they look forward to working with SPT to further develop the Strategy and subsequent Delivery Plan.

- The local authorities largely welcomed the RTS **Targets**, noting that they were well evidenced and linked with other national and regional policy streams.

- While decarbonisation of the vehicle fleet was supported, it was noted that it must be planned as part of an overall approach to increase the number of journeys made by public transport and active travel, instead of being treated as the only solution.

- Throughout the RTS, it was suggested that the wording could be strengthened. For example, by the removal of phases such as "where possible".

<u>Other Stakeholders</u>

31 Other Stakeholders (78%) provided an open-ended response to Q11.

- Most consultees welcomed the RTS, with many stating that it aligned with the Strategic Aims of their respective organisation. Although, stakeholders stated that the following aspects should be included and / or expanded upon within the RTS:
  o Additional incorporation / emphasis on shared transport as a means of reducing car kilometres and achieving climate change ambitions.
  o Using the Transport (Scotland) Act 2019 to re-regulate the region's bus network to thus create a better, more integrated transport network which provides wider, cheaper, and more frequent service coverage within and beyond the SPT area.
  o Greater emphasis on improving the region's public transport infrastructure to persuade more people to use more sustainable modes of transport.
  o SPT using their powers to enhance co-ordination and partnership between the various stakeholders who are responsible for delivering transport services and / or infrastructure improvements within the region.
  o Greater detail on how the relative interventions will be delivered over the RTS's lifespan.
  o *24 Other Stakeholders (60%) provided an open-ended response to Q12.*
- Most stakeholders welcomed the RTS's **Vision and Priorities** but outlined that the RTS lacked sufficient detail on how interventions would be delivered to achieve them. Some stakeholders stated public ownership of the region's bus network as a possible avenue to achieve them.

- Those who referenced **Targets** within their responses argued for the RTS's Targets to be even more ambitious, often citing how achieving the current Targets would not accomplish wider climate and environment aims.

- No real themes emerged from the comments regarding **Objectives**, but these responses were broadly supportive of the RTS's Objectives. Although, some were concerned with certain aspects of Objective 5 – specifically the possibility of increasing the reliance upon private cars as a consequence of improving the region's road corridors. Though, it should be noted that Objective 5 does not make reference to any road corridor interventions – instead, it focuses on improving sustainable connections to key economic centres and strategic transport hubs.

- Most comments relating to the **Policy Themes** were concerned with how / when the interventions relating to the policies would be delivered, with many citing how there was a lack of detail in how this would be achieved.

5 Policy Theme: Accessing and using transport

5.1 Importance of this Policy Theme for Stakeholders

5.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 5.1, the majority of stakeholders (**70%**, n=200) indicated that 'Accessing and Using Transport' was 'Very important'. By contrast, very few indicated that this policy theme was 'Not at all important' (**1%**, n=4).[2]
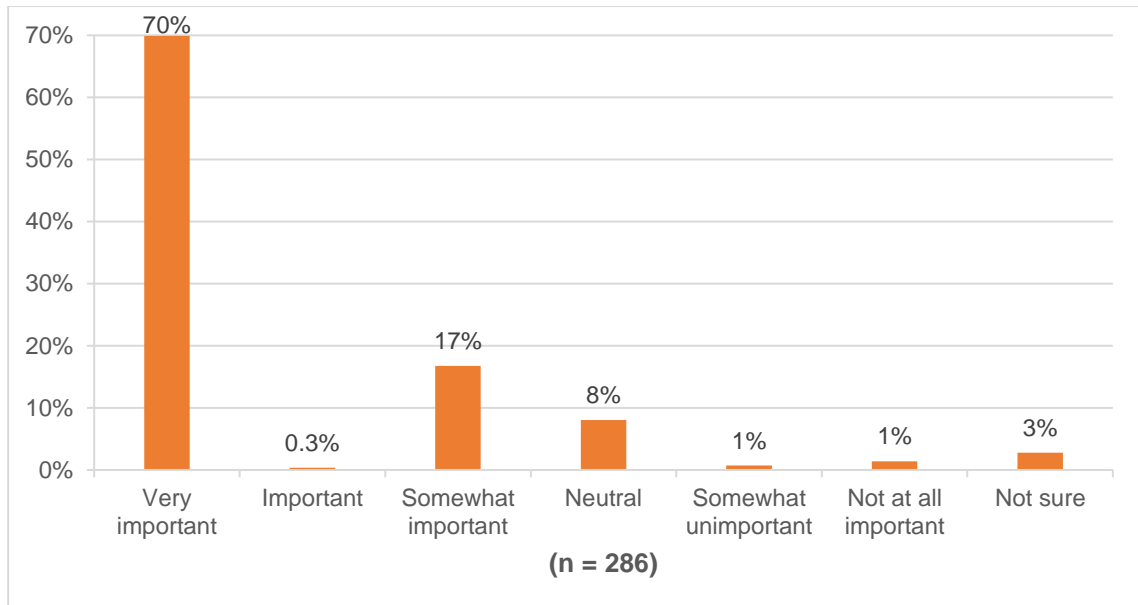
Figure 5.1 Accessing and Using Transport: How important is this policy theme?

5.2 Level of Support for RTS Policies within this Theme

5.2.1 The stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.A1 Accessible Transport
- Policy P.A2 Affordable Transport
- Policy P.A3 Availability of Transport
- Policy P.A4 Safety and Security of Public Transport

5.2.2 As shown in Figure 5.2, the majority of the stakeholders were supportive of the policies within the 'Accessing and Using Transport' policy theme. Policy P.A4 received the highest support with **92%** (n=99) of the stakeholders selecting 'Yes'.

5.2.3 Although in the minority and not reflective of the overall positive support received, P.A2 and P.A3 received the least support with **6%** (n=7 and n=6 respectively) of the stakeholders selecting 'No'.

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[2] It should be noted that one stakeholder who submitted a standalone response indicated that this policy theme was "Important" to them, which was not an option in the survey. As such, this response has been included as an option in Figure 5.1 and subsequent policy importance questions throughout this note.
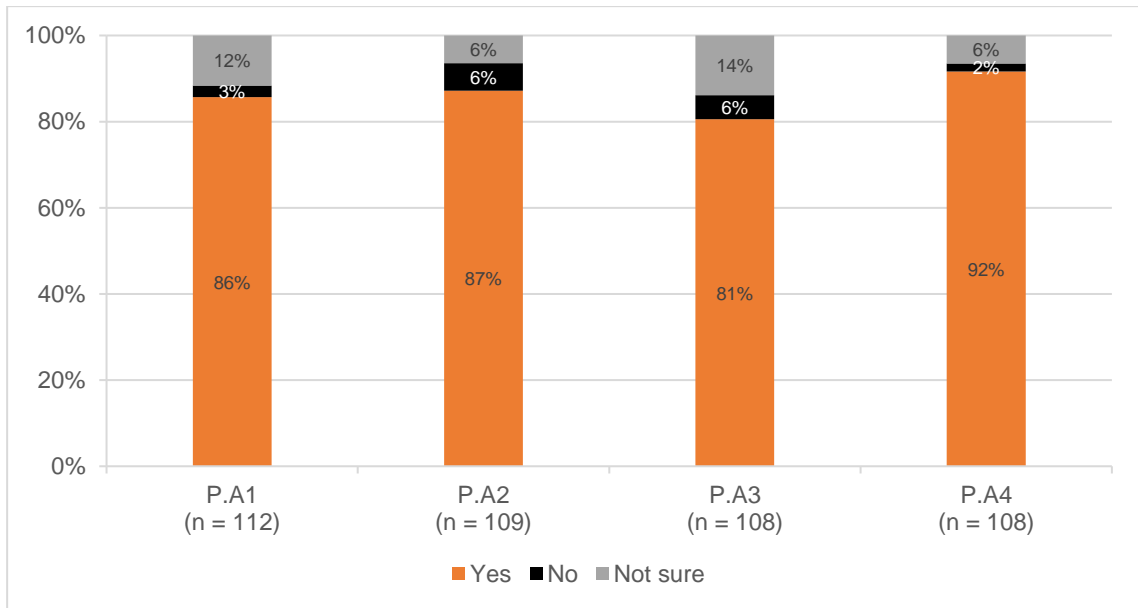
Figure 5.2 Accessing and Using Transport: Individual Policy Support

5.2.4 Thereafter, stakeholders were invited to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.

5.3 Stakeholder Comments on RTS Policies within this Theme

Policy: Accessible Transport

<u>General Public</u>

59 members of the General Public (24%) provided an open-ended response to Q16.

- Many stakeholders argued for universal access to public transport and related infrastructure (such as stations and vehicles), with there being particular focus on ensuring that transport facilities meet the demands of wheeled users. Specific interventions included: guaranteeing that there is level boarding, expanded blue-badge parking provision, and extended transfer time within timetables for those with mobility issues to provide ample time to embark and disembark public transport services.

- There were also various comments regarding the convenience of public transport in the region, with reference to the need to improve service provision. This included enhancing train/rail infrastructure (particularly in more rural locations) to ensure access is available to all. Although, it should be noted that these points are covered by later policies (e.g., Availability of Transport, Bus quality and integration, and Rail quality and integration) contained within this report. As such, please refer to these policies for more information on the above points.

<u>Local Authorities</u>

- Support for ambitions to make transport accessible. Some specific actions were suggested, including SPT bringing any influence it has to hasten the progress of removing barriers to access for all at rail stations across the region.

- Policy may benefit from explicitly stating the importance of accessible footways for people with disabilities / pushing prams.

26 Other Stakeholders (65%) provided an open-ended response to Q16

- Most stakeholders welcomed the policy. Most commented on the need to ensure that the region's transport network – namely it's public transport infrastructure and active travel links – is universally accessible for all users, with development of wider amenities (such as toilet facilities) also included.

- Other comments included welcoming commitments to support the delivery of the Scottish Accessible Travel Framework (SATF) and ensuring that there was the inclusion of shared transport and car sharing within the policy.

- Explicit reference was also made to using Monitoring Indicators to measure accessibility, with these Monitoring Indicators requiring a thorough re-evaluation from an accessibility viewpoint if the Policy was to be effective.

Policy: Affordable Transport

.General Public

64 members of the General Public (26%) provided an open-ended response to Q18.

- The majority of responses focused on reducing the price of travel across all types of public transport. This included price capping and having a singular transport provider to reduce the necessity to purchase multiple tickets from a variety of service providers.

Local Authorities

- The affordability of public transport was highlighted to be a key issue in the region. It was noted that some stakeholders perceived that the cost of bus tickets in the SPT region to be more than London and other cities comparable to Glasgow. Some local authorities highlighted that the current cost of living crisis will only exacerbate this issue. Although, it should be noted that SPT's Glasgow & Strathclyde Transport Act Scoping Study shows that there is no evidence for this assumption.

- It was suggested that SPT should explore the public transport ownership opportunities presented by the Transport (Scotland) Act 2019 to provide affordable public transport.

Other Stakeholders

20 Other Stakeholders (50%) provided an open-ended response to Q18.

- Most stakeholders outlined the need for the RTS to introduce measures which would help reduce the cost of bus fares within the region. These measures included aspects such as price capping, ticket integration, and re-regulating the bus system for better public control over fare prices.

- Many consultees also outlined the need for reduction in transport fares and / or expansion of active travel infrastructure to ensure that certain members of the population do not fall into transport poverty and / or experience forced car ownership.

Policy: Availability of Transport

General Public

62 members of the General Public (25%) provided an open-ended response to Q20.

- Various stakeholders focused on service coverage. Specific issues included increasing transport frequencies (particularly at evenings) and ensuring there is consistent universal service provision (namely frequency) across each day.

- Other comments highlighted the need for more bus stops and rail stations (with related services) across the region, with there being specific focus on improving service provision within more rural areas which are not adjacent to more frequent city to city and / or urban based routes.

Local Authorities

- This policy was welcomed, in particular, the emphasis on groups who require accessible, reliable transport for work and leisure.

- Further clarification was required to determine what *"a minimum level of active travel and public transport coverage"* means in practice. This was felt to be particularly important for communities with infrequent, unreliable or otherwise limited services where subsidy is likely required.

Other Stakeholders

20 Other Stakeholders (50%) provided an open-ended response to Q20.

- Many stakeholders stated that ensuring integration within the transport network was vital for guaranteeing a minimum level of active travel and public transport coverage within the SPT region.

- Several stakeholders asked for clarification on what 'minimum levels of active travel and public transport coverage' would be, with some consultees suggesting possible methods of ascertaining these levels. Examples included using the Place Standard Tool or undertaking community street or bus stop audits.

Policy: Safety and Security of Public Transport

General Public

42 members of the General Public (17%) provided an open-ended response to Q22.

- Many members of the public highlighted the need for more staff to be present on transport services – this in their mind would enable people to feel more secure and less vulnerable whilst travelling on these services. This was mentioned to be particularly important at night.

Local Authorities

- The local authorities welcomed this policy and noted that the safety of public transport passengers is very important. One local authority specifically noted that they would like to work with SPT to deliver this policy as a local priority. While improving perceptions of personal safety and security of people using public transport services is important, it was noted that ensuring people feel safe and secure when walking, wheeling or cycling to/from public transport services is also important and should be considered as part of this policy.

Other Stakeholders

19 Other Stakeholder (40%) provided an open-ended to Q22.

- Stakeholders agreed with the sentiments of the policy, with several outlining how there is a need for implementing the relevant infrastructure e.g., well-lit paths, CCTV, lighting at stations, etc. to ensure that there are the necessary safety and security levels to promote active travel and public transport within the SPT region.

6 Policy Theme: Reducing the need to travel and managing demand for car travel

6.1 Importance of this Policy Theme for Stakeholders

6.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 6.1, over half of the stakeholders (**54%**, n=154) regarded 'Reducing the need to travel and managing demand for car travel' as 'Very important'. Only **4%** (n=11) regarded this policy theme as 'Not at all important'.
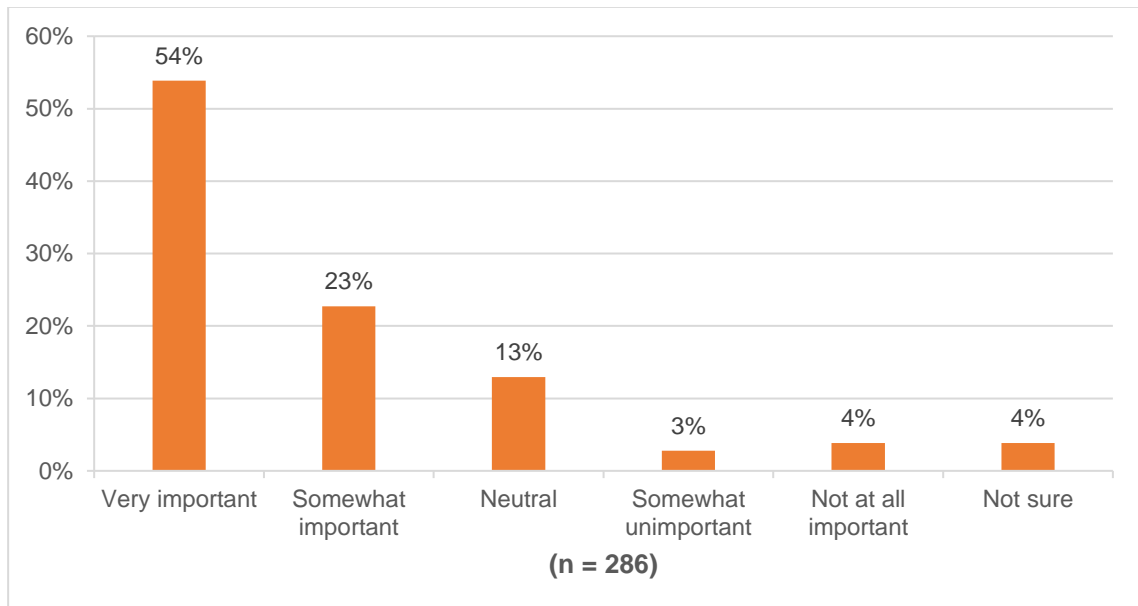
Figure 6.1 Reducing the need to travel and managing demand for travel: How important is this policy theme?

6.2 Level of Support for RTS Policies within this Theme

6.2.1 The stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.R1 Integration of Transport and Land Use
- Policy P.R2 20-minute neighbourhoods
- Policy P.R3 Flexible working and remote access to services
- Policy P.R4 Road space reallocation
- Policy P.R5 Car demand management – parking
- Policy P.R6 Car demand management – pricing
- Policy P.R7 Behavioural Change
- Policy P.R8 Shared transport and shared journeys

6.2.2 As shown in Figure 6.2, the majority of the stakeholders showed support for the policies within 'Reducing the need to travel and managing demand for car travel'. P.R7 was the most supported policy within this theme with **79%** (n=92) indicating 'Yes'. However, both P.R6 and P.R8 had lower levels of support with 26% (n=31) and 20% (n=24) of stakeholders, respectively, noting that they do not support them, although these policies were supported by the majority of the stakeholders.
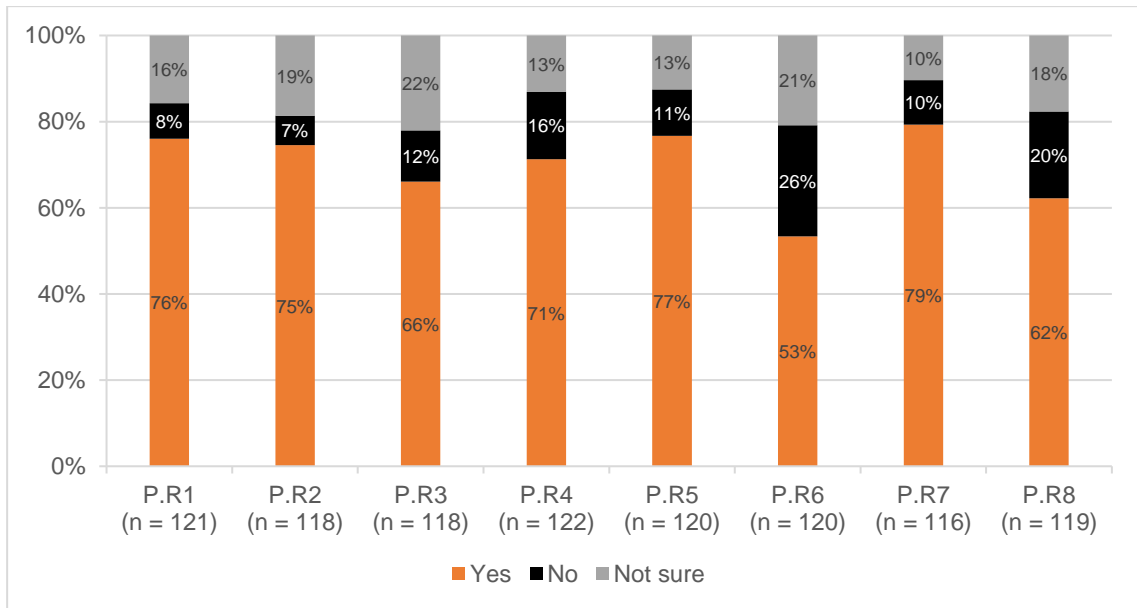
Figure 6.2 Reducing the need to travel and managing demand for car travel: Individual Policy Support

6.2.3   Thereafter, stakeholders were invited to leave to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.

6.3   Stakeholder Comments on RTS Policies within this Theme

Policy: Integration of Transport and Land Use

General Public

65 members of the General Public (27%) provided an open-ended response to Q26.

- Many of the comments highlighted that improving public transport services was essential in order to meet the aims of this policy. They argued that without decent public transport acting as a solid base, encouraging people to use car alternatives would be impossible.

- Various other comments also highlighted the importance of active and sustainable travel as vital integrated land-use and transport planning policies which would provide valid alternatives to car use.

Local Authorities

- Support for this policy and its alignment to National Planning Framework 4. However, acknowledgement that much of this is out with the ability of SPT to control and therefore strong partnership working is key.

- It was noted that it is important to recognise that the existing transport infrastructure would require substantial redesign to address current policy priorities in terms of promoting sustainable and active travel, enhancing vitality, liveability and well-being, and supporting carbon reduction policies.

Other Stakeholders

22 Other Stakeholders (55%) provided an open-ended response to Q26.

- Several stakeholders outlined the need for SPT to push further integration between development planning and wider transport interventions. The following avenues were suggested as possible solutions to do this:

- o SPT challenging car-dependant developments / promoting new development plans and strategies which champions more sustainable forms of development.

Policy: 20-minute neighbourhoods

<u>General Public</u>

52 members of the General Public (21%) provided an open-ended response to Q28.

- Several stakeholders stated that while they agreed with the concept, they were sceptical about its universal application throughout the SPT region. They outlined that while 20-minute neighbourhoods may be effective for shopping and other leisure activities, it would not be appropriate for commuting movements.

- Various comments highlighted that the region's current transport network is not sufficient for the demands of a 20-minute neighbourhood, with stakeholders arguing that infrastructure improvement should be prioritised above other aspects of the policy.

<u>Local Authorities</u>

- While the principle of 20-minute neighbourhoods was commended and felt to be achievable in larger conurbations, such as Glasgow, there were questions over how it would be achieved in smaller settlements and rural locations. As such, the local authorities felt that it should be acknowledged that different solutions may be required across the region.

- Several of the Councils noted that they would appreciate it if the RTS contained more detailed information regarding how to retrofit the development of 20-minute neighbourhoods, especially given the significant required costs.

<u>Other Stakeholders</u>

20 Other Stakeholders (50%) provided an open-ended response to Q28.

- Several stakeholders were sceptical of the applicability of 20-minute neighbourhoods within a rural context, with several wondering how they could be achieved in low density areas (unless public transport access was improved).

- Conversely, many more stakeholders outlined their support of the policy – stating how the development of 20-minute neighbourhoods are vital for the promotion of sustainable transport behaviours and removal of car dependency.

Policy: Flexible working and remote access to services

<u>General Public</u>

46 members of the General Public (19%) provided an open-ended response to Q30

- Several comments argued that a one-size-fits-all approach would not be appropriate for this policy. Stakeholders outlined that many jobs were not location independent, resulting in the possible reinforcement of existing inequalities – especially if people cannot afford the appropriate technology or associated housing costs required for this kind of work.

<u>Local Authorities</u>

- The local authorities supported this policy but noted that physical access to services will remain important for some members of society and therefore, particularly for rural and remote communities, the transport system should also continue to reflect demand for accessing services in person.

<u>Other Stakeholders</u>

14 Other Stakeholders (35%) provided an open-ended response to Q30.

- Many stakeholders outlined that the many rural areas do not possess adequate infrastructure – such as remote working facilities and digital connectivity – to support this policy, with there being a need to improve this infrastructure to ensure the success of this policy.

- Several consultees stated that they had fears over the impact of this policy upon public transport services, highlighting how many people cannot work from home, so thus require frequent and reliable public transport services to gain access to their workplaces.

Policy: Road space reallocation

General Public

68 members of the General Public (28%) provided an open-ended response to Q32.

- Several stakeholders supported the policy, with many arguing for the development of active travel infrastructure which accommodates all users (i.e. links which do not prioritise cyclists over pedestrians).

- There was some dispute over the importance of separate bus lanes, with some stakeholders believing segregated bus infrastructure to be vital for reducing journey times and thus encouraging public transport use. Conversely others felt that segregated bus lanes reduced space for private car use, subsequently increasing overall congestion.

Local Authorities

- There was general support for this policy and acknowledgement of the alignment with regional and national policy on promoting active and sustainable modes of travel.

- A couple of the authorities noted that many public roads in busy areas are already constrained and, as such, road space reallocation needs to be carefully balanced with the communities' needs. Additionally, it was noted that many carriageways are not wide enough to safely undertake road space reallocation.

Other Stakeholders

20 Other Stakeholders (50%) provided an open-ended response to Q32.

- Whilst most consultees were supportive of the policy, several noted the impact of road re-allocation upon sustainable modes of transport (such as bus) and emergency services, with there being a need to balance the impact of reallocation upon the operationality of these other modes.

Policy: Car demand management – parking

General Public

55 members of the General Public (23%) provided an open-ended response to Q34.

- Several stakeholders argued that improvements to existing public transport should be prioritised above parking charges. In their mind, this would then ensure that there are sufficiently affordable alternatives to paying higher parking prices.

- Various comments suggested that there needs to be tighter restrictions and enhanced enforcements of existing restriction within the region.

Local Authorities

- It was suggested that pricing strategies for all public parking should be used to influence driving behaviours and the reliance on the car.
- One authority noted that SPT should encourage local authorities to set aside their reluctance to impose parking charges for fear of disadvantaging their local economy in favour of improving the environment and their town centres.

Other Stakeholders

17 Other Stakeholders (43%) provided an open-ended response to Q34.

- Several stakeholders outlined a need to reconfigure current parking facilities to support wider multi-modal access by providing shared travel facilities such as cycle storage, cycle-hire and car-share infrastructure. These would also be connected to wider active travel links.
- Some stakeholders argued that the policy did not go far enough, arguing that the current balance between parking provision and public transport services is too far skewed towards the latter, resulting in continued car use within the region. Although, it should be noted that they did agree with the concepts of the policy.

Policy: Car demand management – pricing

General Public

53 members of the General Public (22%) provided an open-ended response to Q36.

- Various stakeholders stated that Park and Ride infrastructure should be affordable, to use, with there being limited / no increases to charging. Additionally, several stakeholders stated that parking should be more expensive in Glasgow City Centre to help reduce existing traffic levels.

Local Authorities

- The was a mixed reaction to this policy among the local authorities. There was support from the authorities with high population density in their area who highlighted the merit of progressing with Workplace Parking Licensing, however, there were doubts regarding its viability in more rural locations.
- It was noted by one local authority that until viable alternative transport options are provided, many people in rural and semi-rural areas have no option but to drive. As such, this local authority was unable to support managing demand for car travel through road and parking pricing policies.
- Some local authorities that have larger rural areas noted that cognisance requires to be taken of the fact that, in most cases, parking policies and pricing strategies need to achieve a balance between supporting the local economy and providing access to key facilities. One local authority felt that any generated revenue from such a policy would be required to help meet ongoing costs of parking and were doubtful that this revenue would be able to fund active travel and public transport.

Other Stakeholders

16 Other Stakeholders (40%) provided an open-ended response to Q36.

- Although most stakeholders were supportive of the policy, many indicated that demand management measures alone wouldn't be enough to achieve the wider targets of the RTS. Specifically, many consultees outlined how these measures needed to be supported by improvements to public transport services – funded by these demand management measures.

- There was general support for the Workplace Parking Licensing Scheme from those who referenced it within their comments; although stakeholders stated that collaboration between stakeholders was required to deliver the scheme in a fair and equitable manner.

Policy: Behavioural Change

General Public

59 members of the General Public (24%) provided an open-ended response to Q38.

- Stakeholders outlined that behaviour change would only occur if there were stable and reliable alternatives to the private car, with an efficient bus service being mentioned numerous times as an effective alternative. Improved school bus services were also highlighted to be a priority, with many indicating this to be an effective intervention which could alter pupil and parent attitudes towards public transport.

- Several stakeholders outlined the need to enforce existing parking controls within local areas. There was particular focus around applying no parking zones and enhanced enforcement around schools, with many citing this as being a first step towards wider behaviour change.

Local Authorities

- There was general support for this policy. In particular, the school-run was highlighted to generate significant traffic and many of the local authorities noted that they would welcome support to positively influence behaviour and change attitudes in favour of sustainable transport for this purpose.

Other Stakeholders

15 Other Stakeholders (38%) provided an open-ended response to Q38.

- Although generally supportive of the policy, several stakeholders outlined that improvements to public transport services and active travel infrastructure are required to enable the desired changes to behaviour to take place.

- Several stakeholders outlined school travel behaviour to be an area in which substantial changes to behaviour could be achieved, with some stating this to be an area in which SPT should lead on (i.e., initiating behaviour change programmes and measures).

Policy: Shared transport and shared journeys

General Public

45 members of the General Public (18%) provided an open-ended response to Q40.

- Whilst stakeholders agreed with the concept, many felt that policy should focus on improving public transport (e.g., expanding the train and bus networks).

- Comments outlined that stakeholders perceived that there are security concerns related to car sharing with a stranger with many citing this a barrier to its wider uptake.

Local Authorities

- There was support for this policy and an acknowledgement that increasing average car occupancy will be important to consider while attempting to meet national and regional car km reduction targets.

Other Stakeholders

11 Other Stakeholders (28%) provided an open-ended response to Q40.

- Some stakeholders stated that more rural areas may require their own specialised interventions for this policy to be a success citing low population densities and a lack of local community amenities as barriers to more implementing these solutions. As such, they highlighted that there should not be a one size fits all approach to the policy's implementation.

- Although generally supportive of the policy, many stakeholders were keen to outline that the policy should be applied with the Sustainable Travel Hierarchy in mind – i.e., aspirations to achieve this policy should not be at the disbenefit of active travel and public transport uptake.

7 Policy Theme: Enabling walking, wheeling and cycling

7.1 Importance of this Policy Theme for Stakeholders

7.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 7.1, **56%** (n=160) of the stakeholders indicated that 'Enabling walking, wheeling and cycling' was 'Very important', whereas **8%** (n=22) indicated that this policy theme was 'Not important at all'
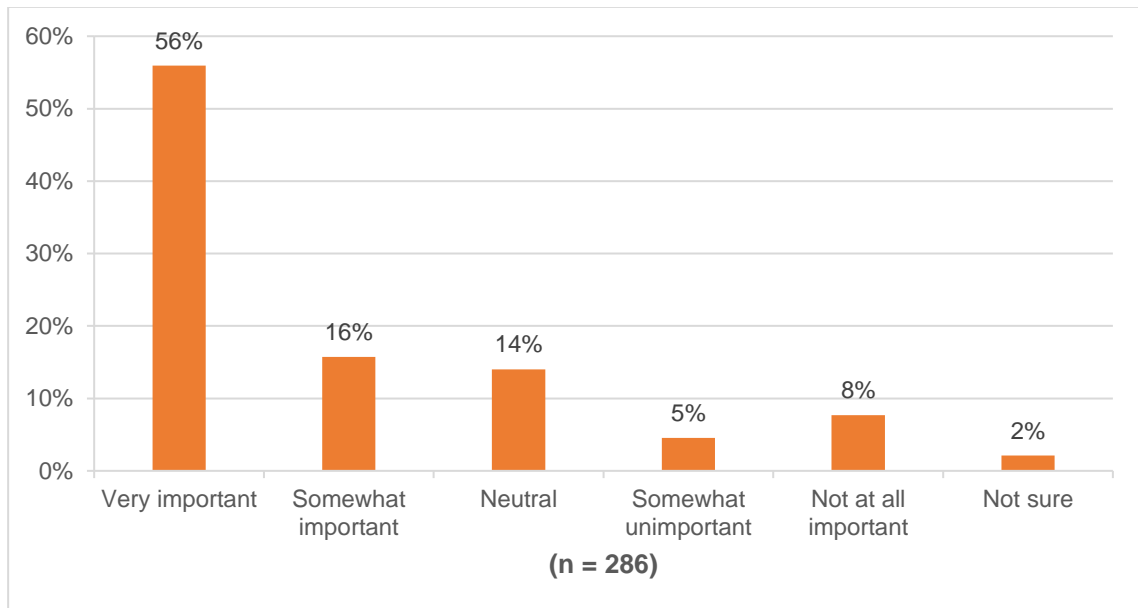
Figure 7.1 Enabling walking, wheeling and cycling: How important is this policy theme?

7.2 Level of Support for RTS Policies within ths Theme

7.2.1 Stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.AT1 Regional Active Travel Network
- Policy P.AT2 Accelerated delivery of walking, wheeling and cycling infrastructure and facilities
- Policy P.AT3 Access to bikes
- Policy P.AT4 Integration of walking, wheeling and cycling with other sustainable transport modes
- Policy P.AT5 Integration of micromobility and walking, wheeling and cycling

7.2.2 As shown in Figure 7.2, the highest level of support was received for P.AT4, with **84%** (n=103) of the stakeholders indicating 'Yes'. In comparison, it is noted that P.AT5 '*Support development of emerging micromobility transport, such as e-scooters, and support the safe integration into active travel networks.'* received a lower level of positive support with **52%** (n=62) indicating either 'No' or 'Not sure'. The additional comments regarding P.AT5 largely focussed on safety concerns linked with the use of e-scooters.
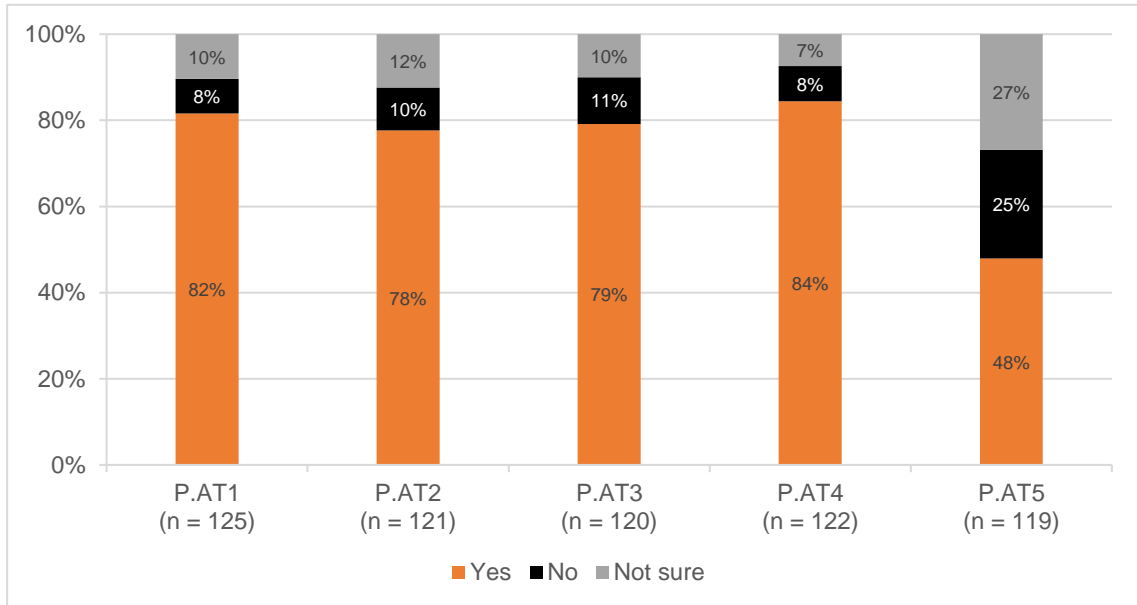
Figure 7.2 Enabling walking, wheeling and cycling: Individual Policy Support

7.2.3   Thereafter, stakeholders were invited to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.

7.3   Stakeholder Comments on RTS Policies within this Theme

Policy: Regional Active Travel Network

General Public

71 members of the General Public (29%) provided an open-ended response to Q44.

- Various comments focused on needing to prioritise feeling safe when undertaking active travel. This particularly revolved around security at night (e.g., a lack of lighting on pedestrian routes). Segregated active travel routes to reduce competition for space on carriageways were also referred to as interventions which could improve perceptions of personal safety.

- Several stakeholders highlighted the need to improve the cycle infrastructure in the region. This particularly revolved around improvements to cycle parking and segregated cycle lanes. Although, it should be noted that these points are picked up by the proceeding policy (Accelerated delivery of walking, wheeling and cycling infrastructure and facilities) contained within this report. As such, please refer to this for more information on the above point.

- There were also various comments about improving the region's current active travel network. Specifically, various stakeholders highlighted that repairing pavements (i.e., improving drainage and the surface) should be made a priority, as in their mind this would then make active travel a more attractive alternative.

Local Authorities

- There was support for this policy among the local authorities, particularly the strong wording of the first sentence which presents an ambitious vision for the future of active travel in the region which, if achieved, would represent a significant step forward in promoting everyday trips by active travel modes.

- A key barrier to the development of Local / Regional Active Travel Networks is finding the resources to support operational planning, delivery and management of new or improved infrastructure. Overcoming these challenges should be a key consideration for future regional active travel plans.

Other Stakeholders

21 Other Stakeholders (53%) provided an open-ended response to Q44.

- Most stakeholders were supportive of the policy but argued that any active travel network needed to be co-ordinated across both authority and stakeholder boundaries (i.e., pursuing a mix of public and private sector development and delivery of the network).

- The impact of the active travel infrastructure on wider public transport provision, including the functionality of local and inter-regional bus services, was also highlighted to be an issue.

- Some stakeholders argued for the removal of "as much as possible" from the phrase "Develop active travel networks in built up areas to include both direct routes and green networks as much as possible", with many arguing that it should be a core component of the network.

Policy: Accelerated delivery of walking, wheeling and cycling infrastructure and facilities

General Public

48 members of the General Public (20%) provided an open-ended response to Q46

- Various comments highlighted that existing cycle infrastructure needs to be improved and expanded as such, most stakeholders were supportive of this policy. Stakeholders suggested that a structured plan of cycling routes needs to be developed for the region, with there being particular need to assess safety levels when links run adjacent to main roads[3].

- Other comments questioned overall cycle lane use, and whether they impeded public transport access and / or increased journey times. In addition, some stakeholders noted that some people who cycle do not always use cycle infrastructure.

Local Authorities

- The delivery of active travel infrastructure was identified by several of the local authorities to be a key issue. In practice, it was noted that an accelerated delivery programme would require significant uplifts in both capital funding opportunities, and staffing resources. A couple of local authorities added that although the place of third-party organisations, such as Sustrans, is recognised, funding awards direct to local authorities or RTPs, rather than via applications to these organisations, could speed up the design and implementation of active travel routes.

Other Stakeholders

19 Other Stakeholders (48%) provided an open-ended response to Q46.

- There weren't any corresponding themes which rose from the comments, although the following topics were referenced by the various stakeholders:
  o Ensuring alignments of proposals with wider stakeholder ambitions.
  o Guaranteeing that high quality standards are maintained during the accelerated delivery timescales.

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[3] This point is related to the previous policy – as such, more information on this comment trend can be found in Policy Regional Active Travel Network

- Ensuring that maintenance of existing paths is not forgotten about during this accelerated period of delivery.
- Revision and / or development of targets to reflect this new scale of delivery.

Policy: Access to bikes

General Public

51 members of the General Public (21%) provided an open-ended response to Q48.

- Stakeholders suggested the possibility of subsiding the purchase of bikes through schemes such as 'Cycle to Work', with these subsidies reducing costs – making them more affordable, and thus increasing accessibility.
- Other stakeholders suggested that the availability of training/maintenance programs may encourage more people to cycle. These programs could be implemented within schools or on a wider basis.

Local Authorities

- There was support for this policy and, in particular the inclusion of non-standard cycles, as greater availability of adapted bikes would help towards improving inclusivity within the transport network.
- It was noted that access to bikes is lower in disadvantaged areas and SPT may wish to consider whether this policy should be more targeted to focus on communities with the greatest needs.

Other Stakeholders

15 Other Stakeholders (38%) provided an open-ended response to Q48.

- Several stakeholders outlined how such endeavours should focus on areas of deprivation and / or target groups who have previously experienced barriers to access.
- Many stakeholders outlined how there needs to be complementary infrastructure (such as active travel links, changing facilities and cycle parking) and targeted training to then enable wider uptake of the increased level of cycle access.

Policy: Integration of walking, wheeling and cycling with other sustainable transport modes

General Public

48 members of the General Public (20%) provided an open-ended response to Q50.

- Various comments highlighted that the integration of different transport modes would encourage more people to use sustainable transport alternatives. Many stated that if there were facilities to enable better interchange between public transport and active travel modes (e.g., ensuring sufficient storage levels on services / wider active travel network) then private car use would decrease.
- Many stakeholders outlined their support for the policy by highlighting how current infrastructure isn't helpful for integrating public transport and active travel journeys (e.g., a lack of bike storage facilities on current bus services).

Local Authorities

- While there was support for this policy, it was noted that there could be more clarity given on what the integration of different modes would mean in practice.

<u>Other Stakeholders</u>

17 Other Stakeholders (43%) provided an open-ended response to Q50.

<u>Infrastructure Integration</u>

- Numerous stakeholders outlined that the overall integration of active travel and public transport infrastructure is vital in enabling walking, wheeling and cycling to connect with other sustainable modes.
- Other aspects such as last-mile options, interchanges and bike storage (on public transport services and at transport interchanges) were also mentioned as vital for achieving this policy.

Policy: Integration of micromobility and walking, wheeling and cycling

<u>General Public</u>

44 members of the General Public (18%) provided an open-ended response to Q52

- Stakeholders expressed concerns over e-scooters compromising the safety of other footway / carriageway users. There was particularly focus for the development of e-scooter legislation especially where they can be used, the speed at which they are used at and who can use them.
- There were also some concerns over e-scooter user safety with several stakeholders stating that legislation should be in place to make making helmet wearing compulsory and / or ensuring that users have segregated space.

<u>Local Authorities</u>

- There were road safety concerns regarding the deployment of e-scooters on public roads and footways and while several of the Councils supported their safe integration into active travel network, they felt that greater clarity was required regarding their integration in practice.

<u>Other Stakeholders</u>

13 Other Stakeholders (33%) provided an open-ended response to Q52.

- Several stakeholders were concerned with the current / potential impact of e-scooters upon the region's transport network. The following issues and comments were raised:
  - Safety: Many expressed concerns at the growing use of e-scooters within the region's transport network, outlining how their use on footways was dangerous for other users.
  - Incorporation within the Network: Several stakeholders outlined that e-scooters needed to be integrated within the region's transport network. Specifically, this included making legislative changes and creating more segregated infrastructure to accommodate their use.

8 Policy Theme: Enhancing quality and integration of public transport

8.1 Importance of this Policy Theme for Stakeholders

8.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 8.1, **73%** (n=208) of the stakeholders considered 'Enhancing quality and integration of public transport' as 'Very Important', which was the highest value achieved by any of the policy themes. In contrast, only **2%** (n=6) considered this policy theme as 'Not at all important'.
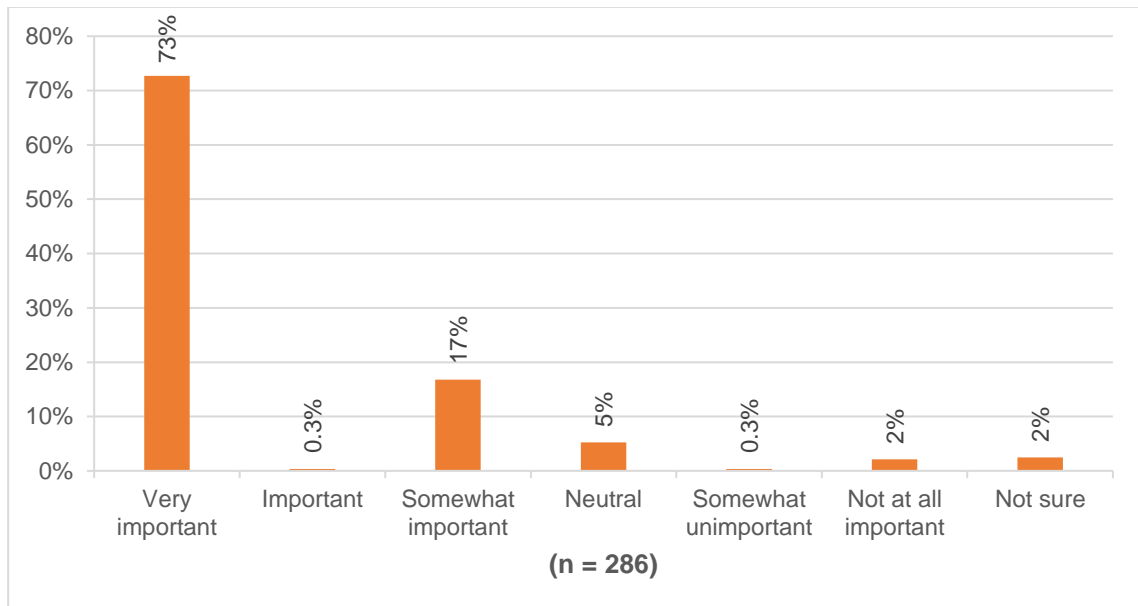
Figure 8.1 Enhancing quality and integration of public transport: How important is this policy theme?

8.2 Levels of Support for RTS Policies within this Theme

8.2.1 The stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.PT1 Integrated public transport system
- Policy P.PT2 Ticketing and information
- Policy P.PT3 Mobility as a Service
- Policy P.PT4 Bus quality and integration
- Policy P.PT5 Rail quality and integration
- Policy P.PT6 Ferry quality and integration
- Policy P.PT7 Subway quality and integration
- Policy P.PT8 Clyde Metro
- Policy P.PT9 Community Transport, Demand Responsive Transport, Taxis and last mile connections
- Policy P.PT10 Park and Ride
- Policy P.PT11 Sustainable mobility hubs

8.2.2 As shown in Figure 8.2, the majority of stakeholders were supportive of all the policies within 'Enhancing quality and integration of public transport'. P.PT5 received the highest support with

93% (n=124) of the responses indicating 'Yes'. Although in the minority and not reflective of the overall positive support received, P.PT10 received the least support, with **8%** (n=11) of the stakeholders indicating 'No'.
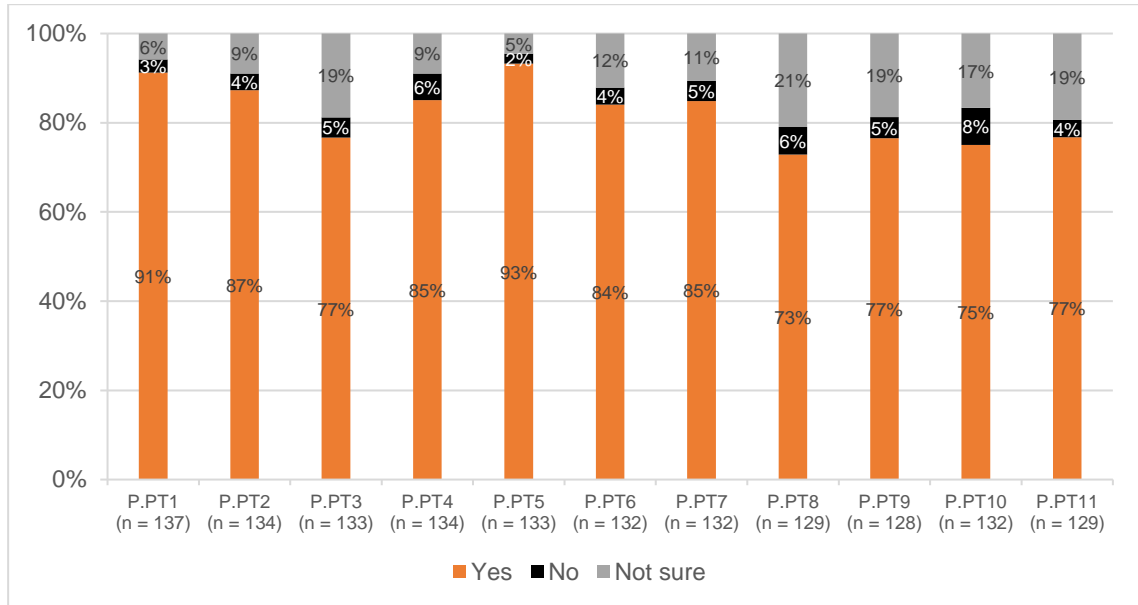
Figure 8.2 Enhancing quality and integration of public transport: Individual Policy Support

8.2.3   Thereafter, stakeholders were invited to leave to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.

8.3   Stakeholder Comments on RTS Policies within this Theme

Policy: Integrated public transport system

<u>General Public</u>

78 members of the General Public (32%) provided an open-ended response to Q56

- Stakeholders agreed with the principle of the policy but expressed dissatisfaction that it didn't provide enough detail on how the objectives would be achieved, with several stating that they wanted a clear strategy that contained a timeline for progress.
- Various stakeholders argued that public transport should be transferred back to public ownership and control. In their mind, this would subsequently create a cheaper, more integrated bus network that would enable easier access to multiple forms of travel.

<u>Local Authorities</u>

- The aim of providing a more integrated and unified public transport system for the region was welcomed by the authorities as it was believed to be key supporting wider policy objectives. Several of the authorities noted that they welcomed the powers granted under the Transport (Scotland) Act 2019.
- It was noted that the RTS could be clearer as to how it will be delivered and what resources should be detailed and assigned to indicate responsibility for delivery.

<u>Other Stakeholders</u>

21 Other Stakeholders (53%) provided an open-ended response to Q56.

- Several stakeholders outlined the need for transport operators and / or wider stakeholders (including SPT) to be more responsible for the delivery of solutions which would promote wider integration of the transport system. Interventions included the co-ordination of developments with available transport infrastructure, investing in more infrastructure and integration of ticketing.

Policy: Ticketing and information

<u>General Public</u>

54 members of the General Public (22%) provided an open-ended response to Q58.

- Several stakeholders also stated their desire for an integrated ticketing system, with members of the public citing Transport for London's Oyster Card as a best practice example which could improve access to multiple transport modes and services.
- Various comments also highlighted the need for live service information systems which would enable passengers to access data on timetables, locations of services, and capacity of buses.

<u>Local Authorities</u>

- Several of the local authorities noted that convenience and integration of public transport use is essential if it is to rival the car and, as such, easy to use ticketing is vitally important. It was also highlighted that any such schemes need to ensure affordability.
- East Dunbartonshire Council noted that the bus providers currently largely supply real-time information about services on apps, rather than at bus stops, which is a source of frustration for some passengers and reduces passenger satisfaction. Another local authority noted that both integrated ticketing and information can often rely on internet access, but it is important to maintain non-digital methods for buying tickets and accessing information for groups who may not be able to access the internet easily.

<u>Other Stakeholders</u>

16 Other Stakeholders (40%) provided an open-ended response to Q58.

- Several stakeholders indicated support for integrated ticketing within the region, with many outlining how simpler, more streamlined fares would enable public transport services to compete with private car.

Policy: Mobility as a Service

<u>General Public</u>

35 members of the General Public (14%) provided an open-ended response to Q60.

- Numerous stakeholders did not understand the phrase 'Mobility as a Service', with many wanting more detail on the policy.
- Several stakeholders stated that the subsequent singular-ticketing system would make using public transport easier and more convenient.

<u>Local Authorities</u>

- The local authorities noted that they supported this policy and welcome developments in MaaS and its integration with ZoneCard.
- In particular, the local authorities felt that MaaS is likely to offer significant benefits to many rural communities.

12 Other Stakeholders (30%) provided an open-ended response to Q60

- Whilst several stakeholders welcomed the introduction of MaaS, some were concerned with how it could be applied within a rural context. Overall, stakeholders welcomed any initiatives which could promote and enable multi-modal trips.

Policy: Bus quality and integration

General Public

68 members of the General Public (28%) provided an open-ended response to Q62.

- Several stakeholders argued for public ownership of bus services, with many claiming that this would be the only way to improve bus services within the region. Many cited Transport for Edinburgh and Transport for London as aspirational systems which SPT should aim to replicate.
- There was particular emphasis on ensuring that buses run to a regular timetable, thus providing people with the knowledge and assurance of when to travel.
- Several stakeholders stated that bus journey times are considerably slower when compared to car, with reducing the former being an effective way of encouraging people to use public transport.

Local Authorities

- All of the local authorities supported this policy but noted that there needs to be greater detail around how this policy will be achieved in practice.

Other Stakeholders

16 Other Stakeholders (40%) provided an open-ended response to Q62.

- Stakeholders were curious as to how this policy would be implemented, with several outlining how Public Ownership of transport services – including bus networks – would be vital in helping achieve the aims of this policy.
- Improving existing service provision and related infrastructure was also noted to be vital to achieve this policy.

Policy: Rail quality and integration

General Public

45 members of the General Public (18%) provided an open-ended response to Q64

- Several comments questioned how SPT could influence rail provision within the region, especially when local and cross-boundary services are run by different operators. Some stakeholders argued for a universal operator to improve service provision across all modes within the region.
- There were various comments suggesting that rail services should be extended to more rural locations, with additional new stations improving access for these more isolated populations. Several stakeholders also argued for increased service frequency during both daytime and evening periods.

Local Authorities

- While there was support for this policy among the local authorities, it was suggested that there needs to be greater detail regarding how it will be achieved. It was noted that resources should be detailed and assigned to indicate responsibility for delivery.

Other Stakeholders

11 Other Stakeholders (28%) provided an open-ended response to Q64.

- No real themes emerged from the comments. Various topics such as service / infrastructure expansion, stakeholder co-ordination and incorporating bikes onto rail service were referenced within the responses.

Policy: Ferry quality and integration

General Public

40 members of the General Public (16%) provided an open-ended response to Q66.

- There were several comments regarding the lack of reliable ferry services, with consistent delays and / or lack of services being referenced as consistent issues. There were also suggestions to integrate ferries into a single ticketing service, with the possibility of a single transport provider making integrated travel easier and thus more attractive.
- Some stakeholders believed that ferry provision was not within SPT's remit, thus the organisation should not be involved within the region's ferry provision. Conversely, there were a couple of positive comments towards CalMac ferries, with the 'Rail and Sail' services proving to be a popular, well-received intervention.
- Some stakeholders were unclear about the policy's content, with many stating that it should outline steps to achieve a clearly committed aim.

Local Authorities

- While this policy was not applicable for all authorities, they welcomed ambitions to improve services and integration into the wider regional transport network. It was noted that resources should be detailed and assigned to indicate responsibility for delivery.
- It was reinforced by one local authority that the islands need reliable services that provide for everyday journeys for rural communities, tourism, leisure and business needs. The level of cancellations and their coverage undermines the visitor and business confidence in the islands as places to either visit, work, live or invest.

Other Stakeholders

11 Other Stakeholders (28%) provided an open-ended response to Q66.

- No real themes emerged from the comments. Various topics such as improving service quality / coverage, improving accessibility, and reducing ferry disruption were referenced within the responses.

Policy: Subway quality and integration

General Public

43 members of the General Public (18%) provided an open-ended response to Q68.

- Various stakeholders highlighted that the Subway should be integrated with the region's wider rail services, with many suggesting that a single-ticketing system would improve access – and thus uptake – of these services.

- Several comments said that the Subway's running times needed to be extended, particularly on Friday, Saturday, and Sunday evenings.

Local Authorities

- While this policy was not applicable to all Councils, there was general support for it across the authorities.

- One local authority encouraged SPT to prioritise the exploration of extending opening hours of Subway on Sunday evenings to ensure that this is an option for workers and visitors, and to support Glasgow's night-time economy.

Other Stakeholders

9 Other Stakeholders (23%) provided an open-ended response to Q68.

- No real themes emerged from the comments. Various topics such as improving links between bike sharing schemes and the Subway, implementing cycle storage facilities (e.g., via Mobility Hubs) at Subway stations, and extending Subway operating times were referenced within the responses.

Policy: Clyde Metro

General Public

44 members of the General Public (18%) provided an open-ended response to Q70.

- Several comments suggested that the policy's commitments / ambitions did not go far enough. Furthermore, many stakeholders wanted to see more detail on the steps to deliver the Metro and related services.

- Several stakeholders suggested that the Metro service should be extended to more destinations, with Glasgow Airport being mentioned on numerous occasions. Although there were some concerns that the Cycle Metro would disbenefit and / or potentially replace current regional bus service provision.

Local Authorities

- The majority of the Councils noted that they believe that the Glasgow City Region and SPT area would benefit significantly from the proposed Clyde Metro. However, some Councils highlighted that further clarity regarding the definition of the 'Clyde Metro' as part of the regional transport system was required.

- Glasgow City Council specifically noted that they look forward to working with SPT to develop Clyde Metro and provide the clarification needed to define Clyde Metro as an integrated system in Glasgow and the region as opposed to a single infrastructure scheme.

Other Stakeholders

11 Other Stakeholders (28%) provided an open-ended response to Q70.

- Several stakeholders stated that there was a lack of details on what the Clyde Metro project was, and how it was going to be delivered. Although, stakeholders did acknowledge its transformational impact if delivered.

Policy: Community Transport, Demand Responsive Transport, Taxis and last mile connections

General Public

34 members of the General Public (14%) provided an open-ended response to Q72.

- Several responses highlighted that, in the context of the RTS's wider aims, this policy was not a priority. A few stakeholders also stated that they did not understand the term 'last mile'.

Local Authorities

- There was support for this policy across the local authorities. However, it was suggested that the geographies and demographics where this policy is of particular importance could be explicitly referenced to enhance the policy further.

- A couple of local authorities felt that there needs to be greater clarity regarding the role of 'last mile' and community-level transport and how these contribute to a more connected transport network.

- It was highlighted by one local authority that community transport is generally provided by social enterprises and third sector groups, who are reliant on obtaining funding to operate and sustain the services. However, if the role of community transport is going to be developed as per this policy, the overall responsibility should sit within SPT to ensure consistency of approach and resources should be detailed and assigned to show responsibility for delivery.

Other Stakeholders

11 Other Stakeholders (28%) provided an open-ended response to Q72.

- Several stakeholders highlighted the benefits of promoting last mile connections, indicating that they help address existing social inequalities within rural communities.

- Several other stakeholders also expressed dismay at previous attempts to use / deliver DRT solutions within their regions – citing red tape, low usage rates and costs as barriers to their implementation.

Policy: Park and Ride

General Public

44 members of the General Public (18%) provided an open-ended response to Q74

- Most comments referred to the management of the existing Park and Ride system, with many stakeholders believing that improving public transport should be the priority above increasing parking provision – even if it is outside of the city centre. Stakeholders also reinforced that some users would make use of the free parking to avoid paying more for central parking within the city.

Local Authorities

- There was support for this policy among the local authorities, in particular its wording which underlines active travel and public transport as a first priority.

- However, it was noted that Park and Ride can have the effect of encouraging car trips where none existed before and, as such, careful assessment of the impact of such proposals must be used to mitigate any unwanted consequences.

Other Stakeholders

11 Other Stakeholders (28%) provided an open-ended response to Q74.

- Several stakeholders commented on how Park and Ride facilities encourage car use and discourage the wider use of public transport as a viable means of everyday travel.

Policy: Sustainable mobility hubs

<u>General Public</u>

23 members of the General Public (9%) provided an open-ended response to Q76.

- Several responses highlighted that they did not understand the policy aims – particularly what a 'sustainable mobility hub' was. Stakeholders also wanted more detail on how this policy was to be carried out / commitment to meeting certain aims.

<u>Local Authorities</u>

- While there was support for this policy, some of the Councils noted that they would welcome more detail about what sustainable mobility hubs should aim to provide in practice.

- It was also noted by one local authority that getting the location of such facilities right will be the key to their success. As such, the Delivery Plan should provide further detail on how this could be promoted and delivered directly by SPT, including detailing and assigning resources.

<u>Other Stakeholders</u>

9 Other Stakeholders (23%) provided an open-ended response to Q76.

- Stakeholders were generally receptive of the concept of Mobility Hubs, with many outlining how they have the potential to improve the uptake of wider sustainable travel modes.

- Others outlined how they should be integral within new flagship interventions such as the Clyde Metro.

9 Policy Theme: Improving road safety

9.1 Importance of this Policy Theme for Stakeholders

9.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 9.1, the majority of stakeholders considered 'Improved road safety' as an important policy theme, with **63%** (n=179) ranking 'Very important' and **20%** (n=56) ranking 'Somewhat important'. Only **1%** (n=3) considered this policy theme as 'Not at all important'.

Figure 9.1 Improving road safety: How important is this policy theme?

9.2 Level of Support for RTS Policies within this Theme

9.2.1 Stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.RS1 Road safety and vulnerable road users
- Policy P.RS2 Safe Speeds
- Policy P.RS3 Regional road network safety measures

9.2.2 As shown in Figure 9.2, the majority of the stakeholders showed support for the policies within 'Improving road safety'. P.RS1 was the most supported with **94%** (n=84) indicating 'Yes', followed by P.RS3 (**88%**, n=78) and P.RS2 (**77%**, n=69).

Figure 9.2 Enhancing quality and integration of public transport: Individual Policy Support

9.2.3   Thereafter, stakeholders were invited to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.

9.3   Stakeholder Comments on RTS Policies within this Theme

Policy: Road safety and vulnerable road users

General Public

39 members of the General Public (16%) provided an open-ended response to Q80.

- Several stakeholders stated that the policy was not ambitious enough, and that 'Vision Zero' will be completed much sooner. Conversely, others thought that 'Vision Zero' was completely unrealistic and unattainable.

- Various comments stated that people did not feel safe on existing travel routes, with some members of the public outlining how they felt unsafe when cycling and sharing road space with large vehicles. Stakeholders pointed towards improving and implementing regulations (as included in the next RTS policy) as interventions to improve feelings of safety.

Local Authorities

- The local authorities supported this policy and welcomed the focus on vulnerable road users.

Other Stakeholders

13 Other Stakeholders (33%) provided an open-ended response to Q80.

- Several stakeholders outlined how incident rates are disproportionately higher in more deprived areas, citing how more action needs to be taken to reduce social inequalities within our society.

- Many stakeholders highlighted that fears over safety hinder the uptake of active travel within the region, with many citing the need for wider infrastructure improvements.

- Other stakeholders indicated a need to reduce speed limits and / or enforce current restrictions to improve safety levels within the region.

Policy: Safe Speeds

General Public

36 members of the General Public (15%) provided an open-ended response to Q82.

- Several stakeholders highlighted that existing / future speed restrictions needed to be enforceable, with many fearing that increasing the number of restrictions may result in enforcement issues. Some responses also suggested that they would like to see consultation and review of existing and potential 20mph limits.

- Several stakeholders suggested that focusing on changing driver behaviours – as opposed to enforcing speed limits – may be a more effective way of achieving safer speeds on the region's road network. Although, it should be noted that this point is covered in the previous policy (Road safety and vulnerable road users).

Local Authorities

- Some of the local authorities felt that the introduction of new 20mph speed limits requires greater consideration at a national level as the current system of individual local authorities implementing limits themselves may lead to inconsistencies and driver confusion.

- It was suggested by one local authority that a review should be carried out to identify suitable potential areas for implementation across the region.

Other Stakeholders

16 Other Stakeholders (40%) provided an open-ended response to Q82.

- Several stakeholders welcomed this policy, stating how it's application could improve road safety and / or promote active travel levels. Although, many outlined how it's effectiveness would only be related to consistent enforcement and traffic calming measures.

Policy: Regional road network safety measures

General Public

18 members of the General Public (7%) provided an open-ended response to Q84.

- Several comments stated that improving the quality of the region's road network would enhance overall road safety. Specific interventions included: resurfacing, clearing drainage infrastructure and increasing street lighting.

Local Authorities

- There was support for this policy across the local authorities. It was noted by one council that resources should be prioritised towards roads in such a manner as to achieve the greatest possible impact on overall casualty reduction.

Other Stakeholders

7 Other Stakeholders (18%) provided an open-ended response to Q82.

- No real themes emerged from the comments. Various topics included stakeholders asking for more information on what the policy was referring to, and location specific references (A702 and A73).

10 Policy Theme: Decarbonising vehicles and improving air quality

10.1 Importance of this Policy Theme for Stakeholders

10.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 10.1, over half of stakeholders (**56%**, n=159) indicated that 'Decarbonising vehicles and improving air quality' was 'Very important', whereas only **5%** (n=15) regarded this policy theme as 'Not at all important'.
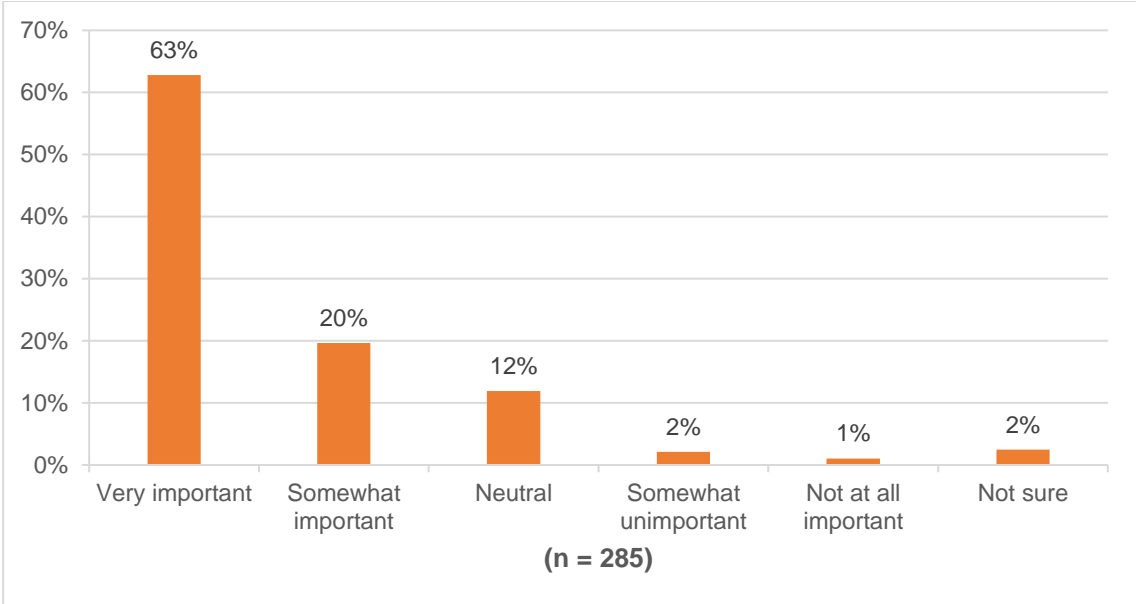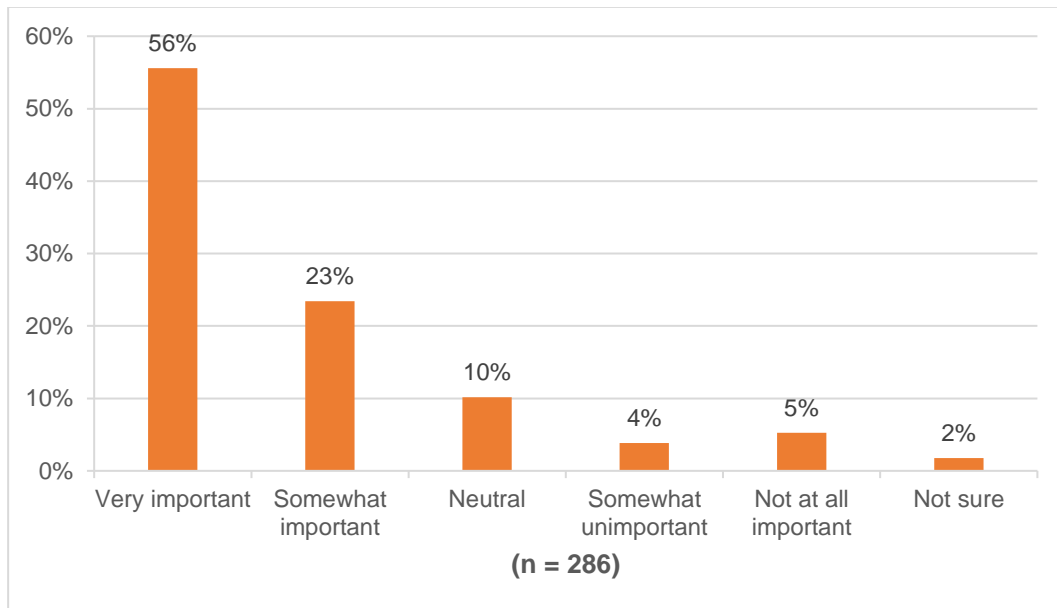

Figure 10.1 Decarbonising vehicles and improving air quality: How important is this policy theme?

10.2 Level of Support for RTS Policies within this Theme

10.2.1 Stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.GF1 Road transport vehicle decarbonisation
- Policy P.GF2 Rail decarbonisation
- Policy P.GF3 Subway decarbonisation
- Policy P.GF4 Ferry decarbonisation
- Policy P.GF5 Aviation decarbonisation
- Policy P.GF6 Clyde Metro
- Policy P.AQ1 Low Emission Zones
- Policy P.AQ2 Air Quality Management Areas

10.2.2 As shown in Figure 10.2, the majority of stakeholders showed support for the policies within 'Reducing the need to travel and managing demand for car travel'. P.GF2 was the most supported with **92%** (n=76) indicating 'Yes', whereas P.AQ1 had lower levels of support, with **15%** (n=13) indicating 'No'.
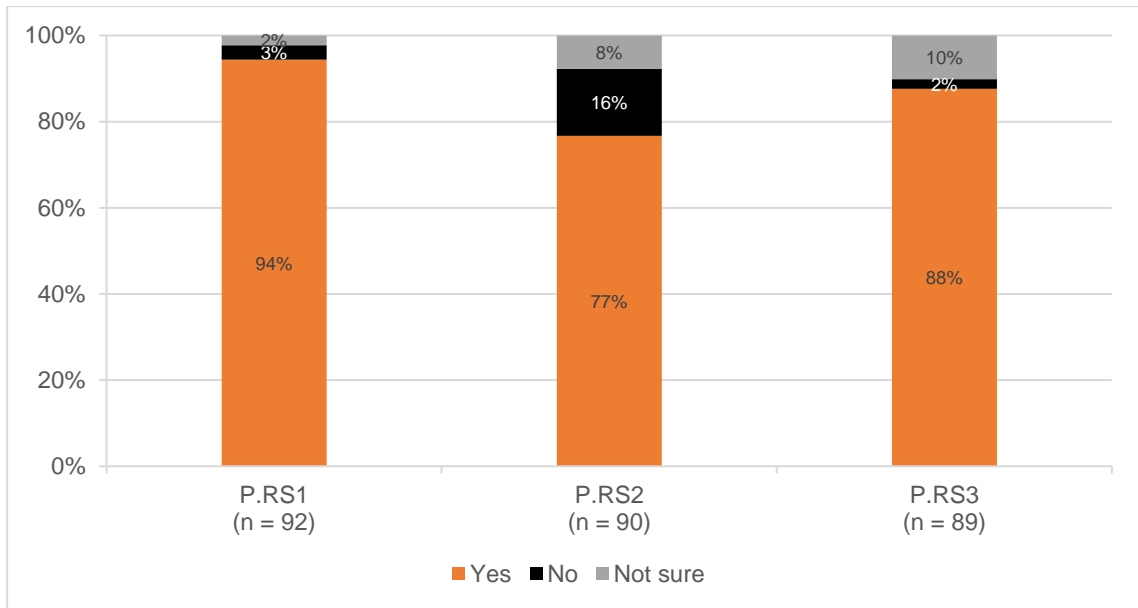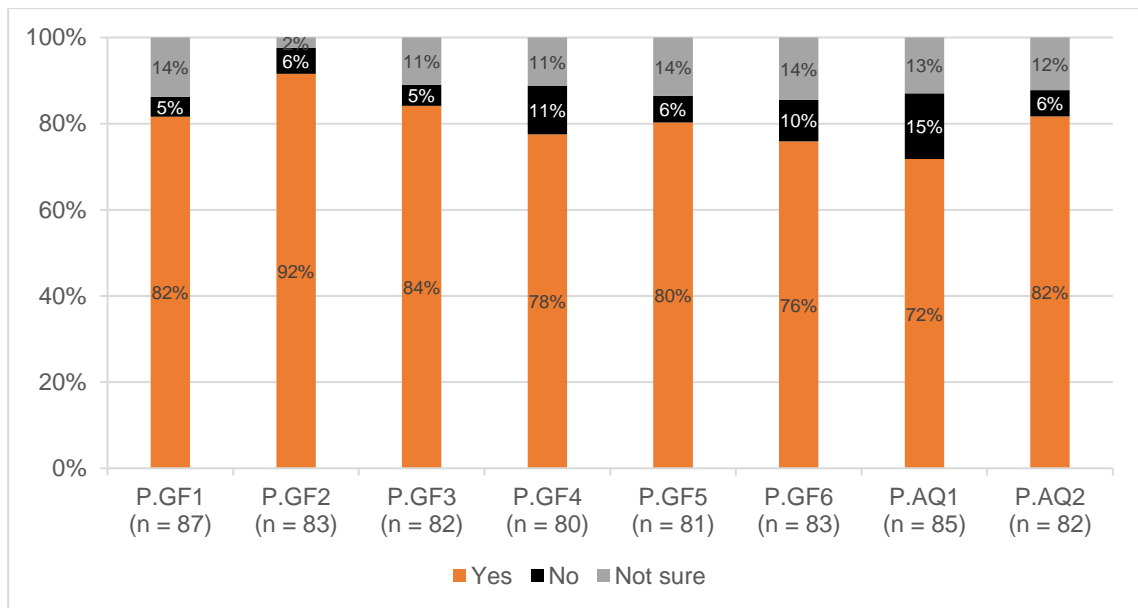
Figure 10.2 Enhancing quality and integration of public transport: Individual Policy Support

10.2.3 Thereafter, stakeholders were invited to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.

10.3 Stakeholder Comments on RTS Policies within this Theme

Policy: Road transport vehicle decarbonisation

General Public

42 members of the General Public (17%) provided an open-ended response to Q88.

- Various stakeholders highlighted the importance of sustainability within transport – both from a carbon footprint and public health perspective.
- Some comments also highlighted the need for affordable sustainable solutions, with there being a particular focus on electric vehicles.

Local Authorities

- Some of the local authorities emphasised that the decarbonisation of road transport is not a panacea and will still create problems such as congestion and emission from particulates. As such, they noted that their local policies tend to prioritise modal shift towards active travel and sustainable travel in order to improve air quality, rather than decarbonising private vehicles. It was highlighted that the Strategy does not prioritise this policy over active travel and public transport.
- The local authorities noted that the RTS should clearly define the roles and responsibilities of each organisation, including Transport Scotland, involved with implementing EV charging infrastructure and setting tariffs.

Other Stakeholders

17 Other Stakeholders (43%) provided an open-ended response to Q88.

- Several stakeholders were concerned that the shift towards electric vehicles will not curb car use within the region, with many consultees outlining how wide uptake of electric vehicles will still generate health issues (specifically particle-based pollution) and not

benefit those from more deprived socio-economic backgrounds. Although it should be noted that this evidence is already set out in the RTS Case for Change.

- Many stakeholders outlined how there should be further expansion of the region's EV infrastructure, with several stating how there should be a cross-collaborative approach between the various governmental and transport operator stakeholders.

Policy: Rail decarbonisation

General Public

25 members of the General Public (10%) provided an open-ended response to Q90

- Several responses suggested a move towards electric powered trains, with the use of renewable sources (included hydrogen) to produce this electricity.

Local Authorities

There was support for this policy across the local authorities, but it was noted that rail decarbonisation requires partnership working with Transport Scotland.

Other Stakeholders

4 Other Stakeholders (10%) provided an open-ended response to Q90.

- No real themes emerged from the comments. Various topics included the need to convert more private car and freight trips onto rail and improving overall rail provision. Although, it should be noted that these topics are covered in the 'Moving goods more sustainably' Policy Theme.

Policy: Subway decarbonisation

General Public

37 members of the General Public (15%) provided an open-ended response to Q92

- Several stakeholders had concerns with the policy's aims, either stating that: they did not understand the policy or arguing that the policy did not contain enough detail (e.g., timescales). Some stakeholders were also under the assumption that the Subway was already emission free.

Local Authorities

While this policy was not applicable to all authorities, the majority noted that they welcomed ambitions to implement a net zero strategy for the Subway.

Other Stakeholders

4 Other Stakeholders (10%) provided an open-ended response to Q92. A summary of these comments is outlined below under themes which emerged from these responses.

- No real themes emerged from the comments

Policy: Ferry decarbonisation

General Public

27 members of the General Public (11%) provided an open-ended response to Q94.

- A variety of answers focused on potential sustainable options as alternatives for existing ferries. These included different energy sources such electric for shorter distances, and hydrogen fuelling for longer routes.

<u>Local Authorities</u>

- While this policy was not applicable to all authorities, the majority noted that they welcome ambitions to decarbonise the ferry fleet. However, it was also highlighted that ferry decarbonisation is a matter for the Scottish Government – reflected by the policy being worded to support actions relating to this ambition.

- One local authority noted that the provision of a reliable and resilient ferry service is critical to island communities and their economies. As such, future procurement should focus on proven technologies to ensure continuity of service and the desire to look at new technology should not be at the expense of the connectivity of island communities.

<u>Other Stakeholders</u>

3 Other Stakeholders (8%) provided an open-ended response to Q94

- No real themes emerged from the comments

Policy: Aviation decarbonisation

<u>General Public</u>

27 members of the General Public (11%) provided an open-ended response to Q96.

- Several of the comments were unsure on how feasible the aims of this policy would be to carry out, with many outlining that decarbonising air travel would be challenging. However, they were generally supportive of the policy if such changes were feasible.

<u>Local Authorities</u>

- The Councils noted that they support the decarbonisation of air services and ambitions to increase options to reach the regional airports using sustainable transport.

<u>Other Stakeholders</u>

6 Other Stakeholders (15%) provided an open-ended response to Q96.

- No real themes emerged from the comments, although one stakeholder expressed disappointment at air being included at the bottom of the Sustainable Transport Hierarchy.

Policy: Clyde Metro

<u>General Public</u>

24 members of the General Public (10%) provided an open-ended response to Q98

- Improvements to existing infrastructure: A variety of responses highlighted the need for a carbon-neutral Metro system from its conception, with many comments suggesting that an electric Metro should be the aim for this policy.

<u>Local Authorities</u>

- There was support from the local authorities to develop new transport projects as sustainably as possible.

<u>Other Stakeholders</u>

6 Other Stakeholders (15%) provided an open-ended response to Q98.

- Several stakeholders stated that there needed to be more detail on the proposal(s) before making any further comment.

Policy: Low Emission Zones

General Public

37 members of the General Public (15%) provided an open-ended response to Q100.

- Several comments feared the potentially disproportionate impacts this policy could have on the most vulnerable within society, with stakeholders suggesting that Low Emission Zones would adversely affect those on a lower income (i.e., not able to afford the ULEZ vehicles required for these zones).
- Various stakeholders highlighted the importance of improving air quality in the city centre (especially for public health benefits), with supporting Low Emission Zone(s) if there were more alternative methods of travelling within the region.

Local Authorities

- In general, there was support across the local authorities for the Glasgow Low Emission Zone as a measure to encourage the use of active and sustainable modes of transport.
- However, it was noted that LEZs come with an enforcement infrastructure and administrative burden that not all local authorities have resources to shoulder.

Other Stakeholders

10 Other Stakeholders (25%) provided an open-ended response to Q100.

- Several stakeholders outlined how previous applications of LEZs have disproportionally impacted certain proportions of society, namely taxi drivers and those from more deprived communities.

Policy: Air Quality Management Areas

General Public

16 members of the General Public (7%) provided an open-ended response to Q102.

- Several comments suggested that car traffic should be restricted within AQMAs – although, there were some concerns about car access for those houses within proximity of motorways and major road links

Local Authorities

- There was support for using the AQMAs mechanism to improve air quality in the most critically effected locations. However, the Delivery Plan should include further detail on interventions to improve air quality from vehicle emissions under SPT's control and influence.

Other Stakeholders

4 Other Stakeholders (10%) provided an open-ended response to Q102.

- No real themes emerged from the comments. Various topics included the need to reduce the number of AQMAs in the region through more concrete actions to reduce car use (e.g., promotion of active travel).

11 Policy Theme: Moving goods more sustainably

11.1 Importance of this Policy Theme for Stakeholders

11.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 11.1, 'Moving goods more sustainably' received a relatively low number of 'Very important' responses (**39%**, n=111) compared to the other policy themes included in the Draft RTS Report. However, only **4%** (n=11) of the stakeholders indicated that this policy theme was 'Not at all important'.
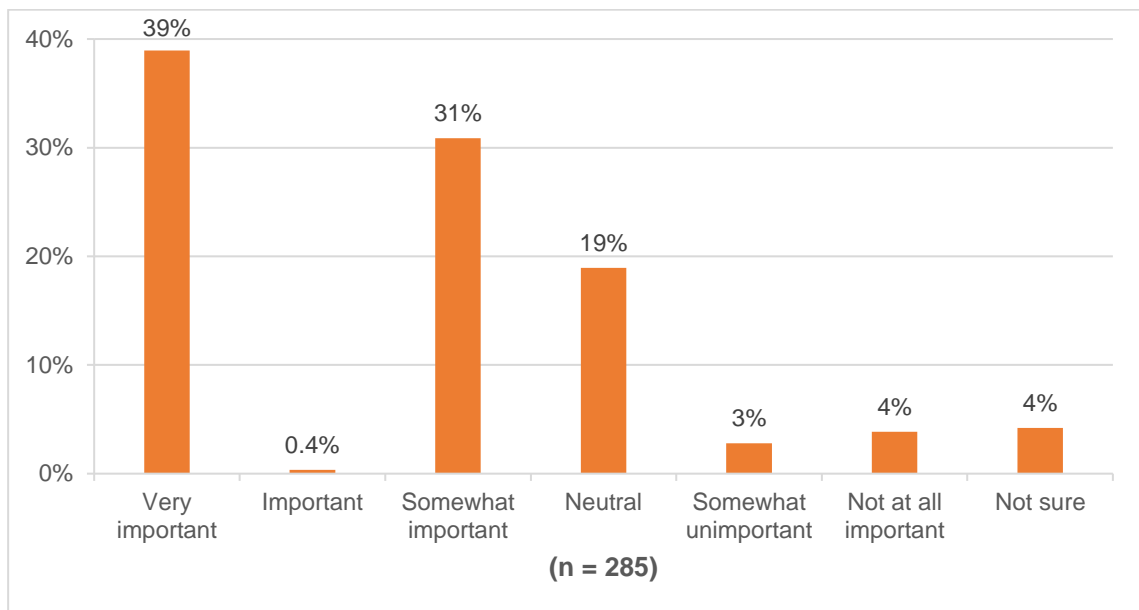
Figure 11.1 Moving goods more sustainably: How important is this policy theme?

11.2 Level of Support for RTS Policies within this Theme

11.2.1 Stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.MG1 Strategic freight transport
- Policy P.MG2 Urban freight and last mile deliveries
- Policy P.MG3 Freight hubs and facilities

11.2.2 As shown in Figure 11.2, the majority of stakeholders supported the policies within 'Moving goods more sustainably'. As shown in Figure 11.2, the most support was received for P.MG1 with **91%** (n=48) of stakeholders indicating 'Yes', followed by P.MG3 (**88%**, n=45) and P.MG2 (**87%**, n=45).

Figure 11.2 Moving goods more sustainably: Individual Policy Support

11.2.3 Thereafter, stakeholders were invited to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.

11.3 Stakeholder Comments on RTS Policies within this Theme

Policy: Strategic freight transport

General Public

25 members of the General Public (10%) provided an open-ended response to Q106.

■ Stakeholders generally supported the policy, with many highlighting that more freight should be shifted onto rail to reduce road traffic and related emissions. These stakeholders also stated that these new freight routes should be powered by renewable sources.

Local Authorities

■ The local authorities expressed support for this policy, particularly reducing freight levels and traffic impacts on the local and strategic road network through steps such as modal shift, and innovation where practicable.

Other Stakeholders

8 Other Stakeholders (20%) provided an open-ended response to Q106.

■ No real themes emerged from the comments. Various topics included the need to shift freight onto rail and / or maritime transport to reduce road kilometres within the region. Wider collaboration with other regional stakeholders was also referenced as being important.

Policy: Urban freight and last mile deliveries

General Public

21 members of the General Public (9%) provided an open-ended response to Q106.

- Several stakeholders provided alternatives to existing freight options within the region's city / town centres – these included the use of cargo / e-cargo bikes to reduce the number of large vehicles in these areas.
- Some stakeholders stated the need for improvements to the region's existing delivery infrastructure, with there being a particular need for more delivery hubs across the city.

Local Authorities

- This policy was supported by the local authorities. It was suggested that it should be linked with P.MG1 so that strategic freight transport becomes better integrated with urban and last-mile deliveries to avoid heavy commercial vehicles sharing spaces with pedestrians, cyclists and wheelers.
- It was suggested that the policy could be more specific in terms of what modal shift and sustainable options would be possible, and the assigned resources and responsibilities required to deliver the policy.

Other Stakeholders

6 Other Stakeholders (15%) provided an open-ended response to Q108.

- Several stakeholders outlined the potential of cargo bikes / e-cargo bikes as a viable, zero-carbon solution for urban freight and last mile deliveries. Shared cargo bike schemes were also referenced as a potential intervention to promote wider, easily accessible uptake.

Policy: Freight hubs and facilities

General Public

17 members of the General Public (7%) provided an open-ended response to Q108

- Many stakeholders agreed that shared hubs would be a good idea, although many indicated that their delivery should be not at the expense of disrupting existing communities and towns (e.g., installing hubs within proximity to residential areas).

Local Authorities

- One local authority noted that it would be helpful for the Delivery Plan to provide more detail on this policy (e.g., suggested locations for strategic hubs and mechanisms to achieve these).

Other Stakeholders

2 Other Stakeholders (5%) provided an open-ended response to Q110.

- No real themes emerged from the comments.

12 Policy Theme: Increasing resilience and adapting to climate change

12.1 Importance of this Policy Theme for Stakeholders

12.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 12.1, **55%** (n=158) of the stakeholders indicated that 'Increasing resilience and adapting to climate change' was a 'Very important' policy theme, whereas only **5%** (n=15) regarded this as 'Not at all important'.
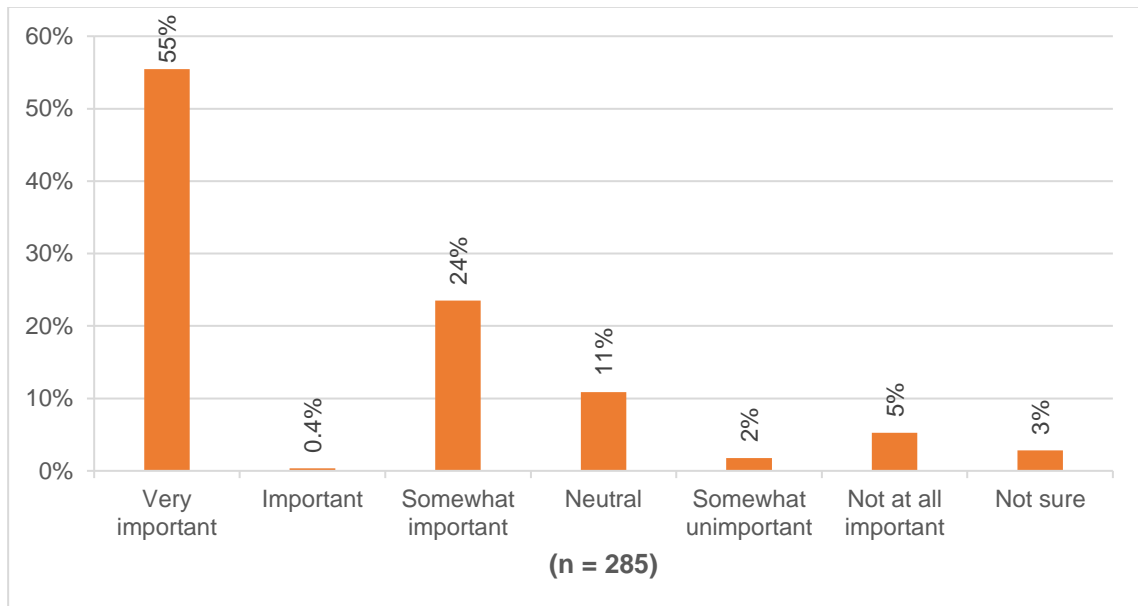
Figure 12.1 Increasing resilience and adapting to climate change: How important is this policy theme?

12.2 Levels of Support for RTS Policies within this Theme

12.2.1 The stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.RA1 Climate change adaptation
- Policy P.RA2 Resilience
- Policy P.RA3 Flood risk management and mitigation

12.2.2 As shown in Figure 12.2, all of the individual policies within 'Increasing resilience and adapting to climate change' received a high level of positive support, with between **90%** and **97%** of the stakeholders indicating that they supported these policies.
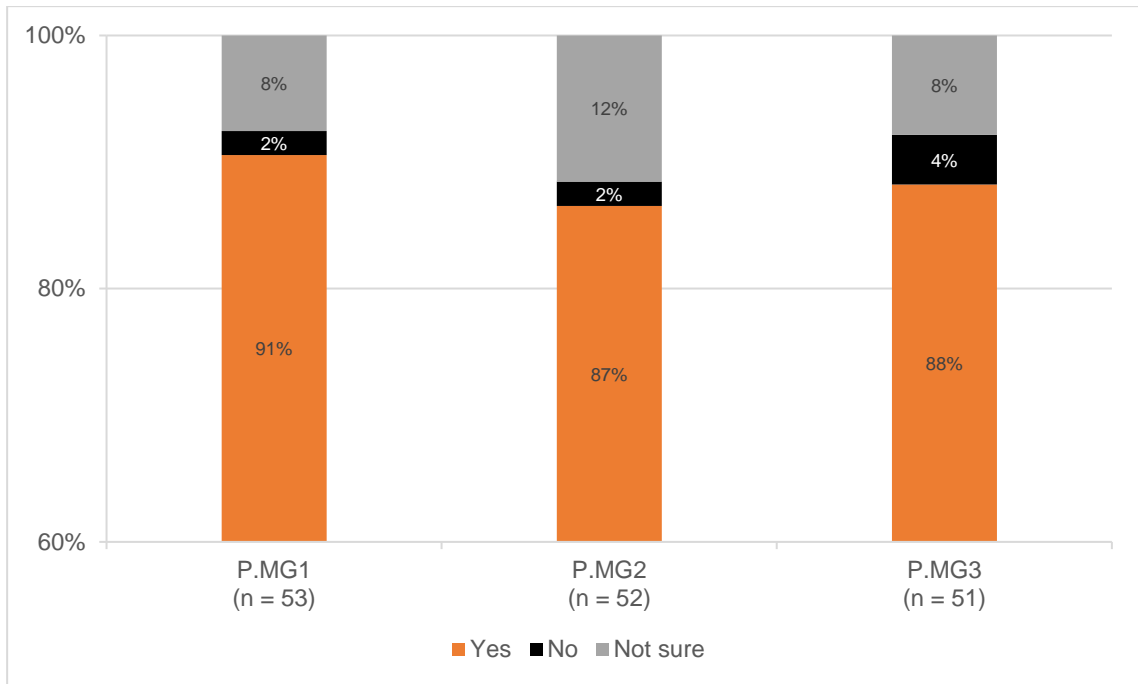
Figure 12.2 Moving goods more sustainably: Individual Policy Support

12.2.3 Thereafter, stakeholders were invited to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.

12.3 Stakeholder Comments on RTS Policies within this Theme

Policy: Climate Change Adaptation

General Public

19 members of the General Public (8%) provided an open-ended response to Q114.

- Most comments related to the delivery of these adaptation measures. A wide range of topics were covered including: the immediacy of delivery and the funding mechanism of these measures.

Local Authorities

- There was general support for this policy. It was noted that Councils will require sustained resources to address the challenges of maintaining the existing transport network as it is impacted by climate change, such as an increased flooding risk and greater extremes of temperatures affecting both summer and winter maintenance regimes.

Other Stakeholders

10 Other Stakeholders (25%) provided an open-ended response to Q114.

- No real themes emerged from the comments. Various topics included the need for further integration and collaboration between stakeholders, ensuring that current transport networks are properly maintained and guaranteeing that there is a just transition in overall approaches.

Policy: Resilience

General Public

16 members of the General Public (7%) provided an open-ended response to Q116.

- As with P.RA1, most of the responses were concerned with the delivery of this policy. Most comments related to the technical delivery of these interventions and their impact upon the wider reliability of the transport network.

<u>Local Authorities</u>

- The Councils noted their support for this policy but would welcome more detail about specific actions as to how this would be achieved.
- It was also noted that further investment is required to allow Councils to maintain their existing transport infrastructure assets to a safe and acceptable standard and reduce the risk of road and bridge closures.

<u>Other Stakeholders</u>

8 Other Stakeholders (20%) provided an open-ended response to Q114.

- Although generally supportive, several stakeholders questioned how these interventions would be delivered and / or measured.
- Other stakeholders also outlined how equity / Just Transition should be a consistent theme throughout any potential interventions related to this policy.

Policy: Flood risk management and mitigation

<u>General Public</u>

12 members of the General Public (5%) provided an open-ended response to Q118.

- As above, most comments related to the delivery of these measures, with stakeholders outlining how measures need to be integrated with wider governance and planning practices. Some responses also questioned what this policy actually meant / aimed to achieve.

<u>Local Authorities</u>

- There was general support for this policy among the local authorities.

<u>Other Stakeholders</u>

9 Other Stakeholders (23%) provided an open-ended response to Q118.

- The majority of stakeholders were supportive of this policy, with many outlining that there needs to be greater urgency / co-ordination between stakeholders within its delivery.

13 Policy Theme: Protecting and enhancing natural and built environments

13.1 Importance of this Policy Theme for Stakeholders

13.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 13.1, over half of the stakeholders (**52%**, n=148) regarded 'Protecting and enhancing natural and built environments' as a 'Very important' policy theme, whereas only **2%** (n=5) regarded this as 'Not at all important'.
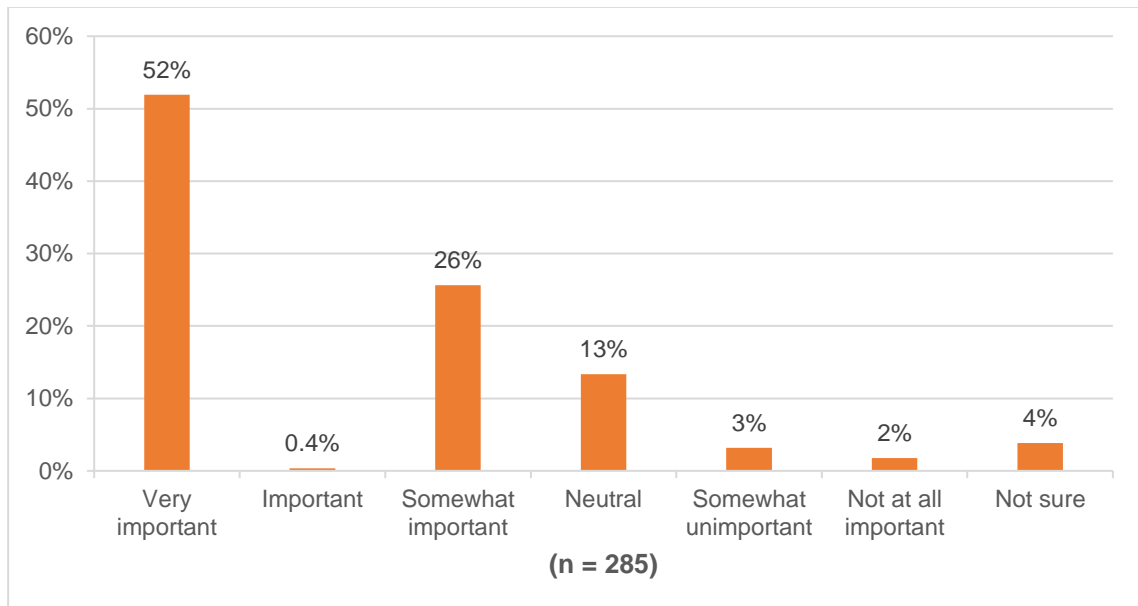
Figure 13.1 Protecting and enhancing natural and built environments: How important is this policy theme?

13.2 Level of Support for RTS Policies within this Theme

13.2.1 Stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.EV1 Biodiversity and green infrastructure
- Policy P.EV2 Green networks
- Policy P.EV3 Built environment and high-quality places

13.2.2 As shown in Figure 13.2, the majority of stakeholders supported the policies within 'Protecting and enhancing natural and built environments'. P.EV1 was the most supported with **95%** (n=62) of stakeholders indicating 'Yes', followed by P.EV2 (**91%**, n=58) and P.EV3 (**88%**, n=56).
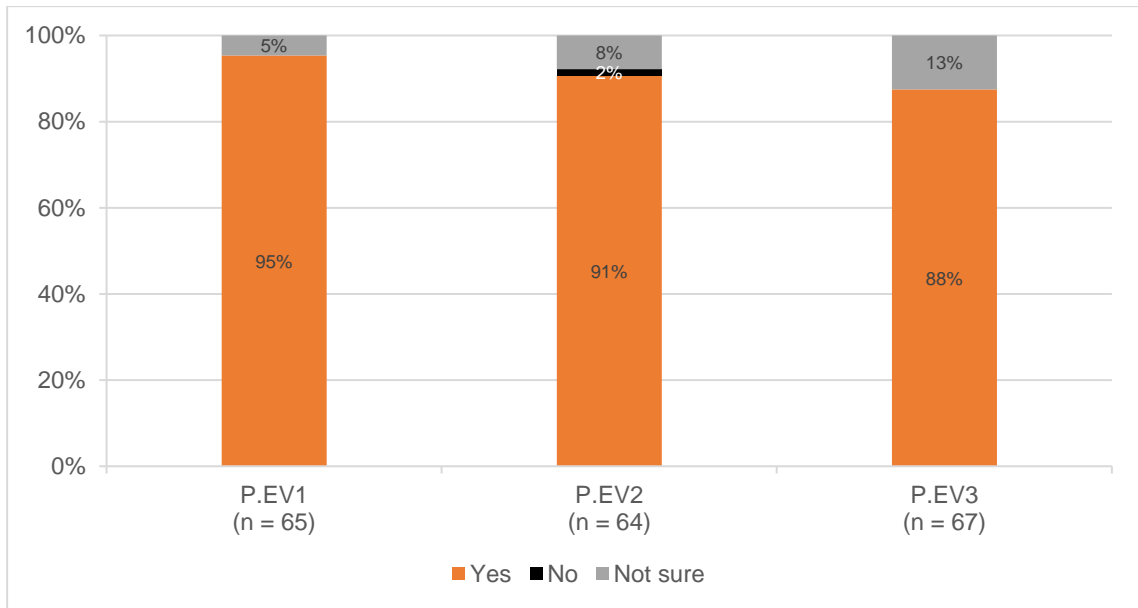
Figure 13.2 Protecting and enhancing natural and built environments: Individual Policy Support

13.2.3 Thereafter, stakeholders were invited to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.
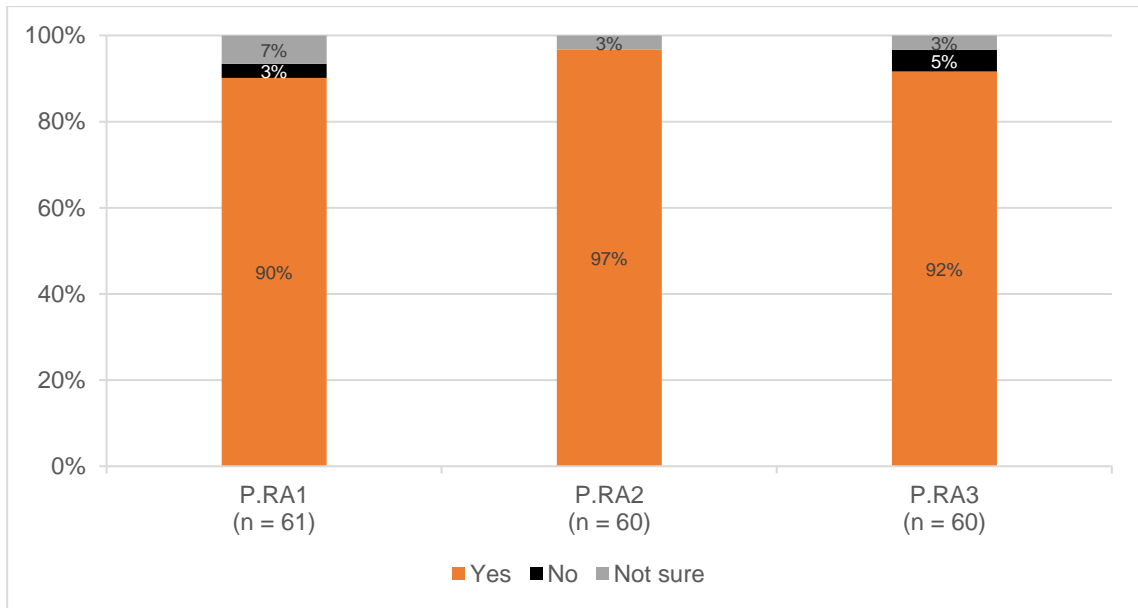
13.3 Stakeholder Comments on RTS Policies within this Theme

Policy: Biodiversity and green infrastructure

General Public

21 members of the General Public (9%) provided an open-ended response to Q122.

- Many stakeholders argued that there needs to be a 'tradeoff' between the delivery of new sustainable transport infrastructure schemes (e.g., rail links, bus infrastructure and active travel networks) and their impact upon the more local aspects of the environment such as biodiversity and greenspace. Specifically, many argued that building these new sustainable transport interventions was vital for delivering wider climatic benefits, and so accept some conflicts may have to occur.

Local Authorities

- The local authorities indicated that they supported this policy, with many noting that it aligns with their own strategies and is an area that they seek to incorporate into projects.

- However, it was noted that the implementation of green infrastructure from principle into practice is a key challenge, particularly if there is a perception that it may be more time consuming and/or costly to do so.

Other Stakeholders

6 Other Stakeholders (15%) provided an open-ended response to Q122.

- Several stakeholders outlined how the RTS should how this policy should be applied across a variety of scales – i.e., incorporated in both local interventions (e.g., leaving the grass on a roadside verge uncut) and large-scale projects (e.g., Clyde Metro).

Policy: Green networks

<u>General Public</u>

13 members of the General Public (5%) provided an open-ended response to Q124.

- Some stakeholders outlined that they were unclear as to what a green network was, with many asking for clarity around what it would actually deliver.
- Most other stakeholders stated positive support for the policy.

<u>Local Authorities</u>

- There was support for this policy across the local authorities. Again, issues regarding implementing green infrastructure were raised and it was highlighted that to achieve this, capital funding for delivery and revenue funding would be required to maintain green infrastructure.

<u>Other Stakeholders</u>

9 Other Stakeholders (23%) provided an open-ended response to Q124.

- Several stakeholders outlined that Green Networks should be applied within a range of contexts, and not just limited to environments which are best suited to their implementation (e.g., disused railways, regional parks, etc.).

Policy: Built environment and high-quality places

<u>General Public</u>

15 members of the General Public (6%) provided an open-ended response to Q126.

- No common themes emerged from comments, although they were generally supportive of the policy.

<u>Local Authorities</u>

- There was support among the local authorities for this policy, with particular support for a focus upon place-making through a design led approach linking the six qualities of successful places.

<u>Other Stakeholders</u>

9 Other Stakeholders (23%) provided an open-ended response to Q126.

- Several stakeholders outlined the potential application of the Place Standard Tool to help better understand the nature of communities, subsequently enabling stakeholders to shape communities in ways that improve wellbeing and promote active travel.

14 Policy Theme: Connecting places

14.1 Importance of this Policy Theme for Stakeholders

14.1.1 Stakeholders were asked to indicate how important this policy theme was to them. As shown in Figure 14.1, the majority of stakeholders considered 'Connecting Places' as an important policy theme, with **66%** (n=187) indicating 'Very important' and **22%** (n=63) indicating 'Somewhat important'. Only **1%** (n=3) considered this policy theme as 'Not at all important'.
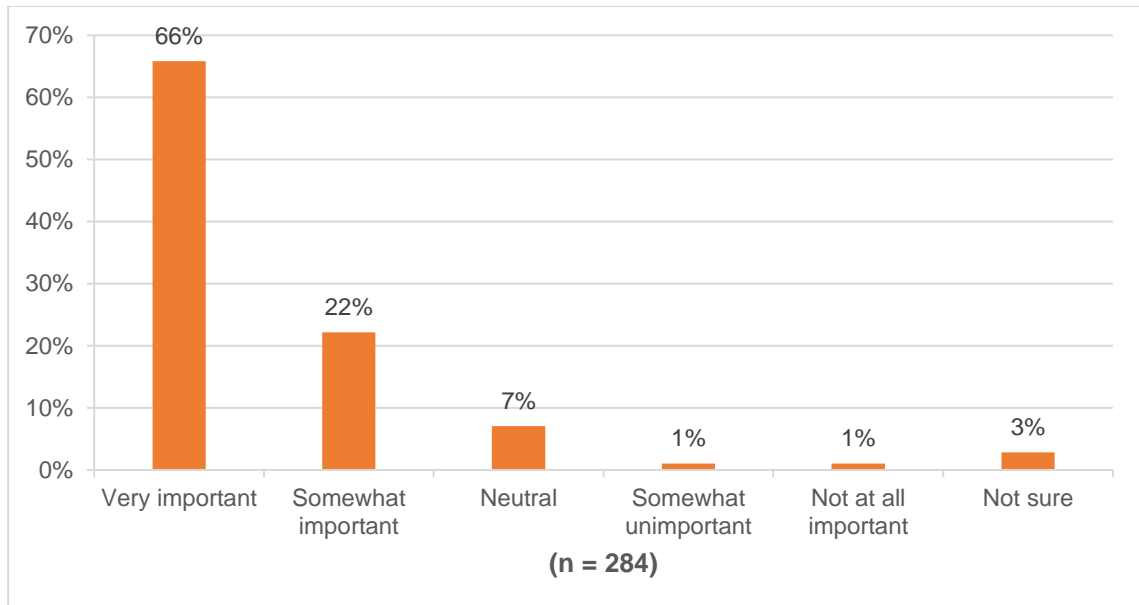
Figure 14.1 Connecting places: How important is this policy theme?

14.2 Level of Support for RTS Policies within this Theme

14.2.1 Stakeholders were given the option to indicate their support for the following individual policies included within this policy theme:

- Policy P.CP1 International connectivity
- Policy P.CP2 Inter-regional connectivity
- Policy P.CP3 Intra-regional Connectivity
- Policy P.CP4 Town Centre connectivity and 20-minute neighbourhoods
- Policy P.CP5 Island, Rural and Remote Area Connectivity
- Policy P.CP6 Regional Hospitals and Tertiary Education
- Policy P.CP7 Housing Development

14.2.2 As shown in Figure 14.2, the majority of stakeholders were supportive of all the policies within 'Connecting Places'. P.CP6 received the highest support with **93%** (n=81) of the responses indicating 'Yes'. Although in the minority, P.CP1 received the least support with **7%** (n=6) of the stakeholders indicating 'No'.
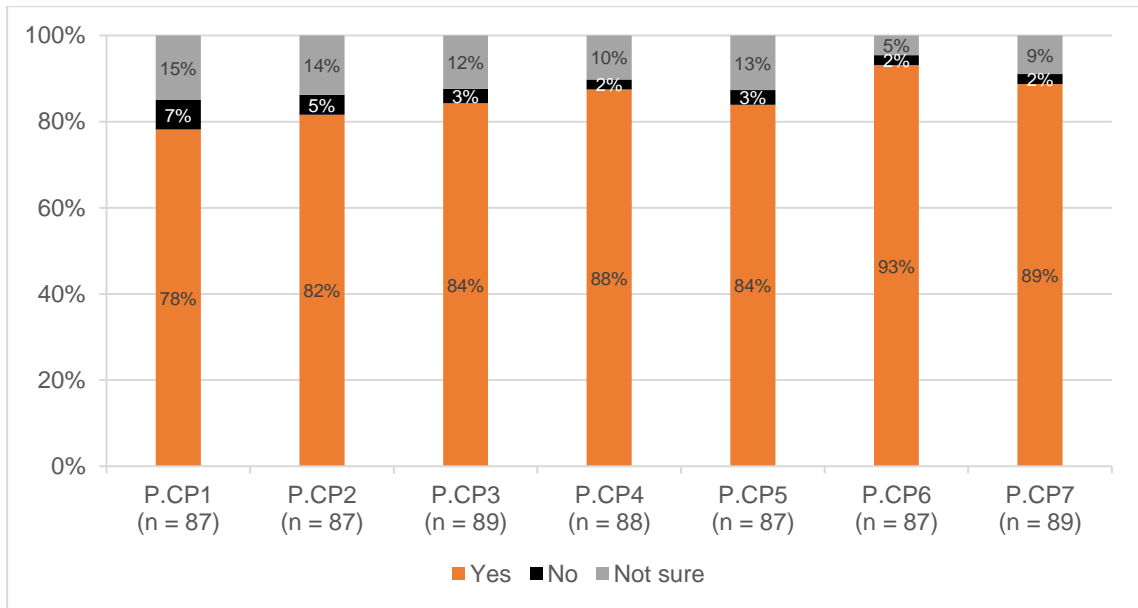
Figure 14.2 Connecting places : Individual Policy Support

14.2.3 Thereafter, stakeholders were invited to comment on each of the individual policies contained within this policy theme. A high-level summary of the qualitative analysis for each individual policy is included below.

14.3 Stakeholder Comments on RTS Policies within this Theme

Policy: International connectivity

General Public

28 members of the General Public (11%) provided an open-ended response to Q130.

- Most stakeholders commented on the need for certain location-specific interventions which – in their mind – would help support the policy. These included:
  o New rail connection(s) to Glasgow Airport
  o Road links to Cairnryan from both Ayr and Gretna
  o Interventions on the A77 and A75

Local Authorities

- Glasgow City Council noted that they view SPT and Transport Scotland as being key organisations for promoting enhancements to international connectivity for Glasgow to support the city and region's vibrant economy.

Other Stakeholders

9 Other Stakeholders (23%) provided an open-ended response to Q130.

- Several stakeholders stated that this policy should not include any provisions for additional road building and / or expanding aviation connections – citing that these proposals are contrary to many of the ambitions contained within the RTS. Although, it should be noted that the RTS does not support road building, so these comments are not necessarily relevant.

Policy: Inter-regional connectivity

General Public

23 members of the General Public (9%) provided an open-ended response to Q132.

- Stakeholders indicated improvements to rail and bus services as vital to upgrading inter-regional connectivity between certain parts of the SPT area although this is largely out with the scope of this policy. This included aspects such as improving rail capacity and / or provision, reducing the town and city 'hub and spoke' aspect of gaining connections to onward transport links, and further incorporation of ferry services into the region's transport network.

- Other members of the public made more general comments about connectivity within the region although these are potentially more applicable to policy P.CP2. These mostly included comments about long journey times and / or requirements to go to regional hubs to gain access to transport links.

Local Authorities

- This policy was supported by the local authorities. Similar to P.CP1, some of the authorities raised specific concerns regarding their areas.

Other Stakeholders

10 Other Stakeholders (25%) provided an open-ended response to Q132.

- No real themes emerged from the comments. Various topics were raised including promoting cross-boundary access and ensuring that no additional road links were constructed (citing the environmental impact of these interventions).

Policy: Intra-regional Connectivity

General Public

16 members of the General Public (7%) provided an open-ended response to Q134.

- Most stakeholders commented on the need for certain location-specific interventions which – in their mind – would help support the policy. These included interventions such as:
  o Improving connections (ferry, bridge, or tunnel) across the Clyde to enhance links between towns such as Helensburgh, Cowal, Greenock and Wemyss Bay.
  o Improving infrastructure within South Lanarkshire.
  o Enhancing the A82.

Local Authorities

- In general, this policy was supported by the local authorities. In particular, there was support for targeted improvements to be included within the policy wording to enhance regional connectivity including the development of regional strategic sustainable transport corridors.

Other Stakeholders

14 Other Stakeholders (35%) provided an open-ended response to Q134.

- Several stakeholders outlined the need for strategic thought when developing new active travel and public transport connections / improvements; outlining how interventions should only be placed where there is strategic need / demand for them – e.g., creating links

between the region's Strategic Centres and Strategic Economic Investment Locations (as outlined in the Strategic Development Plan).

Policy: Town Centre connectivity and 20-minute neighbourhoods

General Public

25 members of the General Public (10%) provided an open-ended response to Q136.

- Some stakeholders outlined that there is a lack of detailed policy on how 20-minute neighbourhoods will be delivered. Furthermore, some commented on how these interventions are beyond the current remit of SPT's powers.

- Other stakeholders mentioned cost as a factor which may hamper delivery, with some stating that money could be better spent on other initiatives such as improving public transport in rural areas.

Local Authorities

- Whilst the principles of this policy were supported with respect to improving connectivity through enhancements to public transport and active travel, there were concerns from some Councils regarding the appropriateness of 20-minute neighbourhoods in rural areas and lack of acknowledgement that it will not be a 'one size fits all' solution.

Other Stakeholders

11 Other Stakeholders (28%) provided an open-ended response to Q136.

- Several stakeholders questioned how 20-minute neighbourhoods could be applied within a rural context, with many outlining how they should only occur in regions with adequate public transport provision.

- Other stakeholders stated that 20-minute neighbourhoods would be an effective way of expanding the region's active travel network and incorporating walking, wheeling and cycling into public transport provision.

Policy: Island, Rural and Remote Area Connectivity

General Public

20 members of the General Public (8%) provided an open-ended response to Q138.

- Stakeholders highlighted rural isolation to be a major problem, with current transport links preventing everyday access to employment and wider service destinations.

Local Authorities

- There was general support for this policy among the local authorities. It was noted by the impacted authorities that many of their rural communities currently suffer from a lack of affordable, reliable and convenient transport options to go about everyday life and therefore, this is a policy that they fully support.

Other Stakeholders

9 Other Stakeholders (23%) provided an open-ended response to Q138.

- No real themes emerged from the comments. Minor references to promoting sustainable forms of transport within these communities.

Policy: Regional Hospitals and Tertiary Education

<u>General Public</u>

23 members of the General Public (9%) provided an open-ended response to Q140.

- Some stakeholders outlined how there needs to be a shift in the delivery of major service sites, with there being a greater focus on smaller, more local education and healthcare destinations which are not located on peripheral greenfield sites. These in turn would support the more regional centres which provide more specialised healthcare.

- Stakeholders also stated that creating direct, reliable public transport links and high-quality active travel connections to healthcare facilities is vital. Furthermore, some argued that in order to improve connectivity to these destinations, healthcare and education facilities should be seen as 'hubs' rather than destinations.

<u>Local Authorities</u>

- Several of the Councils noted that many of their rural communities currently suffer from a lack of affordable, reliable and convenient transport options to access key services and therefore, this is a policy that they fully support.

<u>Other Stakeholders</u>

10 Other Stakeholders (25%) provided an open-ended response to Q140.

- Several stakeholders outlined that improving public transport connectivity to the region's major healthcare destinations should be a priority when implementing this policy.

Policy: Housing Development

<u>General Public</u>

23 members of the General Public (9%) provided an open-ended response to Q142.

- Stakeholders outlined that there should be better integration between housing developments and infrastructure provision, with many advocating for some version of an 'infrastructure first' approach whereby either SPT and / or other stakeholders ensure that some form of public transport provision – whether that be implementing a new bus service or creating / re-opening a train station – is put in place before developments are complete.

<u>Local Authorities</u>

- Some of the Councils felt that this policy requires further clarification regarding how it will be delivered. It was noted that the provision of functional, serviceable, safe and maintainable infrastructure to support existing and future development is a key element in delivering successful sustainable communities and, as such, it will be critical for the development industry to work with local authorities and partners, such as SPT, in delivering an infrastructure first approach.

<u>Other Stakeholders</u>

10 Other Stakeholders (25%) provided an open-ended response to Q142.

- Several stakeholders argued the importance of ensuring that housing developments were located in areas with sufficient active travel and public transport connections. They were equally concerned with ensuring that if this was not possible, that new infrastructure (and relative service provision) was subsequently implemented.

15 Summary of policy theme importance and policy support

15.1 Summary of policy theme importance

15.1.1 **Error! Reference source not found.** illustrates the importance of each policy theme for the consultees. As shown, the consultees generally noted that all of the policy themes were important to them. The *Enhancing quality and integration of public transport* policy theme had the largest number of stakeholders stating that this policy was important or very important and the *Moving goods more sustainably* policy theme had the lowest number of stakeholders stating that this theme was important or very important to them or their organisation.. The ranking of policy themes is shown in Table 15.1.
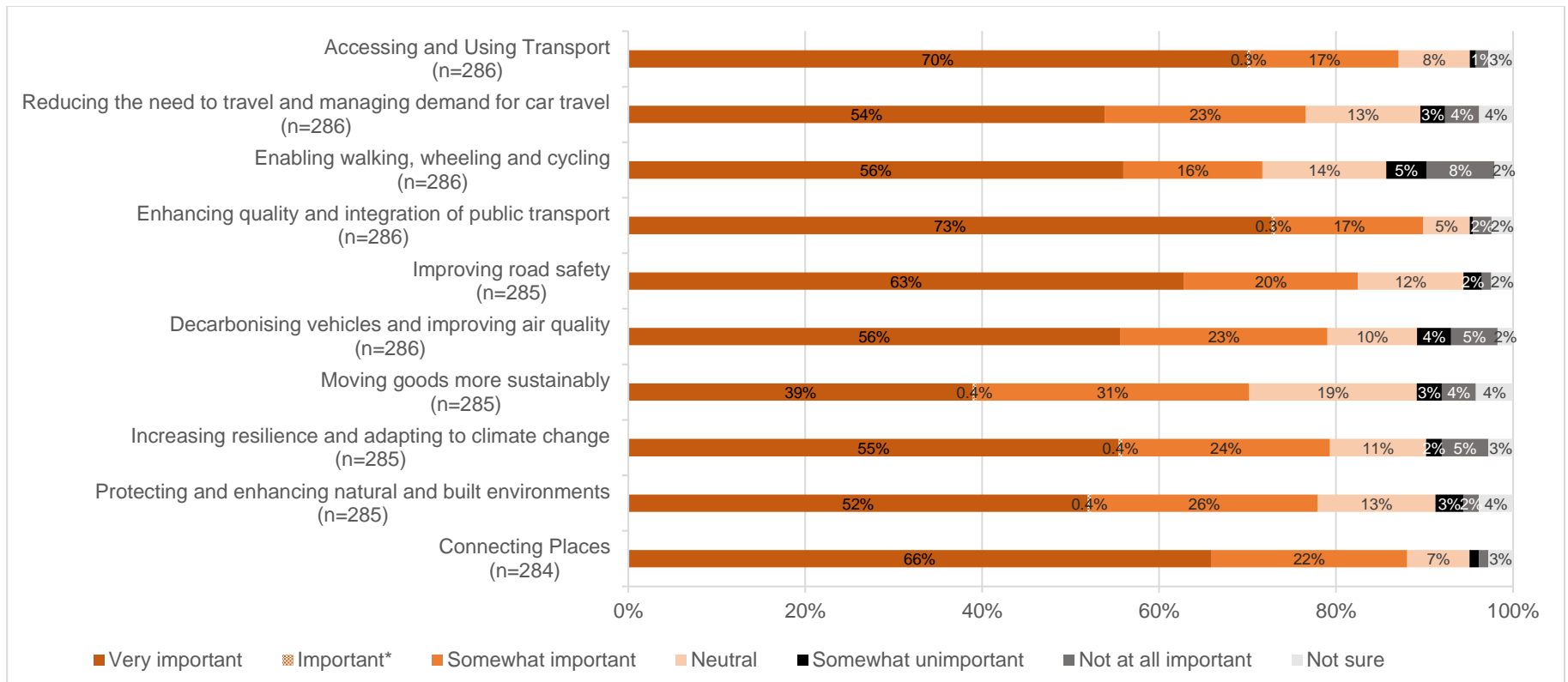
Figure 15.1 Policy Theme Importance

Table 15.1 Stakeholders that Stated a Theme was Somewhat Important, Important or Very Important

Rank	Policy Theme	% of Stakeholders that stated theme was Somewhat Important, Important or Very Important
1	Enhancing quality and integration of public transport	90%
2	Connecting Places	88%
3	Accessing and Using Transport	87%
4	Improving road safety	82%
5	Increasing resilience and adapting to climate change	79%
6	Decarbonising vehicles and improving air quality	79%
7	Protecting and enhancing natural and built environments	78%
8	Reducing the need to travel and managing demand for car travel	77%
9	Enabling walking, wheeling and cycling	72%
10	Moving goods more sustainably	70%

15.1.2 Figure 15.2 shows the support for each of the individual policies contained within the draft RTS. It shows how policies *P.RA2 Resilience* (97%)*, P.EV1 Biodiversity and green infrastructure* (95%)*, and *P.RS1 Road Safety and Vulnerable Road Users* (94%) received the highest levels of support.

15.1.3 Conversely, policies *P.R8 Shared transport and shared journeys* (62%)*, P.R6 Car demand management – pricing* (53%)*, and P.AT5 Integration of micromobility and walking, wheeling, and cycling* (48%) received lower levels of support.
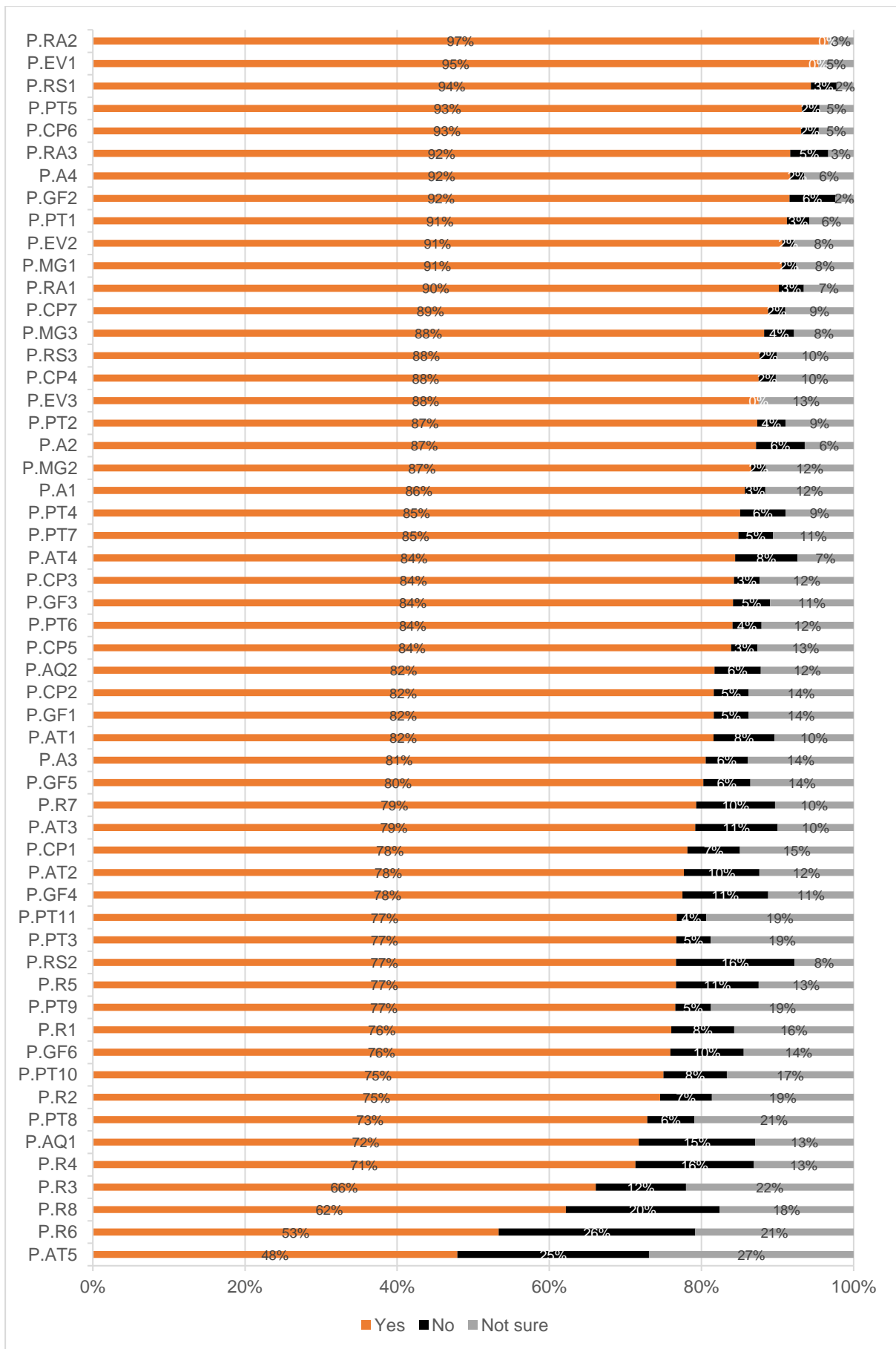
Figure 15.2 Ranking of individual policy support

16 Governance

16.1.1 Transport governance relates to issues such as what roles and responsibilities an organisation may have, how it makes decisions, how it is funded, and how it is held accountable. The results from the earlier RTS Case for Change consultation highlighted that a majority of stakeholders believed a change in transport governance in the west of Scotland was needed in order to deliver the vision, objectives and targets of the RTS.

16.1.2 In the draft RTS consultation, stakeholders were invited to share their views on transport governance in the west of Scotland and also state whether the right framework is in place to deliver the vision and objectives of the draft RTS. The qualitative responses regarding governance are summarised below.

General Public

131 members of the General Public (54%) provided an open-ended response to Q143.

- The majority of stakeholders argued that SPT and / or other public bodies should be running the region's bus network(s) on a not-for-profit basis. In their mind, this would reduce the number of stakeholders involved in running these services, thus promoting better, more integrated bus services within the region. Stakeholders referenced Transport for Edinburgh and Transport for London as arrangements which SPT should aim to replicate.

- Several stakeholders stated that SPT should possess greater powers to enable them to deliver a wider range of interventions (e.g., establishing social enterprises to deliver new innovations) and improve integration between bus, rail, Subway and ferry services within the region.

- Conversely, other stakeholders stated that SPT should better utilise its existing set of powers, arguing that it should aspire to improve existing arrangements by fostering better collaboration between the region's various local authorities and current service providers.

125 members of the General Public (51%) provided an open-ended response to Q144.

- Stakeholders stated that SPT should utilise powers assigned to them by the Transport (Scotland) Act 2019 to run publicly owned bus services. This would increase accountability and help ensure that more integrated, robust bus services operated within the region.

- Many stakeholders argued for a greater level of community involvement within decision making processes, with many advocating for more people to be engaged and incorporated within the development of local interventions.

Local Authorities

- Generally, the local authorities felt that the current governance framework lacks the degree of control over public transport necessary to effect real change in the area.

- Several of the authorities noted that the provision of bus services is unsatisfactory in many areas, particularly in rural areas, and that the new provisions included within the Transport (Scotland) Act 2019 should be explored.

- One local authority felt that the road network plays a more strategic role than local authorities have the capability to manage. It was suggested by them that the role of the roads authority should begiven to a regional body, funded and managed on a similar model to the trunk road network.

- It was noted by one Council that there are a number of areas where at present the expectation is on local authorities to implement measures without an overarching regional or national plan being in place. This risks that the eventual national or regional network will lack integration and present a barrier to fully achieving a number of the policy aims. An example of this is on-street EV charging infrastructure.

- It was noted that the roles and responsibilities of each organisation involved in delivering the RTS must be clearly defined, including any legislative powers. This would remove ambiguity from individual policies, particularly around the use of terms like 'facilitate' and 'support'.

<u>Other Stakeholders</u>

22 Other Stakeholders (55%) provided an open-ended response to Q143.

- Over a quarter of stakeholders outlined that SPT should make better use of its existing powers to enhance co-ordination and integration throughout the region. Specifically, this included endeavours to co-ordinate the various interventions of local authorities, transport providers and other relevant stakeholders in a way which would help achieve the RTS.

17 Other Stakeholders (43%) provided an open-ended response to Q144.

- Just under half of stakeholders outlined that there needed to be substantial changes to both the operation and funding of the region's bus network, with many highlighting public ownership as being a possible solution which could improve integration, pricing and service quality of the region's bus provision.

17 Resources & Funding

17.1.1 Resources & Funding relates to the capital funding and revenue funding of current / future interventions and services. Dialogue undertaken in developing the draft RTS highlighted concerns from many people and stakeholders that the current funding position for transport was unsustainable and needed change.

17.1.2 In the draft RTS consultation, stakeholders were invited to share their views on resources and funding for transport in the west of Scotland. They were also asked to provide their views on how individuals and organisations pay for transport in the future – e.g., the level of fares on public transport and road pricing / congestion charging. The qualitative responses regarding Resources & Funding are summarised below.

General Public

101 members of the General Public (41%) provided an open-ended response to Q145

- Just under a fifth of stakeholders outlined how they viewed the current private ownership model of the region's bus network to be unsustainable, with many arguing that profit driven models are an ineffective way of funding a sustainable, well-connected public transport system.

- Many stakeholders commented on the current funding methods and / or available funding levels within the SPT region. These comments had three main schools of thought:
  - Many viewed current budget levels to be too low, arguing that more funding would be required to deliver the interventions referenced within the RTS.
  - Others stated that finances should be allocated to ensure existing service provision is maintained, citing the current economic climate as the main reason why funding may be reduced. Others highlighted that consideration should be given to how best to prioritise limited resources between competing demands – e.g., reducing timetables may be better than completely removing services all together.
  - Finally, others felt that, currently, funding was being spent on projects where the outcomes were unclear and appeared to lack accountability and oversight.

148 members of the General Public (61%) provided an open-ended response to Q146.

- Over a quarter of stakeholders felt that transport fares are currently too expensive, with many arguing for a reduction in fare prices to thus encourage wider public transport usage and to deter car use. In their mind this would then increase public transport income stream(s) which would subsequently enable better, more robust funding of these services. Some stated public ownership of bus services as a mechanism to deliver this.

- Just under a tenth also argued for 'fairer' fares which reflected distance travelled as opposed to specific location to location prices, with standard 'all day' prices being referenced. This was also reflected by the 'Fair Fares Now!" petition signed by 4,844 people which was submitted on behalf of the Get Glasgow Moving Group. This requested SPT to cut bus fares by using the powers of the Transport (Scotland|) Act 2019 to re-regulate bus services.

- Stakeholders also advocated for more integrated ticketing mechanisms. In their opinion, these tickets would help reduce the cost of fares.

- Of those who referred to road pricing and / or congestion charging, twice as many were in favour as were against increasing the cost burden on private drivers. An overview of those in favour and opposed to these schemes is outlined below:
  - Supportive: Many of those in favour felt that car drivers currently didn't pay enough for their vehicle use, with many feeling that the extra revenue generated from congestion charging, road pricing, fuel levies and motorway tolls could be used to improve public transport provision and reduce overall fare costs. In their opinion, this would then help

shift people onto more sustainable modes of public transport and create a positive feedback loop.

- o Against: Those against additional pricing indicated that car drivers already paid enough to use their vehicles, with many feeling that any additional costs would disproportionately punish those who lived in rural regions or areas with poor public transport connections.

<u>Local Authorities</u>

- Generally, it was accepted that a significant increase in funding and resources will be required to deliver the RTS. It was suggested that a significant positive step would be to introduce multi-year, long-term funding models, not only to deliver infrastructure but also behaviour change programmes.

- Two Councils noted that the funding arrangements concentrate too much on capital projects and the creation of assets. In comparison, revenue funding is consigned to block grants and not ring fenced enough, so is lost among other competing calls for funding across all the other services of the local authority.

- It was highlighted by nearly all of the Councils that resourcing continues to be a huge challenge for the region with issues such as a shortage of bus drivers. It was indicated that solutions will need to be found to increase patronage and resourcing in order to ensure delivery of the RTS vision.

- Some of the local authorities believe that road pricing and congestion charging should also be explored as an option to help achieve the modal shift and reductions in car km. However, other Councils noted that road pricing/congestion charging is not a viable option for Scottish urban settlements except for the largest conurbations and on toll motorways.

- There was some support for introducing workplace parking licensing as a means to lessen the demand for private single occupant car commuting and it was suggested that a regional or national approach to the workplace parking licensing, limiting the potential for economic damage caused by differences between local authorities charges, should be explored.

<u>Other Stakeholders</u>

22 Other Stakeholders (55%) provided an open-ended response to Q145.

- Over a quarter of consultees outlined that there is currently not enough funding for the investments and interventions which were referenced within the RTS, with many highlighting that there needs to be increased levels of funding within the system. Furthermore, many outlined that alternative ways of funding needed to explored / implemented (e.g., road pricing, increased government input, etc.).

- Just under a fifth of stakeholders indicated that public ownership was the only viable option for ensuring there would be adequate funding for the required investments and interventions which were referenced within the RTS, with many citing how private ownership results in funds being extracted from the system.

20 Other Stakeholders (50%) provided an open-ended response to Q146.

- Various stakeholders outlined how new ways of taxation and charging should be explored over the RTS's lifespan, with Workplace Parking Licensing, Road Pricing , Congestion Charing and granting SPT further taxation powers all being mentioned.

18 Monitoring and Evaluation Framework

18.1.1 Stakeholders were given the opportunity to suggest any additional monitoring indicators which could supplement the monitoring and evaluation framework outlined within the draft RTS. The qualitative responses regarding these additional monitoring indicators are summarised below.

<u>General Public</u>

21 members of the General Public (9%) provided an open-ended response to Q148

- Several stakeholders stated that more public transport data – such as bus reliability, bus frequency, average bus journey times, etc. – should be more frequently utilised within current monitoring and evaluation approaches. One stakeholder outlined how service providers should make this data more freely available.

- Other stakeholders outlined that SPT should develop more bespoke indicators. These included percentage of those working from home within the region, relative poverty indicators which do not incorporate median calculations, and relative percentage of road space which is allocated for cycle infrastructure.

- Some stakeholders also argued that regular consultation should be an important mechanism for ascertaining the outcomes of the RTS.

30 members of the General Public (12%) provided an open-ended response to Q149

- Several stakeholders passed comment on how the outcomes of the Monitoring and Evaluation Framework should be used, with many outlining how it should be used to exemplify the benefits of the RTS. Others outlined how it shouldn't be utilised as an instrument of blame by the media and other relevant parties.

<u>Local Authorities</u>

- The majority of the Councils were satisfied with the Monitoring and Evaluation Framework presented in the RTS and believed it was comprehensive.

- Glasgow City Council and North Lanarkshire Council specifically noted that they would welcome working with SPT, and surrounding authorities, on monitoring and evaluation. They noted the importance of a consistent approach and developing common data sources and methodologies. It was suggested that an annual progress report should be used to monitor success.

<u>Other Stakeholders</u>

10 Other Stakeholders (25%) provided an open-ended response to Q148.

- Stakeholders referenced various additional data sources which could be used to monitor and evaluate the RTS. These included: shared transport surveys, walking as part of multi-modal trips, motivations for undertaking trips and bus usage. Questions over how natural environment protection would be monitored were also raised.

8 Other Stakeholders (20%) provided an open-ended response to Q149.

- No real themes emerged from the comments. Various topics included specific questions on methodologies for road emissions measurement, car ownership (i.e., is increasing car ownership a positive or negative trend) and socio-economic change.

19 Impact Assessments

19.1.1 Stakeholders were given the opportunity to make comments on any of the Equalities or Strategic Environmental Assessment documents which were aligned with the draft RTS. The qualitative responses regarding these impact assessments are summarised below.

19.1.2 It should be noted that these questions had a low response rate. Consequently, instead of themes, all substantive points for each question have been presented.

<u>General Public</u>

6 members of the General Public (2%) provided an open-ended response to Q150 (Equalities Impact Assessment).

- No common themes emerged from comments, although stakeholders were generally supportive of undertaking an Equalities Impact Statement. Specific issues included:
  - o That the rights of elderly citizens who do not live in deprived areas be considered (especially those who can no longer drive and / or are unable to use public transport).
  - o All transport be accessible to low-income groups.
  - o Decisions be nature and wildlife friendly through each phase of the decision-making process.

5 members of the General Public (2%) provided an open-ended response to Q151 (Public Sector Duty).

- No common themes emerged from comments. Additionally, no pertinent points were raised.

10 members of the General Public (4%) provided an open-ended response to Q152 (Islands Communities Duty).

- Several stakeholders stated the need for there to be better connectivity to / from the SPT region's islands, with some citing the costs of air links to be particularly expensive. Specific issues included:
  - o Stating that ferries links were crucial.
  - o Outlining that ferries needed to be more reliable / improved.
  - o Arguing that airfare costs (even for residents) are too expensive.
  - o Stating that islands will continue to depopulate if services and their overall treatment did not improve.

6 members of the General Public (2%) provided an open-ended response to Q153 (Fairer Scotland Duty).

- No common themes emerged from comments. Specific issues included:
  - o Believing that 'lip service' is paid to Fairer Scotland Duty – with the National Entitlement Card being cited as an example.
  - o Lack of reference to this consideration within the RTS.

9 members of the General Public (4%) provided an open-ended response to Q154 (Wellbeing Duty)

- Most comments referred to the need for children and young people to have the right to safe, connected public transport and active travel links which enable them to access service and education destinations. Specific issues included:

- o Young people deserving equality of access to opportunities, regardless of location (e.g., remote rural).
- o Nursery pupils having the same level of access to transport as school children do to primary and secondary education destinations.
- o More equitable fares for children.
- o Pupils having access to school transport.

4 members of the General Public (2%) provided an open-ended response to Q155 (Strategic Environmental Assessment).

- ▪ No common themes emerged from comments.

<u>Local Authorities</u>

- ▪ Regarding the Impact Assessments, only Glasgow City Council chose to leave a quantitative comment. They noted that the Equalities Report seemed to be comprehensive and proactively informed the development of the RTS and that both the Public Sector Equality Duty Report and Child Right and Wellbeing Duty Report were comprehensive.

<u>Other Stakeholders</u>

4 Other Stakeholders (10%) provided an open-ended response to Q150 (Equalities Impact Assessment).

- ▪ No common themes emerged from comments. Specifically raised issues included:
  - o Equalities duty compliance being monitored by direct work with people with protected characteristics and bodies that represent them.
  - o That it should be set out that there is a correlation between staffing levels and the safety of passengers, and their impact upon people feeling safe whilst travelling on public transport.
  - o Commitments to lobby / ensure that all train stations are fully accessible.
  - o Looking at how to encourage safe active travel for women, young women, and girls.
  - o Ensuring that public transport is available for everybody, especially for those who have extra requirements.

0 Other Stakeholders (0%) provided an open-ended response to Q151 (Public Sector Duty).

- ▪ No common themes emerged from comments.

1 Other Stakeholders (3%) provided an open-ended response to Q152 (Islands Communities Duty).

- ▪ No common themes emerged from comments. Specific issues included:
  - o Stating that most season tickets have been removed for the Cumbrae Island, resulting in more expensive pricing for local residents. As such, more clarity was requested on what specific progress has been made on reviewing the impacts of the Road Equivalent Tariff on the islands.

1 Other Stakeholders (3%) provided an open-ended response to Q153 (Fairer Scotland Duty).

- ▪ No common themes emerged from comments. Specific issues included:
  - o Ensuring that the RTS's actions and policies are applied within the most rural areas of the SPT region, especially for those who do not have access to a private car.

0 Other Stakeholders (0%) provided an open-ended response to Q154 (Wellbeing Duty).

- No common themes emerged from comments.

1 Other Stakeholders (3%) provided an open-ended response to Q155 (Strategic Environmental Assessment).

- No common themes emerged from comments. Specific issues included:
  - That the aims and objectives should have been formulated and acted upon earlier.

20 Other Responses

20.1 Get Glasgow Moving Group

20.1.1 Further to responses provided outlined within Section 3 and the findings of the formal engagement set out in the preceding chapters, a Fair Fares Now petition, signed by 4,844 people, was submitted to SPT on behalf of the Get Glasgow Moving Group on 30th September 2022. In addition to the petition, 343 members of the public submitted a direct response to the dedicated RTS email address.

20.1.2 These emails all contained the same information and largely expanded on the content contained within the petition. The key points raised by this group through the petition and emails were:

- It was noted that whilst the RTS claims to be "unashamedly strong, bold and ambitious", it does not set out actions that SPT will take to deliver a fully integrated, affordable and accessible public transport network for the region to meet climate targets in 2030.

- These stakeholders felt that the draft RTS is "riddled" with vague commitments saying SPT will "encourage", "facilitate", "support", "promote" and "develop" with the word "lead" being absent.

- To achieve the RTS, the stakeholders felt that SPT needs to show leadership in our region, like regional transport authorities in other parts of the UK are doing – such as Transport for Greater Manchester (TfGM), Merseytravel or Transport for London. This includes SPT using the powers now available in the Transport (Scotland) Act 2019 to radically transform the way the region's public transport is delivered – so that it works in the interests of passengers and not private bus companies.

- In general, it was highlighted that public transport in the region is too expensive and there is a need for clear commitments from SPT to fully-utilise their powers to re-regulate the region's bus network to provide a high-quality, affordable public transport system.

20.1.3 These points were considered when developing final recommendations (outlined in Section 21).

21 Key Findings and Recommendations

21.1 Introduction

21.1.1 Based on the findings of the analysis set out in the preceding chapters, a number of overarching themes were identified in the qualitative responses to the survey. These have been summarised in this chapter and then a series of recommendations set out for amendments to the final RTS based upon these findings.

21.2 Local Authorities

Governance and Funding

- Overall, the local authorities were satisfied with the Strategic Framework and many noted that it aligned with their own Council objectives.

- Most of the authorities noted that the current governance framework lacks the degree of control over public transport which is necessary to effect behaviour change in the region and achieve the RTS targets.

- With regards to funding, there was appetite among the local authorities to move to a multi-year, long-term funding model as they perceived it would be more effective and flexible. It would also allow them to forward plan budget and resources more effectively.

- While there was acknowledgement that action beyond encouraging active and sustainable modes will be required to meet the ambitious regional and national targets for reducing reliance on private car, one local authority noted that they are not in a position to support managing demand for car travel through the introduction of road and parking pricing policies. The appropriateness of workplace parking licensing in rural/semi-urban areas were also raised in some instances.

Transport Network

- Several of the authorities noted that the provision of bus services is not working in the region, particularly in rural areas, and that the new provisions included within the Transport (Scotland) Act 2019 should be explored.

- There was widespread consensus that public transport fares in the region are too expensive. It was noted that this is a barrier to travel for many and reduces the likelihood of achieving modal shift targets. As such, the RTS should focus on making transport affordable.

- Several of the Councils noted that more clarity is required on the role of e-scooters within transport policy, with better clarity on how they should be incorporated into active travel networks in practice.

Land Use Planning

- While the integration of transport and land use was commended by all authorities, there were questions as to how appropriate 20-minute neighbourhoods are in rural areas and it was suggested that the RTS should consider how this policy could be adapted/implemented in semi-urban and rural areas.

Other Comments

- It was noted by several of the authorities that the wording throughout the RTS could be strengthened to indicate greater commitment. Of particular note, it was recommended that "where possible" is removed from policy descriptions throughout as it acts to weaken the policy.

- While there was support for Low Emission Zones, it was noted that they come with an enforcement infrastructure and administrative burden that not all local authorities have resources to shoulder.

- It was highlighted by one local authority that school transport, which is a key trip generator, and the role of SPT in providing school transport contracts was omitted from the RTS.

21.3 Other Organisations

Governance and Funding

- Several consultees noted that they wanted to see greater clarity over what SPT will do to improve the public transport network in the next few years. There were questions as to whether SPT, in its convening role, has the leverage over the constituent councils to deliver the policies in the RTS and suggestions that SPT needs to fulfil a unifying leadership role.

- A large proportion of consultees felt that the RTS will not be delivered unless SPT uses the powers in the Transport (Scotland) Act 2019 to re-regulate buses, ensuring integration with the Subway, rail and ferry services, to offer a high quality, integrated, low-cost public transport network. Further to this, a petition signed by 4,844 people was submitted on behalf of the Get Glasgow Moving Group noting that SPT should re-regulate the bus services across Glasgow in order to reduce the cost of public transport.

- It was noted by several consultees that many of the policies are unrealistic in relation to current budgets and that new sources of revenue must be found e.g., road pricing, parking charges and workplace parking licensing / out of town parking levies. It was suggested by a few consultees that there should be greater use of existing taxation powers and for the exploration of land value taxation in order to fund public expenditure. As far as possible, it was noted that SPT should not place the pricing burden on commuters themselves, and price caps could be a mechanism to explore given the rising cost of living.

- Several of the organisations suggested that that a more joined-up, collaborative, participative and transparent approach is required to transport provision across the region and that they would welcome further opportunities for engagement.

Transport Network

- Safety concerns, particularly related to active travel, were highlighted by consultees. This included the importance of the consideration of all vulnerable groups and providing the infrastructure to ensure the safety and security of all users. As with the local authorities, there were concerns regarding the use of e-scooters in the context of the Strategy given that it is currently illegal to use them on the public highway and footway.

- Some organisations cited caution over proposals to improve strategic road corridors as it seems contrary to the ambitions of the RTS to reduce road freight and reliance on cars although it should be noted that the RTS outlines that it seeks to improve sustainable connectivity on key corridors. There were also concerns about the potential environmental (and therefore health) impacts of some of the proposals around international transport connections, particularly since air travel produces higher levels of greenhouse gas emissions and aviation is likely to have a slower transfer to sustainable fuel use.

21.4 General Public

Understanding and Perceptions of the RTS

- A high number of respondents stated that they did not fully understand / comprehend what the RTS's policies were, with there being confusion over what / how the RTS was wanting to deliver.

- Numerous stakeholders also doubted the feasibility of the RTS's policies, with many questioning how the subsequent interventions would be delivered. This had three strands

of thought: how the interventions would be funded; how they would be technically delivered; and how they would be applied to suit the varied urban-rural nature of the SPT region.

- Sustainability was welcomed as a vital aspiration within the RTS, although stakeholders were mostly more concerned with more 'practical' aspects of the policies (i.e., service provision and infrastructure delivery).

Transport Network

- A high number of responses indicated that SPT should utilise the full remit of their powers to deliver a publicly owned bus franchise within the SPT region. This – in their view – would help deliver an integrated, low-cost bus network which would support the wider train, Subway and ferry services within the region.

- A high number of responses also highlighted ticketing as an important issue. This entailed two parts. Firstly, the perception that public transport fares, especially buses, were too high – resulting in it being a major barrier to using public transport. Secondly, the lack of integrated ticketing was also highlighted to be an issue, with demand for a 'one ticket for all services' approach being particularly evident amongst the responses.

- Most stakeholders stated that the region's transport infrastructure network and related service provision should be expanded, with there being numerous references to extending the Subway network, re-opening train lines and stations, and increasing the coverage / frequency of the region's bus network (especially within the rural areas).

- Numerous stakeholders referred to the importance of feeling safe when walking, wheeling and cycling on the region's current and future active travel network. Additionally, stakeholders also indicated how perceptions of personal security were vital for current and future public transport use.

21.5 Summary

The key issues raised along with the various stakeholder groups that mentioned them are summarised in Table 21.1.

Table 21.1 Key Issues by Stakeholder Group

Key Issue	Local Authorities	Other Organisations	General Public
Public transport / bus network governance	✓	✓	✓
Concerns about demand management / pricing	✓		
Affordability of public transport	✓	✓	✓
Concerns about e-scooters	✓	✓	
Delivery of the RTS		✓	✓
Funding concerns	✓	✓	✓
Safety and security issues		✓	✓
Climate change		✓	
Uncertainty about / lack of clarity around RTS policies	✓		✓
Public transport network coverage			✓

21.6 Recommendations

21.6.1 In light of the findings summarised above, the following amendments to the final RTS are recommendend.

Accessing and Using Transport

- Amend **Policy P.PA2** so that the policy makes a clear statement about delivering affordable public transport for everyone.

- Amend **Policy P.PA2** to reference the need to assess governance options around the provision of more affordable bus fares.
- Amend **Policy P.PA2** to refer to the opportunity to improve affordability of fares with fare capping technologies .
- Amend **Policy P.PA3** to avoid confusion ove the use of 'minimum' levels of service.
- Amend **Policy P.PA4** to include safety and security of people using active travel networks.

Reducing the need to travel and reducing demand for travel by car

- Consider amending **Policy P.R2** to include the need to adapt the 20-minute neighbourhood concept for different contexts.
- Amend **Policies P.R5 and P.R6** to ensure a clearer separation of parking and road user charging policies.
- Ensure the accompanying text for this section clarifies the basis for future demand management policies and that there will be a need to work together with national and local governments to make decisions about this.
- Consider amending **Policy P.R8** to include reference to specific shared mobility options and include opportunities for cross-boundary or region-wide schemes (e.g. bike sharing).
- Ensure the accompanying text for this section includes reference to reducing car kilometres and how this may be more achievable in some parts of the region than others.

Enabling walking, wheeling and cycling

- Amend **Policy P.AT5** to clarify intention of the policy and the references to e-scooters.

Public transport quality and integration

- Amend **Policy P.PT2** to include reference to non-digital formats for information and ticketing.
- Amend **Policy P.PT4** to include a reference to exploring and developing bus options from the Transport (Scotland) Act 2019.
- Consider revising **Policy P.PT9** to improve clarity and reduce use of jargon.
- Consider amending **Policy P.PT10** to make a stronger point that future Park and Ride must be designed to minimise modal shift from walking, wheeling and cycling to short car trips.

Improving road safety

- Consider amending **Policy P.RS2** to include a reference to enforcement of speed limits.
- Consider amending **Policy P.RS2** to include a reference to a consistent approach to 20mph speed limits in the region.
- Consider amending **Policy P.RS2** to include a reference to improving driver behaviour.

Protecting and enhancing the built & natural environment

- Consider amending **Policy P.EV1** to reflect the challenge of implementing green infrastructure and moving from principle to practice.

General points

- Remove uses of terms such as "where possible" and "where appropriate" in the policies unless their use is deemed absolutely necessary.
- Develop clearly defined actions through the Delivery Plan that set out how the policies will be implemented.

- Expand the preamble to the policies to introduce the key concepts in more detail and explain any which readers without a technical background may not be familiar with.

Delivering the Strategy

- Set out a clearly defined process to prepare the Delivery Plan, clarifying how the policies will be implemented with clear references to the RTS Actions presented to the SPT Partnership in June 2022.

- Clarify that the RTS Policies and Delivery Plan together form the implementable strategy.

- Clearly state SPT's intention to carry out detailed appraisal and development of business case(s) on bus governance options as part of a wider process to develop a Regional Bus Strategy.

- Review the period to be covered by the first Delivery Plan and consider if a 3-year plan is achievable.

- Clarify how SPT's capital programme will be used to implement the RTS in section 8.6.

- Set out a commitment to work with local authority partners and Transport Scotland to address the need for a long-term funding pipeline.

- Set out an action for progressing the development of the optimal transport governance model for the west of Scotland.

21.6.2 The above recommendation set identifies how SPT will adapt the RTS to reflect the feedback received through the engagement process.

Appendix A   Other Themes

A.1.1   This section contains summaries of 'Other Themes' which emerged from responses to the survey's qualitative questions. These 'Other Themes' comprised of common topics which did not align with the survey questions to which they were responding.

A.1.2   It is split into two segments: themes which emerged from the General Public's comments; and themes which emerged from Other Stakeholder responses. Comments from the Local Authority submissions mostly aligned with the survey's questions – thus, they have not been included within this section.

A.2   General Public – Other Themes

A.2.1   There were a variety of 'Other Themes' which emerged from the General Public's responses. An overview of these themes is provided below.

General Support

A.2.2   Comments which outlined support for the respective policy / other aspects of the draft RTS. These comments did not provide any additional information, and as such they could not be aligned to any subject-specific theme.

Equality and Equity

A.2.3   These comments were based around different aspects of equality and equity. An overview of the related sub-themes is outlined below:

- **Forced Car Dependency:** These comments outlined how they felt they were being unfairly punished for owning / using a private vehicle. Many stated how external factors (such as employment locations and poor public transport provision) made it impossible for them to go about their daily lives without using a private car, thus forcing them to use private car as a means of travel. Many stakeholders used this as an example of the draft RTS not considering the everyday practicalities of people's lives – i.e., putting high-level aspirations before everyday practicalities.

- **Urban-Rural Divide:** Several stakeholders expressed how the draft RTS (and subsequent actions) needed to account for the existing disparity in transport provision between the region's urban and rural areas.

- **Equitable Provision of / Universal Access to Services:** Other stakeholders argued that the draft RTS should ensure that there should be universal access to the region's transport services, with there being the fair and equitable delivery of current / future interventions and services.

General Disagreement and Dissatisfaction

A.2.4   Several comments outlined how they disagreed with the aims of the policies and / or general focus of the RTS. These comments fell into at least one of the below sub-categories:

- **General Disagreement:** Comments mostly consisted of the individual disagreeing with the concept of the policy / aspect of the draft RTS, with many arguing for efforts and resources to be aimed at other aspects of transport policy.

- **Already Happens:** Some felt that many of the actions referenced within the draft RTS were already occurring, thus efforts could be focused elsewhere.

Delivery

A.2.5   These comments related to the general delivery of the draft RTS. The themes fell into three main categories:

- **SPT Remit:** Comments argued that many of the aims and policies of the draft RTS were beyond the remit of SPT's powers. Instead, they relied upon the actions of other stakeholders (such as Scottish Government, private businesses and local authorities) to be successful, and consequently were unable to be achieved by the draft RTS.
- **Viable Alternatives:** Several comments argued that many of the RTS's policies and aims would only be successful if viable alternatives (such as improved public transport provision) were provided.
- **Details:** Many stakeholders wanted the draft RTS to be more specific about how / when they would deliver the various interventions outlined within the document.

Infrastructure and Service Interventions

A.2.6   Numerous stakeholders outlined various location specific interventions to improve the transport provision of the local area. These mostly consisted of improvements to existing bus services, re-instating previous bus services, re-opening train stations, extending the Subway and creating new mass-transit links within the region.

Other

A.2.7   Occasions where stakeholders provided comments with limited information which could not be aligned to any subject-specific theme.

A.3   Other Stakeholders – Other Themes

A.3.1   There were a variety of 'Other Themes' which emerged from the Other Stakeholder responses. An overview of these themes is provided below.

Other

A.3.2   Occasions where stakeholders provided comments with limited information which could not be aligned to any subject-specific theme.

General Support

A.3.3   Comments which provided support for general topic aligned with the policy / other aspects of the RTS. These comments didn't provide any additional information, and as such they could not be aligned to any subject-specific theme.

Shared Transport and Mobility Hubs

A.3.4   A few stakeholders outlined that the draft RTS needed to have a greater focus on Shared Transport (including car sharing within the workplace) and Mobility Hubs. This included the better incorporation of shared transport within policies relating to public transport, active travel, freight and land-use integration; with many outlining that increasing transport infrastructure provision would improve the integration of sustainable transport modes, thus reducing overall car kilometers.

Rural Digital Connectivity

A.3.5   Several stakeholders outlined that many rural areas of the SPT region do not have sufficient digital connectivity to support many of the policies outlined within the draft RTS, with some

interventions such as integrated ticketing and real time information services at bus stops being unfeasible within these more rural areas.

Tourism and Leisure

A.3.6   Some stakeholders stated that the draft RTS needed to give more consideration to the fact that most leisure trips are currently being undertaken by private car, especially for 'rural hotspot' destinations. These stakeholders argued that there needed to be further consideration on addressing leisure-based journey demand and modal shift in the RTS (e.g. Policy PA3), with visitor needs being substantially different to resident requirements (e.g. from a visitor point of view multi-modal integration, clear timetabling and ease point of sale – all of which are key factors in contributing to a enhanced visitor experience).

Wider Stakeholder Co-Operation

A.3.7   A few stakeolders emphasized the need for wider stakeholder co-operation, with several outlining that many of the draft RTS's policies would not be successful unless SPT engaged with a wide range of stakeholders (including those outwith the region) when developing and implementing said policies.

Infrastructure and Service Interventions

A.3.8   Numerous stakeholders outlined various location specific interventions to improve the transport provision of specific areas. These mostly consisted of improvements to existing bus services, re-instating previous bus services, re-opening train stations, extending the subway, and creating new mass-transit links within the region.

Wider Behaviour Change

A.3.9   Several stakeholders argued that SPT should be implementing more targeted behavior change campaigns to induce modal shift in specific trip movements (e.g. commuting and school travel).

Appendix 3

The tables in sections A.1 – A.9 set out, for each policy theme:

- the text of the draft RTS policies as presented for consultation;
- a summary of the recommendations from the consultation findings for each policy, if any;
- SPT's response, if any; and
- the text of the final RTS policy to be included in the Regional Transport Strategy.

A.1 RTS Policy Theme: Accessing and Using Transport

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT RESPONSE	REVISED (FINAL) VERSION
P.A1	1	Accessible transport			
		Ensure the transport system is accessible to all. Support delivery of the Scottish Accessible Travel Framework (SATF) and Annual Delivery Plans within the region. Improve the convenience, comfort and certainty of experience for people when travelling by active travel or public transport, particularly people who have a disability including non-visible disability. Ensure accessibility is considered in the application of the sustainable travel hierarchy and is a core objective in transport innovations and new forms of transport services and infrastructure including Electric Vehicle charging infrastructure.	No changes required.		Ensure the transport system is accessible to all. Support delivery of the Scottish Accessible Travel Framework (SATF) and Annual Delivery Plans within the region. Improve the convenience, comfort and certainty of experience for people when travelling by active travel or public transport, particularly people who have a disability including non-visible disability. Ensure accessibility is considered in the application of the sustainable travel hierarchy and is a core objective in transport innovations and new forms of transport services and infrastructure including Electric Vehicle charging infrastructure.

P.A2	2	Affordable transport			
		Promote and facilitate public transport to be more affordable particularly for people living in poverty, in socio-disadvantaged communities and in rural and remote areas. Ensure public transport passengers find it easy to choose and access the best value ticket for their journey. Facilitate public transport ticketing to be more flexible, affordable and integrated and to better reflect the way people need to travel, particularly people who have insecure, part time or shift work or unpaid care work. Ensure affordability is a core objective in developments and enhancements related to smart and integrated ticketing, Mobility as a Service and other relevant transport innovations. Develop and facilitate the role of active travel as an affordable transport option.	Amend Policy P.PA2 so that the policy makes a clear statement about delivering affordable public transport for everyone. Amend Policy P.PA2 to reference the need to assess governance options around the provision of more affordable bus fares Amend Policy P.PA2 to refer to the opportunity to improve affordability of fares with fare capping technologies	The first sentence has been amended to improve clarity on affordability for all; however, a focus on key communities most affected by transport costs has been retained as it is important that scarce resources are targeted at those most in need, where appropriate. Further emphasis on bus fares and governance options has been added. A statement on fare capping has been added, with the focus in this policy on fare capping as a means of supporting more affordable public transport journeys. (Note: Fare capping has also been included in the Public Transport Ticketing policy to reflect its role in PT integration).	Deliver affordable public transport for all particularly for people living in poverty, in socio-disadvantaged communities and in rural and remote areas. Public transport fares should be affordable and should reflect a range of circumstances including people's ability to pay, the length of the journey, time of day and the relative cost of other modes. Facilitate more affordable fares through opportunities provided by legislation (Transport (Scotland) Act 2019) and other governance arrangements. Ensure public transport passengers find it easy to choose and access the best value ticket for their journey. Facilitate public transport ticketing to be more flexible, affordable and integrated and to better reflect the way people need to travel, particularly people who have insecure, part time or shift work or unpaid care work. Ensure affordability is a core objective in developments and enhancements related to smart and integrated ticketing, Mobility as a Service and other relevant transport innovations including fare capping policies and technologies. Develop and facilitate the role of active travel as an affordable transport option.

P.A3	3	Availability of transport			
		Ensure a minimum level of active travel and public transport coverage for all areas in the region to key locations, particularly town centres, employment centres, colleges and universities, hospitals and key sustainable transport hubs/interchanges, and aim for enhanced transport coverage where possible. Ensure transport networks reflect the needs of all communities, particularly groups and communities who are more likely to depend upon active travel or public transport for every day travel including women and single parent households, disabled people, young people, older people, lower income households, people who cannot drive and/or do not have access to a private car, and black and minority ethnic people. Improve the availability and stability of public transport services in rural, remote and island communities and socio-economically disadvantaged communities. Develop the role of local bus, Community Transport, taxis and other Demand Responsive Transport services, shared transport and shared mobility to ensure public transport is available to all communities.	Amend Policy P.PA3 to avoid confusion over the use of 'minimum' levels of service	The first sentence has been amended accordingly.	Ensure active travel and public transport networks meet the needs of all for access to key locations, particularly town centres, employment centres, colleges and universities, hospitals and key sustainable transport hubs/interchanges. Ensure transport networks reflect the needs of all communities, particularly groups and communities who are more likely to depend upon active travel or public transport for every day travel. Improve the availability and stability of public transport services in rural, remote and island communities and socio-economically disadvantaged communities. Develop the role of local bus, Community Transport, taxis and other Demand Responsive Transport services, shared transport and shared mobility to ensure public transport is available to all communities.
P.A4	4	**Safety and security of public transport**			**Safe and secure transport**
		Ensure personal safety and security of people using and accessing public transport services. Ensure everyone is able to use public transport services free from fear of harassment and discrimination based upon ethnicity, disability, sex, sexual orientation, gender identity or age. Promote safety by design and involve equality groups in the design process. Improve perceptions of personal safety and security of public transport services.	Amend Policy P.PA4 to include safety and security of people using active travel networks	The first and last sentences have been amended accordingly.	Ensure the transport system is safe and secure for all. Ensure everyone is able to use public transport and active travel free from fear of harassment and discrimination based upon ethnicity, disability, sex, sexual orientation, gender identity or age. Promote safety by design and involve equality groups in the transport design process. Improve perceptions of personal safety and security related to using public transport services and active travel networks.

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT RESPONSE	REVISED (FINAL) VERSION
P.R1	5	**Integration of transport and land use**			
		Seek to minimise physical separation and travel distances between the places where people live and the places where people need to go to for work and other every day activities. Embed the sustainable travel hierarchy and sustainable transport investment hierarchy as key principles in land use policy and development plans and strategies. Support new development that is located in areas that are accessible by active travel and public transport, designed to facilitate movement by walking, wheeling, cycling and public transport, and integrated with existing and planned active travel and public transport networks, services and hubs.		The first sentence has been amended to improve clarity related to need for integration of transport, land use and service planning to deliver the policy.	Seek to minimise physical separation and travel distances between the places where people live and the places where people need to go to for work and other every day activities through improved integration of transport, land use and service planning. Embed the sustainable travel hierarchy and sustainable transport investment hierarchy as key principles in land use policy and development plans and strategies. Discourage car-centred development and support new development that is located in areas that are accessible by active travel and public transport, designed to facilitate movement by walking, wheeling, cycling and public transport, and integrated with existing and planned active travel and public transport networks, services and hubs.
P.R2	6	**20-minute neighbourhoods**			
		Support and facilitate development of 20-minute neighbourhoods including developing improved active travel, public transport and sustainable mobility hubs.	Consider amending Policy P.R2 to include reference to integrated planning and the need to adapt the 20-minute neighbourhood concept for different contexts	The policy has been amended with specific reference to rural, island and remote areas as per stakeholder comments. The policy has also been amended to improve clarity related to need for integration of transport, land use and service planning to deliver the policy.	Support development of 20-minute neighbourhoods through improved integration of transport, land use and service planning whilst recognising that the concept and how it should be applied will vary across the region particularly in rural, island and remote areas.
P.R3	7	**Flexible working and remote access to services**			
		Reduce the need to travel by supporting development of digital & remote access to public services and flexible working models.	No change required.		Reduce the need to travel by supporting development of digital & remote access to public services and flexible working models.

P.R4	8	**Road space reallocation**			
		Encourage and support reallocation of road space to active travel and public transport where possible to increase and enhance capacity for active travel and public transport and tackle car-centric road systems.	No change required.	Minor tweaks have been made to the final wording of this policy.	Encourage and support reallocation of road space to walking, wheeling, cycling and public transport, where possible, to increase and enhance capacity for active and public transport modes and tackle car-centric road systems.
P.R5	9	**Car demand management – parking**			**Parking**
		Encourage and support development of local parking policies that encourage more sustainable travel behaviours, in line with the sustainable travel hierarchy. Investigate and develop pricing strategies for park and ride provision to encourage sustainable travel to bus, rail or Subway stations/hubs, where appropriate.	Amend Policies P.R5 and P.R6 to ensure a clearer separation of parking and road user charging policies	Policies P.R5 and P.R6 have been rationalised and the policy names have been amended.	Encourage and support development of local parking policies that encourage more sustainable travel behaviours. Investigate and develop parking charges at park and ride facilities and locations where cars could be replaced by use of more sustainable modes. Support development of a Workplace Parking Licensing (WPL) scheme in Glasgow and the investigation and development of WPL schemes in other locations across the region as appropriate.
P.R6	19	**Car demand management –pricing**			**Road pricing**
		Support the investigation, development and implementation of road and parking pricing policies that encourage more sustainable travel behaviours and provide opportunities to fund active travel and public transport, in line with the sustainable travel hierarchy, and contribute to the development of the national Car Demand Management Framework. Support development of a Workplace Parking Licensing scheme in Glasgow and other towns in the region as appropriate.	Amend Policies P.R5 and P.R6 to ensure a clearer separation of parking and road user charging policies	Policies P.R5 and P.R6 have been rationalised and the policy names have been amended.	Support the investigation, development and implementation of road pricing policies that encourage more sustainable travel behaviours. Support the development and implementation of the national Framework for Car Demand Management.
P.R7	11	**Behavioural change**			
		Facilitate a change in behaviours and attitudes towards travelling by car particularly travelling to school by car where high quality, active travel and public transport alternatives are available. Support Smarter Choices and promote more sustainable travel	No change required to policy, but ensure any accompanying text defines Smarter Choices.		Facilitate and encourage a change in travel behaviours to more sustainable ways of travelling and reduce reliance on the private car, including for travel to school, where public transport and active travel alternatives are available. Support and promote more sustainable travel

		behaviours for all journey types including journeys made for leisure, recreational and tourism purposes.			behaviours for all journeys, including those made for leisure, recreation and tourism purposes.
P.R8	12	**Shared transport and shared journeys**			
		Facilitate and support improved and increased shared transport provision in the region. Support a shift in car ownership behaviours from private ownership to shared transport. Facilitate and support increased sharing of journeys in the region, aiming to increase car vehicle occupancies for journeys that need to be made by car.	Consider amending Policy P.R8 to include reference to specific shared mobility options and include opportunities for cross-boundary or region-wide schemes (e.g. bike sharing)	The policy has been amended to refer to specific options/opportunities (car clubs, bike sharing and journey sharing).	Facilitate and support improved and increased shared transport provision in the region. Explore development of a regional approach to shared transport provision, particularly for car clubs and bike sharing. Support a shift from private car ownership to use of shared transport including car clubs. Facilitate and support increased journey sharing in the region, aiming to increase car vehicle occupancies for journeys that need to be made by car.

A.3 RTS Policy Theme: Enabling active travel

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT RESPONSE	REVISED (FINAL) VERSION
P.AT1	13	**Regional Active Travel Network**			
		Facilitate walking, wheeling and cycling to be the natural choice for every day, shorter journeys in line with the Sustainable Travel Hierarchy. Aim to make travelling actively more attractive than travelling by car as much as possible. Ensure active travel networks are convenient, safe, accessible, inclusive and promote good health and wellbeing, aiming for full segregation from motorised traffic as much as possible. Develop active travel as a mass transit mode on high travel demand corridors and support development of Active Freeways. Develop active travel networks in built up areas to include both direct routes and green networks as much as possible to provide choice and maximise opportunities for healthy and sustainable travel behaviours. Facilitate development and delivery of a regional active travel network to achieve excellent active travel connectivity in the region and ensure integration with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.	Remove uses of terms such as "where possible" and "where appropriate" in the policies unless their use is deemed absolutely necessary	Minor tweaks have been made to the wording to remove references to 'where possible'.	Facilitate walking, wheeling and cycling to be the natural choice for every day, shorter journeys in line with the Sustainable Travel Hierarchy. Aim to make travelling actively more attractive than travelling by car. Ensure active travel networks are convenient, safe, accessible, inclusive and promote good health and wellbeing, aiming for full segregation from motorised traffic. Develop active travel as a mass transit mode on high travel demand corridors and support development of Active Freeways. Develop active travel networks in built up areas to include both direct routes and green networks to provide choice and maximise opportunities for healthy and sustainable travel behaviours. Facilitate development and delivery of a regional active travel network to achieve excellent active travel connectivity in the region and ensure integration with other sustainable transport modes including bus, rail, ferry, Subway and Clyde Metro.
P.AT2	14	**Accelerated delivery of walking, wheeling and cycling infrastructure and facilities**			
		Enable accelerated delivery of new and enhanced walking, wheeling and cycling infrastructure and facilities to achieve a step change in active travel provision as soon as possible. Facilitate and support delivery of Scotland's Active Travel Framework in the region.	No change required.	A reference to resources for maintenance of active travel networks has been included, to reflect this ongoing challenge.	Enable accelerated delivery of new and enhanced walking, wheeling and cycling infrastructure and facilities to achieve a step change in active travel provision as soon as possible. Facilitate and support delivery of Scotland's Active Travel Framework in the region. Support the provision of adequate resources for the ongoing maintenance of active travel networks.

P.AT3	15	**Access to bikes**			
		Increase access to bikes and enable bike ownership including adapted bikes and other non-standard bikes.	No change required.	SPT has slightly amended the policy to include specific ways to increase access to bikes.	Increase access to bikes through supporting development and growth of bike sharing schemes and supporting other schemes and projects that enable bike ownership including the Cycle to Work scheme. Ensure adapted bikes and other non-standard bikes are included in access to bike schemes and projects.
P.AT4	16	**Integration of walking, wheeling and cycling with other sustainable transport modes**			
		Increase and enhance integration of walking, wheeling and cycling networks and facilities with other sustainable transport including bus, rail, ferry, Subway and Clyde Metro.	No change required.		Increase and enhance integration of walking, wheeling and cycling networks and facilities with other sustainable transport including bus, rail, ferry, Subway and Clyde Metro.
P.AT5	17	**Integration of micromobility and walking, wheeling and cycling**			
		Support development of emerging micromobility transport, such as e-scooters, and support the safe integration into active travel networks.	Amend Policy P.AT5 to clarify intention of the policy and the references to e-scooters.	The policy has been amended to clarify its intent, which is to help address and mitigate the challenges posed by some micro mobility modes whilst also recognising that micro mobility more generally has a role in increasing active travel.	Review emerging guidance regarding micromobility modes and develop options to support and facilitate their safe integration within walking, wheeling and cycling networks.

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT RESPONSE	REVISED (FINAL) VERSION
P.PT1	18	**Integrated public transport system**			
		Enhance the quality and integration of the public transport system, aiming for a highly integrated, world class, passenger focused system that attracts users away from less sustainable modes of travel particularly private car usage. Promote and facilitate integration of public transport systems including networks, services, ticketing, information, marketing, and passenger facilities, aiming for a more unified system that is easy and convenient for passengers to navigate. Improve public transport service quality particularly reliability, punctuality and frequency. Improve passenger satisfaction including value for money and increase perceptions of the public transport system as attractive, convenient and desirable. Facilitate and support integration of public transport with other modes. Ensure public transport governance models facilitate and enable delivery of the regional transport strategy.	No change required.		Enhance the quality and integration of the public transport system, aiming for a highly integrated, world class, passenger focused system that attracts users away from less sustainable modes of travel particularly private car usage. Promote and facilitate integration of public transport systems including networks, services, ticketing, information, marketing, and passenger facilities, aiming for a more unified system that is easy and convenient for passengers to navigate. Improve public transport service quality particularly reliability, punctuality and frequency. Improve passenger satisfaction including value for money and increase perceptions of the public transport system as attractive, convenient and desirable. Facilitate and support integration of public transport with other modes. Ensure public transport governance models facilitate and enable delivery of the Regional Transport Strategy.
P.PT2	19	**Ticketing and information**			
		Develop and facilitate enhanced integration of public transport systems for ticketing, travel information, booking and payment activities across all public transport modes in the region including inter-regional connections where appropriate. Aim for a single, integrated system, providing users with a high quality, simple and accessible experience for planning, booking and paying for travel on public transport. Integrate and align developments in ticketing and information with wider developments in Mobility as a Service.	Amend Policy P.PT2 to include reference to non-digital formats for information and ticketing	The policy has been amended in line with the recommendation.	Develop and facilitate enhanced integration of public transport systems for ticketing, travel information, booking and payment activities across all public transport modes in the region including inter-regional connections where appropriate. Deliver a single, integrated system, providing users with a high quality, simple and accessible experience for planning, booking and paying for travel on public transport. Integrate and align developments in ticketing and information with wider developments in Mobility as a Service, new technologies and innovation whilst

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT RESPONSE	REVISED (FINAL) VERSION
					ensuring that public transport tickets and travel information is also available in non-digital formats.
P.PT3	20	**Mobility as a Service**			
		Develop and facilitate Mobility as a Service in the region, building upon existing opportunities including ZoneCard where appropriate. Ensure MaaS platforms are inter-operable with cross-regional and national MaaS solutions where appropriate.	No change required. Ensure accompanying text defines Mobility as a Service.		Develop and facilitate Mobility as a Service in the region, building upon existing opportunities including ZoneCard where appropriate. Ensure MaaS platforms are inter-operable with cross-regional and national MaaS solutions where appropriate.
P.PT4	21	**Bus quality and integration**			
		Facilitate and enable development of an enhanced and fully integrated bus system for the region. Ensure the bus system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Ensure bus is perceived to be an attractive, convenient and desirable mode of transport that attracts users away from less sustainable ways of travelling. Facilitate and support development of an enhanced regional bus network to ensure excellent bus connectivity for the region and ensure integration with other sustainable transport modes including rail, ferry, Subway and Clyde Metro.	Amend P.PT4 to include a reference to exploring and developing bus options from the Transport (Scotland) Act 2019	The policy has been amended in line with the recommendation.	Facilitate and enable development of an enhanced and fully integrated bus network for the region. Ensure the bus network provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Ensure bus is perceived to be an attractive, convenient and desirable mode of transport that attracts users away from less sustainable ways of travelling. Facilitate and support development of an enhanced regional bus network to ensure excellent bus connectivity for the region and ensure integration with other sustainable transport modes including rail, ferry, Subway and Clyde Metro. Investigate and implement the bus provisions of the Transport (Scotland) Act 2019, where appropriate, including Bus Service Improvement Partnerships, Franchising and Municipal Bus Companies.

P.PT5	22	**Rail quality and integration**			
		Facilitate and support development of the regional rail network in the region and ensure the multi-faceted role of rail in the region is recognised by investment decision makers. Ensure the rail system provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Increase integration of the rail system with other sustainable transport including bus, ferry, Subway and Clyde Metro.	No change required.		Facilitate and support development of the regional rail network and ensure the multi-faceted role of rail in the region is recognised by investment decision makers. Ensure the rail network provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction. Increase integration of the rail network with other sustainable transport including bus, ferry, Subway and Clyde Metro.
P.PT6	23	**Ferry quality and integration**			
		Facilitate and support development of the ferry network in the region. Ensure the ferry network provides reliable and resilient services and meets the needs of island residents, businesses and visitors. Ensure ferry is integrated with the wider public transport system including island transport services to reduce adverse impacts of visitor car travel on Island communities and help achieve modal shift to sustainable travel methods.	No change required.	Minor tweaks have been made to the wording of this policy to improve clarity.	Facilitate and support development of the ferry network in the region. Ensure the ferry network provides reliable and resilient services and meets the needs of island residents, businesses and visitors. Ensure the ferry network is integrated with the wider public transport system including island transport services to reduce adverse impacts of visitor car travel on Island communities and help achieve modal shift to sustainable travel modes.
P.PT7	24	**Subway quality and integration**			
		Develop the Subway to be fully integrated with active travel, bus, rail and Clyde Metro. Ensure the Subway provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.	No change required.		Develop the Subway to be fully integrated with active travel, bus, rail and Clyde Metro. Ensure the Subway provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.
P.PT8	25	**Clyde Metro**			
		Facilitate and support development and delivery of Clyde Metro and ensure integration with active travel, bus, rail and Subway networks. Ensure Clyde Metro provides reliable and punctual services, offers good value for money and high levels of passenger satisfaction.	No change required.	The policy has been slightly amended to clarify that Clyde Metro is an integrated public transport system rather than a single infrastructure project.	Facilitate and support development and delivery of Clyde Metro through ensuring integration of active travel, bus, rail and Subway networks alongside new public transport infrastructure, delivering a step-change in sustainable transport provision in the region. Ensure Clyde Metro provides a public transport system which offers reliable

					and punctual services, good value for money and high levels of passenger satisfaction.
P.PT9	26	**Integration of public transport with Community Transport, Demand Responsive Transport and last mile connections**			**Integration of public transport with other sustainable modes**
		Increase and enhance the 'last mile' and community-level transport network. Develop the role and enhance integration of Community Transport, Demand Responsive Transport and taxis, active travel and shared transport with bus, rail, ferry, Subway and the future Clyde Metro. Integrate walking, wheeling and cycling networks and facilities with public transport.	Consider revising P.PT9 wording to improve clarity and reduce use of jargon	The policy wording has been simplified and the policy name has been revised.	Improve and enhance integration of Community Transport, demand responsive transport services, active travel and shared transport with the current and future public transport network.
P.PT10	27	**Park and Ride**			Increase and enhance Park & Ride facilities and systems in locations where walking, wheeling or cycling connections to the public transport network are likely to be unfeasible due to location or proximity to development. Ensure Park & Ride projects are designed to minimise generation of new, shorter car trips and to encourage the use of active travel.
		Increase and enhance Park & Ride facilities and Park & Ride systems where local active travel and public transport connections to stops/hubs/stations are limited.	Consider amending P.PT10 to make a stronger point that future Park and Ride must be designed to minimise modal shift from walking, wheeling and cycling to short car trips	The policy wording has been amended to reflect the recommendation.	
P.PT11	28	**Sustainable mobility hubs**			**Interchanges and sustainable mobility hubs**
		Facilitate and support development and enhancement of public transport interchanges and sustainable mobility hubs. Support development of national Mobility Hub Delivery Framework and ensure development of a sustainable mobility hub network is integrated with development of 20-minute neighbourhoods. Ensure that best use is made of existing facilities and integration with all sustainable modes including active and shared modes and Community Transport is assured.		The policy wording and name have been amended slightly to improve clarity.	Facilitate and support development and enhancement of public transport interchanges. Support development of the national Mobility Hub Delivery Framework. Ensure that best use is made of existing public transport facilities and integration with all sustainable modes including active travel, shared modes and Community Transport.

A.5 RTS Policy Theme: Improving Road Safety

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT Response	REVISED (FINAL) VERSION
P.RS1	29	**Road safety and vulnerable road users**			
		Support and facilitate delivery of Scotland's Vision Zero where no is killed or seriously injured on roads by 2045. Support implementation of the national Road Safety Framework and local Road Safety Plans and help meet road casualty reduction targets in the region. Aim for a sharp and consistent reduction in the number and severity of road traffic collisions in the region with particular focus on vulnerable road users including people who are walking, wheeling and cycling, children and young people, older people and disabled people.	No change required.	The policy wording has been slightly amended to improve clarity.	Support and facilitate delivery of Scotland's Vision Zero where no one is killed or seriously injured on roads by 2045, with particular focus on vulnerable road users including people who are walking, wheeling and cycling, children and young people, older people and disabled people. Support implementation of the national Road Safety Framework and local Road Safety Plans and help meet road casualty reduction targets in the region. Aim for a sharp and consistent reduction in the number and severity of road traffic collisions in the region.
P.RS2	30	**Safe speeds**			
		Support implementation of 20mph speed limits on a majority of roads in built up areas in the region including towns and villages. Support investigation and implementation of reduced speeds on rural roads in the region.	Consider including reference to enforcement of speed limits. Consider including reference to a consistent approach to 20mph speed limits in the region. Consider including reference to improving driver behaviour.	SPT accepts the recommendations and the policy has been updated.	Support implementation of 20mph speed limits on appropriate roads in cities, towns and villages in the region, aiming for a consistent approach across the region. Support delivery of road safety campaigns to encourage better driver behaviour. Support investigation and implementation of reduced speeds on rural roads in the region. Support partners to ensure speed limits are enforced.
P.RS3		**Regional road network safety**			
		Support implementation of road safety measures on the regional road network.		Upon consideration of the consultation feedback, SPT believes the content of this policy is already effectively captured within Policies P.RS1 and P.RS2. Therefore, Policy P.RS3 has been removed.	

A.6 RTS Policy Theme: Decarbonising vehicles and improving air quality

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT RESPONSE	REVISED (FINAL) VERSION
P.GF1	31	**Road transport vehicle decarbonisation**			
		Facilitate and promote an accelerated transition to ultra-low emission road transport vehicles. Support and facilitate implementation of electric vehicle charging infrastructure. Support the development of regional / cross-boundary charging infrastructure networks including ensuring supply for rural and remote areas and integration with public transport and sustainable mobility hubs. Support introduction of tariffs for use of the electric vehicle charging network and support co-ordinated approaches to tariffs. Improve information and sharing of best practice related to road transport decarbonisation among consumers, business, freight sector and transport operators. Support and encourage bus operators to take up opportunities to decarbonise fleets, upgrade depots and develop partnerships with energy providers. Support and facilitate decarbonisation of the community transport sector in the region. Facilitate development of public charging infrastructure for bus and community transport particularly at SPT bus stations, and integrate with sustainable mobility hubs as appropriate. Support and encourage innovation and investment in alternative fuels and fuelling infrastructure including Green Hydrogen particularly to support decarbonisation of larger vehicles including buses and public sector fleets. Support alignment of transport decarbonisation and clean energy strategies and promote cross-sector working including improving data sharing.	No change required.	The policy wording has been slightly amended.	Facilitate and promote an accelerated transition to ultra-low emission road transport vehicles. Support and facilitate a co-ordinated approach to implementing electric vehicle charging infrastructure. Support the development of regional / cross-boundary charging infrastructure networks including ensuring supply for rural and remote areas and integration with public transport and sustainable mobility hubs. Support introduction of tariffs for use of the electric vehicle charging network and support co-ordinated approaches to tariffs. Improve information and sharing of best practice related to road transport decarbonisation among consumers, business, freight sector and transport operators. Support and encourage bus operators to take up opportunities to decarbonise fleets, upgrade depots and develop partnerships with energy providers. Support and facilitate decarbonisation of the community transport sector in the region. Facilitate development of public charging infrastructure for bus and community transport particularly at SPT bus stations, and integrate with sustainable mobility hubs as appropriate. Support and encourage innovation and investment in alternative fuels and fuelling infrastructure including Green Hydrogen particularly to support decarbonisation of larger vehicles including buses and public sector fleets. Support alignment of transport decarbonisation and clean energy strategies and promote cross-sector working including improving data sharing.

P.GF2	32	**Rail decarbonisation**			
		Support and facilitate decarbonisation of rail services in the region. Ensure investment in decarbonisation of rail services provides opportunities for improved and more resilient rail services and infrastructure in the region.	No change required.	The policy has been slightly amended to make it clearer that its focus is on supporting and influencing national processes through the development and implementation of Transport Scotland's Rail Services Decarbonisation Plan.	Support and facilitate decarbonisation of rail services in the region through development and implementation of Transport Scotland's Rail Services Decarbonisation Plan. Ensure investment in decarbonisation of rail services provides opportunities for improved and more resilient rail services and infrastructure in the region.
P.GF3	33	**Subway decarbonisation**			
		Develop and implement a net zero carbon strategy for the Subway.	No change required		Develop and implement a net zero carbon strategy for the Subway.
P.GF4	34	**Ferry decarbonisation**			
		Support decarbonisation of ferry services in the region and implementation of Island Connectivity Plan. Ensure ferry decarbonisation provides opportunities for improved and more resilient ferry services and infrastructure in the region.	No change required.		Support decarbonisation of ferry services in the region and implementation of national and local Island Connectivity Plans. Ensure ferry decarbonisation provides opportunities for improved and more resilient ferry services and infrastructure in the region.
P.GF5	35	**Aviation decarbonisation**			
		Support decarbonisation of regional air services particularly lifeline services to Argyll and Bute, Highlands and Comhairle nan Eilean Siar. Increase low carbon surface transport to Glasgow Airport and Prestwick Airport.	No change required.		Support decarbonisation of regional air services particularly lifeline services to Argyll and Bute, Highlands and Comhairle nan Eilean Siar. Improve low carbon surface transport to Glasgow Airport and Prestwick Airport.
P.GF6	36	**Clyde Metro**			
		Ensure that Clyde Metro is developed on the basis of minimising carbon and other harmful emissions. Promote lower energy consumption by incorporating renewable energies and zero emission transport designs as far as possible.	No change required.		Ensure that Clyde Metro is developed on the basis of minimising carbon and other harmful emissions. Promote lower energy consumption by incorporating renewable energies and zero emission transport designs wherever possible.

P.AQ1	37	**Low Emission Zones**			
		Support implementation and promotion of the Glasgow Low Emission Zone. Support investigation and implementation of additional Low Emission Zones in the region as appropriate.	No change required.	The policy wording has been slightly amended to improve clarity on new LEZs (in addition to Glasgow LEZ).	Support implementation and promotion of the Glasgow Low Emission Zone. Support investigation and implementation of additional Low Emission Zones in the region where the relevant criteria are met.
P.AQ2	38	**Air Quality Management Areas**			
		Support implementation and delivery of transport improvements and measures to improve air quality within Air Quality Management Areas in the region. Aim to reduce the number of AQMAs in the region.	No change required.	The policy wording has been slightly amended to improve clarity.	Support the delivery of Air Quality Management Area (AQMA) Action Plans and measures to improve air quality within AQMAs in the region. Aim to reduce the number of AQMAs in the region.

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT RESPONSE	REVISED (FINAL) VERSION
P.MG1	39	**Strategic freight transport**			
		Facilitate and support strategic freight transport to be more sustainable and energy efficient. Increase resilience and reliability of strategic road, rail and maritime freight transport. Enable strategic freight modal shifts, particularly from road to rail and to maritime transport where appropriate. Support and facilitate best practice and innovation in freight transport in the region.	No change required.	The policy has been slightly amended to include reference to the Freight Quality Partnership and freight transport facilities.	Facilitate a sustainable, efficient resilient and reliable strategic freight transport network and improve freight transport facilities in the region. Increase freight modal shift from road to rail and maritime. Support and facilitate best practice and innovation in freight transport in the region through the regional Freight Quality Partnership.
P.MG2	40	**Urban freight and last mile deliveries**			
		Facilitate and support more sustainable and efficient movement of goods in City/town centres. Reduce adverse impacts of goods traffic on local roads networks and communities. Facilitate and support increased freight modal shift and innovation of the 'last mile' delivery to be more sustainable and to support development of 20-minute neighbourhoods.	No change required.	The policy wording has been slightly amended to improve clarity and reference to freight hubs has been included.	Facilitate and support more sustainable and efficient movement of goods in urban centres. Reduce adverse impacts of goods traffic on local roads networks and communities. Facilitate and support the development of enhanced freight hubs, facilities and the consolidation network. Enable the growth in cyclelogistics and cargo bikes as well as innovation in 'last mile' deliveries.
P.MG3		**Freight hubs and facilities**			
		Facilitate and support development and enhancement of freight hubs and freight facilities. Support development of freight consolidation hubs and networks.	No change required.	References to freight hubs and facilities are now in P.MG1 and P.MG2 so P.MG3 has been removed.	

A.8 RTS Policy Theme: Increasing resilience and adapting to climate change

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT Response	REVISED (FINAL) VERSION
P.RA1	41	**Climate Change Adaptation**			
		Facilitate and support adaptation of the regional transport system to the impacts and effects of climate change including regional roads, coastal rail lines, ferry terminals and harbours, Subway, and flooding of rail, road and path networks. Adapt the transport system to protect the health and wellbeing of transport system users from climate change impacts including higher temperatures and heat stress. Ensure new transport investments including Clyde Metro are future proofed for impacts of climate change and a low carbon future.	No change required.	The policy wording has been slightly amended to improve clarity.	Facilitate and support adaptation of the regional transport system to the impacts and effects of climate change. Adapt the transport system to protect the health and wellbeing of transport system users and staff from climate change impacts including higher temperatures and heat stress. Ensure new transport investments including Clyde Metro are future proofed for impacts of climate change and a low carbon future.
P.RA2	42	**Resilience**			**Transport system resilience**
		Increase resilience of the regional transport system from disruption. Reduce adverse impacts of transport system disruption on people and business.	No change required.		Increase resilience of the regional transport system to disruptive events. Reduce adverse impacts of transport system disruption on people and business.
P.RA3	43	**Flood risk management and mitigation**			
		Support increased integration of transport and flood risk planning. Encourage and develop opportunities to support flood risk management actions through transport projects and infrastructure, where appropriate.	Consider removing 'where appropriate' from the final sentence.	'Where appropriate' has been removed.	Support increased integration of transport and flood risk planning. Encourage and develop opportunities to support Flood Risk Management Plans and associated actions through transport projects and infrastructure.

A.9 RTS Policy Theme: Protecting and enhancing the built & natural environment

CODE	No	CONSULTATIVE DRAFT RTS VERSION	CONSULTATION – KEY POINTS	SPT RESPONSE	REVISED (FINAL) VERSION
P.EV1	44	**Biodiversity and green infrastructure**			**Biodiversity and green networks**
		Protect and enhance biodiversity where possible. Develop and implement green infrastructure and other nature-based solutions as part of transport plans and transport projects where appropriate.	Consider amending Policy P.EV1 to reflect the challenge of implementing nature-based solutions.	The policy has been amended to highlight the challenge of implementing nature-based solutions and the need to support development of best practice. SPT has also amended the policy to integrate P.EV1 and P.EV2 to simplify the policy set.	Protect and enhance biodiversity in the planning and delivery of transport strategies and infrastructure. Integrate sustainable transport networks and green networks. Aim to integrate nature-based solutions into transport projects and support development of best practice to help achieve this.
P.EV2		**Green networks**			
		Support and facilitate integration of green networks and sustainable transport networks, particularly active travel networks, where appropriate particularly in built up areas.		This policy has been integrated with P.EV1.	
P.EV3	45	**Built environment and high-quality places**			
		Protect and enhance the built environment where possible. Integrate placemaking and public realm plans and projects with transport plans and projects where appropriate.	Consider amending the second sentence to clarify intent of the policy.	The policy has been amended to improve focus on the intent of the policy, which is the creation of high-quality, people-centred places.	Protect and enhance the built environment. Support placemaking and the creation of high quality, people-centred places that prioritise the movement of people over vehicles.