

## Regional Transport Strategy Delivery Plan

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**Date of meeting** 20 September 2024

**Date of report** 28 August 2024

### Report by Head of Policy and Planning

#### 1. Object of report

To recommend the Partnership approve the first Delivery Plan for the new Regional Transport Strategy (RTS) covering the period 2024/2025 - 2026/2027.

#### 2. Background to report

Members will recall that:

- (i) A Call to Action: The Regional Transport Strategy for the west of Scotland 2023 – 2038 was approved by Scottish Ministers in July 2023<sup>1</sup>; and
- (ii) SPT is required to produce Delivery Plans over the lifetime of the RTS.

#### 3. Outline of proposals

- (i) This first RTS Delivery Plan sets out the actions, projects and services that will be progressed by SPT over 2024/2025 – 2026/2027 to support the delivery of the RTS. The draft Plan is set out in Appendix 1.
- (ii) The Delivery Plan breaks down the long-term policy framework of the RTS into near-term deliverables and actions. It sets out SPT's strategic transport delivery areas for the next 3 years, which are workstreams and projects that aim to make substantial progress on delivering the RTS policies and achieving the RTS objectives. The delivery areas are as follows:
  - Active Travel and Behaviour Change
  - Bus
  - Climate Mitigation and Adaptation
  - Clyde Metro
  - Integrated land use and transport planning
  - Rural and island transport
  - Smart ticketing and Mobility as a Service (MaaS)
  - Subway

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<sup>1</sup> [https://www.spt.co.uk/media/ammadxc1/p290923\\_agenda7.pdf](https://www.spt.co.uk/media/ammadxc1/p290923_agenda7.pdf)

- (iii) The key projects and initiatives for each of the delivery areas are set out in the Delivery Plan. These include: the delivery of the Strathclyde Regional Bus Strategy and initiation of the delivery processes for that strategy; the delivery of the Regional Active Travel Strategy and People and Place Programme; the delivery of the Clyde Metro Case for Investment; delivery of a Climate Risk Assessment and Action Plan for the SPT estate including Subway; and delivery of the Buchanan Bus Station Masterplan.
- (iv) In addition to our delivery priorities, SPT will continue to make the case with Transport Scotland to renew SPT's annual capital grant to ensure that SPT is able to maintain and develop its operational infrastructure and allow important local authority-delivered transport infrastructure projects to be implemented.
- (v) SPT will also continue to deliver our core transport services, as set out in SPT's Corporate Plan 2024 – 2028.
- (vi) The Delivery Plan will be published on SPT's website following approval by the Partnership.
- (vii) The RTS Monitoring and Evaluation (M&E) Plan will provide progress updates on the Delivery Plan. The first M&E Plan will be reported to SPT committee in 2025.

#### 4. Partnership action

The Partnership is recommended to:

- (i) Note the contents of this report; and
- (ii) Approve the RTS Delivery Plan 2024/2025 - 2026/2027.

#### 5. Consequences

Policy consequences	<i>The RTS Delivery Plan sets out SPT's key deliverables that help achieve the RTS policies over the period 2024/2025 - 2026/2027.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>Delivery will be managed within existing budgets.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>An EQIA screening was completed for the Delivery Plan.</i>
Risk consequences	<i>None at present.</i>
Climate Change, Adaptation & Carbon consequences	<i>None at present.</i>

<b>Name</b>	Bruce Kiloh	<b>Name</b>	Valerie Davidson
<b>Title</b>	<b>Head of Policy &amp; Planning</b>	<b>Title</b>	<b>Chief Executive</b>

For further information, please contact *Bruce Kiloh, Head of Policy & Planning on 0141 333 3740.*

**Draft RTS Delivery Plan - 2024/2025 –  
2026/2027**

## Contents

1	Introduction .....	3	6	Monitoring .....	13
1.1	Background .....	3	7	Appendix 1 RTS Objectives.....	14
1.2	RTS Delivery Plan overview .....	3	8	Appendix 2: RTS Policies.....	15
2	Strategic transport delivery areas .....	3			
2.1	Active travel and behaviour change .....	3			
2.1.1	Strategy and cross-boundary planning.....	3			
2.1.2	Walking, wheeling and cycling infrastructure .....	3			
2.1.3	Behaviour change.....	4			
2.2	Bus .....	6			
2.3	Climate Change Mitigation and Adaptation .....	6			
2.3.1	Decarbonising vehicles and improving air quality.....	6			
2.3.2	Increasing resilience and adapting to climate change .....	7			
2.3.3	Protecting and enhancing the natural and built environment	7			
2.4	Clyde Metro .....	7			
2.5	Integrated land use and transport planning .....	8			
2.6	Rural and island transport .....	9			
2.7	Smart ticketing and MaaS.....	10			
2.8	Subway.....	10			
3	Working in partnership .....	12			
4	Capital programme .....	13			
5	SPT Core Services .....	13			

## 1 Introduction

### 1.1 Background

SPT has a statutory duty to produce and deliver a Regional Transport Strategy, as set out in the Transport (Scotland) Act 2005. In 2023, SPT published a new Regional Transport Strategy for the west of Scotland, which sets a vision and policy framework for transport in the region covering the period 2023 – 2038. The new RTS was approved by Scottish Ministers in July 2023 and the full strategy can be read here:

[www.spt.co.uk/vision](http://www.spt.co.uk/vision)

The RTS Delivery Plan sets out the actions, projects and services that will be progressed by SPT over 2024/25 – 2026/27 to support the delivery of the RTS. The Delivery Plan breaks down the long-term policy framework of the RTS into near-term deliverables and actions, whilst the RTS remains flexible and adaptable in the longer term to changing demographic and socio-economic conditions and trends, emerging technologies and new evidence.

### 1.2 RTS Delivery Plan overview

The Delivery Plan sets out SPT's strategic transport delivery areas for the next 3 years, which are workstreams and projects that aim to make substantial progress on delivering the RTS policies and achieving the RTS objectives. Further information on the connections between the delivery areas and RTS objective and policies are set out in Appendices 1 and 2. The RTS Delivery Plan does not cover SPT operations and corporate services, which are set out in the SPT corporate plan.

## 2 Strategic transport delivery areas

### 2.1 Active travel and behaviour change

SPT will continue to support, develop and deliver new and enhanced active travel infrastructure in the region and support initiatives for travel behaviour change from private car to more sustainable and healthier ways of travelling.

#### 2.1.1 Strategy and cross-boundary planning

The emerging Regional Active Travel Strategy and Network Plan will set out the regional active travel network, the infrastructure requirements to deliver the network and a range of supporting behaviour change and other actions to encourage and promote greater levels of walking, wheeling and cycling. The Strategy and Network Plan will focus on cross-boundary, strategic links and will help make the funding case and co-ordinate delivery of a regional active travel network. The Strategy will also support co-ordination of other projects and initiatives to encourage more walking, wheeling and cycling. The full strategy and network plan will be completed in 2024/25.

#### 2.1.2 Walking, wheeling and cycling infrastructure

In 2023/24, SPT was awarded £135,000 from the Active Travel Infrastructure Fund to investigate the feasibility of delivering Active Travel hubs at/near Subway and bus stations to improve integration of public transport with walking, wheeling and cycling. Appropriate proposals developed through this feasibility work will be delivered over multiple phases of delivery, working in partnership with local authorities.

Local authorities are responsible for constructing most active travel infrastructure projects in the region. SPT will continue to support local authorities through engagement, cross-boundary discussion and

alignment with the emerging regional cross-boundary active travel network plan. Key projects in the region include:

- Garelochhead – Faslane – Helensburgh – Dumbarton regional route (multiple projects) – delivered by Argyll and Bute council
- Kilmarnock – Crosshouse Hospital and Kilmarnock town network (multiple projects) – delivered by Ayrshire Roads Alliance on behalf of East Ayrshire council
- Milngavie – Bishopbriggs – Lenzie / Kirkintilloch links (multiple projects) – East Dunbartonshire council
- A77 corridor connections to Glasgow City – delivered by East Renfrewshire council
- A77 Corridor connections to East Renfrewshire, A80 Corridor connections to North Lanarkshire, NCN 7 Missing Links Cross Boundary project (multiple projects) – delivered by Glasgow council
- National Cycle link Wemyss Bay to Skelmorlie cross boundary project – delivered by Inverclyde council
- Motherwell station links, Wishaw links, A73/Airdrie links (multiple projects) – delivered by North Lanarkshire council
- North Renfrewshire corridor, Paisley-Renfrew, AMIDS - Gallowhill and Hawkhead – Seedhill Road (multiple projects) – delivered by Renfrewshire council
- Troon – Barassie, Doon Valley Active Travel link between Ayr and Loch Doon (multiple projects) – delivered by Ayrshire Roads Alliance on behalf of South Ayrshire council and East Ayrshire council
- National Strategic Cycle Route improvements (multiple projects) – delivered by South Lanarkshire
- Development of Active Travel Strategy and future priorities – West Dunbartonshire council

### 2.1.3 Behaviour change

In 2023/24, Transport Scotland established the “People and Place Programme”, which is a regional model for the delivery of behaviour change and access to bike interventions and activities managed by Regional Transport Partnerships (RTPs) on behalf of Transport Scotland. RTPs will work with Local Authorities and third sector delivery partners to agree priorities for intervention at a regional and local level. Funding has been provided by Transport Scotland and is allocated through the RTPs to the various partners in order to fund implementation of agreed projects - reflecting the 'local by default, national by agreement' principle established at the 2023 Verity House Agreement.

There is £7.2m available to through the Programme for interventions to be delivered in 2024/25 across the SPT area. With this funding, SPT is aiming to deliver, through Local Authority and third sector partners, a broad range of activities under the themes of Active Schools, Active Workplaces, Accessibility and Inclusion, and Capacity and Capability Building. Key projects awarded funding under each theme are set out in section 2.1.3.1 – 2.1.3.4.

#### 2.1.3.1 Active Schools

##### *Paths for All – People and Place Secondary Schools Walking Programme*

Paths for All will deliver a secondary school walking programme that will increase the numbers of children walking both to and from school. Delivery in each school will be through targeted interventions, differing according to the school and pupils' particular circumstances; however, this is likely to include In school Active Travel Hubs, walking gamification projects (such as Beat the Street), walking promotions, and walking awards.

### 2.1.3.2 Active Workplaces

#### *Cycling Scotland – Workplace Cycle Parking Programme*

The programme enables access to bikes and improves destination facilities for cycling to support more people to travel by bike to work and for business travel as part of their working day. The project will support provision of cycle parking and storage in business parks/major employment centres across SPT local authority areas, support for travel planning for workplaces, improved access to bikes for employees through Cycle to Work Scheme, and provision of Cycling Friendly Employer Award.

### 2.1.3.3 Accessibility and Inclusion

#### *Cycling UK and Glasgow City Council – Play Together on Pedals*

Play Together on Pedals is a pre-school family focused project. It aims to give every pre-school child the opportunity to develop skills and confidence to learn to ride a bike. The programme's delivery is prioritised in areas of higher deprivation (SIMD 1 and 2), in order to support children and families where cost and access to bikes would otherwise be a barrier to learning how to cycle. Additionally, as part of the project, groups are engaged to participate. For example, Glasgow Afghan United participated in the project in 2023/24. The programme supported volunteers from the group to learn to deliver the training themselves to allow the sessions to be delivered to groups of children where language would have otherwise been a barrier to participation.

### 2.1.3.4 Capacity and Capability Building

#### *Sustrans – Ibike*

The I Bike Schools programme is designed to build a legacy of active travel knowledge and capacity for young people and the people that support them. A key element of the programme is offering nationally recognised training to school staff, parents and volunteers for active travel activities and gifting equipment to remove the barriers to participation. I Bike in East Dunbartonshire currently has 12 active local volunteers who regularly support delivery sessions. In recent years, volunteers have completed 5 x Bronze Velotech Bike maintenance qualifications and 5 Cycling Scotland Cycle Ride Leader courses. Teacher training has been taken up by 16 teachers at 12 different schools covering Cycle ride leader training & Climate Literacy Training (delivered in partnership with Keep Scotland Beautiful).

#### **Key Deliverables for Active Travel & Behaviour Change:**

- Approval of Regional Active Travel Strategy and Network Plan – 2024/25
- Commence delivery of Regional ATS – from 2024
- Further development of ATTF pilot sites - 2024/25 – 2025/26
- People and Place Programme delivery and monitoring – 2024/25
- People and Place Programme proposals year 2 – March 2025 (subject to confirmation of funding)

## 2.2 Bus

SPT will continue to work towards an improved bus network in the region over the lifespan of this Delivery Plan.

SPT will complete the development of the Strathclyde Regional Bus Strategy in 2025, which will set out the bus reform options that SPT will progress in the medium and long term to deliver a better bus network for all and encourage modal shift from car to public transport. SPT aims to commence development and delivery processes for bus reform options during 2025. SPT also aims to work with partners to re-open the Bus Partnership Fund for future bids and continue working on the delivery of bus priority measures.

SPT will deliver a Masterplan for Buchanan Bus Station to ensure Scotland's busiest bus station continues to meet the needs of passengers and a zero-emission bus fleet. The Masterplan will also support development, place making and transport plans for Glasgow city centre.

SPT will consider developing business case(s) for small-scale municipal bus company(ies) aimed at providing socially necessary services in parts of the region where private operators are currently very limited.

SPT will continue to deliver, in partnership with local authorities, bus stop and shelter improvements, timetable and travel information at bus stops, expansion of the regional Real Time Passenger Information system and bus priority signalling, as funding allows. SPT is also improving its bus data systems to support asset management and investment planning.

### Key Deliverables for Bus:

- Approval of Strathclyde Regional Bus Strategy – 2025
- Commencement of SRBS delivery processes – 2025
- Completion of BBS Masterplan – 2026
- Bus data systems – 2024/25

## 2.3 Climate Change Mitigation and Adaptation

SPT's Climate Change Strategy and Net-Zero Action Plan sets out SPT's actions to end our direct contribution to greenhouse gas (GHG) emissions as soon as possible and adapt our property portfolio and transport services in preparation of changing climatic conditions by 2030. This section sets out key deliverables from the Climate Change Strategy that relate to the transport network.

### 2.3.1 Decarbonising vehicles and improving air quality

SPT will continue transitioning our business fleet vehicles to zero emission vehicles, as funding allows

SPT will continue to work with our local authority partners to deliver EV charging infrastructure strategies and plans, and to develop proposals to increase the provision of electric vehicle charging opportunities across our estate.

SPT will continue to review and pursue opportunities to support the transition of diesel buses to zero emission vehicles, including through our supported service contracts.

SPT is also working with Travelknowhow to update our staff travel plan, to minimise emissions from SPT staff commuting and business travel and to promote improved health and wellbeing.



### 2.3.2 Increasing resilience and adapting to climate change

SPT will deliver a strategic climate change risk assessment (CCRA). This will provide a detailed understanding of climate vulnerabilities and develop a proactive approach to reducing the adverse impacts of climate change on our staff, passengers, infrastructure and services. This includes work to future proof key transport investments e.g. Buchanan Bus Station.

SPT will continue to engage with climate adaptation groups in the region to inform our adaptation approach and knowledge base, notably the Public Sector Climate Adaptation Network (PSCAN) which helps facilitate cross sector collaboration and provides capacity building, access to expert insights, practitioner knowledge, and training and mentoring to support SPT to adopt the Adaptation Capability Framework.

SPT will continue to support the delivery of the Glasgow City Region Climate Adaptation Strategy and Action Plan as a member of Climate Ready Clyde and joint chair of the Regional Transport Climate Resilience Group (RTCRCG). The group's key objective is to act as an informal forum for debate, discussion and exchange, as part of managing critical climate risks to the rail and wider transport infrastructure across Glasgow City Region.

### 2.3.3 Protecting and enhancing the natural and built environment

In support of a green recovery, SPT will investigate options and opportunities to integrate nature-based interventions to help manage our climate risks; through implementation of green and blue infrastructure across our estate and wider transport facilities, providing valuable co-

benefits for the wider community through reducing risks and impacts of surface water flooding, creating green space and enhancing biodiversity.

SPT will support local authorities to deliver placemaking schemes through the consultation process.

#### Key Deliverables for Climate Change Mitigation and Adaptation

- SPT Strategic Climate Change Risk Assessment (CCRA) – 2025
- SPT staff travel plan (updated) – 2024/25
- Transition of SPT business fleet to electric vehicles – Ongoing to 2030

### 2.4 Clyde Metro

Clyde Metro is a long-term programme for a mass transit network for Glasgow and surrounding areas. Clyde Metro is a key recommendation in Transport Scotland's Strategic Transport Project Review 2 (STPR) and National Planning Framework 4,<sup>1</sup> aiming to improve, enhance and modernise public transport connectivity and capacity within and to the Glasgow conurbation. Clyde Metro will help tackle social exclusion; improve public transport links to unserved and underserved areas, provide significant capacity to encourage switch from car use; reduce greenhouse gas emissions and improve air quality; and help address operational capacity issues and offer more flexibility on the rail network.

Whilst still in the early stages of development, the high-level scope of Clyde Metro can initially be defined as:

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<sup>1</sup> <https://www.transport.gov.scot/publication/final-summary-report-december-2022-stpr2/recommendations/>

- A mass public transport system which could include a variety of modes
- Long-term programme likely to span decades
- Combination of infrastructure / services and complementary measures (e.g., integrated ticketing)
- Transformational in nature and more than just a transport project by delivering a wide spectrum of complementary benefits to society
- Regional in scale, extent and impact across the Glasgow City Region
- Multi-disciplinary

Work now centres on developing the STPR2 recommendation into a programme of future works/projects through the Case for Investment (Cfi). The Cfi will specify the Clyde Metro network, the routes and modes that will operate on the network, and the way the network will be delivered and operated. The first stage of the Cfi has been underway since early 2024 and will deliver core requirements of the appraisal process including Case for Change and network option development. The CFI second stage is programmed to commence early 2025 and will ultimately deliver the programme-level business case for Clyde Metro, under which specific projects will be identified, managed and delivered. The programme will equally capture the place-making, transformation, environmental, sustainable and economic benefits whilst also facilitating greater social inclusion, health improvements and equality by delivering truly integrated transport infrastructure, services and supporting measures. The Cfi is anticipated to be completed by mid-2027. The £6.5 million Case for Investment is funded by the Glasgow City Region City Deal and delivered jointly by SPT (lead) and Glasgow City Council. Transport Scotland is providing a project assurance role.

SPT is also taking forward early feasibility work to investigate ways in which the Subway may be integrated physically with the wider Clyde Metro network and includes examining options to improve the

accessibility of Subway. Initial network concepts for Clyde Metro, developed for the STPR2, identified West St Subway station as a potential key interchange opportunity within the proposed Clyde Metro network. This initial feasibility work was completed in May 2024 with the next steps to be identified later in 2024 and may include exploring masterplan development opportunities around Subway stations, in particular at southside stations. This work will also compliment ongoing ambitions to develop active travel hubs at Subway stations and other major SPT-owned interchanges such as Buchanan, Greenock, East Kilbride and Hamilton Bus Stations.

#### Key Deliverables for Metro:

- West St Interchange initial feasibility study – 2024
- Complete Clyde Metro Case for Investment – 2027]
- Ongoing engagement with rail industry partners on Metro and other projects / initiatives

## 2.5 Integrated land use and transport planning

SPT will support the development of 13 new Local Development Plans, which are expected to be in place by mid-2028. Key stages for SPT involvement will be the evidence report and proposed plan stages. To support these plan making stages, SPT is testing a strategic and local connectivity analysis methodology to produce a metric that defines the ‘connectivity’ of an area(s) to vital everyday destinations. This will provide an understanding of the relationship between the land use and transport of an area, providing a baseline and helping understand the impact of suggested development proposals considered in the development of a proposed plan.

Engagement on major planning applications and pre application discussion will continue on a site-by-site basis to ensure the new development is integrated with the existing and planned active travel and public transport networks. SPT will also continue to review its estate to identify alternative land uses, where appropriate, develop options to optimise the use of its land.

SPT will also deliver an integrated network plan for bus, cycling and Clyde Metro, following completion of key outputs from bus, active travel and Clyde Metro workstreams. This plan will support road space reallocation policies and identify key constraints on the road network and where more detailed network planning is required to achieve multi-modal solutions.

#### Key Deliverables for Integrated land use and transport planning

- LDP evidence reports – submitted as per each Planning Authority’s LDP timescales
- Integrated regional network plan for bus, cycling and Clyde Metro – 2026

## 2.6 Rural and island transport

SPT will deliver a Rural Transport Action Plan, which aims to identify transport solutions for the unique challenges faced by rural, remote and island communities in our region. This work is linked with the Strathclyde Regional Bus Strategy but provides greater focus on areas of rural, remote and island that are not easily served by traditional bus services on fixed

routes. This work includes the role of MyBus Rural services, rural community transport, rural taxi provision, shared transport options and opportunities for improved delivery models including public-social partnerships. SPT aims to deliver the Action Plan by mid-2025, with development and delivery of identified solutions to follow over the period 2025 – 2027. The development of the Rural Transport Action Plan is jointly funded by Transport Scotland and SPT, with £75,000 from the Community Bus Fund and £93,000 from SPT.

SPT is also working with the Loch Lomond and Trossachs National Park (LLTNP) and other partners to develop a Mobility Partnership for the National Park. The role of the Mobility Partnership will be to support the delivery of the transport and accessibility projects and outcomes outlined in the National Park Partnership Plan 2024-29.<sup>2</sup> Key priorities include improving road safety and reducing parking problems, particularly around tourism ‘hot spots’, and to improve public transport connectivity to/within the Park. This will provide more equitable access to the Park amenities, particularly for people who do not have access to private cars and will also help to reduce transport emissions arising from tourism and leisure trips made to/within the Park.

#### Key Deliverables for Rural and Island Transport

- Completion of Rural Transport Action Plan – 2025
- Development of LLTNP Mobility Partnership – to be agreed with partners

<sup>2</sup> <https://www.lochlomond-trossachs.org/park-authority/get-involved/consultations/draft-national-park-partnership-plan-2024-29/>

SPT will also continue to support the work of Transport Scotland’s emerging Island Connectivity Plan.

## 2.7 Smart ticketing and MaaS

SPT aims to develop and deliver key enhancements for public transport ticketing over the life of this Plan.

SPT will be working with operators to deliver and promote enhancements to ZoneCard, the voluntary commercial multi-operating ticketing arrangement administered by SPT. On 24 June 2024, ZoneCard migrated to a smart ticket platform, which means that public transport passengers are now able to use one ticket on a smartcard to travel on bus, rail and Subway. Additionally, a simplified zonal structure and new ZoneCard products has been introduced including a one-day ticket and flexi tickets. SPT, working with operators, aims to maximise awareness of the opportunities offered by the smart and enhanced ZoneCard to passengers across the region to improve the convenience and affordability of making multi-modal journeys.

Nationally, SPT will continue to support the work of the National Smart Ticketing Advisory Board through representation on the Board, support the implementation of Transport Scotland’s Smart Ticketing Delivery Strategy, and the delivery of the Fair Fares Review ticketing options where applicable to the region.

SPT will continue to work with ScotRail to identify a solution to facilitate purchase of concessionary travel tickets at rail station ticket vending machines (TVMs). This is a project led by ScotRail and is subject to ScotRail plans and budgets.

On Subway, SPT aims to deliver contactless payments at Subway entry gates to deliver a major improvement to the Subway customer experience. SPT will also continue to promote previously delivered Subway ticketing enhancements including the automatic ‘top-up’ on Subway SmartCard and smartcard interoperability.

SPT will continue to work with partners to co-ordinate the delivery of MaaS in the region. Specific workstreams include supporting the Integrated Mobility Partnership (IMP)<sup>3</sup>; a partnership between SEStran and Tactran which focuses on developing journey planning tools that enable the planning, booking and paying of services in one place. SPT will support taking the project forward towards the next stage, including development of suitable procurement framework.

### Key Deliverables for Smart Ticketing and MaaS

- Roll out of ‘smart’ ZoneCard – from June 2024
- Implementation of contactless payment at Subway gates – 2025
- Support the development and work of the Integrated Mobility Partnership

## 2.8 Subway

SPT’s Subway Modernisation Programme will continue to deliver a 21<sup>st</sup> Century Subway system with the new signalling and control system coming into full operation in 2026. Platform Screen Doors will enhance safety across the network and modernised customer information systems will come into full operation. Our target operating model post-modernisation will seek to realise the benefits of the new system whilst also placing sufficient focus on customer experience and safety. SPT will

<sup>3</sup> <https://www.integratedmobilitypartnership.co.uk/>

deliver and progress several workstreams to improve the Subway passenger experience over the lifespan of this Delivery Plan, following completion of the Subway modernisation in 2026.

Operating hours will be adjusted bringing them more in line with the city's requirements which will include the extension of operating hours on a Sunday.

WiFi has been rolled out across our stations during 2024 with contactless gate payments being introduced in 2025/2026.

SPT will complete feasibility work for step-free access at Buchanan St and West St stations in 2024 and will investigate further options for step-free access across the network in future years. In 2024/25, SPT will also deliver an improved passenger assist service and improved accessible travel information for Subway.

In line with the new SPT Climate Change Strategy and Net Zero Action Plan, SPT will deliver a Climate Change Risk Assessment covering the Subway network in 2025 and will continue to develop plans and projects in support of a net zero carbon subway network.

#### **Key Deliverables for Subway:**

- Completion of Subway Modernisation – 2026
- Enhanced passenger information to support customers with accessibility needs
- Extended Sunday operating hours

### 3 Working in partnership

SPT will work with a range of partners and stakeholders to deliver this Plan. This includes the 12 local authorities in the SPT Partnership, Transport Scotland, transport operators and infrastructure providers and other industry stakeholders, as outlined in Figure 2.

Figure 1: RTS Delivery Plan – key partners

Active Travel and Behaviour Change	<ul style="list-style-type: none"> <li>• Transport Scotland</li> <li>• Local Authorities</li> <li>• Sustrans</li> <li>• TravelKnowHow</li> <li>• Living Streets</li> <li>• Paths for All</li> <li>• LLTNP</li> <li>• Cycling Scotland</li> <li>• Scottish Cycling</li> <li>• Cycling UK</li> <li>• Network Rail</li> </ul>
Bus	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• Transport Scotland</li> <li>• Bus operators</li> </ul>
Climate Change	<ul style="list-style-type: none"> <li>• Climate Ready Clyde</li> <li>• Regional Transport Climate Resilience Group</li> <li>• Sustainable Glasgow</li> </ul>
Clyde Metro	<ul style="list-style-type: none"> <li>• Glasgow City Council, on behalf of Glasgow City Region</li> <li>• Transport Scotland</li> </ul>
Integrated Land Use and Transport Planning	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• Planning Key Agencies</li> <li>• Developers</li> </ul>
Rural and island transport	<ul style="list-style-type: none"> <li>• Local Authorities</li> <li>• Transport operators</li> <li>• Loch Lomond and Trossachs National Park</li> </ul>
Smart ticketing and MaaS	<ul style="list-style-type: none"> <li>• ZoneCard forum</li> <li>• Transport Scotland</li> <li>• ScotRail</li> <li>• SEStran and Tactran / Integrated Mobility Partnerships</li> </ul>
Subway	

## 4 Capital programme

In 2024/25 the SPT core capital grant from Transport Scotland was removed completely. Therefore, in addition to our delivery priorities, SPT will continue to make the case with Transport Scotland to renew SPT's annual core capital grant to allow ongoing investment in key operational SPT infrastructure and important local authority-delivered transport infrastructure projects to be implemented. Up to 2023/24, the SPT Capital Programme was around £50m with SPT providing around £15m of this to local authorities to deliver transport improvements. Key infrastructure projects in our region include:

- Ardrossan Harbour
- Port Glasgow Park and Ride
- Clydebank Interchange
- Balloch Park and Ride
- Hairmyres Interchange and Park and Ride
- Lanark Interchange
- Bus stop and shelter improvements – region-wide
- Real Time Passenger Information expansion – region-wide
- Traffic management improvements on local roads – region-wide
- Road safety including pedestrian crossings – region-wide
- Pavement improvements including accessibility improvements – region-wide
- Mobility hubs – region-wide

## 5 SPT Core Services

SPT will also continue to deliver our core services, as per our Corporate Plan, including:

- Glasgow Subway

- Socially Necessary Bus Services
- MyBus and MyBus Rural
- Bus shelter maintenance, on behalf of councils
- Schools transport services, on behalf of councils
- Travel Information
- ZoneCard administration, on behalf of operators
- Planning – Statutory Participant
- Community Planning – Statutory Participant
- Carbon Management and Climate Change Strategy, including net zero Subway
- Equality Action Plan

## 6 Monitoring

Progress and updates to the RTS Delivery Plan will be reported to SPT Partnership on an annual basis through the RTS Monitoring and Evaluation Plan.

## 7 Appendix 1 RTS Objectives

Table 1 outlines the RTS objectives that are supported by each delivery priority.

**Table 1: RTS Objectives by delivery priorities**

	RTS Objectives				
	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.	To reduce carbon emissions and other harmful pollutants from transport in the region.	To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys.	To make public transport a desirable and convenient travel choice for everyone.	To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.
<u>Strategic Transport Delivery Areas:</u>					
Active Travel & Behaviour Change	✓	✓	✓		✓
Bus	✓	✓		✓	✓
Climate Change		✓			
Clyde Metro	✓	✓		✓	✓
Integrated Land Use and Transport Planning	✓	✓	✓	✓	✓
Rural and island transport	✓	✓	✓	✓	
Smart Ticketing & MaaS	✓			✓	✓
Subway	✓	✓		✓	



## 8 Appendix 2: RTS Policies

Table 2 sets out the RTS policies that are progressed by the RTS Delivery Plan. RTS policies are also progressed or supported by SPT operations and SPT stakeholder work not featured in the Delivery Plan and by the actions and projects delivered by key partners including local authorities and Transport Scotland.

**Table 2: RTS policies by strategic transport delivery areas**

No	RTS Policy	Active Travel	Bus	Climate Change	Clyde Metro	Int Land Use	Rural	Smart Ticketing	Subway
1	Accessible Transport	✓	✓		✓		✓	✓	✓
2	Affordable Transport	✓	✓		✓		✓	✓	✓
3	Availability and coverage of transport	✓	✓		✓	✓	✓		
4	Safe and Secure Transport	✓	✓		✓		✓		✓
5	Integration of transport and land use	✓	✓		✓	✓			
6	20-minute neighbourhoods	✓	✓			✓			
7	Flexible working and remote access to services								
8	Road space reallocation	✓	✓						
9	Parking					✓			
10	Road pricing								
11	Behaviour change	✓	✓						
12	Shared transport and shared journeys						✓		
13	Regional Active Travel Network	✓							
14	Accelerated delivery of walking, wheeling and cycling infrastructure and facilities	✓							
15	Access to bikes	✓							
16	Integration of walking, wheeling and cycling with other sustainable transport modes	✓							
17	Integration of micromobility and walking, wheeling and cycling								
18	Integrated public transport system		✓		✓		✓	✓	✓

No	RTS Policy	Active Travel	Bus	Climate Change	Clyde Metro	Int Land Use	Rural	Smart Ticketing	Subway
19	Ticketing and information		✓		✓			✓	✓
20	Mobility as a Service							✓	
21	Bus quality and integration		✓						
22	Rail quality and integration								
23	Ferry quality and integration								
24	Subway quality and integration								✓
25	Clyde Metro (1)		✓		✓				
26	Integration of public transport with other sustainable modes		✓		✓		✓		
27	Park and Ride				✓				
28	Interchanges and sustainable mobility hubs	✓	✓		✓				✓
29	Road safety and vulnerable road users								
30	Safe speeds								
31	Road transport vehicle decarbonisation		✓	✓					
32	Rail decarbonisation								
33	Subway decarbonisation			✓					✓
34	Ferry decarbonisation								
35	Aviation decarbonisation								
36	Clyde Metro (2)				✓				
37	Low Emission Zones								
38	Air Quality Management Areas								
39	Strategic freight transport								
40	Urban freight and last mile deliveries								
41	Climate change adaptation			✓	✓				✓
42	Transport system resilience			✓	✓				✓
43	Flood risk management and mitigation			✓					✓
44	Biodiversity and green networks	✓		✓					
45	Built environment and high-quality places	✓	✓		✓	✓			
46	International connections				✓	✓			

No	RTS Policy	Active Travel	Bus	Climate Change	Clyde Metro	Int Land Use	Rural	Smart Ticketing	Subway
47	Connections between Strathclyde and other Scottish regions	✓	✓		✓	✓		✓	
48	Connections within Strathclyde	✓	✓		✓	✓		✓	
49	Connections to town centres	✓	✓		✓	✓	✓	✓	
50	Connections for rural, remote and island communities	✓	✓			✓	✓	✓	
51	Connections to regional hospitals and tertiary education	✓	✓		✓	✓	✓	✓	
52	Connections to housing development locations	✓	✓		✓	✓		✓	