TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

17 SEPTEMBER 2019

NATIONAL TRANSPORT STRATEGY

REPORT BY DIRECTOR

> This report outlines the publication of the National Transport Strategy, highlights the vision, priorities and outcomes and seeks approval to the Tactran response to the accompanying consultation question by the closing date of 23 October 2019.

1. RECOMMENDATIONS

1.1 That the Partnership :-

(i) Notes that the National Transport Strategy (NTS2), a Draft Strategy for Consultation, was issued by Scottish Government on 31 July 2019.

(ii) Approves the proposed Tactran response to the consultation questions as detailed in Appendix B to the report and instructs the Partnership Director to submit the response by the closing date of 23 October 2019.

2. STRUCTURE OF NTS2

2.1 The draft NTS2 has a foreword and five sections as outlined below.

1. Foreword by Cabinet Secretary
2. A vision for transport in Scotland;
3. Current and emerging challenges;
4. Meeting the challenges;
5. Transport governance; and
6. What we will do.

2.2 Chapter 2, 'A vision for transport in Scotland', is outlined below.

"We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors."

The vision is underpinned by four Priorities, each with three associated Outcomes. The vision will be the basis upon which Scottish Government take major strategic decisions and evaluate the success of transport policies going forward. All four Priorities are interlinked to deliver the vision.

The four priorities and their associated outcomes from the Strategy are detailed below.

1. **Promotes equality:**
   Will provide fair access to services we need;
   Will be easy to use for all; and
   Will be affordable for all.

2. **Takes climate action:**
   Will adapt to the effects of climate change;
   Will help deliver our net-zero target; and
   Will promote greener, cleaner choices.

3. **Helps our economy prosper:**
   Will get us where we need to get to;
   Will be reliable; and
   Will use beneficial innovation.

4. **Improves our health and wellbeing:**
   Will be safe and secure for all;
   Will enable us to make healthy travel choices; and
   Will help make our communities great places to live.

2.3 Chapter 3, 'Current and emerging challenges', identifies and discusses a number of positive trends in Transport in recent years. Notwithstanding these positive developments, the draft NTS2 acknowledges that Scotland's transport system continues to face a number of challenges: many people encounter problems when trying to access the services they need; businesses still face congestion and delays when reaching their customers; and vehicles continue to emit greenhouse gases and pollute the places we live and work.

2.4 NTS2 identifies a number of challenges that the strategy needs to address and these are listed below.

Poverty and child poverty
Social isolation
Gender inequalities
The changing transport needs of young people
Ageing population
Disabled people
Scotland's regional differences
Global climate emergency
Technological advances
Air quality
Decline in bus use
Productivity
Labour markets
Fair work and skilled workforce
Trade and connectivity
Freight
Tourism
Digital and energy
Spatial planning

Reliability and demand management
Safety and security
Health and active travel
Information & integration
Resilience

There is significant discussion and links to evidence within the draft NTS2, to support these main issues associated with the challenges and their inclusion as factors to influence the strategy.

2.5 Chapter 4, 'Meeting the challenges', proceeds to identify 14 high-level policy statements of intent aimed at achieving the vision and outcomes. Further detail is provided through a series of enablers which represent mechanisms for delivering the high- level policies. A total of 38 enablers are identified and the full list of policies and enablers is included as Appendix A.

The Policies and Enablers were tested, using a Scenario Planning Tool, to understand how they perform under different plausible futures. These futures include a range of different scenarios, such as where the economy is weak or strong, where society is less or more equal, where the environment has or has not addressed the effects of climate change, or where we have a healthy or unhealthy population that takes high or low levels of active travel. The aim is to understand how effective policies are under different futures and how flexible the policies can be changed as the future changes.

2.6 Chapter 5, 'Transport Governance' – democracy, decision-making and delivery, discusses at a very strategic level how transport is delivered in Scotland. This work was undertaken by a Roles and Responsibilities Working Group as part of NTS2.

The following key challenges were identified and need to be addressed:

- financial constraints limiting investment at a regional and/or local level;
- lack of support for all transport modes;
- limited resource capability and skills;
- difficulties working across boundaries and responsiveness to local needs;
- disconnect between long-term goals and short-term action;
- mixed local accountability, overall leadership and influence;
- complex governance arrangements;
- lack of ongoing maintenance of assets;
- inconsistent and/or unclear accountability;
- disconnect with Planning, Economic and Health agendas;
- lack of clarity on roles and responsibilities, particularly for the public; and
- responsiveness to the conflicting pressures of business/public sector.

2.7   The Roles and Responsibilities Working Group made three broad recommendations to the Scottish Ministers:

   i.   The case for change has been made and that the current arrangements are no longer sustainable;
   ii. Our future transport governance arrangements should be on the basis of some form of regional model allowing for variations in approach between different geographic regions; and
   iii. Governance is a complex issue, and further work needs to be done to develop a model for future transport governance in Scotland that is capable of being implemented.

   Scottish Ministers agreed with the recommendations made by the Group and propose that further collaborative work to look at implementable models will follow on from this consultation to ensure we successfully achieve better outcomes for our citizens, communities, and businesses.

2.8   From a transport perspective, a regional approach to governance provides an effective means of addressing cross-boundary issues and reflecting travel to work catchments. Moreover, a strong regional approach to transport together with alignment with economic, planning, marine planning, and housing objectives supports approaches to place-shaping.

2.9   Chapter 6, 'What we will do', outlines that all stakeholders involved in Transport have a role to play in delivering the Strategy and making it a success. However, in particular NTS2 identifies what action Scottish Government will take. In order to deliver the Strategy, the Scottish Government will take immediate action in three key areas: Increasing Accountability; Strengthening Evidence; and Managing Demand.

2.10 It is proposed to establish a Transport Strategy Delivery Board and Transport Citizens' Panels to increase accountability.

2.11 In terms of managing demand it is proposed to embed the Sustainable Travel Hierarchy in decision making, promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. In doing so Transport Scotland will review and update the Scottish Transport Appraisal Guidance (STAG) and investment decision-making processes.

2.12 NTS2 is a crucial piece of national policy and the above summary seeks to provide board members with the key information within the Strategy to enable them to make informed comment on the Strategy. Discussion on the key aspects of the draft NTS2 now follow.

3. SUSTAINABLE TRAVEL AND SUSTAINABLE INVESTMENT

3.1   An important element in the draft strategy that will impact on future investment decisions is that the Sustainable Travel Hierarchy will be embedded into the decision making process, promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. The sustainable travel hierarchy is represented below.

Prioritising Sustainable Transport

- Walking and wheeling
- Cycling
- Public transport
- Taxis & shared transport
- Private car
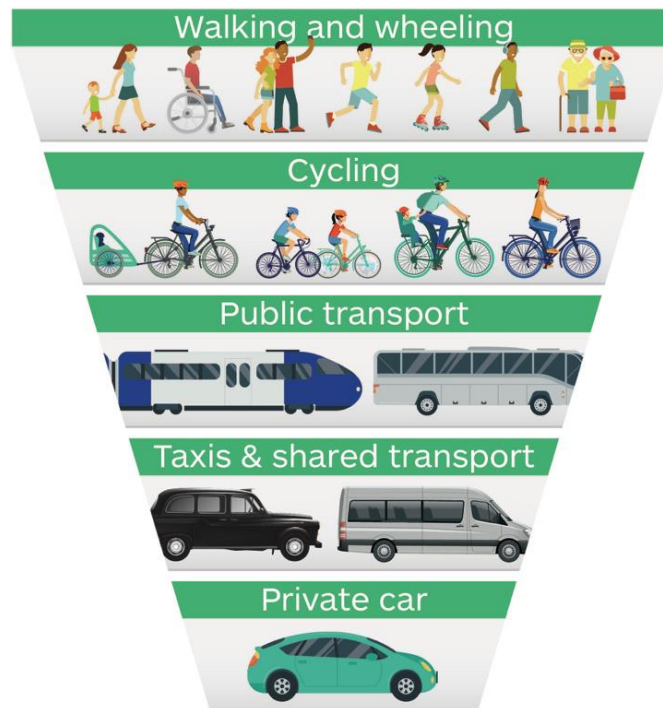
3.2   The primary purpose of this hierarchy is to seek to influence and manage transport demand.

3.3   Overarching this demand management approach is the adoption of the Sustainable Investment Hierarchy which will be used to inform budgetary decisions at a national level. The Sustainable Investment Hierarchy is shown below.

Reduces the need to travel unsustainably

Maintaining and safely operating existing assets

Make better use of existing capacity

Targeted infrastructure improvements

3.4   The combination of these two hierarchies should result in national investments that favour active travel modes and sharing above single occupancy private car use.

3.5   Whilst individual local authorities can develop and deliver policies in support of the delivery of the national strategy at a local level, the critical success of the policy will depend on how the wider transport demand management measures can be delivered at a regional level. The travel to work areas to our major towns and cities are approximately reflected in the RTP areas and the travel to work demand is a significant cross boundary impact that is best considered and demand manged at a regional level.

4.   GOVERNANCE ARRANGEMENTS

4.1   Section 2.6 of this report covers the discussions within the NTS of the issue of Transport Governance. Tactran welcomes the acknowledgement within the NTS that a case for change has been made and that the current transport governance arrangements are no longer sustainable.

4.2   Tactran agrees that future transport governance arrangements should be on the basis of some form of regional model allowing for variations in approach between different geographic regions. However, it should be noted that the statutory Regional Transport Partnerships already provide such an arrangement on a well-established geographical basis. The RTPs already have Regional Transport Strategies in place and are very familiar with all transport issues associated with their area.

4.3   Governance is indeed a complex issue and although further work needs to be done to develop a model for future transport governance in Scotland that is capable of being implemented, the current baseline of the RTP's is a very strong starting point to enable a quick transition to an alternative form of regional governance.

4.4   The strategy also noted the theme that there was the "potential for a more coherent and joined up approach to national, regional and local transport together with closer integration between spatial planning, economic development and transport."

4.5   Members will recall the private and confidential discussion held at the December 2018 meeting on transport governance. Now that the NTS2 has been published, as well as the Planning Bill, it provides the opportunity to review the points raised at that time and endorse their inclusion into the Tactran response to the consultation:

- *Given the emergence of the Tay Cities Region and Stirling / Clackmannanshire / Falkirk Region as part of the National Transport Strategy Review, we would suggest that Stirling might in the future be better served for regional transport planning if it was transferred to SESTRAN or another grouping built around the Stirling / Clackmannanshire City Region Deal.*

- *In terms of governance, strong support amongst board members for the retention of Regional Transport Partnerships to serve the development of regional transport infrastructure, and that Regional Transport Partnerships should not be disbanded / oversight transferred to City Deal Committees.*

- *Any proposed changes should await the outcome of the Planning (Scotland) Bill through parliament and any other current national reviews, such as strategic development plan authorities and national review of local governance.*

- *Whilst fixed boundaries should not preclude the benefits of any joined up working, it would seem sensible that RTP boundaries should be reviewed. It may then be appropriate to consider whether these should be consistent with boundaries used for other purposes, such as strategic development plan boundaries.*

- *More equitable funding needs to be provided to all RTP's in future.*

4.6   Many if not all of the key challenges identified in section 2.6 of this report can be tackled by providing the right regional body with powers, staff resources and funding to deliver a step change in the delivery of regional spatial planning, economic development and transport priorities.

5. DISCUSSION

5.1 The vision, priorities and outcomes identified in Chapter 2 of the draft NTS2 are welcomed and are indeed set at an appropriate strategic and national level. The vision by its nature is aspirational and sets out what all transport users would want from an ideal transport system.

5.2 The 12 outcomes identified reflect areas of the transport system that Scottish Government consider can be monitored and evaluated to measure the success of the proposed strategy. A number of Headline indicators are being developed by Scottish Government and they are contained in Annex A of the draft strategy document. The measurement of these indicators is crucial to the successful monitoring of how well the application of the 14 policies and 38 enablers has delivered the aims of the strategy.

5.3 The list of challenges identified in section 2.4 above is extensive and highlights the complex interaction of all these matters in delivering the vision identified in draft NTS2. Many, if not all, of the factors are interdependent and the following areas are considered by Tactran to be key to the successful delivery of the strategy.

> Global climate emergency
> Reliability and demand management
> Health and active travel
> Spatial planning
> Information & integration
> Decline in bus use
> Safety and security
> Resilience
> Trade and connectivity

5.4 The inclusion of a section on Transport governance – democracy, decision making and delivery within the draft NTS2 is a fundamental recognition that to be able to deliver the aims of the national strategy there must be a change to how regional transport functions are managed and delivered.

5.5 Therefore, it is vital that the proposed review of transport governance is given the highest priority and changes are recommended and implemented as a matter of urgency.

5.6 Tactran consider that the formal Regional Transport Partnerships are a key starting point in developing any future model of regional spatial planning, economic development and transport. Transport availability and its relationship with spatial planning are fundamental to deliver development that is sustainable and meets the priorities identified in the draft NTS2.

5.7   Whilst it is acknowledged that the role of the national strategy is not to allocate funding it is considered that some acknowledgement of the challenges associated with delivering the strategy within a challenging economic climate should have been stated. The expectations from the draft strategy are high but it is how investment decisions are made that will determine the success in the delivery of the strategy.

5.8   Transport investment decisions should account for the true cost of car use to society. Transport should be a key enabling factor for society: any transport strategy should focus on delivering a truly integrated transport network which allows people to move through it seamlessly, boundaries both physical and virtual (provider/ticket/mode) whilst necessary should not be a hindrance to members of our society moving from one place to another.

5.9   The proposed Tactran response is provided at Appendix B. A copy of an overview presentation provided by Transport Scotland is provided at Appendix C.

6.   RESOURCE IMPLICATIONS

6.1   There are no cost implications directly arising as a consequence of this report.

7.   EQUALITIES AND ENVIRONMENTAL IMPLICATIONS

7.1   The NTS2 has been the subject of an EqIA and an SEA, these assessments have been reviewed and the conclusions incorporated into the draft response at Appendix B.

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NOTE

Background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information), relied on to a material extent in preparing the above Report.

National Transport Strategy (NTS2):
https://www.transport.gov.scot/media/45149/national-transport-strategy-draft-for-consultation-july-2019.pdf

NATIONAL TRANSPORT STRATEGY REVIEW

Appendix A: NTS2 Policy Measures and Enablers

Policies and Enablers	Assessed Using Scenario Planning Tool
Policy A - Continue to improve the reliability, safety and resilience of our transport system	
Enabler 1. Increase safety of the transport system and meet casualty reduction targets	
Enabler 2. Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility	
Enabler 3. Implement Enablers that will improve perceived and actual security of Scotland's transport system	
Enabler 4. Increase the use of asset management across the transport system	
Policy B - Embed the implications for transport in spatial planning and land use decision making	
Enabler 5. Ensure greater integration between transport, spatial planning, and how land is used	
Enabler 6. Ensure that transport assets and services adopt the Place Principle	
Enabler 7. Ensure the transport system is embedded in regional decision making.	
Policy C - Integrate policies and infrastructure investment across the transport, energy and digital system	
Enabler 8. Ensure that local, national and regional policies offer an integrated approach across all aspects of infrastructure investment including the transport, digital, and energy system	
Policy D - Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally	
Enabler 9. Optimise accessibility and connectivity within business-business and business-consumer markets by all modes of transport	
Enabler 10. Ensure gateways to and from domestic and international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland	

Enabler 11. support Enablers to improve sustainable surface access to Scotland's airports and sea ports	
Policy E - Provide a high-quality transport system that integrates Scotland and recognises our different geographic needs	
Enabler 12. Ensure that infrastructure hubs and links form an accessible integrated system that improves the end-to-end journey for people and freight	
Enabler 13. Minimise the connectivity and cost disadvantages faced by island communities and those in remote and rural areas	
Enabler 14. Safeguard the provision of lifeline transport services and connections	
Policy F - Improve the quality and availability of information to enable better transport choices	
Enabler 15. Support improvements and innovations that enable all to make informed travel choices	
Enabler 16. Support seamless journeys providing the necessary infrastructure, information and interchange facilities to connect all modes of transport.	
Enabler 17. Ensure that appropriate real-time information is provided to allow all transport users to respond to extreme weather and incidents	
Policy G - Embrace transport innovation that positively impacts on our society, environment and economy	
Enabler 18. Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations	
Policy H - Improve and enable the efficient movement of people and goods on our transport system	
Enabler 19. Ensure the Scottish transport system efficiently manages needs of people and freight	
Enabler 20. Promote the use of space-efficient transport	
Policy I - Provide a transport system that is equally accessible for all	
Enabler 21. Ensure transport in Scotland is accessible for all	
Enabler 22. Identify and remove barriers to public transport connectivity and accessibility within Scotland	

Enabler 23. Reduce the negative impacts which transport has on the safety, health and wellbeing of people	
Enabler 24. Continue to support the implementation of the recommendations from, and the development of, Scotland's Accessible Travel Framework	
Policy J - Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth	
Enabler 25. Ensure sustainable labour market accessibility to employment locations	
Enabler 26. Ensure sustainable access to education and training facilities	
Enabler 27. Improve sustainable access to healthcare facilities for staff, patients and visitors	
Policy K - Support the transport industry in meeting current and future employment and skills needs	
Enabler 28. To meet the changing employment and skills demands of the transport industry and upskill workers.	
Enabler 29. Support initiatives that promote the attraction and retention of an appropriately skilled workforce across the transport sector	
Policy L - Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing	
Enabler 30. Promote and facilitate active travel choices across mainland Scotland and islands	
Enabler 31. Integrate active travel options with public transport services.	
Enabler 32. Support transport's role in improving peoples' health and wellbeing	
Policy M - Reduce the transport sector's emissions to support our national objectives on air quality and climate change	
Enabler 33. Facilitate a shift to more sustainable modes of transport for people and commercial transport	
Enabler 34. Reduce emissions generated by the transport system to improve air quality	
Enabler 35. Reduce emissions generated by the transport system to	

mitigate climate change	
Enabler 36. Support management of demand to encourage more sustainable transport choices	
Policy N - Plan our transport system to cope with the effects of climate change	
Enabler 37. Increase resilience of Scotland's transport system to climate change related disruption	
Enabler 38. Ensure the transport system adapts to the projected climate change impacts.	

Section A: The Vision and Outcomes Framework

1. Is the Vision that is set out for the National Transport Strategy the right Vision for transport policy over the next 20 years?

Yes - Suggest the vision is succinct and clear in that it states what we would like to achieve, for who and why.

2a. Are the Priorities and Outcomes that the Strategy is trying to achieve the right Priorities and Outcomes for transport policy over the next 20 years?

Yes - The strategy would demonstrate this itself if there was a clearer link between the problems discussed in chapter 3 and the proposed priorities and outcomes presented in chapter 2. Indeed, the document lacks the links between problems, outcomes, policies and enablers that an objective led process should.

Nonetheless, the four priority themes are supported, covering as they do the environmental, social and economic objectives of a transport strategy.

The outcomes are accompanied by descriptions that helps better define the outcome and also how this is intended to be delivered. However:

- This isn't always done consistently. As presented the outcome descriptions are a mix of both the outcomes we'd like to achieve, and how we'd like to do this. This isn't necessarily a bad thing in a high level document such as this, as it give the reader a clear indication of how we're going to achieve the priorities. However, suggest it needs to be done consistently. As a consequence of this inconsistency it is clear we are going to prioritise active travel and electric vehicles to address climate change, air quality and health outcomes, however it is not as clear how we will achieve economic and social inclusion outcomes.

- Some of the descriptions suggest an overlap between outcomes, which makes it look like some of the outcomes have been forced in order that there are 3 outcomes per priority. For example

Will be easy to use for all: people have different needs and capabilities. Our transport system will recognise these and work to ensure that everyone can use the system with as little effort as possible.	Is covered by	Will provide fair access to services we need: we have a duty to advance equality of opportunity and outcome, including the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. We will ensure that our most disadvantaged communities and individuals have fair access to the transport services they need. The transport system will enable everyone to access a wide range of facilities and services.

- Description of 'Helps our economy prosper priority' is weak:

  - *"Will get us where we need to go: network and services be integrated effectively with spatial and land use planning and economic development, and adapt to changing requirements of people, businesses and visitors"*: other than integration of land use, transport and economic planning, what is this outcome actually proposing?

  - *"Will use beneficial innovation: new products, services and technologies are developing fast and altering our lives and our places dramatically. We will seize opportunities to improve our transport system and realise economic ambitions."* This is just stating a tool that applies equally to the other priorities. Do strategies need reminding that we should consider the latest tools available? The set of enablers that are appropriate to deliver priorities and outcomes (and this is one of them) are set out in chapter 4.

2b. Are some of these Priorities and Outcomes more important than others or are they equally important?

Without setting priorities there is a risk that tensions are created which are unresolved and which will act as a constraint on decision-making and delivery.

There are clear policy imperatives, set by the Scottish Government, which should help identify priorities, the most important being (in that order) with equality running through:

- Inclusive Growth
- Net Zero Carbon
- Improved Health Outcomes

In short, whilst the purpose of the Strategy should be to deliver a holistic approach to delivering transport solutions it is difficult to get people and organisations leading healthier and more sustainable lives when they are more concerned with economic uncertainties. Nonetheless, we must also consider the limited timescales we have to undertake actions to address climate change issues

3. Are the Challenges the Strategy highlights in Chapter 3 the key Challenges for transport, or are there others the Strategy should focus on?

Chapter 3 presents the current and emerging challenges in an order which reflects the priorities, but does not explicitly state this. It may help in presenting/emphasising the links throughout the document, if this chapter was broken down into headings which reflected the priorities (i.e. People/Environment/Economy/Health). The inclusion of a handful of random achievements at the start of the chapter does not add anything. In terms of the detail of the challenges presented:

- Maybe useful to reference that less young people are learning to drive, and whether this will have some long term impact on the proportion of people driving(p15)

- Suggest that one of the key problems for people with mobility difficulties is having confidence that the whole journey can be made, rather than just parts of it (p17)
- The document states that population growth consequently means that there will be more people wanting to access our city centres? Are most of our jobs, services etc. in our city centres? This is perhaps only true of Edinburgh and Glasgow? Add to this our changing travel habits (on-line shopping/working from home etc.). Whilst good connections between all of Scotland's cities is important, we must not be drawn into thinking that this is where all, or even most of us travel to work/shopping / services (P19)
- Suggest lack of integrated ticketing is more an inconvenience than a barrier (P20)
- "Rural households drive more". Those with cars do. We must however not continue to perpetuate the myth that all rural households have a car, there remains a significant proportion that don't (and these are undoubtedly the households which require support)
- Reference is made to autonomous vehicles helping make bus services viable where they are not currently commercially viable (p25). Autonomous buses may help reduce costs, but most of the areas where public transport is commercially unviable are unlikely to be suitable for autonomous vehicles for a long while yet
- In discussing the declining bus use (p28), only congestion is referenced as a factor. While the text acknowledges that there are various causes for the decline in bus use, it is perhaps unfortunate that congestion is used as the only example. Recognising that people make more complicated journeys than can be served by a bus service which only travels a linear route into a town or city centre is perhaps a greater factor on bus use than congestion (which means all vehicles are travelling at approximately the same speed, indeed, congestion may even reduce the differential in travel times between bus and car). Recognising the complexity of most journeys most people make (because most have unfortunately not considered bus or train routes as the most important factor in choosing a house or a job), is also critical when we consider the package of measures that a transport strategy should contain.
- The health impacts of air quality are highlighted, however it would also be useful to reference the health impacts of noise. Reference could be made to Scotland's Noise Mapping (p26)
- In terms of understanding the future issues that we need to consider in a National Transport Strategy, some key points from Transport Scotland's scenario planning would have been useful.

Section B: The Policies to Deliver the NTS

4a. Are these the right policies to deliver Priorities and Outcomes of the National Transport Strategy?

(1) <u>Link between problems, outcomes and priorities and policies</u>: Whilst not questioning the basis of most of the policies, the links between the challenges and the policies are poor. It would be helpful to include a diagram to show how challenges identified in chapter 3 may be solved by the policies and enablers in chapter 4 (NB presenting these clear links is a principle promoted by Transport Scotland in its STAG and DPMTAG guidance). Furthermore, showing the links between the problems and policies/enablers would enable everyone to understand the extent to which the proposed strategy is addressing the challenges presented.

(2) <u>There is a straight jump from challenges to policies/enablers</u>: Presentation of the different transport futures (the scenario planning work that Transport Scotland have been undertaking) and understanding of the options we have (Transport Scotland's LTS guidance recommends consideration of 'alternative strategies') would help everyone understand whether we have the right set of policies and enablers to achieve the priorities and outcomes.

(3) <u>Enablers that add little</u>: Quite a number of enablers add very little additional guidance/direction to how a policy will be delivered. These are lost opportunities to present a clear direction and workstreams to address the challenges identified.

Enablers that add very little additional guidance/direction to how a policy will be delivered that isn't reasonably clear in the policy itself.	
Policy	**Enabler**
Integrate policies and infrastructure investment across the transport, energy and digital system	Ensure that local, national and regional policies offer an integrated approach across all aspects of infrastructure investment including the transport, digital, and energy system
Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally	Optimise accessibility and connectivity within business- business and business-consumer markets by all modes of transport
Improve the quality and availability of information to enable better transport choices	Support improvements and innovations that enable all to make informed travel choices
Embrace transport innovation that positively impacts on our society, environment and economy	Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations
Improve and enable the efficient movement of people and goods on our transport system	Ensure the Scottish transport system efficiently manages needs of people and freight
Provide a transport system that is equally accessible for all	Ensure transport in Scotland is accessible for all
Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth	Ensure sustainable labour market accessibility to employment locations
	Ensure sustainable access to education and training facilities

	Improve sustainable access to healthcare facilities for staff, patients and visitors
Support the transport industry in meeting current and future employment and skills needs	To meet the changing employment and skills demands of the transport industry and upskill workers
Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing	Reduce emissions generated by the transport system to improve air quality
	Reduce emissions generated by the transport system to mitigate climate change

(4)   <u>Overlap between some policy enabling areas</u>: Obviously most of the actions in a transport strategy are complementary. However, when defining work streams to take intentions forward, if there are the same issues being addressed by different workstreams this will reduce clarity of responsibility and consequently delivery. It is suggested that either greater differentiation between the enablers/policies identified below is required, or they are merged:

Overlapping policies?	
Ensure that infrastructure hubs and links form an accessible integrated system that improves the end-to-end journey for people and freight	Improve and enable the efficient movement of people and goods on our transport system
Continue to improve the reliability, safety and resilience of our transport system	Increase resilience of Scotland's transport system to climate change related disruption
Increase resilience of Scotland's transport system to climate change related disruption	Ensure the transport system adapts to the projected climate change impacts

(5)   Most of the policies are clear in what their end goal is (improved access/safety/health etc.). There are however 3 'policies', which while not questioned as worthwhile aims themselves are actually a means to an end, rather than an end in themselves, i.e.:

- Embrace transport innovation that positively impacts on our society, environment and economy
- Embed the implications for transport in spatial planning and land use decision making
- Integrate policies and infrastructure investment across the transport, energy and digital system

These 'policies' relate to most of the policies and enablers (to improve access/climate change), and are in a sense largely cross cutting. The overall set of policies and enablers may read better if these three actions were presented separately?

(6)   What does "Increase the use of asset management across the transport system" mean? Do you mean better integration between maintenance and improvement regimes?

4b. Are some of these policies more important than others or are they equally important?

Our response to Question 2b highlights how:

- the priorities and outcomes proposed by the NTS are inter-related
- without setting priorities, there is a risk tensions are created which are unresolved and which will act as a constraint on decision-making and delivery

These issues apply equally to the policies and enablers presented in section 4 as many of the policies or enablers will support more than one priority or outcome, or even policy. This makes it even more important to understand which policies and enablers will have the greatest impact on the most important priorities and outcomes. Understanding this requires:

- clarity on which priorities and outcomes take 'priority'
- some (subjective?) quantification of the extent to which policies or enablers will support the respective priorities and outcomes
- some understanding of the relationships between complementary or conflicting policies or enablers.

As an example if, as is suggested in response to question 2b, the policy priorities are an equitable and inclusive approach to firstly economic, then climate change then health priorities, then it is suggested the policies and enablers which take priority are those which have the greatest impact on those priorities in that order. Hence, if the challenges that informed the priorities and outcomes included:

- declining bus services and other opportunities to access jobs, services and opportunities which contribute to both increasing car use (congestion/carbon emissions) and increasing inequality of opportunity, then:

  "Improving access to healthcare, employment, education and training opportunities" would seem to present a reasonable opportunity to significantly address the economic, climate change and health (esp air quality) priorities

- maximising the competiveness of Scottish business and markets – across the whole of Scotland - to compete within the UK and further afield, then:

  "Providing a transport system which enables businesses to be competitive domestically, within the UK and internationally" would seem to be a priority both economically, but also in terms of equity across the country and enabling a strong economy to underpin other societal and environmental improvements

In both examples highlighted above, a number of other policies and enablers are clearly complementary to these policies, respectively:

- information / accessible transport system / travel choices and integration
- reliability, safety and resilience / efficient movement / integrating Scotland / climate change resilience

With all the remaining policies presenting approaches (policy integration/embracing technology/skills development/reducing emissions) which are central to how we take forward the above policies.

(NB The process followed above emphasises the need for the document to better link the problems – priorities – policies and enablers).

An additional comment is that there is a risk that asking people's subjective opinions on what is more important may only reflect the interests of those engaged in the process.

Section C: Transport governance – democracy, decision-making and delivery

5a. Are there specific decisions about transport in Scotland that are best taken at the national level (e.g. by Transport Scotland or the Scottish Government), at a regional (e.g. by Regional Transport Partnerships), or at a local level (e.g. by Local Authorities)? Please explain your answer, by providing examples of where you believe transport related decisions should be taken.

Tactran acknowledges that the case for change has been made and agrees that the future of transport governance should be based on some form of regional model allowing for variations in approach between different geographic regions.

The delivery of the NTS will rely on strong and clear governance being in place and this should be pursued as a priority. It would add strength and pace if a timeframe for completion of governance review is set e.g. by end of 2020 to coincide with STPR2 completion. It is considered that the existing Regional Transport Partnerships, created under the Transport (Scotland) Act 2005, provide a good starting point for this, with governance in place and Regional Transport Strategies recently refreshed.

There is clearly a strong case that supports a regional approach to transport planning and for this to be aligned with regional economic development and regional spatial planning. This approach is the cornerstone of the Place Principle jointly adopted by the Scottish Government and COSLA. The principle aims to promote a shared understanding of place, and the need to take a more joined-up, collaborative approach to services and assets within a place to achieve better outcomes for people and communities. It specifically advocates for consideration of the benefits of planning, investment and implementation activity at the regional level of place.

The NTS notes that the existing RTP boundaries are based on travel-to-work areas. However, this is only one consideration and there are exceptions to this rule. In Tactran for example there are a number of travel to work areas, but these can be generally divided into two distinct areas – Perth and Dundee travel to work and Stirling travel to work.

The effectiveness of a regional approach will be significantly strengthened by aligning the boundaries of economic development, land use planning and transport planning authorities. With Regional Economic Partnerships being developed and the Planning Bill requiring a regional spatial strategy to be prepared and adopted, Tactran would support a review of the regional boundaries on this basis. Coterminous boundaries would also provide a greater understanding from the public as to which organisation has responsibility for transport in their area, a clear failing of the current arrangements.

In terms of which decisions, duties and responsibilities should be undertaken at each level of government, the National Transport Strategy refresh in 2016 in annex 2 highlights 56 main responsibilities shared between National, Regional and Local Government. It is therefore little wonder that both accountability and the general public are confused. Any consideration of responsibilities should consider which governance arrangement will achieve the best outcomes for the user/customer.

There are functions such as bus services which cross Local Authority boundaries, which would benefit from a regional approach. Similarly, road safety, where a trunk road passes through a community, should this be a national responsibility or would local responsibility be more appropriate? Tactran would support a detailed review of all duties/responsibilities, but as a starting position would consider the following transport issues/solutions;

National dimension

- Integrated ticketing requirement
- Concessionary fares

Regional dimension

- Infrastructure pinch-points are not necessarily within a local authority area, with solutions such as road and rail capacity improvements; park and ride sites often across boundaries;
- Access to jobs/services/opportunities for those without access to a car, particularly those in rural areas e.g. Co-ordination of initiatives (bus/car share/community transport etc.) via MaaS frameworks;
- Bus service co-ordination including possible bus route franchising;
- Promotion of travel information and behaviour change initiatives;
- Regional Electric Vehicle Strategy;
- Strategic active travel networks;
- Region-wide parking and development contribution strategies;
- Planning management and improvement of key routes, including Trunk Roads;
- Road maintenance & road safety – strategic routes

Local dimension

- Local road safety;
- Traffic management;
- Active travel (inc. place-making).

Again, RTPs could provide a suitable vehicle for any transfer of roles and responsibilities from national or local to regional. As prescribed in the Transport (Scotland) Act 2005, RTPs would be able to continue in their current role, for Tactran this is as a 'model 1' RTP, with any transfer of duties/responsibilities as and when agreed with national and local authorities, providing a continuous consistent governance.

The governance review should include all functions undertaken by Non-governmental, third party, third sector, private and public sector transport organisations.

Whatever regional governance structure emerges from the review, it is crucial that the regional transport organisation is given the resources, both in terms of staffing and finance, to deliver the necessary transport infrastructure and services for the region.

5b. Should local communities be involved in making decisions about transport in Scotland? If so, how should they be involved, and on which specific issues should they be involved in making decisions on? Please explain your answer, by providing examples of which transport decisions local communities should be involved in, also suggesting how they should be involved.

Tactran agrees there is a role for local communities to play in all aspects of transport. This is already generally undertaken through Community Planning Partnerships, Locality Output Improvement Plans (LOIPs) and participatory budgeting initiatives. There is also proportionate consultation undertaken, for example through STAG appraisal process, proposed bus scheduling/routing, etc. Large scale transport projects require a regional and national approach, but still can gain valuable insight through understanding of how local communities may be affected.

Section D: The Strategy as a whole

6. Does the National Transport Strategy address the needs of transport users across Scotland, including citizens and businesses located in different parts of the country?

No - The NTS clearly establishes links to the Place Principle, spatial planning and has a section entitled 'Scotland's Regional Differences' that explains how the differing transport needs of people at a geographical level can be met. It does not, however, clearly define how the transport challenges of different 'communities of need' can be addressed. The first stated priority of the NTS is that it "Promotes Equality" and yet there are no stated policy drivers within the 14 that explicitly state how this priority and its associated outcomes will be met. There is reference to a "transport system that is equally accessible" but no reference within the policies or enablers that relate to "affordability" or "ease of use" in the context of the section on 'Poverty and Child Poverty' or the protected characteristics of those groups detailed under Policy 9.

The expectation was that a logic model or benefits realisation model would have been created that worked back from the positive outcomes that would be achieved for these groups and the enablers and policy drivers that would be needed to facilitate those outcomes. However, there seems to have been a break in the thread and so the fine words within the vision and priorities are not taken through the policies and enablers to achieve that vision.

It appears that the EqIA, Fairer Scotland Duty and Children's Rights assessments have been post production assessments and have not directly informed the policy drivers and enablers. For example, the EqIA states that, "The emerging NTS2 is a high level strategy and as such the identification of likely overall impacts on persons with individual protected characteristics is not appropriate." Tactran would disagree with this statement and, at the very least there should be examples, if not a thorough assessment, of how the policies and enablers will benefit those with protected characteristics. To do so at a later stage would miss the opportunity to better refine the policies, enablers and priority actions.

From the Children's Rights Assessment Tactran would support the recommendation that, "To demonstrate accordance with relevant statutory requirements, the development and implementation of relevant policies and policy enablers should include consultation with children and young people where their rights may be impacted or should be considered." And that hat this recommendation be carried forward into implementation of the Delivery Plan.

From the Fairer Scotland Duty assessment it states," The high-level nature of all proposed NTS2 policies and policy enablers, precludes the identification at this stage of specific likely impacts on inequalities of outcome caused by socio-economic disadvantage." Tactran would disagree with this statement and, at the very least there should be examples, if not a thorough assessment, of how the policies and enablers will benefit those with challenging socio-economic characteristics. To do so at a later stage would miss the opportunity to better refine the policies, enablers and priority actions.

Section E: Looking Ahead

7a. What aspects of the transport system work well at the moment?

It is difficult to outline those elements of the system that 'work well' as it depends upon the definition of success criteria and thresholds of acceptability. There are parts of the system that could be said to be improving due to investment in recent years but there is some way to go before the transport system could be said to be 'working well'. These elements are getting better:

- Inter-city connectivity: road and rail;
- Travel information, e.g. Traveline Scotland;
- Delivery of major schemes, e.g. Queensferry Crossing;
- Funding increases for Active Travel;
- Commitment to improved Air Quality: LEZs and phasing out diesel/petrol;
- Maintaining the concessionary fares scheme;
- Addressing the travel needs of young people.

There is much yet to do . . .

7b. What practical actions would you like to see the National Transport Strategy take to encourage and promote these?

With regard to those improvements detailed above the following additional actions could be taken:

- Deliver Revolution in Rail and overhaul the franchise system;
- Rail fare review – improve affordability and remove regional disparities;
- Only deliver road improvements that address carbon reduction, i.e. reducing congestion;
- Extend funding into MaaS beyond the £2m MaaS Investment Fund to initiate further improvements in travel information, planning and journey management;
- Provide incentives, e.g. fiscal benefits and rewards schemes, to support behaviour change and more active travel;
- Extend LEZs to include all Air Quality Management Areas (AQMAs);
- Load transport accounts for young people up to age 26 on the NEC (National Entitlement Card);
- Conduct a pilot scheme for free public transport as per Estonia & Luxembourg;

8a. What aspects of the transport system do not work well at the moment?

The transport system in Scotland at all levels is suffering from a chronic lack of under-investment:

- Lack of integration of rail infrastructure, services and rolling stock;
- Market failure in both rail franchising and bus deregulation;
- Slow (or no) implementation of STPR1 projects, e.g. Park & Ride;
- Lack of foresight in national implementation of MaaS;
- Continuing disadvantage of protected characteristic groups in terms of access, ease of use and affordability of transport system;

- Lack of commitment on behaviour change for active travel;
- Paucity of ambition for LEZ roll-out and addressing air quality;
- Lack of vision for a smart, integrated, affordable and clean public transport network.
- Lack of equal commitment to walking & cycling infrastructure investment
- All transport networks not yet accessible for all

8b. What practical actions would you like to see the National Transport Strategy take to improve these?

As per answer to 7b

9. Chapter 6 of the Strategy sets out immediate actions the Scottish Government will take in three key areas: Increasing Accountability; Strengthening Evidence; and Managing Demand. Is there anything you would like to say about these actions?

Increasing Accountability – the success of the collaborative approach will be determined by the response to this consultation. While it clearly has inclusivity benefits, the delineation of the process into separate work streams has left the document disjointed and hence lacking appropriate linkages from vision through to action. This has been exacerbated by the lack of hierarchy in the policy drivers, e.g. is climate change more important than inclusive economic growth? While a balance has to be struck the document is in danger of becoming 'all things to all people', thus lacking in core strategic intent and leadership on managing tensions between competing outcomes.

As previously indicated, we would support reference to the Place Principle and collaborative partnership for delivery.

The proposed Transport Strategy Delivery Board is to be welcomed but it needs to move beyond simple collaboration, i.e. having different agencies in the same room, but develop a real partnership approach to delivery, e.g. a greater level of regional/local input into rail franchising decisions.

The process would benefit from the major delivery agencies (TS, RTPs, LAs) producing regular (e.g. biannual) monitoring reports on output progress.

The Transport Citizens Panels are an interesting innovation but need to link into or be hosted by the Community Planning and Locality Action Partnerships.

We would support continued engagement with the business community which should have defined representation on the Transport Strategy Delivery Board.

It is disappointing after the work of the Roles & Responsibilities work stream and the consultants' background research that the scope of regional transport governance, i.e. to include transport planning, roads, public transport and examples of regional governance models were not included in the consultation document. There needs to be some pace injected into the next stages of this review.

Strengthening Evidence – we would support the design of a robust monitoring and evaluation frame work and would suggest that this be closely aligned to the logic modelling and benefits realisation work flows that take vision – outcome – action – delivery – results – impact.

There is increasing need to access reliable data sources and we would suggest that Transport Scotland establish a 'Transport Data Warehouse' or else a meta-data index that indicates where open source data can be obtained for variety of transport uses.

There needs to be some effort to ensure that inclusivity, equality and environmental justice is built into the co-design, co-production and co-delivery processes from the outset and not treated as a bolt-on or post-hoc rationalisation after the policy or implementation plan has been determined. We would support the continued application of a scenario planning approach.

Managing Demand – we would support reference to the Sustainable Travel Hierarchy though we believe the Scottish Government and Transport Scotland will need to be more robust in addressing the continued reliance on private vehicles particularly for shorter trips.

We would also support reference to the Sustainable Investment Hierarchy and reference to climate change, inclusive growth and innovation.

However, we would perceive a conflict between these sustainable objectives and the use of STAG that uses an assessment method which is essentially an economic model that values the non-productive use of time as its primary measure. Hence there is a bias towards the private car and road building at the expense of other modes and infrastructure. There should be a shift in appraisal methodology towards productive time, addressing economic deficits, e.g. access to school/college/employment and low emission technology.

On the range of actions suggested, these are not bold enough and following the lead of places such as Estonia and Luxembourg a free public transport trial should be initiated to ascertain whether this would meet the outcomes of the NTS in a more inclusive and sustainable way. We would suggest that such a trial should be conducted in both an urban and rural area and could potentially be run in parallel with the introduction of MaaS solutions so that a detailed evaluation could take place of trip preferences, costs and emissions.

On the Workplace Parking Levy, Tactran supports the principle of providing powers (e.g. via the Transport (Scotland) Bill) which give authorities the option to apply for and introduce a workplace parking levy to help reduce car traffic in a town/city/city region if it is identified as an effective means of managing parking demand (and traffic) in that area.

STPR2 – it is to be welcomed that the scope has been extended to encompass Active Travel and other initiatives, however, in the context of the collaborative partnership approach, particularly at a regional level, the delivery of projects to support NTS outcomes is a wider responsibility than just Transport Scotland and will

involve investment by a variety of partners and hence the objectives need to be determined at the regional level of governance.

The Transport Bill needs to allow a wider application of the Lothian Buses model and the potential for public/private/community joint ventures in the delivery of services. In that context, the funding for bus services within local authorities needs to be de-coupled from decisions on children's services and adult social care so that investment decisions can be based on the NTS outcomes rather than competing but unrelated demand pressures.

10. Is there anything else you would like to say about the National Transport Strategy?

There needs to be an overarching statement incorporating a published diagram as to how recent reviews and legislation integrate and support each other including:

- Enterprise & Skills Review;
- Planning Bill;
- Transport Bill;
- National Transport Strategy;
- Local Governance Review;
- National Infrastructure Commission; etc.

Perhaps referencing them in the context of the Place Principle might help?

Section F: Strategic Environmental Assessment (SEA)

11. What are your views on the accuracy and scope of the information used to describe the SEA environmental baseline set out in the Environmental Report? Please give details of additional relevant sources.

The SEA outlines the key environmental pressures and trends, however some more detail regarding the impacts associated with demographic change would be useful along with better quantification of the impacts that are highlighted.

There are also areas within the baseline section that conclude certain issues without the evidence being presented to support the assertion. For example, it is stated that a move to electricity the transport network would place pressure on the energy sector without quantifying what this pressure would be and if there are potential mitigation measures.

The roll of green infrastructure to reduce flood risk while also supporting active travel it noted within the SEA but it should also be noted that other active travel infrastructure is essential if there is to be an increase in walking and cycling trips and the consequential positive environmental impacts.

The potential shift towards autonomous vehicle is highlighted and the potential issues relating to this development noted. However, the impact that this shift could have on road traffic and the consequential impact on public transport patronage and active travel modes has not been discussed.

The impact of climate change on coastal areas, and in particular transport infrastructure and hubs that are located in these areas, is highlighted in terms of the future resilience that will be required. However, the impact of climate change on inland transport infrastructure does not appear to have been considered and with significant flooding events recently having significant impacts on both the road and rail network this should also be considered.

Inclusion of data related to environmental noise associated with transport would be useful and reference could be made to the recent TNAP for Scotland as well as for some conglomerations.

https://consult.gov.scot/transport-scotland/transportation-noise-action-plan-2019-2023/

12. What are your views on the predicted environmental effects as set out in the Environmental Report?

The report largely focuses on the potential for the NTS to have a positive impact on GHG emissions while also recognising the impacts that policies supporting active and sustainable travel can make – including better integration of spatial and transport planning.

The report focuses on "green infrastructure" in a number of places in relation to active travel. While green infrastructure can have a positive impact on related

environmental issues such as flooding and biodiversity, the core function of an active travel network is to provide for safe and efficient journey by walking and cycling.

Little consideration is given to the impact of public transport policies and the SEA largely focuses on the impact of active travel and low carbon/technology solutions.

Flooding risks associated with climatic change focus on the impact on transport infrastructure/hubs in coastal areas; however as recent rail and road disruption demonstrates, inland flooding caused by extreme weather conditions can have a significant impact on the transport network.

The SEA notes that *"consideration may however need to be given to where modal shift or increased electrification could place additional pressures on other networks."* however no details are provides as to what these pressures might be.

The health impacts of active travel in terms of air quality is noted, however it is suggested that action should be targeted in areas with high deprivation or poor air quality without quantifying or providing evidence to support this course of action.

Consideration should also be given to targeting the source of trips as well as where the impact is manifested as evidence suggests lower income groups generate fewer trips and are therefore not the key source.

13. What are your views on the proposals for mitigation and monitoring of the environmental effects set out in the Environmental Report?

The mitigation proposed suggests closer alignment of policy areas and closer integration across spatial and transport planning disciplines which will be key to delivering the outcomes presented.

The SEA also notes that a monitoring and evaluation framework will require to be developed and this will be developed alongside the final NTS. Tactran would support the proposed monitoring to a local and regional level as well as at the national level.

It should be noted that a significant amount of data is already gathered that can be used for monitoring purposes and consideration should be given to how this data can be more readily integrated and used for as wide a range of monitoring as possible, thereby reducing any potential duplication.

14. Is there anything else you would like to say about the Environmental Report?

A number of sources appear to be missing from page footers (listed as "ibid").

National Transport Strategy Draft for Consultation

Strategy Development

- Approach based on building the evidence base, collaborative working and engaging with stakeholders across Scotland

- Collaboration with over 60 organisations

- Engagement with 3,000 people across rural, island and urban communities

- A Call for Evidence was undertaken, and evidence has under-pinned the development of the strategy including the identification of current and emerging trends and challenges

- Consultation next stage in the process

Consultation

- The Scottish Government has published the draft National Transport Strategy for consultation – the closing date is midnight on 23 October 2019

- Consultation questions are based on the following sections:
  - Section A: The Vision and Outcomes Framework
  - Section B: The Policies to Deliver NTS
  - Section C: Transport governance
  - Section D: The Strategy as a whole
  - Section E: Looking ahead
  - Section F: Strategic Environment Assessment

Vision for Scotland's Transport System

(Section A)

Our Vision

We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

Promotes equality
- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all

Takes climate action
- Will adapt to the effects of climate change
- Will help deliver our net-zero target
- Will promote greener, cleaner choices

Helps our economy prosper
- Will get us where we need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

Improves our health and wellbeing
- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

Current and Emerging Challenges

- Poverty and Child Poverty
- Social isolation
- Gender inequalities
- The changing transport needs of young people
- Ageing population
- Disabled people
- Scotland's regional differences
- Global climate emergency
- Technological advances
- Air quality
- Decline in bus use
- Productivity

- Labour markets
- Fair work and skilled workforce
- Trade and connectivity
- Freight
- Tourism
- Digital and energy
- Spatial planning
- Reliability and demand management
- Safety and security
- Health and active travel
- Information & integration
- Resilience

Policies and Enablers

(Section B)

- Current and Emerging Challenges set out in Strategy

- Meeting the Challenge through delivery of 14 policies (with 38 enablers) collaboratively developed

- Assessed against the 12 outcomes

- Use of Scenario Planning, due to future uncertainty, to assess against range of different future scenarios

Policies and Enablers

Policy	Enabler
Continue to improve the reliability, safety and resilience of our transport system	Increase safety of the transport system and meet casualty reduction targets
	Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility
	Implement measures that will improve perceived and actual security of Scotland's transport system
	Increase the use of asset management across the transport system
Embed the implications for transport in spatial planning and land use decision making	Ensure greater integration between transport, spatial planning, and how land is used
	Ensure that transport assets and services adopt the Place Principle
	Ensure the transport system is embedded in regional decision making
Integrate policies and infrastructure investment across the transport, energy and digital system	Ensure that local, national and regional policies offer an integrated approach across all aspects of infrastructure investment including the transport, digital, and energy system
Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally	Optimise accessibility and connectivity within business-business and business-consumer markets by all modes of transport
	Ensure gateways to and from domestic and international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland
	Support measures to improve sustainable surface access to Scotland's airports and sea ports
Provide a high-quality transport system that integrates Scotland and recognises our different geographic needs	Ensure that infrastructure hubs and links form an accessible integrated system that improves the end-to-end journey for people and freight
	Minimise the connectivity and cost disadvantages faced by island communities and those in remote and rural areas
	Safeguard the provision of lifeline transport services and connections

Policies and Enablers

Policy	Enabler
Improve the quality and availability of information to enable better transport choices	Support improvements and innovations that enable all to make informed travel choices
	Support seamless journeys providing the necessary infrastructure, information and interchange facilities to connect all modes of transport
	Ensure that appropriate real-time information is provided to allow all transport users to respond to extreme weather and incidents
Embrace transport innovation that positively impacts on our society, environment and economy	Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations
Improve and enable the efficient movement of people and goods on our transport system	Ensure the Scottish transport system efficiently manages needs of people and freight
	Promote the use of space-efficient transport
Provide a transport system that is equally accessible for all* * *all* includes everyone across Scotland but particularly those with protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation and people living in poverty.	Ensure transport in Scotland is accessible for all
	Identify and remove barriers to public transport connectivity and accessibility within Scotland
	Reduce the negative impacts which transport has on the safety, health and wellbeing of people
	Continue to support the implementation of the recommendations from, and the development of, Scotland's Accessible Travel Framework

Policies and Enablers

Policy	Enabler
Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth	Ensure sustainable labour market accessibility to employment locations
	Ensure sustainable access to education and training facilities
	Improve sustainable access to healthcare facilities for staff, patients and visitors
Support the transport industry in meeting current and future employment and skills needs	To meet the changing employment and skills demands of the transport industry and upskill workers
	Support initiatives that promote the attraction and retention of an appropriately skilled workforce across the transport sector
Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing	Promote and facilitate active travel choices across mainland Scotland and islands
	Integrate active travel options with public transport services
	Support transport's role in improving people's health and wellbeing
Reduce the transport sector's emissions to support our national objectives on air quality and climate change	Facilitate a shift to more sustainable modes of transport for people and commercial transport
	Reduce emissions generated by the transport system to improve air quality
	Reduce emissions generated by the transport system to mitigate climate change
	Support management of demand to encourage more sustainable transport choices
Plan our transport system to cope with the effects of climate change	Increase resilience of Scotland's transport system to climate change related disruption
	Ensure the transport system adapts to the projected climate change impacts

Transport Governance
(Section C)

- Collaborative, evidence and assessment based review undertaken

- No single transferable model – no one-size-fits-all solution

- Scottish Ministers agreed the collaborative working group's recommendations :

  1. Case for change has been made/current arrangements no longer sustainable;

  2. Future transport governance should be on the basis of some form of regional model allowing for variations in approach between different geographic regions;

  3. Governance is complex - further work is needed to develop implementable models

- Consultation responses on decision making and community involvement will inform further work

Strategy as a Whole
(Section D)

- Next twenty years - noting need for flexibility and adapt to technology advances

- Inform future decision making

- Whole system: people, businesses and freight

- Recognising geographical variation – differing needs of our cities, towns, remote, rural and islands communities

- For all to deliver - central, local governments, Regional Transport Partnerships (RTPs), third sector - businesses and individuals – informed decision/take account of actions

Looking Ahead / What We Will Do
(Section E)

- Committed to the development of a Delivery Plan

- The Scottish Government has set out actions in three key areas:

  – Increasing Accountability

  – Strengthening Evidence

  – Managing Demand

Investment Hierarchy

Reduces the need to travel unsustainably

Maintaining and safely operating existing assets

Make better use of existing capacity

Targeted infrastructure improvements

Strategic Environmental Assessment

- The Strategic Environmental Assessment (SEA) is a statutory requirement via the Environmental Assessment (Scotland) Act 2005 (the "2005 Act")

- The SEA Environmental Report sets out the assessment findings; issued alongside draft National Transport Strategy for public consultation

- The last stage is the production of a Post Adoption Statement, which will:
  - document the assessment findings and responses to both the SEA Environmental Report and the draft National Strategy
  - document how these comments have been taken into account and influenced the final Strategy
  - be published at the same time as the finalised Strategy

Have Your Say

- The consultation, which will remain open until midnight on 23 October 2019, can be found online at: www.transport.gov.scot/NTS2

- Alternatively, you can request a hard copy of the consultation document by calling 0141 272 7999 and leaving your name and address

- For further information, please contact the NTS Review Team at: NTSReview@transport.gov.scot

  - #NTSHaveYourSay