SUSTAINABLE TRANSPORT FORUM

Conference Room 2, Victoria Quay, Edinburgh, EH6 6QQ
Friday 24th February 2017 – 10:00am

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AGENDA

1. **WELCOME AND APOLOGIES FOR ABSENCE**

2. **MINUTES**

    (a)   Sustainable Transport Forum of 3rd May 2016

3. **X ROUTE STUDY –** Report by Moira Nelson

4. **PRESENTATION ON REMIT AND ROLE OF CYCLING SCOTLAND POST –** Report by Peter Jackson

5. **NTS2 PRE-CONSULT, REQUEST FOR VIEWS –** Report by George Eckton

6. **DRAFT CLIMATE CHANGE PLAN CONSULTATION –** Report by Emily Whitters

7. **SESTRAN MODEL 3 UPDATE –** Verbal update by George Eckton

8. **ACTIVE TRAVEL TASK FORCE –** Report by Lisa Freeman

9. **PROJECTS / EVENTS UPDATE –** Roundtable update

10. **PARTNER UPDATES –** Verbal updates from operators

11. **AOCB**

17th February 2017.

Telephone: 0131 524 5150 or E-mail: reception@sestran.gov.uk

Agendas and papers for all SEStran meetings can be accessed on www.sestran.gov.uk

SESTRAN SUSTAINABLE TRANSPORT FORUM

10:00AM TUESDAY 3RD MAY 2016

SUSTRANS OFFICES, ROSEBERY HOUSE, 9 HAYMARKET TERRACE, EDINBURGH

Present

Sandy Scotland (Chair)	Non Cllr Member
Gillian Bathgate	Midlothian Council
Nikki Boath	SEStran
Heather Cowan	Transport Scotland
Judith Cowie	City of Edinburgh Council
Mark Craske	NHS Forth Valley
Emma Crowther	University of Edinburgh
Graeme Curran	Scottish Government
Matt Davis	Sustrans
Kirsty Davison	WSP
William Dove	NHS Fife
Lisa Freeman	SEStran
Hanne-Mary Higgins	SEStran
Andy Keba	Sustrans
Dave Kinnaird	Liftshare
Stuart Lockhart	One-Ticket Ltd
Catriona Macdonald	SEStran
Chris McGhee	Scottish Government
Gordon Manson	Home Energy Scotland
Amber Moss	East Lothian Council
Deborah Paton	West Lothian Council
Lynn Slavin	Falkirk Council
Keith Stark	Enterprise Car Club
Rebecca Taylor	Scottish Government
Laura Watling	Liftshare
Paul Wright	Cycling Scotland

Apologies

Cllr Jim Fullarton	Scottish Borders Council
Cllr Bill Henderson	City of Edinburgh Council
Cllr Adam McVey	City of Edinburgh Council
Charlie Anderson	Non Cllr Member
Caroline Barr	
Gary Bell	SCSP
Stephen Bird	Falkirk Council
Lesley Deans	Clackmannanshire Council
Pauline Donaldson	Forth Valley College
John Geelan	Steer Davis Gleave
Christine McDougall	Edinburgh College
Cecilia Oram	Sustrans

Jamie Pearson   Napier University
Iain Shaw   City of Edinburgh Council
Martin Wanlees   Scottish Borders Council

Ref.		Actions
1.	**Introduction/Apologies**	
	Mr Scotland welcomed the group and conducted round table introductions. Mr Scotland reported that Alex Macaulay, SEStran Partnership Director has retired and announced that George Eckton will become the new Partnership Director on 1 June 2016.	
2.	**Minutes of Last Meeting**	
	The minutes of the last meeting were approved.	
3.	**Matters Arising**	
	There were no matters arising.	
4.	**Sustrans – Community Links**	
	Mr Keba gave an update on the Community Links project. Main points as follows: • 2015-16 has been very successful year in SEStran area. Grand total for completed projects was £13 million which was spread over 80 projects. • Number of applications for 2016-17 is very similar to 2015-16. Sustrans will wait until after new Government is formed before they announce the successful projects. Mr Scotland queried if Sustrans were involved with Community Links Plus. Mr Keba reported that this a separate programme.	
5.	**Transport Scotland – ERDF Funding for Low Carbon and Active Travel**	
	Ms Cowan gave a presentation on ERDF Funding. Ms Cowan agreed to forward the presentation slides to Lisa Freeman for distribution to the group. The presentation slides are attached. Ms Cowan also agreed to send a link with the presentation regarding private sector funding.	**Heather Cowan/Lisa Freeman**
6.	**Tripshare Update**	
	Mr Kinnaird gave an update on Tripshare. Main points as follows: • Tripshare membership is continuing to grow • Some of the Tripshare schemes now operating in SEStran area are Edinburgh University, NHS Borders, Heriot Watt University, NHS Forth Valley, Scottish Government. • A few NHS hospitals have set up car sharing spaces on their sites. • Tripshare have redesigned customers websites • Event management is available to promote Tripshare within companies • Promote Personalised Travel Plans to company employees Mr Dove commented that Victoria Hospital in Dunfermline now operates a Tripshare Budi scheme. The Car Parking Policy has also been rewritten.	

7.	**Smarter Choices Smarter Places 2016/17**	
	Lisa Freeman gave an update of Smarter Choices Smarter Places due to Gary Bell's absence. Lisa Freeman advised that she will circulate the update to the Forum. Update attached.	**Lisa Freeman**
8.	**Real-Time Passenger Information**	
	Miss Macdonald, SEStran, gave an update on Real-Time Passenger Information. Main points as follows: • Bustracker SEStran now has live bus times for all Stagecoach and First services within SEStran area and timetabled information for smaller operators is due to be added to the system soon • An objective for this year is to upgrade smaller operators machines to GPS enabled machines in order to be added to the real time system • RTPI Digital Signage now has all live bus, train and tram times.	
9.	**One-Ticket Smart App Launch**	
	Mr Lockhart summarised One-Ticket Ltd. Mr Lockhart brought to the attention of the Forum the launch of the One-Ticket Smart App. He highlighted that this is a bus only product. The product is due to be launched imminently.	
10.	**SEStran Grant Schemes for 2016/17**	
	Ms Freeman summarised the grant scheme that is currently being run by SEStran: • The sustainable and active travel grant is open for applications and is aimed at organisations looking to encourage sustainable travel. The grant is worth £25,000 and is 50% match funded. Applications are on a first come, first served basis. Miss Higgins summarised the Sustrans grant scheme that is currently being run by SEStran and highlighted some of the projects that have benefited from this scheme: • Feasibility Study on A71 • Cycle Super Highway • Young Scot project This grant is worth £25,000.	
11.	**AOCB**	
9.1	Gordon Manson – Home Energy Scotland. Mr Manson summarised his role within Energy Saving Trust.	
9.2	Gillian Bathgate – Midlothian Council. Ms Bathgate reported that Midlothian Council have installed new Active Travel consoles at new Borders railways station and these have now gone live.	
9.3	Lynn Slavin – Falkirk Council. Ms Slavin reported that Falkirk Council are focussing on Smarter Choices, Smarter Places projects.	
9.4	Amber Moss – East Lothian Council. Ms Moss reported that East Lothian Council have submitted their Smarter Choices, Smarter Places bid. Ms Moss also reported that the development of Active Travel improvement plan is underway.	

9.5	Judith Cowie – City of Edinburgh Council. Ms Cowie reported that Edinburgh Council have submitted their Smarter Choices Smarter Places bid.	
9.6	Emma Crowther – Edinburgh University. Ms Crowther reported that Cycling Scotland have assisted Edinburgh University through their Cycle Friendly Campus Award with the Student Bike Hire scheme which hires out bikes to students on a semester basis. Ms Crowther also commented that this scheme will be widened to offer staff the same opportunity over the summer. Edinburgh University have a partnership with the Wee Spoke Hub and as a result of this staff will be offered cycle training and lead cycle rides.	
9.7	Paul Wright – Cycling Scotland. Mr Wright reported that Cycling Scotland have also undertaken the Cycling Friendly Campus Award over the past year and have rolled this out to other universities and colleges and these have been very successful. The deadline for bids is 3 May 2016. Cycling Scotland are also hoping to launch an internship programme for a Cycling Officer this year.	
9.8	William Dove – NHS Fife. Mr Dove reported Fife Council have received 4 RTPI screens for Fife hospitals.	
9.9	Keith Stark - Enterprise Car Club. Mr Stark reported that Enterprise Car Club was formerly City Car Club.	
9.10	Mark Craske – NHS Forth Valley. Mr Craske reported that NHS Forth Valley have appointed Enterprise Car Club and now have 2 cars onsite.	
9.11	Andy Keba – Sustrans. Mr Keba highlighted that cycling parking is currently being dismantled from Abellio stations. This equipment is being offered free of charge to anyone who is interested. The racks will be reinstalled free of charge also.	
9.12	Lisa Freeman – SEStran. Ms Freeman reported that SEStran currently have 2 European Projects which are Social Car and SHARE-North.	
9.13	Deborah Paton – West Lothian Council. Ms Paton reported that West Lothian Council have adopted their Travel Plan. West Lothian Council are also involved in Smarter Choices Smarter Places projects.	
9.14	Scottish Government Team reported that their Cycle to Work scheme begins on 3 May and runs until the end of the month. Scottish Government have also been running Sustainable Transport events for their staff. In December 2015, Scottish Government launched their Sustainable Travel Strategy. Scottish Government have installed 3 Bustrackers at their Victoria Quay site. Also there is a Sustrans cycle counter based at Victoria Quay. Scottish Government team also highlighted that they are operating a Liftshare scheme of which there are approx 100 members.	

10.	Close	
	Mr Scotland thanked attendees for their time and stated that the next meeting of the forum would be held in October 2016.	

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X-Route: Co-designing Active Travel

1.   INTRODUCTION

1.1   In 2016, SEStran commissioned Young Scot to deliver a project engaging young people across the south-east of Scotland to explore their views and experiences of active travel in their local area. The final report, published in November 2016, highlighted a number of barriers young people faced and how SEStran would address these.

2.   BACKGROUND

2.1   The Regional Cycle Network Grant Scheme (RCNGS) is funding offered by SEStran to local authorities and other stakeholders to look at improving cross-boundary cycle routes within the region. The funding is provided by Sustrans from their Community Links Programme.

2.2   SEStran used this funding to commission Young Scot to create a project based on the views of young people from varying socio-economic backgrounds across the south east of Scotland. The aim of the study was to give the commuters of the future a platform and opportunity to have their say on things that would encourage them to make active travel an easy and natural choice. It was clear from the outset that many of the young people had never considered cycling or walking as a means of transport- a staggering 75% of young people surveyed had never heard the term 'active travel.' Through the Young Scot co-design process a number of issues were discussed, through exploration workshops and ideas gathering- from lack of connectivity in rural locations, cost of equipment being a barrier, to peer pressure and negative attitudes towards cycling.

2.3   The Vennie youth group from West Lothian highlighted how remote, dark or poorly lit paths could be off-putting to users. They suggested that glowing paths could increase perceptions of safety without spoiling the natural environment with light pollution.

2.4   In 2014 the Scottish Road Research Board (SRRB) published a desk study investigating the viability of 'glowing roads' in Scotland. The report, carried out by CH2M HILL, recommended the trial of one of these glowing products to test their feasibility on Scottish roads. As a result, in November 2016 SEStran applied to the SRRB for a research grant to enable the trial of glowing paths in West Lothian. Atkins was appointed by the SRRB to carry the project forward. The study will involve working in partnership with The Vennie to identify a site for the trial, install a trial and monitor it for a full year. The trial is scheduled to begin in April 2017.

2.5   SEStran's successful bid to the SRRB is indicative of how the recommendations of the X-Route study will be carried forward. SEStran will continue to work in partnership with different stakeholders to identify funding

opportunities and recommendations that will improve cross-boundary travel for young people and the wider community. SEStran and the newly instated Regional Cycle Development Officer from Cycling Scotland will continue to identify ways to improve infrastructure and behaviour change measures throughout the region. SEStran also hopes to continue its partnership working with Young Scot on a wider transport study to highlight the importance of involving young people in the transport planning process.

3.   CONCLUSION

3.1   To conclude, SEStran is committed to supporting the views of young people in creating a more inclusive and accessible transport network for all. The X-Route study has provided the catalyst in encouraging more young people to be involved in SEStran's work. As a result of the X-Route study SEStran is focused on producing tangible outcomes from the study such as the SRRB research to create glowing paths.

Moira Nelson
Active Travel Strategic Development Officer
17th February 2017

Appendix 1 – X-Route report

ROUTE

CO-DESIGNING
ACTIVE TRAVEL

YouNg
Scot

SEStran
South East of Scotland
Transport Partnership

FOREWORD

BY, COUNCILLOR LESLEY HINDS

FOR ME, YOUNG PEOPLE ARE OFTEN OVERLOOKED WHEN CONSIDERING TRANSPORT ISSUES OF ANY FORM AND THIS NEEDS TO CHANGE.

Active travel is a term that 75% of those surveyed had never heard of. Therefore, this report is our attempt to give young people a platform and a voice to express the barriers they face when considering active travel.

Active travel plays a vital role in creating a sustainable transport network across the region as well as creating productive, happier and more active citizens in every sense.

We must continue to strive to engage and encourage those who are often underrepresented if we wish to make active travel an easy and natural choice today and tomorrow.

If we are all committed to real, great and lasting change of the transport network in the South East of Scotland, then we need to start with young people.

SEStran is committed and proud to support an ongoing co-design partnership with Young Scot and young people, to continue to engage and empower the future users of our transport network.

COUNCILLOR LESLEY HINDS, SESTRAN CHAIR

At Young Scot, we recognise that transport is a catalyst to enable young people to make the most of their lives and to connect locally and nationally to opportunities. More importantly, enabling young people to co-design ideas to improve attitudes and infrastructure for active travel builds towards national outcomes around improved citizen engagement, health and the environment. The projects volunteers have demonstrated ambition and commitment to improve the lives of young people and communities across Scotland and we look forward to continuing the collaboration with SEStran to support young people to make their ideas a reality.

LOUISE MACDONALD @ YOUNG SCOT

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CONTENTS

BACKGROUND

THE X-ROUTE PROJECT PUTS YOUNG PEOPLE AT THE HEART OF COLLABORATIVELY DEVELOPING REGIONAL CYCLING INFRASTRUCTURE. COMMISSIONED BY SESTRAN AND DELIVERED THROUGH YOUNG SCOT'S CO-DESIGN SERVICE, THE PROJECT HAS PROVIDED A PLATFORM TO ENABLE YOUNG PEOPLE TO EXPLORE THEIR PERSPECTIVES ON ACTIVE TRAVEL.

Participants have developed a series of ideas and recommendations to improve cross boundary active travel in and around their local area. The intention is for these routes to become a viable option and an integral part of travel for young people and their wider community in the South East of Scotland.

THE MAIN GOALS FOR BOTH PARTNERS HAVE BEEN TO:

- Support young people to shape and influence sustainable travel services and low carbon activity

- Improve the understanding of young people's cycle network needs

- Raise young people's awareness of active travel options so they will be in a better position to benefit from Scotland's travel options and improve their lives and wellbeing

- Develop young people's knowledge, understanding and confidence working in teams in collaboration with SEStran and key stakeholders

- Celebrate and share the participating young people's achievements to inspire others to use the cross boundary network.

Summary

X-Route provided a valuable opportunity for young people to share their experiences and ideas to influence SEStran's plans for future improvements to the south east of Scotland's cycle network.

Throughout, it has been clear that the challenges and barriers that would deter a young person from cycling are similar to those of the wider active travel community. A high percentage of the young people had not considered cycling as a means of transport for a variety of reasons from lack of fitness, confidence or equipment to the perception of distance and fear of safety on the journey. Throughout this report we will share the co-design process deployed on the project, how the young people have shared their views with each other and developed new

Participants were keen that young people, now and in the future, should feel that cycling is an easy and accessible option, with infrastructure in place that enables them to have a safer, quicker and more enjoyable journey.

What did become apparent through X-Route was that active travel as a behaviour needs to be encouraged and facilitated at an early age so people can continue considering it as a reliable mode of transport throughout their life, and reap all the benefits.

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ideas, we also include how these findings were presented by the young people themselves and the commitments SEStran have made to continue improving South East Scotland's active travel network in the future based on X-Route's insights.

PROJECT APPROACH

Young Scot has extensive experience in engaging with Scotland's young people to seek their views and input in the development of the services they use. Young people have a significant role to play in encouraging organisations and communities to adopt a more collaborative culture, focusing resources to effectively meet the needs of individuals and communities.

Young Scot's co-design service involves young people systematically creating, designing and delivering solutions in collaboration with organisations. Young people are involved much earlier in decision making process through a highly participative approach developing informed insights, ideas, recommendations and solutions for service development, policy and practice. This insight report shares young people's experiences and ideas to improve infrastructure to enable their ideal active travel experience to become a reality.

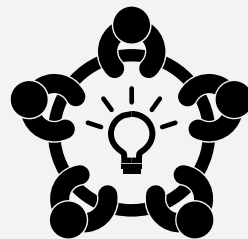Using the Co-design process, Young Scot and SEStran:

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Devised a youth-friendly National Survey for young people aged 11-25 from across Scotland to gain an understanding of their active travel habits and perceptions. The survey was promoted through Young Scot Rewards (https://rewards.youngscot.org), on the partnership's social media channels and networks, and via the Young Scot Digital Platform (http://young.scot).

Delivered four Exploration Workshops with up to 12 young people from various socio-economic backgrounds, ages, and local authority areas in South East Scotland. The individuals also had varying degrees of understanding, experience and interest in active travel. These groups were supported to create visualisation of the issues they face with active travel.

Held an Ideas Gathering at the Low Port Centre in Linlithgow, which provided all the project volunteers with a platform to share their issues and co-design solutions with each other and some key stakeholders from the active travel community.

Supported a Stakeholder Workshop to disseminate the young people's insights further and to find out about current and potential improvement projects being delivered around the South East of Scotland where the voice and needs of young people could be incorporated.

National Survey

The survey received 902 responses from young people aged 11-25 and had responses from all 32 Scottish local authorities. 294 responses came from SEStran's eight authorities in the south east.

National Picture:

Over 75% had never heard the term active travel before (72% in the South East). Of the 203 who had, the majority had heard of the term through school, university, or a youth engagement settings. 24% did not have access to a bike (23% in the South East).

■ 57% of respondents join up their active travel journeys with public transport, 61% in the South East.

■ 'because it is more active if you cycle everywhere and more efficient'

When asked how physically active the young people were, there was a


spread of responses. There was a definite correlation between how physically active a young person considered themselves to be and how often they said they walked. This was also comparable to cycling but on a much smaller scale.

The survey asked 'Approximately how long does/do you think it would take you to make your most common daily journey', for each of the modes of transport below:

	National	South East
Walk	35mins	32mins
Cycle	24mins	25mins
Public Transport	26mins	22mins
Car	14mins	13min

National Picture:

The average young person responding to our survey perceived cycling to be around the same speed as public transport. From discussions with active travel experts we know that cycling is on average a faster option which shows there is a misconception here. Many respondents did not know how long their journey would take if they were to walk or cycle, which may mean they have yet to try or even think about traveling in this way.

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Local Cycling   Further Cycling

All the time Rarely

Often Never

Sometimes
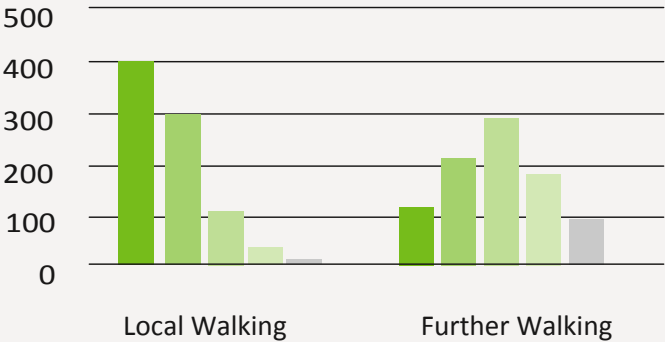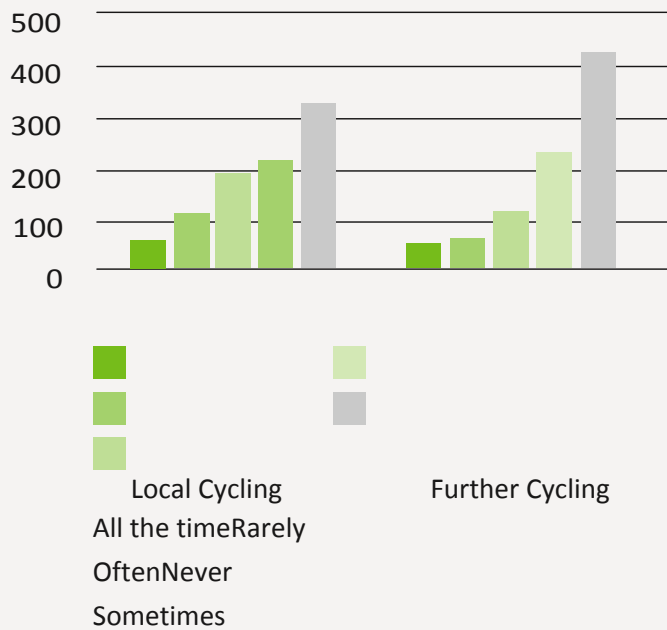
Nationally, walking is a very common mode of transport for young people when in their local area. Almost 81% (79% SE) walk often in their local area and 37% (41%

SE) continue to do so outside of their local area. 18% (19% SE) cycle often in their local area with 12% (14% SE) continuing to do so outside their local area. This demonstrates

that if a young person does active travel regularly they are more likely to use that method to go further afield.

The survey asked what was the furthest the young people had travelled from their home both on a bike and walking. The responses averaged 8miles (6miles SE) for walking and 12miles (8miles SE) for cycling. The majority of their furthest trips were usually for holidays, leisure activities or trips into larger cities, many cited the weather as a factor in why they decided to embark on these trips. Popular destinations were cities, lochs, and parks.

Some of the reasons young people   Some of the reasons young people active travel: don't active travel:

Because it's easier in a busy village

At home I live too far for me to walk but it's the perfect distance to cycle

Not too far to get sweaty doing it and not so far that it takes way longer than driving.

I don't know the areas surrounding Tranent, if I did and it was safe I would.

I haven't had any training in terms of cycling on the road and although most of it is common sense I am worried that I could hurt myself or cause an accident.

It's embarrassing It's fun and keeps you in shape.

I have a physical and learning disability so am unable to cycle To reduce our carbon footprint.

It's not safe to cycle in my area due to busy roads and It allows you to get a better look at your not safe to walk because of crime surroundings and find new places

It's quicker than the bus

I live at the top of a steep hill so the journey home is tiring

(Green = in south east Scotland, GREY = national)

Positive themes:

Fun, fitness, cheaper, faster than public transport and sense of enjoyment.

Negative Themes:

No bike, faster bus, dangerous, weather, hard work/hassle, lack of confidence.

Open Questions

Survey Summary

The survey has shown that not only are there young people in Scotland motivated and keen to share their opinion on improving active travel options, they are willing to share their challenges and barriers as well as suggest ideas. These improvements that young people want to see covered the entire experience of getting involved with cycling through to enjoying it more and getting involved with the Active Travel community.

Having to padlock my bike up. I'm scared of someone picking the lock and taking my bike then I'm left stranded.

There are not enough cycle paths and the fact that some drivers are inconsiderate of cyclists.

Busy traffic. Areas with too many trees so people can't see me and I feel less safe where it's quiet.

bike because my parents don't think that it is safe to cycle on the roads. There are no designated cycle paths. My school also doesn't accommodate for bikes and there isa chance that they could be stolen.

I don't have a

What prevents you from using active travel?

I've never really thought about it before as my school is only a 10 min journey and most of the time I travel in my dad's car.
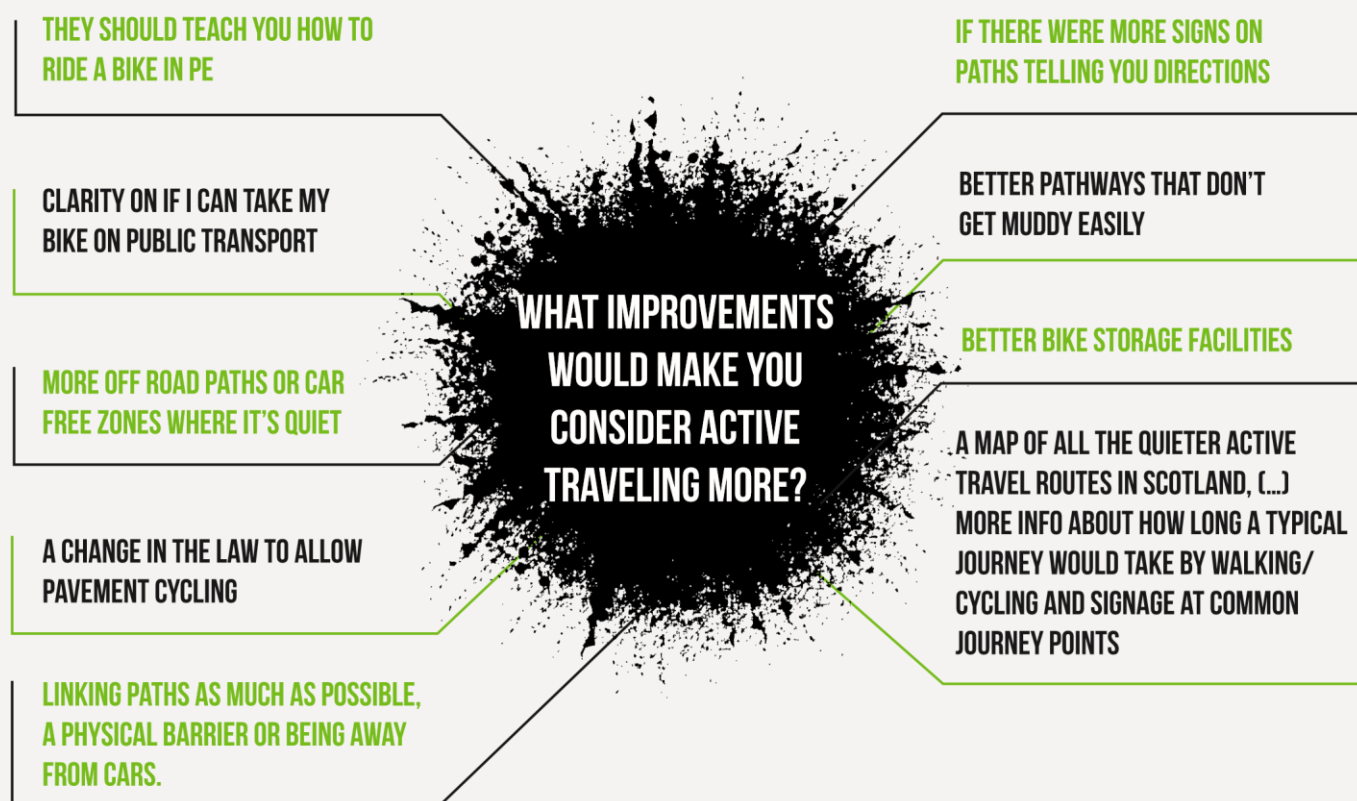
KEY THEMES:
Not feeling safe on the roads or in their local area, not having a bike, issues with the weather, terrain and effort required, lack of knowledge of local routes and storage facilities.

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OPEN QUESTIONS

BETTER CYCLE ROUTES AND LOCKERS FOR BAGS AT COLLEGE.

A SUITABLE OFF ROAD CYCLE-TRACK JOINING DESTINATIONS TOGETHER WOULD BE IDEAL.

WHAT WOULD ENCOURAGE YOU TO USE ACTIVE TRAVEL?

BEING CONFIDENT IN CYCLING..

MORE RECOGNITION FOR THOSE WHO DO USE ACTIVE TRAVEL.

KEY THEMES:

More cycle paths, storage and information, looking at new ways to keep cyclists away from traffic as well as incentivising active travel.

THEY SHOULD TEACH YOU HOW TO RIDE A BIKE IN PE

IF THERE WERE MORE SIGNS ON PATHS TELLING YOU DIRECTIONS

CLARITY ON IF I CAN TAKE MY BIKE ON PUBLIC TRANSPORT

BETTER PATHWAYS THAT DON'T GET MUDDY EASILY

WHAT IMPROVEMENTS WOULD MAKE YOU CONSIDER ACTIVE TRAVELING MORE?

MORE OFF ROAD PATHS OR CAR FREE ZONES WHERE IT'S QUIET

BETTER BIKE STORAGE FACILITIES

A CHANGE IN THE LAW TO ALLOW PAVEMENT CYCLING

A MAP OF ALL THE QUIETER ACTIVE TRAVEL ROUTES IN SCOTLAND, (...) MORE INFO ABOUT HOW LONG A TYPICAL JOURNEY WOULD TAKE BY WALKING/ CYCLING AND SIGNAGE AT COMMON JOURNEY POINTS

LINKING PATHS AS MUCH AS POSSIBLE, A PHYSICAL BARRIER OR BEING AWAY FROM CARS.

Key themes:

Improved introductory or training opportunities for young cyclists, more cycle routes away from traffic, lack of information and improvements to existing paths, apps and maps to help young people familiarise themselves with their area and established routes.

MEET THE TEAMS

TEAM 1

LARBERT HIGH SCHOOL, BIKE USER GROUP, FALKIRK

The group were made up of six S4-5 pupils aged 16-17, all were keen members of the schools BUG and avid cyclists.

www.larberthigh.com

TEAM 2

THE VENNIE, MONDAY NIGHT CLUB, WEST LOTHIAN

The group engaged 12 young people through The Vennie's drop in sessions. A core group of six volunteers aged 11-13 took forward the project and further explored the views of their peers.

www.thevennie.co.uk

TEAM 3

TWEEDDALE YOUTH ACTION, BIKE PUNKS, SCOTTISH BORDERS

The group were made up of eight young people aged 14-16 all with an interest in some form of extreme cycling.

www.tweeddaleyouth.co.uk

TEAM 4

RECHARGE, TRANENT, EAST LOTHIAN

The group of 12 that took part in the X-Route project were aged 16-22 and had diverse backgrounds including those at school, college, job seeking and in employment.

www.rechargenow.co.uk

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Issues & Recommendations

## Promoting information for an understanding of cycling
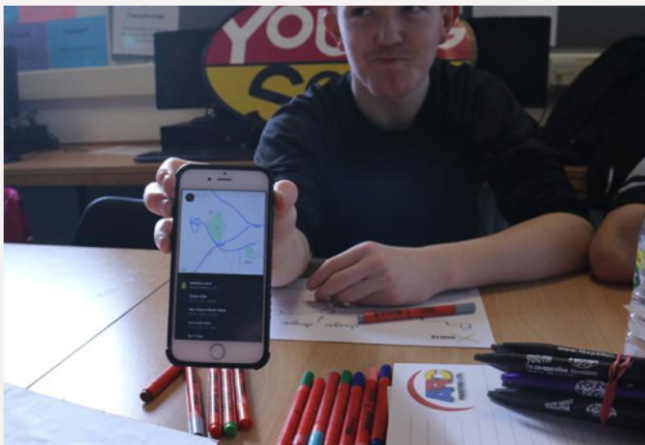
The groups expressed the barrier of not knowing where to go and getting lost outside of their local area. Where the younger groups could not imagine going further afield due to a lack of signage, the older groups were keen to show off their travel apps which not only provide GPS positioning but also allowed them to compete and race against friends.

Cost of kit

Some were worried about the time it takes to travel by bike and being late. Most young people prioritise the speed at which they got to their destination as very important.

The participants explained the initial cost of getting a bike and the safety equipment as barriers to some young people and were considered high end purchases. In two of the workshops areas there were youth focused cycle
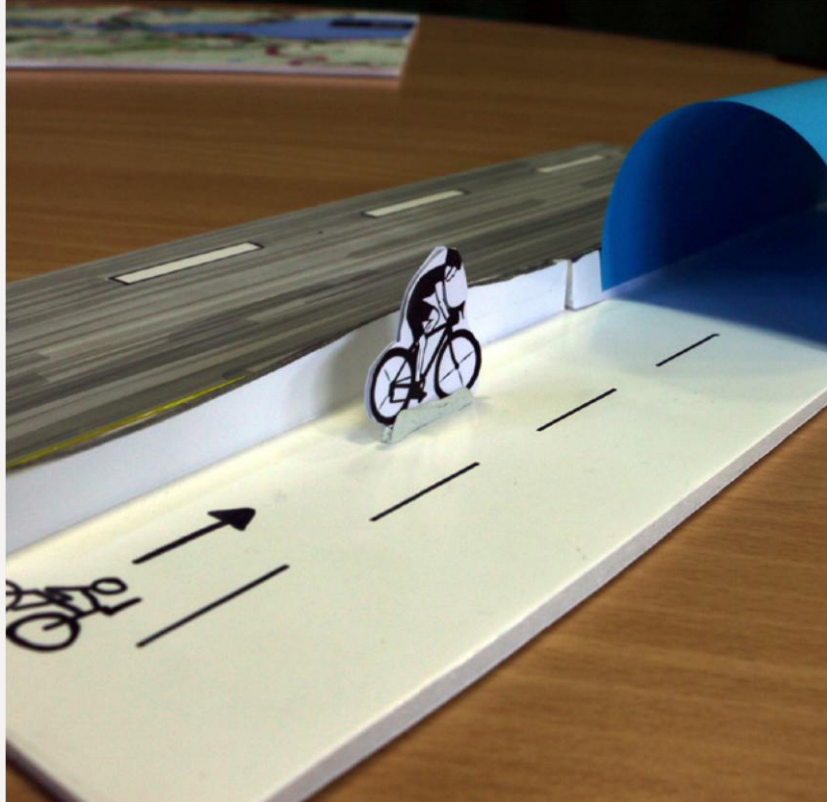
projects through which the young people could potentially rent bikes.

"Showing off how expensive your gear is" was a common social issue. One of the groups used the expression, "all the gear and no idea" for peers who spend a lot of money on equipment but don't necessarily have the skill to make the most of it, or even know how to maintain it.

Safety

Avoiding injury and overcoming the fear of hurting yourself were common barriers.

Participants from the Scottish Borders talked about living in a rural area and shared the experiences of drivers speeding which put cyclists at risk. *"There are a lot of good paths in the area for cycling from town to town off the road but some cyclists still go on the main road – getting in the way and causing accidents."* The perception is that cycling on roads is problematic which could be addressed by going on supported rides to build confidence/bikeability training.

At the ideas gathering, the groups came together and suggested that the best way to protect cyclists and make them feel safest was by keeping cyclists away from traffic. It was thought that bridges could be used to avoid crossing busy roads and keep the momentum on a journey. Enclosed cycle paths, speed limit of 20mph for cars in cycle areas, free reflective vests, ensuring young people know that by law you should use lights on your bike at night and promoting cycle safety as well as keeping cars out of the city centre would also make a difference. They also wanted to see better signage showing where the more cycle friendly paths were and how they could avoid having to travel in traffic especially

Attitude

Cycling was seen as an alternative to public transport/ walking/traveling in a car but only if they had the equipment, felt safe and developed the interest and commitment to do it regularly.

Participants said that, *"active travel should feel like an achievement and be something that you are proud of doing"*. The main factor that stops them using their bikes

they felt is often laziness, "people could do it but just don't try". Being put off by bad weather and hilly areas was common. The Recharge group in East Lothian mentioned that their town was especially hilly and many of their paths were not connected.

They expressed the need for initial commitment to learn and practice how to cycle safely on the roads. It was apparent that most young people still learn to ride a bike at a very young age, but for those who continue riding they chose a specialised area that they enjoy: mountain biking/ BMX as an interest/hobby. This showed that most young people see cycling as a recreational activity rather than as a mode of transport.

Getting into road cycling was not something that any of the young people mentioned having started with an interest in. They said that, *"you need to be fit to really enjoy the sport as it's hard work"*, but admitted that they were fit because they enjoyed the sport and being fit was a byproduct of their activity, not the reason for taking it up.

One group mentioned how schools consider sporting achievements in football, rugby, and hockey highly and will praise students at assemblies for excelling in these areas whereas cycling/active travel achievements weren't recognised. Groups shared their experiences of the personal sense of achievement when taking a new route, or travelling further than they had before.

Peer Influence

Young people agreed that although cycling was something that the majority of young people could do, it seemed like a niche group got involved in their areas and it was something that they had or would have had to actively 'get involved with'. One of the biggest prompts that gets a young person into cycling was if they have a peer group with an active interest.

Peer approval was raised, for example respect for your skill at skating/mountain biking. Negative impacts were also shared such as peer pressure and bullying if you take part in a different discipline or don't get on with the groups stereotype, *"peer pressure stopped me scootering".*

The groups felt there can be a lack of respect and even abuse from non-cyclists, such as drivers on the roads and pedestrians with dogs. Speaking about the stereotyped interaction between a cyclist and a driver, it was apparent that cyclists expected the abuse and drivers expected to get a reaction out of the cyclist which they described as not positive.

The Bike Punks youth group spoke about mixing between interest groups, i.e. Mountain Bikers, BMX bikers, skaters, scooters work but each discipline has their own stereotypes. These stereotypes can be a barrier with one group sharing not wanting to hang about with skaters as they were known to 'smoke weed'.

Participants shared that video role models like Danny MacAskill do a lot to inspire young people to get into cycling.
More accessible role models like Sir Chris Hoy and Sir Bradley Wiggins were mentioned but there was more interest in the more extreme sports personalities than track or road cycling.

Friends and family are seen as motivation for getting into cycling and it helps that in some schools there is a teacher actively promoting/advocating active travel and groups suggested that having cycling as an option for PE would be beneficial. Larbert High already has this with a 'Pump Track' on the school grounds.

QUALITY OF ROUTES

All four groups stated that smooth and clear paths were very important for easy cycling, skating, skateboarding or scootering. The path of choice was 'the black one with the white chips in it' as they were deemed as the best.

Two of the groups went outside to explore their local area and major barriers highlighted from these walkabouts included poor path maintenance with rubbish, broken bottles, potholes visible and a lack of signposting. From here they spoke about how a community can report issues with pot damage, vandalism and any obstructions and suggested making council apps more accessible to young people and the active travel community.

The Vennie participants shared, *"In Livingston you can get around without needing to cross a road"* and expressed how useful the underpasses were. They had an issue with the state of the paths, finding that there was also a lack of lighting and areas of overgrowth which reduced their visibility making the experience nerve-wracking.

The avid cyclists discussed how different styles of cycle path would encourage different types of cyclists and as young people they would be more interested in a mountain style terrain than a commuter road. They described this as 'the difference between extreme cycling and going for a cycle'. Common issues mentioned were narrow cycle paths, and ones where pedestrians or motorists were likely to use the path as well.

THIS TOPIC WAS THE MOST POPULAR AT THE IDEAS GATHERING WITH THREE of the six ideas presented in this area:

1. The young people focused on safety, not only going round corners where they suggested the implementation of mirrors or warning/slow down signs, but also through encouraging cyclists to have lights on at all times and making using a bell when approaching blind corners mandatory.

2. To keep paths clear they wanted to see our behavior change to take better care of the local area, this would make cycling safer and more enjoyable. They highlighted that if the area was clean then people would be less likely to do more damage and were conscious that the local authorities would need to be involved to get an area to an initial high standard.

3. One pitch suggested that lighting was important to make young people feel safe on off road paths, they wanted to see more novel approaches to this by making the lighting blend in with the surroundings either through hanging in natural features or making the path itself glow using either cat's eyes, solar lights or luminous paints.

Local connections

The groups were asked to think about common places they would go to and to think about the journey there on a bike. The most common places young people wanted to go using active travel routes included: their schools, sports centres,

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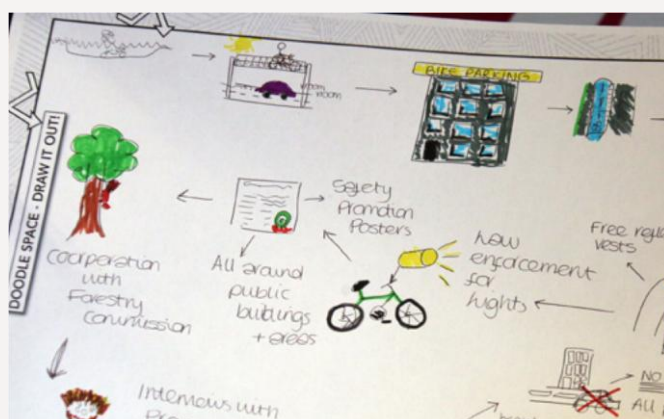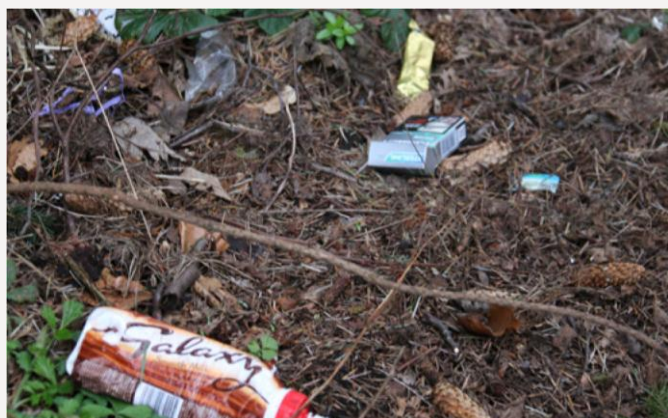
local hangout spots as well as further afield - generally their closest city.

For cross location travel, the Larbert group shared the value of easy routes to popular destinations like the Kelpies, Falkirk wheel and the canal paths where they can go all the way to Edinburgh or Glasgow.

One of the groups shared that a lack of washing/shower facilities at destinations could be a real deterrent as cycling fast, off road or in the rain would mean spending the day sweaty or wet.

Larbert outlined Stirling as a place they would be keen to see joined to Scotland's cycle network. They printed out a map of the network and were able to show that there was no way for them to get there without cycling on busy narrow roads.

The Bike Punks from Peebles spoke of the big mountain bike track at Glentress which was well outside their local area and which they would love to be able to cycle all the way to, safely.

The Vennie also discussed linking up with the wider cycle network.

Bike security and storage

All the groups mentioned the fear of having bikes stolen either from bike sheds, locks outside shops or even while riding along themselves. They admitted that a bike was an expensive item and especially the keen cyclists had usually invested highly in their equipment and do not feel comfortable leaving them in places like the school bike shed. From the ideas gathering there was a range of suggestions about new bike locks that could be linked to a phone app so you knew if someone was trying to steal your bike – or an alarm to at least deter a thief keeping your bike safe. Groups also thought about how there could be more places to lock up when cycling around, they thought about the multistory underground bike parks they have in Asia and discussed bright new designs to attract cyclists to local meet-up points.

All participants agreed that better bike security and storage facilities around popular locations such as schools, public transport links and hang out spots were needed in their local area. They also commented on the lack of CCTV in places

From these initial issues the groups worked on and pitched some big infrastructure ideas that were current in other countries and could be piloted in Scotland. They thought of mechanical underground storage and community hubs that would include showers, storage and security systems to help make people comfortable to park their bikes there.

There was a lot of negative discussion about buses, particularly how there is not always space for taking a bike on the bus, and in some cases you are not allowed on. The group from Peebles mentioned the bus that takes people to the mountain bike trails won't allow bikes on board. They also shared that many bus stops don't link up with active travel paths. There was a range of other problems with public transport that was outside the remit of this project for example: the cost, frequency of service and the attitudes of staff.

PUBLIC TRANSPORT

Thinking about the issues with linking up active travel journeys with public transport the young people thought about making quick loading bike buses with racks on the front and back for bikes or space onboard.

They also suggested rural park and ride for bikes so that bikes had shelter and protection at a local station before the rider for onto public transport into the busy village or city where there is less space.

They also thought about where this bus would stop linking up the smaller towns with cities by picking up at specific active travel network stops.

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KEY FINDINGS & ACTIONS

It is evident that some of the major insights from young people align with wider views and perceptions of other groups in Scotland, demonstrating that there is an active interest within the younger population to improve active travel opportunities.

The national survey data has been identified as a valuable asset by key stakeholders, to be compared to additional data sets including:

- Hands up survey - Sustrans, Local Authorities & Transport Scotland
- Scottish Household Survey – Scottish Government
- Bike Life Survey – Sustrans

Across all the project activity there have been a range of prominent barriers raised through survey comments, live exploration, discussion, and ideas for improvement.

Information & Knowledge

Young people didn't see cycling as a mode of transport. They were keen to be made aware of active travel routes in their area and support services and schemes to get young people into cycling. They felt that in order to become a commuting cyclist there was a certain level of knowledge and skill that they would need to develop over time.

The young people have stressed the need for access to information on active travel – specifically the time, cost, health and the environmental benefits. They want to see

cycling encouraged in schools and as an option in PE. Smart tech and digital services for cycling should be made available to young people.

SEStran response:
SEStran are looking to explore these options through their active travel officer posts and will seek to lobby local authorities and work in partnership with other active travel organisations to develop and promote the spread of information.

Social Barriers

For a young person to develop an interest in cycling the biggest factor is having a positive social influence close to them, this could be an advocate in the family, friend, school or in the community. Cycling was described as a niche interest and that there needs to be enjoyment and a social aspect for a young person to develop a sustained interest. Negative social influences were also raised with cycling being seen as 'clique' and bullying based on being part of a group or based on your skill or equipment.

It was apparent that cycling was seen as a physical activity and became something that teenage girls were less likely to do. Young people's social perception of cycling has raised questions around how cycling can be made more accessible and desirable for young people.

SEStran response:
We need to see stronger support for cycling social clubs or bike schemes in local communities which encourage young people to get involved and push them to experiment with utility cycling as well as the more extreme iterations which younger people tend to be drawn to. We will seek to identify funding opportunities or external support through partners such as Young Scot that will help to educate young people into making cycling more of a natural choice.

Common Barriers

Across the project it was apparent that young people face many of the same barriers as adults. Ideally young people want there to be safe, available routes away from traffic to encourage regular travel, cycle lanes that are clearly separated from traffic, these routes are well maintained and have decent visibility and there are accessible storage and support facilities for those travelling by bike.

The Full Journey

It is clear that the overall capacity for active travel cannot be encouraged by simply improving the routes and commuter corridors. Young people need to understand their options, be encouraged to try cycling, experience the benefits of cycling and be supported to develop their abilities before their decisions to commute would be affected by the quality of our cross regional cycle network.

SESTRAN RESPONSE:

Having suggested a range of improvements to the infrastructure by the young people both Young Scot and SEStran have been looking at potential funding to continue the development of these ideas. We have made applications to potential funding sources in order to create tangible outcomes from the findings of the report, and we will continue to identify relevant funds to enable issues raised to be addressed.

SEStran's Active Travel Strategic Development Officer will be working with LAs to improve cycling infrastructure throughout the region. Making the roads a safer and more cycle-friendly environment and also looking at cycle locker provision at transport interchanges in the region based on these insights.

SESTRAN RESPONSE:

SEStran hopes to continue its partnership working with Young Scot to further address and explore the issues raised in the report. It is important that young people are provided with a platform to enable them to provide meaningful input. Furthermore, SEStran aims to involve young people, through co-design, in the future of the regional transport networks and services.

PARTNERS

Throughout this project over 400 young people have had the chance to share their views and ideas, a smaller cohort of 38 have developed ideas, experienced team working, public speaking (some for the first time) and had the chance to work on a live project. It has empowered them to be proactive and to get involved with a range of initiatives that will help shape the future of active travel in Scotland.

Both Young Scot and SEStran want to thank all those who have been involved.

SEStran

SEStran is one of seven Regional Transport Partnerships in Scotland, covering eight local authorities, within an area of 3,180sq miles and home to 28% of Scotland's population. There is a huge diversity of transportation issues within the SEStran partnership area, from urban congestion to rural public transport and from ferry ports to airports.

For the purpose of this project the focus has been South East Scotland's cycle networks and how these routes can be more inclusive, accessible and appealing to young people.

Young Scot

Young Scot is the national youth information and citizenship charity. Young Scot provides young people, aged 11-25, with a mixture of information, opportunities and incentives to help them become confident, informed and active citizens. Through the Co-design service, the team have extensive experience in engaging with Scotland's young people at a local and national level to seek their views, input,

collaboration and participation in the development of services they will use.

Role & Remit of Cycling Scotland Post

1. INTRODUCTION

1.1 In partnership with Cycling Scotland, the appointment of Regional Cycle Training & Development Officer was made in October with the role being taken up from November 2016.

2. Background

2.1 Much of the coordination of cycle training has been overseen in the Glasgow office of Cycling Scotland (CS) by development officers with a wide remit. In 2016 Tactran became the first RTP to have an embedded CS officer. This approach has allowed closer working relationships with the communities across the RTP, and a regional contact point for CS.

2.2 The role of the RCTDO is heavily weighted around the support of Bikeability training to schools across the eight local authorities, to reach the target of offering every child in Scotland the opportunity to learn on road cycling skills. Currently across the region this sits at 28% of eligible pupils.

2.3 Adult Cycle Training has reward for individuals, workplaces, and communities. The RCTDO will be working across the SEStran region to establish a network of outlets to deliver the CS Essential Cycling Skills training programme. This network will become the recognised point of information on adult cycle training.

2.4 Further training opportunities will be offered to professionals in the form of Practical Cycle Awareness Training (PCAT). A programme that is based on the Safe Urban Driving course that forms part of the mandatory CPC requirement of the Fleet Operator Recognition Scheme. The aims of the course are to make drivers aware of the risks that people on bikes experience on the road, to understand cyclists behaviour and anticipate how they ride.

2.5 In line with the recent publication of CAPS3, Action 10 Promotion and Behaviour Change, the RCTDO will be coordinating the delivery of Make Cycling Mainstream (MCM) in the SEStran region. MCM covers Planning & Design, Policy & Strategy, and Behaviour Change within each there are a variety of levels available from Foundation to Practitioner. These sessions are aimed at a wide range of individuals, Roads Engineers, Urban designers, planners, local authority officers, RTP staff, Outdoor access staff, community groups, elected members, to name a few. Attendance and participation is accredited as CPD time.

2.6 Meeting CAPS3 Action 13 & 15, the RCTDO will support the current delivery of CS Cycle Friendly programmes, and seek to expand this across the region. Cycle Friendly packages are designed to support workplaces,

campuses, communities and schools to install improved cycling facilities and to incentivise staff and students to cycle more often, including the promotion of workplace and school-based champions and internships at universities and colleges to encourage peer groups to increase their levels of active travel to and from work and places of study.

3.   CONCLUSION / RECOMMENDATIONS

3.1   The RCTDO role seeks to enable cycle training opportunities across all stages of life, promote behaviour change programmes, and support local and regional sustainable and active travel strategies.

Peter Jackson
Regional Cycle Training & Development Officer
17th February 2017

National Transport Strategy – early engagement survey

1. **INTRODUCTION**

1.1 Transport Scotland have issued an early engagement survey seeking opinions on transport policy at all levels in the context of the development of a National Transport Strategy 2 by Scottish Ministers as outlined in the Programme for Government 2016-17.

2. **Early Engagement Survey**

2.1 As part of the development of a new National Transport Strategy (NTS2) Transport Scotland have issued an early engagement survey which is open to responses until 31 March 2017. It is proposed that SEStran will agree a response at its 2 March Board meeting and that this should be informed by comments from all consultative forums and groups.

2.2 The review of the NTS will set out an updated vision for transport for the whole of Scotland in 20 years' time and outline a plan to achieve this vision. The NTS2 will also look at how we can successfully address the strategic challenges facing our transport network and how we can make the most of the opportunities that present themselves. Transport Scotland has committed to delivering a collaborative review of the National Transport Strategy (NTS), by giving individuals and communities across Scotland a greater say in influencing the development of transport policy at local, regional and national level. As such, they are keen to gather your views at an early stage to help us shape the key themes of the NTS review.

2.3 Transport Scotland have stated that following the early engagement survey, there will be a wider programme of national engagement beginning in Summer 2017 ahead of a full public consultation. A copy of the consultation questions are outlined in appendix 1 and the link to the early engagement survey is below:
http://www.transport.gov.scot/news/have-your-say-scotland%E2%80%99s-national-transport-strategy

3. **CONCLUSION / RECOMMENDATIONS**

The paper seeks to invite comment on the pre-engagement survey, which will be incorporated as appropriate into the final report to the Board in early March and the initial issues highlighted for further discussion at the meeting within the paper.

George Eckton
Partnership Director
17th February 2017

Appendix 1 – List of Consultation Questions

List of Consultation Questions

1. Have you used, or referred to, the 2006 National Transport Strategy (NTS)?

2. When did you use it and did it meet your requirements? What, if anything, would you change about how the 2006 NTS is presented?

3. The current strategy sets out three outcomes: improved journey times and connections; reduced emissions; improved quality, accessibility and affordability. Do you think each of these will still be relevant over the next 20 years?

4. If not, what strategic outcomes should transport be trying to achieve?

5. If there was one thing that needs to change substantially now in transport, what would that be?

6. What do you think the main transport challenges and opportunities will be over the next twenty years?

7. How would you like us to engage with you during the development of the future strategy that will lead to a formal public consultation?

Scottish Government – Draft Climate Change Plan 2017 - 2032

1.   INTRODUCTION

1.1   The Scottish Government passed the Climate Change (Scotland) Act in 2009, which in part requires the Scottish Government to publish regular plans for meeting future emission reduction targets. On the 19th January 2017, the draft Climate Change Plan (the draft third report on proposals and policies (RPP3) for meeting Scotland's annual greenhouse gas emissions targets) was laid in the Scottish Parliament to cover the period 2017 - 2032. The draft Plan is subject to a 60 day period of Parliamentary scrutiny.

1.2   This report summarises the main targets of the Climate Change Plan and the measures that Scottish Government will look to implement in regards to transport to meet the aims of the Plan.

1.3   SEStran also have a duty in regards to The Climate Change (Scotland) Act 2009. Further to the Act, in 2015 the Scottish Government introduced an Order requiring all 150 Public Bodies who appear on the Major Player list to report annually to Scottish Ministers on their compliance with the climate change duties. SEStran is included on this list and submitted their first annual report on 30th November 2016.

2.   CONTENT OF PLAN

2.1   The plan sets out the Scottish Government path to decarbonisation up to 2032. This includes both the use of low carbon fuels and technologies as well as other emission reduction action, including land use and reducing demand from our energy system.

2.2   Before setting a batch of annual targets, Scottish Ministers must request advice from the Committee on Climate Change (CCC). The CCC is an independent body established by the UK Climate Change Act 2009 to provide climate change advice to the UK Government and devolved administrations. Following advice from the CCC in March 2016 and then again in July 2016, the Scottish Parliament passed legislation setting the third batch of annual targets in October 2016, for the years 2028 to 2032. The targets set an emission reduction pathway to 2032 and in doing so establish a 2032 target that represents a 66% reduction below 1990 levels.

2.3   The Scottish Government envisages a significant decarbonisation of transport by 2032, with emissions reducing by 32% compared to 2014. The main aims to achieve this include:
  • Low emission cars and vans will be widespread and becoming the norm;
  • Low emission HGVs will be more common;
  • A third of the ferries owned by the Scottish Government will be low carbon;

- Aircraft fleets will be on the cusp of radical new designs;
- Freight infrastructure will feature more efficient HGVs operating from out-of-town consolidation centres; and
- Low emission vehicles will also play a role in energy storage within the wider energy system.

2.4   There is a recognition within the Plan that individuals and households account for over three-quarters of Scotland's consumption emissions. The Scottish Government have laid out, within the plan, 10 key behaviours to try and mitigate this impact. Three of these behaviours are directly linked to transport:
- Becoming less reliant on the car (walking, cycling, using public transport and/or car-sharing instead of driving)
- Driving more efficiently (using a low carbon vehicle (fuel efficient, hybrid, alternative fuel or electric), and/or following fuel-efficient driving principles)
- Using alternatives to flying where practical (e.g. train or teleconferencing for business)

2.5   The report is split in to separate sectors, with transport being included as one. There are several policy outcomes included within the transport sector:
- Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards
- Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach or exceed 40% by 2032.
- Average emissions per tonne kilometre of road freight to fall by 28% by 2032.
- Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032.
- By 2032 low emission solutions have been widely adopted at Scottish ports and airports.
- Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032.
- We will have electrified 35% of the Scottish Rail network by 2032.
- Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020.

2.6   The Plan makes a further comment that an increased number of journeys to be made by active travel will further reduce congestion and pollution, in addition to the associated benefits that come through living an active lifestyle. Active travel and lift sharing offer a potential route to combat transport poverty by increasing the availability of low-cost, low carbon transport options and reducing the need to own a car. Car clubs will allow households to access efficient vehicles without the costs associated with car ownership. These policies and the actions taken to achieve them are laid out in full in appendix 1.

3.   CALL FOR EVIDENCE / SESTRAN RESPONSE

3.1   Four parliamentary launched a joint call for views on the Scottish Government's plan on how it will meet climate change targets from 2017 to 2032. The Rural Economy and Connectivity Committee has a focus on rural affairs, agriculture, forestry and transport and SEStran will therefore be submitting evidence to them. The joint call for views is asking for opinions on the following questions, as they relate to their specific remits:
- Progress to date in cutting emissions within the sector/sectors of interest and implementing the proposals and policies set out in the RPP2;
- The scale of reductions proposed within their sector/s and appropriateness and effectiveness of the proposals and policies within the draft RPP3 for meeting the annual emissions targets and contributing towards the 2020 and 2050 targets;
- The appropriateness of the timescales over which the proposals and policies within the draft RPP3 are expected to take effect;
- The extent to which the proposals and policies reflect considerations about behaviour change and opportunities to secure wide benefits (e.g. environmental, financial and health) from specific interventions in particular sectors.

3.2   Evidence was due for submission on the 10th February 2017 which therefore meant that SEStran was unable to table a report for agreement by the Board. Therefore evidence was submitted on the views of the Partnership Director. The response can be seen in full at appendix 2.

3.3   SEStran will make a further response to the draft RPP3 itself after consideration by the Partnership Board on 2nd March.

4.   CONCLUSION/RECOMMENDATIONS

4.1   Forum members are asked to:
1. Comment upon the suggested proposals of the Draft Plan

Emily Whitters   George Eckton
Business Support Officer   **Partnership Director**
17th February 2017

Appendix 1 – Scottish Government Draft Climate Change Plan, Transport Section

Appendix 2 – SEStran response to Rural Economy and Connectivity Committee

9.   Transport

The Transport sector covers all transport modes in Scotland, including public transport, freight, aviation, shipping, private motoring, active travel and the regulations, policies and infrastructure designed to support all of these.

9.1   Where we are now

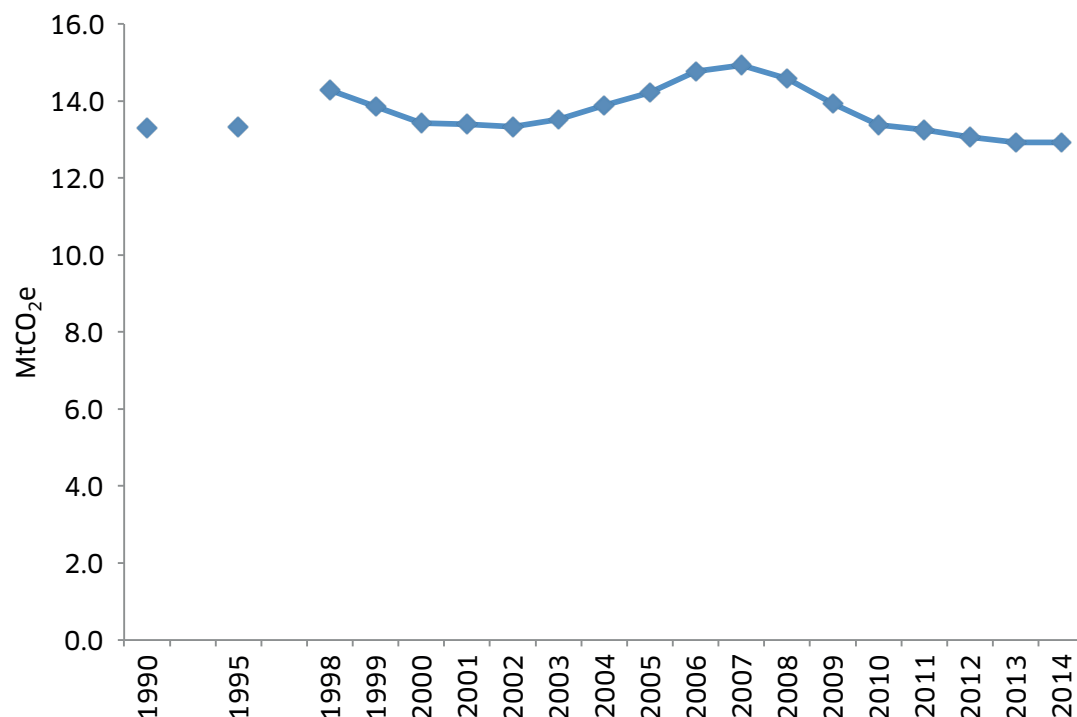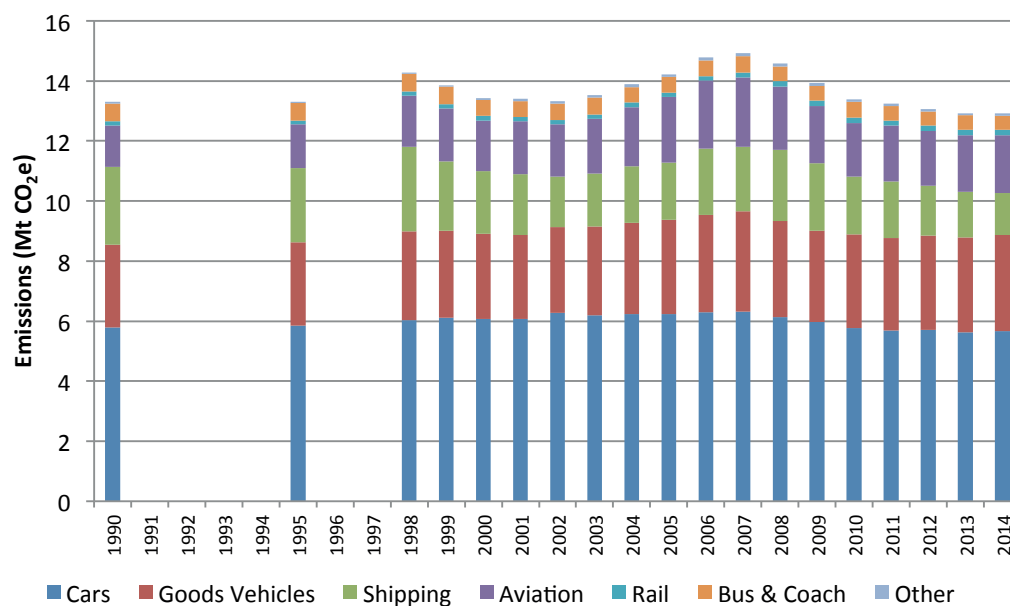**Figure 8: Transport historical emissions**

**Figure 9: Scottish transport emissions by mode, 1990 – 2014**

9.1.1 In 2014, transport emissions (including those from international aviation and shipping) amounted to 12.9 $MtCO_2e$, marginally below the 1990 baseline figure of 13.3 $MtCO_2e$. Currently, transport accounts for 28% of total Scottish emissions[48]. Within that long-term profile, we have seen significant reductions more recently: since transport emissions peaked at 14.9 $MtCO_2e$ in 2007, they have fallen year on year by a total of 2.0 $MtCO_2e$. This is a 13% reduction in seven years.

9.1.2 The composition of the numbers has changed significantly. For example, in 2014 demand for all road transport stood at 44.8 billion kilometres, as compared to 36.5 billion kilometres in 1995. This 22% increase in demand has been offset by significant improvements in vehicle efficiencies, combining to produce the broadly static but now reducing emissions figures.

Road transport emissions

9.1.3 The largest contributor to transport emissions is the road sector. In combination, cars, lorries, vans, buses and motor cycles accounted for 9.4 $MtCO_2e$ in 2014 (73% of total transport emissions). This compares with 9.2 $MtCO_2e$ in 1990.

Figure 10: Road transport emissions, 1990 – 2014
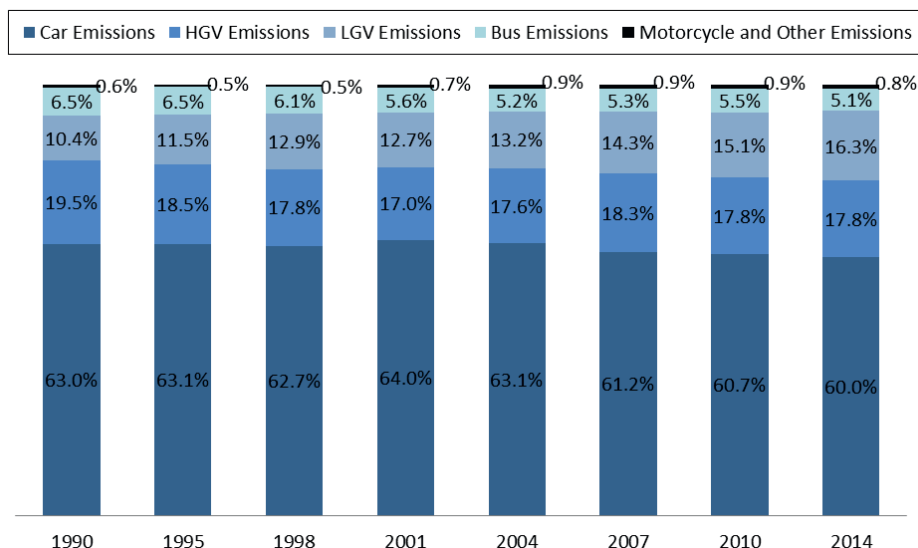
Maritime emissions

9.1.4 Emissions from maritime transport[49] in 2014 are estimated to be 1.4 $MtCO_2e$, or 11% of total transport emissions. This compares to 2.6 $MtCO_2e$ in 1990. Within that profile, emissions from international shipping have been volatile, while emissions from domestic shipping have decreased steadily since 1990.

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48 Excluding adjustments for the EU Emissions Trading System
49 Includes national navigation and international shipping

Figure 11: Shipping emissions, 1990 – 2014
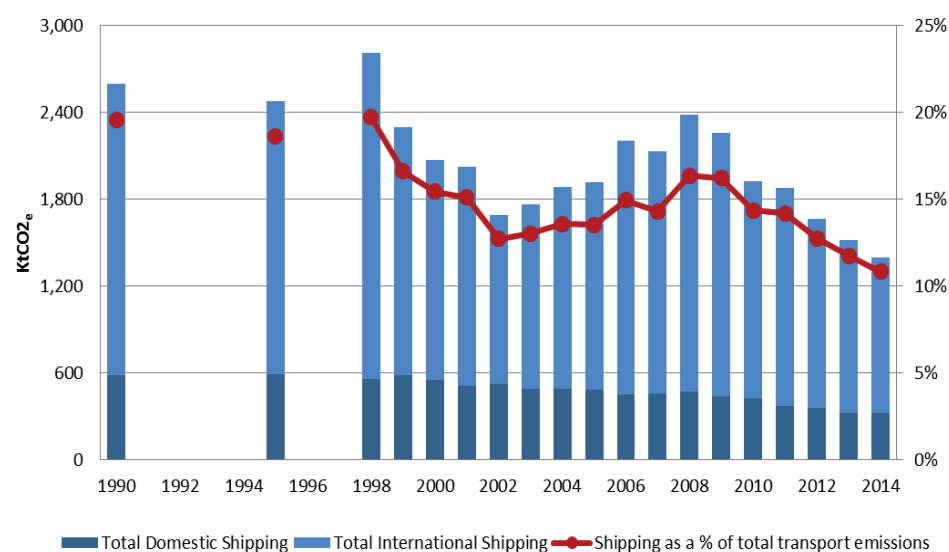
### Aviation emissions

9.1.5   In 2014, aviation emissions stood at 1.9 MtCO$_2$e, or 15% of total transport emissions. This compares with 1.4 MtCO$_2$e in 1990. Passenger numbers in that period increased from just over 10 million to 24 million. The growth in demand of 134% was thus associated with a significantly lower growth in emissions of 38%, reflecting effective efficiency improvements, including increased load factors.

9.1.6   In 2014, international aviation emissions account for 63% of total Scottish aviation emissions, almost the reverse of the proportion in 1990, when it was domestic aviation that accounted for 61% of aviation's emissions total.

Figure 12: Aviation emissions, 1990 – 2014
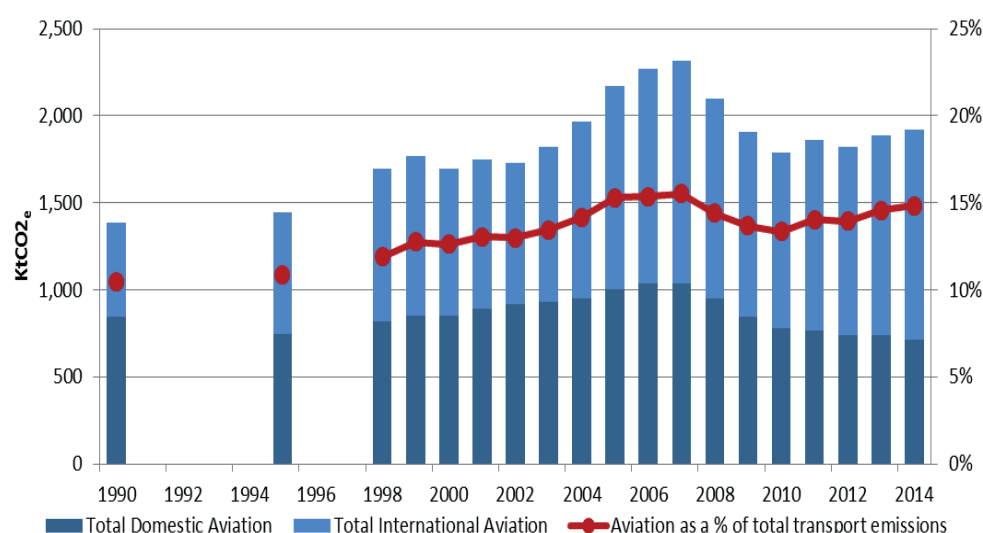
Rail emissions

9.1.7   At 0.2 MtCO$_2$e in 2014, rail accounts for only 1.3% of transport emissions. The 2014 figure is 44% above the equivalent 1990 figure of 0.1 MtCO$_2$e. and rail emissions have followed a generally rising trend over the period 1990 to 2014.[2]

Figure 13: Rail emissions, 1990 – 2014

Legend: Total Rail Emissions (blue bars); Rail as a % of total transport emissions (red line)
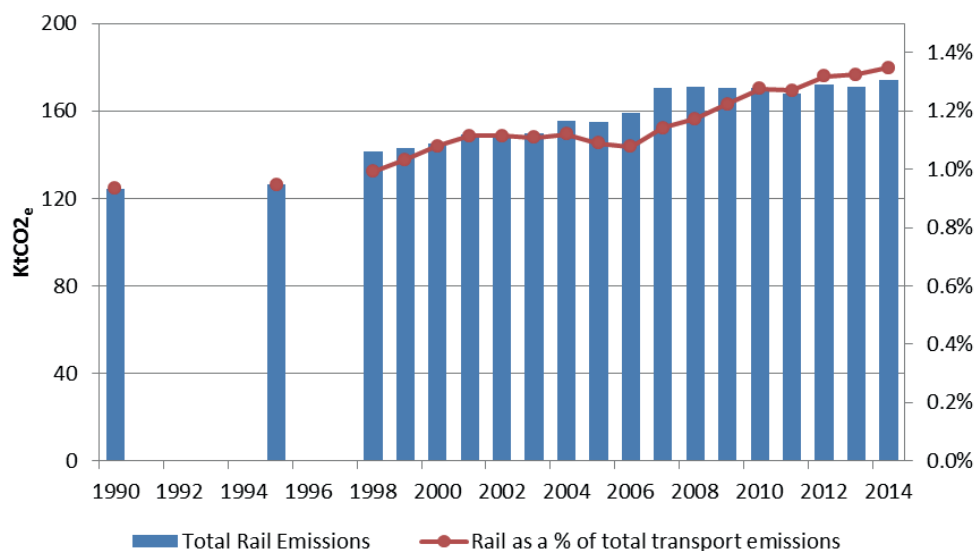
Active travel

9.1.8   In 2015, 1% of journeys had cycling as the main mode of transport and the average (mean) journey length was 4.7 km. For walking, the equivalent proportion cited in the Scottish Household Survey travel diary was 22%, with 14% of adults usually walking to work and 49% of children usually walking to school as their main mode of transport[50].

9.2   Our ambition

9.2.1   Our aim is to reduce emissions from transport in ways that promote sustainable environmental and socio-economic wellbeing. As historically, so in future we expect economic and population growth to increase the demand for the movement of goods, services and people. However, we also expect the pace of technological change to accelerate. Together with behaviour changes, that will allow for economic growth, while also reducing emissions significantly.

9.2.2   Future abatement will vary significantly across the individual transport modes. The availability of new technology; the cost of implementing technological, logistical and behaviour change; and the return on such investment will all have a bearing on which particular interventions we prioritise.

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50 Transport and Travel in Scotland 2015

Figure 14: Transport carbon envelopes
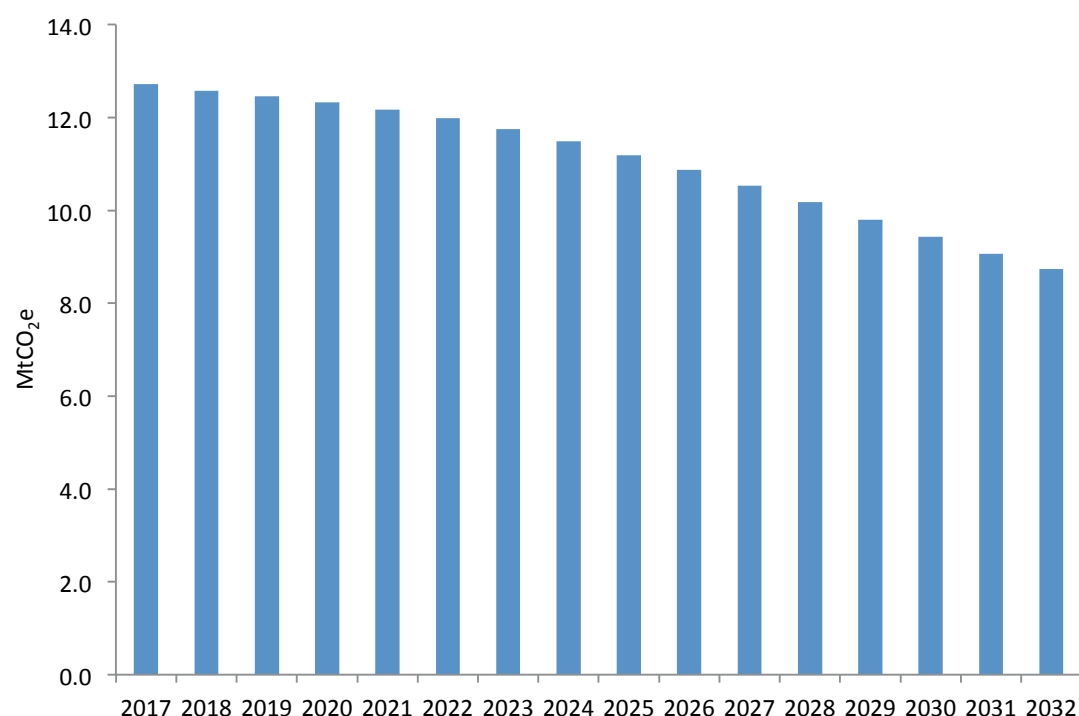
The role of technology

9.2.3 We have commissioned and will be publishing research from Element Energy: Greenhouse Gas Emissions Reduction Potential in the Scottish Transport Sector from Recent Advances in Transport Fuels and Fuel Technologies.

9.2.4 On the basis of this and other work, we have identified key technological, economic and commercial trends which will form the baseline against which to measure future policy interventions, whether in relation to technology or behaviour change. We will continue to collect and interpret such baseline data. For example, air passenger numbers will be one data source that will allow us to evaluate the impact of changes to Air Passenger Duty (currently thought to be marginal in emissions terms and easily offset by other policy interventions).

9.2.5 A key observation is that, based on market-led technological change alone, we estimate an annual abatement of around 2.5 $MtCO_2e$ by 2035, even allowing for the effects of population and associated economic growth.

Cars

9.2.6 With the conventional car, we expect fuel efficiency improvements of 30% – 40% by 2035; and with hybrids and electric vehicles we expect battery costs to halve and their performance to double incrementally over the period to 2035, with a step-change in market penetration from 2020 onwards.

Road freight

9.2.7 With conventional HGVs, we expect fuel efficiencies around 25% by 2035, based on improved aerodynamics, transmissions and operations. Low carbon HGVs (such as diesel electric and gas powered LNG) will become more common from the mid-2020s.

Shipping

9.2.8 We might expect a 35% improvement in the efficiency of new, larger shipping by 2035, based on hybrid and gas-powered engines, battery-electric engines, and the potential use of assistive technology, such as sails, kite, rotors and aerofoil hulls. Gradual uptake and stock differences mean that this may equate to 10% at the fleet level.

Aviation

9.2.9 We might expect to see a 15% improvement in the efficiency of new aircraft by 2035, based on fleet modernisation, operational improvements, and improved aerodynamics and fabrication techniques (such as the use of composites). Step changes may occur in the 2030s and beyond, based on new engine technology (such as open rotors) and new aircraft designs (such as blended wing technology).

Policy implications

9.2.10 The detailed analysis underpinning these brief summaries suggests that technological change will be transformational, significantly reducing emissions, despite economic and population growth. Supporting such change remains a key priority.

9.2.11 Our research indicates that road transport can contribute most additional abatement, essentially because its high share of emissions is matched by the relative availability of technological and behaviour change interventions.

A future scenario

9.2.12 By 2032 transport emissions should have reduced by 4.2 $MtCO_2e$ or more compared to today.

9.2.13 Low emission cars and vans will be widespread and becoming the norm; low emission HGVs will be more common; a third of the ferries owned by the Scottish Government will be low carbon; aircraft fleets will be on the cusp of radical new designs; and ground operations at airports and ports will already involve low carbon solutions.

9.2.14 As one of several key results, air quality will have noticeably improved; and we will be enjoying the social, health and economic benefits from these improved transport systems.

Infrastructure

9.2.15 By 2035, we expect fully functioning market solutions for low carbon transport. Freight infrastructure will feature more efficient HGVs operating from out-of-town consolidation centres. Plug-in vehicles will be commonplace, with improved battery technology providing longer ranges and infrastructure supporting both electric and hydrogen powered vehicles.

Traffic management

9.2.16 Journeys made on our road network will also be more efficient due to the deployment of Intelligent Transport Systems (designed to ease the flow of traffic) and widespread uptake of fuel efficient driver training.

9.2.17 Low Emission Zones will limit the access of vehicles that exceed emissions benchmarks, while permitting unrestricted access for clean buses, vans and cars, as well as smaller goods vehicles relaying goods from consolidation centres.

9.2.18 Other measures, such as parking policies, will also incentivise public transport and active travel, as well as reducing congestion and contributing to improved air quality.

Wider synergies

9.2.19 Low emission vehicles will also play a role in the wider energy system. Electric and hydrogen vehicles will have a role in energy storage. The adoption of smart technologies could allow battery electric vehicles to play a wider role in balancing the grid.

The ultimate goal

9.2.20 By 2050, Scotland will be free from harmful tailpipe emissions from land transport, with other transport modes decarbonising at a slower pace, resulting in a healthier, more active population.

9.3 Policy outcomes, policies, development milestones and proposals

Policy outcome 1: Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards.

There are four policies, two policy development milestones and one proposal that will contribute to the delivery of policy outcome 1.

Policies which contribute to the delivery of policy outcome 1
1) With the EU and UK, negotiate stretching emission standards for new cars (and vans) beyond 2020 (and 2021).
2) With the UK, negotiate vehicle excise duty differentials between ultra-low emission vehicles (ULEVs) and diesel/petrol vehicles to support and encourage the uptake of ULEVs.
3) With the UK, negotiate biofuels policies that will enable them to be used sustainably in the decarbonisation of the whole transport sector.
4) Support fuel-efficient driver training.

Policy development milestones which contribute to the delivery of policy outcome 1
1) With local authorities and others, evaluate the scope for incentivising more rapid uptake of electric and ultra-low emission cars and vans, as through public procurement policies and preferential local incentives (such as access management and parking policies).
2) With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO_2 emissions, as well as air pollution more generally.

Proposals which contribute to the delivery of policy outcome 1
1) Collaborate with a local authority to model reductions in congestion and improvements in use of public transport, in possible association with a low emission zone.

Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 1

9.3.1 Outcome 1 will account for a significant proportion of overall emissions reduction, as cars currently emit 44% of all transport emissions.

Policy outcome 2: Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach or exceed 40% by 2032.

There are six policies, one policy development milestone, and four proposals that will contribute to the delivery of policy outcome 2.

Policies which contribute to the delivery of policy outcome 2
1) With the EU and UK, negotiate stretching emission standards for new cars (and vans) beyond 2020 (and 2021).
2) With the UK, negotiate vehicle excise duty differentials between ultra-low emission vehicles (ULEVs) and diesel/petrol vehicles to support and encourage the uptake of ULEVs.
3) Enhance the capacity of the electric vehicle charging network (ChargePlace Scotland):
   • provide funding until at least August 2019 in order to support the on-going expansion of the publicly available network of EV charge points;
   • provide funding to support the safe and convenient installation of domestic and workplace charge points.
4) Provide interest-free loans through the Energy Saving Trust to enable the purchase of EVs by both consumers and businesses until at least March 2020.

5) With local authorities, review licensing regulations and consider introducing incentives to promote the uptake of ULEVs in the taxi and private hire sector, with loan funding for vehicle purchase until at least March 2020.

6) Promote the benefits of EVs to individuals and fleet operators and increase awareness and confidence in the viability of EVs as an alternative to fossil-fuelled vehicles.

Policy development milestone which contributes to policy outcome 2

1) Work with the UK Government, local authorities and other public and third sector partners to identify annually a package of financial and convenience ULEV incentives, such as free parking, access to LEZs and interaction with proposed workplace parking levies.

Proposals which contribute to the delivery of policy outcome 2

1) Building Standards:
   - consider draft proposals in the Energy Performance of Buildings Directive, relating to the provision of EV charge points/wiring in new residential and commercial developments
   - investigate how such measures could potentially be trialled in Scotland and consider developing guidance on charge point provision to support planning authorities

2) Continue to investigate the role that other alternative fuels, such as hydrogen, gas and biofuel, can play in the transition to a decarbonised road transport sector. Consider the scope for market testing approaches to alternative fuels infrastructure and supply.

3) Work with Scottish Enterprise, the UK government and other bodies to investigate the potential to undertake trials of connected and autonomous vehicles in Scotland.

4) Work with Scotland Excel, COSLA and other partners to determine whether a new procurement policy could be introduced in Scotland, which introduces a presumption that all new vehicles purchased by public sector organisations in Scotland are ULEVs.

Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 2

9.3.2 Policy outcome 2 will account for a significant proportion of overall emissions reduction, as cars currently emit 44% of all transport emissions.

9.3.3 The policies and proposals under policy outcome 2 are focused on removing some of the key domestic barriers identified to a more rapid take-up of in particular battery electric vehicles. There is a strong read across to the measures in policy outcome 1.

> **Policy outcome 3:** Average emissions per tonne kilometre of road freight to fall by 28% by 2032.
>
> *There are four policies, two policy development milestones, and two proposals which will contribute to the delivery of policy outcome 3.*

Policies which contribute to the delivery of policy outcome 3

1) With the EU and UK, negotiate an emission standard for Heavy Goods Vehicles from 2025.

2) With the UK, negotiate biofuels policies that will enable them to be used sustainably in the decarbonisation of the whole transport sector.

3) Deliver our Rail Freight Strategy.

4) Continue to support local authorities in delivering the ECO-Stars programme, reducing fuel consumption for HGVs, buses, coaches and vans.

Policy development milestones which contribute to the delivery of policy outcome 3

1) Consult on Intelligent transport Systems (ITS) Strategy by the end of March 2017.

2) With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO_2 emissions, as well as air pollution more generally.

Proposals which contribute to the delivery of policy outcome 3

1) Collaborate with a local authority to put in place a pilot low emission zone by 2018, examining the feasibility of low emission zones (LEZs) mitigating CO_2 emissions via the National Low Emission Framework.

2) Work with the freight sector to examine the scope for new freight logistics and infrastructure (potentially including freight consolidation centres on the outskirts of cities and urban areas following the introduction of LEZs); and to support market testing of local initiatives.

Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 3

9.3.4   Policy outcome 3 will account for a moderate proportion of total emissions reduction. Road freight carried on HGVs accounts for 1.7 $MtCO_2e$, and implementation of all the policies and proposals could reduce emissions from HGVs by 28% by 2032.

> **Policy outcome 4:** Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032.
>
> *There is one policy, one policy development milestone and two proposals which contribute to the delivery of policy outcome 4.*

Policy which contributes to the delivery of policy outcome 4

1) Provide financial support for the purchase and operation of low carbon buses.

Policy development milestones which contribute to the delivery of policy outcome 4

1) In the context of the current review of the National Transport Strategy and Transport Bill, we will examine the scope for climate change policies, as in relation to bus, across the public sector in high-level transport legislation, strategies and policies.

Proposals which contribute to the delivery of policy outcome 4

1) With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO_2 emissions, as well as air pollution more generally.

2) With local authorities and others, model and pilot reductions in congestion and improvements in use of public transport, in possible association with a low emission zone.

Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 4

9.3.5   Policy outcome 4 will account for a small proportion of overall emissions reduction, as bus and coach emissions account for under 4% of total transport emissions.

9.3.6   Any behavioural switch from private to public transport is likely to be limited by capacity of the sector to absorb significant new traffic.

> **Policy outcome 5:** By 2032 low emission solutions have been widely adopted at Scottish ports and airports.
>
> *There is one policy that will contribute to the delivery of policy outcome 5.*

Policy which contributes to the delivery of policy outcome 5

1) Encourage and support Scottish port authorities and airports to adopt low emissions solutions. These could include: cold ironing (the use of shore power by ships whilst in harbour); and measures to reduce emissions associated with airport ground operations and while planes are on the ground (for example single engine taxiing, the use of ground power for planes at stand, and low emission ground vehicles).

Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 5

Policy outcome 5 will account for a small proportion of overall emissions reduction. The key drivers in emission reduction from aviation and shipping will come from international organisation agreements and from ongoing improvements in design and materials.

Policy outcome 6: Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032.

There is one policy development milestone that will contribute to the delivery of outcome 6.

Policy development milestone which contributes to the delivery of policy outcome 6

1) Examine the scope for procuring hybrid and low carbon powertrains in the public sector marine fleet as part of our vessel replacement programme.

Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 6

9.3.7 Policy outcome 6 will account for a small proportion of overall emissions reduction, as domestic maritime activity only accounts for 0.3 $MtCO_2e$ or 2.5% of transports total emissions.

Policy outcome 7: We will have electrified 35% of the Scottish rail network by 2032.

There are two policy development milestones that will contribute to the delivery of outcome 7.

Policy development milestones which contribute to the delivery of policy outcome 7

1) Electrification of the rail network in the High Level Output Statement for Control Period 6 (2019-2024).

2) Relative significance of policies, policy development milestones and proposals to the delivery of outcome 7.

Policy outcome 7 will account for a small proportion of overall emissions reduction, as rail makes up less than 1.5% of total transport emissions.

Policy outcome 8: Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020.

There are two policies which will contribute to the delivery of outcome 8.

Policies which contribute to the delivery of policy outcome 8

1) Active travel: maintain funding for infrastructure and behaviour change programmes until at least 2021.

2) Support the Smarter Choices Smarter Places (SCSP) programme to encourage travel behaviour change.

Relative significance of policies, policy development milestones and proposals to the delivery of policy outcome 8

9.3.8 Policy outcome 8 will account for a small proportion of overall emissions reduction, as most journeys under a mile are already undertaken by walking.

9.4 Wider impacts

9.4.1 The following co-benefits and adverse side effects have been identified for policies in the transport sector:

Co-benefits to be realised

9.4.2 Many of the policies and proposals will bring additional co-benefits to communities, businesses and the third sector.

9.4.3 Individuals and businesses will benefit from increased electric vehicle uptake through improved air quality. Low emission zones, consolidation centres on the periphery of urban areas and support for the purchase of low emission buses will ensure the most polluting vehicles do not enter our towns and cities. Adverse health effects from exposure to pollutants are estimated to cause up to 50,000 deaths per year in the U.K. and reduce the average life expectancy by 7-8 months. Significantly reducing vehicle emissions in our towns and cities will improve health, reduce pollution related illnesses and consequently bring savings to healthcare.

9.4.4 Businesses and individuals will benefit from more reliable, faster deliveries in areas covered by consolidation centres. This is because the smaller vans travelling out of consolidation centres can travel directly to their locations, where as an HGV would travel round its delivery stops sequentially. A fleet of electric light goods vehicles will allow freight to be transported to its destination. Freight operators will be able to make more efficient use of their vehicles as they will not be delayed in congestion when delivering to inner city areas.

9.4.5 Further benefits will result from reduced noise pollution, which has a negative impact on health and wellbeing. The combined value of air quality improvements as a result of reduced emissions may be in excess of £500 million per year.

9.4.6 Taking cost projections for petrol and diesel cars into account, and the expected impact of future technological change, electric vehicles should become significantly cheaper to purchase and operate. This offers individuals and businesses the opportunity to make savings through reduced fuel and vehicle operating costs. Fuel efficient driving and travel planning offer further cost savings, as well as potentially reducing the risk of traffic accidents.

9.4.7 In the future, electric vehicles may be able to provide services to the power grid, smoothing out demand by drawing and returning power as needed by acting as a means of energy storage.

9.4.8 An increased number of journeys made by active travel will further reduce congestion and pollution, in addition to the associated benefits that come through living an active lifestyle. Active travel and lift sharing offer a potential route to combat transport poverty by increasing the availability of low-cost, low carbon transport options and reducing the need to own a car. Car clubs will allow households to access efficient vehicles without the costs associated with car ownership.

Adverse side effects to be managed

9.4.9 A significant proportion of the up-front funding required to implement many of these policies is likely to fall on the public sector. With electric vehicles, the Scottish Government has funded the roll out of the ChargePlace Scotland network of charge points and funds their operation. It is expected that there will be a need for the public sector to continue to incentivise electric vehicle uptake until they are competitive with conventional vehicles. As the price of electric vehicles fall, individuals and businesses will be encouraged to invest in low carbon alternatives.

9.4.10 The introduction of freight consolidation centres may present some disruption for logistics organisations, resulting from the need to relocate premises. Low emission zones may also present challenges to fleet operators as it will impact on fleet renewal decisions.

9.4.11   Other measures, such as the implementation of low emission solutions at ports and airports and the roll out of low emission solutions in the bus and maritime sectors will likely require initial public sector support.

9.4.12   These additional public sector costs should be balanced against the potential health, social and economic benefits arising.

9.4.13   The Scottish Government will ensure that potential adverse impacts are appropriately managed.

9.5   Summary of policies, development milestones and proposals

Policy outcome 1: Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards

Table 9-1: Policies that contribute to the delivery of policy outcome 1

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
With the EU and UK, negotiate stretching emission standards for new cars (and vans) beyond 2020 (and 2021)	EU and UK	N/A	Vehicle emission standards are currently set at a European level. Vehicle efficiencies have improved considerably over recent years, driven in large part by the existing EU vehicle emission standards. The current standards specify that average emission of new cars in 2021 must be 95 gCO_2/km and for new vans, 147 gCO_2/km by 2020. We will work with the EU and the UK Government to press for strong future emissions standards beyond those currently in place.
With the UK, negotiate vehicle excise duty differentials between ultra-low emission vehicles (ULEVs) and diesel/petrol vehicles to support and encourage the uptake of ULEVs	UK	N/A	VED differentials are in place for lower emission vehicles compared to higher emitting petrol and diesel vehicles. Zero emission vehicles are exempt, with a graded scale of differential for vehicles up to 100 gCO_2/km. Changes coming into force on 1 April 2017 may impact on adoption of low carbon vehicles as only zero emission vehicles will have reduced VED after year one on a vehicles life. It will be important to maintain this VED differential into the 2020s, as although the total cost of ownership premium between an ULEV and a petrol or diesel vehicle is likely to decrease in this period, some level of premium will still remain. VED is set by the UK Government, and we will continue to work with them and press the need for a VED differential for ULEVs through the 2020s.
With the UK, negotiate to introduce biofuels policies that will enable them to be used sustainably in the decarbonisation of the whole transport sector.	UK	N/A	The EU biofuels target is currently implemented in the UK through the Renewable Transport Fuel Obligation (RTFO) but is currently scheduled to end in 2020. We will press the UK Government to extend the RTFO (or equivalent) to ensure that biofuels (primarily as drop-in fuels) will make up a growing proportion of transport fuel and enable them to be used most effectively as a finite resource in the decarbonisation of transport.
Support fuel efficient driver training	Scottish	Local authorities	We will continue to fund Fuel Efficient driver training, improving fuel efficiency and encouraging safer driving. Almost 6,000 drivers completed training in 2014-16.

Table 9-2: Policy development milestones that contribute to the delivery of polcy outcome 1

Policy development milestone	Delivery route
With local authorities and others, evaluate the scope for incentivising more rapid uptake of electric and ultra-low emission cars and vans as through public procurement policies and preferential local incentives (such as access management and parking policies)	Procurement policies can be used to increase penetration of ULEVs through direct procurement by the public sector or by setting contract conditions for companies operating services for local authorities. Since 2014, Transport Scotland's Switched On Fleets initiative has provided £3.5 million to enable Scottish local authorities and their community planning partners to introduce an estimated 350 new electric cars and vans in the Scottish public sector fleet. There is potential to build on this strong foundation by strengthening public procurement policies in Scotland to positively favour ULEVs. We will therefore work with Scotland Excel, COSLA and others to determine whether a new procurement policy could be introduced in Scotland which introduces a presumption that all new vehicles purchased by public sector organisations in Scotland are ULEVs, unless there are very clear operational or technical reasons for not doing so. We will also encourage the public sector in advance of this work to set contract conditions for their suppliers, specifying the requirement for ULEV use. We will publish our findings by the end of 2017.
With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO_2 emissions, as well as air pollution more generally	We will build on the work being undertaken for the National Low Emission Framework (NLEF) to establish read across to low emission zones focusing on CO_2 emissions.

Table 9-3: proposals which contribute to the delivery of policy outcome 1

Proposal	Delivery route
Collaborate with a local authority to model reductions in congestion and improvements in use of public transport in possible association with a low emission zone	National Transport Strategy engagement begins in 2017.

Table 9-4: Policy outcome 1 over time

Policy outcome 1	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total change in average gCO_2e/km (cars)	111	107	103	99	95	-	-	-	-	-	-	-	-	-	-	-
Total change in average gCO_2e/km (vans)	175	165	156	147	-	-	-	-	-	-	-	-	-	-	-	-

Policy outcome 2: Proportion of ultra-low emission new cars registered in Scotland annually to reach 40% by 2032

Table 9-5: Policies that contribute to the delivery of policy outcome 2

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
With the EU and UK, negotiate stretching emission standards for new cars (and vans) beyond 2020 (and 2021)	EU and UK	N/A	Vehicle emission standards are currently set at a European level. Vehicle efficiencies have improved considerably over recent years, driven in large part by the existing EU vehicle emission standards. The current standards specify that average emission of new cars in 2021 must be 95 gCO_2/km and 147 gCO_2/km by 2020 for new vans. We will work with the EU and the UK Government to press for strong future emissions standards beyond those currently in place.
With the UK, negotiate vehicle excise duty differentials between ultra-low emission vehicles (ULEVs) and diesel/petrol vehicles to support and encourage the uptake of ULEVs	UK	N/A	VED differentials are in place for lower emission vehicles compared to higher emitting petrol and diesel vehicles. Zero emission vehicles are exempt, with a graded scale of differential for vehicles up to 100 gCO_2/km. It will be important to maintain this VED differential into the 2020s, as although the total cost of ownership premium between an ULEV and a petrol or diesel vehicle is likely to decrease in this period, some level of premium will still remain. VED is set by the UK Government, and we will continue to work with them and press the need for a VED differential for ULEVs through the 2020s.
Enhance the capacity of the electric vehicle charging network (ChargePlace Scotland): • provide funding until at least August 2019 in order to support the on-going expansion of the publicly available network of EV charge points • provide funding to support the safe and convenient installation of domestic and workplace charge points	Scotland	All property owning public sector partners	Given the importance of an extensive and reliable EV charging network across Scotland to enabling the widespread adoption of EVs, TS will continue to provide funding to support the on-going expansion of the publicly available ChargePlace Scotland network. We will also continue to support the installation of domestic and workplace charge points and we will work with partners to identify solutions for households without off-street charging. The composition of this funding package will be reviewed annually to ensure funding is deployed in such a way as to maximise support for EV uptake. A review will be undertaken before August 2019, prior to the end of the current agreement with our network operator, Charge Your Car.

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Provide interest-free loans through the Energy Saving Trust to enable the purchase of EVs by both consumers and businesses until at least March 2020	Scottish	N/A	In addition to the UK Government's plug-in car and van grant, TS are providing over £7 million of funding to EST in 2016/17 for a Low Carbon Transport Loan Scheme for both consumers and businesses. Individuals can apply for a loan of up to £35,000 to cover the cost of purchasing an ULEV, while businesses can apply for a loan of up to £100,000 which can be used towards a wide range of measures to reduce the business' transport carbon footprint (including the purchase of ULEVs, up to £35,000 per vehicle). Current Loan provision will continue until at least March 2020 and will be reviewed on a yearly basis to ensure it is proportionate to the level of demand.
With local authorities, review licensing regulations and consider introducing other incentives to promote the uptake of ULEVs in the taxi and private hire sector with loan funding for vehicle purchase until at least March 2020	Scottish	Local Authorities	There are more than 20,000 taxis and private hire cars in Scotland, offering potential for increased adoption of EVs. We will continue to fund the Energy Savings Trust's Low Carbon Transport Loan which offers an interest-free loan of up to £100,000 to businesses, including licensed taxi and private hire operators, to encourage them to switch to EVs. In addition, 'Hackney cab' operators can apply for a loan to replace cabs that are at least eight years old with a lower emission alternative. We will also consider expanding the loan scheme to include ultra-low emission 'Hackney cabs', when they are available to buy (expected 2017). At present, fewer than half of Scotland's local authorities allow EVs to be licensed as taxis and private hire vehicles. We will therefore work with EST to encourage authorities to review their interpretation of licensing regulations, learning from areas such as Dundee and Edinburgh, where EVs are already being used as taxis or private hire vehicles.
Promote the benefits of EVs to individuals and fleet operators and increase awareness and confidence in the viability of EVs as an alternative to fossil-fuelled vehicles	Scottish	Community Planning Partnerships	A combination of Greener Scotland marketing campaigns, major annual events such as Greenfleet Scotland/Evolution and a series of EV road shows by EST have enabled engagement with a significant number of individuals and businesses. This engagement has focused on promoting EV benefits, dispelling myths and providing test drives for a wide range of vehicles. This activity will continue, the exact nature and composition of the communication and marketing initiatives being determined on an annual basis to ensure maximum levels of engagement from available budget.

Table 9-6: Policy development milestones that contribute to the delivery of policy outcome 2

Policy development milestone	Delivery route
Work with the UK government, local authorities and other public and third sector partners to identify annually a package of financial and convenience ULEV incentives, such as free parking, access to LEZs and interaction with proposed workplace parking levies.	It is forecast that the cost of electric vehicles will fall and annual sales increase. This means that, over time, Government will review the incentive packages available to ensure these reflect market conditions. Instead, ongoing financial or time benefits that provide an incentive in the order of £1,000 over the vehicle lifetime are likely to play an increasing role. These could include discounted use of ferries (as previously trialled on all routes to Mull and Bute), free parking (already in place in Dundee), access to LEZs, interaction with proposed workplace parking levies and reduced licence fees for electric taxis. Furthermore, indirect or perceived financial incentives (such as permitted bus lane running and prioritised parking spaces for EVs) may also have a role to play in encouraging EV uptake. Such measures would be implemented at a local authority (LA) level, and financing options will be discussed as this develops. The Scottish Government role would be to address any legislative barriers; provide guidance and potentially financial support. Transport Scotland recently published a National Framework of Local Incentives for Electric Vehicles, providing guidance and technical assistance and an overview on the barriers and challenges associated with introducing such measures. As a next step, TS will work with partners and, by the end of 2017, publish initial plans for the introduction of a package of EV incentives in Scotland.

Table 9-7: Proposals which contribute to the delivery of policy outcome 2

Proposal	Delivery route
Planning/Building Standards Consider draft proposals in the Energy Performance of Buildings Directive, relating to the provision of EV charge points/wiring in new residential and commercial developments Investigate how such measures could potentially be trialled in Scotland and consider developing guidance on charge point provision to support planning authorities	The review of the Energy Performance of Buildings Directive (EPBD), contains proposals regarding the provision of pre-cabling and charging points in new residential and non-residential developments respectively (and those undergoing major renovations). SG has already strengthened the guidance in both Third National Planning Framework and the Scottish Planning Policy 2014, recognising the importance of considering plug-in vehicle charging infrastructure in new developments. Furthermore, as of August 2016, eleven (34%) out of 32 Local Development Plans (LDPs) include the consideration for provision of charge points in new developments. Building on this work, SG will consider the draft proposals in the EPBD, and investigate undertaking a trial with a developer in Scotland. The outputs of any trial would help shape potential national rollout of such provisions. In addition, when development plans are reviewed and updated, changes at the national level will filter down. Whilst it is important to maintain the flexibility that local authorities have to do what is best for local development in their own areas, Transport Scotland will consider developing guidance on charge points to support planning authorities.
Continue to investigate the role that other alternative fuels, such as hydrogen, gas and biofuel, can play in the transition to a decarbonised road transport sector Consider the scope for market testing approaches to alternative fuels infrastructure and supply	Building on our investment in both the Aberdeen H2 bus project and the Levenmouth community energy project, we will continue to work with key partners to investigate the use of hydrogen as a transport fuel, as well as exploring wider environmental and economic opportunities of using hydrogen for energy applications – especially in promoting renewables, energy balancing and storage. We will also continue to engage with our partners, including fuel supply companies, local authorities and developers on the role lower carbon intensive fuels such as liquid petroleum gas, compressed natural gas and biofuels can play in the transition towards a near zero emission road transport sector by 2050.
Work with Scottish Enterprise, the UK Government and other bodies to investigate the potential to undertake trials of connected and autonomous vehicles in Scotland	Over the next few years advances in connected and automated vehicle technologies will likely have a an impact on our transport system, with the potential to deliver major benefits; fewer crashes on our roads; freedom to travel for those who currently find that difficult; more efficient transport networks that are safer, smoother, and swifter; and, new jobs in the technology and automotive sectors. We want to make sure that Scotland is prepared for this potential transformation. We will work with partners and investigate the possibility of Scotland hosting large scale autonomous and connected vehicle trials.

Proposal	Delivery route
Work with Scotland Excel, COSLA and other partners to determine whether a new procurement policy could be introduced in Scotland, which encourages new vehicles purchased by public sector organisations in Scotland are ULEVs	Procurement policies can be used to increase penetration of ULEVs through direct procurement by the public sector or by setting contract conditions for companies operating services for local authorities. Since 2014, TS's Switched On Fleets initiative has provided £3.5 million to enable Scottish local authorities and their community planning partners to introduce an estimated 350 new electric cars and vans in the Scottish public sector fleet. There is potential to build on this strong foundation by strengthening public procurement policies in Scotland to positively favour ULEVs. We will therefore work with Scotland Excel, COSLA and others to determine whether a new procurement policy could be introduced in Scotland which introduces a presumption that all new vehicles purchased by public sector organisations in Scotland are ULEVs, unless there are very clear operational or technical reasons for not doing so. We will also encourage the public sector in advance of this work to set contract conditions for their suppliers, specifying the requirement for ULEV use. We will publish our findings by the end of 2017.

Table 9-8: Policy outcome 2 over time

Policy outcome 2	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total share of sales that are classified as low emissions	2.5%	3.0%	3.5%	4.1%	4.9%	5.9%	7.2%	8.8%	11%	13%	15%	18%	22%	27%	32%	40%

Policy outcome 3 Average emissions per tonne kilometre of road freight to fall by 28%* by 2032

Table 9-9: Policies that contribute to the delivery of policy outcome 3

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Lobby the EU and UK Governments to introduce an emission standard for new Heavy Goods Vehicles in line with proposals arising from the EU European Strategy for Low-Emission Mobility	EU and UK	N/A	We will work with the UK Government and our EU partners to encourage the introduction of a new binding carbon emission standard for new HGVs registered and operating in Scotland (and the rest of the UK/EU). Currently new HGVs must meet Euro VI standard – but this is focused on pollutants and does not include a CO_2 standard. The introduction of a fuel efficiency standard for newly registered HGVs (as has existed in the US for some time) will encourage HGV manufacturers to bring forward new models which are more efficient and produce lower levels of carbon emissions. As these new vehicles penetrate the HGV fleet operating in Scotland and replace higher emission vehicles more road freight miles will be driven in the most up to date, fuel efficient vehicles – thereby leading to a reduction in CO_2 emissions from the freight sector. The EU European Strategy for Low-Emission Mobility proposes a post 2020 strategy for lorries, buses and coaches. Given the 10 year average life of an HGV, the Commission argues that steps to address emissions must be in place by 2020. A first step will be the proposed legislation on monitoring/reporting of Heavy-Duty Vehicle fuel consumption and CO_2 emissions, with further proposals due in 2017. We will support efforts at this level to address emissions.
With the UK, negotiate biofuels policies that will enable them to be used sustainably in the decarbonisation of the whole transport sector	Scotland	N/A	See above.
Deliver our Rail Freight Strategy	Scotland	Network Rail, Scotrail, Local authorities, Office of Rail Regulation	"Delivering the Goods" Scotland's Rail Freight Strategy was published in March 2016 and set out 22 actions that Transport Scotland and/or other industry partners will take forward with a range of organisations to develop a sustainable rail freight industry, with identifiable growth potential over time. Currently, per tonne of freight, rail freight produces 76% less CO_2 than road freight so there is potential to reduce emissions by switching more freight from road to rail. A report setting out progress against the Strategy's six critical success factors will be published by June 2018 including the success factor of: longer, faster, greener freight trains. In the shorter-term a number of actions in the strategy relate to the Scottish Government's planning for the next rail control period and the ORR's periodic review both of which relate to the period 2019-2024.

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Continue to support local authorities in delivering the ECO-Stars programme, reducing fuel consumption for HGVs, buses, coaches and vans	UK	Local authorities	ECO Stars is a UK wide fleet recognition scheme covering HGVs, buses, coaches, vans and taxis. The ultimate aim is to reduce fuel consumption and thereby lower emissions of both CO_2 and air pollutants. The scheme provides recognition for best operational practices and guidance for making improvements. Currently the Scottish Government provides funding support for 11 local authorities to operate ECO Stars schemes for HGVs, buses, coaches and vans, and three authorities for taxis. As of May 2016, these schemes collectively covered 148 unique members and 13,070 vehicles, representing approximately 11% of Scotland's HGV fleet and 23% of the public transport fleet.

Table 9-10: Policy development milestones that contribute to the delivery of policy outcome 3

Policy development milestone	Delivery route
Consult on Intelligent transport Systems (ITS) Strategy by the end of March 2017	The ITS strategy will set out our high level priorities for ITS development and asset management over the next 10 years and will be supported in due course by a series of action plans and delivery programmes. The strategy and its associated plans and programmes will address the changing roles that ITS systems and services will play in providing our road users with accurate and relevant traffic and travel information, incident response and transport resilience. The Strategy will take into account recent, current and near-future developments in information technologies, including an assessment of where customers want and expect to go for their traffic and travel information, and the role of Transport Scotland in the provision of these services. The Strategy will also consider existing ITS assets, in particular in respect of the maintenance, renewal and replacement of existing infrastructure.
With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO_2 emissions, as well as air pollution more generally	We will build on the work being undertaken for the National Low Emission Framework (NLEF) to establish read across to low emission zones focusing on CO_2 emissions.

Table 9-11: Proposals which contribute to the delivery of policy outcome 3

Proposal	Delivery route
Collaborate with a local authority to put in place a pilot low emission zone by 2018 examining the feasibility of low emission zones (LEZs) mitigating CO_2 emissions via the National Low Emission Framework.	The Cleaner Air for Scotland strategy calls for a reduction in greenhouse gas emissions whilst delivering co-benefits for air quality, The National Low Emission Framework (NLEF) is a transport-based air quality appraisal which will inform discussions with individual local authorities on the most appropriate locations for any Low Emission Zones (LEZ). NLEF decision making will rely on National Modelling Framework (NMF) outputs, which can examine carbon emission trends in tandem with air pollution. In preparing the first LEZ to be put in place by 2018, we will work with local authorities to explore and assess the potential for co-benefits. This first LEZ will provide a legacy upon which other Scottish LEZ's could be introduced, perhaps in conjunction with other award schemes such as the Freight Facilities Grants.
Work with the freight sector to examine the scope for new freight logistics and infrastructure (potentially including freight consolidation centres on the outskirts of cities and urban areas following the introduction of LEZs); and to support market testing of local initiatives.	Through the Scottish Freight and Logistics Advisory Group (ScotFLAG), we are working with our partners across the public and private sectors to identify and facilitate any opportunities to increase the efficiency and sustainability of freight movements in cities – including exploring opportunities for load consolidation. A Scottish Freight and Logistics Advisory Group (ScotFLAG) Urban Freight sub-group has been set up with a remit to identify opportunities, share best practice, , and co-ordinate activity aimed at increasing the sustainability, safety and efficiency of freight movements in Scotland's urban areas' . This sub-group is Chaired by the Freight Transport Association.

Table 9-12: Policy outcome 3 over time

Policy outcome 3	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total emissions (gCO$_2$e) per tonne kilometre of road freight Index 2017 =100[51]	100	98	96	94	92	91	89	87	85	83	81	79	78	76	74	72

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51 This is our initial indicator based on readily available and published data. We will work with the industry and other interested parties to assess and if necessary develop a more appropriate indicator with which to measure the emissions efficiency of the HGV sector.

Policy outcome 4: Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032

Table 9-13: Policy development milestones that contribute to the delivery of policy outcome 4

Policy development milestone	Delivery route
Provide financial support for the purchase and operation of low carbon buses	Transport Scotland has developed targeted interventions to encourage operators to purchase and operate low emission buses in the Scottish fleet. These help the government to meet its aims for improved air quality and reductions in emissions of greenhouse gases.
	A review of the SGBF is currently underway and we are considering changing the basis for assessing applications, widening the criteria to include aspects such as technological ambition, amount of carbon saved/passenger/vehicle, value for money and previous organisational experience. Infrastructure is unlikely to be included as other funding processes (such as the Bus Investment Fund) could be used to help with these costs if funding is available. The SGBF will likely remain an annual fund.
	The intervention to help with the costs of low emission bus operation forms part of the Bus Service Operators Grant. The green incentive is worth 100% uplift in 2016/17 (28.8p/km compared with a basic rate of 14.4p/km) though this level of incentive is not sustainable and will be reviewed in 2017. The green incentive was worth £762,00 in 2013/14 but has now grown to £3,498,000 in 2015/16 and is forecast for £5,606,000 in 2016/17.
	It has proved successful in encouraging operators to invest in low emission buses, purchasing them outwith the SGBF as they become more commercially viable to operate.
	We are working with Confederation of Passenger Transport (CPT) and the Low Carbon Vehicle Partnership to more closely target the available funding to maximise the outputs. We are designing a more sophisticated and future-proofed green incentive scheme which will be banded to weight subsidy towards the most carbon efficient buses and to ensure better value for money across the BSOG incentive. That scheme will also be time limited, unlike the current one, to better reflect bus payback periods.
	Both of these schemes are flexible and scalable which enables them to respond to progress against targets.
In the context of the current review of the National Transport Strategy and Transport Bill, we will examine the scope for embedding climate change policies, as in relation to bus, across the public sector in high-level transport legislation, strategies and policies	National Transport Strategy engagement begins in 2017.

Table 9-14: Proposals which contribute to the delivery of policy outcome 4

Proposal	Delivery route
With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO_2 emissions as well as air pollution more generally.	We will build on the work being undertaken for the National Low Emission Framework (NLEF) to establish read across to low emission zones focusing on CO_2 emissions.
With local authorities and others, model and pilot reductions in congestion and improvements in use of public transport, in possible association with a low emission zone.	National Transport Strategy engagement begins in 2017.

Table 9-15: Policy outcome 4 over time

Policy outcome 4	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Proportion of bus fleet made up of low emission vehicles	10%	13%	15%	18%	20%	23%	25%	27%	30%	33%	36%	39%	42%	45%	48%	50%

Policy outcome 5: By 2032 low emission solutions have been widely adopted at Scottish ports and airports

Table 9-16: Policies that contribute to the delivery of policy outcome 5

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Encourage and support Scottish port authorities and airports to adopt low emission solutions. These could include cold ironing (the use of shore power by ships whilst in harbour); and measures to reduce emissions associated with airport ground operations and whilst planes are on the ground (for example – where appropriate – single engine taxiing, the use of ground power for planes at stand, and low emission ground vehicles)	Scotland	HIAL, Prestwick Airport, Local authorities, Ferry operators, Shipping companies, Ports, Maritime Industry bodies	We will work with port authorities, the shipping industry and airports to encourage and support them to introduce low emission solutions on a voluntary basis. For example, we will work with port authorities to identify the potential costs and benefits of cold ironing (the use of shore power by ships whilst in harbour) and other low emission measures to ship owners and operators. Similarly, we will work with airport owners [and operators?] to identify measures that can be taken to reduce emissions associated with ground operations and whilst planes are on the ground (for example (where appropriate) single engine taxiing, the use of ground power for planes at stand, and low emission ground vehicles). We will work with ports and airports, ship owners/operators and airlines to overcome barriers to the voluntary adoption of these measures and ensure they are taken into account when considering their future investment plans.

9.6.1   There are no appropriate quantifiable indicators here for measuring this activity as there will be ad-hoc specific actions by individual organisations, largely in the private sector.

Policy outcome 6: Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032

Table 9-17: Policy development milestones that contribute to the delivery of policy outcome 6

Policy development milestone	Delivery route
Examine scope for procuring hybrid and low carbon powertrains in the public sector marine fleet as part of our vessel replacement programme	We are developing a programme of procurements to replace vessels in the CMAL ferry fleet with lower emission powertrains. For each project we will consider diesel-electric hybrid and liquid natural gas (LNG) fuelling options; in addition CMAL will continue to pursue technical designs which improve fuel efficiency and CFL will continue its operational work on reducing fuel consumption. We are supporting the Scottish-based Hyseas consortium with its initiative to trial a hydrogen-powered ro-ro vehicle ferry. We publish annual Vessel Replacement and Deployment Plans which will set out our evolving plans and projects in more detail.

Table 9-18: Policy outcome 6 over time

Policy outcome 6	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Proportion of bus fleet made up of low emission vehicles	3	3	4	4	5	5	5	6	6	7	7	7	8	8	9	9

Policy outcome 7: We will have electrified 35% of the Scottish rail network by 2032

Table 9-19: Policy development milestones that contribute to the delivery of policy outcome 7

Policy development milestone	Delivery route
Electrification of the rail network in the High Level Output Statement for Control Period 6 (2019-2024)	We will continue to roll out electrification across the rail network with plans announced as part of the High Level Output Statement for Control Period 6 (2019-2024). It is estimated that the use of electric trains across the rail network will result in an average reduction in emissions of 18% when compared with equivalent diesel trains. We will also investigate hybrid train and other emerging technologies to determine the suitability for application on Scotland's railways as a potential energy and cost-saving alternative to overhead wire electrification.

Table 9-20: Policy outcome 7 over time

Policy outcome 7	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Percentage of rail track electrified (kilometres)[52]	26%	27%	27%	28%	29%	29%	30%	30%	31%	32%	32%	33%	33%	34%	34%	35%

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52 Commitments in kilometres electrified do not extend beyond the current control period. The Italicised figures are simply indicative at this point and future plans will be announced as part of the new control period.

Policy outcome 8: Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020

Table 9-21: Policies that contribute to the delivery of outcome 8

Policy	EU, UK or Scottish policy	Public sector partners	Delivery route
Active travel: maintain funding for infrastructure and behaviour change programmes until at least 2021	Scottish	Local authorities are our main delivery partners and have a critical role to play. In addition, Regional Transport Partnerships, the NHS, Further and Higher Education Institutions, Scottish Canals and the Trunk Road Operating Companies will all have a role to play	Increasingly we will plan infrastructure improvement projects that re-prioritise road space in our largest settlements away from cars in favour of walking and cycling. This will make out urban areas more liveable, increasing safety and enabling people to choose walking and cycling for short trips, for example through the Community Links Plus design competition. We will maintain the annual budget for active travel at until at least 2021 and will look to increase it whenever possible. That budget will fund both improvements and extensions to the infrastructure for walking and cycling throughout the country (particularly in our towns and cities) and a range of behaviour change initiatives that encourage and support people to choose walking and cycling for everyday journeys. Integration between walking, cycling and public transport will also be improved (for example through more and better bike parking and the development of a network of active travel hubs at public transport interchanges). We will continue to work with a range of delivery partners (including Cycling Scotland, Paths for All, Sustrans, Living Streets, Cycling UK Scotland and local authorities) to deliver behaviour change programmes that support people to overcome information, awareness, skills, confidence and attitudinal barriers to walking and cycling for everyday journeys. The exact mix of funding for infrastructure and behaviour change initiatives and the programmes that it supports will be reviewed regularly in partnership (e.g. through the National Walking Strategy Delivery Group and the Cycling Action Plan for Scotland Delivery Forum) to ensure that our approach is most effective in bringing about change in people's travel habits to encourage more active travel.
Support the Smarter Choices Smarter Places (SCSP) programme to encourage travel behaviour change	Scottish	Local authorities, Regional Transport Partnerships, Paths for All, Third Sector Delivery Partners	SCSP partnership project with COSLA is designed to increase walking and cycling for short journeys, car sharing and public transport use for longer journeys. Local Authorities target specific populations for travel behaviour change interventions. The projects include travel planning (at work, school or home), public awareness events, signage and mapping, supporting car clubs and work with public transport operations.

9.6.2   There are no appropriate quantifiable indicators here for measuring this activity as there will be ad-hoc specific actions by individuals and organisations.

9.6 Progress since RPP2

Table 9-22: Progress on RPP2 policies

RPP2 Policies	Summary of progress
EU Cleaner Vehicle Directives	EU regulations specify average emissions of new cars in 2021 must be 95g CO_2/km. These regulations have been the primary driver of reduced emissions in cars. The annual rate of car emissions reduction increased from 1% per year in the year before implementation to 4% per year in years afterwards. Efficiency improvements in fossil-fuelled cars will likely be significant in reaching the 2021 emissions targets.

Table 9-23: Progress on RPP2 proposals

RPP2 Proposals	Summary of progress
EU Biofuels target as implemented through the UK Renewable Transport Fuel Obligation (RTFO)	The main mechanism for the promotion of biofuel use, the Renewable Transport Fuel Obligation (RTFO), set by UK Department for Transport, results in the use of available biofuel across the whole of the transport sector. The UK DfT is currently developing a successor mechanism to RTFO from 2017 and there are indications that this may focus the deployment of sustainable biofuel on sectors such as heavy freight or aviation, that are difficult to decarbonise through electrification. Scottish Ministers support this principle, which could mean that sustainable biofuel penetration into those sectors could reach higher percentages than the expected maximum average across the wider transport sector.
Continued roll-out of EV charge points through ChargePlace Scotland	We have continued to expand our network of EV chargepoints since this proposal. The ChargePlace network now comprises over 1,200 charging, including 150 'rapid' chargers, one of the most comprehensive networks of rapid charge points in Europe.
Switched-on Fleets	Switched-on Fleets offers evidence based analysis to identify opportunities for the deployment of EVs in each of Scotland's 32 CPPs. Transport Scotland has provided £2.5 million to enable local authorities to buy or lease plug-in vehicles. The first phase of Switched-on Fleets resulted in over 240 EVs being introduced across 50 public sector fleets. Another £1.2 million of funding will be provided in 2016-17.
Scottish Green Bus Fund (SGBF)	Since its launch in 2010, six rounds of the SGBF have provided nearly £15 million to support the introduction of 315 new low carbon vehicles into the Scottish bus fleet. The fund is complemented by the Bus Service Operators' Grant, which currently pays double the standard rate of grant for services operated by low carbon vehicles.
Ferries Plan	Three diesel-electric hybrid ferries using a combination of battery and conventional diesel power have been procured and delivered within the last six years and are now all operating daily scheduled ferry services on the west coast.
Use of Intelligent Transport Systems (ITS) and Average Speed Cameras on the Trunk Road Network	Transport Scotland have utilised ITS to inform transport network users of issues, alternative routes and methods of travel to minimise transport disruption. Variable message signs located at key points along the trunk road network and regularly spaced overhead lane signals advise drivers of incidents and delays. Traffic Scotland provide real time information in response to traffic problems through their website, mobile app and radio.

RPP2 Proposals	Summary of progress
Development of community based travel planning strategies	Personalised travel planning was provided to over 5,000 households, 49 employers and 2101 staff across 85 schools in 2015 through the Smarter Choices, Smarter Places programme. Further behaviour change measures, including personal travel planning, will be delivered under the additional £5 million of funding for the SCSP enhanced roll-out in 2016-17. In 2015-16 and 2016-17 the £10 million funding attracted over £13 million in match funding for the local projects. Over 340 projects have been supported locally. The programme of work started on 1 April 2016 and has attracted £6.8 million in local match funding.
Cycling and walking	The second Active Travel Summit took place on 2 November 2016 in Stirling and the third iteration of CAPs will be published by the end of 2016, reaffirming the Scottish Government's commitment to the 10% vision of everyday trips by bike by 2020. The Programme for Government (2016) further commits to maintaining record levels of funding to support active transport, such as cycling and walking for the remainder of the parliamentary term.
Car Clubs	There are car clubs in 25 locations in 16 Local Authority areas. There are approximately 10,000 members across Scotland, with access to 342 vehicles. 23% of the Scottish Car Club fleet is electric.
Support for Workplace Travel Planning and fuel efficient driving	A new Scotland wide travel planning site, 'TravelKnowHow Scotland', was launched in September 2016 with 100 organisations registered. In addition, over 20 Business Improvement Districts took part in European Mobility week events. The Energy Savings Trust has trained over 13,400 drivers in fuel efficient driving techniques, which deliver an average 15% improvement in efficiency.
Freight Efficiencies	Annually, MSRS enables around 2.5 million tonnes of freight to move by rail rather than road, removing 100,000 HGV road journeys and delivering more than £7 million in environmental benefits. In addition, FFG funded operations deliver around £3.5 million in environmental benefits. Through ScotFlag and its Urban Freight and Last Mile Connections sub groups, we continue to engage with the industry and key stakeholders to increase efficiencies in respect of urban deliveries and connectivity to intermodal hubs.
Additional Emissions Reduction Potential from transport in 2025	We will continue to explore and consider alternative policies and proposals to achiaeve additional emissions reduction potential in transport.

Area 3D (Bridge), Victoria Quay, Edinburgh, EH6 6QQ, Tel: 0131 524 5150

Edward Mountain MSP

Convenor of Rural Economy and Connectivity Committee

Scottish Parliament

Call for Evidence – Draft Climate Change Plan

Dear Convenor,

Thank you for the opportunity to provide evidence to the Rural Economy and Connectivity Committee on your scrutiny of the Scottish Government's Draft Climate Change Plan: the draft third report on policies and proposals 2017-2032 (RPP3).

The South East of Scotland Transport Partnership (SEStran) is a Regional Transport Partnership under the Transport (Scotland) Act 2005. Our vision is:

"South East Scotland is a dynamic and growing area which aspires to become one of northern Europe's leading economic regions. Essential to this is the development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region's success through high quality access to services and opportunities, respects the environment, and contributes to better health."

Given the timescales for submission of evidence, we have been unable to table a report for agreement by the Board of SEStran and therefore this response is the initial views of the Partnership Director.

The ambition of the RPP3 is welcomed, as is the recognition of the role of RTPs. I feel there is a clear potential role in taking a new wider regional approach to tackling the challenges for the transport sector to deliver sustainable aggregated responses to certain transport-related climate change challenges.

An initial view of officers is that the draft RPP3 focuses predominantly on emissions reduction via supply side interventions. It would be welcomed going forward to also consider in greater detail a wider range of potential demand side interventions and the impact these could have on potential latent demand for transportation generated by the long-term achievement of inclusive growth in Scotland which may continue for the near future to generate unsustainable travel practices prior to the impact of supply side policies and proposals outlined in RPP3 being able to generate the emissions reductions planned for them. It may also generate externalities in terms of congestion with economic albeit much reduced environmental externalities in future years, which could

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impact on economic performance and the resultant ability to resource further emissions reduction proposals and policies.

While it is welcome to see within the draft RPP3 a focused policy on ULEVs, SEStran would encourage a greater discussion of workplace parking charges for all vehicles. Further, in terms of LEZs moving forward it would be useful to understand if councils will be able to charge, in order to cost recover, for LEZs given the potential magnitude of resources involved and as a further measure to alter behaviour alongside any access restrictions. It may also be appropriate to renew and revise strategic regional approaches to parking and demand restraint policies in order to strategically plan for the reduced boundary effects and therefore it would seem appropriate to reference RTPs as delivery partners. If LEZs are focussed on air quality and modal shift outcomes then it will be important to take a whole system approach to their implementation.

Within the Plan many actions require preventative spend and it is good that the co benefits section recognises this resourcing issue and observes it will bring benefits to healthcare budget. It also perhaps highlights the need to develop a strategic model of co-production of such transport policies and proposals to enable benefits to be realised and enable commitment to policies such as interest-free loans and active travel beyond 2020/21.

The draft RPP3 makes welcome references to the need for further engagement with public sector run partnerships such as SEStran freight quality partnerships. It would be welcome in the final document if greater reference could be made to Freight Quality Partnerships[1] run by RTPs and the potential for them to be involved in delivery of the outcomes required by various policies and proposals. Especially given the previous and future research ambitions of SEStran on green logistics and distribution centres[2].

We welcome the recognition of Intelligent Transport Systems within the document and would be keen to see any ITS strategy also cover the wider aspects of ITS. We currently run a Real-Time Passenger Information system[3] to seek to enable passenger confidence in using public transport. If future policies and proposals seek to encourage and enable a modal shift, it will be vital to cover maintenance and long term resilience of those systems as part of an ITS response to future travel demands. It will also be welcome if such a strategy could consider the costs of such maintenance and resilience of such systems.

On the proposals within the Transport Chapter, we would comment that RTPs could deliver greater efficiency and reach if we had greater access to funding such as Smarter Choices, Smarter Places alongside our constituent councils. In recent months for example we have just concluded a report entitled X-Route[4] with YoungScot investigating young people's attitudes to active travel and potential barriers to its update. Given the timescale of RPP3 many of the respondents to this report will be established commuters by the end of 2032 and many of the report recommendations highlight the need to engage and

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[1] http://www.sestran.gov.uk/news/30/minister-launches-sestran-freight-quality-partnership/
[2] http://www.instituteforsustainability.co.uk/lopinod.html
[3] http://www.bustrackersestran.co.uk/
[4] http://www.youngscot.net/getting-active-with-xroute/

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embed confidence to enable travel behaviour change for the long term. Certainly, an eye-catching result of the survey was that 75% of respondents hadn't heard of the term "active travel", which highlighted the need to manage our messages to young people better when seeking to initiative behaviour change.

In the context of our work on X-Route and other sustainable travel initiatives, we recognise clearly the significance of 3 of the 10 key behaviour areas outlined in RPP3 relate to transport behaviours. Furthermore, that 30% of consumption emissions associated with individuals and households relate to transport. Therefore, whilst current progress is welcome on active travel and low carbon transport, we need to continue to make significant progress within the transport sector going forward and we recognise that RTPs must play our part in delivering these outcomes.

The draft Climate Change Plan also makes welcome reference to the availability of trip-sharing. We would invite further promotion of trip sharing in the final RPP3. Given the predicted increase in population we will have to balance supply side measures with demand restraint to achieve emissions goals. SEStran has a successful and ever-growing Liftshare scheme[5] and it would be welcome if further proposals and policies could be considered in the final RPP3 alongside a recognition of the role of RTPs in promoting it. The increase in lift-sharing opportunities could have a related co-benefit in terms of potential inclusion and accessibility impacts across urban-rural geographies.

We welcome the ambition for Scotland to have reduced transport emissions by over a third by 2032 and with almost complete decarbonisation of the Scottish economy by 2050. This will be a challenge for all sectors but especially in our view transportation given long-standing behavioural habits, current fuelling technologies and long lead-in times for consumer purchasing habits to change in terms of asset renewal if targets, such as 40% of ULEVs by 2032, are to be realised. It is highly possible to achieve, given current rates of fleet renewal, however it requires significant and quick consumer buy-in and ability to purchase such ULEVs. There will need to be a clear focus on financing routes for households and SMEs.

In terms of the companion draft Scottish Energy Strategy it is recognised that there is a clear pick up in terms of ULEVs registered in Scotland but there is still a significant gap between that figure and other conveniently fuelled vehicles. There is a requirement for clear public leadership on this matter to drive behavioural change and instil in all consumers that they can confidently buy and drive ULEVs over the next 10-15 years. This will be critical if transport is to meet its share of the 2030 "all-Energy" target outlined in the draft Strategy. We welcome the balance outlined in the Strategy between Hydrogen, Electricity and Fuel Cells, as across the SEStran region, transport in the future may be fuelled in different manners dependent upon the urban or rural geography in question.

Further, we would comment that a lot of consumer confidence could be engendered by proposals for a Government Owned Energy Company (GOEC) working with regional or local stakeholders to equalise current short-term fluctuations in the pricing of transport fuelling due to global market

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[5] https://liftshare.com/uk/community/sestran

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conditions and also any price differentials as the outcome of geography e.g. current enhanced price of oil-based products due to transportation costs.

However, the draft Strategy and RPP3 focus on reducing the emissions impact of individualised modes of transport must not implicitly or inadvertently be allowed to strategically promote greater use of individual motorised modes over collective or active modes and so potentially contribute to the further decline of bus or rail modes of transport. There is a potential equity impact on those who in the future, despite interest-free loans, can't afford or access for other reasons individualised ULEVs. Alongside any equality impact, these ULEVs could still have externalities around economic and social impact e.g. congestion, albeit the environmental externalities of their carbon emissions would have been greatly reduced.

The Draft Energy Strategy also ends with a commitment to work with Local Authorities moving forward which is welcomed in terms of co-design principles. However, in terms of transport we would suggest that RTPs would offer a clear route for delivery of regional low-carbon outcomes and would be grateful if the final strategy made a similar commitment to work with RTPs on the issues of transport energy moving forward.

In conclusion we would welcome further discussion, in co-design terms, on policies that look at hypothecation of revenues back to further transport projects to deliver improvements to collective modes of transport and also resource the maintenance and adaptation of our existing networks to climate change and increased demand. At present it would appear that the RPP3 strategic approach is very much focussed on a supply-side revolution of fuelling of vehicles but if the incentives outlined in the document are not sufficient to change certain long-standing behaviour patterns, it may also be prudent to ensure that RPP3 also have policies and proposals to restrain demand in terms of equitable and re-distributive schemes.

That comment notwithstanding SEStran welcome proposals for access limitation policies for certain vehicles e.g. Low Emission Zones and would welcome further discussions with Scottish Government over how these can be resourced and rolled out over the period of 2017-2032. We also recognise the co-benefits such policies could have for air quality and healthier outcomes for Scotland, as well as their demand management impact on transport choices towards potentially greener and more sustainable modes of transport and distribution

We would be happy to provide further information to your Committee if required on any of the points raised and plan to submit a further response to the draft RPP3 itself after consideration by SEStran's Board on 2 March to Scottish Ministers.

Kind Regards,

George Eckton

Partnership Director

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1. INTRODUCTION

1.1 In late 2016, the Minister for Transport and the Islands, Humza Yousaf, announced that he would be establishing an Active Travel Task Force to "identify and make recommendations (to the Minister for Transport and the Islands) on ways to tackle the barriers to the delivery of ambitious walking and cycling projects in Scotland, to create more attractive places and to encourage more active travel."

1.2 The new taskforce is chaired by Transport Scotland. Key organisations such as Regional Transport Partnerships, Sustrans, COSLA and the Society of Chief Officers of Transportation in Scotland (SCOTS) have been invited to take an active part in the group. The SEStran Partnership Director is a member representing RTPs.

2. ISSUES TO BE CONSIDERED

2.1 The task force will identify the key barriers to the delivery of ambitious walking and cycling projects in Scotland and ways to overcome them. This is likely to include (but is not limited to) consideration of how to:

- Simplify the TRO process;
- Improve local consultation and communication to enhance local democracy;
- Look at prioritising people and place over movement of vehicles in local areas through better implementation of designing streets and the place standard tool;
- Link the Strategic Transport Projects Review and NPF3 (with the National Walking and Cycling Network) and the promotion of these. To help address issues with access to land (as very few compulsory purchase orders are used in rural areas for paths but are used for roads).
- Links to the planning reform agenda, development proposals and area regeneration; and
- Take in to account the findings from the Active Travel Implementation research which looked at policy implementation across SG policy areas including Designing Streets, the National Walking Strategy and the Town Centre Action Plan to see if any lessons can be learned to improve the outcomes for active travel.

3. POTENTIAL RESPONSE AND EVIDENCE

3.1 To begin the discussion amongst the SEStran Board members, one of the examples that SEStran is keen highlight in its response is the co-design project conducted with Yong Scot, the SEStran X-Route Study. The study actively involved young people from across Scotland and ensured that they were involved much earlier in the decision making process. This co-design

approach should be used as an example to improve the local consultation process. During the X-Route consultation, it became apparent that the challenges and barriers that would deter a young person from cycling are similar to those of the wider active travel community. This insight will allow young people's experiences and ideas to improve infrastructure and enable their ideal active travel experience to become a reality.

3.2 The second study that SEStran would like to reference as evidence is the SEStran Strategic Cross Boundary Cycle Development Study. The study produced a compiled list of recommendations for investment in cross boundary cycling structure in the SEStran Region. A combination of site audits, consultations and stakeholder workshops were used to identify the main barriers and missing links in the Region's Cycling Network. With a particular focus on routes suitable for commuters, funding for infrastructure will be maximised and will deliver a greater return on investment.

3.3 Appendix 1 outlines a draft of further issues for consideration of the Forum to be included in SEStran' submitted evidence:
- Integration of Planning, Duties and Powers to promote Active Travel
- Travel Planning and Access to Jobs and Services
- Co-Design with Communities
- Funding

4. TIMELINE

4.1 The Task Force will draft a report with recommendations to the Minister by the end of the calendar year.

Key task	Date
First call for written evidence	March 2017
Evidence from key stakeholders involved in high-profile projects	April 2017
Possible second evidence day	Spring (April/May) or early autumn (September) 2017
Workshop in for elected councillors following the Local Elections in May. Invitations to include convenors of Transport, Health, Environment and others with interest in active travel benefits.	Mid-late June 2017
Discuss the emerging findings of the Taskforce at the Active Travel Summit	Oct/Nov 2017
Final report sent to Minister	December 2017

5.   CONCLUSIONS / RECOMMENDATIONS

5.1   Moving forward, the Task Force are to review evidence collected from its stakeholders. SEStran would like to invite its Board members to consider some of the issues/barriers facing the delivery of active travel as mentioned above and to provide examples/evidence of what could be done to improve or enhance the delivery of active travel projects across Scotland. With the aim of maximising investment and improve community consultation. The deadline for comments to SEStran is 7th of March 2017.

Lisa Freeman   George Eckton
Project & Strategy Officer   **Partnership Director**
17th February 2017

Appendix 1 – Further issues for consideration

Appendix 1

Integration of Planning, Duties and Powers to Promote Active Travel

The United Nations in the Secretary General's High Level Advisory Group on Sustainable Transport has suggested a single joint authority with oversight of all policy and planning aspects would be helpful across all types/stages of economies. Certainly, members of the partnership have viewed the need for a spatial strategy covering a number of policy areas including transport as fundamental to delivering cohesive, sustainable and inclusive growth for the South East of Scotland. This integration would ensure that transport and the impact of development was a key consideration during the initial stages of the planning process. It is often the case that Transport/Travel Planning is a reactive measure rather than a proactive part of the process, often leading to the retro-fitting of (and often compromised) sustainable transport infrastructure.

RTPs are community planning partners, is it proposed to the ATTF that they should support the proposal for a statutory link between land-use and community planning as outlined in the current Planning, Places and People consultation. It would also be a clear opportunity to discuss the infrastructure requirements of transport service delivery especially active and sustainable travel, within a context of an outcome-focussed approach to service delivery which could be significantly beneficial to those stakeholders suffering transport connectivity and accessibility inequalities at present, through the integration of land-use and other forms of service delivery.

The Royal Town Planning Institute in their 2016 "Poverty, Place and Inequality" report highlight the significant severance effect of area-based disadvantage for individuals. Those living in certain less affluent areas are from evidence less mobile, more reliant on public transport and less able to commute to job opportunities given expensive and/or fragmented transport networks. This may also be reflected in the new set of national outcomes being developed for the National Performance Framework and drive setting of local outcomes in Local Outcome Improvement Plans (LOIPs). These new national outcomes will implement the Scottish Government's previous commitment to incorporate the United Nations Sustainable Development Goals, which include specific actions on climate change and inequalities amongst other actions. If a "barrier" is cross sector working, we ask for specific reference to Active Travel in the NPF to drive work on it in LOIPs? RTPs could be a key mechanism for addressing these gaps and delivering the outcomes required across several Local Outcome Improvement Plans (LOIPs) to deliver a functional regional network.

Under the current Transport (Scotland) Act 2005, all RTPs are obligated to produce Regional Transport Strategies. In addition to this, SEStran propose the addition of statutory Regional Active Travel Strategies; these would be produced in conjunction with a Transport Audit as part of a wider assessment of Transport Infrastructure and the upcoming renewal of the Strategic Transport Projects Review. This would provide each Region with a list of strategic active travel priorities, and create a platform for joint working across local authority boundaries.

Could a lack of regional or locally responsive powers or duties be a barrier to delivery of innovative approaches to addressing barriers? Scottish Ministers have said they will invoke Part 1 of the Equality Act in Scotland in terms of the socio-economic duty. Could this to be used to readdress current transport decision-making, given how vital and inclusive and accessible transportation infrastructure is to community regeneration, as highlighted so clearly by the Scottish urban regeneration network in their manifesto last year. This duty could be utilised alongside the existing power to advance well-being from the Local Government (Scotland) Act 2003 which could be extended to other public bodies such as Regional Transport Partnerships to achieve innovative active travel strategies and schemes

in new LOIPS. There could also be clear links here to partipcation requests from communities under Community Empowerment Act In terms of overcoming or preventing barriers occurring.

Proposal 15 of the current Planning consultation also highlights that the Scottish Government wish to explore wider opportunities for innovative infrastructure planning. We would suggest a "de-coupling" active travel network planning and funding into a longer-term railway type "control period" approach to planning infrastructure [this might reduce some of the barriers around scheme delivery prior to elections] where maybe 5 or 10 year timespans are introduced to use to decide priorities for investment and the timescale for delivery, with a bottom-up approach/co-design to the delivery of these programmes through a statutory regional active travel strategy.

Travel Planning and Access to Jobs and Services

In relation to Travel Planning, the RTPs have worked collectively with Transport Scotland to develop the national Travel Planning online toolkit, wwwtravelknowhowscotland.co.uk, an online resource which supports public and private sector organisations to develop, implement, promote and monitor effective Travel Plans for employee/business and other travel demands. With limited promotional resource the site has already acquired 133 registrations (98 unique organisations). SEStran would recommend further investment to promote this resource. Further investment in this resource would be an effective and low cost way of addressing gaps in knowledge and enhance skills required to deliver travel planning measures.

The emerging findings of the recent RSA Inclusive Growth Commission report highlighted that there are numerous communities across the UK within a few miles of improvements to transport opportunities that do not always benefit, through either an ingrained mind-set or the cost of travel. Transport services and accessibility can be a preventative measure against low skilled or economically inactive areas becoming further excluded. Active travel could be a low cost intervention and an excellent opportunity to follow up on the suggestions of the report in enabling a focus on the elusive business of prevention and early intervention, focussing on genuinely geographically inclusive pace-based strategies tailored to the needs, ambitions and nuances of places' economic geography.

There is clear evidence that a lack of accessibility to transport options has a limiting effect on opportunities and that those who are least skilled, or remote from the labour market have the least location flexibility in seeking new job or training opportunities. Therefore SEStran views transport and accessibility/affordability of transport as integral to an inclusive economy. The links between transport, health and employability are complex but it is clear from academic evidence that mental and physical health are negatively affected if an individual is not able to participate fully in society, and lack of transport can be a factor in this outcomes but active travel could be part of the solution in breaking down such barriers. In terms of the Government's proposed free bus travel for the new Jobs Grant scheme, could there also be an option included utilising existing Bike refurbishment schemes to encouraging increased active travel upon entering or returning to employment/training?

The recent Blueprint 2020 childcare consultation asks what actions could be taken to support increased access to outdoor learning, exercise and play. One suggestion to encourage more outdoor activity would be to set up walking buses for children to travel to and from childcare in the more temperate months. This would provide a safe and healthy way to travel and may help to encourage children and parents to try a healthy active lifestyle and embed at an early age long term antecedents of behaviour change and sustainable model choice. Albeit we recognise that parents with children in ELC may face a number of barriers to physical activity as well, in trying to fit around their caring responsibilities.

Co-design

In order to address the issues laid out by the fact that some people within close distance of transport improvements do not always benefit, there is a need to co-design with communities. SEStran have recently engaged in a successful co-design project with Young Scot[2] to engage young people about the barriers they face in accessing active travel. The main goals of the project were; to support young people to shape and influence sustainable travel services and low carbon activity, improve the understanding of young people's cycle network needs and to develop young people's awareness and knowledge of active travel while improving their confidence working in teams and to celebrate and share the participating young people's achievements. Active travel is a key part of ensuring; inclusive and sustainable growth of regional economies, inclusive mobility in terms of sharing services and changing patterns of commuting with the result of less pollution.

In recent months SEStran for example has concluded a report entitled X-Route[3] with Young Scot investigating young people's attitudes to active travel and potential barriers to its update. Given the timescale of the recently published RPP3 many of the respondents to this report will be established commuters by the end of 2032 and many of the report recommendations highlight the need to engage and embed confidence to enable travel behaviour change for the long term. Certainly, an eye-catching result of the survey was that 75% of respondents had not heard of the term "active travel", which highlighted the need to manage our messages to young people better when seeking to initiative behaviour change. The survey received 902 responses from young people aged 11-25 and had responses from all 32 Scottish local authorities. 294 responses came from SEStran's eight authorities in the south east.

Of those surveyed, over 75% had never heard the term active travel before (72% in the South East). Of the 203 who had, the majority had heard of the term through school, university, or a youth engagement settings. 24% did not have access to a bike (23% in the South East). Across the project there was a range of prominent barriers raised through survey comments, live exploration, discussion, and ideas for improvement. The following issues/barriers were raised: 1) Promoting information for an understanding of cycling; 2) Cost of kit; 3) Safety; 4) Attitude; 5) Peer Influence; 6) Quality of Routes; 7) Local connections; and 8) Bike security and storage.

From the study it was evident that for a young person to develop an interest in cycling the biggest factor is having a positive social influence close to them, this could be an advocate in the family, friend, school or in the community. Cycling was frequently described as a niche interest and that there needs to be enjoyment and a social aspect for a young person to develop a sustained interest. Negative social influences were also raised with cycling being seen as 'clique' and bullying based on being part of a group or based on your skill or equipment. It was apparent that cycling was seen as a physical activity and became something that teenage girls were less likely to do. Young people's social perception of cycling has raised questions around how cycling can be made more accessible and desirable.

Funding

SEStran would encourage a greater discussion of workplace parking charges for all vehicles and the revenue recycling of charges into the delivery of sustainable transport infrastructure. If LEZs are focussed on air quality and modal shift outcomes then it will be important to take a whole system approach to their implementation including active travel. This also highlights the need to develop a strategic model of co-production of such transport policies and proposals to enable benefits to be realised and enable commitment to policies. SEStran would comment that RTPs could deliver greater efficiency and reach if they had greater access to funding such as Smarter Choices, Smarter Places alongside their constituent councils.

Similar to other RTPs, SEStran now employs an embedded Sustrans Officer. From this partnership, SEStran has been allocated £100k of Sustrans funding. This funding has resulted in a Strategic Cross Boundary Cycle Development programme which aims to remove barriers across the regional cycle network. With other limited sources of funding, SEStran has managed to successfully deliver projects identified within the study and have embraced the co-design process in projects such as the SEStran X-Route Study.

However, SEStran would like to raise concerns on the allocation of such sources of funding. There has been an increasing amount of 'challenge funds' e.g. Low Carbon Transport and Travel, Community Links etc, which can promote best practice but unfortunately do not provide continuity. Whilst there has been pre application support for Active Travel Hubs or path networks the lack of match funding, the tight timescales for delivery and the difficulty of 5 years revenue funding to ensure longevity of the scheme are clear barriers to delivery.

With a view to partnership and cross-portfolio working, the issue of funding may also require a co-design and co-resourcing outcome to be agreed between transport and health sectors to ensure a sustainably resourced system is in place from policy and proposal initiation. On the issue of active travel, we would hope that there could be a commitment past 2021 from the health and transport budgets to take a preventative and sustained early intervention approach to all generations to embed habit, overcome barriers and sustain active travel behaviours.

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[2] http://www.sestran.gov.uk/uploads/XRoute_document_2016_Final_2.pdf
[3] http://www.youngscot.net/getting-active-with-xroute/