National Transport Strategy Review: Call for Evidence

1. INTRODUCTION

1.1 From December 2016, Transport Scotland 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.

1.2 With input from the Board, SEStran submitted its pre-consultation response by 31st March 2017. Following on from the early engagement survey, Transport Scotland has now launched its 'Call for Evidence' on behalf of the NTS Review Research and Evidence Working Group. The Research and Evidence Group comprises of independent academic experts and Transport Scotland officials. The Group's remit is to ensure the wider National Transport Strategy review process is informed by best practice and detailed evidence.

2. CONSULTATION

2.1 To influence strategic thinking on transport policy, the group are seeking evidence, including international research, on what transport policy, land use and technological or digital interventions would be most effective in supporting the Scottish Government's Strategic Objectives; delivering a transport system that enables Scotland to be wealthier and fairer, smarter, healthier, safer & stronger, and greener.

2.2 The NTS2 will look at how Scotland can successfully address the strategic challenges facing the transport network and how it can make the most of the opportunities that present themselves. Transport Scotland has committed to delivering a collaborative co-design of NTS2 by giving individuals and communities across Scotland a greater say in influencing the development of transport policy at local, regional and national level.

2.3 To complement the 'Call for Evidence', from Summer 2017, Transport Scotland intend to conduct a more in-depth engagement campaign. Including stakeholder events and engagement activities making use of online/digital platforms.

3. SESTRAN RESPONSE OVERVIEW

3.1 SEStran welcomes this opportunity to support the development of the National Transport Strategy, and will continue to provide key evidence and best practice examples. Through reference of the SEStran Regional Transport Strategy and Delivery Plan 2017/18, we will highlight SEStran's key priorities and projects. Such as the SEStran Thistle Assistance Card, BusTrackerSEStran and TripshareSEStran.com and the impact they have on our Regional transport

network. As mentioned within the Early Engagement response, SEStran commented that there needs to be change in how we understand transport and its relationship to the achievement of the Government's Economic Strategy and its central focus of delivering Inclusive Growth. As referenced, the Royal Society of the Arts Inclusive Growth Commission final report showcases the need for an integrated economic and social policy highlighting the need for place-based strategies to deliver inclusive growth across the UK. There should also be a clearer relationship between the planning of transport infrastructure/services and planning for all terms of infrastructure, physical and social.

3.2 SEStran, in its consideration of a Model 3 proposal, has previously observed that there is no doubt that economies of skill and scale in Scotland could potentially be gained by integrating some currently separately managed and governed services under one roof, joining together with other areas to commission or share larger scale services and staff where appropriate, and aggregating functions into regional shared support services. Such a structural challenge will be a challenge and an opportunity to build in resilience to public services, it may also be a necessity if, politically, local communities wish their representatives to protect services of public interest in the current fiscal context.

4. CONCLUSION/RECOMMENDATIONS

4.1 Evidence must be submitted by the 14th of July 2017. The paper seeks to invite comment from Chief Officers, which will be incorporated into a response from SEStran and comments are invited by 23rd June.

Lisa Freeman
Strategy and Projects Officer
18th May 2017

Appendix 1 – Call for Evidence Questions

Economic growth and inclusive growth

1. What does evidence say about the ways in which transport can best support economic growth and do so in a cost-effective way? What are the implications of this in terms of inclusive economic growth (economic growth that distributes its benefits fairly across society)?

Transport mode choice and demand

2. To what degree are travel behaviours such as mode choice (including freight transport) and demand amenable to intervention? Which policy interventions change behaviours or demand and why? What does research tell us about the types of interventions that fail to change behaviours, particularly over the long term?

Environmental impact of transport

3. What does evidence suggest the most effective means of reducing transport's local (air quality) and global (climate change) emissions are? How have other countries reduced the environmental impact of transport and to what degree are any such measures also likely to be successful in Scotland? When are routes to reducing carbon emissions from transport also consistent with tackling air quality issues, and when are they not?

Active travel (e.g. walking and cycling)

4. What does the evidence suggest are the best ways to achieve improved health outcomes from active travel? What are the most important constraining factors to the uptake of active travel that can be targeted by policy in the Scottish context?

Safe and resilient* transport

5. What are the current and emerging risks to the safe operation and resilience of Scotland's transport network and what does evidence say about the ways in which these risks can be best managed? What does evidence tell us about what adaptation measures (in response to environmental, or other, changes) may be effective to respond to changing pressures on the network?

Transport governance

6. What does evidence say the most effective forms of governance and institutional arrangements around transport might be, in order to meet the Scottish Government's strategic objectives?

* the capacity to plan for, respond to and recover from negative impacts

Potential changes in society and technology

7. In the next 20 years, what will be the most significant changes and new technologies influencing the way people live, work and consume that will impact on travel behaviour and demand? Are there examples of places that have already experienced some of this change and therefore provide evidence on how travel behaviour might change in Scotland? How can uncertainties about the future be robustly considered in transport strategy development?