

Policy & Projects Update

1. INTRODUCTION

- 1.1** The report provides the Board with an update on the Scottish Government's programme and approach to the comprehensive review of the National Transport Strategy ("NTS2") and on SEStran's progress on awarding the "FAST" grant.

2. Overview of the NTS Review

2.1 Background

- 2.1.1** In August 2016, the Minister announced that the National Transport Strategy (NTS) will be subject to a comprehensive review to develop a successor strategy, one that sets out a compelling vision for transport over the next 20 years.
- 2.1.2** This collaborative approach involves a wide variety of internal and external stakeholders, who will meet regularly over the next two years to develop the successor NTS with Transport Scotland (TS) through their working groups and partnership forums.
- 2.1.3** The approach to the NTS Review is focused on the key elements of collaborative working with partners, developing a robust evidence base and engaging with stakeholders and citizens across Scotland.
- 2.1.4** Transport Scotland will also deliver a wide programme of engagement across Scotland to ensure that transport users also have an opportunity to feed into the NTS process.
- 2.1.5** The NTS Review will work towards a formal public consultation on a draft strategy in early 2019 with a view to publishing the successor strategy in July 2019.

3 Scope

3.1 In Scope

- 3.1.1** The main aim of the NTS Review will be to build upon NTS 2006 and the refreshed NTS 2016 to produce and publish 'NTS2', setting the strategic direction for transport in Scotland over the next twenty years.

- 3.1.2 The scope of the review will include transport connectivity within Scotland, with the UK, and internationally. It is recognised that transport links within Scotland play a key part in attracting inward investment to Scotland.
- 3.1.3 The review will set out the evidence base for future transport needs including identifying consistent or different needs between rural, coastal, islands, city, and urban areas.
- 3.1.4 It will make recommendations on transport governance delivering on the recommendations in the NTS Refresh that a full review should set out roles and responsibilities and propose modification if appropriate.
- 3.1.5 The scope of the review will also address specific issues and opportunities in the context of NTS including;
- climate change;
 - Integration;
 - air quality;
 - resilience;
 - congestion;
 - reducing inequality and increasing accessibility;
 - Sustainable and inclusive economic growth;
 - Innovation;
 - Behavioural change; and
 - Identifying 'game-changing' events or technologies.
- 3.1.6 To support the overarching Scottish Government requirement for sustainable, inclusive economic growth, the review will also be aligned with concurrent cross-cutting Scottish Government policies.

3.2 Out of Scope

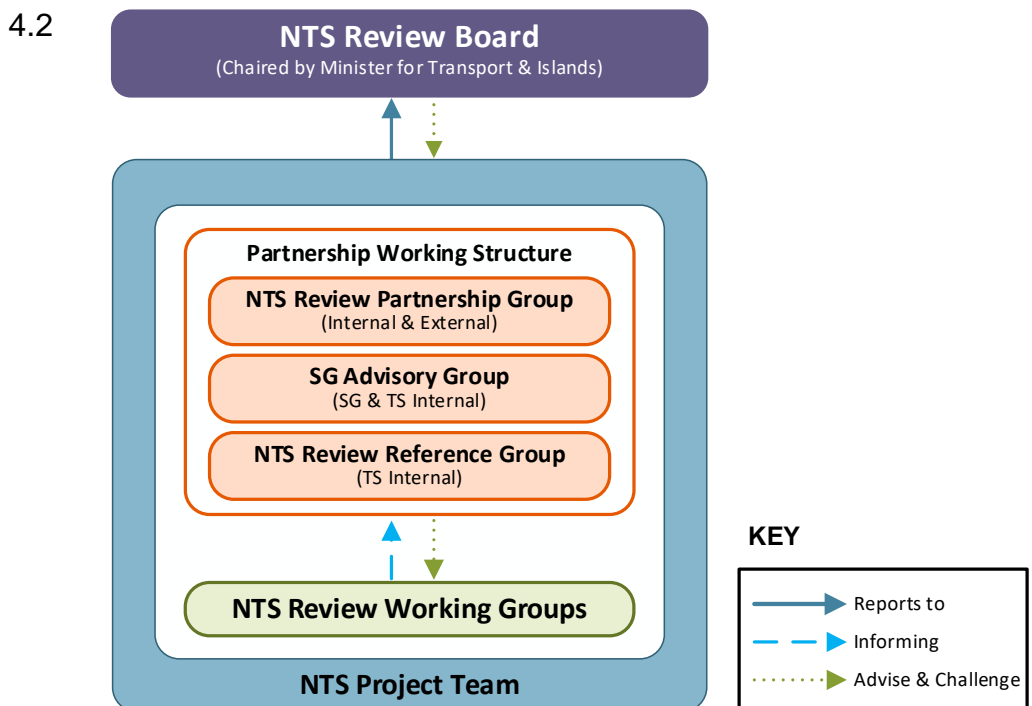
- 3.2.1 The NTS Review will inform the review of the Strategic Transport Projects Review (STPR), helping to identify future spending priorities on infrastructure, and will set a strategic direction for possible spending priorities in other, non-infrastructure, areas of importance. However, the NTS Review will not set a funding framework (that being determined by the Spending Review Process) nor will it identify specific infrastructure priorities. This latter will be done by the review of STPR.
- 3.2.2 The review will aim to be self-contained and will not therefore be accompanied by any 'sister documents' e.g. a Freight Strategy, Rail Strategy etc. Existing long-term strategies (e.g. Ferries Plan) will not be revisited, but any modal strategy developed after NTS2 would be expected to reflect the updated national strategy.

3.2.3 The review will reflect the current and emerging position regarding reserved and devolved powers, but will not set out to make a case for further devolution of powers for transport unless it is subsequently identified that additional powers would help deliver the NTS2's updated vision and strategic outcomes.

3.2.4 It is important that the review retains a strategic perspective, and does not function as a 'catch all/cure all' for every transport issue.

4. Structure of the NTS Review

4.1 The structure of the NTS Review has been summarised in the diagram below:



4.3 The **Review Board** is the main overarching governance body for the conduct of the NTS Review and is chaired by the Minister for Transport and Islands.

The Board will consist of key senior stakeholders who will provide strategic advice, guidance and address challenges over the course of the NTS Review.

4.4 The **Partnership Group** is a strategic stakeholder group co-chaired by Transport Scotland and CoSLA.

4.5 The **Advisory Group** is an internal forum which convenes internal policy leads from across the Scottish Government to help manage policy interdependencies between the NTS Review and wider Scottish Government policy (e.g. Digital, Planning, Climate Change)

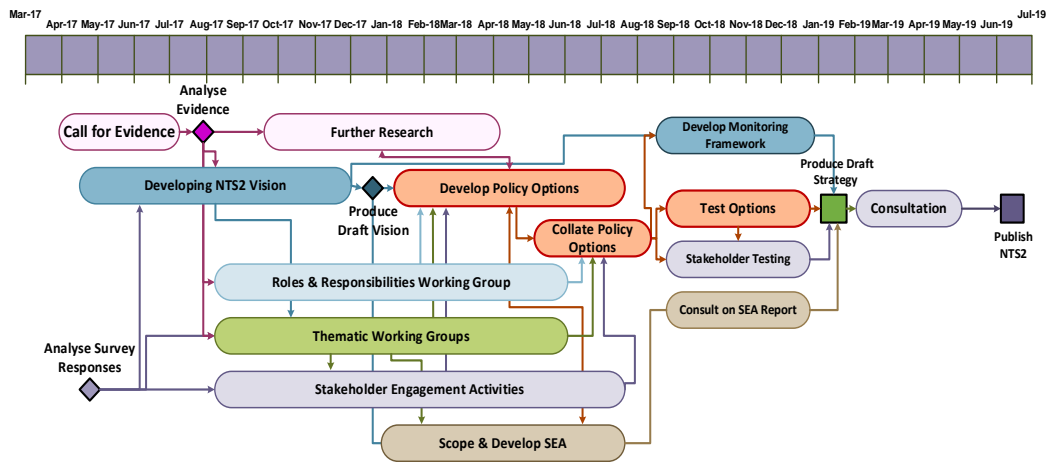
4.6 The **Reference Group** is an internal Transport Scotland group which provides an opportunity for transport policy officials to feed into the NTS Review at regular intervals.

4.7 Three **Functional** groups will deliver the fundamental building blocks for the review process i.e. research and evidence, the strategic framework review, and the review of transport roles and responsibilities. They are: **Research & Evidence, Strategic Framework and Transport Roles & Responsibilities.**

Four **Thematic** groups will address wider facets of the review such as inclusive economic growth, inequality, climate change and safety. The groups are: **Greener & Healthier, Enabling Economic Growth, Tackling Inequality and Delivering Safe & Resilient Transport.**

Working Groups will be able to change their membership as required but overall numbers should be kept at a manageable level. Guest speakers can also be invited to deliver presentations on subjects relevant to the group’s discussion.

TS have produced the following programme for the review, detailing how all of the various groups will interact, when meetings, consultation and analyses will take place and indicating that the work will be complete by July 2019.



4.8 SEStran’s Chair, Councillor Gordon Edgar, is the RTP representative on the top level Review Board with the Minister for Transport and the Islands and SEStran is further represented on the Thematic Group - Enabling Economic Growth.

5. Progress on the Forth Active Sustainable Travel “FAST” Grant

5.1 Background

- 5.1.1 In June 2017 SEStran announced a potential new funding opportunity in the sustainable and active travel sphere, that could deliver £200,000 of funding to the successful applicants(s).
- 5.1.2 The FAST Grant supports active and sustainable travel projects across the SEStran region and was made available on a competitive basis to organisations applying.
- 5.1.3 Applications were open to public bodies, commercial organisations, academic organisations and representatives from the third sector, with the aim of capturing as much interest as possible and encouraging a broad diversity of potential projects.
- 5.1.4 The grant is primarily aimed at delivering projects that improve sustainable and active travel opportunities for communities within the SEStran region.
- 5.1.5 The focus of this call was for projects that can start and finish in the SEStran financial year 2017/18.

5.2 Application Process

- 5.2.1 Expressions of Interest (EOI) were invited to be submitted by 30th June 2017 consisting of a brief 300-word outline of the proposed project.
- 5.2.2 36 EOIs were received in total and were assessed by the SEStran assessment panel. From these 36 EOIs full applications were invited from nine bidders.
- 5.2.3 Applications were received by the 17th of August with the full applications again assessed by the SEStran assessment panel. Two applications were rejected and seven projects were successful.
- 5.2.4 Projects must be substantially complete by March 31st 2018 to receive grant payment.
- 5.2.5 See attached application form in Appendix 1 for details of the assessment criteria.

5.3 Project Awards

- 5.3.1 A combined award of £183,500 will be used to develop a regional e-bike sharing scheme with 4 principles partners:
- St. Andrews Uni Eden Campus: E Bike Park and Pedal
 - NHS Forth Valley E Bike Sharing
 - Napier University E Cycle Shared Bicycle Project
 - Bike Plus, as well as expanding the reach of the e bike scheme across the region, will help SEStran with project management and delivery.

A further 3 projects were awarded as follows:

- Falkirk Council Love to Ride: Central Scotland Cycle September £17,288
- Queen Margret University Travel Planning works at QMU £10,640
- Midlothian Council Smarter Choices Smarter Places £25,000

5.4 Sustrans Projects

5.4.1 As in previous years, Sustrans Scotland have provided SEStran with £100,000 from their Community Links funding to be used on active travel infrastructure projects in the SEStran region. This financial year the fund was included in the FAST Grant application process. Three applications from the FAST Grant were eligible for Sustrans funding.

5.4.2 Project Awards

- East Lothian Council: Future proofing Musselburgh’s sustainable transport links study - £50,000
- Edinburgh bioQuarter partners: Detailed and preliminary design of active travel corridor to Edinburgh bioQuarter - £30,000
- Musselburgh Area Partnership: Surface upgrade of ‘the drift’ path - £38,200

N.B. The total awarded is higher than the £100,000 allocation. The extra funding will also come from Sustrans.

6. Recommendations

6.1 The Board is asked to note the contents of the report.

Jim Grieve
Head of Programmes
 29th August 2017

Policy Implications	The outturn of the NTS review will clearly impact on the RTS, which the Board has previously now requires to be re-drafted.
Financial Implications	As described in the report
Equalities Implications	None
Climate Change Implications	None