**NATIONAL TRANSPORT STRATEGY (NTS2)**

## 1. INTRODUCTION

**1.1.** The National Transport Strategy (NTS2) a Draft Strategy for Consultation[1] was issued by Scottish Government on 31 July 2019. Scottish Government have asked for views on the proposed draft NTS2 by 23 October 2019.

**1.2.** The purpose of this report is to advise the board of the content of the draft strategy and discuss the proposed SEStran response.

## 2. STRUCTURE OF THE DRAFT NTS2

**2.1.** The draft NTS2 has five sections as outlined below.

A vision for transport in Scotland;
Current and emerging challenges;
Meeting the challenges;
Transport governance; and
What we will do.

**2.2.** Chapter 2, The vision for transport in Scotland is given below.

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

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

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

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

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

3.  Helps our economy prosper:

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[1] https://www.transport.gov.scot/media/45149/national-transport-strategy-draft-for-consultation-july-2019.pdf

Will get us where we need to get to;
Will be reliable; and
Will use beneficial innovation.

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

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

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

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

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

2.4. Chapter 4, Meeting the challenges, proceeds to identify 14 high-level policy statements of intent aimed at achieving the vision and outcomes. Further detail is

provided through a series of enablers which represent mechanisms for delivering the high- level policies.

38 enablers are identified and the full list of policies and enablers is included as appendix 1.

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

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

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

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

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

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

From a transport perspective, a regional approach to governance provides an effective means of addressing cross-boundary issues and reflecting travel to work

catchments. Moreover, a strong regional approach to transport together with alignment with economic, planning, marine planning, and housing objectives supports approaches to place-shaping.

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

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

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

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

## 3. CONSIDERATION OF KEY ELEMENTS OF NTS2

**3.1.** A number of key areas within the strategy will now be discussed in turn.

## 4. SUSTAINABLE TRAVEL HIERARCHY AND SUSTAINABLE INVESTMENT HIERARCHY

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

**Prioritising Sustainable Transport**
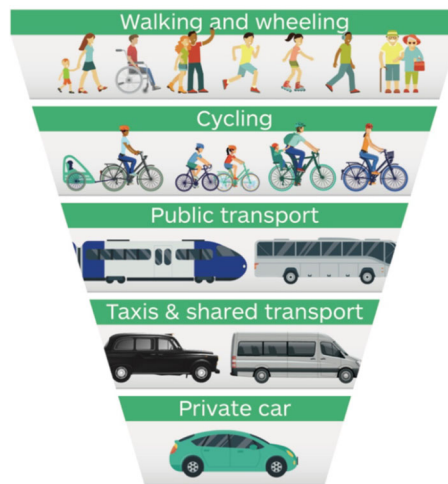
**4.2.** The primary purpose of this hierarchy is to seek to influence and manage transport demand.

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



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

**4.5.** Whilst individual local authorities can develop and deliver policies or interventions in support of the delivery of the national strategy and hierarchies at a local level, the success of the NTS will to a large extent depend upon the successful delivery of wider transport demand management strategies and measures at a regional level. The wider travel to work areas of our major towns and cities broadly match our established, statutory RTP areas. The increase in regional travel to work demand has significant cross boundary impacts that are best considered, and co-ordinated, at a regional level through the RTP bodies.

## 5. GOVERNANCE ARRANGEMENTS

**5.1.** Section 2.5 of this report covers the discussions within the NTS of the issue of Transport Governance. SEStran welcomes the acknowledgement with the NTS that a case for change has been made and that the current transport governance arrangements are no longer sustainable.

**5.2.** SEStran agree that future transport governance arrangements should be on the basis of a regional model allowing for variations in approach between different geographic regions. The statutory Regional Transport Partnerships already provide such an arrangement on a well established geographical basis. The RTPs already have Regional Transport Strategies in place and are very familiar with all transport issues associated with their area.

**5.3.** Regional transport governance exists in a complex landscape, and although further work needs to be done to develop a model for future transport governance in Scotland that is capable of being implemented the current baseline, of the RTP set up is a strong starting point for strengthened regional governance. SEStran welcomes the opportunity to further input into discussions on how regional transport governance can be developed to better address cross boundary issues.

**5.4.** The strategy also noted the theme that there was the "*potential for a more coherent and joined up approach to national, regional and local transport together with closer integration between spatial planning, economic development and transport.*" SEStran welcomes the recognition within NTS of the need for this integrated approach. SEStran identifies that there is a unique, current opportunity to pursue a place-based agenda, through stronger regional alignment of transport planning and transport delivery. This is needed to drive shared action on cross-boundary outcomes.

**5.5.** Many if not all of the key challenges identified in section 2.5 of this report can be tackled by providing the right regional body with appropriate delivery powers, dedicated staff resources and funding to deliver a step change in pursuing a more place based agenda, aligning regional spatial planning and economic development with transport priorities.

## 6. DISCUSSION POINTS FOR SESTRAN RESPONSE

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

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

**6.3.** The list of challenges identified in section 2.3 above is extensive and highlights the complex interaction of all these matters in delivering the vision identified in draft NTS2.

Many, if not all, of the factors are interdependent and require a coordinated regional approach. The following areas are considered by SEStran to be critical to the successful delivery of the strategy.

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

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

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

6.6. SEStran considers that the statutory Regional Transport Partnerships are a key starting point in developing any future model of regional spatial planning, economic development and transport. Transport availability and its relationship with spatial planning is fundamental to deliver development that is sustainable and meets the priorities identified in the draft NTS 2. SEStran considers that governance is required at appropriate levels, with the current RTP providing a strong basis for strengthened regional governance around the delivery of transport related outcomes. Most of these outcomes rely on interventions that cross local boundaries; they therefore require an appropriate level of accountability balanced with shared responsibility that crosses those boundaries.

6.7. RTPs are able to take objective decisions that address regional gaps in provision and therefore address regional outcomes. Rather than relying on voluntary local authority partnerships using already stretched resources, it is essential that regional governance is provided by dedicated staff, independent of local authorities.

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

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

**6.10.** The formal consultation is by an online survey and the responses to the key questions are contained in appendix 2.

## 7. RECOMMENDATION

**7.1.** It is recommended that the Board discusses and notes the content of this report; and

**7.2.** Subject to the outcome of the discussion approves the consultation response to be sent to Scottish Government via the on line survey (appendix 2).

Jim Stewart
**Strategy and Projects Officer**
27 September 2019

**Appendix 1**: Draft NTS2 - List of Polices and Enablers.
Appendix 2: SEStran response to NTS2 survey questions.

| Policy Implications | The new NTS2 will impact on future strategy development. |
|---|---|
| Financial Implications | No changes to existing arrangements but review of regional governance may change this in the future. |
| Equalities Implications | A full range of supporting assessments have been produced by Scottish Government in support of the Strategy. Equality Impact Assessment Record. Equality Impact Assessment Results. Child Rights and Wellbeing Impact Assessment. Fairer Scotland Duty Summary. Islands Communities Assessment. |
| Climate Change Implications | A SEA Environmental Report (including Non-Technical Summary) has been undertaken. |

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

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

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

## National Transport Strategy NTS2
## Draft for Consultation

The consultation commenced on 31 July and runs until 23 October. The consultation mechanism for responding to the content of the draft NTS2 is an online consultation which asks for comment on the strategy via a number of question. There are 14 main questions in 6 sections and the supporting text from the questionnaire along with each question and the proposed draft response to each question is given below.

## Section A: The Vision and Outcomes Framework
**Four Priorities each with 3 Outcomes**
**Vision:** We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.
**Promotes equality**
Will provide fair access to services we need
Will be easy to use for all
Will be affordable for all
**Takes climate action**
Will adapt to the effects of climate change
Will help deliver our net-zero target
Will promote greener, cleaner choices
**Helps our economy prosper**
Will get us where we need to get to
Will be reliable, efficient and high quality
Will use beneficial innovation

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

**1. Is the Vision that is set out for the National Transport Strategy the right Vision for transport policy over the next 20 years?**
Yes
~~No~~
The vision identified in Chapter 2 of the draft NTS2 is set at an appropriate strategic and national level and is mostly supported. The vision must be set within the context that the strategy should take account of:

- A need to optimise what currently exists to improve resilience and efficiency; and
- The need for the transport system to be environmentally and commercially sustainable.

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

Yes

~~No~~

The priorities and outcomes are aspirational and set at an appropriate level for a National Transport Strategy. They reflect other key national strategy/policies and initiatives such as the Climate Change Plan 2018-2032, Climate Change Bill, Fairer Scotland Action Plan 2016, A Fairer Scotland for Disabled People: delivery plan, Active Travel Task Force Delivery Plan, Accessible Travel Framework to name a few of the key documents.

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

The priorities and outcomes are all interconnected and therefore without setting priorities there is a risk that by taking an approach of 'parity of esteem' between the various policy drivers then tensions are created which are unresolved and which will act as a constraint, a logjam on decision-making and delivery as no policy driver will take precedence. There are clear policy imperatives, which the Scottish Government has already set out elsewhere, which should help to delineate priorities, the most important being (in that order) with equality running through:

- Inclusive Growth
- Net Zero Carbon
- Improved Health Outcomes

The whole purpose of the Strategy should be to deliver a holistic and fully integrated approach to delivering transport solutions. Although it should be said that without a successful and prosperous economy the deliverability of other priorities is diminished.

However, "*takes climate action*" and "*improves our health and wellbeing*" must be key drivers in setting priorities for the future transport network and investment priorities.

This however, must not be at the expense of economic growth and development. The provision of physical infrastructure to "*promote equality*" can be delivered in a straightforward way but how transport can be made affordable to all is a key challenge to be tackled by the policies and the enablers identified in the strategy.

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

The challenges identified in the strategy highlight the important role that transport can play in helping to tackle poverty and child poverty, social isolation, gender inequalities, young people, ageing population, disabled people, access to employment trade and connectivity is highlighted in detail in the consultation document.

All of these issues above will be improved by focussing on the following key challenges

- Decline in bus use
- Reliability and demand management
- Health and active travel
- Information and integration
- Resilience
- Air Quality
- Reliance on car (for shorter journeys)
- Behavioural change – Need for travel – commuting.

The main challenge in delivering a successful National Transport Strategy is how it enables financial sustainability of the solutions to be achieved both in terms of capital and ongoing revenue expenditure.

Deregulated bus services are still a major issue in the provision of financially sustainable bus transport and the disparate nature of rail operation adds additional complications and the cost of rail-based transport is prohibitive for many users of transport.

Whilst the challenges have been well documented they are outlined at a high level and the real success will be in how the policies and enablers in the Strategy can deliver practical positive improvements within the transport network.

Transport investment decisions should account for the true cost of car use to society.

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

**Section B: The Policies to Deliver the NTS**

Through the process to develop the National Transport Strategy, 14 policies have been identified that will deliver its Vision and Outcomes and address the Challenges. These are listed below:

- Plan our transport system to cope with the effects of climate change;
- Continue to improve the reliability, safety and resilience of our transport system;
- Embed the implications for transport in spatial planning and land-use decision making;
- Integrate policies and infrastructure investment across the transport, energy and digital system;
- Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally;
- Provide a high-quality transport system that integrates Scotland and recognises our different geographic needs;
- Improve the quality and availability of information to enable better transport choices;
- Embrace transport innovation that positively impacts on our society, environment and economy;
- Improve and enable the efficient movement of people and goods on our transport system;
- Provide a transport system that is equally accessible for all;
- Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth;
- Support the transport industry in meeting current and future employment and skills needs;
- Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing;
- Reduce the transport sector's emissions to support our national objectives on air quality and climate change

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

Yes. The policies are high level and broad in their formulation. They reflect the priorities and outcomes identified. Some policies and their enablers are aspirational in nature and the detail of how the policies will be implemented and funded is the main factor that will allow measurable improvement to be seen.

Some policies are more tangible such as "*improve the quality and availability of information to enable better transport choices*" and "*Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth*". These potentially have a more direct outcome and subject to a satisfactory delivery mechanism and adequate funding can be delivered more readily.

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

The priorities and outcomes are all interconnected and therefore without setting priorities there is a risk that by taking an approach of 'parity of esteem' between the various policy drivers then tensions are created which are unresolved and which will act as a constraint, a logjam on decision-making and delivery as no policy driver will take precedence. There are clear policy imperatives, which the Scottish Government has already set out elsewhere, which should help to delineate priorities, the most important being (in that order) with equality running through:

- Inclusive Growth
- Net Zero Carbon
- Improved Health Outcomes

The whole purpose of the Strategy should be to deliver a holistic and fully integrated approach to delivering transport solutions.

However, policies which help tackle the issues below should be the main priority areas for focus.

- Decline in bus use
- Reliability and demand management

- Health and active travel
- Information and integration
- Resilience
- Air Quality
- Reliance on car (for shorter journeys)
- Behavioural change – Need for travel – commuting.

The policies which would seem best to tackle the above issues are:

- Continue to improve the reliability, safety and resilience of our transport system;
- Embed the implications for transport in spatial planning and land-use decision making;
- Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally;
- Improve the quality and availability of information to enable better transport choices;
- Improve and enable the efficient movement of people and goods on our transport system;
- Provide a transport system that is equally accessible for all.

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

**5a. Are there specific decisions about transport in Scotland that are best taken at the national level (e.g. by Transport Scotland or the Scottish Government), at a regional (e.g. by Regional Transport Partnerships), or at a local level (e.g. by Local Authorities)?**

The case for a change in the Transport Governance has been made by the work undertaken by the "Roles and Responsibilities Working group". SEStran proposes the following levels for key decision making:

National Level
The requirement for all operators to provide integrated ticketing facilities should be taken at a national level.

Provision of concessionary fares should be set at a national level.

Regional Level

RTPs are well placed to take decisions and deliver at a regional level. RTPs respond to a recognised and established need to decide on cross boundary priorities – in fact they were established on a voluntary basis following the creating of 32 unitary authorities, to make strategic decisions on transportation priorities that cross boundaries and correspond to travel-to-work geographies. RTPs, through established boards, can take decisions about transport providing both accountability and responsibility that transcends individual authority areas; involving a wide range of end users and stakeholders.

RTPs, with existing, dedicated staff resources, have experience and a track record of working with established relationships with rail and bus operators, SUSTRANS, Transport Scotland, and aligning Regional Transport Strategy with regional economic and spatial strategies and time-bound projects. In providing a link between local and national bodies, RTPs are able to take objective decisions that address regional gaps in provision and therefore address regional outcomes. Rather than relying on voluntary local authority partnerships using already stretched resources, it is essential that regional governance is provided by dedicated staff, independent of local authorities.

As transport decisions underpin the success of both spatial and economic strategies, RTPs are ideally placed to take decisions that directly benefit wider outcomes for inclusive growth. Subject to being vested with the appropriate responsibilities for decisions, and addition of requisite planning and economic expertise within their governance structure, RTP's could enhance their current role to deliver a common sense coordinated approach to cross boundary issues and tackle many of the current problems associated with the delivery of regional transport provision. This would provide the opportunity to streamline regional decision making within established, and statutory, regional bodies.

**5b. Should local communities be involved in making decisions about transport in Scotland? If so, how should they be involved, and on which specific issues should they be involved in making decisions on?**

There is a role for local communities to play in all aspects of transport. The level of engagement and input will depend on whether the engagement is about the strategy or specific projects. There is always a challenge because local community views tend to focus on very local issues. However, the statutory RTP bodies provide a

sensible regional locus for engagement of local communities across a regional area, and are therefore able to involve and respond to the needs of wide-ranging local concerns within their regional strategies and priorities.

Decisions should also be evidence based involving operators and experts and should be objective, looking at the bigger picture. However, we do not know what a net zero carbon future might look like, nor in the shorter-term how we achieve a modal shift to active travel (the outcome framework for active travel is currently being produced). So we have no evidence as yet around these commitments, hence the NTS needs to be a balance of policy-driven and evidence-led.

**Section D: The Strategy as a whole**

**6. Does the National Transport Strategy address the needs of transport users across Scotland, including citizens and businesses located in different parts of the country?**
Yes
~~No~~

Yes in part, although it is a high level strategy document with aspirations that' if fulfilled would indeed meet the needs of transport users. However, the Strategy by itself cannot address the needs of transport users. It does set the framework for assessing and developing future projects and transport aspirations, priorities and outcomes. The focus of the strategy seeks to meet the needs identified in the current and emerging challenges section. However, it is the subsequent decisions and investment that may address the needs of transport users.

**Section E: Looking Ahead**
**7a. What aspects of the transport system work well at the moment?**

Lothian Buses are a good model of how a local authority partnership can deliver high quality bus services.
Segregated cycle routes provide opportunities for greater active travel and high quality active travel schemes. Although they tend to be confined to high density centres at present.
Real Time Passenger Information is a vital component that encourages public transport use.
Park and Ride has proven to be successful and is a key element in delivering mode share change.

Bus priority has been successful in improving bus reliability in increasing levels of overall congestion.
Bike share scheme have been successfully introduced in many towns and cities.

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

Expand the Lothian buses model to other areas of the country.
Support the implementation of increased bus priority in cities and towns.

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

A lack of integrated ticketing;
Commercially driven private sector bus provision;
A complicated rail management and operation structure;
Unreliable rail travel;
Rural transport provision/disparity with cities;
Too much on road freight;
The impact of congestion in cities and other key national routes e.g. Edinburgh City Bypass. There is inadequate public transport priority to offset this congestion;
The current model of funding active travel schemes through a bidding process introduces a further level of complexity to project delivery especially for cross boundary projects; and
The Borders Railway has been a success, but the ongoing growth of the region is already being compromised because it was implemented as a single track non-electrified railway.

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

There is an urgency to resolve the issue of regional governance. Until that is changed the ability to deliver an improved transport system that can function at a regional level will not change.

Supporting investment in bus priority within cities and towns to tackle congestion to support local and regional public transport movements.

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

**like to say about these actions?**

The formation of a Transport Strategy Delivery Board and Transport Citizens' Panels will help to monitor the effectiveness and direction of the Strategy especially at a national level.

However, the delivery of the Sustainable Travel hierarchy will depend on the delivery of appropriate projects at a regional and a local level. The links to Economic Development and Planning and the development of spatial strategies are key to fully integrating the aims of the strategy into delivery on the ground.

Therefore, this reinforces the need to resolve issues of Regional Governance so there are clearly identified responsibilities for delivery and appropriately funded bodies who have all the powers necessary to deliver and implement measures in support of the aims of the National Transport Strategy.

The strengthening of the evidence base is important to measure and monitor progress. How that data is collected and managed is a significant and resource intensive task. The responsibility for this data collection must rest with Transport Scotland. Reliable and consistent data will be key to the successful monitoring of the effective of the Strategy.

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

The measure of success of the strategy will be in the delivery of a transport system which supports the aims of the 'Place Principle'.

**Section F: Strategic Environmental Assessment (SEA)**
**Download the SEA Environmental report. (user_uploads/environmental-report-290720191008f.pdf)**

**11. What are your views on the accuracy and scope of the information used to describe the SEA environmental baseline set out in the Environmental Report?**

The scope and information presented in the document is extensive and identifies the key environmental issues that are relevant to the development and implementation of the NTS. In particular, the evidence supports the emphasis of the strategy on the priorities of "Takes climate action" and "Improves our health and wellbeing".

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

The environmental impacts will depend on the detail of each local scheme and will vary scheme by scheme. However, it is considered on balance that the predicted environmental impacts set out in the report are a reasonable assessment of the likely impacts of implementing the strategy.

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

The use of EIA, HRA, and via site controls and Environmental Management Plans is an appropriate approach to manage the direct environmental impacts of the transport interventions.

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

No