

**INFRASTRUCTURE COMMISSION FOR SCOTLAND**

**INITIAL CALL FOR EVIDENCE AND CONTRIBUTIONS**

**Response by South East Scotland Region Transport Partnership (SEStran)**

*About SEStran*

SEStran is the Regional Transport Partnership (RTP) for the south east of Scotland, covering eight local authorities. The area covered is diverse in both geographical and socio-economic terms, and includes City of Edinburgh, Falkirk, Fife, Midlothian, East Lothian, West Lothian, Scottish Borders and Clackmannanshire. SEStran's main function is the publication of a statutory Regional Transport Strategy.

*General Points*

The response has been developed taking into account discussions held with a number of our partners and stakeholders and in particular these specific comments supplement the responses the Commission will also receive from the other RTPs, SOLACE, SCOTS and COSLA

The format of the specific SEStran comments below reflect the table produced in the consultation document and specifically relate to the numbered sections.

**Issues and Key Questions within the Scope**

- 1 (b) Transport emissions are a major factor in carbon emissions. Therefore, the strategy drivers of "inclusive economic growth and low carbon objectives" and "Technological change and innovation" should have a key role in shaping the priorities for infrastructure investment.
- 1 (c) Sustainable low carbon transport solutions are key to delivering the aims of all the strategic drivers.
- 1 (d) All the drivers are dependent to some degree or other on transport connections. Therefore, the delivery of all the key drivers will be very dependent on how Low Carbon solutions and investment in SMART technology are taken forward.
- 2 (a) The scope of infrastructure should include the services needed to support the infrastructure though its entire lifespan.
- 2 (b) A more integrated approach to transport infrastructure delivery is needed across a regional level. The current STPR2 review is focused on this and the current investment in transport infrastructure through the City Deals is important in meeting the aims of the strategic drivers. However, a coordinated approach at a regional level through the

existing RTPs is vital to ensure that there is a consistent approach at a national level across Scotland.

- 2 (c) The different categories of infrastructure all have a role to play with respect to the identified drivers. However, it must be reiterated that good quality transport provision is fundamental to support all of these categories: the built environment of housing; public infrastructure such as education, health, justice and cultural facilities; safety enhancement such as waste management or flood prevention; and public services such as emergency services and resilience. This is because all these categories require people, goods and services to move freely to enable the delivery of their services. Therefore, a balanced approach is required which should reflect the importance of investment in transport infrastructure that delivers low carbon solutions to promote economic growth and the other key overall objectives identified in the call for evidence.
- 2 (e) The delivery of development related infrastructure needs to be properly integrated into all national planning and development policies. The current approach predicts and provides for new development and is based on a developer led system when their preferred site dictates land use planning to some extent. Up front investment in transport and other infrastructure can lead the development process enabling low carbon solutions to be promoted at the earliest stages. How would this be funded?
- 3 (b) In terms of bus based public transport, the deregulated nature of the market means that a bus-based transport system; a key factor in delivering accessibility for many rural and economically disadvantaged users, is not fit for purpose. The remit of the commission should allow recommendations on legislative changes. However, funding of services remains an issue, but this could be a key tool in delivering better social inclusion and providing a mass transit system that can be managed to reduce carbon emissions.
- 3 (e) The development of MaaS moving away from ownership to shared use transport can reduce travel demand.