

Islands Transport Forum (ITF)

Report to Meeting of 9 May 2019

Update on Progress of National Transport Strategy Review and Strategic Transport Projects Review

Purpose

1. To provide the Islands Transport Forum with an update on the progress of the National Transport Strategy (NTS) Review and second Strategic Transport Projects Review (STPR2).

National Transport Strategy Review

Background

2. Following the last update to the Islands Transport Forum in October 2018, this is to provide a further update on the National Transport Strategy Review.
3. The review will culminate in a formal public consultation in July 2019 and the publication of an updated strategy (NTS2) by the end of 2019. The new strategy will establish the strategic direction for transport in Scotland for the next 20 years, as well as a delivery and monitoring framework.
4. NTS2 will inform the review of the Strategic Transport Projects Review (STPR), helping to identify future spending priorities on infrastructure, and set a strategic direction for other, non-infrastructure, areas of importance.
5. The review is being progressed through three main strands of work, namely: collaboration with key stakeholders and delivery partners enabled by the establishment of NTS Review Working Groups; building a robust evidence base on which policy proposals for the NTS2 will be founded; and engagement with the general public, transport users and other stakeholders.

Strategic Framework

6. The Strategic Framework group, consisting of internal and external transport partners and officials, developed a vision and outcomes for NTS2 incorporating feedback from across all NTS working groups. We have used this in our engagement and we will shortly publish this on the Transport Scotland website ahead of the framework forming part of the consultation.
7. Our finalised of the vision statement for consultation is: *We will have a sustainable, inclusive, and accessible transport system helping to deliver a healthier, more prosperous and fairer Scotland for communities, business and visitors.* [please refer to **Annex A**].

8. It was raised at the October ITF whether the vision statement and inclusive and fairer statement reflect the islands context. The work on the NTS has included engagement focused on ensuring that island, rural and urban perspectives have informed the development of the strategy. Island perspectives will therefore be reflected in the draft strategy for consultation.
9. Our vision is underpinned by four priority themes: Helps our Economy Prosper, Improves our Health and Wellbeing, Takes Climate Action and Promotes Equality, with 12 supporting outcomes. The draft narrative document in **Annex B** provides further context.
10. We are developing a new monitoring and evaluation framework as part of the strategic framework, with indicators to assess the progress towards the outcomes over the course of the strategy.

Policy Proposals and Assessment

11. Informed by the NTS2 thematic working groups, we now have a set of 14 draft policies each with a set of suggested delivery measures and these have been assessed against the outcomes of the Strategic Framework, including the use of scenario planning modelling. Impact assessments have been an integral part of the NTS2 development and this work includes Islands Impact Assessment, Equality Impact Assessment and Strategic Environmental Assessment. These are being finalised ahead of public consultation.

Review of Transport Governance

12. The NTS Review includes a review of Transport Governance which will build on the work of the NTS Refresh (2016) and further clarify, and possibly modify, existing transport roles and responsibilities nationally, regionally and locally. The commitment to review governance also flows from the Independent Review of Planning 'Empowering Planning to Deliver Great Places', which proposed a review of transport governance. All areas of transport were within scope to ensure this is properly a review of transport governance and this was taken forward through the collaborative approach by the Roles and Responsibilities working group.
13. At the October ITF concerns were expressed about regionalisation of transport governance and the need for an islands perspective. The work to-date on transport governance recognises the need for spatial variation. The emerging recommendations of the group have been shared with the Scottish Ministers. Any further work – such as detailed development – will follow on from consideration of the recommendations and will not be until after the passage of the Planning and Transport Bills.

Stakeholder Engagement

14. In March 2019, we conducted testing of the public acceptability of the draft policy proposals at four Citizens' Panels in Stornoway, Stranraer, Newtonmore

and Dunfermline. The results of this work are helping to inform the draft of our upcoming public consultation.

15. Throughout May and June, SCDI will be undertaking engagement with Scotland's business sectors (Digital, Manufacturing, Food and Drink, Energy and Tourism and Service). This engagement will be carried out as workshops followed by structured interviews with individual business sectors.
16. Our 2019 engagement programme is well underway and we are continuing engagement with targeted groups on the policy proposals and strategic framework. Engagement is also being planned at a number transport hubs throughout Scotland during the public consultation period.
17. In our 2018 engagement programme we delivered a series of presentations and workshops across Scotland, including Kirkwall, Brodick, Lerwick, Stornoway and Argyll and Bute

Engagement with Convention of the Highlands and Islands

18. A paper was provided to the Convention of the Highlands and Islands (CoHI) for its meeting on 4 March 2019 to give an update on the progress of the reviews of the NTS and STPR. This recognised that CoHI has agreed a set of post-2020 priorities across seven key themes including one on transport with the focus being 'Equality of Access to 21st Century Transportation Services' across the region (approved by CoHI in October 2017).
19. CoHI welcomes the collaborative approach to NTS and STPR and recorded a number of CoHI outcomes. These include engaging now through the CoHI secretariat and CoHI lead officers group to inform the draft strategy for consultation. Further, that in its business engagement, Transport Scotland was tasked to undertake sectoral engagement (including food and drink, aquaculture, forestry, tourism) to inform the draft NTS2 and identification of infrastructure interventions through the STPR. CoHI also provided feedback welcoming the focus on promoting equality within the draft outcomes and provided feedback on rurality and remoteness issues to be reflected in the draft strategy for consultation, e.g. retaining the skills of young people as part of the population challenge, recognising the requirement to access services (including health services on the mainland) to ensure accessibility for all irrespective of disability, income inequalities etc. CoHI also supported that the draft NTS should reflect an ambition for affordable day returns to cities should reflect a business day of 0900 to 1700 and not 0900 to 1500. All these actions are being taken forward as part of the drafting of the strategy and the ongoing engagement with SCDI.

Next Steps

20. We will engage with the CoHI secretariat and the CoHI leads officers group ahead of publication of the consultation.

21. The draft strategy will be published for public consultation from July 2019, with the consultation remaining open for three months and we are committed to publish the final NTS2 by the end of this calendar year.

Strategic Transport Projects Review (STPR2)

22. The Scottish Government remains committed to its existing programme of infrastructure projects. The second Strategic Transport Projects Review (STPR2) will be an examination of the strategic transport infrastructure interventions required to support the delivery of Scotland's Economic Strategy, including inclusive growth objectives, and in the context of the priorities to be set out in NTS2.
23. The review will set out a clear programme of potential transport investment opportunities for Scottish Ministers over the next 20 years and should be used to update the Infrastructure Investment Plan.
24. The first STPR, published in 2008, focused on road, rail, bus and Park & Ride and considered Scotland's key transport corridors and hubs. STPR2 will consider infrastructure investment in road, rail, active travel, island connectivity, buses and ferries at national level. Another key theme will be the consideration of international connections, including cross-border links and connections to international gateways, key ports and access to ports by all modes.
25. As part of the review of the NTS, the issue of connectivity to the country's islands and remote communities has been raised and this will be considered under STPR2.
26. Work is now underway on STPR2, which will allow the Scottish Government to consider which transport interventions are required to deliver the vision and outcomes that emerge from NTS2. This will identify required transport investment by undertaking a Scotland wide appraisal of strategic transport options to inform investment priorities. STPR2 will be a multi-modal appraisal, have both a national and a regional focus, and will be delivered during the lifetime of this Parliament. Early appraisal and engagement has already been undertaken in the Scottish Borders, the South West and North East areas of the country. The scope of the review will extend to the strategic road and rail networks as before, however this time will also include national infrastructure investment to support active travel, island connectivity, buses and ferries.
27. Transport Scotland are committed to a collaborative approach as STPR2 moves forward and key engagement will be via Regional Transport Working Groups and stakeholder workshops. These engagement events will have representation from Transport Scotland and Jacobs/Aecom (consultant team). These groups are now in the process of forming and meeting to establish their role and remit. It is expected that eleven regional groups will be formed over the course of May/June which will incorporate representation from the Scotland's 32 local authorities, seven Regional Transport Partnerships and two National Parks. In addition, it is expected that between 25-30 stakeholder workshop events will be held across the country which have

representation from transport operators, business, third sector and transport lobby groups. For the Islands communities, work has begun with Argyll and Bute and stakeholder engagement commences on 3rd May, the first regional working group meeting was recently held with HITRANS and Shetland regional group will be established separately in the near future.

ANNEX A

NTS2: Strategic Framework Vision and Outcomes Diagram



ANNEX B

NTS2 - Strategic Framework

Draft narrative to support the Strategic Framework diagram

A successful strategy will, over the next 20 years, drive a transformation in transport where sustainable travel options are the public's first choice. We will achieve this through continued investment in greener, more reliable public transport; active travel; and car and bike sharing solutions to give people real journey options which can be adapted to suit different locations, lifestyles and needs.

By continuing to provide viable, sustainable and inclusive alternatives to single occupancy car journeys, we can – in partnership with local authorities and others – help to make Scotland an even better and healthier place to live, work and travel within, all while tackling climate change.

Who are 'we'?

- We are the people, visitors, businesses and public sector organisations of Scotland.
- Although the Scottish Government has a responsibility to co-ordinate the delivery of our National Transport Strategy, there is an opportunity for us all to work together across boundaries to create significant added value and improve outcomes for communities, including involving people in decisions and empowering communities to be a vital part in the delivery process. We all have a responsibility to take action and we can all make small changes to keep our network running smoothly, affordably and cleanly. For example:
 - We should take more responsibility for our physical and mental well-being, as well as the amenities of our towns and cities, by choosing sustainable travel options.
 - We should look out for one another's safety and well-being when on the move.
 - We should all be prepared for emergencies before making a journey, especially if there are weather or flood alerts, and consider alternatives to that journey if appropriate.
 - We should look after vehicles and stations, by not littering or damaging them.

Helps our Economy Prosper

- *Gets us where we need to get to:* network and service development integrate with spatial and land use planning and economic development, and adapts to changing requirements of people, businesses and visitors. This means that transport outcomes and actions are delivering a fairer, inclusive and more prosperous Scotland for all.
- *Is reliable, efficient and high quality:* everyone needs to be confident about how long a journey will take, and that it will be as simple and as comfortable

as possible. We need to be able plan our lives, to get to work on time, to deliver goods efficiently and keep businesses running smoothly. We deserve quality transport infrastructure and services and we want to make a good impression on Scotland's tourists and business visitors.

- *Uses beneficial innovation:* new products, services and technologies are developing fast and altering our lives and our places dramatically. Our National Transport Strategy will support innovations and useful technologies that are compatible with our vision and outcomes.

Takes Climate Action

- *Adapts to the effects of climate change:* in Scotland we are already starting to realise the impacts of climate change, and more serious impacts are being felt across the world, particularly by communities that are already vulnerable. To limit the impact of existing climate change on future generations, we recognise that our transport networks and vehicles will need to be adapted to reflect the extent of change in our climate which has already taken place.
- *Takes steps to mitigate further climate change:* by increasing our long-term targets to reduce greenhouse gas emissions by at least 90% by 2050, the Climate Change Bill will continue to provide the necessary certainty and impetus to markets, businesses and industries to shift towards low-carbon technologies and practices. Transport is a key sector in achieving these reductions and contributing to wider climate justice.
- *Promotes greener, cleaner choices:* over the next 20 years, Scotland will embark on a journey to be free from harm from the transport sector, resulting in a significant reduction in overall transport emissions and enabling us to enjoy the social, health and economic benefits of noticeably improved air quality. A cleaner transport system will contribute to positive wellbeing outcomes for the people of Scotland. Reducing the need to travel also has a role to play in reducing transport emissions and improving the efficiency of the transport system.

Promotes Equality

- *Provides fair access to services we need:* we have a duty to the people of Scotland to tackle inequalities. All citizens need to be able to access a wide range of opportunities and services, and transport services need to support this. Several stakeholders also have a new legal duty to reduce inequalities of outcome caused by socioeconomic disadvantage when making strategic decisions. Transport is a key policy sector in tackling inequalities, putting this outcome at the heart of strategic decision-making and policy development.
- *Is easy to use for all:* people have different capabilities. Our transport network will recognise these differences and we will work to ensure that everyone can use the system with as little effort as possible.
- *Is affordable for all:* people have different incomes. Our transport network should not exclude people from mobility by making it unaffordable. Over one

million Scottish citizens are living in poverty, including one in four children. This unfairness and transport poverty is not inevitable. The Tackling Child Poverty Delivery Plan 2018-22, published by the Scottish Government in March 2018, identifies reducing household costs as one of the three drivers of child poverty. Living on a low income can mean families struggle to meet the costs of day to day living; and accessing essential transport should not increase this burden. We can reduce poverty and inequalities of outcome, helping to realise the rights of the people who have experienced them and promote greater equity across transport.

Improves our Health and Wellbeing

- *Is safe and secure for all:* we are committed to helping Scotland's people, businesses and public sector to improve community safety. The prevention and reduction of accidents on the transport network will continue to be a priority. Our transport systems are becoming increasingly digital and we are committed to supporting the cyber resilience of booking, payment and ticketing technologies, and responding to and preventing cybercrime to increase our confidence in using mobile and web technologies to access transport securely.
- *Enables us to make healthy travel choices:* over the last few decades our increasing reliance on cars has resulted in Scotland becoming less active as a nation. Many journeys are relatively short and could be undertaken by walking and cycling more often. Small changes can have a big impact on individual health and wellbeing, and help to reduce the social and economic impact of public health problems such as mental health, obesity, diabetes, and cardiovascular diseases. Switching more of our short journeys to active modes will also help to improve air quality in urban areas with further public health benefits.
- *Helps make our communities great places to live:* cleaner streets which are good for walking and cycling are better for encouraging more social interaction, supporting local businesses and services and creating vibrant communities, making our towns and cities more attractive and healthier places in which to live.

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