

## Annex B: Transport Appraisal and Modelling in Scotland User Group – 10 September 2019: Workshop Outputs

The 2019 Transport Appraisal and Modelling in Scotland User Group took place in the Dewars Centre in Perth on the 10 September 2019. Delegates at the workshop were invited to answer the draft questions to ensure that the questions, as written, were yielding useful answers and to also identify any areas not reflected which should be included in the User Survey.

The responses in this Annex reflect the points captured by the scribes on the day. The points are 'as recorded' and the only editing has been to remove anything which would indicate attribution to an individual or organisation or a particular piece of work; where this applies the text has been replaced with xxxxx.

### 1. Do you consider there are further changes required to the Initial Appraisal: Case for Change stage of STAG? If so, what further changes do you suggest are required?

- Case for Change (CfC) decision point is a good idea.
- Need clearer agreement by all parties up front on governance, decision making, scope.
- Too many requests for more data.
- Need more agreement on objectives up front, have seen even when moving to DMRB 2 there is still discussion on the foundational objectives.
- Example of xxxxx, running CfC, part 1 and part 2 in parallel. Difficulty when lots of re-reviewing, feels like a loop.
- STAG is very resource intensive, lots of scrutiny on objectives, need early clarity on TPOs.
- Need clarity from all parties up front, particularly on timescales.
- Question of whether elected members could sign off CfC.
- Elected members need more understanding of the process.
- Staged reporting - was happening by default anyway so felt benefit to incorporate it to benefit all involved.
- Practitioners realised a full report was not helpful so this has been happening anyway in practice, guidance was a bit behind the practice.
- Most important, how much effort is required and how much money, this helps to clarify.
- Impossible to procure a STAG appraisal all in one go at the start, unknowns in the future prevent this.
- Considering budgets and commissioning, there is uncertainty and wider factors influencing the work.
- Change of language, reasoned argument for doing something different.
- How to use guidance to stage a process for the decision on whether this should go forward or not.
- How to work in the ability for the solution to come out of the options as opposed the options following the solution.
- Two pressure points from elected officials with desire to do something sometimes working backwards from the solution
- Articulate opportunities, STAG to stress opportunity as well as issues or problems, given equal weight in language but not in practice. Change of language allows it as well.
- Variety in presentation and consistency within the guidance, template or prescriptive measure.
- However a formulaic reporting structure removes elements of creativity, cases will be different. Some disagreement between whether to be prescriptive or not.
- Mental mapping linking process to the TPOs.
- STAG will never prevent the process being led by triggers for a solution.
- There are a set of triggers, the guidance allows the practitioners to keep an open mind with the desired solution included, but being willing to move with it.

- Guidance can be flexible enough that you can "move around it".
- The case should speak for itself.
- More logical now, rather than full system.
- Two ways of looking at it depending on the scheme; local or strategic. These don't always (or are not perceived to) sit well together.
- Ref xxxxx STAG, team left hanging by TS.
- Need to evidence the problem before making a decision.
- There is often a tension between local and national.
- Evidence gathering first feels right – Discover the issues, barriers etc before looking at solutions.
- Stakeholders view are often used more than hard evidence.
- New format is more focussed.
- When developing an evidence base it is difficult to show that transport is the problem for lack of economic growth.
- Local and national objectives can be in conflict.
- National benchmarks could be used to determine set metrics e.g. what level constitutes congestion.
- Agencies are often working in silos, not interlinking with others, and can detrimentally impact on neighbours.
- STAG doesn't allow to fit in with other interventions.
- If you produce disbenefits elsewhere they should be included in the appraisal.
- Need to get the message across that STAG is not just about solutions.
- Elected members can have an influence.
- STAG not strong on how stakeholder consultation feeds in – Engagement is not evidence in itself, and analysis needs to be done on it.
- Doing STAG wrong can lead to wrong solutions.
- Hard evidence with analysis is required.
- Need to take stakeholders on the journey with you, explaining reasons for decisions (after P&Os and long list of interventions).
- Perception v Reality needs clarified.
- Requests like "STAG for a road based scheme" don't help understanding.
- Should all STAGs be multimodal? Difficult for rail in particular.
- LRDF is promoting rail-only STAG.
- STAG solutions can be outwith the control of the commissioning body. What then?
- Cross boundary solutions can be an issue: UK, EU etc.
- Expertise in authorities are sometimes focussed on specific modes.
- Could compulsory stakeholders be an option to check viability with mode experts?
- In an organisation it is not always clear who should be having external conversations. Left hand and right hand aren't working together.
- There is no definition of 'proportionality' – Value, complexity, impacts etc.
- Before starting, LA needs to discuss with decision maker to find out what they are looking for – proportionality, clarity, brevity etc.
- STAG template/scale for each type of scheme made available?
- Guidance on scheme investigation?
- Is there enough information on the decision maker? What are they expecting? Will there be any feedback on issues?
- Should transport necessarily be the only options of the future within the appraisal? The case for change should allow you to potentially go down the route of identifying other areas which could feed into or benefit the case i.e. digital, technology, etc.
- Should be used to scope up or scope down the subsequent stages.

- Can get tripped up on making STAG proportionate and value for money. Need to be pragmatic and proportionate.
- Need for sign posting - similar to Highways England e.g. POPE.
- Proportionate and pragmatic - means you can't answer all questions at STAG stage - should be, "Off the Shelf" data.
- Need to ensure STAG is able to be used for Active travel schemes as well as motorway projects.
- Evaluation should be proportionate to the effect not the cost.
- Need to ensure objectives are specific to the problem and cause.
- How to scale stakeholder engagement - importance of keeping separate vs budget ????
- Not focus solely on that which you have control. Importance of partnership working. Agreement needs to be proportionate - get more concrete on the move through the stages.
- How to ensure you can include pilots to try new things - encouraging innovation - can this be included somehow - not suspect to some criteria - feeding into monitoring and evaluation - case studies.
- Different decision makers.
- Proportionality (CDN can be costly).
- Explain what evidence is needed.
- Define National, Regional, Local.
- Showing of data.
- Proportional Scenario Planning.
- Qualitative outcomes.
- NTS Objectives instead of 5 STAG criteria.
- Family decisions influence gender pay gap.
- Equality in planning system? (EQIP).
- Carbon – Scandinavian research other evidence.
- No interdependencies – aggregate scheme.
- Land-use planning.
- Scotland Towns Partnership – place standards tool.
- Real world = projects start from solutions then retro-fit.
- Step before STAG to bridge gap:
  - But does create opportunity to challenge.
  - But any mention of solutions causes issue.
- Some funds already single mode (Rail?)
- More openness in process re history of schemes.
- More clarity on role of NTS/STPR2 in guiding schemes.
- Pre-STAG - scoping – scope out modes/avoid repetition.
- Proportionality.
- Defining study area – challenge between “problems” and “solutions”.
- Influences type of solution.
- But multiple solutions – many options.
- Muddle of wider issues & transport – more clearly define a “transport scheme”.
- Streamline TPO’s to very specific transport focus?
- Do decision-makers need ALL the info provided to make decisions?
- Need to have fewer objectives.
- Level of detail in early stages.
- Examples of good/bad TPO’s?
- Document could be much slimmer and less of a muddle.
- Is it a transport problem or a consequence of transport?

- Show link between scheme & objectives simply to inform decision-maker.
- Decision point very useful. Good to revisit strategy stage. Terminology change is also welcome, as it makes it more understandable.
- Clients often working to different timescales. Local Authorities lack understanding of how busy TS is.
- Appraisals are timely and causing clients and community groups to become frustrated by lack of movement.
- Most CfC have come in and gone back out for comment, been reworked and then returned to TS for final appraisal.
- A lot of comms between clients to explain delay.
- Campaigners feel that once a problem has been accepted for appraisal change should begin quickly.
- Process allows us to assert that decisions were the right thing to do, and can stand up to scrutiny
- Useful to see more clarity on guidance for case for change
- Consultation sometimes lacks data, perception of how much weight should be placed. Metrics of how much of a problem an issue is.
- Principle seems sensible. Main issue is trying to get new timeline across to interested groups
- Agreement that pause for decision is proper procedure to save money and time.
- Does language of “guidance” carry enough gravitas, since it seems to lie outside strength of law.
- New STAG allows implications of possible future policy decision to be considered.
- May be able to undertake more issues with new stepwise approach, might allow TS to respond to more requests for action with evidence based decisions.
- When organisations go to consultants, often consultants aren’t given all relevant info to make fully informed decisions.
- Allows technical advice to be given at early stage. Organisations can still continue with their own plan, but allows decision makers to follow robust guidelines,
- Proportionality can often be a grey area, this allows clarity of process to come to the front.
- Technical requirements of changes can be assessed by new STAG
- New framework places importance on need for evidence for decisions before decisions, actions or planning goes too far.
- Robust procedure should allow changes to make it into pipeline with less effort if case for change is strong enough.
- Problems easy to define, opportunities less so during consultation. Sometimes projects are taken forward less for a problem, and more for opportunity.
- Need to clarify this for consultation stages.
- Is there a conflict between making a distinction for a case for change and initial appraisal?
- When it was pre-appraisal part 1 and 2, process was clearer.
- What are you appraising at the start?
- Should it be just “Case for Change”? Clients may not understand work behind 1st step
- In CfC should policy review element have more weighting, if vision is end point, it remains unmeasurable in the now, so if case for change is successful should policy review be weighted to reflect desire to achieve end goal?
- Not overly prescriptive.
- Flexibility to apply guidance.
- Risk stifling innovation in tick box approach.
- Example STAGS – examples + feedback – different business cases + key positives.

- People follow prescription; perception all about BCR. Back of mind will there be a positive BCR.
- Schemes/ different attributes to be explored.
- Good quality data consistent across nation.
- Data-gap analysis; consistency across networks – wider information – sources + getting hold of data.
- Consistency in approach – TfL – PTAL indicators – SIMD, Census, employment – standard indicators across Scotland.
- Advice on how should be done.
- How accessibility should be done using data sets.
- Unique problems + affected persons/groups.
- Wider stakeholder engagement approach + weighing responses.
- Equality – ensuring voices heard
- Different perceptions of problems
- Wider cross-section stakeholders
- Guidance? Link to SG work on community empowerment
- Interface between data sets + views of stakeholders
- Perceived vs actual issues e.g. Speeding cars vs Speed Assessment – objectives reflect changes needed.
- Objectives have to be evidenced.
- Take users through a STAG.
- Informed training.
- STAG + experience.
- Clear link – objectives and evidence.
- Technical peer support.

**2. Transport is a derived demand. At the options generation stage of the Initial Appraisal we usually restrict ourselves to interventions in the transport system. Should we also be thinking wider about land-use; the role of digital in substituting travel and other non-transport interventions? If so, do you have information about any studies/research of relevance to how this should be approached?**

- Yes in principle, but hard, there is not enough data to support.
- The utopia of integration. We need to recognise transport is not the only factor. Could transport move to facilitating development rather than just mitigating impacts.
- Integrating transport and land use is the right thing to do but should it be done earlier in the process than STAG.
- Need wider ownership of STAG, ref health care decision making in xxxxx which didn't consider transport.
- Digital shouldn't be seen as a cheap alternatives to actually providing services.
- CAV, ULEV, etc, lots of change and complexity.
- Emerging issue in rail is that journey times is no longer king, you can be productive on the train.
- Challenge with political announcements, ref PfG bus investments, where was the case for change? Also LEZ announcements, LA left to implement.
- What about modal schemes, ref £xm Paths for All in xxxxx but there is a negative impact on bus, where was the STAG?
- Cycling to station facilitates rail travel, how is this considered in appraisal?
- Report – SYSTRA work on trunk road EV charging could be considered?

- Report – Value of transport by James Laird.
- How does STAG cope with packages of measures, some cycle, some PT, bit of bypass?
- How do you set a modal barrier?
- Digital may not work for an aging population.
- Need to acknowledge the pretence that politics doesn't come into it.
- Often the public doesn't understand why the answer is no.
- Borders rail business case had a poor BCR but has been a big success.
- However, houses supported rail line all those houses still have road impacts.
- We need to think more broadly but someone else countered with, where would we stop, would we ever get anything done.
- Proportionate is difficult to define.
- There is a frustration that a lot of money is spent on studies to justify things that local people know already.
- Do we need a page limit on CfC? Recent example saw a 25 page exec summary.
- How would you value digital etc against social welfare etc?
- Comparing transport to digital is apples and oranges.
- Complexity would increase exponentially.
- Proportionality would be "take a guess"
- Behavioural change from digital is unknown. Transport behavioural change has been studied for decades
- More research needs done before incorporating into STAG.
- Changing land use as a solution would be in conflict with development plans.
- Who would make the decision, it is wider than TS.
- Market has an impact, not just government.
- Yes it would be good, but it's not workable yet.
- Second guessing technology advances is difficult to evidence.
- Large uncertainty in how transport is changing.
- Value, social etc Social welfare costs, really difficult to assess, no empirical evidence.
- LAs don't have influence over Sky, Virgin etc.
- Solutions outwith control flagged up to decision makers – Is this an option in STAG?
- Can't discard plausible solutions if you don't have the evidence, so wider solutions would stay in.
- Non-transport solutions can't be judged by TS as it is not in their gift to deliver.
- Is there/could there be a digital version of STPR?
- Has the digital strategy been valued?
- Not uncommon for things not transport related that should be considered. In a transport appraisal it is the right place to look at it, but the guidance should focus on the transport arena, but at the end of the CfC this is the place for other practitioners or organisation to be included, but maintain the transport focus.
- Options remain transport focused, but right and proper to identify other ways which might influence any potential intervention.
- A definitive line drawn between the use of options, or differentiating between the options, perhaps a weighting being attached to it?
- Wider drivers over time will naturally carry more weight based on the political and economic landscape.
- Constant push and pull between land use/sustainability and future transport requirements.
- Space within the guidance to facilitate the ability for technology and the reasons for travel to impact the case for change.

- Balance of the 5 STAG criteria in the guidance and being explicit to where these fit in and how they have been considered.
- Mitigating impact on the congested network by alleviating people's need to travel. However people's needs differ based on a variety of reasons, work, location for local amenities, other land uses, travel habits, etc.
- How to quantify these and how it comes through in the STAG process as well as considering what the impact would be if these do not happen?
- Monitoring and evaluation of other intervention on transport network would be difficult and knowing whether or not the intervention has been successful.
- How do we do this - e.g. Broadband Connectivity, potential to use digital e.g. can people work from home?
- How do we encourage this - similar to behaviour change campaigns?
- Also access to healthcare - digital appointments?
- Not aware of any people doing this but could contact local authorities / Broadband providers to understand plans coming up.
- Employment Hubs/ mixed by zoning - do we know of how this works - can we try it out?
- Appraisal does not encourage trialling things - see answer to case for change stage to show how this could be encouraged.
- More planning required at land use development stage – too late when transport considered.
- Too late at STAG? – push into DPMTAG Stage.
- Yes – but could bog down the process?
- Consider ability for scheme to influence? Section to describe things “Outside of Control” – or leave in the RTS/NTS level?
- Material – NTS Equalities working group.
- Land Use – DPMTAG generally report the impact of land allocations, not inform
- Changes:
  - Initial vs Preliminary?
  - Decision-makers:- need a process – good if it tightens the Referee?
  - What are the rules? Can be clearer e.g. LRDF decision is clearer.
  - Decision-making points/gates – apply to all authorities? – all steps?
  - What would stop promotor pressing on regardless?
  - Who makes the decision? – person giving the funding.
  - Rules for decision-making could be informed by NTS if NTS was very prescriptive not descriptive.
  - Are initial options under “Case for change” or under “Prelim Appraisal”
    - Suggestion – Exclude optioneering from case for change – include only under preliminary options appraisal.
- Depends on who is making decisions, Decision makers (DMs) may be unwilling to consider unfamiliar solutions.
- Sustainable hierarchy may be data depleting. Proportion of benefits from higher priority actions may be less than those at bottom. Hierarchy needs to be built more into STAG.
- All guidance says about generating options is to think wide. Might help to give a framework for coming up with solutions.
- If solution is new road, that is unsustainable, but in future of emission free cars, new roads may be even busier. Silly not to appreciate that we can't build our way out of these problems.
- HUBS, how do you encourage people to cycle to work, if it's dangerous.
- People don't want to work from home, they want interaction.
- HUB may remove need to travel by bringing together remote working.
- Place HUBS centrally next to major transport routes?

- Hot offices (akin to hot desking).
- Regeneration has come up in terms of improving transport issues, so wider thinking is happening.
- Most of the focus has been on transport, but with expansion of energy/health concerns, this is changing.
- There is a recognition that transport cannot operate with itself alone anymore.
- Perception of public going toward instant everything.
- You don't want to become reliant on tech that isn't being developed fast enough
- STAG reporting limited as it doesn't take in enough from outside transport
- Need to be ahead of the game/first or risk losing momentum and impact of new developments.
- Amount of data available means almost everyone can be tracked, optimisation is possible with enough development.
- Integrating personal rewards (free coffee per 10,000 steps) non-transport solution to a transport problem.
- Of possible future scenarios what is best fit which is future proofed?
- Sustainability Land Use – Disbenefits of decisions/implications.
- Proportionality – when do you stop assessing + data gathering?
- Agile working + percentage people can benefit.
- Tension Appi. Period + development planning.
- Land Use private benefits public costs.
- N.E. Strategic Transport Fund – Land Use + Transport impact – What could appraisal do to support case for developer obligations
- Certainty/Clarification – What development plan actually is – what actually comes forward for development.
- How do we think more widely about land use planning (question as asked is too closed).

**3. STAG is policy neutral and the five STAG criteria (Accessibility & Social Inclusion, Economy, Environment, Integration and Safety) are deemed to be suitable headings for considering the impacts of transport interventions. Do you think the five STAG criteria are still 'fit for purpose' or do you think they should be replaced and, if so, by what?**

- Do we need to weight criteria? Seems environmental ones can be deal breakers against human ones. Need to focus on what is most important.
- Criteria broadly ok, but Economy criteria and BCR suggests that is the most important.
- Where does health sit in the criteria?
- STAG criteria should be replaced by NTS priorities.
- Current structure allows TPOs to be appraised so potential different options can be raised.
- Criteria are correct but where the focus comes in as they are quite broad. For example the climate emergency is not necessarily to focus of the environment criteria in a STAG report.
- What is captured underneath them and the emphasis is focused.
- Guidance clearer on the mapping of other policy areas to the STAG criteria. i.e. government strategies, etc.
- Keep them up to date within the guidance as agendas change within government - focus of the day.
- Overarching criteria are good, potentially a sixth criteria around Equalities impact.
- Giving criteria the same bearing, not economy the preference and therefore giving the map to government range of policy objective.

- 6th criteria – Equalities impact.
- New Zealand “Wellbeing” – Where does this fit in STAG?
- Disconnect policy objectives – sub criteria.
- Economy – equality vs journey time savings.
- STAG - part 1 – lose app bring out policy criteria – 7pt scale.
- What are we trying to achieve as a society?
- Small scale accessibility v large scale JT schemes - tension between two. STAG seems weighted towards this?
- Cycle lanes tagged on at end of process to appear inclusive.
- STAG process for larger scale investments. Doesn't suit smaller ones well?
- “places for everyone funding” – STAG?
- TS funding – require STAG.
- STAG (a) – programme level for smaller scale projects.
- LA's – Business case but not STAG.
- City Deals – Food Tech Centre – Economic Development led.
- Consensus – build on 5 STAG criteria.
- Resonates with NTS2 but how can we update to reflect “wellbeing” for example.
- Still fit for purpose.
- NTS 2006 was about the same things, and haven't changed too much.
- Need to change context to fit NTS2.
- Need to improve narrative to include equality etc.
- Need definitions as there can be overlaps.
- Where does Health fit in?
- Integration can mean more than one thing.
- Health and wellbeing needs to be explicit – e.g. Active Travel.
- Net Zero needs to be explicit.
- Change order of STAG criteria to align with STPR2 policies.
- Integration is not in NTS2
- Equal opportunities, accessibility, health etc – There could be a checklist of things to cover in each section. Would make it easier to review and evaluate.
- How will you assess these things? A BCR for equality, for example?
- Social and equality implicitly prioritised in NTS2.
- No BCR in early assessment would help to give equality across criteria.
- How does IDM make the decision without the BCR?
- How do you quantify cost savings outwith transport?
- Both quantitative and qualitative costs?
- Not appraising against options all the way through.
- Health & Place overlooked – time spent in vehicle = time not spent exercising.
- need to consider active travel.
- Integration not useful – Social inclusion not clear.
- Should we consider the 4 NTS categories instead?
- Could generate additional overlapping work.
- Query “What is meant by “STAG is policy-neutral”?”
- Policy repeated throughout – Are the NTS a hierarchy?
- How does the decision maker confirm that a project based on STAG criteria meet the NTS criteria?
- Is there a risk that if we don't include issues such as decarbon (which is fairly irrelevant for lots of STAGs), do we give decision makers enough info.
- For criteria such as environment, further guidance around who guidance /advice should be sought from would be good.

- Climate change 2-fold – prevention of/resilience too – both need to be considered.
- Headings not necessarily the issue – but the sub-categories are confusing – need streamlined.
- Resilience of the network is key – but it falls under numerous banners – Economy, A&SI, Integration etc.
- EALI – bring back under A&SI?
- Could we introduce an investment hierarchy to favour greener travel.
- Electric vehicles – greener but not equitable at the moment.
- Should the scoping document discuss the hierarchy of the STAG criteria
- Disconnect between the TPO's & the STAG criteria – Should a discussion take place during scoping? – could agree to limit exploration of “less relevant” criteria?
- Are there issues above normal policy that require greater consideration (like Climate & Environment)?
- Is it a reporting issue or a procedural issue?
  - If we incorporate priorities into decision making process there will be less roads etc being built, maybe that's the way it should be although that may not serve issue being appraised.
- Feels like there's been a shift from focus on the bottom line.
- When looking at some of the priorities difficult to assign social value to them. More qualitative in nature.
- Local government sometimes disagree with national government guidance, but are forced into action regardless, feeds back to CfC.
- Part of STAG may be control of timeline in response to policy challenges.
- SG good a promoting integrated impact assessments, STAG is another layer of assessment, just a matter of integrating these assessments into process.
- Should determination of which team solutions should come from (Transport, energy etc) be embedded at beginning of process?
- Should there be a hierarchy of directorates which should be considered as originators of possible policy solutions to problems.
- Criteria in Q3 seem right, and each team will apply their own policy visions to assessments/appraisals.
- Criteria are quite high level, perhaps a bit of guidance to what we should be considering would be helpful.
- Headings may be fine, but what is going on underneath them may need to be tweaked to reflect needs of directorate/organisation.
- Higher value of time in commuting by car, so solutions may be weighted toward road schemes.
- sub criteria and guidance would be useful.
- Policy neutral – 5 categories – lead you to equality of policy objectives.
- STAG - Policy neutral but SG policies + expectations are not policy neutral.
- Where health & Wellbeing fits?
- Biggest positive active travel on health & wellbeing.
- NTS not policy neutral – it is policy + policy drivers.
- Link savings e.g. health vs impact of intervention.
- Place assessment framework – spider appraisal.
- Conjecture objectives.
- Direct conditions NTS + TPO + SG policy.
- how measure impact – e.g. no. KSI's + cost to economy + NHS vs no of people cycling + walking + wheeling + positive health impact?
- Present impact vs ranking.

- Use trains – none investment.
- Less investment in buses – more transportation to access local communities.
- Look at multi-trips pkm used.
- STAG not ask questions that lead to evidence of gender impact.

#### **4. What evidence do you have that considers how transport investment decisions impact on the gender pay gap?**

- Question around the ability to travel to higher paying jobs, etc., the question may require further clarification and explanations with regards to the link to gender pay gap specifically.
- Unsure on the relative importance of these particular inequalities impacts to other inequalities. Are any of these issues more important to pull out than the other?
- Therefore having a specific criteria to pull out the equalities impact will allow practitioners to focus the case for change and appraisal on others.
- Could Strava or Uber consulting provide the data we need?
- What would the impact on the transport system be of closing the gender pay gap?
- Cycling is more male.
- Enabling accessible working from home by various modes.
- Enable part time working – positive impact both genders.
- Not appraisal more procurement – specify in contract Equal pay e.g. Queensferry Crossing apprenticeships.
- Transport can embed problems e.g. lighting, unattractive footpaths.
- Attractions – shops, childcare, health services – are we building projects in the right place – where women more likely to need to stop?
- No one aware of how to do this
- Transport can't do a lot to influence the pay gap
- Transport needs to cater for different needs of genders e.g. Women tend to do school runs, but PT frequency reduces after school start time, so less able to get to work on time.
- More opportunities to travel should help more equal opportunities.
- Including this question opens criticism to say you are only looking at gender and not other protected characteristics.
- Routes of travel can be changed to help women.
- Employers have ultimate responsibility.
- Land use can affect routes to employment.
- Gender is included in Q5.
- Parents make more shorter trips so investment doesn't necessarily suit them.
- Every transport system is still based around 9 – 5 working timescale. Outdated, and consideration of changing in line with society may help decrease gender pay gap.
  - Modelling for different peak use times may slow down appraisal process
- Difficult to determine impact of solutions.
- EqIA should consider issues like this.
- Difficult to see how transport can impact on this. Clarity/guidance required:
  - Opportunities for accessing employment?
- Noticed that more women on bus than men, if we don't invest in bus services is this biased against women?
- Seem to be a lot of influences in this issue, difficult to determine how to implement change via transport.
- Not sure how much of a place gender pay gap has in this appraisal.

- Parking spaces only given to drivers who are helping/sharing journeys and chores (child care, car sharing etc).
- GDP metric for success over appreciated in the past, moving to a sense of environmental benefit as a metric, though this is more complex to measure.

**5. a) How could STAG be strengthened to assess the inclusive growth and equalities impacts of options?**

**b) Do you have information about any studies/research in this field relevant to STAG that you are able to share?**

- Assessment process in STAG that summarises the equalities impact.
- Impact of options across different sub criteria under the equalities banner.
- The language and terminology does not lend specifically to moving towards equalities and how it will benefit the practitioner to include it within the appraisal, is it worth the effort?
- Worthwhile to include equalities as a criteria.
- Disability is the most important criteria.
- Need to integrate EQIA and STAG.
- Often STAG used for 'strategic' issues, often protected characteristics are local issues.
- Need to consider regional inequalities.
- Recent reports suggest social mobility has stalled, we need to do more.
- Data – incomes of transport uses known? Link to place.
- Fairer Scotland Duty – don't reinvent the wheel
- Embed or parallel process?
- Inclusive growth is about taking everybody with us.
- Shift work can dictate travel choices.
- Bullet points/checklist to be considered in each section.
- Positive discrimination by highlighting certain characteristics.
- Need to ensure benefits fall to the people who need them.
- Distribution of impacts.
- Regional models allow to see where benefits fall.
- xxxxx there are no areas of Low Multiple Deprivation, so had to consider other benefits.
- Quality of review depends on organisation and resources/expertise available.
- Requests for "good" STAG examples are often asked for.
- No examples or guidance on what "good" looks like.
- Guidance on what reviewers want to see on Inclusive Growth, Equalities etc.
- Model for each criteria to get some base point.
- Metrics can fall into multiple areas, so guidance would avoid duplication.
- Regional SEA examples could be available as lots of info would be the same.
- Accessibility analysis for amenities.
- Journey time can be too narrow a metric.
- Do we have the dataset to show that a schemes benefits overlap with areas requiring inclusive growth – loops back to the debate about what should be included in a Transport Appraisal.
- Should STAG force projects to follow the sustainable travel hierarchy – a la the investment hierarchy?
- Could form part of the option development.
- What is the status of inequality across the country?

- xxxxx felt they weren't going to get any development in their area due to low population and lack of economic power.
- Modelling is also able to show layered impacts – social inclusion issues and solutions are also layered and finding a modelling methodology to evaluate solutions is very important.
- Guidance required for measuring impact of solutions on inclusive growth (for example).
- Some issues may only require a simple fix to improve lives, even footing on pavements benefiting people with mobility problems.
- Higher value of time in commuting by car, so solutions may be weighted toward road schemes.
- Accessibility criteria terminology is all about community, cycling etc, not about roads, We probably do become a little bit dependent on old habits.
- Refer to Scottish Poverty Action Working Group on Transport.
- SIMD?

**6. a) How could STAG be strengthened to consider the contribution of options to the net-zero carbon target?**

**b) Do you have information about any studies/research in this field relevant to STAG that you are able to share?**

- Transport is a derived demand, so should transport even be a sector in the climate change terms. It comes down to land-use.
- Need to draw out climate issues more and the cost of not doing anything.
- Should we consider differently discretionary travel/short distance vs essential/life line links.
- Should we focus on trips under 5km?
- There will still be congestion with EVs. Do EVs give a guilt free way to drive?
- Small local – target different scale.
- Is it one for national level? Regional level?
- Criteria – monetise impacts, PAF (once updated)
- Demonstrate fit.
- Close a road to motorised vehicles – demand management.
- Negative JTS.
- Need to start considering these decisions.
- Shorter trips – modelling not fully reflecting what happens in reality
- Split out strategic from socio-economic case?
- Remove implicit weighting on BCRs.
- Sauchiehall Street – pedestrianise – had strategic case.
- Very tough ask to get to net zero.
- Electric trains a viable alternative to domestic (UK) flights
- Is how the electricity is generated considered for net zero? Yes
- Is the manufacturing of electric vehicles considered?
- “Make sure you talk about...” checklist.
- Sustainable travel hierarchy should be included.
- Modes are already on the low carbon trajectory. Do we need to do any more?
- How do you compare electric car to electric train?
- Carbon monitoring areas.
- IDMs will look at net zero closely.
- Is low carbon not part of integration to policies?

- Constant car numbers are appraised, but switch to electric over time is not factored in.
- Signpost monitoring required for OBC.
- Considerations are for broader than transport so a transport scheme may not be appropriate for a “place” scheme.
- Checklist as to whether a project impacts positively or negatively on place?
- Should it sit within engagement and consultation.
- Can’t see transport solutions (road building) benefiting net zero target.
- Behaviour change is biggest path to targets.
- Would an app that calculates what your carbon footprint is depending on activity help people to become more conscious of how their behaviour changes benefit the environment.
- Anything is going to have an environmental impact, does that mean business justification of projects needs to be strong(er).
- BCR – trading cost of carbon emissions – valued by lead (DEC approach).
- Global Air Quality; Local air quality.
- Differential scheme vs non-scheme – ignore offset/impact electricity + hydrogen??
- Do nothing vs do something.
- Modelling – how schemes impact on each other.
- How calculate net zero specific scheme in isolation to widen impact.
- Net zero impact of emissions versus amount carbon spent.

**7. 7a) How could STAG be strengthened to support the assessment of sustainable transport impacts and performance of walking, wheeling, cycling, public transport and shared transport options in transport appraisal?**

**7b) Do you have information about any studies/research in this field relevant to STAG that you are able to share?**

- Current issues with e-bikes and e-scooters, need to think about new modes.
- Health and Wellbeing provide another lens to consider.
- Should the travel hierarchy vary by distance.
- Does active travel & public transport come more into design guidance rather than appraisal?
- There is an aspiration for PT in developments but hard to justify commercially.
- LAs don’t use STAG for local walking, cycling schemes and very hard to do STAG for bus routes.
- Need to consider induced demand from active and public transport schemes.
- Work done on health benefits of sustainable travel.
- Economic benefits of sustainable travel.
- 'Public bodies, climate change and sustainability report' used as a rough guide.
- Active travel benefits, also including the disbenefits of the alternative travel mode.
- Future for electric bikes, being able to appraise these against the likes of a new road or new railway lines.
- Replacing standard vehicles with EVs, creating congestion somewhere else.
- Infrastructure to support the intervention.
- Would current transport infrastructure support a mass move to more sustainable travel electric options, probably not.
- Park and choose as opposed to park and ride.
- Are the above being captured within the appraisal process as options within the appraisal.

- What is a way to move towards embedding these within the report and including suggestions that can be made around active travel and sustainable travel.
- There are exceptions to the sustainable travel rules, or there should be, how do we plan around the desire for say larger car parks in locations such as hospitals where people may not be in a position to cycle to give birth or get a train for an operation.
- How can these be incorporated into transport investment decision.
- Wheeling should be before walking.
- Definition of wheeling is required.
- Take PT out of the question as it muddies the water.
- If explicit mention of Health criteria, then Active Travel is easier to put forward.
- Need to capture the benefits of Active Travel.
- PT included as Active Travel is often required to access PT.
- Monetising everything doesn't help. Too much Focus on BCR. Is life expectancy a better metric of sustainable transport?
- Accident costs go up with people taking part in active travel schemes and is seen to a negative effect in models.
- Emissions from a region can be linked to land use and model changes in emissions from changes in land use.
- New assessment tool being used to assess cycling to work, shows health benefits etc. These benefits can impact health service.
- Under estimate health benefits of active travel.
- Guide people to look at hierarchy – could we solve problem by w/w improvements?
- Bus travel – new directorate bus + active travel.
- Better quality bus data – even NCT don't know where to get off.

**8. 8a) How could STAG be strengthened to better articulate the impact of options on Place?**

**8b) Do you have information about any studies/research in this field relevant to STAG that you are able to share?**

- Did the recent central Edinburgh scheme use STAG?
- Need a database of best practice, case studies. Example borders rail negative impact on buses and Skye Bridge long term positive.
- Report – RTPi have done a lot of work on sustainable travel for development.
- There are still tensions between planning and transport. Ref V&A.
- What assumptions should we make on modal shift?
- Place: could remove cars but then impact on jobs, vitality.
- Can there be consideration of the place principle, does it need further strengthened within the appraisal? Is there more potential for this to be used more.
- How can the impact of options on place be better articulated?
- Is this covered within the STAG criteria (integration) can this principle be better incorporated into the STAG criteria?
- Is cost included in place? With no control over the operators fares, they will impact on attractiveness of areas for development. The costs and frequency of services is available to appraise as benefit of choice, whether or not it is used - perception.
- Public transport system is a private transport system run for the public if they can afford it
- Better sign posting in guidance – Is it relevant?
- Don't have to use every tool in the tool box.
- Different impact – trying to choose between options.

- Level playing field – NTS2 sustainable travel hierarchy investment.
- Basket, package, programme options.
- Capital vs Revenue options – imbalance needs to be addressed.
- Public transport – capital spend announced not revenue. Who maintains it – LA?
- Place is hugely important. Smaller commuter towns lose identity, but it is difficult to capture.
- Place works on different scales e.g. train station or whole town.
- How do you measure place?
- Sense of place is individual, and will not suit everyone.
- Link into LDPs from councils. Don't make life more difficult.
- Better integration for quality outcomes.
- Wealth of universities with studies being done and students looking for projects.
- Regional models don't cross boundaries.
- Does rail have a lot of PLACE activity in policy DM?
  - Yes, connectivity plays a large part in Rail policy and DM. Community having a large degree of input and interest.
- Connection with workplace and maintenance v. important.
- Previous success measures focus on performance, time etc, not on development of place
- Ongoing appraisals after building completion important in ascertaining impact of policy decisions on social factors.
- PLACE tool (Developed by Architecture and Design ADS), used for some xxxxx scheme, also used in local development plans as well, could be integrated into STAG? Methodical checklist approach to guide decisions and structure thought processes in appraisal of putative policy changes.
- Placement of services should be prioritised by benefit to local regions as whole.
- When you have small communities, very important to keep families there by adopting beneficial changes. These changes can be quite small, but very valuable to local communities. This shouldn't preclude larger investments as investment may be needed in areas without strong economic performance or low populations
- Is modelling moving to multi modal concerns?
  - yes, modelling for electrification and power distribution is being used to predict power demands in-line with developments and requirements of population (applicable to PLACE).
- Wellbeing; nice place
- perception – good place/not good place.
- Definition place.
- Subjective side of Land use.
- Use place standard to gather evidence on problems + opportunities aspect of STAG

## **9. What do you see being the main barriers or challenges to introducing Scenario Planning into Transport Appraisal?**

- Cost and Time.
- Leaving too late.
- Scenario planning with good outcomes.
- Integrate people and behaviours into scenarios.
- Defining reference case.
- Economic Planning – What do we mean?
- There is no guidance on it at the moment - only 3 of table have done it.

- Scenario – stress test interventions
  - Does it complement existing scenarios?
  - How far down process should you go with S.P if you did it at strategy stage?
  - All scenarios or those you've already tested.
  - Plausible scenarios to be used in STPR2.
  - In NTS used STEEP.
  - Is scenario planning proportionate – it's a lot of work.
  - DfT – common set of scenarios – is this ok?
  - What if local factors overweigh these.
  - Should there be a minimum to be tested – a minimum stress test (i.e. 5 year growth)
  - xxxxx – tried this approach – but limitations – not sure it's good.
- What policies (non-transport) should we model?
  - Climate emergency
  - Things that affect desire to travel:
- Land use / derived demand
  - Need not to travel.
  - What changes need to travel to work.
- Shared office spaces – what proportion of jobs can do this
  - Will we health/shops in different ways in the future.
  - What assumptions should we make?
  - research to find what is changing.
  - what is happening elsewhere – UK/Europe
  - others not further ahead.
- Relevant to correct area and not generic.
- Not something that is widely used.
- Each scenario has a narrative which is altered into numerical data against set objectives
- Factors that affect uncertainties are different in different places.
- Scenario planning will become more mainstream.
- Multiplies the work needed to undertake – Proportionality?
- Could be very resource intensive.
- Existing is based on traffic growth and housing.
- Only really plausible as a sensitivity test on preferred option.
- Switch to assessing travel rather than traffic.
- Difficult to link the tool to models – Urban v Rural etc
- Network Rail “4” standardised futures in Scotland.
- What are key drivers of change?
- Key uncertainties.
- 8 options becomes 64.
- PESTLE.
- Attach % likelihood.
- Backcasting.
- Look at Back to the future 2 for example of what has not happened (flying cars causing sky traffic congestion).
- What about black swans?
- Preferred option work in any of these situations.
- Anti-fragile transport systems?
- What scenario planning would have changed A9/A96 dualling and Levenmouth Rail?
- Mode of car use could subsequently change all scenarios.
- You plan on basis of current trends; how do you plan alternatives or develop and assess alternatives.

- Look at annual rates of return on schemes.
- If greater uncertainty adjust discount?
- Continue appraisal based on best guess + develop scheme and then assess based on possible scenarios.
- Pure trend + best guess impact of disruptors.
- Scheme – options – threat to option of disruption – go back and look at development stages.

#### **10. How can we communicate effectively the uncertainty about the future of transport to Decision Makers?**

- No statistical measures.
- Political decision makers.
- Timeframe, high and low level growth scenarios.
- Decision makers/politicians found it interesting in xxxxx but not sure...
- Unknown – how to get good coverage – in NTS.
- How do you communicate it? – talk about risk intervention.
- Is it a more formal approach to manage risk?
- Concern – Politicians have short term view.
- Visually.
- How likely is each scenario? Are some far more likely than others?
- Plot a quadrant graph.
- Step before appraisal – What scenario are you planning for?
- Still an emerging body of knowledge.
- TS won't back away from scenario planning.
- Looking at how trends change over time will inform SP development.
- It is about acknowledging possibilities.
- Plan to integrate scenario planning tool with TMfS and regional models.
- There needs to be a narrative behind the figures.

#### **11. What additional policy documents do you think could influence our future modelling strategy and how?**

- Map all the policy documents, no new required.
- Consistency of policy.
- Policy that LA's have control over wider policies.
- Additional to what?
- NPF4, NTS2, SPP.
- Clarify the question.
- Are strategies policy documents?

#### **12. What should our priorities be for the future of our modelling suite? Modes of transport, Spatial coverage, Temporal coverage, Frequency of updates, Purposes, etc.**

- Frequency of model updates seems too long given pace of change.
- Complexity of travel patterns we are looking to promote are hard to understand.
- New tools, could strava help?

- Models good but need 4 or 5 other data sources to understand behaviours.
- Need all day models.
- Need all year models, seasonality
- Use the models that we have on the shelf. Appraisals quicker.
  - Active models.
  - How easy is it to add new models.
  - Micro modelling/ Car Clubs/ e bikes
- All possible – rely on data.
  - Gender Gap.
  - On street parking – impact on road capacity / road space.
- Temporal
  - Retail/Leisure when town centre is busy.
  - Seasonality or week days: which is most important.
  - Issue of maintenance on transport network at weekends.
  - Summer vs Winter.
  - Models to be updated as frequently as possible.
  - Weekday – every day has different flow (TWT vs M+F).
  - Resilience – are the networks resilient.
- Consistent modelling tools.
- Same base model/data/source data.
- Using the correct modelling tool for the purpose.
- Active travel data is limited.
- Maximum 5 years for data.
- Coverage consistency.
- Consider transport as a system.
- Consider appraisal data for travel diaries.
- Urban big data set – Glasgow.
- Traffic counts etc are typical data sets, finding data on societal benefits harder to identify.
  - Interviews? Trespass on privacy?
- Sense data is there, but doesn't provide info on behaviours etc, mostly baseline indicators. Not specific to sites, always looking at large block, nothing of towns, junctions etc
- How do you measure wellbeing, happiness. Understanding this is crucial. And what else can we measure.
- We need to try and understand how we are going to evaluate things in the future. How do we determine if policies are successful. Responses from interviews etc are subjective.
- Modes: Do we have enough info on walking and cycling
  - Tech for picking up behaviours is getting better.
- Moving toward AI and using remote sensors (Handle GDP in sensor) Tech is out there, but almost need to think about what data is being used for and accuracy needed. Currently focussing on making data appropriate for use.
- Difficult, because we do not always know what the question is.
- A better idea of the desired end product would improve the data collection methods and quality of the data.
- It might not be as important how many people are using cycle routes, but more important that the routes are in use.
- Reason people are not using something when it doesn't exist how do you appraise that? Unmet demand is difficult to measure.

- Links to more than evaluation. Iterative processes and learning from unexpected outcomes can still be useful for guiding developments and models in the future.

**13. Where do you currently look for existing Land-use and Transport Datasets? Please include both open and non-open datasets.**

- ChargePlace Scotland has data on User Id and charging sessions.
- Partial data more dangerous than no data.
- Inrix being used more but limited.
- Tomtom offer an OD product but is limited.
- Issues with combined data.
- Land use API collection needs lots of cleaning.
- Census data.
- Scottish Householder Surveys.
- Repository of data from TS.
- Links to data.
- Links to LDP.
- Urban big data centre.
- Commercial Data.
- Buses.
- Trains.
- Planes.
- Freight – Amazon/DPD/Supermarket/Rail.
- TOC/FOC.
- Cycle counters/pedestrian data.
- Cycling Scotland – open data sets.
- WOW Data – Living Streets.
- Do monitoring at the start.
- LATIS and TELMoS outputs.
- ScotRail for Data.
- DfT TOCs to do counts on the trains, but Scotland use technology to do it. No way of knowing how many people take a train. Expanding rolling network.
- Census data for travel purposes, why and where to/from.
- Requires a level of knowledge of data to QA.
- Idea of a data catalogue is really good, a set of data that TS suggest as suitable for appraisal.
- Inrix data - requires a level of knowledge too, knowledge centre would be helpful.
- People have pooled data, need access to them, how to link up data that has already been collated.
- Overarching ownership of data - common platform, category headings to post/upload data, hosted by TS to prevent links breakages?
- Survey question on datasets being used is a good question.
- Some traditional data sets (INCIDENTS) need improving. Value of freight and strategic networks are complex are route data is hugely valuable.
- ONS keep data generalised, so cannot identify gender, mobility, economic background? Is there a way of protecting privacy while getting hands on that data?
- Census data may be relevant if questions are updated. E.g. How many times have you been to the doctor.

**14. What data do you know is available but you find is too (or very) difficult to obtain, afford or use? Please explain why?**

- Census data is very difficult to get hold off.
- SHS sample size too small for local analysis.
- Census data too old.
- Could google maps aggregation be possible?
- Need public transport data: demand, concessionary travel, O-D. Could this be linked to BSOG or something?
- Need better Scottish internal flight data.
- Report - a study of mobile phone data done to understand multi modal travel.
- TS SMART working with consultants on fares info.
- ANPR data.
- Freight? Timber survey done.
- A data repository to capture all data would be good. Need meta data to explain data.
- Big Data.
- "SILO" Data collect by various parties.
- Census data out of date.
- Anonymised data – costly!
- Full journey data – A to B.
- Bus data hard to get.
- Taxi Data.
- UBER Data – app data.
- Mobile phone data.
- ScotRail Data – ticket/barrier outs.
- Google maps data – great information.
- If objectives are going to be focussed on things like wellbeing in the future, how we measure it will become more important in future.
- Live data is becoming more commonplace. How often do we need this data and how valuable is it going to be?
- Census may be able to tell how far people are travelling regularly.
- Census data now too old? Perhaps more frequent data would be more appropriate as models shouldn't be more than 5 years old.
- Public life surveys ask for a lot of details, this data should be able to be collected via imaging software. Possible but costly. How much of this data is value over someone physically observing.

**15. Do you consider there are potential opportunities to strengthen the link between project evaluations and the appraisal process and, if so, what are they?**

- Need to ensure there is an M&E framework in the appraisal.
- Need SMART objectives to allow M&E but it is hard to do.
- Need more guidance on objectives.
- Need to make sure baseline collected before scheme opens.
- Need a clear plan on who, when, what data is collected.
- Would TS like to volunteer to evaluate schemes?

- Add case studies to repository.
- Move on to new projects to quickly to fully evaluate.
- Need to learn from evaluations.
- “D.O.O.R.S” – adds value during the process.
- Additional time to carry out evaluation.
- Carbon monitoring throughout whole process.
- Make STAG leaner – too much data in reports.
- Focused on outcomes.
- Easier process.
- Continued evaluation.
- Time lapse – policy/cultural change.
- Consider evaluation at start of project.
- Evaluation of active travel schemes.
- monitoring of journey reliability and journey time was easy. Now do you measure that the results of a policy are effecting issues as complex as gender pay gap.
- Satisfaction surveys, are they useful?
- If something is performing poorly, people tend to expect that, people become habituated.
- Incentives may induce people to fill out surveys and combat self-selection skew of data collection.
- Should be careful what we ask in surveys. Answers have to be informative.
- How often do we look abroad when talking about evaluation schemes?
- It’s not easy to evaluate things that you’ve done. Does the data always need to be from your country?
- Iceland is meant to be the happiest place to live. How do they know that?
- Someone needs to spend time and think about how well the indicators will perform in evaluation.
- How would we measure modal share of transport? Survey at a junction?
- Accessibility to key services? Is that going to come down to simple distances?
- Track analysis of public transport?
- Argument that services should be centralised to reduce costs, But rural people referred to specialist in centralised location may be limited in their accessibility.
- Could NHS be collecting data that could be used for transport policy appraisal and evaluation? It doesn’t have to be up to just us to get this data.
- NHS and Sustrans are working together to understand links with transport and health, Prescriptions of biking to work etc. Looking at impacts in conjunction with infrastructure.
- Indicator 12. What is a beneficial innovation?
- STAG doesn’t encourage idea of trialling new things. Needs rationale for everything, which strangles exploratory experimentation
  - Possible that small developments can be used to improve services (Smart ticketing).
- Regional governments may be able to trial ideas (free urban travel) and report on response.
- Injury accidents reporting don’t have close calls or minor incidents.
- Using apps and social media, people are inadvertently contributing data.
- Conflict studies for bear. Video recorded for days, and each individual action logged. Near misses still not recorded.
- Modelling social media buzzwords and hashtags to measure transport performance #latebus etc.

- Sometime you model areas that you are unfamiliar with and appraisals are needed to understand topic area well enough to interrogate the data.
- If we were to have metrics around wellbeing, a lot of it is down to how do you feel. That blurs into grey areas and away from hard data.
- There is so much data to collect, you need to be able to decide what is the salient information you are looking for as you cannot handle the all of that data at once.
- This highlights how important it is to identify what you are looking for at the front end of an appraisal.
- Health issue is on a global level, how close can you focus on a smaller region.
- How long would you expect these effects to show up? I monitoring to go on for 2, 5 or 10 years.
- Can you say for sure that positive changes are an effect of policy change? Maybe those results were going to happen anyway.
- Electric vehicles may increase people on the roads and increase congestion, so some policy actions may be contradictory to other policy outcomes.
- Journey time seems to always be an issue, but with the development of autonomous vehicles, will that become less of an issue as people start working on their laptops while driving.
- Tipping point in terms of cost and journey time. Time to London is similar by train as it is by air. Though ability to work is better on train.

**16. Do you face any challenges in the application of STAG and, if so, what practical recommendations would you like to suggest?**

- Need to be aware of STAG process - a lot don't understand process.
- Case study approach, provide an example.
- Proportionate.
- Not transport only.
- Entry mechanism method.
- Application is key, need consistency across all schemes.
- Need proportionality & pragmatism. Ref xxxxx station accessibility.
- Need more clarity in proportionality and upfront agreement on scope.
- Proportion based on impact.
- It seems if TS not minded towards scheme then more barriers are put up. Or made easier for favoured schemes.
- Need to focus what will differentiate between options, can TS be more pragmatic?
- Need clear scope up front.
- We shouldn't worry about whether there is a budget to build it.
- Different directorates of TS appear to have different views on STAG.
- Clarity needed on STAG's role in decision making process. Is giving funding for studies a bit disingenuous? Should all STAGs be wider at an area level?
- More evidence on proportionate approach.
- Case studies.
- Subjectivity of the receiver (of the STAG) is important.
- STAG – sets out the minimum – so this is what you get.
- Proportionality guidance
- Roadshow/workshops to inform bodies on changes to STAG
- People arriving with solutions.
- Funds for specific modes are solution led.

- Doing STAGs to look good rather than to find options.
- Presenting all outputs of case for change to stakeholders.
- BCR too important, other uncertainties can be just as desirable e.g. ramps into buildings can have poor BCR but change lives for 1 or 2 people.
- Understand opportunities to improve.
- More of a process to, “A tick Box”.
- Has a huge opportunity to add value.
- Consistent approach.
- Leaner.
- Expectations at the start.
- Guidance to complex.
- Simpler process for creation/evaluation.
- Snappy reports and more concise.
- Online approach – Online document and template.
- Chapter by chapter review.
- Constructive feedback.
- Limit the number of reviews.
- STAG process delaying the process for the implementation of schemes.
- Guidance on to what degree bespoke data collection is necessary during the STAG process.
- Data collection level, cost of the data.
- Scottish Household Survey, more specific, level of aggregation and disaggregation, more robust to break down.
- Impartiality of the views of stakeholders may be called into question.
- The views will not all lend to the case however sometimes this may be used as a pointer.
- Slide packs for STAG.
- Sub criteria guidance would be useful in terms of making sure that we are considering all levels of the appraisal process.
- Appraisal summary tables – how useful are they?
- Scalability is an issue. Some of these are big jobs, how do you do a smaller STAG. Even for a small scheme there is a lot of work to do, disproportionate to larger schemes.
- Appraisal active travel modes.
- Standard pavement widths increase to allow cycling on pavements.
- Strategic walking trunk routes – The Drove Roads.

**17. What would make STAG more accessible, for example do you prefer pdf, html, word or other document format and do you have examples of alternative guidance formats that you would recommend?**

- Website is very poor.
- Tech database has not been updated.
- Has not been updated to reflect new approach.
- There is a STAG LAG.
- HTML has probably had its day.
- PDFs are searchable.
- Whatever it is needs to be up to date.
- Releasing guidance could be drip fed; high level first, details once completed.
- WebTAG has a system for giving sight of updates before implementation.
- Graphics – Paint a picture – Flow charts – Checklists.

- Make it “jazzier”.
- Walkthrough videos.
- Ability to add comments (like digital post-it notes), bookmarks etc once downloaded.
- DPMTAG and STAG should be consistent in style.
- Do we need other people to get access to it? PDFs seem fine. Is there anything in public/business engagement that needs something else?
- Word docs are horrible.
- Is there a worked example of a STAG for reference? I would like to see an example, a case study, with videos.
- Website is terrible.
- Stick to PDF – Not forms in PDF.
- STAG currently a big process – risk adding more to.
- STAG increased risk of breaking??

**18. We plan to review these guidance documents in due course. Are there any points relating to other Guidance or indeed anything else concerning Transport Appraisal and Modelling in Scotland that you would like to take the opportunity to raise for consideration by Transport Scotland?**

- Any changes to STAG to be through the process of DPMTAG, proportionality, particularly on the scenario planning.
- DfT won't ask you to do something that isn't in published guidance.
- DPMTAG is impenetrable? 'couldn't get beyond 1st 2 pages.'
- Need more clarity on STAG vs TAG.
- Need more clarity on how NTS will reflect inclusion and climate change. Need to think about how results are presented. However, not just about presentation but about results.
- Appraisal needs to deliver on policy!
- DPMTAG will be rewritten due to Planning Bill.
- How do STAG criteria align with tools?
- Should STAG criteria be replaced by NTS priorities?
- Case studies for what you used, rather than what you did.
- There must be a 1 or 2 page process document or diagram.
- Webtag has a summarised walkthrough, that starts very wide.
- Tick boxes/drop down menus for ASTs would be better than copy and paste.
- It's all about saving time to do things. There must be ways to cut down on that time. Using similar documents that you have made before and identifying the small changes that need to be made?
- 5 key things define STAG
  - Be clearer about proportionality.
  - clearer breakdown of ass process.
  - What is “Audit” process.
  - Clearer on expectations, criteria.
  - What are the rules?
- Evidence on where STAG comes in Business case prep
  - Evidence – simplify – streamline.
  - sometimes detailed; sometimes not.
  - Who owns DPMTAG and why not manage with STAG?
- GRIP vs STAG