

From: [redacted]
Transport Strategy and Analysis
Transport Scotland
25 August 2020

Cabinet Secretary for Transport, Infrastructure and Connectivity

NATIONAL TRANSPORT STRATEGY AND TRANSPORT FUTURES UPDATE

Purpose

1. To set out the approach and timescale for developing the National Transport Strategy (NTS2) Delivery Plan, remit and membership for the NTS Delivery Board, and to set out how this work fits within the wider Transport Futures worksteam.

Priority

2. Routine: [redacted] | [redacted]
[redacted]
[redacted]

Background

3. [redacted] | [redacted]
[redacted]
[redacted]

[redacted]
[redacted]
[redacted]

[redacted]

[redacted]
[redacted]
[redacted]
[redacted]

6. [redacted] | [redacted]
[redacted]

[redacted]
[redacted]

[redacted]

[redacted]
[redacted]

[redacted]
[redacted]

10. Our approach to convening the NTS2 Delivery Board is to draw together senior representatives from the transport sector to be accountable for the successful delivery of the NTS2 which is consistent with the commitment we gave within the consultation document. We propose that we also include membership from the transport sector and wider to ensure there is advocacy and expertise for each of the Strategy's priorities. Further detail is provided on the membership of the Delivery Board at **Annex B** and we would welcome the Cabinet Secretary's agreement to this approach so that we can take forward membership ahead of the first meeting which has been provisionally planned for 22 October 2020.

Recommendations

11. The Cabinet Secretary is invited to:
- [redacted] | [redacted]
[redacted]
 - agree the approach to Delivery Board so that membership can be put in place (paragraph 10 and Annex B)
 - [redacted] | [redacted]

[redacted]

Strategy and Analysis Directorate, Transport Scotland

Tel: [redacted] or Skype call

24 August 2020

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constit Interest	General Awareness
Minister for Energy, Connectivity and the Islands					

Transport Scotland Ministerial Submissions list

[redacted]

TERMS OF REFERENCE FOR THE NTS2 DELIVERY BOARDRemit

16. The principle focus of the Board is the delivery of the National Transport Strategy recognising that responsibility for delivering the NTS2 is wider than Scottish Government. Local government, as well as regional partners, businesses and individuals must also help to ensure the Strategy's delivery to achieve the outcomes sought.

17. The Board will also have sight of the outputs from the Citizens' Panels so that better understanding of the lived experience of transport can inform the delivery of the NTS2. The perspectives of businesses will also be reflected to the Board reflecting the commitment in the NTS2 to continue to engage business. Business also forms an important part of helping to deliver the NTS2.

18. The Board will provide advice on the collaborative delivery of the NTS2 considering additional evidence and trends throughout the process. This will include advice on the development of the annual Delivery Plan and the NTS2's Monitoring and Evaluation Framework. The Delivery Plan will set out the Scottish Government's actions to deliver the Strategy and the Monitoring Framework will set out progress with delivering the Strategy's outcomes and report to Parliament every three years.

Membership

19. The Delivery Board will be chaired by the Cabinet Secretary for Transport, Infrastructure and Connectivity.

20. The Board will draw together senior representatives from the transport sector to be accountable for the successful delivery of the NTS2. Membership will also include organisations that can offer advocacy and challenge to inform delivery of the priorities of the NTS2.

Key NTS2 Delivery Partners:

- Transport Scotland (Chief Executive or Director TSA)
- Society of Local Authority Chief Executives and Senior Managers (SOLACE)
- Coalition of Scottish Local Authorities (CoSLA; Elected Member - Urban)
- Coalition of Scottish Local Authorities (CoSLA; Elected Member - Rural/ Islands)
- Regional Transport Partnerships (Elected Member)
- Regional Transport Partnerships (Lead Officer Member)
- Society of Chief Officers of Transportation in Scotland (SCOTS)

NTS2 Priority Expertise and Advocacy:

Reduces Inequalities

- Mobility and Access Committee for Scotland (MACS)
- Rural/Island representation (e.g. Enterprise Agency)
- Poverty and Inequality Commission or Poverty Alliance

Takes Climate Action

- Scottish Environmental Protection Agency (SEPA)
- Friends of the Earth Scotland
- Academia (Institute for Transport Studies TBC)

Helps Deliver Inclusive Economic Growth

- Scottish Council for Development and Industry (SCDI)
- Academia (University of Stirling TBC)

Improves Health and Wellbeing

- Public Health Scotland
- Scotland's Active Nation Commissioner (Lee Craigie)
- Active Travel delivery partner (Paths for All)

21. Organisations will be asked to consider providing appropriate senior level representation and consider where they could add to the diversity and balance of the overall Board membership.

22. While the membership above has been split by NTS3 priority it is not the intention that anyone on the Board would be limited in any way to input or comment on any part of the discussions and debate.

Meetings

23. Meetings will be held on a quarterly basis. The first meeting is scheduled for Thursday 22 October 2020, ahead of publication of the first NTS2 Delivery Plan in November. This will be followed by meetings in 2021 to report on progress ahead of the publication of the second Delivery Plan in March 2022.

Secretariat

24. Transport Scotland's Strategy and Analysis team will provide the secretariat function for each meeting, including handling booking and technical arrangements and documenting the actions and key points raised.

[redacted]

NTS2 Delivery Board

18. The responsibility for delivering the NTS2 is wider than Scottish Government. Local government, as well as regional partners, businesses and individuals, must also help to ensure its delivery to achieve the outcomes sought.

19. The Delivery Board will be chaired by the Cabinet Secretary for Transport, Infrastructure and Connectivity. The Board will draw together senior representatives from the transport sector to be accountable for the successful delivery of the NTS2. Membership will also include organisations that can offer expertise and advocacy to inform delivery of the priorities of the NTS2.

20. Meetings will be held on a quarterly basis. The first meeting is scheduled for Thursday 22 October 2020, ahead of publication of the first NTS2 Delivery Plan in November. This will be followed by meetings in 2021 to report on progress ahead of the publication of the second Delivery Plan in March 2022. The Board will oversee the annual reporting of the Delivery Plan and ensure we fulfil our commitment to report to Parliament every three years.

[redacted]

National Transport Strategy Review Board

7th Meeting – Chair’s Brief

Key Message	First meeting of the National Transport Strategy (NTS2) Delivery Board. Chair and members to review and discuss key aspects as outlined below.
Who	<ul style="list-style-type: none">• Transport partners from RTPs, SPT, ATCO, Active Travel Delivery Partner, Scottish Chambers of Commerce, CoSLA, Friends of the Earth Scotland, MACS, Public Health Scotland, SCOTS, SEPA, Sustran, SOLACE, Poverty and Inequality Commission, Scotland's Active Nation Commissioner and SCDI• Academics - Professor Iain Docherty (University of Stirling), Professor Jillian Anable (Leeds)• Transport Scotland officials
What	Meeting to discuss updates on various parts of the NTS2 Delivery Plan, engagement and next steps
Why	First meeting of the NTS2 Delivery Board to sign off the Terms of Reference and receive an update to the NTS2 Delivery Plan.
Where	Virtual Meeting - WebEx
When	Thursday 22 October 2020 0900 to 1100
Supporting Officials	[redacted], Head of Strategy, Climate and Integration team, Transport Strategy and Analysis Mobile: [redacted]
Alternative contact	[redacted]: Transport Strategy Officer Mobile: [redacted]
Briefing	Chair's Brief and Papers 1.1 to 1.6 attached

AGENDA

Subject	Lead	Time	Supporting Documents
Welcome and Introductions	Cabinet Secretary	0900 to 0910	
Terms of Reference	[redacted]	0910 to 0925	Paper 1.2
Development of NTS2	[redacted]	0925 to 0935	Paper 1.3
Impacts of Covid-19	[redacted]	0935 to 1005	Paper 1.4
Climate Change Plan Update	[redacted]	1005 to 1025	Paper 1.5
Delivery Plan	[redacted]	1025 to 1050	Paper 1.6
Any Other Business	Cabinet Secretary	1050 to 1100	

Attendance List

Attendees	Apologies
<ul style="list-style-type: none"> • Michael Matheson MSP, (Chair), Cabinet Secretary for Transport, Infrastructure and Connectivity • Transport Scotland: Roy Brannen, Chief Executive • Regional Transport Partnerships (Elected Member): Sandra Macdonald, Chair of Nestrans, Nestrans • Regional Transport Partnerships (Lead Officer Member): Bruce Kiloh, Head of Transport Planning, SPT • Society of Local Authority Chief Executives and Senior Managers (SOLACE): Craig Hatton, SOLACE Transport lead and Chief Executive of North Ayrshire Council: • Coalition of Scottish Local Authorities (CoSLA; Elected Member): Councillor Steven Heddle • Coalition of Scottish Local Authorities (CoSLA; Officer Member): Robert Nicol • Society of Chief Officers of Transportation in Scotland (SCOTS): Ewan Wallace, Head of Transportation, Aberdeenshire Council • Association of Transport Co-ordinating Officers (ATCO): Nicola Gill, Manager of Public Transport in Operational Services, West Lothian Council • Mobility and Access Committee for Scotland (MACS): David Hunter, Lead, Planning and Strategy • Highlands & Islands Enterprise: Caroll Buxton, Deputy Chief Executive • Poverty and Inequality Commission: Linda Bamford, Commissioner • Scottish Environmental Protection Agency (SEPA): Terry Ahearn, SEPA, Chief Executive Officer • Scottish Environment Link nomination: Friends of the Earth Scotland: Gavin Thomson, Air Pollution Campaigner • Academia: Institute for Transport Studies: Prof Jillian Anabel, Chair in Transport and Energy, University of Leeds • Scottish Council for Development and Industry (SCDI): Gareth Williams Head of Policy • Academia (University of Stirling): Prof Iain Docherty, Dean for the Institute for Advanced Studies • Public Health Scotland: Matthew Lowther, Head of Place and Equity • Scotland's Active Nation Commissioner: Lee Craigie • Active Travel Delivery Partner: Paths for All: Ian Findlay, Chief Officer 	<ul style="list-style-type: none"> • Transport Scotland: Alison Irvine, Director, Transport Strategy and Analysis

Officials Support:

- Transport Scotland: [redacted], Head of Strategy and Integration
- Transport Scotland: [redacted], Head of Strategic Transport Planning
- Transport Scotland: [redacted], Transport Strategy Officer

Agenda Items: Key Messages and Discussion Points

Item 1:	Welcome and Introductions – Mr Matheson
Key Message:	<ul style="list-style-type: none">• I welcome members to the first meeting of the National Transport Strategy’s Delivery Board to oversee delivery of the Strategy which all organisations round this virtual table can contribute to.• Some notes on housekeeping:<ul style="list-style-type: none">○ Can all Board members please keep their video chats active on WebEx○ Official support can turn their videos off○ All attendees should mute their lines when not speaking○ Please add a comment if you want to speak (as only the host can see the hands up function)• Can we start with short introductions around the group – I would be grateful if we can keep this to names, positions and organisations so that we can proceed with the agenda items.• Thank you in advance for your time today – we have a number of items to get through, including:<ul style="list-style-type: none">○ a summary of the impacts of Covid-19 on the transport sector○ the transport contribution to the Climate Change Plan update, and○ an early draft for comment of the Strategy’s new Delivery Plan• We have two hours for today’s discussion and I encourage you all to participate in this first meeting• I will ask [redacted] to start proceedings with an outline of the Board’s terms of reference in item 2 of the agenda.

Item 2: Key Messages:	Terms of Reference – Paper 1.2 - [redacted] <ul style="list-style-type: none"> • [redacted] to provide background information on the Terms of Reference (TOR) • The principle focus of the Board is the delivery of the National Transport Strategy • It recognises that responsibility for its delivery is wider than Scottish Government. Local government, as well as regional partners, businesses and individuals must also help to ensure we collectively achieve the outcomes sought. • The Board draws together yourselves as senior representatives from the transport sector to be accountable for the successful delivery of the Strategy together with advocacy and expertise for each of the strategies priorities.
Discussion:	<ul style="list-style-type: none"> • Members are asked to comment on the TOR (including proposal for quarterly meetings) and to sign off the document

Item 3: Key Messages:	Development of NTS2 - Paper 1.3 - [redacted] <ul style="list-style-type: none"> • <i>This paper could be taken as read to save time on the agenda - it is a recap of activity to-date on development of the Strategy.</i> • [redacted] to outline the process taken, i.e. consultation, publish and lay strategy before Parliament • Members are asked to note the following summary of the Strategy’s development to set the context for the Board’s consideration • The Strategy sets the future direction of transport and provides the context within which decisions, in and beyond government, will need to be made. • The Strategy embeds the Sustainable Travel Hierarchy in decision making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. It commits to promoting efficient and sustainable freight transport for the movement of goods, particularly the shift from road to rail. • It also embeds the Sustainable Investment Hierarchy to inform future investment decisions and ensure transport options that focus on reducing both inequalities and the need to travel unsustainably are prioritised. • We are committed to publishing an annual Delivery Plan that will set out how the Strategy’s vision and priorities will be delivered. • We recognise the need for the Strategy to be flexible, through the Delivery Plan and Delivery Board, to adapt to emerging and changing evidence. A practical example of this is the need to take account of Covid-19 impacts in the Delivery Plan.
Question:	<ul style="list-style-type: none"> • Members are asked to note this background summary

<p>Item 4:</p> <p>Key Messages:</p> <p>Discussion:</p> <p>Questions:</p>	<p>Impacts of Covid-19– Paper 1.4 – [redacted]</p> <ul style="list-style-type: none"> • Paper includes analysis of transport data to 4 October. • The ongoing need for physical distancing means that the effective capacity of most public transport services remains in the 25-40% range. • Picture is unprecedented initial impact on lockdown – overall demand dropped by 50% and public transport demand by 90%. As the economy reopened, demand increased but has started to reduce again as new measures introduced. • Discussion of impacts of other crisis but difficulty in read across to current situation. • Update on attitudes to transport survey – good evidence on stated compliance with guidance but evidence of concerns around public transport. <p>• Key issue is uncertainty. In the short term, the path of the virus and associated restrictions will be a key driver of demand. But in the longer term there is a question of revisiting the work undertaken for the NTS2 which identified a number of drivers of uncertainty. These remain key but a number of crucial questions to work through.</p> <ul style="list-style-type: none"> • Will demand for active travel (cycling in particular) be maintained? • How will potentially permanent changes in home working impact on demand for personal travel? • How will the impact of technology play out? • How will the impact of the virus on the economy impact on future transport demand?
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Item 5:	Climate Change Plan Update – Paper 1.5 – [redacted]
Key Messages:	<ul style="list-style-type: none"> • Alongside working on the NTS2 Delivery Plan, we are working to update the Climate Change Plan to reflect the new statutory emissions reduction targets – including being net-zero by 2045. • It will be laid in Parliament in December for scrutiny, following a short delay due to Covid-19
Discussion:	<ul style="list-style-type: none"> • Members are asked to discuss the challenges outlined, and to offer any reflections on difficulties or successes from their respective areas or disciplines. • There are five specific questions at the top of page 5 to aid discussion: <ul style="list-style-type: none"> A. What is your organisation doing to encourage the development of new transport technologies and to encourage a reduction in car use? B. Do you think there are any areas that should be focussed on by the Scottish Government? C. How would you encourage private investment into new technologies? D. In what ways can last mile deliveries be more green? Should this be a priority? E. Does reducing transport emissions continue to be the top priority for you, while taking into account the immediate actions required to address the pandemic?
Question:	<ul style="list-style-type: none"> • The Board is asked at the bottom of page 5 to: <ol style="list-style-type: none"> i. note the progress and timescales of the Climate Change Plan update, ii. note the high-level summary of the recent UKCCC progress report, and iii. discuss the questions at A to E above. <p>If there is any further feedback following the meeting, contact can be made directly to [redacted] at [redacted]</p>

Item 6:	Delivery Plan – Paper 1.6 – [redacted]
Key Messages:	<ul style="list-style-type: none"> • To provide Board members with early sight of the emerging draft Delivery Plan [Annex A of the paper] ahead of further engagement and publication online by Transport Scotland (by the end of 2020) to meet the commitment given to Parliament to publish by the end of this year. The draft reflects transport commitments but will be expanded to include SG commitments outwith transport. • The draft Plan reflects the commitment we have made, following recommencing work as a result of COVID-19, to publish a plan to outline our actions for the next 16 months up to March 2022. Following that, we will revert to annual Delivery Plans published in line with the financial years. • The structure of the draft Delivery Plan is to set out the Scottish Government actions under each of the four priorities by identifying the 'lead' priority for each of the actions. However, due to the interlinked nature of the priorities, many of the actions are not exclusive to delivering one priority and they will also correspond to a range of cross-cutting outcomes. • A range of policies were also developed as part of the NTS2 that will act as the drivers of change and help address the challenges. The policies are high-level statements of intent aimed at achieving the vision, and are presented below under the four priorities. • This Delivery Plan sets out the Scottish Government specific interventions, such as specific policies, projects or programmes to provide detail on how the priorities and outcomes will be achieved and how the vision will be delivered, in line with the policies set out in NTS2. • The draft Delivery Plan includes introductory text, however, this will be further updated ahead of online publication to reflect the latest evidence base on Covid-19 impacts.
Discussion:	<ul style="list-style-type: none"> • Many of the existing issues around access and affordability of transport, reducing emissions from the transport sector and encouraging use of sustainable modes of transport have been exacerbated by the impact of COVID-19, particularly for individuals and groups already experiencing disadvantages. The NTS2 is also clear in embedding the promotion of the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy in our decision making. The Delivery Plan therefore needs to reflect this. • It also needs to demonstrate application of the Sustainable Investment Hierarchy to ensure that transport actions focus on reducing inequalities and the need to travel unsustainably are prioritised alongside maintaining and making best use of our assets. On reducing travel by unsustainable modes and managing transport demand.



Questions	<ul style="list-style-type: none"> • Are there any comments from the Board on the draft Delivery Plan? • Does the draft Delivery Plan start to demonstrate that it addresses the key points above and provide a good basis for the Scottish Government publishing its first set of actions to deliver its long term Strategy whilst also taking account of the impact of Covid-19? • Does the Board agree, in principal, with the development of a 'Working with Partners document' as a complementary document to the Delivery Plan to set out how partners are supporting the wider than Government delivery of the NTS2? [proposed within the cover note for this paper]. • Any further feedback can be provided to the team at the mailbox at [redacted]
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Item 7:	Any Other Business – Mr Matheson
Discussion:	<ul style="list-style-type: none"> • Board members are now welcome to raise any other items of business. • I thank Board members for their time and contributions to today's discussions. • As set out in the Terms of Reference, the Board will meet on a quarterly basis and we will send out proposed dates for next meeting in due course. • The next meeting will likely therefore be after the publication of the Delivery Plan so thank you for your comments today which will help with finalisation. • If there are any further matters for the Board relating to the publication of the Delivery Plan then the team will undertake that through correspondence. • In the meantime, please contact the team through their mailbox a [redacted]

NATIONAL TRANSPORT STRATEGY DELIVERY
Delivery Board Meeting
 Virtual Board, Thursday 22 October 2020

Time	Agenda Item	Lead
0900 to 0910	Welcome and Introductions	Cabinet Secretary
0910 to 0925	Terms of Reference	[redacted] - Paper 1.2
0925 to 0935	Development of NTS2	[redacted] - Paper 1.3
0935 to 1005	Impacts of Covid-19	[redacted] - Paper 1.4
1005 to 1025	Climate Change Plan Update	[redacted] - Paper 1.5
1025 to 1050	Delivery Plan	[redacted] - Paper 1.6
1050 to 1100	Any Other Business	[redacted]

NTS2 Delivery Board Terms of Reference

1 Purpose of the NTS2 Delivery Board

The principle focus of the Board is the delivery of the National Transport Strategy (NTS2) recognising that responsibility for its delivery is wider than Scottish Government. Local government, as well as regional partners, businesses and individuals must also help to ensure we collectively achieve the outcomes sought.

The Board will draw together senior representatives from the transport sector to be accountable for the successful delivery of the NTS2. Membership will also include organisations that can offer advocacy and challenge to inform delivery of the priorities of the NTS2.

2. Remit

The Board will provide advice on:

- the collaborative delivery of the NTS2
- the development of the first NTS2 Delivery Plan due to be published by the end of 2020 and successor annual Delivery Plans which will set out Scottish Government actions to deliver NTS2
- partner actions to deliver NTS2, at the request of partners
- development of the NTS2's Monitoring and Evaluation Framework and consideration of any additional evidence and trends
- preparation of reporting on the three-yearly statutory requirement in the Transport (Scotland) Act 2019 to prepare and publish a report each reporting period (defined as three years from the date on which the NTS2 was published, namely 5 February 2020, and each subsequent three year period) on the progress toward realising the NTS2's vision, as well as the specific steps taken to achieve this. It is envisaged that reporting on progress will be done through the Monitoring and Evaluation Framework and that the Delivery Plan will evidence the steps involved.

The Board will have sight of the output of the Transport Reducing Inequalities Forum, which is currently being established by Transport Scotland. The Forum will incorporate a Transport Reducing Inequalities Citizens Panel so that better understanding of the lived experience of transport from citizens and protected characteristics groups can inform the delivery of the NTS2.

The perspectives of the business sector form an important part of helping to deliver the NTS2 and these will be relayed to the Board reflecting our commitment to continue to engage with the sector.

As the Board determines it to be necessary or appropriate, independent counsel or other advisers may be asked to provide advice to the Board.

3. Membership

- The NTS2 Delivery Board will be chaired by the Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP. The full membership list can be found below.
- Each organisation was asked to nominate an initial named member providing appropriate senior level representation and consider where they could add to the diversity and balance of the overall Board membership.
- Named members are able to delegate, however participants should be able to contribute effectively, update on progress with delivering the NTS2 within their own organisation and to deliberate on any issues and report back to the Board.
- While membership has been split by NTS2 priority for presentational purposes to ensure balanced coverage, any member of the Board can provide advocacy and expertise across the four priorities.
- In addition, from time to time as the Board determines it may be necessary to identify either additional membership or additional attendance at a specific Board to draw on appropriate expertise or independent counsel on matters identified by the Board – for example in relation to reporting or matters identified by the Transport Reducing Inequalities Forum or the Reducing Inequalities Citizens Panel.

Key Delivery Partners

- **Scottish Government: Michael Matheson MSP**, (Chair), Cabinet Secretary for Transport, Infrastructure and Connectivity
- **Transport Scotland: Roy Brannen**, Chief Executive
- **Regional Transport Partnerships (Elected Member): Sandra Macdonald**, Chair of Nestrans, Nestrans
- **Regional Transport Partnerships (Lead Officer Member): Bruce Kiloh**, Head of Transport Planning, SPT
- **Society of Local Authority Chief Executives and Senior Managers (SOLACE): Craig Hatton**, SOLACE Transport lead and Chief Executive of North Ayrshire Council:
- **Coalition of Scottish Local Authorities (CoSLA; Elected Member): Councillor Steven Heddle**
- **Coalition of Scottish Local Authorities (CoSLA; Officer Member): Robert Nicol**
- **Society of Chief Officers of Transportation in Scotland (SCOTS): Ewan Wallace**, Head of Transportation, Aberdeenshire Council
- **Association of Transport Co-ordinating Officers (ATCO): Nicola Gill**, Manager of Public Transport in Operational Services, West Lothian Council

NTS2 Priority Expertise and Advocacy:

Reduces Inequalities

- **Mobility and Access Committee for Scotland (MACS): David Hunter**, MACS Lead, Planning and Strategy
- **Highlands & Islands Enterprise: Carol Buxton**, Deputy Chief Executive
- **Poverty and Inequality Commission: Linda Bamford**, Commissioner

Takes Climate Action

- **Scottish Environmental Protection Agency (SEPA): Terry Ahearn**, SEPA, Chief Executive Officer
- **Scottish Environment Link nomination: Friends of the Earth Scotland: Gavin Thomson**, Air Pollution Campaigner
- **Academia: Institute for Transport Studies: Prof Jillian Anabel**, Chair in Transport and Energy, University of Leeds

Helps Deliver Inclusive Economic Growth

- **Scottish Council for Development and Industry (SCDI): Gareth Williams** Head of Policy
- **Academia (University of Stirling): Professor Iain Docherty**, Dean for the Institute for Advanced Studies

Improves Health and Wellbeing

- **Public Health Scotland: Matthew Lowther**, Head of Place and Equity
- **Scotland's Active Nation Commissioner: Lee Craigie**
- **Active Travel Delivery Partner: Paths for All: Ian Findlay**, Chief Officer

5. Frequency of meetings

The NTS2 Delivery Board meetings will be held on a quarterly basis. The first meeting is scheduled for Thursday 22 October 2020, ahead of publication of the first NTS2 Delivery Plan by the end of 2020. This will be followed by meetings in 2021 to consider progress ahead of the development of the second Delivery Plan which set out activity from March 2022.

6. Secretariat

Transport Scotland's National Transport Strategy team will provide the secretariat function for each meeting, including meeting organisation, issuing of papers and documenting the actions and key points raised.

BACKGROUND PAPER: NTS2 DEVELOPMENT

Purpose

1. To provide background on the development of the National Transport Strategy (NTS2), particularly for new members, to set the context for the consideration of this newly convened NTS2 Delivery Board.
2. This paper is for Board members to note for background to the inaugural meeting of the NTS2 Delivery Board on 22 October 2020.

Development of the National Transport Strategy 2

3. Since the publication of the first National Transport Strategy in 2006 (2006 NTS), the Transport (Scotland) Act 2019 (The Act) makes it a statutory requirement for Scottish Ministers to prepare a National Transport Strategy. A review of the 2006 NTS was undertaken and based on three pillars: collaborative working with partners, engaging with stakeholders and building an evidence base. The successive National Transport Strategy (NTS2) <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf> was published on 5 February 2020.
4. The Act places consultation at the centre of the NTS2's development by requiring the Scottish Ministers to consult and a consultation report was published alongside the NTS2 which set out the wide ranging engagement that was undertaken, including full consultation on the draft NTS2 document that was published for a formal consultation on 31 July 2019. <https://www.transport.gov.scot/publication/national-transport-strategy-nts2-consultation-report/>
5. Analysis of the consultation responses has also been published <https://www.transport.gov.scot/publication/analysis-of-consultation-responses-to-scotland-s-national-transport-strategy-nts2-final-report-december-2019> and one of the themes from this was the request from respondents on more detail on the delivery of the NTS2. Scottish Government actions to deliver the NTS2 are to be set out in the first Delivery Plan which will be published by the end of 2020.

National Transport Strategy 2

6. The NTS2 sets out a vision for the transport system in Scotland for the next 20 years: *we will have a sustainable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, business and visitors.*

7. The four interlinked priorities and 12 outcomes are shown below. The NTS2 also contains 24 policies have also been grouped under the four priorities while recognising there are some that span more than one priority. These are detailed in Delivery Plan paper for the Board on the agenda today.

The infographic consists of four horizontal panels, each with a distinct background color and a circular icon on the left. The first panel is orange and features an equals sign icon. The second is dark blue with a leaf icon. The third is teal with a bar chart icon. The fourth is red with a heart icon containing a pulse line. Each panel contains a title and a list of three bullet points.

- Reduces inequalities**
 - Will provide fair access to services we need
 - Will be easy to use for all
 - Will be affordable for all
- Takes climate action**
 - Will help deliver our net-zero target
 - Will adapt to the effects of climate change
 - Will promote greener, cleaner choices
- Helps deliver inclusive economic growth**
 - Will get people and goods where they 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

8. The NTS2 is not a funded document but it does set the future direction of transport and provides the context within which decisions, in and beyond government, will need to be made. It recognises that we all have a role in delivering the NTS2 from local and central governments and regional transport partnerships to businesses and individuals taking account of their actions and impacts when making travel decisions. It also states clearly that the way in which the transport system is paid for and funded is complex, but it needs to be fair and sustainable and support wider outcomes.

9. Importantly, the NTS2 also commits to embedding the Sustainable Travel Hierarchy in decision making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. It commits to promoting efficient and sustainable freight transport for the movement of goods, particularly the shift from road to rail.

10. In addition, at the national level, the Sustainable Investment Hierarchy will be used to inform future investment decisions and ensure transport options that focus on reducing both inequalities and the need to travel unsustainably are prioritised. We also need to focus on maintaining and safely operating existing assets, taking due consideration of the need to adapt to the challenges, opportunities and impacts of climate change. Investment promoting a range of measures, including innovative solutions, to make better use of existing capacity will then be considered, ensuring that existing transport networks and systems are fully optimised. Only following these steps will investment involving targeted infrastructure improvements be considered. This is being undertaken through the Strategic Transport Projects Review (STPR2).

11. As part of its *Reduces Inequalities* priority, the NTS2 reflects transport's role in enabling everyone to access a wide range of services and to realise their human rights. It recognises that transport plays an important part in delivering the fully inclusive society we want with a desire for delivery that will tackle inequalities and reduce poverty, in particular child poverty, with accessibility and affordability of transport the main transport barriers.

12. At the core of the NTS2 and its *Takes Climate Action* priority is the need to reduce transport emissions to contribute to the Scottish Government's ambitious statutory climate change targets. The NTS2 recognises the need to reduce travel by unsustainable modes and to manage transport demand: "We will not build infrastructure to cater for forecast unconstrained increases in traffic volumes. Instead, we will manage demand and reduce the need to travel by unsustainable modes". It sets out how transport will be crucial in Scotland achieving its net-zero targets, requiring further development and use of low carbon technology alongside significant societal changes, including reduction in demand for unsustainable travel.

13. Through the *Helps Deliver Inclusive Economic Growth* priority, we have set out our ambition to ensure that Scotland has a transport system which will deliver sustainable and inclusive economic growth which will enable the whole country to flourish. We recognise the role transport plays in enabling firms to have efficient access to suppliers and customers and in allowing people fair and affordable access to reach employment, education, training and other essential services.

14. Furthermore, we understand that our transport system needs to be safe and secure and give its users confidence that they will reach their destinations without threat. We also know that our transport system should allow for people to make active travel choices which will improve their health both physically and mentally. This is why we are committed to ensuring Scotland's transport system will be safe and enabled a healthy, active and fit nation through the *Improves Our Health and Wellbeing* priority.

15. The NTS2 commits to publishing an annual Delivery Plan that will set out how the NTS2's vision and priorities will be delivered. It further commits to establishing a Delivery Board which will draw together senior representatives from the transport sector to be accountable for the successful delivery of the NTS2. The published NTS2 recognises the need for the Strategy to be flexible, through the Delivery Plan and Delivery Board, to adapt to emerging and changing evidence. A practical example of this is the need to take account of Covid-19 impacts in the Delivery Plan.

16. The NTS2 commits to continue the collaborative working with wider partners in shaping our future transport system and to engage with partners that helped shape the NTS2 in the development of the Delivery Plan.

17. Work around Transport Governance was taken forward as part of the NTS2 Review process through the Role and Responsibilities Working Group. The outcomes were highlighted in the NTS2 consultation and published at the time. This did not form part of the final NTS2 document as it reflected ongoing work. We are continuing the collaborative working and developing the thinking further as part of governance and collaboration discussions involving Transport Scotland, CoSLA, SOLACE, SCOTS and Regional Transport Partnerships.

18. Last, but by no means least, the NTS2 commits to designing a monitoring and evaluation framework to: measure and report annually on performance; strengthen our analytical approaches; and continue to ensure equality of opportunity and outcome and minimising environment effects are at the forefront of decision making. As part of the review process we have developed, in draft, a set of headline indicators and broader set of measures to provide to provide a full picture of how the strategy is performing. Where possible, all indicators will be disaggregated by equalities, socio-economic, and geographic characteristics.

19. This will form part of meeting the Act's requirements for Scottish Ministers to prepare and published a report each reporting period on the progress toward realising the NTS2's vision, as well as the specific steps taken to achieve this. The period is set as three years from the date on which the first strategy is published (namely 5 February 2020) and each subsequent three year period. The NTS2 is also subject to general provisions requiring ongoing review and, revision if Scottish Ministers consider it appropriate.

**Transport Scotland National Transport Strategy Delivery Board
22 October 2020**

Paper

Impact of Covid 19 on Transport

Purpose

To provide members with an update on the impact of Covid 19 on transport and facilitate a discussion on the issues raised. The crucial issue is the uncertainty over the future demand for transport and the consequences of this for NTS2 delivery.

Impact of Covid-19 Transport – Current situation

1. The main part of this paper includes data up to the 4 October. As such it captures the increase in restrictions on household mixing, and licenced premises, introduced on 22 September but shows data before the measures announced on 7 October came into effect on 9th October.
2. The ongoing need for physical distancing means that the effective capacity of most public transport services remains in the 25-40% range.
3. In the immediate period after ‘lockdown’ was announced in late March, overall demand for transport dropped by over 50% and demand for public transport by 90%. As the economy gradually reopened, demand increased, but public transport demand remained lower than the equivalent period last year although overall transport demand is close to March 2020 levels. More recently, as the new measures have been introduced, demand has fallen back again.
4. The very latest data for the week ending 11th October is shown in the Table below.

Trip Rate - Comparing data for w/e 11 October to 2019	%↓↑	Current average journeys per day
Walking	↓ 35%	2,600,000
Cycling	0%	310,000
Concessionary Travel (Bus)	↓ 50%	200,000
Rail	↓ 75%	69,000
Ferry	↓ 20%	11,000
Air	↓ 65%	-
Cars	↓ 15%	8,600,000
Goods Vehicles	0%	-

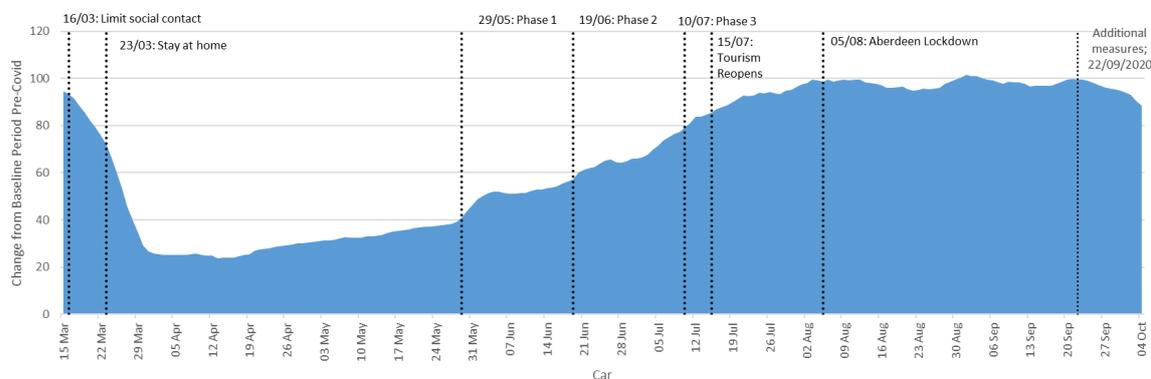
5. Lower travel this week could be a combination of continued restrictions on indoor gatherings, as well as new restrictions on the hospitality sector introduced on Friday 9th October.
6. Guidance on minimising the use of public transport across the Central belt also appears to be having an effect on demand, with rail travel over the weekend down 30% compared to the previous weekend, and concessionary bus travel in the Central belt down 5%.

Car usage

7. Private care usage fell to around 25% of normal during the initial lockdown in March and recovered relatively rapidly as lockdown was eased, basically

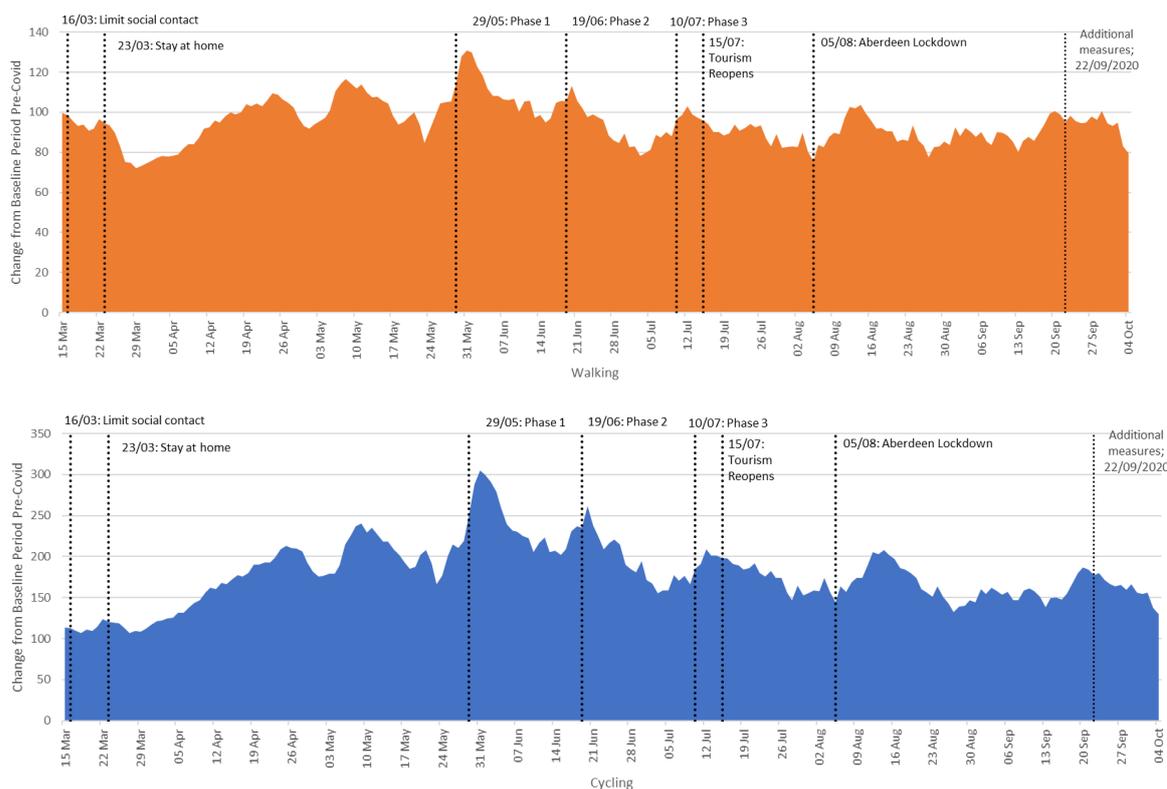
regaining its historical levels by the beginning of August. Usage has started to fall as restrictions have been (re)imposed.

Figure 1 - Private car usage – change from pre-Covid situation



Active travel

Figure 2 - Active travel - Impact of Covid on Walking and Cycling

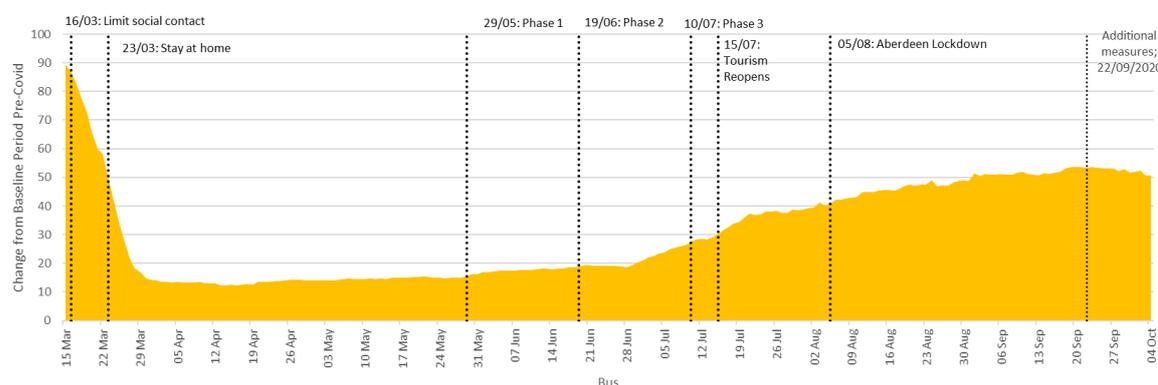


8. Walking has remained fairly close to pre-Covid levels since the initial stages of lockdown but has fallen in recent weeks following the additional measures introduced on 22 September. Cycling dramatically increased over the period of lockdown with a large peak of 3x normal usage at the point where Phase 1 of the reduction in restrictions was introduced (although this coincided with good weather). It has remained around half as much again as historical levels in the period since (with some variation) but has also tailed off in recent weeks.

Bus

- Figure 2 shows the impact on estimated Scottish bus trips per person per day. Bus usage fell sharply but has recovered to slightly over half its previous levels and remained on an upward trend until mid-September but perhaps with some recent indication of decline. This recovery should be taken in the context of reduced capacity under social distancing measures and is likely to be impacted further by the additional measures including

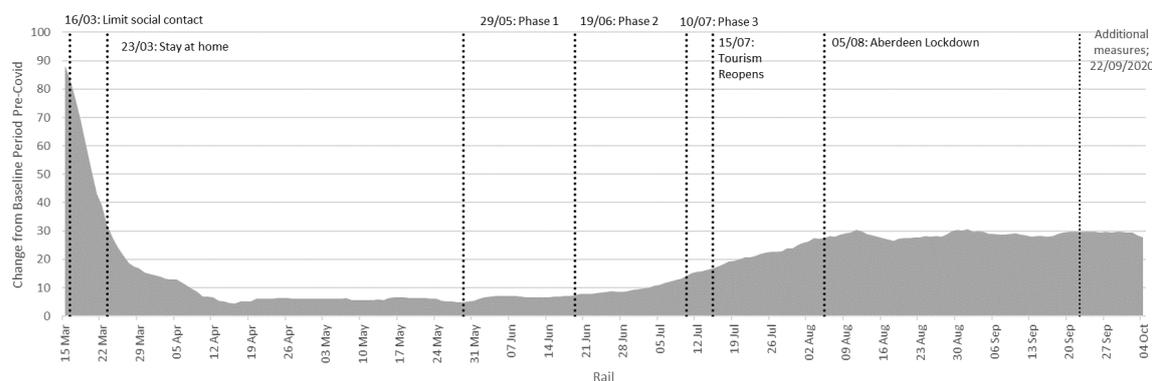
Figure 3 - Impact on Bus – change from pre Covid demand



Rail

Rail demand was hit harder than bus (See Figure 3) and has been slowest to recover. It also appears to be plateaued at around 1/3 of normal demand. However, the period around 12 August was characterised by bad weather across Scotland having an impact on the network including the closure due to the accident at Stonehaven so the chart will be reflecting these issues during August.

Figure 4 – Impact on Rail - change from pre Covid demand



Since the accident there have been a lot of bus replacement services including due to more minor disruptions in the central belt. Whilst these services are captured in the rail data, they have likely dissuaded people from making rail journeys to some extent. However, there has been no further recovery through September. Additionally, evidence from GB rail forecasting group suggests that UK demand patterns have similarly plateaued. As such it would be perhaps premature to state

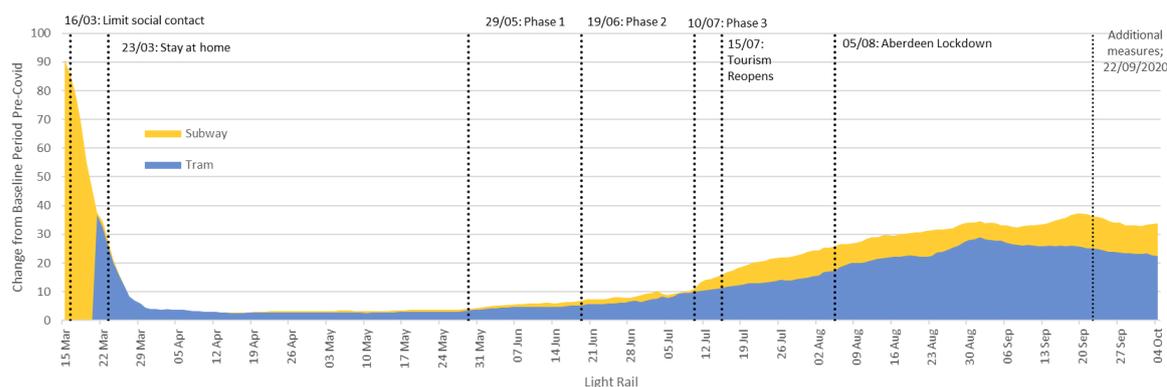
too much about the recovery path of rail demand at this point. What this diagram does not show (as it is based on a rolling 7 day average) is changes in the pattern of demand.

Since the end of August there had been a stronger recovery in weekend rail demand which perhaps suggests a greater recovery in the leisure rather than business market. However, this may well disguise regional variations. For example, ScotRail report that rail demand has recovered more strongly in the Glasgow area than elsewhere. This may be due to the suburban nature of the rail system around Glasgow and the differential nature of the Glasgow bus market compared with, say, Edinburgh. And the very latest data for the central belt shows a large fall in weekend rail demand due to the restrictions that came into force on 9th October.

Light Rail

Both light rail systems showed almost identical reductions in demand over the period of the initial lockdown. Since the move into Phase 3, subway demand has bounced back somewhat more strongly.

Figure 5 – Impact on Light Rail - change from pre Covid demand



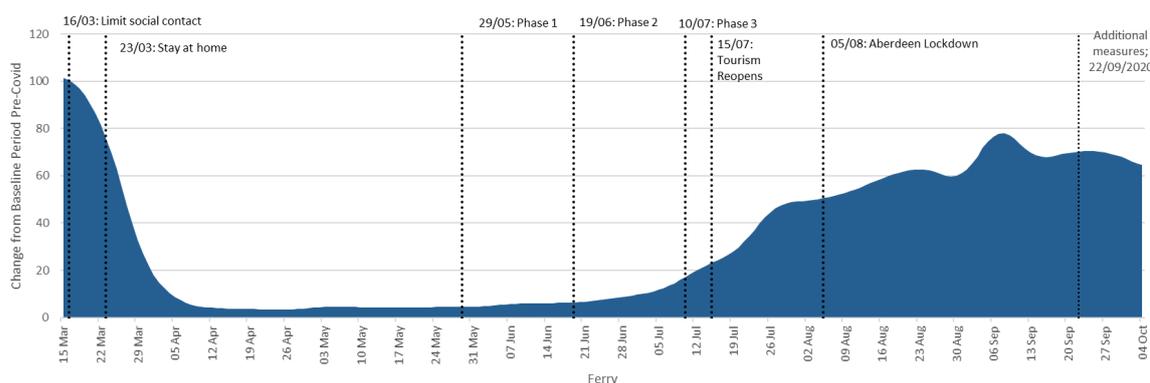
Since the move into Phase 3, subway demand bounced back somewhat more strongly. However the impact of the September lockdown in Glasgow starts to have an impact in the last few weeks shown in the chart but counterintuitively the Tram has fallen back more significantly over this period.

Ferries and Island Connectivity

Figure 5 shows the impact on ferries. A sharp fall took place initially but there has been a strong recovery. There are likely to be interactions between reduced air travel due to “staycations” impacting on demand for ferry services. The “lifeline” demand nature of the ferry system is a further complication.

Since Phase 3, ferry services have been available for leisure and tourism purposes. A reduced timetable operating over the lockdown period was accompanied by substantially reduced demand due to travel restrictions. With the easing of lockdown the timetable was increased and was accompanied by a significant rise in demand.

Figure 6 - Impact on ferries change from pre Covid demand

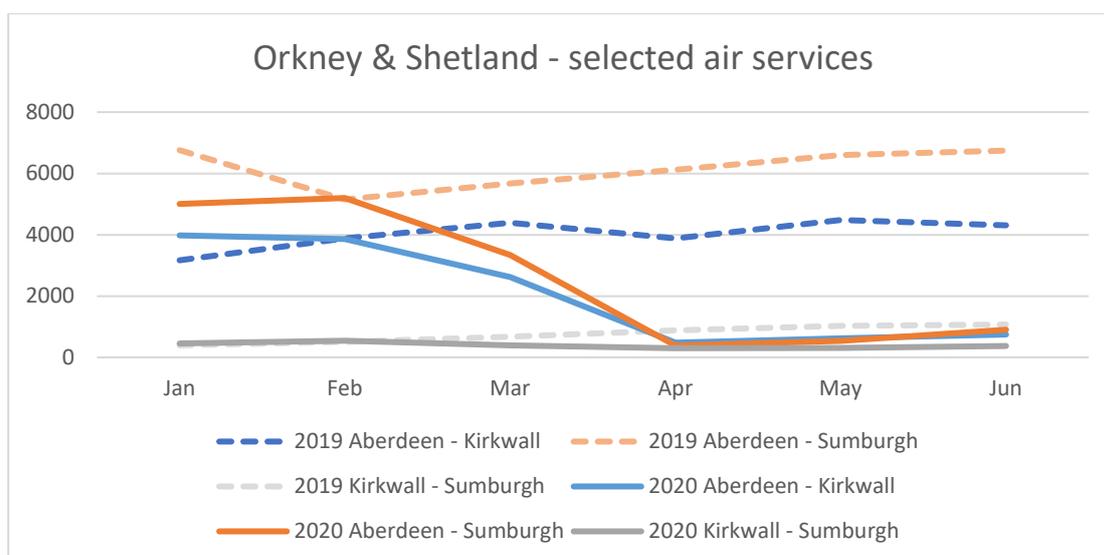


While ferry passengers and cars remain down on last year (by around 40% and 20% respectively), there has been a strong and sustained rise in demand in recent weeks. Since Phase 3, passengers have increased by 190% and vehicle numbers are up by 126% per week. With the continuation of 1 meter social distancing on sailings this rise in demand has come up against supply constraints. See Figure 6.

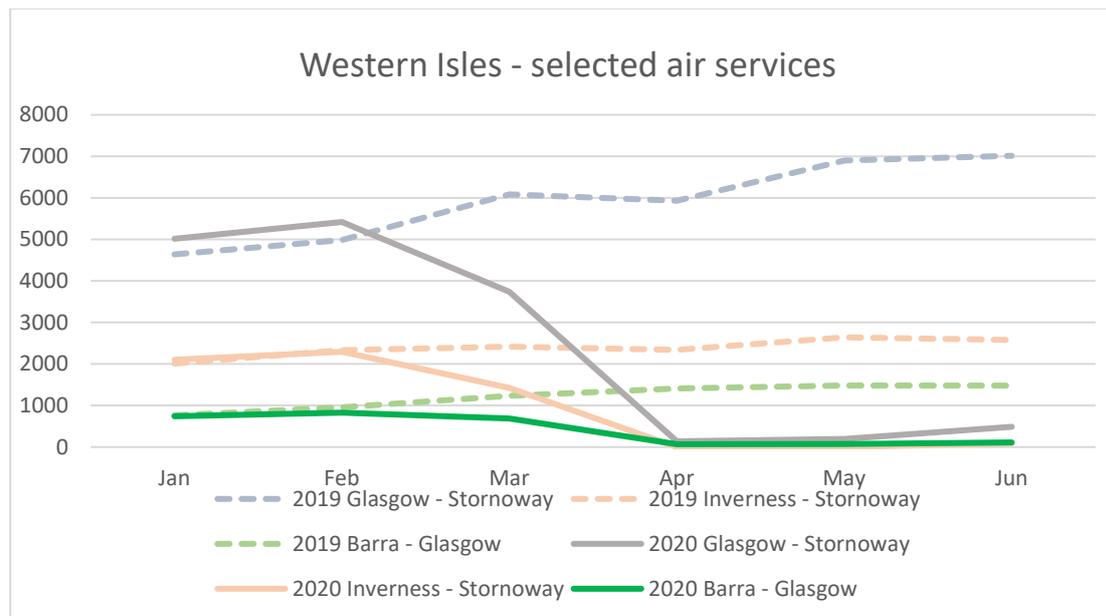
Island Air Services

Data for scheduled air passenger traffic is available from the Civil Aviation Authority¹ (with a significant lag). The figures below show the reduction in the number of scheduled air passengers travelling on selected island air service routes. Over the first 6 months of 2020 it is clear that there was a substantial reduction in the number of air passengers on these routes and this remained low over the period of covid travel restrictions. Data is not yet published to cover the period since travel restrictions eased for social and leisure travel. See Figure 7. Note that the impact on intra island routes (Kirkwall-Sumburgh) whilst also substantial is lower than on mainland to island routes.

Figure 7 - Impact on Island Air services

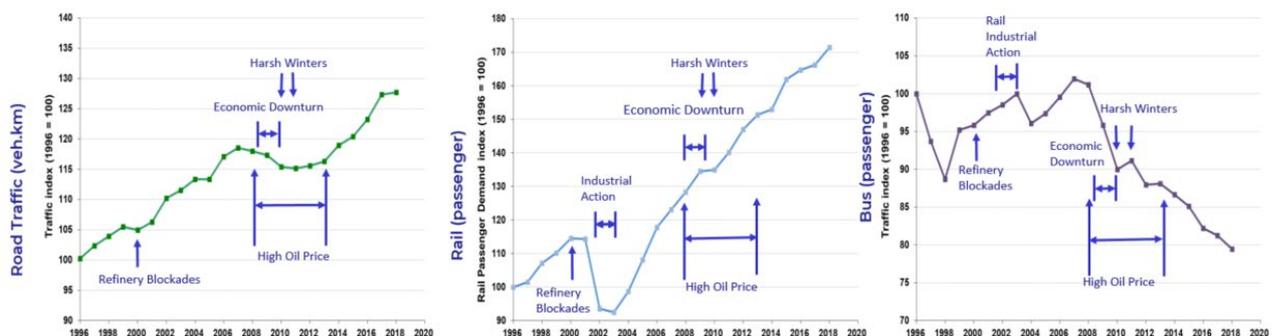


¹ Table 12.2: Domestic Air Passenger Traffic Route analysis



Comparison with Previous Crises – a Historical Perspective

Figure 8 - Historical modal demand patterns



As Figure 8 illustrates, there is a long-term upward trend from 1996 in road traffic and rail passengers and a long-term decline in the number of bus passengers. The fluctuations over the period have been relatively small compared with the impact of Covid 19.

The biggest single impact was a fall of around 20% in rail passengers as a result of the 2002/3 rail strike. It is interesting to note that passenger numbers took around 3 1/2 years to recover to previous levels but that it took around 6 years to return to the overall long-term path. The lack of correlation between the three graphs is an indicator of low levels of modal shift.

The remainder of this section draws heavily on material produced by the International Energy Agency (IEA)². The first example cited, the Severe Acute Respiratory Syndrome (SARS) crisis of 2003, has perhaps the most in common with Covid 19. The SARS crisis reduced demand for passenger air transport in the

² <https://www.iea.org/articles/changes-in-transport-behaviour-during-the-covid-19-crisis>

affected regions by about 35% at the height of the crisis. Demand continued to be below business-as-usual levels six months after the epidemic had eased, resulting in an 8% annual decrease of revenue passenger kilometres. More pertinently, the SARS crisis also affected trips on public transport. In Taipei, there were half as many underground trips³ during the peak of the SARS epidemic and it took four months for passenger numbers to return pre-crisis levels.

Several other viruses emerged since the SARS outbreak that affected aviation demand including the Avian Flu outbreaks of 2005 and 2013 and Middle Eastern Respiratory Syndrome in 2015. In these cases, demand for air travel bounced back relatively quickly. However, it is reasonable to assume that the public's response to Covid-19 will more closely resemble the response to SARS, as the scale of the impacts and the perceived risks of contagion are much greater compared to more recent pandemics. And given the global nature of the crisis international travel is likely to be impacted for a longer period as countries face different levels of pandemic impact.

Turning to examples that are less directly related to the current situation, the combined impact of passengers' perceptions of danger and inconvenience on transport demand was demonstrated in 2001, following the September 11 terrorist attacks (9/11). After 9/11 there was a large drop in demand for air transport, as business and leisure passengers reassessed both the risks and inconvenience of flying after new security precautions were introduced. Studies⁴ showed that the overall impact on air transport was long-lasting: despite bouncing back, some analysts estimate that US domestic air passenger travel was over -7% lower in the five years after the attacks than it would have been, had they not occurred.

In an (unfortunately) similar vein, but focused on ground based transport, there is a clear example of modal shifts in response to a crisis came after the London terrorist attacks in July 2005, when a series of bombs exploded in three London underground trains and one bus, killing 56 people and injuring another 700.

Although the damaged underground lines reopened within weeks, the attacks had longer lasting impacts on the city's commuting patterns. Londoners avoided underground journeys⁵ for months and partly switched to other modes of transport such as cycling. Bike retailers in London reported that sales quadrupled⁶ in the week following the attack and bike use increased by 13% from June to July. Cycling trips remained high until the end of 2005, with a 9% annual increase in registered trips compared to the previous year, whereas car, bus and underground use decreased.

³ <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3960095/>

⁴ <https://www.iata.org/en/iata-repository/publications/economic-reports/impact-ofsept-11th-2001-attack/>

⁵ <http://journal.sjdm.org/18/181012/jdm181012.pdf>

⁶ <https://www.theguardian.com/technology/2005/jul/15/motoring.business>

For many commuters, the bombings may have acted as a catalyst for switching to active transport modes, convinced after experiencing benefits such as cost and time savings over public transport or better health. However, other factors also contributed. For example, the introduction of the congestion charge for private vehicles entering central London had contributed to a strong increase in bike use since 2003 and more than half of the respondents in a [2004 survey](#) mentioned the charge as a key trigger for cycling more.

The availability of infrastructure was also key to keeping attracting new cyclists in the years following the bombings. For example, a growing network of dedicated 'quietways' and fully-protected 'cycle superhighways' (since 2010) has been crucial in attracting additional first-time cyclists by providing safer conditions.

It should also be noted that despite the increase in cyclists stimulated by the crisis, the overall impact on commuting patterns was relatively insignificant in terms of long-term changes to transport energy demand: bicycles still only accounted for 2.5% of all trips in London in 2018 despite the 2.6-fold increase in bike rides since 2000. Dread behaviour after the 2005 bombings stimulated some degree of switching from public transport to fossil-fuel powered private vehicles, in the form of motorcycles. Research suggests one of the secondary impacts of the bombings was a 7-11% increase in vehicle particulate emissions, with long-term negative impacts on Londoners' health.

After the London bombings, one reason people persisted with cycling rather than switch to cars was the congestion charge, introduced in 2003.

<https://www.iea.org/articles/changes-in-transport-behaviour-during-the-covid-19-crisis>

These examples illustrate the twin difficulties of drawing conclusions based on similar but different events and in the interpretation of results and impacts that may be dependent on other factors than the original crisis. This has important implications for policy development.

Attitudes to public transport

Transport Scotland has undertaken 8 waves of a Coronavirus Public Attitudes to Transport Survey over the period since 5th May. The latest results (for the week 8th to 16th September) report that:

• Current Behaviour

- The vast majority of people have left home at least once in the past 7 days (92%). This has been fairly consistent across all eight waves.
- The main trip purposes continue to be to shop for groceries (89% leaving the house at least once) and outdoor exercise (68%). The prevalence of other journey types has levelled off following an increase over the past few waves. 36% say they have left their house at least once to shopping for other things out with groceries compared to 32% at wave 7. Similarly, 30% say they are travelling to work which is a similar level seen at the previous wave (32%).

- Almost a third (31%) have gone to someone else's house and just under one in five (16%) have left home to run errands for someone else. This is unchanged from wave 7.
- People continue to shop for groceries and other items less frequently (1-3 times a week) whereas they take part in outdoor exercise more frequently (4-7 times per week). For those travelling to work, the majority are doing so between 4-7 times a week; while for visit someone else's house or to run errands for someone, this is done for the most part once a week.
- Private car or van remains the main mode of transport used across most trip purposes in the past 7 days, with walking or wheeling the other main method used. For those travelling to work, 83% indicate that they are travelling by car or van (+ 7 percentage points on wave seven); 9% have used active modes (- 7 percentage points); while 8% have said that they used public transport (+ 3 percentage point on wave seven). For dropping children at school or nursery, two thirds (67%) have used car, with 29% walking or wheeling, though numbers are very small.
- Prior to lockdown, car or private van was the main mode of transport used by respondents. 32% say they are using car or van less since lockdown restrictions came into effect, with 21% saying they are using car more. 33% are walking or wheeling more than they did prior to lockdown (- 5 percentage points on wave seven), compared to 8% who say they are doing this less. 16% and 8% say they are using bus and train less respectively.
- 43% of respondents have access to a bike for adult use. A further 3% have access to a bike but it is not roadworthy.
- Three quarters of people (75%) have access to a car.
- Currently, people are more likely to: use contactless payments (60%); contact family and friends by phone, video call or texting apps (53%); exercise outside the home by walking (52%); use conference calls and video call to communicate with colleagues, customers and clients (51%); and shop closer to home (50%) compared to before restrictions were put in place.
- 44% of people are more likely to shop online to purchase products they would normally buy in-store; 22% are more likely to use home delivery for supermarket shopping more.
- **Looking Ahead**
 - Concerns about using public transport remain high: 67% (- 1 percentage point on wave seven) of people are very or fairly concerned about contracting or spreading the virus while using public transport; and 63% (+ 2 percentage points on wave seven) are very or fairly concerned about having enough space to observe physical distancing on public transport. This has been fairly consistent across the previous seven waves of the survey.

- 48% agree with the statement “I will avoid public transport and use my car or other vehicle more than I did before when restrictions on transport are lifted”. This is a decrease of 2 percentage points on the previous wave. The main reasons for avoiding public transport in rank order are the risk that others are still carrying the disease; convenience; unable to stay 1m apart; and cleanliness or hygiene on-board public transport.
- 90% agree with the statement “I will wear a face covering if using public transport”. This is a decrease of 2 percentage points from the previous wave. 87% of those who used public transport in the past 7 days said that they wore a face covering but this is based on a very small number of people (45).
- 21% agree that they will make more journeys by public transport now that more places are open (no change on wave seven).
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- 21% agree that they will make more journeys by public transport now that more places are open (no change on wave seven).
- There is some indication of growing concerns around crowding, social distancing and perceived cleanliness of vehicles in wider UK focus groups in late June/early July.

Key points for discussion – future uncertainty

There has been an unprecedented impact on transport demand across all modes. Whilst this recovered as lockdown and associated restrictions was eased, the most recent figures suggest that trends across all modes are turning downward again. The key issue is the uncertainty over future demand in both the short and longer term.

In the short term, the path of the virus and associated restrictions will be a key driver of demand. But in the longer term there is a question of revisiting the work undertaken for the NTS2 which identified the following drivers of uncertainty for transport.

- Popularity of Walking and Cycling
- Demand for Personal Travel
- Capabilities and Affordability of Digital Technology
- Market Share of Autonomous Vehicle
- GDP / Disposable Income
- Share of knowledge work within the Economy
- Energy Supply relative to Demand
- Population

These drivers remain key but need to be looked at in the light of the impact of the virus in the medium to longer term. This raises a number of issues all of which are uncertain in terms of the level of influencing factors and the extent of the influence of those factors:

- Will demand for active travel (cycling in particular) be maintained?
- How will potentially permanent changes in home working impact on demand for personal travel?
- How will the impact of technology play out?
- How will the impact of the virus on the economy impact on future transport demand?

It will be crucial for delivery of NTS2 to work through how these uncertainty factors are likely to play out. This will have significant implications for transport policy, forecasting and funding.

**Transport Scotland National Transport Strategy Delivery Board
22 October 2020**

Paper

Climate Change Plan Update (CCPu)

Purpose

To provide members with an update on the development of the CCPu.

Climate Change Plan Update (CCPu)

Background

1. Scotland must transition to a net-zero emissions economy for the benefit of our environment, our people and our future prosperity, and this includes decarbonising the transport sector. The Greenhouse Gas emissions statistics for 2018 show the first fall in transport emissions since 2013, however we acknowledge that transport remains Scotland's biggest emitting sector accounting for 35.6 per cent of emissions. It is a particularly challenging sector to decarbonise as it is a derived demand – where people live, work, learn, and access goods and services are all key to their need to travel. Our [National Transport Strategy \(NTS2\)](#), published on 5 February 2020, sets the Scottish Government's direction for Scotland's transport system over the next 20 years and it embeds taking climate action as a core principle.
2. The [Climate Change Plan](#) was published in 2018, however following the passing of the [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#), the targets for emissions reductions significantly increased. Scotland is now legally bound to reach net-zero by 2045, with a 75% reduction in emissions by 2030. The Climate Change Plan 2018 therefore, is being updated to outline the revised plan to reaching these new targets. The Climate Change Plan update (CCPu) was due to be laid in Parliament in April this year, however the Covid-19 pandemic has resulted in a delay. It will now be laid in Parliament in December.
3. The transport chapter of the CCPu will present the long term vision for reaching net-zero in transport by 2045, and will include new and boosted policies from the 2018 Plan. At present, Transport Scotland are reviewing the policies developed for the initial April deadline, taking account of the stakeholder engagement carried out at the start of this year, and in light of the new need for a green recovery from the global pandemic. It will cover issues such as a just transition to a net-zero transport system, and also asks of others in achieving this national endeavour.
4. We remain committed to the NTS2's strategic vision as Scotland moves through the health pandemic and plans for recovery. When developing the CCPu, there is much good work to build on. We have already committed:
 - To phase out the need for new petrol and diesel cars and vans by 2032;
 - Over £500m investment over the next five years in active travel and bus priority infrastructure respectively;
 - £35 million Low Carbon Transport Loan Scheme for zero-interest loans to support the purchase of ultra-low-emission vehicles;
 - To decarbonise passenger rail services by 2035 - strategy published July 2020
 - To work to decarbonise flights within Scotland by 2040
 - £83 million in our Future Transport Fund
 - To deliver a national concessionary scheme for free bus travel for under-19s and review of discounts available on public transport to those under the age of 26.

Impact of Covid-19

5. Covid-19 has changed the landscape within which we are developing for a net-zero society. Transport has faced particular challenges during Covid. Demand for public

transport reduced by up to 95% during lockdown¹, whilst Scottish Government funding support was allocated for public transport such as bus, train, light rail and ferry services. In addition, trends suggesting low confidence in public transport and the uncertainty over how long that will last, and the continuing dominance of private car use, present challenges. In Transport Scotland's Covid Public Attitude Survey, 68% of people were very or fairly concerned about contracting or spreading the virus while using public transport, and private car or van continued to be the main mode of transport used across most trip purposes².

6. However, opportunities have also been presented by the pandemic. There has been a mass increase to home working (approximately 40% higher than the same time in 2019), and also of people cycling and walking for leisure. There is a window of opportunity to embed these positive transport behaviour changes seen during Covid-19. The Scottish Government has already taken action, implementing programmes to support a shift to sustainable transport modes via the £39 million Spaces for People Programme and the £10 million Bus Priority Rapid Deployment Fund. In the Programme for Government (PfG) this year, we also committed to working with local authorities to develop the vision of the 20 minute neighbourhood to ensure local amenities are within a 20-minute walk of a good affordable home, enabling localism and supporting increased remote-working. Transport Scotland will continue to consider these emerging issues when finalising the transport chapter of the CCPU.
7. There are a number of other interventions that have been made during the pandemic to help secure a green recovery and a just transition:
 - The Transport Transition Plan published with Equality Impact Assessments (EQIA) (interim report published)
 - Over £487 million to support public transport through COVID
 - Broad range of activities to maintain green bus manufacturing capacity in Scotland
 - ULEV loan scheme covering second hand vehicles to ensure lower-income households can take advantage
 - Launched the Hydrogen Accelerator Programme
 - Developing a zero emission heavy duty vehicle programme with Scottish Enterprise

The UKCCC Progress Report

8. The UK Committee on Climate Change (UKCCC) published a progress [report](#) on 7th October 2020 on reducing emissions on Scotland. This report highlighted the most emitting areas of transport and areas of progress. The UKCCC has set out key priorities for transport. They have proposed that the Scottish Government should:
 - strengthen schemes to support walking, cycling and public transport to reduce demand for less sustainable travel modes and lock in positive behaviour changes from the pandemic;
 - Continue to invest in the public EV charging network;
 - Maintain 'top-up' subsidies for electric vehicles;
 - Deliver on commitments to phase out all new petrol and diesel vehicles; from Scotland's public sector fleet by 2030;

¹ COVID-19 Transport Trend Data - 20 - 26 April 2020, Transport Scotland, published 29 April 2020, accessible <https://www.transport.gov.scot/publication/covid-19-transport-trend-data-20-26-april-2020/>

² COVID-19 Public Attitudes Survey Data: Wave 6, published 3 September 2020, accessible <https://www.transport.gov.scot/publication/covid-19-public-attitudes-survey-data-wave-7/>

- Follow through on new plans to electrify 100% of passenger rail by 2035 in Scotland;
- Review Scottish airport capacity strategies; and
- Encourage the UK Government to formally include International Aviation & Shipping (IAS) emissions within the UK's climate targets, as Scotland has already done.

Challenges

9. There are key technological difficulties in achieving emissions reductions. For instance, the technological solutions for aviation and heavy goods freight are at the early stages of development and are expensive. The Scottish Government is investing in new technologies, such as launching the new Hydrogen Accelerator Programme, however affordable and safe technology is still being established. Similarly, low and zero emissions cars and vans are now in production, but often are too expensive for many households. The Scottish Government recently announced the expansion of their EV loan to the second hand car market to reduce the impacts of cost prohibition, and continues to provide loans for new EVs and funding towards installing a charge point at home, however EVs are not affordable for everyone.
10. The dominance of single-occupancy car journeys also presents a challenge. Cars account for 40% of transport emissions, and there are 2.49 million cars registered in Scotland³. Reducing the use of cars and using more sustainable travel is therefore, a key component in reducing emissions. The NTS2 clearly states that the Scottish Government will not build infrastructure to cater for forecast unconstrained increases in traffic volumes. The UKCCC, as mentioned above, has also recommended that we reduce the demand for less sustainable transport modes. Therefore, as part of a range of actions, we will need to consider options to manage demand and reduce the need to travel by unsustainable modes.
11. There is also a challenge raised by on-going changes in the way we live and use transport. Transport is a derived demand which is intrinsically linked with people's access to necessities such as employment, education, healthcare, retail and recreation, so to achieve emissions reductions a joined-up approach with sectors outwith transport needs to be contemplated. The increase in remote and home working has seen people begin to utilise services in a more local way, however it has also resulted in an increase in e-commerce. The use of e-commerce was already increasing pre-Covid, however during lockdown, shopping from home became a widespread activity, increasing the number of kilometres driven by vans and lorries throughout the country. The Scottish Government has committed to developing the vision to have 20-minute neighbourhoods to encourage localism and reduce the need to travel, however there is the potential for this to result in more kilometres driven by other cars and vans when delivering goods. There are opportunities to make these deliveries, particularly the last mile, emit less, such as the introduction of consolidation centres or the use of e-bikes and cargo bikes.
12. Such challenges are key considerations as we move towards the CCPu and then by the Scottish Government on a long-term basis, but they must also be considered by everyone in society. For Scotland to achieve the new climate targets, there needs to be action taken by our society as a national endeavour.

³ Table 1.2, Chapter 1: Road Transport Vehicles, Scottish Transport Statistics No. 38 2019 Edition, Transport Scotland, accessible: <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-38-2019-edition/chapter-1-road-transport-vehicles/#tb12>

Key points for discussion – future considerations

13. On this basis, the Board are asked to consider and discuss these challenges, offering any reflections on difficulties and successes from their respective areas or disciplines.

Some questions for discussion:

- A. What is your organisation doing to encourage the development of new transport technologies and to encourage a reduction in car use?
- B. Do you think there are any areas that should be focussed on by the Scottish Government?
- C. How would you encourage private investment into new technologies?
- D. In what ways can last mile deliveries be more green? Should this be a priority?
- E. Does reducing transport emissions continue to be the top priority for you, while taking into account the immediate actions required to address the pandemic?

Next Steps

14. Transport Scotland will continue to work with the Scottish Government to finalise the CCPu in time for it to be laid in Parliament in December 2020. The transport chapter will take into account issues arising from the stakeholder engagement, the global pandemic and requirement for a green recovery, the UKCCC progress report, and the consistent need for a just transition. It will outline proposed policy outcomes and policies that will enable Scotland to reach the new target of net-zero by 2045.

15. The Board is asked to:

- i. note the progress and timescales of the Climate Change Plan update,
- ii. note the high-level summary of the recent UKCCC progress report, and
- iii. discuss the questions at A to E above.

16. If there is any further feedback following the meeting, contact can be made directly to [redacted]