

Cover note: Draft Delivery Plan at Annex A

Purpose

1. To provide the Delivery Board with early sight of the emerging draft National Transport Strategy (NTS2) ahead of further engagement on the Delivery Plan 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.

Background

2. The NTS2, published in February 2020, was set out as a catalyst for transformational change. While the COVID-19 outbreak has created unprecedented pressures on the priorities of government, the vision and priorities proposed through the NTS2 remain valid: our ambition for a fairer and greener transport system remains as relevant in guiding our actions through and out of this crisis, as it does for the protection of our climate and for our future sustainable economic growth.

3. 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. This first Delivery Plan will need to demonstrate this through setting out actions which take account of Covid-19 impacts in shaping our future transport system.

4. The draft Delivery 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.

5. 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 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.

6. The draft Delivery Plan at Annex A includes introductory text, however, this will be further updated ahead of online publication to reflect the latest evidence base on Covid-19 impacts.

'Working with Partners' Document

7. While the commitment to publish a Delivery Plan, and hence this paper, focuses exclusively on Scottish Government actions to deliver the NTS2, we have agreed with the Cabinet Secretary that we can engage with partners on the potential

to develop a complementary 'Working with Partners' which would highlight the importance and the range of the wider work that partners are undertaking to support NTS2 priorities across Scotland. This could include examples of how the NTS2 is shaping regional transport strategies and local council actions. It could also provide case studies of individual projects which align with specific priorities and outcomes or even how approaches, such as the Sustainable Investment Hierarchy, have been applied by others. We will engage with partners on this document but in terms of timescales this could either be published alongside the Delivery Plan, or more likely in 2021 following the publication of the Scottish Government's Delivery Plan by the end of 2020.

Transport Scotland and Scottish Government actions in the Delivery Plan

8. The current draft Delivery Plan with the Board today for comment includes the actions being taken forward by Transport Scotland to support NTS2. We are engaging with colleagues across the Scottish Government and have agreement that we will include SG actions on planning, digital and health among other areas. This will include commitments to publish the position statement on the National Planning Framework 4 (NPF4) in November 2020 and to publish a consultation on development planning regulations (Spring 2021) given that NTS2 acknowledges the need for ongoing alignment between spatial planning and transport planning to realise its full potential.

9. The other key area where we will reflect SG commitments is around Place and actions to support the Place Principal, including the commitment in the Programme for Government to establish the Place Based Investment Programme and working with local government to take forward ambitions for 20 minute neighbourhoods where people can live, work and learn in communities close to home.

10. We will also publish Scottish Government commitments in relation improving broadband and mobile coverage given the interdependencies between physical and digital connectivity.

11. In addition, the NTS2 identified improve sustainable access to healthcare facilities for staff, patients and visitors as one of its policies. We are therefore engaging with health colleagues to include actions with regard to sustainable access to healthcare which reduced the need to travel, for example online or telephone conference access to healthcare and Scottish Ambulance Service Patient Access and also actions on decarbonisation of the health estate fleet which will support the Takes Climate Action priority.

12. In parallel we are engaging on the output of Phase 1 of the Second Strategic Transport Projects Review (STPR2), which will be completed and reported on at the end of 2020. The NTS2 Delivery Plan will be updated to correspond with the STPR2's Phase 1 outputs.

13. We also developing the transport chapter and transport actions to support the Climate Change Plan Update which is also due to be laid in Parliament in December 2020 and will include policies to support climate change and a green recovery from

the pandemic. This draft Delivery Plan currently includes as a high level action that we will develop and take forward the transport actions in the Climate Change Plan Update. We will look to develop this further to give more detail within the Delivery Plan on the policies being proposed within the Climate Change Update for transport to support delivery of emissions reduction on transport.

Key points to address

14. 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 Delivery Plan therefore needs to reflect taking action to tackle this impact to help deliver the NTS2's Reduces Inequalities priority.

15. 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 prioritisation of walking, wheeling, cycling and public and shared transport options over single occupancy car use.

16. 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, the NTS2 specifically states that: "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".

Discussion at NTS Delivery Board

- Are there any comments from the Board on the draft NTS2 Delivery Plan?
- Does the draft NTS2 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 an NTS2 '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? Annex B

Annex A Draft NTS2 Delivery Plan

Introduction

Scotland's National Transport Strategy (NTS2) set out an ambitious and compelling vision for our transport system for the next 20 years and outlines the four priorities for our transport system: *reduces inequalities; takes climate action; helps deliver inclusive economic growth; and improves our health and wellbeing.*

When the Strategy was published in February 2020 it recognised the need for its implementation to be flexible to adapt to emerging and changing evidence. This remains pertinent given that during the development of the Strategy we did not envisage the manifestation of Covid-19 and its impact on our economy and society. It remains one of the biggest challenge of our lifetime. Our transport strategy remains valid as our long term strategy setting the framework for decision making on transport in Scotland, but we must also take account of the emerging evidence of the impact of Covid-19.

By continuing to deliver these NTS priorities, we will contribute to achieving the Scottish Government's National Outcomes contained within our National Performance Framework, and ultimately deliver its overall Purpose. The National Outcomes - which focus on health, the environment, economy, inequalities, our communities and safety - will all be influenced by the NTS2, some more directly than others. In addition, by helping to achieve our National Outcomes, the NTS2 will impact on all 17 of the National Sustainable Development Goals, given they share a similar focus. We will also be contributing to tackling the impact that the pandemic has had and to addressing where the wider impact of Covid-19 has acerbated existing inequalities.

As part of the work to deliver these priorities and outcomes, the Scottish Government will publish its first annual NTS2 Delivery Plan in 2020, outlining the actions that Government is taking to deliver on its vision and outcomes, taking account of the impact of Covid-19.. To ensure accountability on the progress made, we will have committed to developing and thereafter report annually through the NTS2's monitoring and evaluation framework, as well as reporting three-yearly, on a statutory basis, to Parliament.

Work on the Delivery Plan recommenced as we move through the Scottish Government's Route Map and the Transport Transition which outlines the activity that Transport Scotland is undertaking to support transition through and out of the COVID-19 crisis. The Delivery Plan will set out the action we are taking to address the challenges that the pandemic has presented for Scotland's transport system as well as the actions towards achieve our long term Strategy.

We have also seen a rise in the challenges that specific groups and industries are facing as a result of the pandemic. The way we travel, when we travel and for what purpose has changed to comply with guidance from the government to protect against the impacts of Covid-19 and regulations coming into force around the safe use of transport, particularly public transport.

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, particularly for individual and groups already experiencing disadvantage¹.

The impact on the transport sector has been stark, with many operators across all modes struggling to operate at a time of restrictions on travel and capacity on the network. These difficulties have been heightened by the ongoing uncertainty that faces the transport system, as the future demand for different modes of transport remains unclear.

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.

Recent results from the national attitudes survey further indicate that 70% of people are very or fairly concerned about contracting or spreading the virus while using public transport; and 60% are very or fairly concerned about having enough space to observe physical distancing on public transport².

In response, the Scottish Government and Transport Scotland have taken action to support Scottish businesses, communities and people and facilitate the recovery of our health, society and economy by enabling people to travel again.

The public transport system across the various modes has received financial support to continue operation amidst sharp declines in travellers including, to date, £335.0 million to support all day-to-day operations for rail³; up to £13.0 million in support for light rail⁴; up to £169.3 million in additional funding for bus remobilisation, increased services and the retrofitting of protective equipment^{5 6} and up to £36.8 million to support ferry services.

While we continue to address the challenges, we also acknowledge that the pandemic has also created opportunities to enhance and build on some of the positive travel behaviours we have seen in recent months. Cycling journeys, for example, are currently 15% higher than at a similar period last year⁷ and Transport Scotland's public attitudes survey found that more than 50% of people agree that in the future they will walk and cycle more often⁸.

¹ [Scottish Government. Economic Impact of Coronavirus Led Labour Market Effects on Individuals and Households](#)

² <https://www.transport.gov.scot/publication/covid-19-public-attitudes-survey-data-wave-6/>

³ <http://www.parliament.scot/parliamentarybusiness/report.aspx?r=12640>

⁴ <https://www.transport.gov.scot/news/emergency-support-for-glasgow-subway-and-edinburgh-trams/>

⁵ <https://www.transport.gov.scot/news/467-million-to-help-increase-bus-services/>

⁶ <https://www.transport.gov.scot/news/further-63-million-to-maintain-bus-services/>

⁷ <https://www.transport.gov.scot/publication/covid-19-transport-trend-data-3-9-august-2020/>

⁸ <https://www.transport.gov.scot/publication/covid-19-public-attitudes-survey-data-wave-6/>

This has prompted support for active travel initiatives such as the Spaces for People fund⁹, which has so far offered £38.97 million to support local authorities and statutory bodies to provide safe walking and cycling in support of social distancing.. Additionally, £1.5 million has been made available through the Scotland Cycle Repair Scheme, offering £50 for those who need it towards repairs or maintenance for all kinds of bikes and up to £100 for hand cycles and manual wheelchairs¹⁰.

In a similar way we have already made awards to partnerships representing 18 local authorities amounting to £3.8 million under the Bus Priority Rapid Deployment Fund, with further applications in the pipeline.

We are also looking beyond the pandemic by planning policies that will improve our transport system, such as the Rail Services Decarbonisation Action Plan, which sets out our pathway to decarbonising our passenger rail services by 2035 and the commitment to investing over £500 million in bus priority infrastructure.

Through these and other measures, the Scottish Government is working to minimise the impact of the pandemic on our transport system and the people, businesses and communities that use it. Critically, we have also worked to make sure many of these measures align with the NTS2, creating continuity between our existing work, our ongoing recovery work and our planned and developing future work.

Despite this work, there will still be uncertainty as we continue adapt to and, eventually, move beyond Covid-19. The pandemic has presented unprecedented difficulties for the transport system, both within Scotland and between Scotland and the rest of the world, and will challenge our commitments to transport in Scotland into the near future.

However, by continuing our support of transport across Scotland and keeping the four NTS2 priorities at the heart of our decision making process, we can ensure that we create a clear path forward to delivering our vision for a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

⁹ <https://www.transport.gov.scot/news/over-38-million-allocated-for-pop-up-active-travel-infrastructure/>

¹⁰ <https://www.transport.gov.scot/news/cycle-repair-scheme-launched-to-keep-scotland-peddalling/>

Our Vision

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

The infographic consists of four horizontal bars, each with a different background color and a circular icon on the left. Each bar contains a title and a list of three bullet points.

- Reduces inequalities** (Orange bar, icon: equals sign):
 - Will provide fair access to services we need
 - Will be easy to use for all
 - Will be affordable for all
- Takes climate action** (Dark blue bar, icon: leaf):
 - 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** (Light blue bar, icon: bar chart with upward arrow):
 - 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** (Red bar, icon: heart with pulse line):
 - Will be safe and secure for all
 - Will enable us to make healthy travel choices
 - Will help make our communities great places to live

Our Vision is underpinned by four Priorities, each with three associated Outcomes. The Vision, Priorities and Outcomes are at the heart of the NTS2 and will be the basis upon which we take decisions and evaluate the success of Scotland's transport policies going forward.

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, achieve the Priorities and Outcomes and deliver the Vision. The Policies are high-level statements of intent aimed at achieving the Vision, and are presented below under the four Priorities. The Policies are not exclusive to each of the Priorities and will contribute to a range of cross-cutting themes.

This Delivery Plan sets out the Scottish Government specific interventions, such as specific policies, projects or programmes to set out how the Strategy will be delivered. Actions we will undertake in 2020-2022 which support one or more of the interlinked Priorities are outlined below. The Delivery Plan also provides an update on action to take forward three key areas identified in the NTS consultation: Increasing Accountability; Strengthening Evidence; and Managing Demand.

KEY ACTIONS FOR 2020 - 23

Increasing Accountability: We have prepared an annual delivery plan and monitoring framework for the National Transport Strategy and we will develop the future transport system for Scotland considering governance and collaboration at local regional and national level

- We have established a National Transport Strategy Delivery Board to bring together senior representatives across the transport sector to be accountable for the successful delivery of the Strategy, and we will deliver the second NTS2 Delivery Plan in 2022.
- We will engage with our external partners, including Local Authorities and Regional Transport Partnerships, on the best way to share information, examples of collaborative working, and agreeing initial evidence base actions.
- We will build upon this work by updating and reviewing the transport governance evidence base in the context of amended working arrangements and approaches. We will develop future collaborative working options and potential changes to transport governance at the local, regional and national levels.

Strengthening Evidence: We have designed a robust monitoring and evaluation framework to measure and report annually on performance in tackling the challenges and achieving the NTS2 Outcomes at a national, regional and local level.

- We will strengthen our analytical approaches to interrogate increasing volumes of data so that the most up-to-date information continues to be used, including improving Scottish Transport Appraisal Guidance (STAG), transport modelling in Scotland and use of data.
- Recognising that the future is uncertain, we will continue to adopt a scenario planning approach in investment decisions throughout the transport system to ensure transport policies and enablers adapt to make Scotland an attractive place to live and do business

Managing Demand: We are continuing to embed the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy in decision making, Scottish Transport Appraisal Guidance (STAG) and the second [Strategic Transport Projects Review \(STPR2\)](#).

- To support this objective, we will continue development and appraisal of a range of options or interventions in line with the Scottish Transport Analysis Guide (STAG) guidance. We have adopted the two stage process for STPR2. The initial deadline will include early deliverables for December 2020 to include identifying the impacts associated with the COVID-19 pandemic and to identify areas of potential post COVID-19 priority. Phase 1 inform the Infrastructure Investment Plan (IIP) with final STPR2 proposals available in summer 2021 as part of Phase 2.
- We are re-engaging through the collaborative engagement approach on the review, working with the ten regional working groups and wide range of stakeholders during the various phases of the appraisal process.
- In 2021/22, we will complete the development and appraisal of options and interventions, and publish the final STPR2 appraisal report and STPR2 Strategic Environmental Assessment (SEA) for consultation.

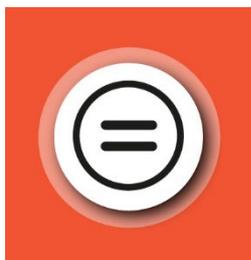


Reduces inequalities

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all

OUR STRATEGIC POLICIES INCLUDE:

- Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services
- Ensure transport in Scotland is accessible for all by supporting the implementation and development of Scotland's Accessible Travel Framework
- Remove barriers to public transport connectivity and accessibility within Scotland
- Improve sustainable access to healthcare facilities for staff, patients and visitors
- Ensure active travel, public and sustainable access to employment, education and training locations



We want to create a Scotland that will enable everyone to share in the benefits of a modern economy which promotes wellbeing. Transport will play an important part in delivering the fully inclusive society. While we tackle inequalities, our actions will simultaneously reduce poverty, in particular child poverty.

KEY ACTIONS FOR 2020 - 23

- **In co-production with the Accessible Travel Steering Group, transport operators and equality stakeholders, we will deliver on the vision of the Accessible Travel Framework that disabled people can travel with the same freedom, choice, dignity and opportunity as other citizens. We will also continue to support Local Authorities deliver and improve the Blue Badge Scheme**
- To support this objective, we will continue work to mainstream accessibility and inclusion and take account of the impacts of Covid-19 including in transport transition planning and through the development of specific Transport Scotland projects and to encourage partners to do similarly.

- We will continue to build on work to create a nationally recognised Charter that encourages transport providers, members of the public and other services to support zero-tolerance to all forms of hate crime on public transport
- We will continue to deliver and facilitate thematic consultation events to gather stakeholder input on accessibility issues for other Transport Scotland strands of work, such as tackling climate change through MACS advice on electric vehicle infrastructure projects and promoting active travel.
- We will also deliver Blue Badge improvement projects such as a revision of the local authority Code of Practice, delivering a smooth and secure transition to new devolved Scottish Social Security system, carrying out a Motor Neurone Disease Blue Badge prescription test, and finding an innovative solution to securely exempt Blue Badge holders from LEZs.
- We are working to ensure that every disabled person will have access to an effective national assistance card across all transport modes, through working with key transport providers and stakeholders to explore how the new Thistle Assistance approach can be integrated into their existing processes to improve awareness and understanding of the accessibility issues faced by customers. The Thistle Assistance card has been extended to provide an exemption message for those who cannot wear a face covering on public transport during the Covid-19 pandemic. All Regional Transport Partnerships are now collaboratively working together in one system to send Thistle Assistance out across Scotland.

We will continue to provide financial support for bus services and those who use them and to keep these under review in light of the uncertainty and other challenges presented by Covid-19.

- To support this objective, we will continue to provide funding to support bus services, complementing the more specific support provided by local authorities and RTPs and building on Bus Services Operators Grant and the Covid Support Grants which [have been / are being] used to support services during the Covid-19 pandemic, which has reduced ticket revenue and vehicle capacities.
- We will continue to operate the National Concessionary Travel Scheme for older and disabled people, making public transport easier and more affordable for around 1.4 million people
- We will extend free bus travel to young people aged under 19 [as soon as practicable in 2021/22], encouraging and helping to tackle child poverty and inequality

We will implement the Transport (Scotland) Act 2019

To support this objective, in 2020/21 we will:

- Take forward Section 104, which devolves specific powers from the UK Government to the Scottish Government to allow some of the parking, bus, smart ticketing and LEZ provisions from the Act to function.
- Introduce LEZ Regulations and Guidance in early 2021 following the pause on the work as a result of the impact of Covid-19.

- Engage with local authorities and other stakeholders to prepare a consultation on bus provisions in advance of drawing up the regulations and guidance required.
- Develop a timeline for consultation and development of appropriate regulation and guidance, which is required for local authorities to implement Workplace Parking Levy schemes.
- Develop a timeline for secondary legislation and consultation requirements for the implementation of parking provisions. We are continuing to develop Parking Standards guidance which will underpin these provisions in collaboration with a range of key stakeholders including the local authorities who will carry out enforcement of the new parking prohibitions.
- Undertake procurement activities to establish the National Smart Ticketing Advisory Board (NSTAB), conduct a marketplace review of smart technology and multi-modal ticketing, and progress open data standards.
- Continue to engage on the Act's road works provisions and resume these provisions from March 2021

We will prepare and implement a ferries stakeholder engagement plan.

- To support this objective, we will review our existing stakeholder engagement in 2020/21 and develop a revised plan, with a commitment to implement the revised plan in 2021/22.

We will commence preparation of the Island Connectivity Strategy.

- We will develop objectives based on NTS2, begin baselining of fares review and prepare a Value for Money framework so that we can begin drafting the strategy in 2021/22.

We will take forward an ambitious improvement project to enhance the impact and accessibility of our analytical products.

- To support this objective, we will refresh our online presence in 2020/21 so that our website and social media can be regularly updated as datasets become available, with redesigned templates and interactive tools to make key publications more accessible. We will carry out research to assess whether these redesigns meet user needs.
- In 2021/22, we will relaunch the Scottish Transport Statistics website, with interactive tools to access routine statistics.

We will continue to engage with those who have lived experience of transport inequalities, including delivering our commitment to engage with young people on the future of transport.

- We will engage with those who have lived experience of transport inequalities on the future of transport by establishing the Transport Reducing Inequalities Forum which will provide a home to the Reducing Inequalities Citizen Panel.
- We will complete our review on an extension on Concessionary Travel across all transport modes to those under the age of 26.



Takes climate action

- Will help deliver our net-zero target
- Will adapt to the effects of climate change
- Will promote greener, cleaner choices

OUR STRATEGIC POLICIES INCLUDE:

- Reduce emissions generated by the transport system to mitigate climate change
- Reduce emissions generated by the transport system to improve air quality
- Ensure the transport system adapts to the projected climate change impacts
- Support management of demand to encourage more sustainable transport choices
- Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods
- Improve the quality and availability of information to enable all to make more sustainable transport choices



We face a global climate emergency. We need to aim for a transport system that encourages people to make travel choices that minimise the long-term impacts on our climate and that will increase the wellbeing of future generations. Scotland must transition to a net-zero emissions economy for the benefit of our environment, our people and our future prosperity.

KEY ACTIONS FOR 2020 - 23

We will take forward actions to support the Climate Change Plan Update with transport's response to the **Global Climate Emergency and meet our emission reduction targets.**

- To support this objective, we will develop the transport chapter of the Climate Change Plan update for it to be laid in Parliament by December 2020.
- We will complete drafting the Carbon Management Plan 4 in 2020/21, to address our corporate carbon footprint and support implementation towards Net Zero targets in 2021/22.
- We will work with our supply chain and stakeholders to aid in their journey toward Scotland's net zero emissions targets.

We will fund local authorities and Regional Transport Partnerships to develop and deliver bus priority infrastructure projects in partnership with bus operators.

- We will launch the Bus Partnership Fund in 2020 which will fund local authorities to develop and deliver bus priority infrastructure in partnership with bus operators to tackle the negative impacts of congestion on bus services.
- In 2020/21, we will finalise the Bus Priority Rapid Deployment Fund (BPRDF) which enables local transport authorities, in partnership with bus operators, to put in place temporary bus priority measures to better cope with Covid-19, and will evaluate the BPRDF in 2021/22.
- We will finalise the Managed Motorways Strategic Business Case about the reallocation of road space on parts of the motorway network around Glasgow to high-occupancy vehicles, such as buses, by the end of 2020.

We will explore options around managing transport demands, including the role of technology.

- To support this objective, we will review how shopping habits, working patterns, commuter and leisure trips have and will continue to change as a result of Covid-19, and work across Transport Scotland to understand emerging evidence on local working, 20 minute towns, place principle, and digital connectivity.
- We will take forward supporting regulations and guidance so that local authorities can choose to implement workplace parking levy schemes that suit their local circumstances.
- In 2021/22, we will continue to consider existing and emerging technologies in the context of managing transport demand.
- We will test the Mobility as a Service concept, supporting digital technology pilots to improve information and access to more sustainable and active travel options across Scotland, through a £2 million investment fund

We will support innovation in technology, infrastructure and business models to help enabling sustained remote and local working practices and a reimagining of city and town landscapes.

- To support this objective, we will pilot a programme through CivTech 5.0 to deliver innovation in workplace settings, with emphasis on solutions to digital and health challenges.
- We will promote innovation and deployment of local workhubs and other office spaces to enhance the choices available to work more locally and flexibly, as part of a shift to a less centralised workplace, engaging with the business community and building on existing best practice.

We will harness Scotland's industrial and academic expertise to support the expansion of Scotland's low carbon transport supply chain.

- To support this objective, we will deliver the remaining Industry Advisory Group programme in 2020/21, which will identify actions to enable Scottish economic success from transport decarbonisation.
- This programme will support the implementation of action plans for priority sectors, including innovation, skills, investment needs, supply chain development.

We will enable faster decarbonisation of the Scottish bus fleet through funding incentives and supporting work on new fleet financing models.

- To support this objective, we will continue to engage directly with potential leasing companies and interested investors who could offer novel financial arrangements to support decarbonisation of the Scottish bus fleet
- In addition, we will commission an independent assessment of the different financial models that could be used to support bus operators to invest in zero emission technology.
- In partnership with industry a Bus Decarbonisation Taskforce will be established to consider and create solutions to any remaining hurdles whilst setting out a pathway to decarbonisation.

We will decarbonise Scotland's passenger rail services by 2035, ahead of the UK's target of 2040.

- We will advance development of priority electrification projects (benefiting freight and passenger services) and continue exploration of battery and hydrogen powered train alternative traction to operate on rural routes.

We will promote efficient and sustainable freight transport, particularly the shift from road to rail.

- This will be taken forward through our rail freight strategy, the regulatory targets outlined in the Scottish Ministers' High Level Output Specification, Network Rail's Industry Growth Plan for Scotland and our Rail Services Decarbonisation Plan.
- To facilitate modal shift we have a dedicated £25 million Scottish Strategic Rail freight Fund for the period from 2019 - 2024 which complements the broader rail pipeline projects and is helping to unlock opportunities for rail freight across the country.
- Since 2019, this investment has improved freight capacity through electrification to the Grangemouth terminal, gauge clearance on the Shotts line, a new southern connection at Blackford, a crossover at Aberdeen Craiginches with work ongoing on improvements at Inverness Needlefield yard and Coatbridge. The freight fund has also allowed us to test the infrastructure for longer trains and has supported a timber by rail trial to demonstrate that the movement of timber in Scotland by rail is possible as well as efficient.
- We have also required Network Rail to work with industry partners to facilitate growth of 7.5% in rail freight traffic carried on the Scotland route by 2024. In response, Network Rail has worked in collaboration with the rail industry to develop a growth plan for Scotland. This plan, which was published in March 2019, contains a number of actions targeting key markets capable of modal shift to rail and focussing on the four areas of encouraging customer confidence, developing growth, doing things differently and looking for simpler solutions.
- In addition, modal shift will be supported through our Rail Services Decarbonisation Action Plan. Around 45% of Scottish rail freight journeys are electrically hauled from origin to destination. Further electrification of the network would extend the capability of existing electric-traction rail freight and encourage conversion from diesel rail freight which, if allied to network

improvements such as connections to ports and expansion of freight depots, could make a substantial contribution to achieving modal shift and significantly improving the health of the environment.

We will support trials of low- or zero-emission aircraft in Scotland.

- Transport Scotland in partnership with the relevant enterprise agencies will encourage aerospace companies to trial their low and zero-emission aircraft in Scotland, including showcasing the commercial opportunities for these types of aircraft in Scotland in the aviation strategy.
- We will also seek to maximise job creation opportunities from companies testing these type of aircraft in Scotland, for example encouraging them to move some of their operations to Scotland,

We will support strategically coordinated investment in the charging network that encourages wider energy and transport system benefits

- To support this objective, we will provide comprehensive and robust charging infrastructure, focussing on network resilience and increasing the number of chargers on the network to over 2000 by April 2021.
- We will complete the Electric A9 project in terms of planning and site selection and deliver 50% of charge points by 2021/22.
- In 2020/21, we will deliver suitable charging at transport hubs to support all households in their transition to active travel options or public transport, delivered by TS.
- We will continue engagement and support with transport providers to determine suitable opportunities to enhance support for low carbon transport options.
- We will support households seeking a transition to zero emission vehicles through continued provision of the Domestic Chargepoint Programme.
- We will transpose EU Directive 2018/844 into national requirements for the installation of electric vehicle charge points and related infrastructure in car parks of buildings.
- In 2020/21, we will continue to support businesses to decarbonise through our Business Charging Scheme,
- We will support transport decarbonisation and innovation through our Switched on Towns and Cities Programme, including support for further feasibility studies, and the award of grants to successful recipients.
- We will use our £7.5m Strategic Partnership with Scottish and Southern Electricity Networks and SP Energy Networks to explore new ways of coordinating the development and delivery of EV charging and electricity network infrastructure to ensure efficient investment.
- We will continue to work with the Scottish Futures Trust to consider and develop new financing and delivery models for public electric vehicle charging in Scotland.

We will ensure that Scottish EV owners benefit from one of Europe's most comprehensive and reliable charging networks.

- We will continue to incentivise the uptake of ULEVs across public and private fleets while supporting sustainable transport through programmes such as the Low Carbon Transport loans and Plugged In Communities.

- We will progress procurement of a new ChargePlace Scotland (CPS) network operator contract, and establish interoperability agreements with major charge point providers.

We will demonstrate environmental sustainability through the delivery of environmental protection, community benefit and climate change mitigation or adaptation across our operations, projects and maintenance activities.

- We will develop and publish the Transport Scotland Climate Change Adaption Plan with a particular focus on the risks associated with changing weather patterns attributed to climate change.
- We will undertake records and notices of determination, Strategic Environmental Impact Assessments, and Habitat Regulations Appraisal.
- We will work with the Road Works community to approve a new national code of practice for the Specification for the Reinstatement of Openings in Roads and the associated Reinstatement Quality Plan Code of Practice which includes a new focus on emission reduction and sustainability, with publication and implementation of the new code in 2021/22.

We will lead national projects and support regional projects with local transport authorities and operators to deliver more multi modal smart ticketing and payment options, and improve travel data provision and maintain the National Concessionary Travel Scheme (NCTS).

- To support this objective, we will launch our first pilots to test the practical application of mobility as a service (MaaS) in 2020/21.
- In 2021/22 we will expend the £2m MaaS Investment Fund and complete programme evaluation, and deliver procurement for Data Travel Information Services including fares, timetabling, routes, services and real time information.
- We will work with an onboard managed service supplier to enable scoping for the next generation of travel data contracts, and undertake procurement activity to deliver 3G Asset Management Service-Host Operating System (AMS-HOPS) to maintain NCTS and support future PfG commitments, including the commitment to extend free bus travel to young people aged under 19.
- We will continue work with regional transport partnerships, local authorities, and operators on capacity management throughout the Covid-19 transition.



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

OUR STRATEGIC POLICIES INCLUDE:

- Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility
- Increase the use of asset management across the transport system
- Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally
- Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland
- Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations
- Meet the changing employment and skills demands of the transport industry and upskill workers
- Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits



The transport system plays a crucial role in the successful performance of Scotland's economy and ensuring regional cohesion. and ensures firms are able to get their goods and services to markets in Scotland and beyond. It is an important contributory factor in Scotland's competitiveness, impacting on productivity of our labour force and the efficiency of businesses. A thriving Scotland needs an effective transport system

KEY ACTIONS FOR 2020 - 23

We will lead and provide direction on strategic transport planning in Scotland by providing advice and expertise to inform and evaluate transport policy and decision making, including investment/spend in Scotland.

- We will work with partners to ensure that transport policy is integrated into and aligned with the National Performance Framework and other government strategies.

- To support this objective, we will continue to work with the Scottish Government and external stakeholders to ensure timely and constructive feedback on transport planning and development-related policy.
- We will provide advice with Transport Scotland and for external stakeholders on the development and production of relevant transport business cases.

We will prepare for the transport implications of the UK's withdrawal from the EU and any future constitutional changes.

- To support this objective, we will review and re-instate plans for transport for the end of the transition period, including progressing statutory instruments, considering transport resilience arrangements, and monitoring of UK/EU negotiations. We will develop EU policies and legislation monitoring arrangements for transport in order to implement if necessary
- We will undertake research on issues which need to be considered in the context of a possible independence referendum.
- We will promote, develop, and maintain our presence in international transport groups and engage proactively with UK institutions to ensure Scotland's transport issues are recognised.

We will harness Scotland's industrial and academic expertise to support the expansion of Scotland's low carbon transport supply chain.

- To support this objective, we will accelerate the development and uptake of novel heavy duty vehicle solutions in the public sector. We will create new opportunities for Scottish companies to secure market share in zero-emission vehicle markets and build the structures required to support zero-emission economic development and innovation.
- In partnership with the bus sector and potential investors we will assess available finance solutions (including lease arrangements) which could radically accelerate the pace of deployment of zero emission buses across Scotland.
- In order to fully consider, and create solutions for, other hurdles to zero emission bus deployment, including energy infrastructure, we will convene a Bus Decarbonisation Taskforce. This will deliver on the Programme for Government commitment to work with stakeholders to develop solutions for the remaining hurdles to zero emission deployment.

We will support sector transition to low carbon transport, including through skills development, while minimising avoidable disruption.

- To support this objective, we will provide support for automotive SMEs to access training and accreditation through the Safe Working with Electric Vehicles (SWEV) programme.
- In 2021/22 we will increase the number of training providers in the SWEV programme, and ensure provision of skills support in relation to zero emission HDVs, hydrogen fuel cells and other technology areas.

We will grow Scotland's global reputation in low carbon mobility and establish distinctive propositions for trade and investment.

- To support this objective, we will establish networks and partnerships to position Scotland as a constructive partner in international initiatives on zero emission mobility.
- We will support the Scottish research base and supply chain in direct engagement with overseas partners on zero emission mobility initiatives.

We will design and deliver the programme of already committed trunk road improvement projects supporting local and regional economies sustainably and to ensure gateways to and from markets are resilient and integrated into the wider transport networks.

- We will continue to deliver the A9 Dualling programme between Perth and Inverness and progress the A96 Dualling programme between Inverness and Aberdeen.
- We will continue to progress the development and statutory authorisation procedures for a number of major trunk road schemes including the A82 Tarbet to Inverarnan Improvement, A720 Sheriffhall Junction Improvement, A90/A937 Laurencekirk Junction Improvement, A9/A82 Longman Junction Improvement and the A9/A96 Inshes to Smithton scheme.
- We will take forward proposals for a permanent solution to address the A83 Rest and Be Thankful landslip risks.
- We will continue and monitor the construction phase of the A77 Maybole Bypass.
- We will continue and monitor the construction phase of the A92/A96 Haudagain Improvement.

We will develop, consult on, and publish bus and smart related guidance and regulations coming out of the Transport (Scotland) Act 2019.

- The Transport (Scotland) Act 2019 provided local transport authorities with options to influence and improve bus services in their area, whether they wish to pursue partnership working, local franchising or running their own buses. We will continue to work with local transport authorities to develop regulations and guidance to support implementation.
- We will engage with the Department for Transport, observing Open Bus Data activities in England to ascertain impacts for future activities in Scotland.
- We will progress procurement activities for three projects: Open Data advisory services in Scotland, establishing the National Board (NSTAB), and to conduct a robust marketplace review of smart ticketing and multi-modal technology for Scotland over the next 5/10/20 years.

We will work to ensure Road Maintenance and Safety is a priority for the operation of the Trunk Road Network, and improve resilience across the transport networks for all Resilience and Major Events challenges

- We will increase the use of asset management across the transport system by completing planned and prioritised maintenance and upgrading, strengthening and replacement works on network, major, and major strategic bridges, including appropriate and effective stakeholder engagement.

- We will deliver risk mitigation measures on the A83 Rest and Be Thankful, and manage the performance of operating companies, works contractors, concessionaires and Performance Audit Group to ensure contractual obligations are met and stakeholder interests are protected. Demobilisation of 4G and mobilisation of Network Management Contract.
- We will undertake quarterly reviews to ensure our actions remain fit for purpose and continue to deliver the right outcomes.
- We will also plan and respond effectively to resilience challenges which adversely impact on the national transport network, and support major public events to ensure their transport plans are well developed and delivered. We will monitor the ways in which events are changing due to Covid-19 and how these may impact on the transport network in different ways from traditional events.

We will continue sponsorship of the Scottish Road Works Commissioner (SRWC), including setting objectives on effective spend and a specific remit to include NTS2 and the National Performance Framework in decision making.

- In 2021/22 we will undertake effective implementation of the SRWC inspectorate within budget, and complete a new framework agreement between SRWC and Transport Scotland.
- We will implement the Transport (Scotland) Act 2019 including collaborative work with stakeholders to appropriately phase the measures and production of an Scottish Road Works Commissioner inspectorate code.

We will continue to invest in our railways maintaining, improving and expanding the rail network

- We will ensure the successful development and delivery of Scotland's Rail Enhancements Portfolio, including effective management of the Rail Enhancement Budget and key strategic renewals across the Scottish Rail Network.
- We will develop practitioners' guide for project development across Team Scotland and support this with a programme of briefings and workshops.
- We will ensure we have the right processes, tools, contracts and robust internal and external governance in place to deliver major rail investments successfully.
- To support the resilient and efficient operations of Scotland Railway, we will plan for and mitigate the impacts of service disruption and adapt the timetables to the changing demand, both seasonally and in light of the Covid-19 impact on public transport.

We will continue to hold Abellio ScotRail and Caledonian Sleeper franchise holders as well as Network Rail to account in meeting our challenging, but achievable performance targets.

- As a consequence of Covid-19, we will oversee both the ScotRail and Caledonian Sleeper Franchises through Emergency Measures Agreements so we can ensure continuity of services for key workers and stability of operations.

- This will also allow us to ensure continuity of service and stability of operations during the transition towards encouraging people back to public transport when safe to do so, in line with Government instruction.

We will review the services and identify opportunities for improvement across the rail network in Scotland, starting with West Highland and South West rural routes.

- To support this objective, we will work collaboratively with the rail industry to review services on the West Highland rail corridor to find opportunities for improvement and to integrate rail services with other transport modes as well as active travel.
- We will also review opportunities across the rural rail network in the South West of the country, working collaboratively with the rail industry to identify possible opportunities prior to engagement with local stakeholders.

We will seek to deliver a public-sector controlled and operated railway in Scotland, with greater alignment and integration in the delivery of services.

- To support this objective, in 2020/21 we will respond to the UK Government's White Paper with plans for restructure of railway service provision in Scotland.

We will continue to connect our island communities through delivery of effective ferry services

- We will review the current structure and governance around provision of ferry services, with interim findings and recommendations delivered in 2021 informing work in 2021/22.
- We will improve ferry services through a range of operational initiatives including timetables and fares.
- We will support development of a pipeline of vessels, port and harbour investments through the Vessel Replacement and Deployment Plan and the development of a Sustainable Ferries Investment Plan and development of a small vessel programme. We will also prepare the Islands Connectivity Plan.
- We will award the Northern Isles Ferry Services Contract and continue to manage contracts for the Northern Isles Ferry Service and Clyde and Hebrides Ferry Service.
- We will continue investment in the Clyde and Hebrides Ferry Service network, including improving port infrastructure at Ardrossan and at Uig (Skye Triangle) and delivering new vessels 801/802 and for Islay.

We will help restore Scotland's connectivity with the rest of the world to help our economic recovery

- We will continue to work in partnership with VisitScotland, Scottish Development International and Scotland's airports to restore connectivity for business and tourism.
- We will focus first on restoring connectivity between Scotland and global hub airports like Heathrow, Amsterdam, Dubai and Doha and direct routes to key markets in North America and Europe. Our overall aim is to restore the connectivity we enjoyed in 2019, and work with airports to grow that further in line with the Export Growth Plan and tourism strategy. In doing so, we will work with airports to ensure a return to growth and a return to previous

passenger numbers and connectivity can be achieved in a more sustainable way.

- In 2021, we will develop a public consultation on our aviation strategy

We will assist Scottish Canals in their transition from a public corporation to a non-departmental public body.

- To support this objective, we will help ensure that the organisation has sufficient budget to conduct core business and projects where there is a legal commitment.
- We will work with the board to ensure that resources are prioritised for core business and that commercial and potential revenue raising projects are more closely scrutinised on risk.
- We will seek to build on the increased support we have provided for infrastructure works. This will assist the organisation with its asset management strategy and in ensuring that the canals network continues to be enjoyed by users and is resilient to climate change impacts.



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

OUR STRATEGIC POLICIES INCLUDE:

- Increase safety of the transport system and meet casualty reduction targets
- Implement measures that will improve perceived and actual security of Scotland's transport system
- Continue to ensure that transport assets and services adopt the Place Principle
- Reduce the negative impacts which transport has on the safety, health and wellbeing of people
- Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands
- Embed the implications for transport in spatial planning and land use decision making



Our transport system needs to be safe and secure and give users trust and confidence that they will reach their destinations without threat. It should allow people to make active travel choices to improve their health and wellbeing and seek to reduce health inequalities.

KEY ACTIONS FOR 2020 - 23

[NB this section will be expanded by having actions on spatial planning and on Place]

We will deliver our strategic action to support Low Emission Zones (LEZs) to improve air quality

- LEZs are key to improving air quality, protecting public health and supporting Scotland's wider emission reduction ambitions by encouraging more sustainable transport options.
- It is intended that LEZ Regulations will be laid in Parliament and come into force during 2021, in tandem with LEZ Guidance being published and initial development of LEZ Appeals regulations into 2022 and a datasharing agreement with UK Government.

- Powers arising from the Transport (Scotland) Act will support Council's plans to formally introduce LEZ schemes across multiple modes to help improve air quality.
- We are providing financial support to local authorities to prepare LEZ designs, in tandem with businesses and individuals most affected by the implementation of LEZs through schemes such as the LEZ Support Fund and Scottish Bus Emissions Abatement Retrofit (BEAR) Fund.
- We are facilitating the establishment of a LEZ back-office system.
- The BEAR Programme provides funding to licensed bus and coach operators, local authorities and community transport operators to retrofit existing mid-life buses to the Euro VI diesel standard (to make them LEZ-compliant).
- We have provided £9.75 million via Phase 3 of the BEAR fund this year to support 594 buses and coaches to be retrofitted with certified emission abatement technology. We are also undertaken remote sensing emissions testing, PEMS testing and telematics analysis to ensure that emissions retrofitting is delivering real-world emission reduction.
- The LEZ Support Fund provides targeted grant funding over 2019-2022 to four transport groups who may face the most difficulty in preparing for LEZ introduction, including households in relative poverty and microbusinesses.
- The second element of LEZ Support Fund - launched in September 2020 - has made £3 million of grant funding available for taxis, heavy goods vehicles and micro-businesses. This includes a means of incentivising lower income households or smaller businesses to remove the most polluting vehicles from the roads, with incentives to replace with more sustainable forms of travel.
- The preparation of Scotland's Low Emission Zones is already generating tangible measurable air quality improvements by reducing harmful transport emissions.
- We are developing an app to support the delivery of a LEZ exemption for blue badge holders (should this exemption be approved by the Scottish Parliament in early 2021).
- We have established a LEZ Communications Plan.
- Update the Scottish Government 'Taxi and Private Hire Car Licensing: Best Practice for Licensing Authorities (2012)' guidance with a focus on environmental considerations and air pollution mitigation, including the role of emission abatement retrofitting

We will fund active travel delivery partners to work with local authorities to deliver active travel infrastructure projects and sustainable and active behaviour change work.

- To support this objective, we will fund Spaces for People in 2020/21 so that local authorities can develop and deliver temporary active travel infrastructure, allowing more space for people to walk, wheel and cycle safely during Covid-19.
- We will work through our Smarter Choices Smarter Place (SCSP) programme to support active and sustainable travel options.
- In 2021/22 we will focus on permanent infrastructure, including building on temporary infrastructure where appropriate. With delivery partners, we will seek to learn lessons and strengthen the engagement we began during the Spaces for People programme.

We will develop strong messages to ensure Road User Safety is disseminated across all platforms.

- To support this objective, we will work to reduce casualties on the trunk road network through implementation of the Strategic Road Safety Plan.
- We will manage the delivery of Scotland's Road Safety Framework to 2020 commitments, including those of our road safety partners, report actions and achievements through the Operational Partnership Group and highlight risks and issues to the Strategic Partnership Board so we can coordinate actions and guidance.
- We will evaluate road safety interventions so we can ensure we're learning lessons and using evidence-based best practice.
- We will develop a new Road Safety Framework for beyond 2020, setting casualty reduction targets for 2030, and commence delivering that framework in 2021/22.

We will deliver key messages to internal and external audiences through media and digital channels to promote Scottish Government leadership in transport policy, strengthening our reputation and supporting behavioural change objectives.

- To support this objective, we will undertake development, approval and implementation of communications strategies resulting in proactive or reactive communications products across a variety of internal and external channels.

RESTRICTED

Cabinet Secretary for Transport, Infrastructure and Connectivity

MEETING WITH NATIONAL TRANSPORT STRATEGY 2 DELIVERY BOARD
2 February 2021

<p>Key Message</p>	<p>Second meeting of the National Transport Strategy (NTS2) Delivery Board. Chair and members to review and discuss key aspects as outlined below.</p>
<p>Who</p>	<p><u>Confirmed</u></p> <ul style="list-style-type: none"> • Chair: Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity • Society of Local Authority Chief Executives and Senior Managers (SOLACE): Craig Hatton, Transport lead and Chief Executive of North Ayrshire Council: • Mobility and Access Committee for Scotland (MACS): David Hunter, Lead, Planning and Strategy • Poverty and Inequality Commission: Linda Bamford, Commissioner • Academia: Institute for Transport Studies: Prof Jillian Anable, Chair in Transport and Energy, University of Leeds • Academia (University of Stirling): Prof Iain Docherty, Dean for the Institute for Advanced Studies • Active Travel Delivery Partner: Paths for All: Ian Findlay, Chief Officer • Scottish Council for Development and Industry (SCDI): Gareth Williams Head of Policy • Public Health Scotland: Matthew Lowther, Head of Place and Equity • Association of Transport Co-ordinating Officers (ATCO): Nicola Gill, Manager of Public Transport in Operational Services, West Lothian Council • Scottish Chambers of Commerce: Neil Amner, Director • Regional Transport Partnerships (Lead Officer Member): Bruce Kiloh, Head of Transport Planning, SPT • Regional Transport Partnerships (Elected Member): Sandra Macdonald, Chair of Nestrans, Nestrans • Transport Scotland: Roy Brannen, Chief Executive • Transport Scotland: Alison Irvine, Director, Transport Strategy and Analysis <p><u>Still to Confirm (as of 29 January)</u></p> <ul style="list-style-type: none"> • Coalition of Scottish Local Authorities (CoSLA; Elected Member): Councillor Steven Heddle • Coalition of Scottish Local Authorities (CoSLA; Officer Member): Robert Nicol • Scottish Environmental Protection Agency (SEPA): Terry Ahearn, Chief Executive Officer • Scottish Environment Link nomination: Friends of the Earth Scotland: Gavin Thomson, Air Pollution Campaigner • Highlands & Islands Enterprise: Caroll Buxton, Deputy Chief Executive • Society of Chief Officers of Transportation in Scotland (SCOTS): Ewan Wallace, Head of Transportation, Aberdeenshire Council • Scotland's Active Nation Commissioner: Lee Craigie

	<p><u>Apologies</u></p> <ul style="list-style-type: none"> • None <p><u>Officials Support:</u></p> <ul style="list-style-type: none"> • Transport Scotland: [redacted], Head of Strategy and Integration • Transport Scotland: [redacted], Transport Strategy Manager • Transport Scotland: [redacted], STPR2 • Transport Scotland: [redacted], Climate Change • Transport Scotland: [redacted], Transport Statistics
What	Meeting to discuss NTS2 delivery with external partners
Why	To bring together senior representatives from across the transport sector to be accountable for the successful delivery of NTS2
Where	Virtual Meeting – Teams
When	Tuesday 2 February 2021 1430 to 1600
Supporting Officials	[redacted], Head of Strategy, Climate and Integration team, Transport Strategy and Analysis Mobile: [redacted]
Alternative contact	[redacted] Mobile: [redacted] [redacted]: Transport Strategy Officer Mobile: [redacted]
Briefing	<p>Annex A: Agenda and Steering Brief</p> <p>Annex B: Delivery of National Transport Strategy 2</p> <p>Annex C: Climate Change Plan Update</p> <p>Annex D: Monitoring & Evaluation Framework</p> <p>Annex E: Second Strategic Transport Projects Review</p> <p>Papers 2.1 (Agenda) and 2.2 (Monitoring and Evaluation Strategy) attached</p>

ANNEX A: Agenda and Steering Brief

Subject	Lead	Time	Supporting Documents
Welcome and Introductions	Cabinet Secretary [redacted] to facilitate for Cab Sec	1430 to 1445	
Climate Change	[redacted]	1445 to 1505	
NTS2 Monitoring and Evaluation Strategy	[redacted]	1505 to 1525	Paper 2.2
Strategic Transport Projects Review 2	[redacted]	1525 to 1545	
AOB	Cabinet Secretary [redacted] to facilitate for Cab Sec	1545 to 1555	
Summary and Next Steps	Cabinet Secretary [redacted] to facilitate for Cab Sec	1555 to 1600	

Item 1:	Welcome and Introductions – Mr Matheson
Key Message:	<ul style="list-style-type: none"> I welcome all members to the second meeting of the National Transport Strategy's Delivery Board Thank you in advance for your time today and thank you also for your very helpful contributions to the NTS2 Delivery Plan, which was published on 17 December. Your support on this was really valuable and much appreciated While the Delivery Plan sets out the Scottish Government actions for delivering the Strategy, the actions of our partners are also absolutely crucial for achieving our shared vision and priorities. The Delivery Plan reflects this partnership approach. We will also look forward to engaging with you much more later this year, when we look to develop with you a Working with Partners paper, setting out the wider-than-Scottish Government actions for delivering the Strategy We also, in December, published our Climate Change Plan Update. We will start off the meeting today with an overview of the Transport Sector in the Update, including our world-leading commitment to reduce car kilometres by 20% by 2030. Today, we will set out our engagement plans for this year as we seek to develop a route map for delivering the 20% reduction

	<ul style="list-style-type: none"> • Our other agenda items include the Monitoring and Evaluation Framework for the National Transport Strategy. This will be used to monitor progress towards achieving the policy outcomes in the Strategy, and we will be seeking your thoughts and views on the approach to monitoring and evaluation, and the indicators we propose using • We will also provide an update on the Strategic Transport Projects Review, as requested at the previous Delivery Board meeting • We have 90 minutes for today's discussion and I very much encourage you all to participate • I will pass you over to [redacted] for housekeeping
	<p align="center">Background briefing for the National Transport Strategy is set out in Annex B</p>

<p>Item 2:</p>	<p>Climate Change Plan Update – [redacted]</p>
<p>Key Messages:</p>	<ul style="list-style-type: none"> • The statutory climate change targets agreed by Parliament are particularly stretching – and transport remains Scotland's largest sectoral emitter • However, the transport measures in the Climate Change Plan update (CCPu) provide a bold package of action to set us on the trajectory to our 2030 and 2045 targets • They include significant new funding pledges – £120m for Zero Emissions Buses and £50m for Active Freeways from the Low Carbon Fund • Achieving our targets will take transformational change • Transport is a derived demand – where people live work, learn and access goods and services key to their need to travel. Many habits and behaviours are ingrained over long periods of time • Such change takes collective effort from all of those in transport, and beyond. That is why we want to take a partnership approach and are keen to hear your views on the CCPu • We are aware that Scottish Parliamentary committees' call-for-evidence ended recently and many of you will have contributed and may also be giving in-person evidence. Mr Matheson is currently scheduled to appear at the REC Committee next week (10 February) • We are closely considering all opinions coming through via the Parliamentary scrutiny and engagement process – and through forums such as this • It was encouraging to see that the UK Committee on Climate Change (UKCCC) endorse the transport CCPu measures as 'the right things' to be pursuing in light of the targets • In particular, the policy outcome to reduce car kilometres by 20% by 2030 is truly world-leading, demonstrating our level of ambition. • We have stated that, assuming the pandemic has moved to a phase that allows more certainty on future travel demand, we will produce a route-map in 2021 setting out further how we will work to meet this reduction

	<ul style="list-style-type: none"> • We are aware that the COVID-19 pandemic is creating uncertainty for all of us – and forecasting future transport trends and people’s attitudes to different modes is particularly challenging at present • This government has already allocated almost £700m of additional resources to support public transport services through the pandemic • Yet the climate emergency is such that we must maintain momentum and work together to help transport play its part in Scotland’s net-zero targets • Many of the SG commitments on climate change require delivery across local, regional and national government, such as the 20-minute neighbourhoods and 20% reduction in car kilometres by 2030. A strong partnership approach is needed and we will explore with partners how to take this forward, including through the Working with Partners document that we will work with partners to produce this year, on the NTS
Discussion:	<ul style="list-style-type: none"> • Members are invited to give their general reaction to the CCPu, following publication • There is a lot of cross-portfolio work going on within government to take a more strategic approach to transport demand matters – ensuring planning, digital, localism etc. are embedded. This can help us capitalise on any positive trends from the pandemic in terms of a ‘new normal’ and a reduction in people’s need for travel
Question:	<ul style="list-style-type: none"> • The CCPu builds on the NTS2’s Sustainable Travel Hierarchy and is explicit on addressing the predominance of private car use – how do members think we can best work together to achieve this as we move to a route-map in 2021? • Given Scotland’s diverse nature and urban/rural split, we will need not just national direction on demand management yet also local and regional solutions to specific issues – how do we best embed this?
	<p>Background briefing for this item is set out in Annex C</p>

Item 3:	NTS2 Monitoring and Evaluation Strategy – [redacted]
Key Messages:	<ul style="list-style-type: none"> • We will monitor and evaluate the progress of the NTS2 over the short, medium and long term and routinely monitor and report on progress towards its outcomes • We will produce an annual monitoring report showing the headline indicators and secondary measures, and will also produce a three-yearly evaluation report • All measures will be disaggregated by protected characteristics, geography and socioeconomic status, where possible, showing trends over time. This will provide the ability to look at particular sections of the population, and conduct intersectional analysis, across all indicators. • As this is a national strategy, indicators have been selected based on the availability of national level data which can be broken down (where possible) by geographic, socioeconomic and demographic characteristics. Board members, particularly RTPs, are keen to ensure that data is available by regional and local authority level. Other groups such as the Mobility and Access Committee (MACS) are keen that the

Discussion:	<p>monitoring framework produces data on disabled people's travel and behaviour</p> <ul style="list-style-type: none"> Members should be aware that the pandemic has affected data collection as face to face research has not been possible. This in turn impacts on the continuity of data from pre-pandemic (e.g. changing the Scottish Household Survey from interviews in person to online). This will need to be considered alongside the significant impact of COVID-19 on travel behaviours and attitudes
	<ul style="list-style-type: none"> Members are invited to review the Monitoring and Evaluation approach, with the focus of attention being on the headline indicators. Members are requested to consider the parameters which govern the selection of indicators and data for inclusion if suggesting changes or alternatives. We would welcome initial thoughts on and reaction to the approach and headline indicators during this agenda item. Board members may be critical of some of the measures proposed. These have been selected due to the need for sources to provide national-level data. Utilising all available evidence as well as considering the need for new or additional data collections will be an ongoing consideration where existing data does not fully meet expectations
	<ul style="list-style-type: none"> Are members content to agree the overall approach and headline indicators?
Question:	<p>Background briefing for this item is set out at Annex D</p>

Item 4: Key Messages:	<p>STPR2 Update – [redacted]</p> <ul style="list-style-type: none"> Mr Matheson to note: The Delivery Board had previously asked for an update on STPR2 The second Strategic Transport Projects Review (STPR2) will help to deliver the vision, priorities and outcomes for transport, set out in the NTS2, to determine Scottish Government's future transport investment priorities over the next 20 years We will shortly publish an update to STPR2 (<i>currently planned for 3 February</i>). We are undertaking a two-phase approach, the purpose of Phase 1 is our response to COVID-19, setting out our investment priorities in the short term Phase 2 will represent a full multimodal transport appraisal, and will be completed in Autumn 2021 STPR2 is a whole-Scotland, objective-led, evidence-based review of the performance of the strategic transport network across all transport modes – walking, cycling, bus, rail and road plus wider island connectivity The review will be undertaken in line with the Sustainable Travel Hierarchy set out in NTS2 to embed in decision making the promotion of walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use
----------------------------------	---

	<ul style="list-style-type: none"> • Decisions on future transport investment will be aligned with the sustainable investment hierarchy which sees us reduced the need to travel unsustainably, maintaining and safely operating existing assets, making better use of existing capacity before considering targeted infrastructure improvements • While we remain committed to take forward STPR2 that take account of the COVID-19 impacts, we will need to understand how the impact of this may shape our future transport system and the demands placed on it • Ultimately, the outcomes from STPR2 will help make Scotland more accessible for residents, visitors and business, creating better connectivity with sustainable, smart and cleaner transport options, highlighting the vital contribution that transport investment can play in enabling and sustaining Scotland’s economic growth • Whilst forecasting future travel demand prior to the crisis carried an inherent degree of uncertainty, the level of uncertainty has increased further. Given the scale of uncertainty it is only right that we consider the implications for transport • Phase 1 reporting around the beginning of 2021 and focusing on recommendations which “lock in”, in transport terms, the benefits and travel behaviours of individuals and provide a step change in investment which supports the priorities and outcomes of the National Transport Strategy. • We currently envisage that Phase 2, which will complete the review, will report later in 2021. It is anticipated that the types of measures included in Phase 2 of STPR2 will include those which are in line with NTS2’s sustainable investment hierarchy • Phase 1 is being published as the Government publish the 5 year capital spending review and the Infrastructure Investment Plan. • The Infrastructure Investment Plan (IIP) marks a shift towards maintenance over new build with our new investment hierarchy • The IIP delivers the National Infrastructure Mission – and sets a long-term vision of infrastructure supporting an inclusive, net zero carbon economy in Scotland • It provides a pipeline of public sector infrastructure delivery, giving confidence to construction sector and supporting our economic recovery from COVID-19
<p>Discussion:</p>	<ul style="list-style-type: none"> • [redacted] will present the outcomes of Phase 1, to be published on 3 February. • Members will be sign posted to the feedback forms which will be published with the reports. • Members will be signposted to engagement events which will be taking place. • Challenges from members are likely to be: <ul style="list-style-type: none"> ○ Is Phase 1 ‘enough’ in addressing the economy, environment/ climate change and transport equality, this would be defended by reiterating the aims of Phase 1, it is the short term Plan and Phase 2 is ongoing ○ The scope of STPR2 in regard to more localised transport provision and infrastructure, this would be defended by being Scottish Ministers investment plans and work on going on some

Question:	areas which are out of scope such as transport governance and future funding of public transport and linked to this whether specific projects are sifted in /out of STPR2
	<ul style="list-style-type: none"> • Do the members have any comments or questions?
	Background briefing for this item is set out at Annex E

Item 5:	Any Other Business – Mr Matheson
Discussion:	<ul style="list-style-type: none"> • Board members are now welcome to raise any other items of business.

Item 6:	Next Steps and Close – Mr Matheson
Discussion:	<ul style="list-style-type: none"> • The NTS2 team will engage with partners to bring back to the Board a proposed approach and scope for the developing Working with Partners document • The next Delivery Board meeting is expected to be scheduled post-election • I thank Board members for their time and contributions to today's discussions

Annex B: Delivery of National Transport Strategy 2

Top Lines

- Our second National Transport Strategy (NTS2) is a catalyst for change, setting out a compelling vision for the kind of transport system we all want for Scotland over the next 20 years
- The annual Delivery Plan for the NTS2 was published on 17 December and brings together, for the first time, the actions Scottish Government will take to deliver the NTS2's priorities, to: reduce inequalities, take climate action, help deliver inclusive economic growth and improve health and wellbeing
- It takes account of the challenges posed by the COVID-19 outbreak. The pandemic has had a considerable impact on travel demand and behaviour, and has exacerbated existing inequalities, including access to and affordability of transport, particularly for those who are already experiencing disadvantages
- Within the context of the uncertainty caused by the pandemic, we remain focused on delivering these priorities, which are central to achieving a green recovery

Lines to take

The Delivery Plan recognises the need to respond to the Global Climate Emergency and supports climate action via a range of measures consistent with the CCPu

- The actions in the Delivery Plan are underpinned by the Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy. We will prioritise walking, wheeling, cycling and shared transport options in preference to single occupancy private car use, and aim to reduce the need to travel unsustainably
- These actions include reducing car kilometres by 20% by 2030
- We have committed nearly £700 million over five years for large-scale, transformational active travel infrastructure projects, access to bikes and behaviour change schemes
- We will encourage people back on to public transport post-COVID-19, when it is safe and appropriate to do so
- We have committed over £500 million for bus priority measures

The Delivery Plan contains a number of actions to ensure transport is accessible to all

- We will establish the Future of Transport Forum, which will provide the mechanism for engagement and policy development on reducing inequalities. This will be informed by the Transport Citizens' Panel and a Community Group of businesses, transport sector representatives, Regional Transport Partnerships, Local Authorities and academics
- The review on the options, and cost and benefits, for extending Concessionary Travel across all modes of public transport to those aged under 26 will be completed in January 2021 with publication of the findings early this year
- We will extend free bus travel to young people aged under 19, as soon as practicable in 2021/22, to help tackle child poverty and inequality and improve access to education, employment and training
- We will continue to operate the National Concessionary Travel Scheme for older and disabled people, making public transport easier and more affordable for around 1.4 million people

Successful delivery of our Strategy is dependent on a collaborative approach and we all have a role to play in effectively delivering on the vision and outcomes

- While the Delivery Plan sets out the actions being taken by the Scottish Government, work being taken forward by our partners will also be crucial to the successful delivery of the Strategy. We will develop with our partners a 'Working with Partners' document setting out the wider-than-Scottish Government actions for achieving our shared vision

ANNEX C: Climate Change Plan Update

Top Lines

- Our commitment to ending Scotland's contribution to climate change is unwavering and is central to our green recovery from the pandemic. The Climate Change Plan Update (CCPu) shows transport measures at the heart of those efforts
- 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
- The new commitment set out in the CCPu to reduce car kilometres by 20% by 2030 is truly world-leading, demonstrating our level of ambition in meeting Scotland's statutory targets
- The CCPu contains measures across all transport modes to meet our emissions reduction targets, including significant new funding: £120 million for Zero Emissions Buses and £50 million for Active Freeways from the Low Carbon Fund
- The Scottish Government has already allocated over £540 million of additional resources to support public transport services through the pandemic

Lines to take

The CCPu transport measures contain actions across all modes to reduce emissions

- We are committed to reducing car kilometres by 20% by 2030. Provided that the pandemic has moved to a phase to allow more certainty on future travel demand, we will publish a route-map in 2021 setting out how we will meet the commitment
- The 20% commitment comes within a range of car use reduction scenarios proposed by leading researchers. The UK Climate Change Committee (UKCCC) previously forecast a 10% shift away from car use was needed to meet UK net-zero ambitions. Work by University of Leeds' Institute of Transport Studies professor Jillian Anable suggested that a reduction in car use of 20% to 60% would be required. The Scottish Government believes the 20% reduction in car kilometres is a hugely ambitious commitment, requiring transformational change, building on our commitment to reduce unsustainable travel modes and reduce transport emissions, as outlined in NTS2
- We will phase out the need for new petrol and diesel cars and vans by 2030
- To reduce emissions in the freight sector, we will work with the industry to understand the most efficient methods and remove the need for new petrol and diesel heavy vehicles by 2035
- We will work with the newly formed Bus Decarbonisation Taskforce to ensure the majority of new buses purchased from 2024 are zero-emission
- Scotland's passenger rail services will be decarbonised by 2035
- By 2032, 30% of Scottish Government owned ferries will be low emission, and low emission solutions will be widely adopted at Scottish ports
- We will work to decarbonise scheduled flights within Scotland by 2040

We are taking action to lock in the positive travel behaviour changes arising from the pandemic

- This will include support local authorities to make permanent, where appropriate, some of the active travel infrastructure introduced during the COVID-19 outbreak
- We will also explore how to build on our place-based approach, including concepts such as the 20 minute neighbourhoods, where people can live, work and learn in

RESTRICTED

communities close to home – and the Work Local Challenge Programme to support flexible and local working choices

Green Recovery

- The transport sector can play a key role in delivering Scotland's green recovery from the pandemic
- Transport Scotland has launched the Hydrogen Accelerator Programme, which attracts technical experts to Scotland to scale up the deployment of hydrogen technologies in Scotland
- We are also funding a joint project with Scottish Enterprise and the University of St Andrews on the application of hydrogen fuel cell technology to rail traction

The rationale for investment in road infrastructure projects is not based on facilitating increases in road traffic

- Continued investment in our road network is important to support communities and businesses across Scotland
- Our National Transport Strategy is clear that we will not build infrastructure to cater for forecast unconstrained increases in traffic volumes
- As part of a range of actions, we will need to manage demand and reduce the need to travel by unsustainable modes
- This sustainable investment hierarchy is embedded in the second Strategic Transport Projects Review (STPR2) which is considering future transport investment plans
- The Review will cover the strategic road and rail networks, and national infrastructure investment to support active travel and island connectivity
- STPR2 will provide an evidence base to inform future transport investment plans
- At each stage of the development of Business Cases, our Investment Decision Making guidance requires the proposed intervention to demonstrate how it satisfies the overall objectives of the Scottish Government, which will include the commitments in the Climate Change Plan update

The most fundamental policy lever in relation to car demand is reserved – fuel duty and vehicle excise duty.

- Mr Matheson wrote to UK Ministers following an Infrastructure Commission for Scotland report recommendation that 'the Scottish and UK Governments should immediately commit to work together to establish a charging/payment regime alternative to the existing fuel and road taxation based structure'
- To enable reduced private car use, we will continue to press the UK Government to review options.

Scotland has shown global leadership by being the first country to include international aviation and shipping emissions in its statutory climate targets.

- The CCPu contains new policies to explore the potential for the purchase of zero/low emission aircraft by the Scottish Government, for lease back to operators and for incentivising the use of more sustainable aviation fuel as we develop our Aviation Strategy.
- Because aviation is a global industry, international collaboration is vital to achieving emissions reductions. Unilateral action to reduce our international aviation connectivity would not reduce overall emissions, and would have a detrimental effect on Scotland's economy.

RESTRICTED

- We will continue to engage through the UK Government with the International Civil Aviation Organization (ICAO) to reduce the environmental impacts of aviation.
- We will carry out a public consultation on our forthcoming Aviation Strategy in 2021.
- In developing the Strategy, we will consider how we can work in partnership with industry to restore Scotland's connectivity in a way which reduces the environmental effects of aviation growth, both in the air and on the ground.

Annex D: Monitoring & Evaluation Framework

Top Lines:

- We will monitor and evaluate the progress of the NTS2 over the short, medium and long term and routinely monitor and report on progress towards its outcomes
- We will produce an annual monitoring report showing the headline indicators and secondary measures, and will also produce a three-yearly evaluation report
- All measures will be disaggregated by protected characteristics, geography and socioeconomic status, where possible, showing trends over time. This will provide the ability to look at particular sections of the population, and conduct intersectional analysis, across all indicators
- The continued collection of data to inform the monitoring and evaluation strategy is key to informing decision making on transport policy. Utilising all available evidence as well as considering the need for new or additional data collections will be an ongoing consideration of the strategy

Lines to Take:

Approach

- Key to understanding and evaluating the progress of the strategy over the short, medium and long term is to routinely monitor and report on progress towards its outcomes. We will report on performance in tackling the challenges and achieving the NTS2 Outcomes at a national, regional and local level, commencing end-March 2022.
- To meet our commitment to routinely report on the performance of the strategy, we propose two outputs are produced from the data gathered:
 - The first is an annual monitoring report showing the headline indicators and secondary measures, disaggregated by protected characteristics, geography and socioeconomic status, where possible, and showing trends over time.
 - The second is a three yearly evaluation report which includes the above but also looks at drawing together data from additional sources, and qualitative/case study data from our stakeholder groups and transport partners. This will be a larger report and focus on wider set of data which will provide a comprehensive overview of the NTS2's performance to date against the outcomes and vision it has set out to achieve.

Data

- A range of indicators and measures will be used to measure progress towards delivering on the four priorities and twelve outcomes that constitute the strategic framework of the NTS2.
- Where possible, all indicators will be disaggregated by equalities, socio-economic, and geographic characteristics. This will provide the ability to look at particular sections of the population, and conduct intersectional analysis, as opposed to having only one or two isolated indicators which pick up equality, socio-economic or geographical issues.
- Where relevant, existing targets and strategic objectives will feed into the overall performance monitoring such as achieving net zero by 2045; the reduction in the need for petrol and diesel cars by 2032; and road safety targets for 2030 that are in development. We will also show the links between the NTS2 and the National Performance Framework and UN Sustainable Development Goals.

Annex E: Second Strategic Transport Projects Review

Top Lines

- COVID-19 and the resultant uncertainty around travel demand has disrupted the original delivery programme for STPR2. As a result, STPR2 will now report in two phases. There may be criticism that the review won't be fully completed before the parliamentary elections in May 2021 and that stakeholders will not have an opportunity to participate fully in the process
- STPR2 will determine the Scottish Government's future transport investment priorities over the next two decades, it is critically important that we take the correct decisions, particularly in a post-COVID-19 world

Lines to take

STPR2 approach

- STPR2 is consistent with other Transport Scotland and Scottish Government key deliverables - work on Phase 1 will continue to be linked to the National Transport Strategy 2 Delivery Plan, the Climate Change Plan Update, the National Planning Framework 4 as well as the Infrastructure Investment Plan which have all had their publication dates changed in response to COVID-19.
- STPR2 will help to deliver the vision and priorities set out in the new National Transport Strategy (NTS2) to determine the Scottish Government's future transport investment priorities over the next two decades
- We now intend to take a phased approach to STPR2, with Phase 1 reporting in the original planned timescale, which will be within this parliamentary term and envisage that Phase 2, which will complete the review, will report later in 2021
- Phase 1 will focus on recommendations which lock in positive travel behaviours of individuals and provide a step change in investment
- Phase 2 will outline recommendations for investment over the longer 20-year STPR2 horizon

Engagement

- This work is being complemented by comprehensive Stakeholder Engagement Plan. There will be further opportunities for stakeholders and the public to participate in the review as we move through completing both Phase 1 and Phase 2
- Regional Transport Working Groups (RTWGs) have been established with local authorities regional transport partnerships and other relevant stakeholders across Scotland to support and guide this review in their respective areas, while playing a key part in helping shape the Phase 1 interventions as well as providing input to Phase 2

NATIONAL TRANSPORT STRATEGY DELIVERY
Delivery Board Meeting – Meeting 2
Tuesday 2 February 2021

Time	Agenda Item	Lead
1430 to 1445	Welcome and Introductions	Cabinet Secretary
1445 to 1505	Climate Change	[redacted]
1505 to 1525	NTS2 Monitoring and Evaluation Strategy	[redacted]
1525 to 1545	Strategic Transport Projects Review 2	[redacted]
1545 to 1555	Any Other Business	Cabinet Secretary
1555 to 1600	Summary and Next Steps	Cabinet Secretary

National Transport Strategy – Monitoring and Evaluation Strategy

Scotland's National Transport Strategy (NTS2) sets out an ambitious and compelling vision for our transport system for the next 20 years and outlines the four priorities for our transport system: Reduces Inequalities; Takes Climate Action; Helps Deliver Inclusive Economic Growth; and Improves our Health and Wellbeing.

When the NTS2 was published in February 2020 it recognised the need for its implementation to be flexible to adapt to emerging and changing evidence. This is particularly relevant in light of the Covid-19 outbreak and Government response, and the impact of this on our economy and society. The NTS2 remains valid as our long term strategy setting the framework for decision making on transport in Scotland. However, we must also take account of the emerging evidence of the impact of Covid-19 on travel behaviour and how this has exacerbated some of the challenges for transport as well as presenting opportunities to help address the four priorities outlined by the NTS2.

Key to understanding and evaluating the progress of the NTS2 over the short, medium and long term is to routinely monitor and report on progress towards its outcomes. We will report on performance in tackling the challenges and achieving the NTS2's outcomes at a national, regional and local level, commencing end-March 2022.

Structure of the Monitoring and Evaluation Strategy

To meet our commitment to routinely report on the performance of the NTS2, we propose two outputs are produced from the data gathered:

- The first is an annual monitoring report showing the headline indicators and secondary measures, disaggregated by protected characteristics, geography and socioeconomic status, where possible, and showing trends over time.
- The second is a three-yearly evaluation report which includes the above but also looks at drawing together data from additional sources, and qualitative/case study data from our stakeholder groups and transport partners. This will be a larger report and focus on wider set of data which will provide a comprehensive overview of the NTS2's performance to date against the outcomes and vision it has set out to achieve.

Both reports will be published with available data sets on the Transport Scotland website.

Headline Indicators

The following headline indicators will be used to measure progress towards delivering on the four priorities and twelve outcomes that constitute the strategic framework of the NTS2.

Where possible, all indicators will be disaggregated by equalities, socioeconomic, and geographic characteristics. This will provide the ability to look at particular sections of the population, and conduct intersectional analysis, as opposed to having

only one or two isolated indicators which pick up equality, socioeconomic or geographical issues.

Many of the indicators selected are based on data already collected, primarily via the Scottish Household Survey or Scottish Transport Statistics. This provides the ability to carry out trend analysis over time and to set a baseline position prior to the launch of NTS2. However, the impact of Covid-19 on the continuity of data collections will impact, at least initially, on the ability to use time series data given some collection methods have changed such as the Scottish Household Survey, from which many of the indicators are drawn. Additionally, the impact of Covid-19 on transport and travel behaviours in 2020 will skew the data and therefore will need to be considered in setting baselines for new indicators, and for analysing trends which cover the period of the pandemic.

The indicators selected are focussed primarily on outcomes given the nature of the framework. However, there are some indicators that by necessity are output focussed.

Where relevant, existing targets and strategic objectives will feed into the overall performance monitoring such as achieving net zero by 2045; the reduction in the need for petrol and diesel cars by 2032; and road safety targets for 2030 that are in development. Some of these are not necessarily directly linked to transport, but will be included in our reporting to acknowledge the role that transport will play in helping to achieve them.

We will also show the links between the NTS2 and the National Performance Framework and UN Sustainable Development Goals.

The table below summarises the data that will be collected to inform the performance of the NTS2. The Headline Indicators and Secondary measures are discussed in more detail in Annex A.

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

NTS2 Monitoring Data – all indicators will be disaggregated by demographic, geographic and socioeconomic characteristics where possible

	Reduces Inequalities	Takes Climate Action	Helps Deliver Inclusive Economic Growth	Improves our Health and Wellbeing
Headline Indicators	<ol style="list-style-type: none"> 1. Spend on transport 2. Perception of affordability 3. Modal Use 4. Journey Times to Basic Services 	<ol style="list-style-type: none"> 1. Transport emissions 2. Proportion of short journeys made by active travel 3. Sustainable mode share 	<ol style="list-style-type: none"> 1. Journey times to areas of employment 2. Movement of freight 	<ol style="list-style-type: none"> 1. Transport casualties and accidents by exposure or by km travelled by mode 2. Perception of safety travelling by public transport and active modes
Secondary Measures	<ol style="list-style-type: none"> 1. Satisfaction with public transport 2. Barriers to public transport use including Covid-19 related issues 3. Journey times to transport e.g. airports; ferry ports; bus stops; train stations, major roads. 	<ol style="list-style-type: none"> 1. Proportion of elective vehicle (EV) registrations 2. Km travelled by sustainable modes 3. Barriers to active modes 	<ol style="list-style-type: none"> 1. Performance measures of public transport modes 2. Use of smart/ integrated technology in public transport (TBC) 	<ol style="list-style-type: none"> 1. Proximity to segregated walking and cycling infrastructure 2. Air quality measure (TBC) 3. Travel for recreation/leisure
Qualitative Data	Lived experience testimonies; Case studies.			
Other Sources (not exhaustive)	<ul style="list-style-type: none"> • Operators performance – Transport Focus; • Insights from equalities groups e.g. Mobility and Access Committee for Scotland; BEMIS; Engender; • Scottish Transport Statistics e.g. concessionary travel scheme; blue badge issues. • Accessibility Framework Data. 	<ul style="list-style-type: none"> • Active Travel Framework indicators; • Carbon Account for Transport; • Paths for All Data; • Cycling Scotland Data • Sustrans data. 	<ul style="list-style-type: none"> • Scottish Transport Statistics on movement of freight; • Insights from freight sectors. 	<ul style="list-style-type: none"> • Scottish Heath Survey Data; • Scottish Household Survey Data.

Data Availability, Baseline and Impact of Covid-19

The headline indicators and secondary measures comprise a range of existing and new data. For some, such as perception of affordability, the baseline position for these measures will be when data becomes available.

For others where data already exists, it is suggested that the baseline position is 2019. Although this is prior to the publication of the NTS2 in 2020, given the impact of Covid-19, it is suggested that where possible, baselines are set pre-pandemic to provide data from a 'typical' year with regard to transport and travel as opposed to 2020 where these have been significantly impacted. However, comparisons with 2020 data will be relevant to consider whether the pandemic has accelerated or decelerated change and these will be considered in the initial Monitoring and Evaluation reports.

Data availability has been affected by the impact of the pandemic and this in turn impacts on the continuity of data from pre-pandemic to now and in the future. For example, the necessary shift in methodology in 2020 of the Scottish Household Survey from face-to-face to online or telephone interviews means that direct comparisons with 2019 data are not possible and the time series for existing indicators evidence by the Scottish Household Survey (SHS) will be broken. This will need to be considered alongside the significant impact of Covid-19 on travel behaviours and attitudes before drawing any conclusions re changes or fluctuations in the data. Caveats to the headline indicators and secondary measures are discussed more fully in Annex A.

The continued collection of data to inform the Monitoring and Evaluation Strategy is key to informing decision making on transport policy. Utilising all available evidence as well as considering the need for new or additional data collections will be an ongoing consideration of the strategy. Details of data sources currently proposed are outlined in Annex A.

Annex A:

Headline Indicators

Priority Area	Indicator	Rationale and Detail	Definition of Success	Data Source	Risk/Caveats	Data Breakdowns
Reduces Inequalities	1. Individual spend on transport	Important to understand who is affected most by transport costs and where levels of expenditure on transport are highest. This is particularly relevant to inform the poverty and child poverty agendas, as well as increased costs for those in rural and island communities. Combined with perception of whether transport costs are affordable or not, this data will help to develop a picture of what level of spending is affordable and whether there is a threshold for overall and for different sub-groups. Individual spend on public transport and marginal car costs (fuel and parking) over a typical week will be collected.	Increases or decreases in spend alone do not necessarily equate to a negative or positive outcome. The measure of success is therefore the relationship between spend and measure of affordability below. This will vary for different sub-groups and mode used and we would be looking to see any divergence in this relationship by mode, demographic, geographic or socioeconomic reducing over time to indicate	New data. Scottish Household Survey (SHS).	As this is a new measure, data from the SHS will not be available until 2022. The long term future of the SHS is uncertain as a result of Covid-19 which may affect time series data in the future if methods change or an alternative source for data collection is used.	Sub-group analysis will be provided by age group; sex; disability status; household income; SIMD; and local authority area, depending on the sample size. For other equalities groups characteristics such as race, sexual orientation, gender reassignment, pregnancy and maternity, and religion or belief, further analysis via qualitative methods or from other sources e.g. stakeholder groups will be required as these data for these

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

			more affordable transport.			groups in the SHS is either not collected or the sample sizes are too small to provide meaningful statistical data.
	2. Perception of affordability	Important to understand who is affected most by transport costs and where levels of expenditure on transport are highest. This is particularly relevant to inform the poverty and child poverty agendas, as well as increased costs for those in rural and island communities.. Combined with actual individual spend on transport costs, this data will help to develop a picture of what level of spending is affordable and whether there is a threshold for overall and for different sub-groups. Five point rating scale will be used to measure perception of affordability	As above, the success criteria would be more affordable transport across the board and a reduction in any divergence of this for sub groups.	New data. Scottish Household Survey.	As this is a new measure, data from the SHS will not be available until 2022. The long term future of the SHS is uncertain as a result of Covid-19 which may affect time series data in the future if methods change or an alternative source for data collection is used.	Sub-group analysis will be provided by age group; sex; disability status; household income; SIMD; and local authority area, depending on the sample size. For other equalities groups characteristics such as race, sexual orientation, gender reassignment, pregnancy and maternity, and religion or belief, further analysis via qualitative methods or from other sources e.g. stakeholder groups will be

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

						required as these data for these groups in the SHS is either not collected or the sample sizes are too small to provide meaningful statistical data.
	3. Individual modal Use	Will provide a measure of how transport modes are used and by whom. Monitoring which groups use these modes and to what extent could highlight issues of accessibility, affordability, and personal safety. The indicator will show the proportion of journeys taken by particular modes for commuting and leisure purposes.	TBC – will differ for different groups. May not be possible to define one absolute measure of direction. May be that this becomes a secondary measure.	Existing Data. Scottish Household Survey	Data is already available for this indicator stretching back many years so there is historic trend data. There are limitations to the data on ferry use and aviation given the overall numbers in the SHS sample who use these modes is small relative to other modes of PT. Additional or supplementary data collection with users of these modes may therefore be necessary.	Sub-group analysis will be provided by age group; sex; disability status; household income; SIMD; and local authority area, depending on the sample size. For other equalities groups characteristics such as race, sexual orientation, gender reassignment, pregnancy and maternity, and religion or belief, further analysis via qualitative methods or from other sources e.g.

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

					<p>Due to the change in the methodology of the SHS, data from 2020's survey will not be directly comparable and therefore the continuity of the time series will be broken.</p> <p>2020 (and possibly beyond) data is also going skewed given restrictions on travel and changes to travel behaviour and attitudes as a result of the pandemic.</p>	<p>stakeholder groups will be required as these data for these groups in the SHS is either not collected or the sample sizes are too small to provide meaningful statistical data.</p>
4. Journey Times to Basic Services for individuals	<p>This indicator will provide information on proximity to and journey time required to access basic services using the UN definition. This is important from a social inclusion and participation perspective, and a key issue for rural and island communities and particular sub-groups, e.g. disabled people; older people; those reliant on public transport. Basic services for developed</p>	Reduction in journey time.	New Data. TRACC national accessibility tool.	<p>As this measure will use a newly developed tool by Transport Scotland, it will be key to ensure the conditions and parameters used to model journey time is future proofed and is able take account of any changes to the location of services</p>	<p>Sub group analysis will be provided by mode service type, location, and SIMD. e.g. journey times by bus to access a GP surgery in an area of high deprivation, for example. This will help to provide insight into where</p>	

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

		countries includes: basic mobility e.g. roads and public transport; healthcare; education; and open public spaces.			or changes in transport provision.	there are particular challenges and who may be affected.
Takes Climate Action	1. Transport Emissions	In terms of measuring how transport is contributing to helping deliver our net-zero target, it is important to capture data on the some of the key things that will affect this target. Emissions from transport are the largest single contributor to our overall emissions. Measuring progress in reducing these is therefore key. The indicator will show emissions from transport as a proportion of Scotland's total emissions.	Reduced transport emissions.	Existing Data. Data is already collected and published in the TS publication Scottish Transport Statistics and the Carbon Account for Transport.	In isolation, this indicator is limited but allied with the other headline indicators below for this priority, and secondary measures and other data that will be presented, it will help to provide a comprehensive suite of indicators that show progress in the Take Climate Action priority.	Emissions data by mode will also be presented alongside the total emissions data. Geographic breakdown will be dependent on data availability. Data on Air Quality management Areas is available at a Local Authority level.
	2. Proportion of short journeys made by active travel by individuals	A long term vision for active travel policy is to get more people walking and cycling for shorter journeys – two miles for walking; five miles for cycling. This is also National Indicator in the National Performance Framework. The indicator will show the proportion of journeys over these distances by walking and cycling. It will also	Increases proportion of short journeys made by transport.	Existing Data. Scottish Household Survey.	Data is already available for this indicator stretching back many years so there is historic trend data. Due to the change in the methodology of the SHS, data from 2020's survey will not be directly comparable and	Sub-group analysis will be provided by age group; sex; disability status; household income; SIMD; and local authority area, depending on the sample size. For other equalities groups

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

		reference the sustainable modal share indicator noted below.			<p>therefore the continuity of the time series will be broken.</p> <p>2020 (and possibly beyond) data is also going skewed given restrictions on travel and changes to travel behaviour and attitudes as a result of the pandemic. This has manifested in a significant observed reduction in walking and cycling for utilitarian purposes, but a self-reported increase for recreational and exercise purposes.</p>	<p>characteristics such as race, sexual orientation, gender reassignment, pregnancy and maternity, and religion or belief, further analysis via qualitative methods or from other sources e.g. stakeholder groups will be required as these data for these groups in the SHS is either not collected or the sample sizes are too small to provide meaningful statistical data.</p>
	3. Sustainable mode share by individuals	As well as picking up short journeys by active modes, it is important to understand whether the use of active travel and sustainable public transport modes is increasing either as a complete journey or as a journey stage.	Increased modal share of all journeys, journey stages and distance travelled by sustainable modes.	Existing Data. Scottish Household Survey	<p>Data is already available for this indicator stretching back many years so there is historic trend data.</p> <p>Due to the change in the methodology</p>	<p>Sub-group analysis will be provided by age group; sex; disability status; household income; SIMD; and local authority area (place of</p>

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

		<p>It is relevant therefore to look at sustainable modal share for commuting and leisure purpose, distance travelled, whether these have changed, and if so in what way. The indicator will draw out data from modal share indicator referenced above, and show the proportion of journeys taken by sustainable modes for commuting and leisure purposes and distance travelled.</p>			<p>of the SHS, data from 2020's survey will not be directly comparable and therefore the continuity of the time series will be broken.</p> <p>2020 (and possibly beyond) data is also going skewed given restrictions on travel and changes to travel behaviour and attitudes as a result of the pandemic. Data shows that sustainable public transport use has dropped considerably in 2020, as has walking and cycling for commuting purposes. The intention to avoid public transport and use car more in the future has also been expressed.</p>	<p>residence), depending on the sample size.</p> <p>For other equalities groups characteristics such as race, sexual orientation, gender reassignment, pregnancy and maternity, and religion or belief, further analysis via qualitative methods or from other sources e.g. stakeholder groups will be required as these data for these groups in the SHS is either not collected or the sample sizes are too small to provide meaningful statistical data.</p>
--	--	--	--	--	--	---

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

<p>Helps Deliver Inclusive Economic Growth</p>	<p>1. Journey times to areas of employment and education for individuals</p>	<p>This indicator will provide information on proximity to and journey times required to areas of economic activity, concentrations of labour/employment and the FE and HE sector. Transport plays a key role in enabling access to the labour market and education and it is therefore relevant to capture this data from a social inclusion and participation perspective, as well as poverty perspective. As with access to key services, this is a particular issue for rural and island communities and particular sub-groups, e.g. disabled people and those reliant on public transport to access employment or education.</p>	<p>Reduced journey times.</p>	<p>New Data. TRACC national accessibility tool.</p>	<p>As this measure will use a newly developed tool by Transport Scotland, it will be key to ensure the conditions and parameters used to model journey time is future proofed and is able take account of any changes to the location of concentrations of labour/employment and changes in transport provision. A clear definition of what constitutes a concentrated area of labour/employment will need to be agreed which will differ between urban and rural locations.</p> <p>Not all employment locations will be included so this may exclude shorter or longer</p>	<p>Sub group analysis will be provided by mode, scale of labour concentration, location and SIMD. e.g. journey times by bus to access edge of town retail park, city centre office, rural town centre . This will help to provide insight into where there are particular challenges and who may be affected.</p>
---	--	---	-------------------------------	---	---	---

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

					<p>journeys time but by focussing on concentrations, it is anticipated that this measure provides a useful and robust proxy.</p> <p>There is a risk that this may mask a shift towards the concept of 20 minute neighbourhoods, or reflect the expected growth in home working/online learning.</p>	
	2. Movement of freight	In addition to the movement of people, the strategy reflects the role of transport in enabling movement of goods and services to deliver inclusive economic growth. Monitoring data on the movement of freight will therefore enable us to consider changes over time and in the mode profile of how this is done which will have an impact on some of	TBC - Need to think about this but may be that growth in freight moved sustainably is the measure of success e.g. rail.	Existing Data. Data is already collected and published in the TS publication Scottish Transport Statistics.	This is primarily an output measure but by monitoring the volume over time, it will providing analysis by mode, it will provide some insight into flows of goods entering and exiting Scotland and the way this is being done and adapted	<p>Analysis will be provided by mode and also freight type, if available.</p> <p>Geographic data is available for road freight by RTP area; for ferry freight by port; for air freight by airport</p>

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

		<p>the other priority areas e.g. Takes Climate Action. The indicator will show the volume of freight transported by Scotland by mode, domestically and abroad.</p>		<p>to meet and address a range of issues such as efficiency, capacity of the network, changes in the market, shift to sustainable fleets and modes, etc.</p> <p>It's unclear to what extent the EU Exit negotiations and trade deals to be established with Scotland's main sources of imports and exports will affect the transportation of freight but will need to be considered when interpreting analysis in future years.</p> <p>More immediately, as with personal travel, Covid-19 will have impacted the movement of freight in 2020 and possibly beyond as businesses adapt</p>	
--	--	--	--	---	--

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

					to changes in demand, their business models, and around the transportation of freight as result of the pandemic.	
Improves Our Health and Wellbeing	1. Transport casualties and accidents by exposure and by km travelled by mode	Creating a transport system that is safe for people to use is a key element of the NTS2. A major focus of this is on roads safety and helping to achieve the policy ambition of a Vision Zero strategy in terms of deaths on Scotland’s roads. However, it’s also relevant to other modes, particularly vulnerable road users such as walkers and cyclists, and can be more high risk for particular areas of the country, with children in deprived areas three times as more likely to be involved in a road traffic accident. This indicator will look at the proportion of fatal, serious and slight accidents on the road network by mode and by km travelled.	Reduction in casualties.	Existing Data. Reported Road Casualties	Data on 2020 will be affected by the pandemic with a lower volume of traffic over the course of the year and reported road casualty data already reporting less accidents. This will need to be considered when look at any recent changes. The increase in walking and cycling, at least for recreational purposes, during the pandemic may inflate the numbers of accidents reported involving walking and cycling in 2020.	Sub group analysis will be provided by mode and relative to distance travelled. This will give a proportional measure based on distance travelled and mode share, as well as actual number of casualties. It will also be able to provide analysis at a local authority level and capture rates of accidents by SIMD giving some measure of socio-economic disaggregation. Where possible, demographic sub group analysis will also be provided but this is

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

					<p>The drive to increase active modes as viable options for utilitarian purposes overall may have been accelerated as a result of the pandemic (though this remains to be seen) and therefore in future years, it may be expected that casualty numbers for walkers and cyclists may increase and increase more sharply than previous trend data would suggest. However, this is far from certain.</p> <p>While it would be possible to calculate casualty rates for types of road users, as the numbers for certain modes can be quite low, casualty rates</p>	<p>dependent on data availability from Police Scotland.</p>
--	--	--	--	--	---	---

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

					could show a lot of variation between years, particularly if split this out by accident severity or type of user (e.g. children. Further analysis on how these can be used to reliably track progress over time will be required as is being discussed re indicators for the new Road Safety Framework.	
	2. Perception of safety travelling by public transport and active modes	It is also important to capture how safe people feel using public transport modes. This has implications for modal use by certain groups as safety is a key concern and can act as a barrier to accessing particular forms of transport. It can also impact on particular equalities groups, with some forms of transport modes viewed as higher risk or intimidating to use at particular times e.g. in the evening. The indicator will measure the perception of safety in using specific modes.	Improved perception of safety.	Existing Data. Scottish Household Survey.	Data is already available for this indicator stretching back many years so there is historic trend data. Due to the change in the methodology of the SHS, data from 2020's survey will not be directly comparable and therefore the continuity of the tome series will be broken.	Sub-group analysis will be provided by age group; sex; disability status; household income; SIMD; and geography (local authority area or RTP level or urban/rural classification depending on the sample size). For other equalities groups characteristics

NTS2 Delivery Board – Meeting 2
Paper 2.2 – Monitoring and Evaluation Strategy

					<p>2020 (and possibly beyond) data is also going skewed given restrictions on travel and changes to travel behaviour and attitudes as a result of the pandemic. There has been a consistently high level of concern expressed around using public transport due to transmission of the virus and ability to social distance which may come through in perceptions of safety. The implementation of pop up walking and cycling routes may also have a positive impact, given they increase segregated walking and cycling routes.</p>	<p>such as race, sexual orientation, gender reassignment, pregnancy and maternity, and religion or belief, further analysis via qualitative methods or from other sources e.g. stakeholder groups will be required as these data for these groups in the SHS is either not collected or the sample sizes are too small to provide meaningful statistical data.</p>
--	--	--	--	--	--	--