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Minister for Transport

**MEETING WITH NATIONAL TRANSPORT STRATEGY 2 DELIVERY BOARD**  
**8 July 2021**

<b>Key Message</b>	Third meeting of the National Transport Strategy (NTS2) Delivery Board. Chair and members to review and discuss key aspects as outlined below.
<b>Who</b>	<p><b><u>Confirmed</u></b></p> <ul style="list-style-type: none"> <li>• Chair: <b>Graeme Dey</b>, Minister for Transport</li> <li>• Academia: Institute for Transport Studies: <b>Prof Jillian Anable</b>, Chair in Transport and Energy, University of Leeds</li> <li>• Active Travel Delivery Partner: Paths for All: <b>Stuart Douglas</b>, Smarter Choices, Smarter Places Manager</li> <li>• Coalition of Scottish Local Authorities (CoSLA; Officer Member): <b>Robert Nicol</b> and <b>Elisa Bevacqua</b></li> <li>• Highlands &amp; Islands Enterprise: <b>Nicholas Sobey</b> (attending in place of Caroll Buxton, Deputy Chief Executive)</li> <li>• Mobility and Access Committee for Scotland (MACS): <b>Hilary Stubbs</b>, Vice Convener (attending in place of <b>David Hunter</b>, Planning and Strategy)</li> <li>• Poverty and Inequality Commission: <b>Linda Bamford</b>, Commissioner</li> <li>• Regional Transport Partnerships (Elected Member): <b>Sandra Macdonald</b>, Chair of Nestrans, Nestrans</li> <li>• Regional Transport Partnerships (Lead Officer Member): <b>Bruce Kiloh</b>, Head of Transport Planning, SPT</li> <li>• Scotland's Active Nation Commissioner: <b>Lee Craigie</b></li> <li>• Scottish Environment Link nomination: Friends of the Earth Scotland: <b>Gavin Thomson</b>, Air Pollution Campaigner</li> <li>• Society of Chief Officers of Transportation in Scotland (SCOTS): <b>Ewan Wallace</b>, Head of Transportation, Aberdeenshire Council</li> <li>• Society of Local Authority Chief Executives and Senior Managers (SOLACE): <b>Pippa Milne</b>, Chief Executive, Argyll and Bute Council</li> <li>• Transport Scotland: <b>Roy Brannen</b>, Chief Executive</li> <li>• Transport Scotland: <b>Alison Irvine</b>, Director, Transport Strategy and Analysis</li> </ul> <p><b><u>Tentative</u></b></p> <ul style="list-style-type: none"> <li>• Academia (University of Stirling): <b>Prof Iain Docherty</b>, Dean for the Institute for Advanced Studies</li> <li>• Scottish Chambers of Commerce: <b>Neil Amner</b>, Director</li> <li>• Scottish Environmental Protection Agency (SEPA): <b>Jo Green</b>, Acting CEO (invited to attend in place of Terry Ahearn, Chief Executive Officer)</li> </ul> <p><b><u>Yet to Confirm</u></b></p> <ul style="list-style-type: none"> <li>• Association of Transport Co-ordinating Officers (ATCO): <b>Nicola Gill</b>, Manager of Public Transport in Operational Services, West Lothian Council</li> </ul> <p><b><u>Apologies</u></b></p> <ul style="list-style-type: none"> <li>• Coalition of Scottish Local Authorities (CoSLA; Elected Member): <b>Councillor Steven Heddle</b> (<i>Robert Nicol and Elisa Bevacqua attending</i>)</li> </ul>

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	<ul style="list-style-type: none"> <li>• Public Health Scotland: <b>Matthew Lowther</b>, Head of Place and Equity (<i>annual leave</i>)</li> <li>• Scottish Council for Development and Industry (SCDI): <b>Gareth Williams</b> Head of Policy (<i>annual leave</i>)</li> </ul> <p><b>Officials Support:</b></p> <ul style="list-style-type: none"> <li>• Transport Scotland: [redacted], Head of Strategy, Climate and Integration</li> <li>• Transport Scotland: [redacted], Transport Strategy Manager</li> <li>• Transport Scotland: [redacted], Policy Integration</li> <li>• Transport Scotland: [redacted], STPR2</li> <li>• Transport Scotland: [redacted], Head of Appraisal and Model Development</li> <li>• Transport Scotland: [redacted], Transport Strategy Officer</li> </ul>
<b>What</b>	Meeting to discuss NTS2 delivery with external partners
<b>Why</b>	To bring together senior representatives from across the transport sector to be accountable for the successful delivery of NTS2
<b>Where</b>	Virtual Meeting – Microsoft Teams
<b>When</b>	Thursday 8 July 2021 1100 to 1300
<b>Supporting Officials</b>	[redacted], Head of Strategy, Climate and Integration team, Transport Strategy and Analysis Mobile: [redacted]
<b>Alternative contact</b>	[redacted], Transport Strategy Manager Mobile: [redacted]  [redacted]: Transport Strategy Officer Mobile: [redacted]
<b>Briefing</b>	<p><b>Annex A:</b> Agenda and Steering Brief (Paper 3.1)</p> <p><b>Annex B:</b> NTS2 Working with Partners document (Paper 3.2)</p> <p><b>Annex C:</b> National Mission for Jobs update (Paper 3.3)</p> <p><b>Annex D:</b> Scottish Transport Appraisal Guidance (STAG) update (Paper 3.4)</p> <p><b>Annex E:</b> Second Strategic Transport Projects Review (STPR2) Update (Paper 3.5)</p>

**ANNEX A: Agenda and Steering Brief**

Subject	Lead	Time	Supporting Documents
Welcome and Introductions	Minister for Transport	1100 to 1110	
NTS2 Working with Partners document	[redacted]	1110 to 1140	Paper 3.2
National Mission for Jobs	[redacted]	1140 to 1200	Paper 3.3
Scottish Transport Appraisal Guidance (STAG)	[redacted]	1200 to 1220	Paper 3.4
Second Strategic Transport Projects Review (STPR2)	[redacted]	1220 to 1240	Paper 3.5
AOB	Minister for Transport	1240 to 1250	
Summary and Next Steps	Minister for Transport	1255 to 1300	

<b>Item 1:</b>	<b>Welcome and Introductions – Mr Dey</b>
<b>Key Message:</b>	<ul style="list-style-type: none"> <li>• I welcome all members to the third meeting of the National Transport Strategy’s Delivery Board and thank you for your time today</li> <li>• I have recently accepted the role of Chair of this Board, following my appointment as Minister for Transport in June – having taken over this responsibility from Mr Matheson.</li> <li>• I understand that the partner organisations making up the Board have been instrumental in helping to shape the Strategy over recent years and the Board itself has played a vital role in the publication of our first annual Delivery Plan in February.</li> <li>• The Delivery Plan sets out the Scottish Government actions for delivering the Strategy, but I know that the actions of our partners are also absolutely crucial for achieving our shared vision and priorities.</li> <li>• I thank you all for your participation to date in taking the Working with Partners work forward in the one-to-one meetings held with the Strategy team. We welcome further collaboration with you as we look now to producing the document itself.</li> <li>• So, for the first item on the agenda, I will pass you over to [redacted] from the Transport Strategy team to provide an update on the Working with Partners document.</li> </ul>

<b>Item 2:</b>	<b>NTS2 Working with Partners document – [redacted]</b>
<b>Key Messages:</b>	<ul style="list-style-type: none"> <li>• We held individual meetings with each of the Board members in Spring – thanks to everyone for participating</li> <li>• We collected valuable feedback on how we should go about producing the Working with Partners paper, including on the content and structure</li> </ul>
<b>Questions:</b>	<ul style="list-style-type: none"> <li>• Proposed structure – Governance and Partner Actions: <ul style="list-style-type: none"> <li>○ Is the Board content with including a list of actions? If not, how to ensure we don't exclude partner actions? How to make this manageable?</li> <li>○ Which partner organisations beyond the Board should contribute? Should every local authority contribute individually?</li> </ul> </li> <li>• Proposed structure - Case Study: <ul style="list-style-type: none"> <li>○ Initial suggestions of partners to contribute?</li> <li>○ Initial case study ideas?</li> <li>○ Content with the broad structure?</li> </ul> </li> <li>• Proposed approach to collating the document: <ul style="list-style-type: none"> <li>○ Would others be able to jointly lead with TS on collating and commissioning and collating partner contributions, and writing the document?</li> <li>○ Should we set up a working group with a small number of partners from the Delivery Board, who could help with commissioning contributions? Who should be involved?</li> <li>○ Where should the document be published? Should this be jointly on the TS website and on partner websites?</li> </ul> </li> <li>• Final question for the Board: <ul style="list-style-type: none"> <li>○ Should the WWP and Delivery Plan continue to be produced as separate documents in future years or should one Plan be produced that captures the range of actions, across both Scottish Government and more widely?</li> </ul> </li> </ul>
<b>Background briefing for this item is set out at Annex B</b>	

<b>Item 3:</b>	<b>Mission for Jobs – [redacted]</b>
<b>Key Messages:</b>	<ul style="list-style-type: none"> <li>• The SG's National Mission for Jobs brings together existing policies and programmes which seek to deliver the ambitions of creating new, good and green jobs.</li> <li>• To support the mission, SG has committed to investing £60 million in a new Young Persons Guarantee which is outlined in further detail within the paper.</li> <li>• A Transport, Young People and Employment Partnership has been established to support the Young Persons Guarantee.</li> <li>• There is alignment and opportunities to be sought across the ongoing work on the Just Transition to Net Zero and employment for young people with the need for more people with skills and training to support the increasing demand in sustainable design, urban planning, transport planning etc.</li> </ul>

<b>Questions:</b>	<ul style="list-style-type: none"> <li>• Board members are invited to consider opportunities in which you can help to stimulate further opportunities for young people through your various investments, commitments, organisations and networks;</li> <li>• With regards to the development of the Skills Framework and the wider Partnership - with intention to launch Framework later this year – consideration of further links and partners who may be interested in supporting this activity (case studies, links to education institutions, highlighting role models, career pathways?);</li> <li>• How can we support opportunities and ensure these are opened up and are attractive and accessible for young people to enter the sector – particularly with regards to meeting the demands around the tech challenges and across green jobs.</li> </ul>
	<b>Background briefing for this item is set out at Annex C</b>

<b>Item 4: Key Messages:</b>	<p><b>Scottish Transport Appraisal Guidance (STAG) – [redacted]</b></p> <ul style="list-style-type: none"> <li>• The Delivery Plan includes commitments to embed the Sustainable Travel and Investment Hierarchies in the guidance and publish changes by the end of 2021.</li> <li>• Guidance was first published in September 2003 following a 2-year consultation. A ‘refreshed’ STAG comprising a ‘Manager’s Guide’ and separate ‘technical guidance’ was subsequently published in 2008.</li> <li>• The ‘Manager’s Guide’ has not been updated since 2008. The ‘technical guidance’ has been subject to an ongoing process of Business as Usual updates with the last of these taking place in July 2017.</li> <li>• The update considers the feedback provided as part of a User Group Survey conducted in late 2019. Key feedback includes:             <ul style="list-style-type: none"> <li>○ The complexity and cost of conducting appraisal</li> <li>○ Insufficient guidance on proportionality and scope</li> <li>○ Timescales to complete</li> <li>○ Lack of available case studies, exemplars as well as overall training and guidance.</li> </ul> </li> <li>• We have set out a partnership and working group approach to collaborate on the review and update, involving internal and external stakeholders as follows:             <ul style="list-style-type: none"> <li>○ Working Group - appraisal experts within TS who contribute to the update of the document. Meets on a weekly basis and determine the initial recommendations for the update to the document(s).</li> <li>○ Steering Group - meets monthly to review the papers prepared by the Working Group for either approval or re-working.</li> <li>○ External Advisory Group - provides independent advice on the strategic direction. Meets every couple of months to review and comment on the overall direction of the proposed updates; give views on the practicality of the proposed updates; and make recommendations on additional updates, evidence and further research.</li> <li>○ The TS Senior Management Team will approve the final update.</li> </ul> </li> <li>• Current focus is the completion of the draft Managers Guide. Following this, we will share the proposed draft with the Users.</li> </ul>
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<b>Questions:</b>	<ul style="list-style-type: none"> <li>• Users will be given a 4-week window in which to provide feedback (dates TBC). A User Group meeting is scheduled to take place in September / October 2021 and will focus specifically on the updated guidance.</li> <li>• Following publication of the updated Managers Guide (anticipated before the end of 2021), work will shift to the completion of an update to the corresponding Technical Database, with this work scheduled to take place in early 2022</li> </ul>
	<ul style="list-style-type: none"> <li>• Evidence-based continue to be the heart of our appraisal process in order to identify the most appropriate interventions.</li> <li>• The guidance on types of evidence is expanding but absolutely recognise that appraisal needs to be proportionate and that will be core to the update of STAG.</li> <li>• The aim is to provide a framework for informing decision making, not a prescriptive guide.</li> <li>• Do the members have any questions on what you've heard? Are there any key issues you feel are not covered sufficiently? Are there any suggestions you have on making appraisal proportionate or any other comments or questions?</li> </ul>
	<p><b>Background briefing for this item is set out at Annex D</b></p>

<b>Item 5:</b>	<b>Second Strategic Transport Projects Review (STPR2) – [redacted]</b>
<b>Key Messages:</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Due to the COVID-19 pandemic, STPR2 is now taking a two Phased approach.</li> <li>• Phase 1, published on 3 February 2021, identifies short-term investment priorities over the next five years; focussing on recommendations for transport projects or interventions that significantly contribute to STPR2 objectives, align well with NTS2 priorities, help 'lock in' the sustainable travel choices observed over the past year and provide a step change in investment.</li> <li>• Phase 2, which will complete the review, will conclude later in 2021 and will make recommendations to Ministers for future investment priorities over the longer 20-year horizon.</li> <li>• The review has taken the widest possible approach to understanding the transport challenges faced by people and communities across the whole of Scotland.</li> <li>• Our transparent and robust approach to engagement has allowed us to get a real understanding of the wide ranging issues faced by communities across Scotland, including the impacts of COVID-19.</li> <li>• The scope of the review is focussed on Scottish Ministers transport investment priorities to deliver the vision and outcomes of the National Transport Strategy, within the current policy, fiscal and legislative framework.</li> <li>• To do this, we will sometimes have to take difficult decisions to ensure that we remain on track to delivery on our transport vision of "a sustainable,</li> </ul>

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	<p>inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors” (National Transport Strategy – Feb 2020).</p> <ul style="list-style-type: none"> <li>• We know from our engagement that transport is a crucial consideration for many of our communities. The decisions that we make will always be based on sound evidence and rationale.</li> </ul>
<b>Question:</b>	<ul style="list-style-type: none"> <li>• There are tough decisions ahead in Government spending to support our Climate Change ambitions and a Just Transition to address inequality, and STPR2 will provide a sound evidence basis for those investment decisions.</li> <li>• I invite you to comment on the progress which is being made in relation to STPR2, the engagement which is built in and the basis on which recommendations will be made.</li> <li>• The Scottish Government believes that a long term set of investment recommendations to support the NTS2 is key to its delivery - I would be keen to hear from Board members if they agree.</li> </ul>
	<b>Background briefing for this item is set out in Annex E</b>

<b>Item 6:</b>	<b>Any Other Business – Mr Dey</b>
<b>Discussion</b>	<ul style="list-style-type: none"> <li>• Board members are now welcome to raise any other items of business.</li> </ul>

<b>Item 7:</b>	<b>Next Steps and Close – Mr Dey</b>
<b>Discussion:</b>	<ul style="list-style-type: none"> <li>• I have proposed to our partners in COSLA that subsequent meetings of the Board are co-chaired between myself and with Cllr Steven Heddle</li> <li>• The fourth Delivery Board meeting is expected to be scheduled for late October of this year and Transport Scotland will contact you with arrangements nearer that time</li> <li>• I thank Board members for their time and contributions to today's discussions</li> </ul>

## Annex B: Delivery of National Transport Strategy (NTS2)

### Top Lines

- The 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
- Our first annual NTS2 Delivery Plan, brings together Scottish Government actions for achieving the priorities in our Strategy: To reduce inequalities, to take climate action, to help deliver inclusive economic growth and to improve health and wellbeing
- The Delivery Plan actions are consistent with the Climate Change Plan Update, including the world-leading commitment to reduce car kilometres by 20% by 2030
- The Plan also contains an action to encourage people back on to public transport post-COVID-19, when it is safe and appropriate to do so
- Within the context of the uncertainty caused by the pandemic, we remain focused on delivering our priorities, which are central to achieving a green recovery
- We will produce an annual monitoring report to track progress towards achieving the outcomes in NTS2, as well as a three yearly evaluation report
- While the Delivery Plan sets out the actions being taken by SG, our partners' work will also be crucial to the successful delivery of the NTS2. We will develop with our partners a 'Working with Partners' document setting out the wider-than-Scottish Government actions for achieving our shared vision
- We will establish the NTS2 Forum, which will provide the mechanism for engagement and policy development on the four NTS2 priorities. This will be informed by a Citizens' Panel, a cross-government Steering Group and a Partnership of representatives from across the transport sector
- We are exploring options for improving transport governance with partners, on the basis of some form of strengthened regional model, allowing for spatial variation

**The Delivery Plan contains SG actions for delivering our shared Strategy. These include actions consistent with the Climate Change Plan Update, and a number of actions to ensure transport is accessible to all**

- We will reduce car kilometres by 20% by 2030
- We have committed over £500 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 safe and appropriate to do so
- We have committed over £500 million for bus priority measures
- We remain committed to delivering a National Concessionary Travel Scheme for free bus travel for under-19s, and are working towards this starting as soon as practicable in 2021-22. We have also committed to make as much progress as possible during 2021-22 to deliver free bus travel to under-22s
- The wider review on extending concessionary travel across all modes to under-26s was paused due to COVID-19 but has since recommenced, and is nearing completion. As part of the review, a multi-criteria assessment framework was developed to assess options for their contribution to delivering NTS2, including on cost and deliverability

**While the Delivery Plan focuses on SG actions, successful delivery of our Strategy is dependent on a collaborative approach and we all have a role to play**

- Our external Delivery Board, chaired by the Cabinet Secretary for Transport, Infrastructure and Connectivity, held its second meeting in February 2021. We expect Mr Dey, the Minister for Transport, to take over the chairing role from the next meeting. The Board

draws together senior representatives from the transport sector to be accountable for the successful delivery of the Strategy, including local and regional government, and TS. It also includes organisations that offer advocacy and challenge

- We will develop with our partners a 'Working with Partners' document setting out the wider-than-Scottish Government actions for achieving our shared vision. Meetings have been held with Delivery Board members to discuss ideas for progressing this work, and we are now working up a document setting out our proposed approach
- We will establish the NTS2 Forum, Citizens' Panel, cross-government Steering Group and a Partnership of representatives from across the transport sector

### **TS and partners are currently exploring options for improving transport governance**

- As this group knows, we convened the first meeting of the Transport Governance and Collaboration group in march 2020 (13th March - right before lockdown).
- The work on Transport Governance was impacted by our switch to work on the Covid response.
- The restrictions are easing and we hope to turn our attention more fully on transport governance over the summer.
- We also need to put the staff resources in place to take this work forward.
- The transport governance work was working in parallel to the LGR, which has also been impacted by Covid.
- On 21 March 2021 the SG and Cosla released a joint statement saying that the work so far has shown there is a clear appetite for a reinvigorated modern democracy across Scotland and that more work needs to be done to develop the right approaches that will deliver the benefit our communities deserve and help strengthen local democracy.
- The Transport Governance and Collaboration Review Group includes TS, COSLA, RTPs and SCOTS. This group will continue the work on transport governance and explore the potential for pilot models,

### **We will report on performance in tackling the challenges and achieving the NTS2's outcomes, as of end-March 2022**

- To meet our commitment to routinely report on NTS2 performance, we will produce:
  - An annual monitoring report, showing headline indicators and secondary measures, disaggregated by protected characteristics, geography and socioeconomic status, where possible, and showing trends over time
  - A three-yearly evaluation report, including the above but also looking 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, focusing on a wider set of data, to provide a comprehensive overview of the NTS2's performance to date against the outcomes and vision it has set out to achieve
- Existing targets and strategic objectives will feed into the overall performance monitoring, such as achieving net zero by 2045 and our road safety targets
- We will show the links between the NTS2 and the National Performance Framework and the UN Sustainable Development Goals

## **Annex C: National Mission for Jobs**

### **Top Lines**

- The Scottish Government's National Mission for Jobs brings together existing policies and programmes which seek to deliver the ambition of creating new, good and green jobs.
- The Scottish Government have committed to investing £60 million in a new Young Persons Guarantee, targeted at those most in need of support, to help them transition into work, education or training. The aim is for every young person aged between 16 and 24 in Scotland will be guaranteed either the opportunity to study at university or college, take part in an apprenticeship programme, take up a job or work experience, or participate in a formal volunteering or training programme according to their own personal circumstances.
- The Guarantee aims to ensure that we do not lose a generation to the economic impact of COVID and it will also contribute to a stronger, more resilient, more sustainable economy
- We have established a Transport, Young People and Employment Partnership to support in identifying actions from across the transport sector to assist in the delivery of the Young Persons Guarantee.

### **Lines to Take**

#### **Young Persons Guarantee:**

- The Scottish Government have committed to investing £60 million in a new Young Persons Guarantee, targeted at those most in need of support, to help them transition into work, education or training.
- The Young Person's Guarantee will contribute to our overall purpose of creating sustainable and inclusive economic growth, and support the following national outcomes:
  - We have a globally competitive, entrepreneurial, inclusive and sustainable economy.
  - We are well education, skills and able to contribute to society.
  - We have thriving and innovative business, with quality jobs and fair work for everyone.
  - We live in communities that are inclusive, empowered, resilient and safe.
  - We tackle poverty by sharing opportunities, wealth and power more equally.

#### **Transport, Young People and Employment Partnership**

- In the last quarter of 2020, a Transport, Young People and Employment Partnership was established by Transport Scotland to identify and develop actions from across the transport sector which would support the Young Persons Guarantee. The Partnership have started to develop a sector wide Skills Framework which will set out entry routes into the transport industry to support young people gaining employment and to upskill existing transport sector employees.
- There is alignment and opportunities to be sought within the work on the Just Transition to Net Zero and employment for young people with the need for more people with skills and training to support the increasing demand in sustainable design, urban planning, transport planning etc.

## ANNEX D: STAG Update

### Top Lines

- Scottish Transport Appraisal Guidance (STAG) should be used where Government funding, support or approval is sought for justified changes to the transport system.
- A completed Transport Appraisal should provide sufficient evidence to form the “Strategic Business Case”, the first stage of business case development, and give the rationale for any emerging scheme/project to proceed to further development.
- Appraisal comprises three sequential stages: Initial Appraisal - Case for Change; Preliminary Appraisal; and Detailed Appraisal.
- An appraisal is evidence based and objective-led and is not solution-led. The generation of options is based on the full range of multi-modal options available with the potential to meet the objectives and alleviate the evidenced problems.
- Transport Appraisal adopts a multi-criteria approach and the Appraisal stages include an appraisal of the performance of potential transport options against the transport planning objectives (specific to the study area) and against standard criteria.
- A key principle set out in the Guidance is that Transport Appraisal should be applied proportionately.
- The guidance comprises two parts: The **Managers Guide** which sets out the principles of appraisal; and the **Technical Database** providing the detail for undertaking the component parts.

### Lines to Take

- In the NTS2 Delivery Plan, published in December 2020, we committed to publishing updated Scottish Transport Appraisal Guidance (STAG) by the end of 2021.
- The update will:
  - Align the appraisal criteria with the NTS2 priorities and outcomes.
  - Embed the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy.
  - Incorporate the net zero commitment of the Climate Change Act.
  - Extend the incorporation of uncertainty analysis throughout the process.
  - Include consideration of the Gender Pay Gap.
  - Strengthen the requirement for public consultation and stakeholder engagement.
  - Consider recent updates to the HM Treasury Green Book.
  - Co-ordinate outputs with Impact Assessments for the Fairer Scotland Duty, Island Communities, and Child Rights and Wellbeing (in addition to the SEA and EQIA already in there)

## Annex E: Second Strategic Transport Projects Review

### Top Lines

- In order to help manage the uncertainty in travel demand and travel choices due to the COVID-19 pandemic, STPR2 will now report in two phases. Phase 1 was published on 3 February 2021. Phase 2, which will complete the review, will conclude later in 2021.
- There may be criticism that the review wasn't 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 will help to deliver the vision, priorities and outcomes for transport set out in the new National Transport Strategy (NTS2) aligning with other national plans such as the National Planning Framework (NPF4), Climate Change Plan (CCP) and Infrastructure Investment Plan (IIP).
- It is a whole-Scotland, objective-led, evidence-based review of the performance of the strategic transport network across all modes – walking, cycling, bus, rail and road, plus wider island connectivity.
- The review will set out how the recommended investments will contribute Net Zero, Inclusive Growth and our vision is for a sustainable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.
- At the core of STPR2 is the Sustainable Investment Hierarchy. We will aim first to reduce the need to travel unsustainably, make better use of and enhance existing infrastructure, before investing in new capacity. This hierarchy is also central to the Infrastructure Investment Plan.
- Due to the COVID-19 pandemic, STPR2 is now taking a two phased approach. Phase 1 recommendations, which were published on 3 February 2021, identify short-term investment priorities over the next five years; 'lock in' the sustainable travel choices observed over the past year and provide a step change in investment which supports the priorities and outcomes of NTS2. Phase 2, which will complete the review, will conclude later in 2021 and will make recommendations to Ministers for future investment priorities over the longer term.

#### Engagement

- STPR2 work is being complemented by a comprehensive Stakeholder Engagement Plan. There will be further opportunities for stakeholders and the public to participate in the review when the final recommendations of Phase 2 and accompanying statutory assessments are published later in 2021.
- 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. RTWGs played a key part in helping shape the Phase 1 interventions and continue to provide input to Phase 2.

**NATIONAL TRANSPORT STRATEGY**  
**Delivery Board – Third Meeting**  
 Thursday 8 July 2021

<b>Time</b>	<b>Agenda Item</b>	<b>Lead</b>	<b>Papers</b>
1100 to 1110	Welcome and Introductions	Minister for Transport	
1110 to 1140	NTS2 Working with Partners document	[redacted]	Paper 3.2
1140 to 1200	National Mission for Jobs	[redacted]	Paper 3.3
1200 to 1220	Scottish Transport Appraisal Guidance (STAG)	[redacted]	Paper 3.4
1220 to 1240	Second Strategic Transport Projects Review (STPR2)	[redacted]	Paper 3.5
1240 to 1250	AOB	Minister for Transport	
1255 to 1300	Summary and Next Steps	Minister for Transport	

## **1. Overview**

1.1 This paper sets out the proposed approach to the Working with Partners (WWP) document, with a series of questions and next steps for agreement by the second National Transport Strategy (NTS2) Delivery Board.

1.2 The paper reflects the outcomes from a series of one-to-one discussions with members of the Delivery Board around what the WWP document should usefully cover and how it should be structured.

## **2. Purpose of the WWP Document**

2.1 To set out wider-than-Scottish Government actions being taken to deliver the NTS2's vision, priorities, outcomes and strategic policies.

2.2 It is designed to be read by all stakeholders, including partners, and transport users and non-users.

## **3. Timing**

3.1 We propose aiming for publication early-2022 with the document extending out to early-2023 and would suggest an update/refresh as appropriate annually from early-2023

### **➤ Question for Board:**

- Do you agree with this approach?

## **4. Proposed Structure**

4.1 *Governance section (led by TS/drafting collaboratively with input from partners):*

4.1.1 This section will set out who partners are and their responsibilities. This should define the current governance system and changes underway, as well as outlining next steps for the Local Governance Review.

4.1.2 In addition to defining roles and responsibilities for partners themselves, it will also clarify this for partners' stakeholders. This section should also give consideration to where funding comes from for particular responsibilities and how partners are accountable for discharging their responsibilities.

NTS2 Delivery Board  
Third Meeting – 8 July 2021  
Paper 3.2: Working with Partners – Proposed Approach

*4.2 Actions being taken by Partners section (collated by TS but with Delivery Board (and their partners) inputting actions):*

4.2.1 This could be structured in a similar way to the 2020-22 Delivery Plan, with actions listed under the four priority chapters.

4.2.2 Actions could be grouped under their lead priority, acknowledging, where appropriate, where actions deliver against more than one priority.

4.2.3 Actions could then be split into regional- and local- level actions and perhaps also, within each, split, could be further split into government, third sector and private sector. It would be noted that national government-level actions are covered by Delivery Plans.

4.2.4 To gather this information, it is suggested that TS initially ask the Delivery Board for input and for the Board to follow up on this with their own partner organisations. This could be based, for instance, on actions included within Regional Transport Strategies, local transport plans, and operator and third sector plans and strategies

➤ **Questions for Board:**

- Are the Board content with including a list of actions? If not, how do we ensure we include everything relevant and avoid the risk of excluding actions being taken by a particular partner, who might then feel disengaged and that their work is not recognised?
- Which partner organisation, beyond the Board, should contribute to the document? For example, should every local authority be asked to contribute individually?

*4.3 Case Studies section (collated by TS with Delivery Board members (or their partners) leading on particular case studies):*

4.3.1 This could focus on approaches being taken to delivering particularly challenging policies, such as around changing behaviours, maintenance of rural roads, rural bus services and declines in bus patronage, 20-minute neighbourhoods. It could further include examples where monitoring and evaluation has shown success that provides a best practise approach from which to learn.

4.3.2 The aim would be to include a mix of case studies from a range of partners, showing best practice areas across Scotland.

4.3.3 As for the list of actions, the proposal is that TS contact the Board and other partner organisations identified during the Board meeting of 8 July initially to ask for ideas around case studies for inclusion, with the Board then following up with their own partners. In addition, TS will again reach out across Scottish Government and

to our stakeholders, including through the Peoples' Panel and business Partnership to ask for suggestions of case studies to include.

➤ **Questions for Board:**

- Are the Board broadly content with this structure? Any proposed amendments?
- Any initial suggestions from partners of case studies to include?
- Any other partners TS should contact at the outset to ask for case study suggestions?

**5. Proposed Approach to Producing Document**

5.1 Transport Scotland to lead on collating the document, as TS have the connections to the broad range of partners involved. However, this will involve TS commissioning input, e.g. asking for summary of actions being undertaken under each priority and, in some cases, asking for more detailed case study contributions from partners.

5.2 Work could commence on the paper now, with the aim of publishing this financial year i.e. spring 2022 or before.

➤ **Questions for Board:**

- Would any other partners be able to jointly lead with TS on commissioning and collating partner contributions, and writing the document?
- Should we set up a working group with a small number of partners from the Delivery Board, who could help with commissioning contributions? Who should be involved?
- Where should the document be published? Should this be jointly on the TS website and on partner websites?

**6. Next Steps for Agreement by Board:**

- Board to respond to questions outlined in this document by cop 22 July
- TS to revise this document, taking account of discussion at Board on Thursday 8 July, any comments submitted in advance of the meeting and further comments received by cop 29 July
- Revised document to be circulated to Board by correspondence

NTS2 Delivery Board  
Third Meeting – 8 July 2021  
Paper 3.2: Working with Partners – Proposed Approach

- TS to circulate project plan to Board at same time as revised document – input from the Board would be welcomed
  - Initial task will involve TS/joint lead from Delivery Board commissioning the Board/wider partners to provide actions sitting under the four priorities, with the Board commissioning input from their partners as appropriate
  - Board/wider partners will also be asked at the outset to consider case studies for inclusion, and to discuss this with their partners
- **Final Question for Board:**
- Should the WWP and Delivery Plan continue to be produced as separate documents in future years or should one Plan be produced that captures the range of actions, across both Scottish Government and more widely?

### **Purpose**

1. To provide Delivery Board members with an understanding of how work across Transport Scotland is supporting the Scottish Government's National Mission for Jobs and to ask them to consider how they can support in the work to support the Young Persons Guarantee.

### **Background**

2. Since the publication of NTS2, COVID-19 has deeply impacted the Scottish economy forcing the Scottish Government, as with all of society, to pivot in its response – and consider actions across the immediate, medium and long term. The 2020-21 Programme for Government (PfG) sets out that the immediate priority as we recover from the pandemic is to protect and increase jobs and a commitment has been made to deliver a new National Mission to help create new jobs, good jobs and green jobs.

### **Transport Sector Employability**

3. The transport industry is facing various challenges related to the workforce, in terms of skills shortages and the need to retrain and increase skills of workers. The sector employs 147,600 workers, accounting for 5.6% of Scotland's workforce. While employment in the sector has grown over the past 2 decades, its proportion of the Scottish labour market has remained broadly unchanged.
4. Transport in Scotland is a relatively small sector in terms of workforce and direct contribution to GDP, however, COVID-19 has stressed how critical transport and travel are to economic wellbeing and business activity. Recent labour force survey data shows that transport key workers account for 6% of all key workers in Scotland, which is larger than its relative employment proportion (5.6%).
5. NTS2 recognises that people employed within the transport sector have a wide range of skills, making the opportunity for recruitment to the sector broad across various demographics. Compared to the Scottish average, the sector is older and has a much stronger male dominance in terms of workforce.

### **Transport and Access to the Labour Market**

6. Evidence on the employment benefits of sustainable travel investment is in its infancy with studies currently leaning towards comparisons between more sustainable travel modes (public transport) and other more polluting modes (aviation and private car).
7. When looking at the benefits of investment in public transport, there are a number of studies that find that public transport investment can reduce spatial inequalities and yield broader societal benefits than typical road or other land based infrastructure projects. More jobs – both direct and indirect – are likely to result as investment is focused on sustainable travel, as opposed to roads investment.
8. A study in 2009 showed that passenger transport such as rail and bus travel generates more jobs per passenger km than car travel. In the US, investing in public transport produced twice as many jobs per dollar as investing in roads.

### **Current Support**

9. In a sector with historically low turnover, placing a focus on employment entry routes into the sector is key in any effort to change the workforce and attract underrepresented groups. In 2019/20, there were 27,875 Modern Apprenticeship starts in Scotland. 41% of these were in STEM subject sectors (including various transport sector organisations). Large transport companies in Scotland such as John Menzies, First Group and Loganair actively recruit at various levels from school leavers, to post graduate academics and experienced professionals.
10. At a UK level in 2016, the Strategic Transport Apprenticeship Taskforce (STAT) was established to bring the sector together to meet critical skills challenges and drive the uptake of transport apprenticeships. The approach adopted in partnership across various industry bodies has seen some success in broadening the reach of the industry in terms of workforce and in particular, reaching underrepresented groups and boosting growth in apprenticeship numbers each year.
11. The SG's promotion of community benefit clauses has led to a range of economic, social and environmental benefits being delivered under public contracts. For example, these clauses are currently used in Scotland to promote supply chain opportunities for SME's and social enterprises, and to agree additional recruitment, training and employment opportunities via major construction contracts.

### **National Mission for Jobs**

12. The Scottish Government's National Mission for Jobs brings together existing policies and programmes which seek to deliver the ambition of creating new, good and green jobs. These existing policies and programmes are funded and delivered by a range of partners. In relation to transport the most notable of these programmes is the Young Persons Guarantee.
13. The Young Person's Guarantee will contribute to our overall purpose of creating sustainable and inclusive economic growth, and support the following national outcomes:
  - We have a globally competitive, entrepreneurial, inclusive and sustainable economy.
  - We are well educated, skilled and able to contribute to society.
  - We have thriving and innovative business, with quality jobs and fair work for everyone.
  - We live in communities that are inclusive, empowered, resilient and safe.
  - We tackle poverty by sharing opportunities, wealth and power more equally.
14. The Scottish Government have committed to investing £60 million in a new Young Persons Guarantee, targeted at those most in need of support, to help them transition into work, education or training. The Programme for Government (PfG) commitment is that every young person aged between 16 and 24 in Scotland will be guaranteed either the opportunity to study at university or college, take part in an apprenticeship programme, take up a job or work

NTS2 Delivery Board  
Third Meeting – 8 July 2021  
Paper 3.3: National Mission for Jobs

experience, or participate in a formal volunteering or training programme according to their own personal circumstances. The Guarantee aims to ensure that we do not lose a generation to the economic impact of COVID and it will also contribute to a stronger, more resilient, more sustainable economy.

15. In the last quarter of 2020, a Transport, Young People and Employment Partnership (Annex A) was established to identify and develop actions from across the transport sector which would support the Young Persons Guarantee. The Partnership have recognised the benefit in establishing a sector wide Skills Framework which will set out entry routes into the transport industry. The framework will also look to directly support young people (addressing the challenges around ageing workforce) and also at upskilling existing employees within the sector.
16. An initial draft of the Framework was shared with the Partnership in May, and work is now underway with the transport sector to develop further. Supporting this, early conversations are being held with Skills Development Scotland to consider delivery of the framework.
17. A call for the next round of projects which will be supported through the Young Person's Guarantee was issued at the meeting last month by SG policy leads. The Guarantee is employer led and builds on the success of *Developing the Young Workforce*. It must make a tangible difference to young people and to those who provide opportunities that allow young people to reach their potential. Through ongoing conversations with the transport sector we are identifying potential opportunities that can be aligned and/or developed to support the guarantee.
18. Early feedback from Partnership members has indicated support for coordinated awareness raising across the sector on employment opportunities for school leavers (particularly targeted at young people studying STEM subjects). This feedback will be used to inform discussions with SG Young Person Guarantee leads at the next Partnership meeting, where members have been asked to consider and explore solutions.
19. At its simplest, the Guarantee is about connecting young people to employment opportunities, so our immediate next steps are focused on considering how we can open up and highlight employment opportunities and career pathways within the transport sector.
20. Supporting this we are engaging with Skills Development Scotland to consider further opportunities that can support the delivery of the Guarantee and to consider how to highlight the Framework and sign-post access for both young people and employers.

### **Green Jobs**

21. The 2020-21 PfG notes that as the recovery from the pandemic continues we will start to see growth opportunities in new sectors, particularly in the green economy, that will require new skills and offer retraining opportunities. A green

NTS2 Delivery Board  
Third Meeting – 8 July 2021  
Paper 3.3: National Mission for Jobs

recovery will play an important role in delivering a ‘just transition’ to a net-zero economy. The COVID-19 crisis has highlighted the need to prepare for the just transition to net zero to mitigate the risks of exacerbating inequalities through abrupt or unmanaged structural shifts to the economy.

22. With a remit to ‘advise on a net-zero economy that is fair for all’ the Just Transition Commission (JTC) published an interim report in February 2020 which stressed the need for the Scottish Government to take immediate, decisive and sustained action to reduce our emissions while also addressing existing inequalities in work, housing and transport.
23. A key recommendation of the JTC was also to align the skills system to support net zero jobs. The SDS Climate Emergency Skills Action Plan (CESAP) sets out a clear direction for the changes needed in the skills system, and signals the role that industry, communities and individuals across Scotland will play in achieving this. The transition to net-zero will take place over the next 25 years, but there is also a compelling need to act now. The focus of the plan is on the immediate actions to support the development of the skills needed to meet the climate change challenge and longer term actions that will allow the system to respond more effectively for the Action Plan to function as a responsive and working document.
24. Work on the CESAP is currently focused on the key actions needed over the next 5 years running to 2025, with an update on the plan to be provided for end of 2023. For transport these actions will include:
  - Safely Working with Electric Vehicles (SWEV): delivered through the Energy Skills Partnership (ESP) building capacity and capability in Scottish colleges to deliver skills training courses for people to work safely on battery electric vehicles and develop and deliver hydrogen skills training.
  - Heavy Duty Vehicles Skills Baseline research: working with SDS to develop a comprehensive understanding of the extent to which Scotland has, or is developing, the skills which are necessary to support the uptake of and transition to ZE heavy duty vehicles.
  - Zero Emission Mobility Academic Network (ZEMAN): delivered in partnership with Scottish Energy Technology Partnership (ETP), to create an improved environment for collaboration to share learning, technology and other IP, including co-ordinated bids into UK Government research calls such as Innovate UK, to help accelerate products to market.
25. The CESAP also sets out that sector attractiveness must be improved to young and new entrants. Building on the work currently being undertaken by ScotRail, a sector wider approach to awareness raising of employment in transport will also be considered at the next Partnership session.
26. **Board members are invited to:**
  - (a) **consider how you can help to stimulate further opportunities for young people through your various investments, commitments, organisations and networks;**

**(b) note the activity set out in this paper, including the development of the Skills Framework, with intention to launch later this year;**

**(c) note the alignment between the need for a Just Transition to Net Zero and employment for young people with the need for more people with skills to support the increasing demand in sustainable design, urban planning, transport planning etc.**

**Transport, Young People and Employment Partnership**

*Partnership members include:*

Edinburgh South East Scotland City Region Deal  
Highland and Islands Enterprise  
CPT  
Dumfries and Galloway Council  
ScotRail  
National Express  
CalMac  
First Bus Scotland  
Stage Coach (West Scotland)  
Stage Coach (East Scotland)  
Skills Development Scotland  
ZETRANS  
SESTRAN  
TACTRAN  
HITRANS  
Young Persons Guarantee : Scottish Government  
Green Skills : Scottish Government  
Disability Employment Team : Scottish Government

## Introduction

1. The NTS2 Delivery Plan, published in December 2020, includes commitments to embed the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy in the Scottish Transport Appraisal Guidance (STAG) and publish changes by the end of 2021.
2. This paper provides an update to the NTS2 Delivery Board on progress to date.

## Background

3. STAG was first published in September 2003 following a 2-year consultation. A 'refreshed' STAG document was subsequently published in 2008. This revised document comprised two separate parts: the 'Manager's Guide'; setting out the principles for transport appraisal in Scotland, and a 'Technical Database'; covering more detailed information and organised into 17 different sections.
4. As of 2021, the 'Manager's Guide' has not been updated since 2008. The 'Technical Database' has been subject to an on-going process of 'Business as Usual (BAU)' updates with the last of these taking place in July 2017.
5. In the NTS2 Delivery Plan, the following commitments were made:  
*"We continue 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). We will publish changes to STAG by the end of 2021."*
6. In addition to NTS2, other drivers for change include:
  - Previously approved updates to the structure of STAG need to be incorporated into the guidance;
  - The climate change legislation sets a target date for net-zero emissions of all greenhouse gases by 2045;
  - In March 2019, [A fairer Scotland for women: gender pay gap action plan](#) was published. It stated: *"In 2019 and beyond we will undertake research into how transport infrastructure investment impacts on the gender pay gap in transport appraisal; this will then be incorporated into Scottish Transport Appraisal Guidance (STAG)."*
  - Various additional statutory impact assessments, relevant to transport, have been introduced which are not referenced in the guidance;
  - Scotland's Economic Strategy was released in 2015, which aims to achieve a more productive, cohesive and fairer Scotland, introducing the concept of Inclusive Growth;
  - The Infrastructure Commission Recommendations for Scotland's Infrastructure investment Plan (IIP) were released in January 2020 and the IIP was published in February 2021;

NTS2 Delivery Board  
Third Meeting – 8 July 2021  
Paper 3.4: STAG Update

- Scotland's National Performance Framework was launched in 2018.
  - The HM Treasury Green Book, on which STAG is based, was updated in 2020.
  - Technical updates to DfT's TAG which flow into STAG.
7. In addition to the 'Drivers for Change' listed above, the update is considering the feedback provided as part of the STAG User Group Survey conducted in late 2019. Some of the most prominent feedback included:
- The complexity and cost of conducting STAG appraisals;
  - Insufficient guidance on proportionality and scope;
  - Timescales in completing; and
  - Lack of available case studies, exemplars as well as overall training and guidance.

### **Project Objectives and Deliverables**

8. The update aims to embed the priorities and outcomes of NTS2 into the development of Strategic Business Case. The key project deliverables are:
- Updated *DRAFT* Manager's Guide.
  - Programme of research or activity to further develop the Technical Database.
  - Updated STAG technical database – *quick wins* .
  - An Appraisal and Modelling User Group (if COVID restrictions and technology allow, this would be in person but with an online component).
  - Updated *FINAL* Manager's Guide.
  - Recommendations for updates to IDM guidance, Development Planning and Management Transport Appraisal Guidance (DPMTAG), Evaluation guidance, Transport Assessment guidance and Design Manual for Roads and Bridges (DMRB).
  - Further updates to technical database and establishment of regular processes.

### **Approach and Governance**

9. We have set out a partnership and working group approach to collaborate on the review and update, involving internal and external stakeholders as follows:
- The **Working Group** is made up of appraisal experts within Transport Scotland who contribute to the update of the document. The Working Group meet on a weekly basis and determine the initial recommendations for the update to the document(s).
  - The **Steering Group** meet monthly to review the papers prepared by the Working Group for either approval or re-working.
  - The **External Advisory Group** provides independent advice (external to Transport Scotland) on the strategic direction of the STAG Update. They meet every 6-8 weeks to review and comment on the overall direction of the proposed updates; give views on the practicality of the proposed

updates; and make recommendations on additional updates, evidence and further research.

- The **TS Senior Management Team** will approve the final update to STAG.

### **Key Changes to STAG**

10. In line with the drivers of change listed above, the following represent the key changes currently being incorporated into STAG:
  - The Managers Guide will now be web based (the Technical Database is already web based), enabling more regular updates as required;
  - To enable a more outcomes-based approach the Options Generation task has been moved from the Initial Appraisal: Case for Change into the Preliminary Appraisal stage;
  - Inclusion of additional guidance on how the Theory of Change concept can help demonstrate clear relationships between evidenced problems and opportunities and the Transport Planning Objectives;
  - An update to the Policy Assessment Framework (PAF) tool to encourage more effective use and reflect recent shifts in national policy (greater emphasis on climate change and inequality);
  - Amendments to the STAG criteria and sub-criteria to reflect the NTS2 priorities and outcomes and better align with SEA and EqIA criteria and processes;
  - Guidance on how to incorporate the Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy into the options identification process;
  - Inclusion of guidance on how to incorporate uncertainty analysis into STAG;
  - Revision of STAG criteria and sub criteria to align with the NTS2 outcomes and priorities and SEA criteria; and
  - A suite of measures aimed at helping practitioners to apply STAG proportionately.

### **Forward Look**

11. Our key focus is now the completion of the draft Managers Guide following the ongoing internal review. Following this, we will share the proposed draft with the Modelling and Appraisal User Group for comments by the end of the summer.
12. It is envisaged that members of the STAG User Group will be given a 4-week window in which to provide feedback (dates TBC). A STAG User Group meeting is scheduled to take place in September/October 2021 and will focus specifically on the updated guidance.
13. Following publication of the updated Managers Guide (anticipated before the end of 2021), work will shift to the completion of an update to the corresponding Technical Database, with this work scheduled to take place in early 2022.

## **Progress Summary**

14. The following progress has been made against the project deliverables:

- Updated DRAFT Manager's Guide – Ready for internal review.
- Programme of research or activity to develop the Technical Database – Ongoing
- Updates to STAG Technical Database (quick wins) – updates identified as part of Manager's Guide update – to commence during user review for completion next year.
- Appraisal and Modelling User Group – scheduled for Sept/Oct 2021.
- Updated FINAL Manager's Guide – scheduled for end of 2021 following user review.
- Recommendations for updates to IDM guidance, DPMTAG, Evaluation guidance, Transport Assessment guidance and DMRB – yet to commence.

## **Purpose**

1. To provide Delivery Board members with an update on the second Strategic Transport Projects Review (STPR2).

## **Background**

2. In order to help manage the uncertainty in travel demand and behaviours due to the COVID-19 pandemic, STPR2 will now report in two phases. Phase 1 was published on 3 February 2021. Phase 2, which will complete the review, will conclude later in 2021. This will be followed by a formal consultation period which will be published by the end of 2021 and inform the final report to be published next year. Together, Phase 1 and Phase 2 will set out Scottish Government's transport investment priorities for the next 20 years.
3. STPR2 will create the evidence basis for future transport investment decisions by the Scottish Government for the next 20 years. It will set out how the recommended investments will contribute Net Zero, Inclusive Growth and our vision is for a sustainable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.
4. At the core of STPR2 is the Sustainable Investment Hierarchy. We will aim first to reduce the need to travel unsustainably, make better use of and enhance existing infrastructure, before investing in new capacity. This hierarchy is also central to Infrastructure Investment Plan.

## **Phase 1**

5. Phase 1 and STPR2 Update was published on 3 February 2021
6. Phase 1 focuses on recommendations for transport investment in the short term, for up to five years, and represents investment which will seek to lock in positive benefits and travel choices of individuals over the past year as well as making steps towards a green economic recovery.
7. There are 20 recommendations ranging from the delivery of Active Freeways and the Reallocation of Roadspace for Buses to the Development of Glasgow and Edinburgh Mass Transit strategies and Access to Argyll and Bute (A83). We have also set out Investment in Ferries and Ports, in Demand Responsive Transport and Mobility as a Service.
8. As part of the Speed Management Plan recommendation Transport Scotland will undertake a review to establish appropriate speed limits across the urban and rural roads network, including different vehicle types.

## **Phase 2**

9. Phase 2, which will report at the end of 2021, will focus on recommendations for investment over the longer 20-year period.
10. STPR2 is being carried out in accordance with the Scottish Transport Appraisal Guidance (STAG). The initial appraisals, completed in early 2021, informed production of the national and regional STPR2 Case for Change Reports which have now been published. This involved comprehensive engagement, policy review and data analysis to identify and consider transport related problems and opportunities.
11. The Case for Change reports set out the national and regional transport problems and opportunities and Transport Planning Objectives (TROs) which guide the development of required interventions throughout the rest of the STPR2 process.

## **Scope**

12. The review has taken the widest possible approach to understanding the transport challenges faced by people and communities across the whole of Scotland.
13. Our transparent and robust approach to engagement has allowed us to get a real understanding of the wide ranging issues faced by communities across Scotland, including the impacts of COVID-19.
14. The scope of the review is focussed on Scottish Ministers transport investment priorities to deliver the vision and outcomes of the National Transport Strategy, within the current policy, fiscal and legislative framework.
15. To do this, we will sometimes have to take difficult decisions to ensure that we remain on track to delivery on our transport vision of “a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors” (National Transport Strategy – Feb 2020).
16. We know from our engagement that transport is a crucial consideration for many of our communities. The decisions that we make will always be based on sound evidence and rationale.

## **Next Steps – STPR2 Phase 2 process and timeline**

17. STPR2 is being carried out in accordance with STAG. The key phases outlined in STAG are:
  - Initial appraisal: case for change - now complete
  - Appraisal: complete Spring to Summer 2021
  - Review and approvals: to complete in Autumn 2021
  - Consultation and final publication: to complete in Winter 2021
  - Post appraisal: Monitoring & Evaluation: to complete in early 2022