



Chartered Institution of Highways & Transportation response to Transport Scotland's A Consultation on Scotland's National Transport Strategy (October 2019)

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CIHT is a charity, learned society and membership body with over 14,000 members spread across 12 UK regions and four international groups. We represent and qualify professionals who plan, design, build, manage and operate transport and infrastructure networks. Our vision is for world-class transportation infrastructure and services. Our values are to be Professional, Inclusive, Collaborative and Progressive.

National Transport Strategy Consultation

Section A: The Vision and Outcomes Framework

Four Priorities each with 3 Outcomes

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

Promotes equality

Will provide fair access to services we need

Will be easy to use for all

Will be affordable for all

Takes climate action

Will adapt to the effects of climate change

Will help deliver our net-zero target

Will promote greener, cleaner choices

Helps our economy prosper

Will get us where we need to get to

Will be reliable, efficient and high quality

Will use beneficial innovation

Improves our health and wellbeing

Will be safe and secure for all

Will enable us to make healthy travel choices

Will help make our communities great places to live

1. Is the Vision that is set out for the National Transport Strategy the right Vision for transport policy over the next 20 years?

Yes No

Please explain your answer.

CIHT strongly welcomes the production of a draft NTS2. It has been a key recommendation of CIHT to ask Governments to produce strategies for transport as a whole. Scotland is seen as leading on this front.

The fact that the vision is built upon the recognition that transport is a key enabler and contributor to key policy areas is welcomed. The collaborative way in which the strategy has been developed is further welcomed and CIHT appreciates the opportunity provided to contribute to the process from an early date. We are pleased to offer our continuing support in developing and implementing the strategy.

The vision is very comprehensive, ambitious and captures the important issues but it is difficult to understand how it can all be achieved given the likely available funding and resources. The NTS2 should set the direction for what will be the Government's priorities and what is affordable. More clarity on prioritisation will benefit the strategy. Meeting such a broad range of policy objectives does present challenges for prioritisation. Does it imply increased funding, and if so, this should be made explicit.

Outturn impacts from NTS1 suggest the need for tougher measures to achieve modal shift and that judiciously deployed fiscal measures may be required to dissuade the use of cars to achieve the new vision for NTS2.

We welcome the modal breadth of the strategy and note that aviation and ferries also have an important role to play in sustaining economic development within Scotland's diverse geography and in reducing carbon emissions.

2a. Are the Priorities and Outcomes that the Strategy is trying to achieve the right Priorities and Outcomes for transport policy over the next 20 years?

Yes No

Please explain your answer.

The four priorities selected are welcomed by CIHT and these are priorities that CIHT has consistently championed as highlighted in these links: climate change, (<https://www.ciht.org.uk/knowledge-resource-centre/resources/climate-change-pledge/>), equality (<https://www.ciht.org.uk/about-us/about-ciht/diversity-inclusion/>) and health and wellbeing (<https://www.ciht.org.uk/knowledge-resource-centre/resources/transport-mobility-and-wellbeing/> and https://www.ciht.org.uk/media/4463/ciht_shared_streets_a4_v6_all_combined_1.pdf).

2b. Are some of these Priorities and Outcomes more important than others or are they equally important?

Please explain your answer.

Traditionally CIHT would not express a view on such priorities. It is recognised that the fact that all are interlinked is a positive factor. Ultimately prioritisation is seen as a political decision. However, during the period of consultation, the focus on climate change has increased and with the Climate Emergency that has been declared by the Scottish Government, we believe that it is reasonable that this should be the priority. CIHT recognises the importance and urgency of addressing climate change and has launched a series of commitments in response to the climate change challenge. <https://www.ciht.org.uk/knowledge-resource-centre/resources/climate-change-pledge/>

There should, however, be a stronger commitment to climate change – 'promote' is too weak. Transport is the biggest contributor to carbon emissions and with the Climate Emergency we need to act rather than promote.

Economy has often been seen as underpinning much of transport planning in the past, arguably at the cost of other areas. However, the interplay of the complex range of factors can be tested by the use of scenario planning. Based on a development of CIHT FUTURES principles, the application of this in developing the new NTS is welcomed. <https://www.ciht.org.uk/knowledge-resource-centre/resources/futures/>

3. Are the Challenges the Strategy highlights in Chapter 3 the key Challenges for transport, or are there others the Strategy should focus on?

Chapter 3 is the longest chapter of the strategy which is significant. It lists a total of 24 challenges (from poverty and child poverty to resilience) and this underlines the magnitude of the overall challenge. While all these challenges are real and evidenced in the document, it is important that project appraisal techniques identify optimum outcomes that address as many of the challenges as possible. However, please see our answer to question 2b which outlines the increased primacy of the climate challenge.

Section B: The Policies to Deliver the NTS

Through the process to develop the National Transport Strategy, 14 policies have been identified that will deliver its Vision and Outcomes and address the Challenges. These are listed below:

- Plan our transport system to cope with the effects of climate change
- Continue to improve the reliability, safety and resilience of our transport system
- Embed the implications for transport in spatial planning and land-use decision making
- Integrate policies and infrastructure investment across the transport, energy and digital system
- Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally
- Provide a high-quality transport system that integrates Scotland and recognises our different geographic needs
- Improve the quality and availability of information to enable better transport choices
- Embrace transport innovation that positively impacts on our society, environment and economy
- Improve and enable the efficient movement of people and goods on our transport system
- Provide a transport system that is equally accessible for all
- Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth
- Support the transport industry in meeting current and future employment and skills needs
- Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing
- Reduce the transport sector's emissions to support our national objectives on air quality and climate change

4a. Are these the right policies to deliver Priorities and Outcomes of the National Transport Strategy?

Please explain your answer.

Yes, and we recognise that these are high level statements of intent and they do embrace the breadth of relevant topics affecting the national transport strategy.

4b. Are some of these policies more important than others or are they equally important?

Please provide details.

All 14 policies are valid and important, but CIHT considers the growing primacy of climate action merits special attention. Modal shift, active travel, reduced emissions, asset management and resilience will all be key supporting factors in addressing climate change.

Section C: Transport governance – democracy, decision-making and delivery

5a. Are there specific decisions about transport in Scotland that are best taken at the national level (e.g. by Transport Scotland or the Scottish Government), at a regional (e.g. by Regional Transport Partnerships), or at a local level (e.g. by Local Authorities)?

Please explain your answer, by providing examples of where you believe transport related decisions should be taken.

In Scotland we are fortunate that we have a national integrated multi-modal transport organisation. This should assist the proposed integrated transport strategy.

Fiscal measures, legislation, the provision and implementation of major new infrastructure and the maintenance and control of the motorway and main road network and the rail network should be managed at the national level. Directly inputting to spatial planning decisions, integrated ticketing and journey planning should also be national decisions.

A regional dimension through regional bodies (not Councils) is appropriate to manage regional, cross-boundary strategies, funding and projects and providing regional technical centres of excellence.

The focus of local authorities should be to plan for local sustainable transport provision and provide where appropriate local sustainable transport services that enable access to a wide range of services. Deciding how vulnerable people can access services such as health and social care should also be a key task.

5b. Should local communities be involved in making decisions about transport in Scotland? If so, how should they be involved, and on which specific issues should they be involved in making decisions on?

Please explain your answer, by providing examples of which transport decisions local communities should be involved in, also suggesting how they should be involved.

Communities are already involved in decision-making through public consultations and input from community councils. Further, we recognise the value of Citizens Panels and agree that these should be a continued means of engaging with people.

There is a need to more fully engage with the public and with businesses on the need for and the pace of change necessary to meet climate change and other objectives

Section D: The Strategy as a whole

6. Does the National Transport Strategy address the needs of transport users across Scotland, including citizens and businesses located in different parts of the country?

Yes No

Please explain your answer.

CIHT notes the comprehensive coverage of these issues in Chapter 3. This lends itself to a general appreciation that journeys by goods and people have start and end points across the country using many parts of the diverse transport network.

Section E: Looking Ahead

7a. What aspects of the transport system work well at the moment?

Please provide details.

- Park and Ride
- Rail network
- Ferry network
- Trunk road network (except at peak times in and around large urban areas)
- Planning special events
- Traveline Scotland
- Support for Electric Vehicles and charging infrastructure
- New active travel infrastructure
- Support for Mobility as a Service

7b. What practical actions would you like to see the National Transport Strategy take to encourage and promote these?

Please provide details.

- Park and Ride – improve partnership working and identify more schemes and safeguard land for expansion of those sites already over-capacity. Improve access to Park and Ride for people walking and cycling.
- Rail network – link new stations to housing developments. Improve affordability and ticketing options. Improve access to stations, including integration with bus services.
- Ferry network – provide ferries with reduced emissions. Innovative EV hire arrangements on islands for visitors to reduce demand for cars on ferries.
- Trunk road network except at peak times in large urban areas – smart measures to reduce peak demand and emissions.
- Active travel – national responsibility for maintenance and management of the national cycle network and links to it.
- Support for Electric Vehicles and charging infrastructure – measures to support use by tenement properties and more car clubs/car hire in urban areas.
- Support for Mobility as a Service - continue to support innovation and enterprise.

8a. What aspects of the transport system do not work well at the moment?

Please provide details.

- Bus patronage decline
- Maintenance of the NCN and local cycle networks
- Smart ticketing
- Road maintenance, particularly in local authority areas
- Travel demand management
- Congestion management

- Peak hour road networks
- Integration of transport and land use planning.

8b. What practical actions would you like to see the National Transport Strategy take to improve these?

Please provide details.

There is a wide range of possible actions such as demand management to reduce peak hour travel, however, we believe that the breadth and variety of problems require to be addressed and optimised through the current STPR2 exercise and taking account of the finalised NTS2.

9. Chapter 6 of the Strategy sets out immediate actions the Scottish Government will take in three key areas: Increasing Accountability; Strengthening Evidence; and Managing Demand. Is there anything you would like to say about these actions?

Please provide details.

Increasing accountability:

CIHT welcomes the Transport Strategy Delivery Board and encourages an appropriate composition of members to ensure fair representation of the challenges presented in the NTS2.

Citizens Panels are further welcomed and should be held to ensure a regular and consistent approach over time.

Connectivity (both transport and digital) are regular items of concern for all businesses. A Business Connectivity Forum could ensure that all elements of the Cabinet Secretary's portfolio are fully considered.

See question 5 for our key points on governance but our main comment is that governance should be improved to ensure transport is better understood and influenced by local people.

Strengthening evidence:

Designing a monitoring and evaluation framework is positive. Monitoring should be linked to scheme objectives and publicised. We commend the strategy for the production of the headline indicators in Annex A. This brings with it a burden of increasing volume and complexity of data management. We support the role of scenario planning in strengthening the evidence base to assist the aim of well-informed decision-making.

Managing demand:

The sustainable travel hierarchy is already in place and has, arguably, still to make a real impact. Therefore, we welcome the embedding of the hierarchy in decision-making and the inferred implication of greater rigour in its application.

The action 'to start a conversation' on climate change seems unambitious. However, we believe the conversation has already started, and spurred on by CIHT's own recent "Climate Change Pledge", we would be happy to contribute to it.

10. Is there anything else you would like to say about the National Transport Strategy?

Please provide details.

A National Transport Strategy is vital in ensuring that those tasked with delivering our transport networks have clarity as to what objectives they should be working towards. A national strategy must address how transport infrastructure can contribute to health, climate, housing, social and economic policies. The vision as set out by Transport Scotland shows good intentions and CIHT are supportive in principle, but the prioritisation and link between them individually and to wider government aims, both in the short- and longer term, requires clarification. The same applies for how overall investment decisions across all transport modes are balanced. CIHT looks forward to seeing the 2020 Infrastructure Investment Plan and the transport elements of the update to the Climate Change Plan.

CIHT recommends that as further detail is developed there is a clear strategy that links the whole road network, rail, aviation and ports and set out how those networks integrate with one another. In terms of roads, CIHT continues to argue that government should recognise that the success of an improved strategic network in meeting customer needs cannot be met without the local road network also being considered as part of the holistic solution that customers require.

A National Transport Strategy should be backed by long term commitment of funding. This provides the roads and transportation sector with the certainty it needs to provide efficient transport operations. In terms of local roads, a long-term settlement would mean the ability to carry out good planning of maintenance works to become more cost-efficient.

CIHT recognises and supports the importance of transport strategies also being developed in local and regional contexts, in addition to the government developing a strategy at national level. Transport strategies developed at a local level should be informed by the same overarching vision.

Section F: Strategic Environmental Assessment (SEA)

Download the SEA Environmental report.

11. What are your views on the accuracy and scope of the information used to describe the SEA environmental baseline set out in the Environmental Report?

Please give details of additional relevant sources.

No comment.

12. What are your views on the predicted environmental effects as set out in the Environmental Report?

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No comment.

13. What are your views on the proposals for mitigation and monitoring of the environmental effects set out in the Environmental Report?

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No comment.

14. Is there anything else you would like to say about the Environmental Report?

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No comment.