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How is Scotland developing its next National Transport Strategy and Transport Investment Plan

CIHT Conference, 7th March 2019

Structure



TRANSPORT
SCOTLAND
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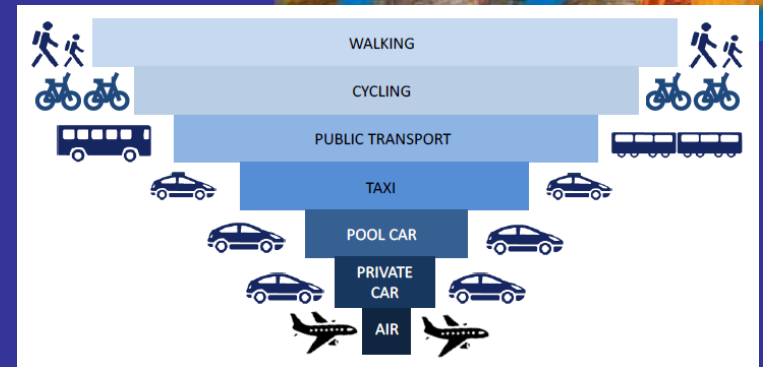
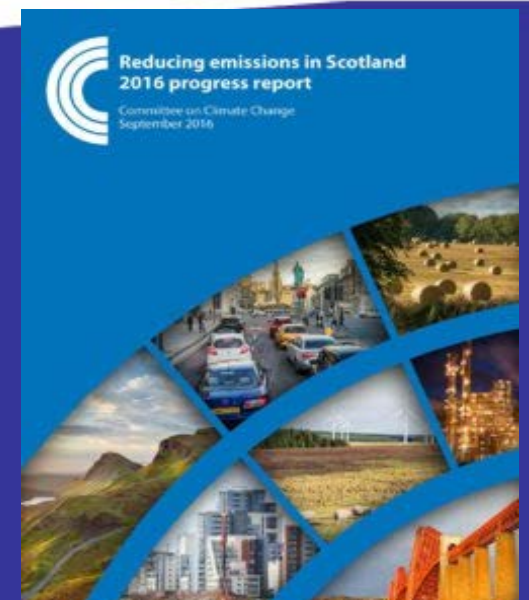
1. Why now:- Drivers for Change
2. National Transport Strategy
3. Strategic Transport Projects Review
4. Transport, Land Use and Economy



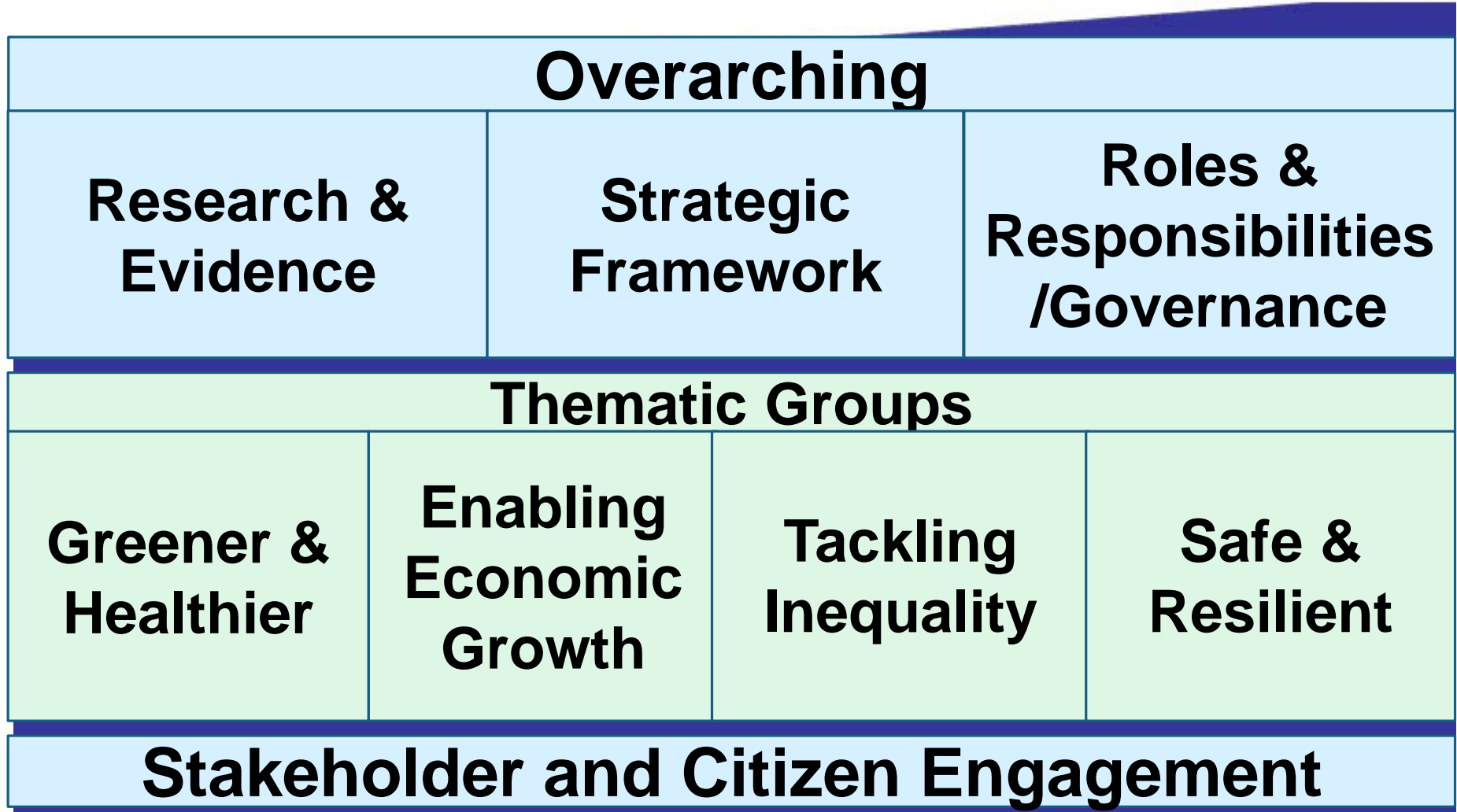
Drivers of Change

- Planning Bill moving through the parliamentary process
- Government's Economic Strategy
- Commitment to Climate Change Agenda

- Air quality in our cities – Low Emission Zones
- Move towards electric and alternate fuel vehicles
- Impact of congestion on our transport networks and bus patronage levels
- Increasing investment in sustainable transport modes
- Changes in individual travel behaviour and lifestyle choices
- City Region Growth Deals



NTS Collaborative Approach



Call for Evidence

THEMES

- Transport can **enable economic growth**, but is rarely sufficient on its own
- **Mode shift** away from private car use is important for health & environment outcomes but less consensus on how this is best achieved
- Strong evidence on the health benefits of **active travel**



UNCERTAINTIES

- **Regulatory models for public transport** (mainly bus) were contested
- Few submissions provided evidence on **differential impacts** of transport interventions on demographic or geographic groups
- How many motorised miles on roads (for both personal travel and freight) can **realistically be substituted** by other modes?



GAPS

- Real world evidence on MaaS and other potentially **disruptive technology/service** models
- What **transport governance** models will allow us to achieve the outcomes we want in a Scottish context?
- **External threats** (e.g. climate, security) on the transport system.



Strategic Framework



NTS Draft Policies & Measures

D. Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally

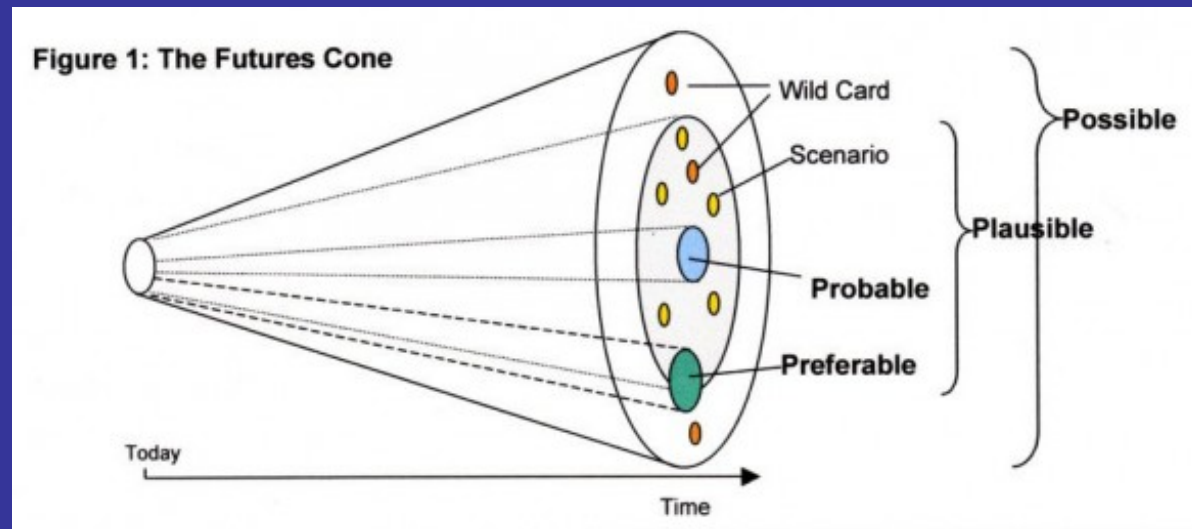
- Optimise accessibility and connectivity within business-business and business-consumer markets by all modes of transport
- Ensure gateways to and from domestic and international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland
- Support measures to improve sustainable surface access to our airports/sea ports

E. Provide a high quality transport system that integrates Scotland and recognises our different geographic needs

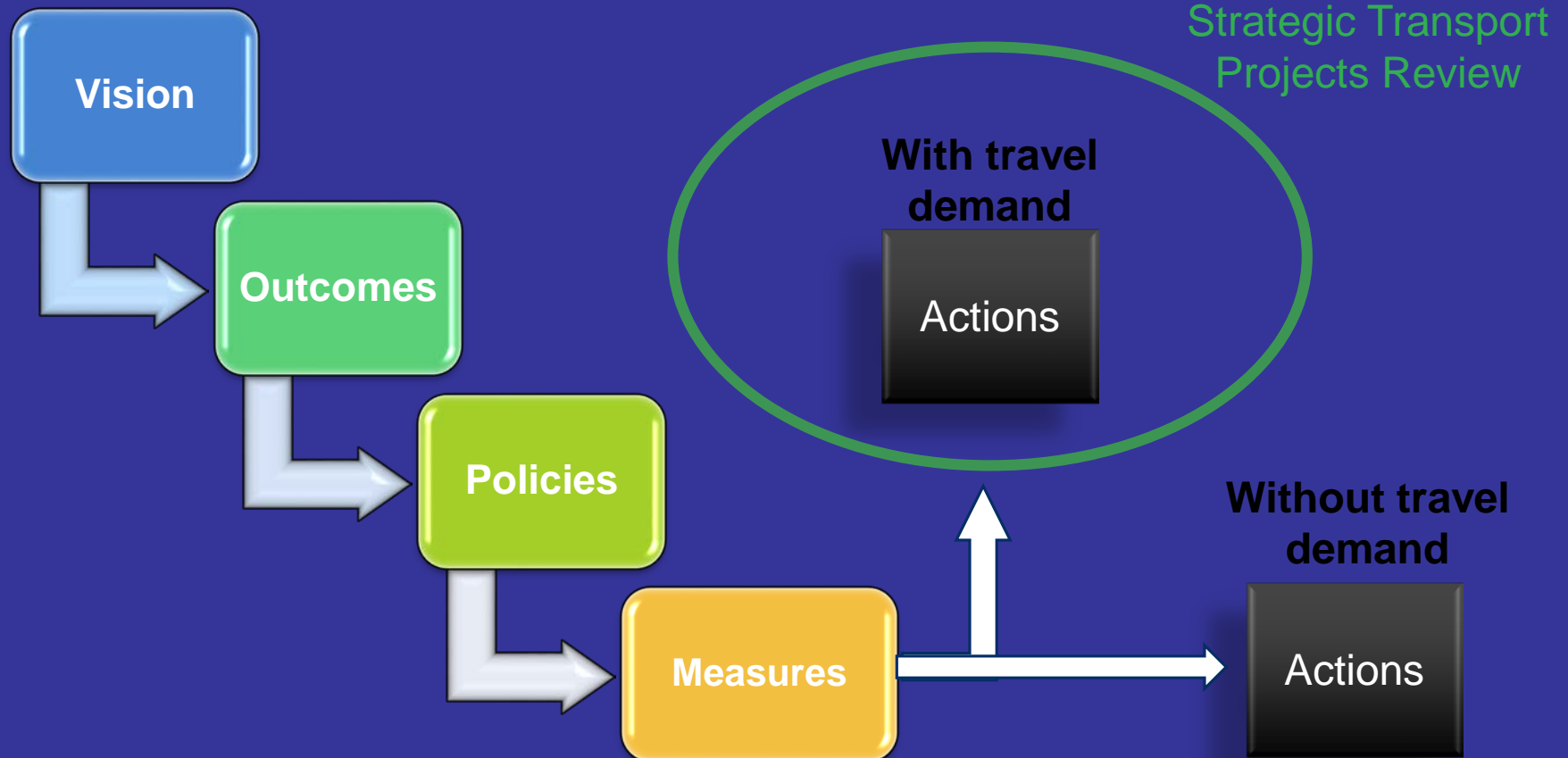
- Ensure that infrastructure hubs and links form an accessible integrated system that improves the end-to-end journey for people and freight
- Minimise the connectivity and cost disadvantages faced by island communities and those in remote and rural areas
- Safeguard the provision of lifeline transport services and connections

NTS – Scenario Planning

- Developed a tool / process that can consider Probable Future Scenarios to assist with understanding impacts of proposed policies (travel demand only) in uncertain future



Going from Strategy to Interventions



Strategic Transport Project Review

Key Principles

- Scotland wide appraisal of future transport interventions *not infrastructure only*
- Multi-modal Transport Appraisal
- Will use objective led appraisal process set-out in Scottish Transport Appraisal Guidance (STAG)
- The appraisal will take a national overview but contain a regional focus
- It will deliver a 20 year plan for transport investment which brings us towards the NTS vision and outcomes



STPR

Multi modal

- First STPR focus on Road / Rail and transport corridors / hubs
- STPR2 will consider at national level infrastructure investment in:
 - Road / Rail
 - Active Travel
 - Island Connectivity
 - Buses
 - Ferries



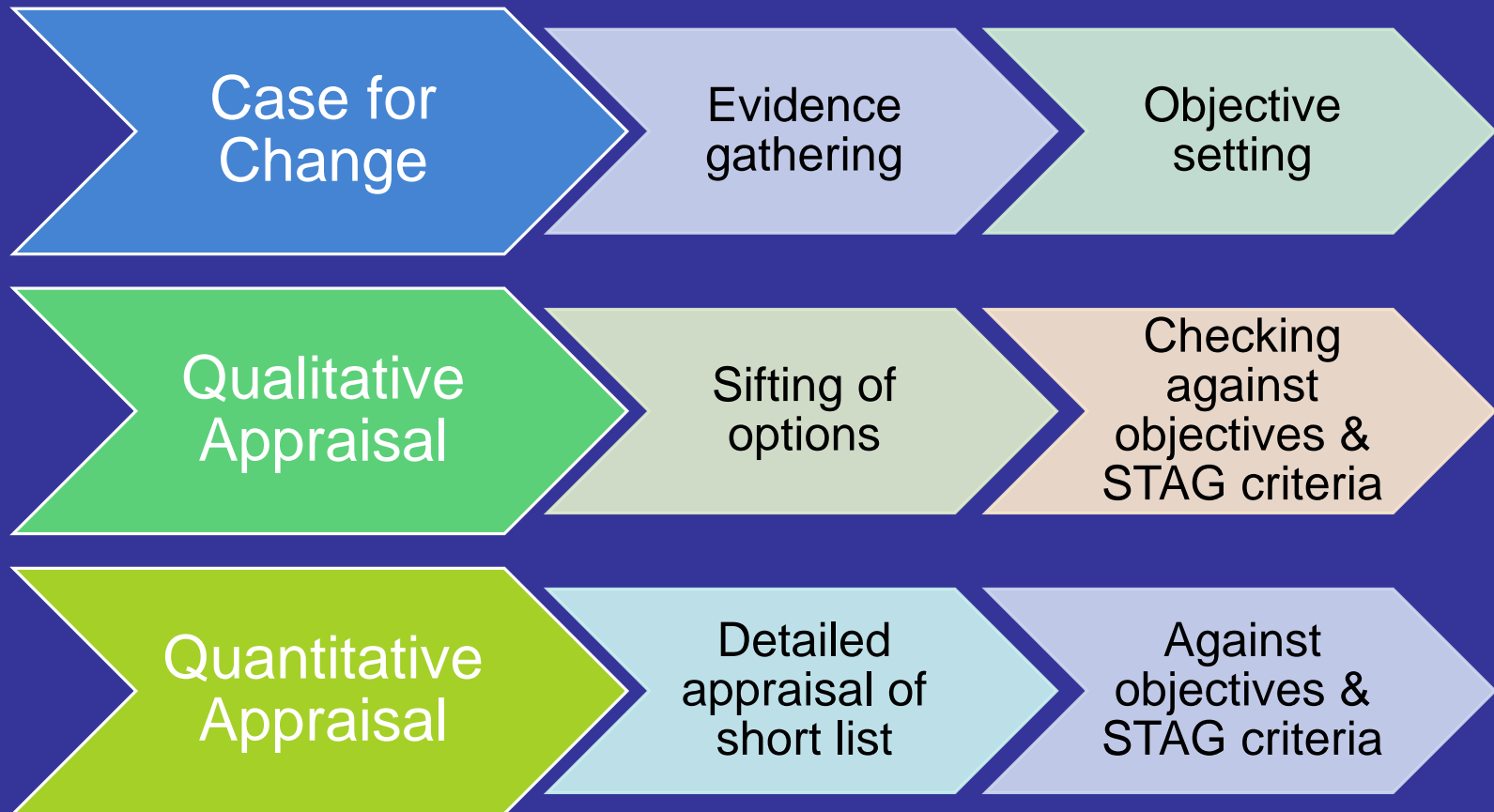
Investment Hierarchy

Will adopt the investment hierarchy:

- Maintaining and safely operating existing assets
- Making best use of existing capacity
- Targeting infrastructure improvements

Process

Developing the Strategic Business Case



Scottish Transport Appraisal Guidance



STAG Appraisal Criteria

ENVIRONMENT

SAFETY

INTEGRATION

ACCESSIBILITY AND
SOCIAL INCLUSION

PLUS
Deliverability
Public acceptability
Affordability



ECONOMY

INCLUSIVE GROWTH
LOW CARBON ECONOMY

Transport and the Economy

- Connects people to jobs and takes goods to markets
- Connects Scotland to the rest of the world
- Business tells us that congestion on our roads is a problem and journey time reliability is important as both impact on costs
- Access to a skilled workforce is important
- Business like to be close to airports/ports and major motorway junctions
- People don't like overcrowded public transport but do like high frequent services
- Politicians like to know about GVA and number of jobs associated with infrastructure investment

Land Use and Transport Integration

User Needs and Engagement



Consultations, discussions, support, application, advice, etc.

Planning
Data

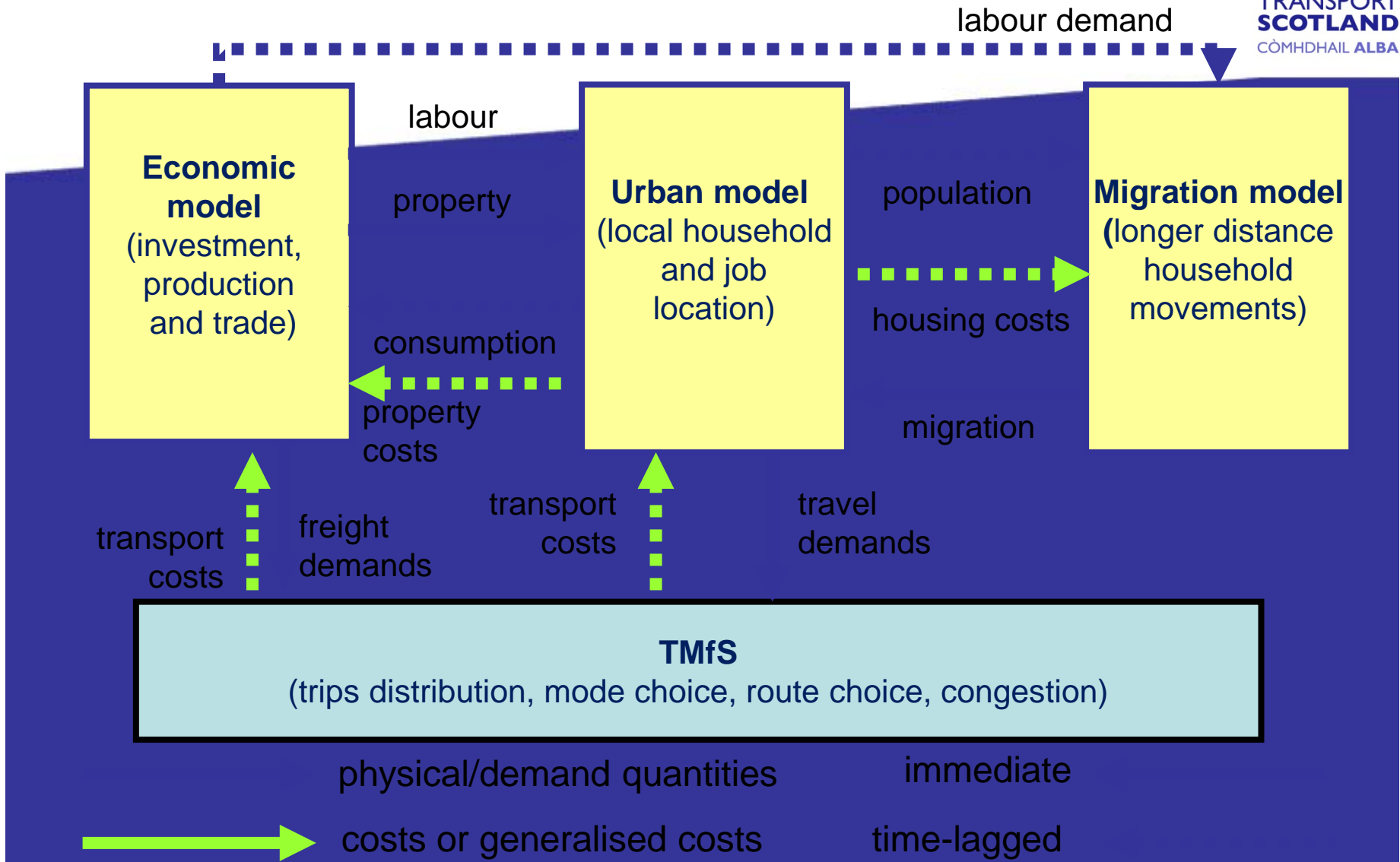
Modelling
Suite

Data Collection
Contract

TMfS

TELMoS

Model Interaction



How can we be more productive?

Quantifying productivity in Appraisal

- Measuring what people tell us is important to “their” economy e.g Translating a 20 minute journey time benefit to something more tangible
- Displacement of activity and distributional effects (e.g. by zone, household type, sectors)
- Valuing accessibility (with segmentation)
- Appraise land-use policy alternatives in conjunction with transport interventions

How can we be more productive?

As the Transport Planning Community

- Greater understanding of cause and effect
- Closing the gap between the evidence and the rhetoric
- Using post opening scheme evaluation to improve scheme appraisal
- Managing data
- Managing uncertainty
- Not to lose sight of the rationale for an intervention as its developed



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Thank you

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