

Report to Partnership Meeting 5 February 2020

CONSULTATION

Scottish Government Strategy and Consultation Update

Purpose of Report

This report provides Members with an update on a number of Scottish Government and Transport Scotland policy documents and consultations including the Strategic Transport Projects Review 2 (STPR2), National Transport Strategy Delivery Plan 2020-22 and the Update to the Climate Change Plan 2018-2032.

Strategic Transport Projects Review 2

The second Strategic Transport Projects Review (STPR2) will inform transport investment in Scotland for the next 20 years.

STPR2 should help to deliver the vision, priorities and outcomes for transport set out in the National Transport Strategy (NTS2) and aligns with other national plans such as the National Planning Framework (NPF4) and the Climate Change Plan.

The STPR2 process involves conducting an evidence-based review of the performance of Scotland's strategic transport network across all transport modes – walking, cycling, bus, rail and road plus wider island connectivity – to identify interventions required to support the delivery of Scotland's Economic Strategy.

The STPR2 review will replace the first STPR published in 2009.

The intended outcomes from STPR2 are to:

- help make Scotland more accessible for residents, visitors and businesses
- create better connectivity with sustainable, smart and cleaner transport options
- highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth.

The review will provide Scottish Ministers with a programme of potential transport investment opportunities for the period 2022-2042.

Current status

The COVID-19 pandemic restrictions and response has impacted on the STPR2 programme but below is a summary of progress to date:

- Case for Change reports were published in draft (the period to comment closed on 4 September 2020);
- A Preliminary Appraisal Framework has been developed for review;
- Draft Option Sifting Reports for each region were shared for initial feedback with members of each Regional Transport Working Group (HITRANS are members of two – Highlands and Islands and Argyll and Bute)

Transport Scotland now intend to take a phased approach to STPR2, with Phase 1 reporting along the original planned timescales and focusing on recommendations “which ‘lock in’, in transport

terms, the positive benefits and travel behaviours of individuals during the pandemic and provide a step change in investment which supports the priorities and outcomes of the National Transport Strategy 2”.

Phase 1

Transport Scotland advise that initial Phase 1 findings have been based on a high-level assessment approach, that has identified options which performed best against the following criteria:

- Can be delivered or significantly progressed within the next 2–3 years
- Performed best against post COVID-19 priorities
- Significantly contribute to the following STPR2 Objectives:
 - A sustainable strategic transport system that contributes significantly to the Scottish Government’s net zero emissions target.
 - An inclusive strategic transport system the improves the affordability and accessibility of public transport
 - A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing
 - An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland
 - A reliable and resilient strategic transport system that is safe and secure for travellers.

The omission of any project from Phase 1 should not be taken as any indication of that project’s likelihood of being recommended for implementation by STPR2. Phase 2 reporting is anticipated in Autumn 2021 and this will outline recommendations for investment over the longer 20-year STPR2 horizon.

Case for Change reports

STPR2 Case for Change reports summarise transport related problems and opportunities as the basis for defining Transport Planning Objectives (TPOs). These objectives should then guide the development and sifting of interventions to address the problems and opportunities.

Eight draft STPR2 regional Case for Change reports and a national report were published in February 2020 and HITRANS provided feedback on the reports for the Highlands and Islands and Argyll and Bute regions.

Transport Scotland shared draft Option Sifting Reports with members of the Regional Working Transport Groups in November 2020. A copy of the initial response to the STPR2 Case for Change Option Sifting Report by HITRANS officers is contained as a separate appendix within the meeting papers as the information was shared in confidence and is not yet in the public domain. It is anticipated that an updated draft of the Case for Change Reports will be published later this month alongside the Phase 1 STPR2 report with further feedback sought from stakeholders on these reports.

National Transport Strategy Delivery Plan 2020-2022

Scotland’s National Transport Strategy 2 (NTS2) set out the vision for Scotland’s 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.

The first NTS2 Delivery Plan published in December 2020, sets out the broad actions the Scottish Government is taking to deliver on its vision and priorities out to end-March 2022, taking account of the impact of COVID-19. This encompasses actions being taken by Transport Scotland. Annual Delivery Plans will be published from 2022 onward. A copy of the first Delivery Plan can be found at the following link <https://www.transport.gov.scot/media/48839/nts-delivery-plan-2020-2022.pdf>.

The Delivery Plan sets out an extensive series of actions and policies which will have a significant impact on how local and regional partners respond to the impacts of Covid-19 and beyond. Some of these have already been outlined previously such as in the Scottish Governments most recent Programme for Government. Below though is a summary of just some of those with particular relevance to HITRANS and partners.

- We have established the NTS2 Delivery Board, chaired by the Cabinet Secretary for Transport, Infrastructure and Connectivity, to bring together senior representatives across the transport sector to be accountable for the successful delivery of the NTS2, and we will deliver the second NTS2 Delivery Plan in 2022
- The Transport Governance and Collaboration Review Group will continue the work outlined by the NTS2 Roles and Responsibilities review. Initial work will expand and update the evidence base on transport governance and delivery across the country. This will be used to highlight and share good practice in the context of delivering the vision and priorities set out within the NTS2 and related Regional and Local Transport Strategies. The work will also inform longer term thinking on potentially strengthening the regional approach with a view to helping deliver better outcomes for citizens and businesses
- We will continue to maintain links and ongoing engagement between the transport governance work and the wider Local Governance Review which is considering how powers and resources should be shared between national and local government and with our communities
- Changes to STAG will be published by the end of 2021
- We will provide everyone in Scotland with access to superfast broadband by the end of 2021

Reduces Inequalities

- 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 this December with publication of the findings early next 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 consider additional support required for public transport and keep this under review in light of the uncertainty and other challenges presented by COVID-19.
- This includes support for bus services, in addition to the more specific support provided by local authorities and Regional Transport Partnerships (RTPs), and building on the Bus Services Operators Grant and the COVID-19 Support Grants, which have been used to support services during the pandemic
- We will also consider additional support required for rail. Emergency Measures Agreements (EMAs) are already in place for the ScotRail and Caledonian Sleeper franchises
- We will also continue to contract for the provision of appropriate capacity levels on the Clyde and Hebrides and Northern Isles lifeline ferry networks, allowing physical distancing to be maintained while meeting passenger demand
- We will consider further support needs for island aviation routes, including the Glasgow-Benbecula route, which is already subsidised

- We are working to ensure that disabled people 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 card can be integrated into their existing processes to improve awareness and understanding of the accessibility issues faced by customers.

We will remove barriers to public transport connectivity and accessibility within Scotland.

- 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 work with local transport authorities and others to develop regulations and guidance to support implementation
- STPR2 will provide evidence basis for future investment decisions on physical barriers to public transport accessibility at transport interchanges, stations and termini. This could include development of best practice guidance on creation of mobility hubs drawing on experience from Europe and elsewhere
- We will continue to deliver on the commitment in ‘A Fairer Scotland for Disabled People – Employment Plan’⁶ in relation to making transport more accessible and easy to navigate for disabled users
- Throughout 2019-2024, we will continue to address station accessibility on Scotland’s rail network. We are providing funding for step-free access at Carstairs, Aviemore, Pitlochry, Nairn and Kingussie rail stations.
- 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 continue to review the benefits of the Scheme to ensure it best meets people’s needs and delivers a best value solution
- We will launch further rounds of the Ferries Accessibility Fund, working with the Mobility and Access Committee for Scotland (MACS) and other partners to ensure that spending remains focused and beneficial

We will minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline 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 review our existing stakeholder engagement in 2020/21 and develop a revised ferries stakeholder engagement strategy, with a commitment to implement the revised strategy in 2021/22
- We will produce and maintain a long-term plan and investment programme for new ferries and development at ports. This is to improve resilience, reliability, capacity, and accessibility, increase standardisation, and reduce emissions to meet the needs of island communities. This is also to give confidence on our ongoing commitment, supported by proposed investment of at least £580 million during the next five years
- We will also prepare the Islands Connectivity Plan (ICP) as the successor to the Ferries Plan 2013-22. We will develop objectives based on supporting delivery of NTS2 and the National Islands Plan, and develop proposals to meet those objectives which represent value for money. The ICP will be closely linked to the outcomes of the STPR2, in order to consider island connectivity more broadly having regard to aviation, ferries and fixed links, and to connecting and onward travel
- We will publish the final evaluation of Road Equivalent Tariff (RET) fares and undertake a fares policy review as part of the ICP
- As part of the five-year National Islands Plan, we will ensure future transport related policies, strategies and services are Island-proofed
- We will work on the specification for the next Clyde and Hebrides Ferry Service contract

- Funded by Transport Scotland, CalMac Ferries Ltd is running the Ar Turas (Our Journey) programme to deliver a modern ferry booking, ticketing and travel experience
- We will take forward a number of improvements to trunk roads to mainland remote communities, as outlined in the chapter on Helping to Deliver Inclusive Economic Growth
- We will undertake the second and final round of the Mobility as a Service (MaaS) Investment Fund in January 2021 which, in addition to the “Rural, Islands and Communities” and the “Tackling Accessibility, Inequality and Mobility” themes of the first round, will also seek projects that address the issues affecting urban environments, as well as COVID-19 transport solutions
- We will sustain the recent expansion to the eSgoil project in the Western Isles through our National eLearning Offer.

The Scottish Government will improve sustainable access to healthcare facilities for staff, patients and visitors.

- We will ensure the Near Me video consulting service, as well as the use of telephone appointments continues to be a core component in delivering health and care services after the pandemic
- We will also extend the Near Me service to make it available within social care and care homes, and explore the further opportunities, alongside Convention of Scottish Local Authorities (COSLA), for the service to be used across the wider public sector
- We will undertake a review of arrangements for travel for patients in receipt of qualifying benefits under the Scotland-wide Patient Travelling Expenses Scheme
- We are actively engaging with community transport organisations, NHS health boards, Regional Transport Partnerships and relevant stakeholders to help remobilise services and improve coherence and joined-up planning for patient transport
- We will further explore with partners (Health Boards, Integration Joint Boards, Scottish Ambulance Service) how to improve Transport to Health and Social Care Services in response to previous recommendation for improvement by the National Audit Office and Mobility and Access Committee for Scotland (MACS)

Takes Climate Action

- We will work across government to develop a coordinated package of policy interventions to reduce car kilometres by 20% by 2030. Assuming the health pandemic has moved to a phase to allow more certainty regarding future forecasting, a route map to meet the reduction will be published in 2021
- We will work in partnership with local authorities to support measures to reallocate road space and manage parking provision as part of the broader programme of place-based investment, creating 20-minute neighbourhoods, aimed at addressing inequalities and promoting wellbeing through greater local access to services and opportunities, and reducing demand for unsustainable transport, and reducing reliance on private car use
- We will explore how we can build on our existing place-based planning approach - including concepts such as 20-minute neighbourhoods - across our cities, towns and rural areas, so that the places where we live are more resilient in the future.
- We are taking forward a collaborative review of the progress and scope of the Town Centre Action Plan. This places emphasis on recovering from the impact of COVID-19, as well as meeting our climate change ambitions.
- We will undertake planning reform, including delivery of the NPF4, which will embed the Sustainable Travel and Investment Hierarchies into development planning to help encourage more sustainable travel options and manage demand of less sustainable choices.
- We launched the Bus Partnership Fund which will fund local authorities to develop and deliver bus priority infrastructure in partnership with bus operators over the next five years to tackle the impacts of congestion on bus services on local roads

- 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 the transition and recovery from COVID-19
- We will work with the Bus Decarbonisation Taskforce to co-design a pathway to a fully decarbonised bus fleet, and put in place solutions to any remaining hurdles.
- We will provide an analysis of potential financial models, drawing on international examples and other industries, and we will continue to engage across the bus, energy and finance sectors to explore how innovative financial products could support the shift to zero-emission buses in Scotland
- We will explore the cost-breakdown for battery-electric and hydrogen fuel-cell buses and supporting infrastructure to identify areas where costs could be driven down
- We will continue to support battery-electric and hydrogen fuel-cell buses through our subsidy schemes, investing £120 million over 5 years from 2021/22
- We will decarbonise Scotland's passenger rail services by 2035, ahead of the UK's target of 2040.
- We will promote efficient and sustainable freight transport, particularly the shift from road to rail
- To help facilitate modal shift, our dedicated £25 million Scottish Strategic Rail Freight Fund will help to unlock specific opportunities for rail freight across Scotland
- We also provide funding through our Mode Shift Revenue Support (MSRS) and Freight Facilities Grant schemes. MSRS is supporting 10 rail flows in 2020/21 removing approximately 121,000 lorry journeys from Scotland's roads
- We will work to decarbonise scheduled flights within Scotland by 2040.
- This new commitment aims to create the world's first zero emission aviation region, in partnership with Highlands and Islands Airports Limited (HIAL). We 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 recognise that reducing emissions from aviation and shipping will require an international policy approach and we will therefore continue to engage through the UK Government with the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation to reduce the environmental impacts of aviation shipping
- We will work towards decarbonisation of ferry services.
- As part of the Islands Connectivity Plan, we will explore and consult on pathways to zero/low emission ferry transport, learning from experience in other countries and on other modes
- Our Small Vessels Replacement Programme for the Clyde and Hebrides Ferry Service network will explore alternative fuel options for a low emission vessel design We will support households and businesses to make the switch to zero emission vehicles.
- We will continue to support consumers access the benefits of electric vehicles through our Low Carbon Transport Loan (LCTL), which has now been extended to include used electric vehicles
- We will continue to provide financial support to households through the Domestic Chargepoint Programme operated by the Energy Savings Trust, including providing £0.5 million this year to support 1600 installations
- We will continue to support local authorities to bring forward innovative projects to incentivise battery electric and hydrogen vehicles, including through our Switched on Towns and Cities programme and our work with the Scottish Cities Alliance

- We will continue to take forward work to establish requirements for the installation of electric vehicle (EV) charge points, or the enabling infrastructure in new buildings and those undergoing major renovation
- We will increase our focus on EV charging at public transport hubs so that electric vehicles reinforce, rather than crowd out, public transport options
- Working with Scottish Procurement and Scottish Futures Trust, we will establish innovative ways to invest in zero emission vehicles at scale across the public sector, whilst maximising opportunities to leverage commercial investment through aggregated demand for new products, vehicles and infrastructure
- We will support strategically coordinated investment in the charging network that enable wider energy and transport system benefits and efficiencies
- Through the support we provide to local authorities and businesses, we will continue to expand and improve the ChargePlace Scotland network which will exceed 2000 chargers by April 2022
- Building on Transport Scotland's unique collaborations with Scotland's energy network companies, we will continue to demonstrate new approaches to financing and delivering electric vehicle charging infrastructure, with increasing emphasis on commercial investment opportunities
- We will engage extensively on future financing and delivery models to support the growth in the public electric vehicle charging, including ChargePlace Scotland
- We will set in place a new ChargePlace Scotland network operator contract
- We will work across the energy, finance and automotive sectors to support Scotland's vision for Hydrogen, as set out in the Hydrogen Policy statement
- We will set out a framework (by 2022) for enabling and delivering infrastructure to underpin Scotland's move to a zero emission transport system
- We will develop and publish the Transport Scotland Climate Change Adaptation Plan, with a particular focus on the risks associated with changing weather patterns attributed to climate change
- We will continue to establish good adaptation practices, with a view to supporting the outcomes associated with the second Scottish Climate Change Adaptation Programme
- We will establish a Vulnerable Locations Group within the agency to take forward the actions outlined in our Flooding Next Steps report and to support existing landslide management on the Trunk Road Network
- We will improve the quality and availability of information and software systems to enable all to make more sustainable transport choices
- We will launch our first pilots to test the practical application of Mobility as a Service (MaaS)¹² in 2021, the concept being that by providing people with easy, digital access to travel information, they may feel more empowered to use more sustainable means of travel, informing them about their journey's carbon impact and encouraging them out of private cars
- In 2021/22, we will review and develop the next generation contract for Travel Data Information Services to continue to provide more detail for journey planning services, like Traveline Scotland, to include fares, timetabling, routes, services and real-time location information.
- We will continue work with Regional Transport Partnerships, local authorities and bus operators to mitigate the impact of COVID-19, with information about onboard seating availability, and through our Smart Pay Grant Fund, we will support operators to install software to accept contactless payment on board
- We will consider options for how railway assets could be exploited to support the digital connectivity agenda and the enhanced rollout of broadband and mobile telecommunications coverage for the benefit of passengers and communities close to the line

- In 2021/22, we will progress smart ticketing and open data measures, as outlined in the Transport (Scotland) Act 2019, including establishing the National Smart Ticketing Advisory Board (NSTAB) and consulting on open data provision

Helps Deliver Inclusive Economic Growth

Through the Rail Recovery Task Force, we are actively reviewing train services to better align capacity with demand following the disruption caused by the COVID-19 outbreak

- In line with the developing COVID-19 position across the country and the First Minister's announcement on 7 October 2020, ScotRail will reconfigure its provision of services from the December timetable change to reflect the significantly reduced demand.
- We are working with ScotRail to identify opportunities to be developed at the appropriate time to recover revenue streams allowing the Authority to reduce the current financial support level
- The ScotRail franchise is due to end on March 2022. This will allow more flexibility for Scottish Ministers to move forward with a better understanding of the pre-COVID-19 financial constraints
- To help with recovery, we are working closely with Network Rail, UK Government and the rail freight industry to maximise opportunities for rail freight. We are looking to build on the changes from the early stages of the pandemic, when there were reduced passenger services on the network, which included running longer, heavier trains to meet demand and improve efficiency
- We have agreed with the industry that we will "build back a better" to ensure that future rail services are better matched to demand, are resilient and deliver the best performance for the people of Scotland.
- We will undertake measures to improve the resilience of the rail and roads network.
- We will design and deliver the programme of already committed trunk road improvement projects, supporting local and regional economies sustainably
- We will progress delivery of the A9 Dualling programme between Perth and Inverness, and the A96 Dualling programme between Inverness and Aberdeen
- We will 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, A737 Improvements at Beith, A90/A937 Laurencekirk Junction Improvement, A9/A82 Longman Junction Improvement and the A9/A96 Inshes to Smithton scheme
- We will bring forward proposals for a permanent solution to address the A83 Rest and Be Thankful landslip risks
- 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 advice
- Within the draft Infrastructure Investment Plan we have committed to doubling investment in bridge and roads maintenance with a programme of around £1.5 billion over five years to boost structural repairs and strengthen the network
- We will deliver risk mitigation measures on the A83 Rest and Be Thankful
- We will continue to invest in maintenance of the current Clyde & Hebrides and Northern Isles ferries alongside our programme of new builds.
- We will explore the potential for life extension projects as part of our asset management plan

- Ferries asset management and investment planning will reflect the Sustainable Investment Hierarchy as set out in the NTS2. Alongside targeted initiatives to increase capacity, we will work with communities, businesses and ferry operators to explore ways of making better use of available ferry capacity for people, vehicles and freight, and to enable more sustainable travel opportunities.
- We will identify and promote the use of redundant or underused railway land or buildings by local enterprises or communities
- We will identify opportunities to support and sustain current freight (mainly alumina) and grow new freight flows (e.g. timber and food and drink) and consider options to promote local businesses, through initiatives such as low bulk goods and parcels on passenger services
- We will identify and promote with stakeholders how the railway line can sustain and grow the rural economy which it services, in particular exploiting opportunities from the planned expansion of the aluminium smelter yard at Fort William
- 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 continue to work in partnership with VisitScotland, Scottish Development International and Scotland's airports to restore connectivity for business and tourism, returning as soon as possible to the levels of international connectivity we had in 2019, while also continuing work to secure direct routes to new and emerging markets. Our overall objective is to help restore connectivity to previous levels but not restore aviation emissions to previous levels
- 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
- We will work with VisitScotland to market Scotland as an attractive place to live, work and visit. Good transport links, especially in rural areas, have a part to play in taking this forward
- In 2021, we will develop a public consultation on our aviation strategy
- We will support the Hydrogen Accelerator programme at St. Andrews University that is linking academic, public and commercial interests in the development and deployment of hydrogen technologies and projects
- We will support the Energy Technology Partnership to establish a new innovation network bringing together academia, sector specialists and companies to promote innovation in technologies to decarbonise the transport system
- We will continue to support the development and deployment of new zero emission vehicles and Scottish supply chains opportunities, building on the success of recent initiatives on refuse and emergency response vehicles
- We are participating in 'Project CAV Forth', which will provide a globally significant demonstration of UK autonomous bus capability along a 14-mile route from Fife to Edinburgh
- We will set out a framework (by 2022) for enabling and delivering infrastructure to underpin Scotland's move to a zero-emission transport system, including working with partners to support and promote the development of hydrogen for public transport

Improves our Health and Wellbeing

- We will fund active travel partners, including local authorities and Regional Transport Partnerships to deliver active travel infrastructure projects, and sustainable and active behaviour change work, through our grant funded programmes and where the projects are clearly aligned to the active travel outcomes framework.
- We have committed over £500 million over five years for large scale, transformational active travel infrastructure projects, access to bikes and behaviour change schemes •

Additionally, funding from the City Region and Growth Deal programme will expand regional sustainable and active travel solutions across Scotland

- We have seen the Spaces for People fund used by local authorities to support temporary road space re-allocation for safe active travel – walking, wheeling and 34 cycling, during the COVID-19 outbreak. Where appropriate and with due process, for example, in taking account of the implications for disabled people, we will support local authorities to turn temporary infrastructure into permanent in the medium to longer term
- We continue to fund permanent active travel infrastructure, from small paths to town and city centre-scale change, through the Sustrans Places for Everyone fund
- We will work through Paths for All's Smarter Choices Smarter Place (SCSP) behaviour change programme to support active and sustainable travel options. This year, for the first time, the SCSP has been expanded to support people to work from home and avoid unnecessary travel
- Over the lifetime of the next Parliament, we are committing an additional £50 million to 'Active Freeways' which will involve identification and design development of the strategic active travel network, to provide segregated active travel routes on main travel corridors to city and town centres and major trip attractors linking communities throughout Scotland
- We will support the delivery of the Islands Green Recovery programme, increasing active and sustainable travel infrastructure (footways, cycle paths, EV charge points)
- We will continue to support and promote all forms of shared transport including public bike share schemes and car clubs through a number of grant funded programmes
- We will refresh Cycling by Design in 2021-22.
- We will continue to fund the position of Active Nation Commissioner to advocate and support the vision of Scotland as an active nation
- We will introduce guidance, including effective enforcement arrangements, to support the responsible parking provisions of the Transport (Scotland) Act 2019, in order to eliminate so far as possible anti-social pavement parking and double parking
- We will increase the safety of the transport system and meet casualty reduction targets.
- As part of the Road Safety Framework to 2030 we will undertake a National Speed Management Review to support a range of policies that assists those Government national outcomes and indicators that are relevant to this area.
- We will publish new guidance on taxi and private car hire, focused on accessibility
- We will explore how we can build in concepts such as 20-minute neighbourhoods across our cities, towns and rural areas. This has the potential to reduce the need to travel and therefore emissions, alongside improving inclusive access to contribute to the health and wellbeing of our communities
- We will ensure alignment between the STPR2 and the NPF4
- We will commence work to refresh Designing Streets in 2021-22. This sets out the design and transport policy for lightly trafficked streets.

Update to the Climate Change Plan 2018-2032: Securing a Green Recovery on a path to Net Zero

The Scottish Government also published an Update to the Climate Change Plan (2018-2032) in December 2020.

This document updates the 2018 Climate Change Plan. Since that Plan the Government has set new targets to end Scotland's contribution to climate change by 2045. They have committed to reduce emissions by 75% by 2030 (compared with 1990) and to net zero by 2045. The Plan states that COVID-19 does not change these ambitions rather as Scotland emerges from COVID-19, it highlights an opportunity to rebuild our economy in a way that delivers a greener,

fairer and more equal society. This Plan sets out the Governments' approach to delivering a green recovery and sets out a pathway to deliver on their climate change targets. In line with the 2018 plan, the focus is on the period up to 2032.

It highlights the importance of adopting an iterative approach with emerging technologies and societal changes likely to impact how we realise the vision, with this current Plan setting out the priority actions to take us through to the next statutory Climate Change Plan in 2025.

All the main actions and priorities set out in the Climate Change Plan Update are also contained within the NTS Delivery Plan priorities set out in the previous section of this report. A copy of the full report can be found at the following link <https://www.gov.scot/publications/securing-green-recovery-path-net-zero-update-climate-change-plan-20182032/>

RTS Delivery

Impact - Positive

Comment – The policies outlined in these key policy document will underpin the prioritisation of the projects within the RTS Delivery Plan

Policy

Impact - Positive

Comment – These policy documents provide a detailed and coordinated framework of policies at a national level

Financial

Impact – Positive

Budget line and value – No direct impact but the policies and priorities will provide a focus for future Business Plans

Equality

Impact – Positive

Comment – Reducing Inequalities is one of the key priorities of the updated National Transport Strategy .

Members are invited to:

1. Note the Report

Report by: Neil MacRae
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Date: 27th January 2021