Report

Report to:	**Community and Enterprise Resources Committee**
Date of Meeting:	**12 November 2019**
Report by:	**Executive Director (Community and Enterprise Resources)**

Subject:	**National Transport Strategy - Consultation Response**

1. Purpose of Report
1.1. The purpose of the report is to:-

♦ advise Committee on the content of the Scottish Government's second National Transport Strategy (NTS2) and note the Council's consultation response to the Strategy

2. Recommendation(s)
2.1. The Committee is asked to approve the following recommendation(s):-

(1) that the response to the Scottish Government's consultation on the National Transport Strategy, as detailed in Appendix 1 to the report, be approved.

3. Background
3.1. The Scottish Government recently consulted on the new draft National Transport Strategy (NTS2), essentially their second one. The Scottish Government sought to determine whether the Strategy's Vision, Priorities and Outcomes were the correct ones for Scotland's transport network for the next twenty years.

3.2. They also wished to understand whether the policies contained in the Strategy were the right ones to help deliver it, and how the Strategy could continue to support what works well and address what does not work so well in Scotland's transport system.

3.3. Given the timescales associated with the consultation, it was necessary to submit the Council's response (Appendix 1) prior to the consultation deadline of 23 October 2019, however in doing so it was highlighted that any further comments arising from the Committee would be forwarded on.

4. The Strategy
4.1. The full National Transport Strategy (NTS2) can be found online at www.consult.gov.scot/transport-scotland/national-transport-strategy and the following section provides a brief overview. Hard copies have also been provided in Member Services should Councillors wish to review further.

4.2.	The NTS2 sets out the vision for the next 20 years and was developed in collaboration with over 60 partner organisations around Scotland, including representatives from South Lanarkshire Council.

4.3.	The Strategy's vision is that:-

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

4.4.	The global climate emergency and the role of transport in helping to deliver net-zero emissions by 2045 is seen as a key priority, along with how transport can play its part in building a fairer society.

4.5.	The strategy suggests a redefining of investment priorities, putting sustainability and public transport at the heart of decision-making and is underpinned by the following four priorities.

4.6.	The Strategy draws heavily on the latest evidence and has been developed through a collaborative approach involving a wide range of partners. An engagement exercise involving individuals, businesses and third sector organisations has been undertaken.

4.7.	The Strategy is clearly aimed at the whole transport system (people and freight) both why we travel and how those trips are made, including walking, wheeling (i.e. using a wheelchair), cycling, and travelling by bus, train, ferry, car, lorry and plane.

4.8.	Appendix 2 sets out the series of overarching policies and enablers that have been developed.

4.9. The Strategy provides the strategic framework within which future decisions on investment options will be made. At this time, it does not identify or present specific projects, schemes, initiatives or interventions. Instead the Scottish Government's second Strategic Transport Projects Review (STPR2), the 2020 Infrastructure Investment Plan and the transport elements of the update to the Climate Change Plan will consider, assess and identify how options will support NTS2.

4.10. The findings of these Reviews and Plans will then be presented in a detailed Delivery Plan, demonstrating how each option will contribute to the NTS2 Priorities.

5. Comments

5.1. Overall the consultation response has welcomed the NTS2 as a positive and evidence based Strategy that will inform and provide a framework for future transport investment across Scotland, however, the following points were made and form the basis of the Council's more detailed response referenced in Appendix 1.

5.2. This Vision is clearly welcomed and sets the bar high in terms of what we wish to achieve, however, it is considered that a balance must be made between potentially competing priorities e.g. a prosperous economy potentially needs significant transport infrastructure investment which at times may be seen as in conflict with sustainability priorities.

5.3. The Council's response also notes that the Global Climate Emergency is a step change opportunity for transport in Scotland. South Lanarkshire like many Councils has recently passed a motion to build on its Sustainable Development and Climate Change Strategy by accelerating the timescales.

5.4. To meet these national and local ambitions and to encourage and drive change to sustainable travel modes, the Council's response notes that such declarations need to be accompanied by a genuine and co-ordinated medium to long term investment strategy (i.e. both capital and revenue). This includes investment in areas such as active travel, enhanced park and ride provision and low carbon vehicles. The current impact of Climate Change on roads and related assets should also not be forgotten. Across the region and beyond there needs to be a comprehensive and enhanced investment programme to tackle deteriorating roads and bridges and associated infrastructure.

5.5. It could easily be argued that the global climate emergency demands urgent and radical steps towards greater adoption of sustainable transport and active travel measures which discourage unnecessary private car use. Equally though, helping the economy prosper has always been a key priority for Scotland and transport is a key enabler for this to happen.

5.6. A prosperous economy priority is likely to need significant transport infrastructure and this would impact upon the wider environment, which may in turn impact to a degree upon the built environment. However, if this is done in a strategic and integrated manner then improved outcomes for equality, climate and health and wellbeing can also be realised/stimulated. In short a balance must be struck.

5.7. The Strategy sets out a comprehensive chapter outlining the many challenges and opportunities affecting transport across Scotland. The scale of the challenge facing Roads Authorities in relation to roads and related infrastructure maintenance has perhaps not been captured as clearly as it could be. Before we look to improve and deliver on new and/or improved infrastructure or introduce new policy frameworks we

must have a clear and funded strategy to manage and maintain the critical infrastructure which we already have and will require for the future.

5.8. The Strategy touches on transport governance across Scotland, which is varied, and suggests that change may be necessary. The Strategy notes that governance is a complex issue, and further work needs to be done to develop a model for future transport governance in Scotland that is capable of being implemented.

5.9. The Council's response suggests that the existing governance in the West of Scotland is a good starting point with established models and good relationships between Local Authorities, Strathclyde Partnership for Transport, ClydePlan and the Glasgow City Region providing an excellent opportunity to build upon.

5.10. Those regions with a dominant major city such as the West of Scotland must ensure though that effective transport is considered not only to and from the city but across and around the region, including rural areas. This should ensure the entire region's economy, healthcare, education and employment opportunities are realised through an affordable, responsive, inclusive, sustainable and integrated transport network.

5.11. The Council's response suggests that current governance requires to be more consistent, empowered, integrated and streamlined to allow faster delivery of projects. We have therefore welcomed the further work proposed to consider models that provide such enhancements. Whatever model comes forward needs to be suitably resourced both in terms of finance, skills and available capacity and have the leadership to recognise the benefits that potentially regional/national projects or initiatives bring to an economy. Greater strategic oversight and co-ordination would perhaps complement the current arrangements.

5.12. Further consultation on specific delivery models is therefore welcomed, which will assist the development of pragmatic and implementable new or enhanced governance arrangements.

5.13. The consultation discusses decision making and who is best placed to do this and where is best placed for it to happen. The Council's response suggests that local decision making remains key and it is important that local decisions are taken at a local level where officers and elected members are best placed to engage with communities.

5.14. It is also important that projects or investment in transport initiatives in rural, or small population areas must not be overlooked in an assessment and prioritisation process. These are the areas that sometimes require the most significant interventions delivering real benefits to communities.

5.15. The consultation seeks comment on what works well and what does not and Active Travel and Bus Services were two areas we provided further comment on. The ongoing and increased levels of funding for active travel are welcomed. However, there are a number of different funding sources for similar types of projects. Associated complex conditions of grant award, bid processes and different timescales are barriers to effective delivery.

5.16. Examples of the different funding sources for active travel are Scottish Governments Cycling Walking and Safer Street grants (CWSS) and Air Quality grants, Strathclyde Partnership for Transport, SUSTRANS, Paths For All. All these bodies require bids to be submitted and each bidding process is different which requires the allocation of resources. A single bidding format using the same form / process for all groups

would allow easier access. It is further complicated with the requirement for some bids to be match funded therefore, the successful delivery of schemes can be delayed.

5.17. The Council's response indicates that consideration should be given to a more streamlined funding model which allocates funding directly to Councils, similar to other transport related grants and preferably allocated over a greater period than one financial year. For example, moving to a three year model (or longer) allows greater flexibility in the delivery of schemes where they could be drafted, consulted, designed and constructed with the comfort that funding is in place. Specific grant funding for cycling and walking projects passed directly to Councils or Regional Transport Partnerships would likely prove to be a more efficient method of delivering schemes.

5.18. The Council's response further notes that some bus services and overall patronage are in decline and that this has severe impacts on the lives of many people given bus has the largest mode share and is the one that people from the Council's most deprived communities frequently rely on. The Council's response suggests appropriate funding is required to redress the balance in funding for bus which is critical to the achievement of wider policies to tackle poverty and support inclusive economic growth.

5.19. With regards to public transport in general this provides a real opportunity to manage climate change. Genuine investment in this area has the capacity to help tackle a range of priorities including poverty, health, congestion, safety and the economy. An adapted and resilient network where private car journeys are reduced will benefit the Council's economy, environment, health outcomes, and the viability of its communities and the attractiveness of its places. The Council's response reflects this position.

5.20. The Council's response also promotes greater integration in terms of delivery and decision-making across the transport sector as well as more coordinated land-use planning and economic development. Specifically the Council's response suggests a genuine and concerted effort to implement a national integrated ticketing initiative across all modes could be a transformational development for Scotland.

5.21. NTS2 sets out a clear evidence based framework, but it is perhaps too early to fully answer the question of whether it meets the need of all users. While clearly it should, as it presents an all-encompassing framework, the success of it will be measured against the successful implementation of the projects and initiatives emerging from the associated Delivery Plan.

5.22. Finally, the Council's response notes that a significant level of capital investment is available to Councils and others across Scotland. However, Local Authorities need to have the necessary employee resources both in terms of numbers and skills to deliver. Over the last 10 years, such resources have been reduced and this remains a real area of concern moving forward. Enhanced investment in employee numbers and training opportunities is essential for Councils nationally moving forward and it is expected this will materialise within individual authorities via established workforce planning arrangements.

6. Conclusions

6.1. In summary, the submitted response welcomes the NTS2 as it provides the strategic framework within which future decisions on investment options will be made. As with any Strategy though, delivery is key and we would also welcome the development of detailed NTS2 Delivery Plan.

6.2. It is vital though that this Delivery Plan is developed in partnership and with input from Regional Transport Partnerships, City Regions and Councils. At this point Transport Scotland should also provide clarity and certainty about future initiatives, workstreams and crucially, revenue and capital funding, and the organisations tasked with taking initiatives forward.

6.3. NTS2 provides a genuine opportunity to consider the main issues facing Scotland currently and in future, and the most appropriate means of addressing them. The Council's response should be seen as a positive contribution to the Strategy development debate.

6.4. Officers will continue to work with Transport Scotland, SPT and City Region partners in taking NTS2 forward and to contribute to the wider Climate Change challenge Scotland and the world faces.

7. Employee Implications

7.1. There are no significant employee implications associated with the recommendations in this report.

8. Financial Implications

8.1. There are no significant financial implications associated with the recommendations in this report.

9. Other Implications (Including Environmental and Risk Issues)

9.1. There are no significant risks associated with this report, nor any environmental implications. There are no implications for sustainability in terms of the information contained within this report.

9.2. The NTS2 consultation is accompanied by a Strategic Environmental Assessment (SEA). The SEA would appear to be a robust assessment and we have not offered any specific comments on the content at this time.

9.3. Importantly, the SEA appears to consider and outline a strong framework to manage any impacts associated with specific projects, schemes, initiatives or interventions emerging from the NTS2.

10. Equality Impact Assessment and Consultation Arrangements

10.1. This report does not introduce a new policy, function or strategy for the Council or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required

10.2. Additional NTS2 reports are available, prepared by Transport Scotland, including a Strategic Environmental Assessment, Equality Impact Assessment, and various other supporting documents.

10.3. There is no requirement to undertake any consultation at this time in terms of the information contained in this report.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

8 October 2019

Link(s) to Council Values/Ambitions/Objectives
♦   Improve the quality of life of everyone in South Lanarkshire
♦   Improve the road network, influence improvements in public transport and encourage active travel
♦   Work with communities and partners to promote high quality, thriving and sustainable communities

Previous References
♦   None

List of Background Papers
♦   National Transport Strategy Consultation www.consult.gov.scot/transport-scotland/national-transport-strategy

Contact for Further Information
If you would like inspect any of the background papers or want any further information, please contact: -
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Section A: The Vision and Outcomes Framework

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

   The proposed vision for Scotland's transport system is that: We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

   This Vision is clearly welcomed and sets the bar high in terms of what we wish to achieve, but a balance must be made between potentially competing priorities e.g. a prosperous economy potentially needs significant transport infrastructure investment which at times may be seen as in conflict with sustainability priorities.

   It is always difficult to have a vision that encapsulates everything, however, it would be useful to see 'safe and well maintained' referenced in the vision in some form.

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?**

   Again, the Priorities and Outcomes cover all of the key areas and are very much welcomed. Striking that balance must be made though between potentially competing priorities as referenced in the Council's reply to question 1.

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

   It could easily be argued that the global climate emergency demands urgent and radical steps towards greater adoption of sustainable transport and active travel measures which discourage avoidable private car use.

   Equally though helping the Council's economy prosper has always been a key priority for Scotland and transport is a key enabler for this to happen. A prosperous economy priority is likely to need significant transport infrastructure and this would likely impact upon the wider environment. Consequently low carbon solutions are imperative.

   However, if economic development is delivered in a strategic, sustainable and integrated manner with well targeted investment then improved outcomes for equality, climate and health and wellbeing can also be realised/stimulated.

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

   This is a comprehensive chapter outlining the many challenges and opportunities affecting transport across Scotland.

   The scale of the challenge facing Roads Authorities in relation to roads and related infrastructure maintenance has perhaps not been captured fully.

   Before we look to improve and deliver on new and / or improved infrastructure or introduce new policy frameworks we must have a clear strategy to manage and maintain, in a safe condition, the critical infrastructure we already have, and will require in the future.

Section B: The Policies to Deliver the NTS

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

The policies cover a wide range of areas and it would be difficult to disagree with any of them.

As mentioned above in the Council's reply to question 1 it is always difficult to have a vision that encapsulates everything. This is the same for the development of policies and it is good to see "safety" referenced in the first policy.

It would be useful though to see 'well maintained' referenced in relation to this first policy, noting also that encouraging sound asset management practices across Scotland will not in itself lead to improvement. Only a long term sustained investment (i.e. both revenue and capital) programme across all asset groups will make a difference.

For all types of infrastructure investment, there needs to be a comprehensive asset management plan taking projects from inception, through construction, planned maintenance and for some assets any required decommissioning. Importantly, this must link to a financial profile and must be appropriately funded.

Public transport provides a real opportunity to manage climate change. Genuine investment in this area has the capacity to help tackle a range of priorities including poverty, health, congestion, safety and the economy. An adapted and resilient network where private car journeys are reduced will benefit the Council's economy, environment, health outcomes, the viability of its communities and the attractiveness of its places and the Council's response reflects this position.

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

It is clear that depending on where you are positioned within the transport or land use planning profession strong arguments could be made that certain policies are more important than others.

However the example outlined above in response to question 2b in relation to a prosperous economy in the Council's view should, alongside the zero carbon agendas, be the main focus moving forward as this can lead to both knock on and direct benefits in other priority areas.

The growing role of Place and Place-Making needs to be given greater recognition. Investment should be focused on inclusive growth across local areas, as much as it will be about improving national networks.

Importantly though and, to stress the point again, before we look to improve and deliver on new and / or improved infrastructure or introduce new policy frameworks we must have a clear strategy to manage and maintain the critical infrastructure which we already have.

Indeed it could be argued that consideration of the Council's existing assets, fixing and maintaining them, and considering how we best utilise them, should on the whole be given greater priority than new infrastructure.

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)?

Transport Governance across Scotland is varied with many success stories in terms of partnership working and scheme delivery. Overall the bodies in place at present and decision making arrangements reflect the diverse and complex transport hierarchy across Scotland.

There are many challenges though and would suggest the bulleted list on page 54 of the Strategy captures the key ones that affect delivery and progress.

The model in the west of Scotland is a good starting point. Established governance models and good relationships between Local Authorities, Strathclyde Partnership for Transport, Clyde Plan and the Glasgow City Region provide an excellent opportunity to build on. The governance/roles and responsibilities that already exist in the Council's view remain relevant in terms of decision making and area of responsibility. However, they require to be more empowered, integrated and streamlined to allow faster delivery of projects.

Those regions with a dominant major city such as the West of Scotland must ensure though that effective transport not only to and from the city but also across and around the region recognising the rural nature of some areas. This should ensure the region's economy, healthcare, education and employment opportunities are realised through an affordable, responsive, inclusive, sustainable and integrated transport network.

Importantly though, responsible bodies need to be suitably resourced both in terms of finance, skills and available capacity and have the leadership and statutory powers to recognise the benefits that potentially regional / national projects or initiatives would bring to an area. Greater strategic oversight and co-ordination would perhaps complement the current arrangements.

Further consultation on specific delivery models is therefore supported, which will assist the development of pragmatic and "implementable" governance arrangements.

Local decision making remains key and it is important that local decisions are taken at local level where officers and elected members are best placed to engage with communities and understand the advantages and disadvantages.

One area where decision making/governance could be improved is in relation to Active Travel. At present there are over 20 funding partners / projects currently funded through Transport Scotland's Active Travel budget allocation.

It is clear from the large number of partners and projects that many of these are being delivered in isolation from other schemes. Better co-ordination to avoid duplication of effort and to integrate strategic routes/strategies is needed.

Having a more streamlined financial model as suggested later in this response would allow more efficient delivery of projects and partners such as Sustrans could focus efforts and input to informing design and implementation as opposed to the distribution of funds and financial monitoring aspect of projects.

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?

It is essential that people and communities are at the heart of any significant decisions on project or infrastructure investment although care should be taken to ensure there is a balance between consultation and the need to actually deliver strategic needs.

It is also important that projects or investment in transport in rural, or areas of small population is not overlooked in an assessment and prioritisation process. These are the areas that sometimes require the most significant interventions.

Consultation methods will vary depending on the project or initiative but established models for the type of engagement undertaken through Community Planning, Local Plan, Regional and Local Transport Strategies should continue.

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?

There are many existing and developing national, regional and local policies, strategies and plans already in place and NTS2 provides a welcomed overarching framework.

The NTS2 sets out a clear evidence based framework, but it is perhaps too early to agree that it meets the need of all users. While clearly it should, as it presents an all-encompassing framework, the success of it will be measured against the successful implementation of the projects and initiatives emerging from the delivery plan.

The national Climate Change Emergency is a step change opportunity for transport in Scotland. South Lanarkshire like many Councils has recently passed a motion to build on the Council's Sustainable Development and Climate Change Strategy by accelerating the timescales.

To meet these national and local ambitions and to encourage and drive change to sustainable travel modes these declarations need to be accompanied by a genuine and co-ordinated medium to long term investment strategy (i.e. both capital and revenue).

This includes areas such as active travel, enhanced park and ride provision and low carbon vehicles. The current impact of Climate Change on roads and related assets should also not be forgotten; across the region and beyond there needs to be a comprehensive and enhanced investment programme to tackle deteriorating roads and bridges and associated infrastructure.

Section E: Looking Ahead

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

The Council's City Region generally has an excellent transport network: the largest (with growing patronage) rail network, a comprehensive bus network, a Subway system undergoing modernisation, a comprehensive motorway network and a growing active travel and low carbon vehicle network.

Significant investment has also seen delivery and development of many major multi modal transport 'flagship' projects across the transport network in Scotland, including the A9 upgrading, Queensferry Crossing and the Edinburgh-Glasgow Improvement (Rail) Programme.

Notwithstanding the Council's earlier comments the level of active travel investment across Scotland is welcomed with large sections of the National Cycle Network and local cycling networks now providing high quality route corridors throughout Scotland.

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

The transport network across Scotland and indeed the UK is fragmented with multiple partners and organisations responsible for specific areas, with some driven by competition rather than what users require.   This create challenges and barriers for the public.

Greater integration in terms of delivery and decision-making is required across the fragmented transport sector and increased, coordinated land-use planning and economic development is essential.

A genuine and concerted effort to bring forward a national integrated ticketing initiative across all modes could offer a transformational development for transport in Scotland.

Clearly, continued investment in those areas referenced in 7a is essential, but perhaps with a greater eye on co-ordination and delivery particularly in relation to active travel and increased investment in regional and local transport priorities e.g. supporting Regional Transport Partnerships/Councils to deliver park and ride / transport hubs to lock in the benefits of increasing rail investment and patronage.

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

Before we look to improve and deliver on new and / or improved infrastructure or introduce new policy frameworks we must have a clear strategy to manage and maintain the critical infrastructure which we already have.   It could be argued that consideration of the Council's existing assets, fixing and maintaining them, and considering how we best utilise them, should on the whole be given greater priority than new infrastructure.

Scotland is relatively capital rich in terms of investment in transport initiatives and projects across Scotland, but at times we fail to fully recognise the revenue and maintenance pressures such investment brings.

Bus services are in decline and this has severe impacts on the lives of many people given bus is the largest public transport mode and the one that people from the Council's most vulnerable communities rely on.

Local Authorities continue to benefit from capital investment in relation to Low Carbon/Electric Vehicle Charging Infrastructure funding streams and this has led to the development of a network of public charging infrastructure points. While this is welcomed, to date, there does not appear to be an overarching strategy for such infrastructure investment. Touching upon the Council's earlier point there is also a need to recognise the continued revenue/maintenance/running costs associated with such an EV network.

While the level of active travel investment across Scotland is welcomed clearly there are barriers to delivery. At this time there are a number of different funding sources for active travel such as Scottish Governments Cycling Walking and Safer Street (CWSS) and Air Quality, Strathclyde Partnership for Transport, SUSTRANS, Paths For All. This landscape is unnecessarily bureaucratic and complex.

Consideration should be given to a more streamlined funding model which allocates funding directly to Council's similar to Cycling Walking and Safer Streets (CWSS) funding, preferably allocating funding over a longer period than one financial year. For example, moving to a three year model (or longer) allows greater flexibility to the delivery of schemes where they could be drafted, consulted, designed and constructed with the comfort that funding is in place.

Dedicated funding for cycling and walking projects passed directly to Councils would likely prove to be a more efficient method of delivering schemes. Alternatively a model which would see funding being coordinated through Regional Transport Partnerships could also be welcomed.

As referenced earlier there is a significant level of capital investment available to Councils and others across Scotland and this is encouraging. Local Authorities need to have the necessary employee resources both in terms of numbers and skills to deliver. Over the last 10 years such resources have been depleted and this remains a real area of concern moving forward. Enhanced investment in employee numbers and training opportunities is necessary for the industry moving forward.

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

Again, greater integration in terms of delivery and decision-making is required across the transport sector and more coordinated land-use planning and economic development would be beneficial.

The governance/roles and responsibilities that already exist in the Council's region remain relevant in terms of decision making and area of responsibility. However, they require to be more empowered, integrated and streamlined to allow faster delivery of projects. The model in the west of Scotland is a good starting point. Established governance models and relationships between Local Authorities, Strathclyde Partnership for Transport, Clyde Plan and the Glasgow City Region provide an excellent opportunity to build on.

Further, provide appropriate funding across modes and redress the imbalance in funding for bus which is critical to the achievement of wider policies to tackle poverty and support inclusive economic growth.

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?

In principle, we support these actions, but immediate action should also include genuine and coordinated action to introduce medium to long term investment (i.e. both capital and revenue).

This includes areas such as active travel, enhanced park and ride provision and low carbon vehicles. The current impact of Climate Change on roads and related assets

should also not be forgotten; across the region and beyond there needs to be a comprehensive and enhanced investment programme to tackle deteriorating roads and bridges and associated infrastructure.

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

South Lanarkshire welcomes NTS2 as it provides the strategic framework within which future decisions on investment options will be made. As with any Strategy delivery is key and we would also welcome the emerging NTS Delivery Plan.

It is vital though that this is developed in partnership with and input from Regional Transport Partnerships, City Regions and Councils. Transport Scotland should also provide clarity and certainty about future initiatives, workstreams and crucially, revenue and capital funding, and the organisations tasked with taking them forward.

Section F: Strategic Environmental Assessment (SEA)

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?

The SEA appears to be a robust assessment and we have no specific comments to make on the content at this time.

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

The SEA appears to be a robust assessment capturing the potential effects of NTS2 and we have no specific comments to make on the content at this time.

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

The SEA appears to consider and outline a strong framework to manage any impacts associated with specific projects, schemes, initiatives or interventions emerging from the NTS2 and we have no specific comments to make on the content at this time.

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

Nothing further add.

Policy	Enabler
Continue to improve the reliability, safety and resilience of our transport system	Increase safety of the transport system and meet casualty reduction targets
	Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility
	Implement measures that will improve perceived and actual security of Scotland's transport system
	Increase the use of asset management across the transport system
Embed the implications for transport in spatial planning and land use decision making	Ensure greater integration between transport, spatial planning, and how land is used
	Ensure that transport assets and services adopt the Place Principle
	Ensure the transport system is embedded in regional decision making
Integrate policies and infrastructure investment across the transport, energy and digital system	Ensure that local, national and regional policies offer an integrated approach across all aspects of infrastructure investment including the transport, digital, and energy system
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 Scotland's airports and sea ports
Provide a high-quality transport system that integrates Scotland and	Ensure that infrastructure hubs and links form an accessible integrated system that improves the end-to-end journey for people and freight

Policy	Enabler
recognises our different geographic needs	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
Improve the quality and availability of information to enable better transport choices	Support improvements and innovations that enable all to make informed travel choices
	Support seamless journeys providing the necessary infrastructure, information and interchange facilities to connect all modes of transport
	Ensure that appropriate real-time information is provided to allow all transport users to respond to extreme weather and incidents
Embrace transport innovation that positively impacts on our society, environment and economy	Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations
Improve and enable the efficient movement of people and goods on our transport system	Ensure the Scottish transport system efficiently manages needs of people and freight
	Promote the use of space-efficient transport
Provide a transport system that is equally accessible for all* * all includes everyone across Scotland but particularly those with protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation and people living in poverty.	Ensure transport in Scotland is accessible for all
	Identify and remove barriers to public transport connectivity and accessibility within Scotland
	Reduce the negative impacts which transport has on the safety, health and wellbeing of people
	Continue to support the implementation of the recommendations from, and the development of, Scotland's Accessible Travel Framework

Policy	Enabler
Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth	Ensure sustainable labour market accessibility to employment locations
	Ensure sustainable access to education and training facilities
	Improve sustainable access to healthcare facilities for staff, patients and visitors
Support the transport industry in meeting current and future employment and skills needs	To meet the changing employment and skills demands of the transport industry and upskill workers
	Support initiatives that promote the attraction and retention of an appropriately skilled workforce across the transport sector
Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing	Promote and facilitate active travel choices across mainland Scotland and islands
	Integrate active travel options with public transport services
	Support transport's role in improving people's health and wellbeing
Reduce the transport sector's emissions to support our national objectives on air quality and climate change	Facilitate a shift to more sustainable modes of transport for people and commercial transport
	Reduce emissions generated by the transport system to improve air quality
	Reduce emissions generated by the transport system to mitigate climate change
	Support management of demand to encourage more sustainable transport choices
Plan our transport system to cope with the effects of climate change	Increase resilience of Scotland's transport system to climate change related disruption
	Ensure the transport system adapts to the projected climate change impacts