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**Have your say on the draft National Transport Strategy 2**

**Suggested responses from Cycling UK in Scotland**

**Main points for a short response**

* The draft National Transport Strategy 2 (NTS2) has an excellent Vision for the next 20 years and good priorities and outcome themes under this. The NTS2 must include more specific policies which are clearly linked to show how they address the challenges, or meet the needs, and how they fulfil the priorities and outcomes – to ensure they are guided by strategy.
* Specific policies are needed to ensure there is an increase in active travel in Scotland – walking, cycling and wheeling.
* It is good to see the need for demand management highlighted and the sustainable transport hierarchy within the document. However, the NTS2 needs to be ambitious, show radical thinking, and include specific policies to make system change happen. Only radical change in policy and strategic direction will enable people to get out of their cars and cycle, walk or use public transport.

**Consultation questions and suggested answers**

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

* This is a very positive vision for the next 20 years. The goal of a sustainable, inclusive and accessible transport system for Scotland is very welcome.
* The second part of the vision would be improved by the inclusion of the words ‘all’ and ‘people’ as follows: ‘for all people, communities, businesses, and visitors.’
* Government must aim to achieve this vision well before the 20-year life of the strategy.

**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

* The 4 priorities and 12 outcomes are welcome and cover the right themes - the NTS2 must: promote equality; take action on climate change to help us adapt and help deliver a net-zero target; and improve our national health and wellbeing.
* Along with the vision these are important as they set the focus of investment decision-making, development of an action plan and direction of projects for the coming years. Future projects must aim to meet these priorities.
* However, the outcomes do not satisfy the dictionary definition of an outcome – ‘*The outcome of an activity, process, or situation is the situation that exists at the end of it’*[[1]](#footnote-1). Rather these are statements or aspirations. These should be reworded as outcomes to show clearly what the Government is aiming to achieve through the strategy process. In its current form, the outcome ‘promotes greener cleaner choices’ the word ‘promotes’ should be substituted with the word ‘enables’.

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

* The 3 priorities of; promote equality, takes climate action, and improves our health and wellbeing, are more important and urgent as a priority than helps our economy prosper. As priorities these need more urgent action, however, delivery of all the priorities need to be balanced.
* Addressing the challenge of the climate emergency is the highest priority for the Government and for the NTS2, and in particular the priority to ‘take climate action’. This is more important and urgent than all the others because if we do not take climate action in the transport sector and do not achieve Scotland’s net-zero target for greenhouse gases we put at risk all the other priorities and benefits that come from achieving them (health, equality and economy). However, taking climate action itself needs to be achieved in a sustainable way that does not compromise the other priorities.
* The priority of ‘helps the economy prosper’ should focus on sustainable economic growth rather than sustained economic growth. Making the economy prosper in a sustainable way will improve indicators for the other priorities, e.g. by doing so it will reduce greenhouse gases emissions and will improve health and wellbeing.

**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 section of the draft NTS2 does well to comprehensively outline, in an easy to read way, the challenges facing Scotland. However, the final NTS2 must do more to:
* Prioritise the challenges – in the draft NTS2 the challenges are a long list of random but interesting information that doesn’t necessarily connect with a strategic overview.
* Provide more detail on the scale of the challenge ahead in achieving the NTS2 priorities of equality, climate action, economy, and health and wellbeing.
* Identify where challenges join with each other and can therefore be tackled together – for example, increased road traffic, congestion, air quality and physical inactivity.
* The challenges section must be made clearer in the following ways:
* Not all issues listed as trends are actually trends – we recommend that real trend data is published here.
* Some of the challenge section subtitles need to be re-written as challenges – for example an ageing population is not a challenge but ‘meeting the needs of an ageing population’ is a challenge to be addressed in the NTS2. Furthermore, some challenges need to better explain and expand upon the challenge, again the ageing population challenges explains about issues of inaccessibility only briefly and near to the end of the section.
* A key challenge, missing in the draft NTS2 is that of ensuring that active travel infrastructure is designed holistically, with the needs of everyone, particularly the most disadvantaged in mind, e.g. children and the disabled. The way our community spaces, paths, pavements, cycle lanes etc are designed must allow people to walk and cycle safely and with confidence that they will be safe.

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

* The number and extent of the challenges show that a radical overhaul of transport strategy and policies is needed in Scotland, rather than limited improvements or tinkering. Taken as a whole these policies do not give confidence that the Government is aiming for a radical overhaul. We recommend much clearer, stronger, ambitious, and well-developed policies.
* Cycling and active travel is poorly supported in the draft Strategy. The NTS2 must include specific policies aimed at enabling more cycling and active travel. Two of the enablers are aimed at active travel but this is insufficient for an issue which is identified as a significant challenge in the document.
* There is no information in the draft document showing how each policy will help to meet a priority and outcome. It is therefore very difficult to know if these are the right policies to meet them or, more importantly, to realise the radical overhaul of transport policy needed to solve the challenges. The final NTS2 must make these links.
* The following points need addressing:
  + Information showing which challenges each policy is aiming to address.
  + Indication of which are the priority policies. This is needed for the public to understand how limited funding will be deployed in future.
  + How each policy will be measured – especially, indicators of success. In some cases, policies need a target to indicate how much change is to be achieved.
  + Consistency in how they are written and following the SMART style as far as possible – specific, measurable, achievable, realistic, timebound.
* By cross-referencing between the policies and the priorities and outcomes it is clear there are insufficient policies to meet the ‘promotes equality’ priority.
* The challenge of demand management is not well met in the policies – the challenge of reducing car numbers on the roads and reducing single occupancy cars is not addressed fully in the NTS2 list of policies. This particularly applies to our towns and cities. This is a huge issue, as shown in the challenges section through the statistics and infographics. Solving this challenge would have multiple benefits and help meet many of the priorities and outcomes. The NTS2 must include more policies and actions to address this.

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

Yes.

* Policies which halt or reverse things that are wrong in society are priorities, for example, those that reduce negative environmental impacts, turn around poor health indicators or reverse inequalities. These policies are more important in the NTS2 than, for example, the policy to ‘support the transport industry in meeting… employment and skills needs.’
* Policies which address multiple challenges or fulfil multiple outcomes are also most important. These must be identified and prioritised in the NTS2.

**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 response to the climate emergency and the health crisis Scotland needs to take urgent action on transport, including the delivery of active travel infrastructure. To truly move Scotland to the sustainable transport hierarchy shown in the draft NTS2 huge amounts of money needs to be shifted from road infrastructure spending to cycling and walking infrastructure and to public transport. National and regional decisions regarding sustainable transport projects and infrastructure delivery needs must not be overcome by vocal minority views at a local level.

However, at a local scale a ‘bottom up’ approach using local knowledge to improve delivery (rather than hinder) will be beneficial and should be facilitated.

*[Have your say – Are there issues in your local areas to do with decision making? Include examples]*

**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.

*[Have your say – On what do you want local community involvement?]*

**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?**

No

* The draft NTS2 does not fully address the needs of all transport users. We want to see policies and action that explicitly address challenges of:
* Rural transport in a different way to policies which affect urban transportation.
* Helping the most disadvantaged members of society, wherever they are in Scotland, to access, use and benefit from transport as easily as anyone else. Policies in the NTS2 must reduce inequalities.
* Making communities great places to live.

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

*[What do you like about transport in Scotland from your point of view – some suggestions below.]*

* Segregated cycle lanes.
* Traffic calming measures – targeted reduction of traffic speeds.
* Off road cycle tracks and the National Cycle Network.
* Ease of taking bicycles on Calmac ferries.
* Amount of cycle storage space on new class 385 train services between Glasgow and Edinburgh.

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

*[Suggest actions that are needed (things more specific than policies) – suggestions below]*

* Segregated cycle routes along arterial routes into all towns and cities.
* More links created to the NCN and cycle lanes.
* More funds to maintain the NCN.
* Use of best practice in design standards by all Local Authorities.
* Multi-year active travel funding for Local Authorities.
* More revenue funding for roads and cycle path maintenance for Local Authorities.

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

*[What doesn’t work well – suggestions below to add to.]*

* Over reliance on unsegregated cycle lanes.
* Poor linking of cycle lanes – routes not being continuous and with abrupt endings to cycle lanes.
* Shared space paths – these can be dangerous for vulnerable pedestrian users, such as blind people or older people.
* Integration of cycling with public transport.
* Affordability of public transport.
* Car parking is too easy and too cheap/free – this leads to car users not paying the full cost of using a car and does not incentivise use of active forms of travel or public transport.
* Insufficient cycle space on trains and an inconsistent approach depending on the service or type of train.
* Low enforcement of traffic offences affecting cycling – e.g. parking in cycle lanes.

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

*[List what you want to see here. What would make cycling in your area better? – ideas below]*

* City and town centre redesign, including greater pedestrianisation of city and town centres.
* Fossil fuel free city centres. Road traffic reduction policy.
* Road user charging – to incentivise people out of their cars to use active forms of travel or public transport.
* Free bus services.
* 20mph zones – to reduce traffic speed in residential areas.
* Integrated ticketing systems, which include use of public bike share schemes.
* Rebalancing Government transport spending, from national to local roads, and from building new road capacity to maintaining the existing network.
* Bike buses for rural areas – dedicated space for bikes in buses, in bus storage, on bus bike racks or trailers.

**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?**

* Increasing accountability – a place-based approach is needed to find the best solution for regional decision making. For example, the final approach may well be different for greater Glasgow area compared to the Borders.
* Strengthening evidence – a solid set of indicators is needed to judge the progress of the NTS2. Indicators are needed to indicate when success is achieved, and this is difficult without the NTS2 setting targets or making priorities or policies SMART. Some of the indicators are the wrong indicators for the outcome, for example, indicator 5. ‘proportion of petrol, diesel and electric vehicle cars and vans registrations’ is not an indicator of how well we adapt to climate change impacts. In addition, in some cases one or two indicators as listed will not be sufficient to assess whether the outcome has been met.
* Managing demand – The inclusion of the sustainable transport hierarchy is welcomed; however, this should be prominent and at the top of the document rather than near the end. The hierarchy needs to be applied to existing projects and influence investment on new projects or spending.

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

*[Your chance for any other comments]*

In Summary:

* The draft NTS2 has an excellent vision for the next 20 years and good priorities and outcome themes under this. The NTS2 must include more specific policies which are clearly linked to show how they address the challenges, or meet the needs, and how they fulfil the priorities and outcomes – to ensure they are guided by strategy.
* Specific policies are needed to ensure there is an increase in active travel in Scotland – walking, cycling and wheeling.
* It is good to see the need for demand management highlighted and the sustainable transport hierarchy within the document. However, the NTS2 needs to be ambitious, show radical thinking, and include specific policies to make system change happen. Only radical change in policy and strategic direction will enable people to get out of their cars and cycle, walk or use public transport.

**Questions 11 – 14 are about the Strategic Environmental Assessment.**

*We have no suggestions for responses to these questions at this stage.*

**Responding to the consultation**

Visit [Scotland's National Transport Strategy](https://consult.gov.scot/transport-scotland/national-transport-strategy/) website.

1. [Read the consultation paper](https://www.transport.gov.scot/media/45149/national-transport-strategy-draft-for-consultation-july-2019.pdf).
2. [Complete the consultation response form](https://consult.gov.scot/transport-scotland/national-transport-strategy/consultation/subpage.2016-07-07.1474135251/).

1. <https://www.collinsdictionary.com/dictionary/english/outcome> [↑](#footnote-ref-1)