

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 12 NOVEMBER 2019

NATIONAL TRANSPORT STRATEGY 2 CONSULTATION RESPONSE

**ABSTRACT**

This report provides details of the consultation response made to the draft National Transport Strategy 2.

**1. BACKGROUND**

1.1 A new National Transport Strategy for Scotland was open for consultation from 31 July to 23 October 2019. The National Transport Strategy (NTS2) sets out the Scottish Government's vision for the next 20 years and was developed in collaboration with over 60 partner organisations around Scotland.

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

1.3 The strategy redefines investment priorities, putting sustainable and public transport at the heart of decision-making.

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

1.5 Priorities and Outcomes:

**Promotes equality**

Will provide fair access to services we need  
Will be easy to use for all  
Will be affordable for all

**Takes climate action**

Will adapt to the effects of climate change  
Will help deliver our net-zero target  
Will promote greener, cleaner choices

**Helps our economy prosper**

Will get us where we need to get to  
Will be reliable, efficient and high quality  
Will use beneficial innovation

**Improves our health and wellbeing**

Will be safe and secure for all  
Will enable us to make healthy travel choices  
Will help make our communities great places to live

1.6 The consultation paper can be accessed at:

<https://www.transport.gov.scot/media/45121/national-transport-strategy-draft-for-consultation-july-2019.pdf>

1.7 The Strategic Environmental Assessment can be accessed at:

[https://consult.gov.scot/transport-scotland/national-transport-strategy/user\\_uploads/environmental-report-290720191008f.pdf](https://consult.gov.scot/transport-scotland/national-transport-strategy/user_uploads/environmental-report-290720191008f.pdf)

## **2. CURRENT POSITION**

- 2.1 A response to the consultation prepared by officers and submitted by the deadline of 23 October 2019 is attached – **Appendix 1**. The responses are focussed on Angus Council issues and were formed on the basis of knowledge and advice detailed below.
- 2.2 The Communities Committee Convener and Vice-Convener were consulted on the responses.
- 2.3 Elected members who represent Angus Council on TACTRAN, the regional transport partnership for Tayside and Central Scotland, who had also issued a consultation response, were also consulted on the responses.
- 2.4 Officers were also contributors to the consultation response made by the Society of Chief Officers for Transportation in Scotland (SCOTS).

## **3. REPORT AUTHOR**

Walter Scott – Service Leader – Roads & Transportation  
Email – [scottw@angus.gov.uk](mailto:scottw@angus.gov.uk)

List of Appendices:

Appendix 1 – Responses to Consultation Paper: New draft National Transport Strategy (NTS) for Scotland

## Responses to Consultation Paper

### The Vision and Outcomes Framework

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

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 Vision is clear and succinct.”

Priorities and Outcomes:

#### **Promotes equality**

Will provide fair access to services we need

Will be easy to use for all

Will be affordable for all

#### **Takes climate action**

Will adapt to the effects of climate change

Will help deliver our net-zero target

Will promote greener, cleaner choices

#### **Helps our economy prosper**

Will get us where we need to get to

Will be reliable, efficient and high quality

Will use beneficial innovation

#### **Improves our health and wellbeing**

Will be safe and secure for all

Will enable us to make healthy travel choices

Will help make our communities great places to live

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?

“The four priority themes are consistent with wider national policy, and can be translated through regional and local policy setting and delivery.

As with any list of priorities and outcomes, there is a question on which take priority and in delivery how one priority and outcome may conflict with others. This may lead to regional variations that are conflicting and contrary at worst or flexible and adaptive to local needs at best.

Clarity on this matter would be welcomed.”

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

“As stated in response to Q2a, as with any list of priorities and outcomes, there is a question on which take priority and in delivery how one priority and outcome may conflict with others. This may lead to regional variations that are conflicting and contrary at worst or flexible and adaptive to local needs at best. It is considered that these potential conflicts may act as a constraint to decision making and regional and local delivery.

Clarity on this matter would be welcomed.”

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

“As detailed in responses to Q2a and Q2b above, it is not clear whether the Challenges the Strategy highlights in Chapter 3 are prioritised in any way.

Clarity on this matter would be welcomed.”

## **The Policies to Deliver the NTS**

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

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

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

“In general, yes, however the links between the challenges and the policies are poor. It would be helpful to include a diagram to show how challenges identified in chapter 3 may be solved by the policies and enablers in chapter 4. This would provide clarity and aid understanding, so that regional and local delivery can be focussed on.

Specifically, the Policy to ‘Provide a transport system that is equally accessible for all’ is not considered to be deliverable. The Strategy should clearly endorse equity in our transport systems, particularly in relation to rural transport and transport poverty.

Clarity on this matter would be welcomed.”

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

“As stated in responses to Q2a and Q2b above, the priorities and outcomes proposed by the NTS are inter-related, however, without setting an order to these priorities, there is a risk tensions are created which are unresolved and which will act as a constraint on decision-making and delivery.

This setting of an order to these priorities could be done at a regional level within the Regional Transport Strategy or within the Local Transport Strategy. The National Transport Strategy does not provide clarity on how these levels of Strategy are to be developed to deliver on the outcomes.

Clarity on this matter would be welcomed.”

## **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)

“Angus Council is an active partner in the TACTRAN Regional Transport Partnership and has been developing regional collaborations and partnerships to deliver improved services related to Transport and other areas.

The delivery of the NTS will rely on strong and clear governance being in place at a national, regional and local level. There has been much dialogue and discussion on roles and responsibilities in transport that must be finalised and implemented if the outcomes of the NTS are to be delivered.

Clarity on this matter would be welcomed.”

- 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?

“Local communities should be involved in making decisions about transport in Scotland. Angus Council’s work on community planning and community empowerment, and through our Community Planning Partnership has already seen impacts on transport provision. This will continue. However, as detailed in response to Q5a, there must be confirmation on national, regional and local transport governance, otherwise there will be disconnects in how we engage with and empower our local communities. It is obvious that local communities are consumers of transport services, but we need to capture local communities’ energy to be providers of local transport services.

Therefore, clarity on this matter would be welcomed.”

### **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?

“The NTS as drafted does not fully address the needs of transport users across Scotland, including citizens and businesses located in Angus.

As detailed in many of our earlier responses there is a need for greater clarity on how national, regional and local policy making and decision making will deliver outcomes, and critically how local communities will be fully involved in making decisions about transport that address their local, regional and national needs and demands.

Parts of the NTS do show a commitment to being people-centred, e.g. clear identification on need to tackle transport poverty and inequality (which should be inequity). However, this commitment may be challenged by the lack of order to the priorities and outcomes.

Clarity on this matter is required.”

### **Looking Ahead**

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

“This is a difficult question to answer in that transport systems are diverse and dispersed. They work well in part and less well in part. It is therefore considered that whilst NTS provides a broad commentary on our transport system, it is not clear on what is working well and less well, and critically why this is the case and what can be done to improve.

Without clarity on transport governance, and how this links national to regional to local to community, it is considered that it will be difficult to identify what is required to improve our transport systems and how we will go about proving this.

Clarity on this matter would be welcomed.”

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

“The NTS needs to provide absolute clarity on what is to be done at a national level because this is the most appropriate means of best value and delivery, and what sets out what else is required to be done at a regional, local and community level.

It is acknowledged that the promised Delivery Plan may establish this clarity, however, this may be impeded if the transport governance and roles and responsibilities have not been refreshed and implemented. If the implementation of these changes requires legislation, it is considered

to introduce further uncertainty that is likely to adversely affect delivery of the NTS priorities and outcomes.

Therefore, clarity on this matter is required.”

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

“The transport system in Scotland at all levels is suffering from an overall chronic lack of investment. This may be less so at a national and regional level in relation to capital investment, however, it is total expenditure that must be considered as maintaining transport systems, which so often neglects the revenue costs for operation and maintenance.

At a local government level diminishing revenue settlements presents a challenge on what can be done to maintain the current level of our transport systems and to develop these in an affordable and sustainable way.

Without targeted and additional funding for local government for transport systems, Angus Council’s ability to deliver services to our largely rural communities with the changing demographics will face even more difficult decisions.

The NTS does not provide comfort on the necessary investment to deliver the priorities and outcomes. It is therefore considered that without this comfort the NTS may raise false expectations for our businesses, people and communities. This will be at a national and regional level, but most critically at a local level, where the council will be seen as the key local provider, or under-provider if expectations exceed funding and budgets.

Clarity on funding to deliver the NTS priorities and outcomes and address the aspects of the transport system that are not working well at the moment is required.”

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

“Please refer to responses to Q7b and Q8a.”

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?

“As indicated in our earlier responses, Increasing Accountability can only be successful if there is the required clarity on transport governance and embedded roles and responsibilities. Clarity on the linkages in the National Transport Strategy and whether and how Regional and Local Transport Strategies are derivatives is key. It is also considered that an implementation plan is needed for all, however it is unclear whether the Delivery Plan suggested will meet this requirement.

As indicated in our earlier responses, there is a need to Strengthen Evidence and we support a robust monitoring and evaluation framework that can be used at a national, regional and local level to ensure we are delivering on the priorities and outcomes set by the National, Regional and Local Transport Strategies.

It is considered that Transport Scotland are best placed to establish this framework. For success it is considered that the framework should be developed in collaboration with the SCOTS (the Society of Chief Officers for Transportation in Scotland) as the best means to active participation from and consultation with the regional transport partnerships and local transport authorities.

Managing Demand requires demand to be known and measures. It is therefore considered that the Strengthening Evidence area ensures that demand is established, measured and monitored.

The Sustainable Investment Hierarchy is supported, particularly in seeking to reduce the need to travel. This will free up capacity of transport systems, but will rely on investment in local services and other forms of connectivity such as broadband for which funding will be required.

The Delivery Plan and working with partners will be critical to the success of the NTS at a national level and also in ensuring successful regional and local transport. Continuing and enhancing the work between Transport Scotland, regional transport partnerships and local authorities requires the clarity on all matters requested in our previous responses, and particularly transport governance and funding.

It is therefore considered that the areas need to be developed further, which would be an early opportunity to test a collaborative approach with local authorities and regional transport partnerships.”

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

“There is a great deal already in the NTS, which as indicated in previous responses will raise expectations of our business, communities and people. It is essential that proper resources are available to deliver on these expectations, particularly at a local and community level where local authorities are most accountable, and that transparent transport governance is established.”

### **Strategic Environmental Assessment**

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?

“By its very nature this is a Strategic level assessment, which will need to be developed and detailed as NTS priorities and outcomes are progressed. In doing so the accuracy and scope of the information used should improve and be more current and accurate”.

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

“The environmental effects need to be developed in more detail as NTS priorities and outcomes are progressed in detail. This will ensure that these effects are accurate and actively managed to reduce adverse impacts and increase environmental benefits.”

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

“As stated in response to Q12, the environmental effects, as well as the mitigation and monitoring will need to be developed in more detail as NTS priorities and outcomes are progressed towards delivery.”

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

“No comments”.