

Committee: Economy and Infrastructure – Bulletin

Date: 4 February 2021

Subject: Publication of the First National Transport Delivery Plan

Briefing by: Executive Chief Officer - Infrastructure and Environment

1. Purpose/Executive Summary

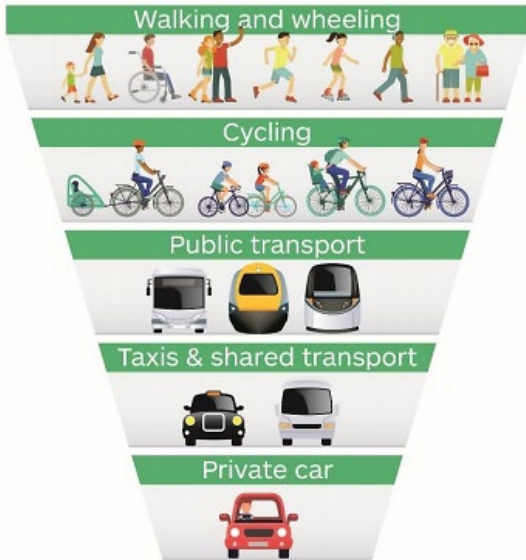
- 1.1 The first National Transport Delivery Plan was published by the Scottish Government on 17 December 2020. This Delivery Plan contains the actions being carried out by the Scottish Government. From March 2022 annual monitoring and evaluation reports will be published, as well as reporting three-yearly, to Parliament, as required by the Transport (Scotland) Act 2019.
- 1.2 This Briefing note draws attention to the actions within the Delivery Plan.


2. Objectives and Actions referring to Local Authorities

- 2.1 The first NTS2 Delivery Plan is set out in line with the four NTS priorities: reduces inequalities; takes climate action; helps deliver inclusive economic growth; and improves our health and wellbeing.
- 2.2 There are a series of objectives with 217 associated actions identified in the Delivery Plan. The link to the full Scottish Government document is provided at the bottom of this Briefing paper.
- 2.3 A review of the objectives and actions identify 20 with a specific reference to Local Authorities or Local Transport Authorities. These are highlighted at **Appendix 1**.
- 2.3 The full list of objectives and actions are numbered and listed at **Appendix 2**.

3. Objectives and Actions most noteworthy for the Highland Council and Communities

- 3.1 A review of the objectives and actions identifies those which are more noteworthy for the Council, local partners and our communities. The following table splits these actions into themes from the NTS2 Delivery Plan document.

NTS2 Delivery Plan Section Actions Selected Text	Comment
<p>Increasing Accountability (Actions: 1 to 4)</p> <p>The Transport Governance and Collaboration Review Group will continue the work outlined by the NTS2 Roles and Responsibilities review. 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.</p> <p>Considering how powers and resources should be shared between national and local government and with our communities.</p>	<p>The original draft NTS2 indicated an intention to review the existing governance arrangements with an expectation for a 'regional model'. The Council response highlighted the need for further engagement with Highland Council.</p>
<p>Strengthening Evidence (Actions: 5 to 11)</p> <p>For STPR2, we have adopted a two-stage process. Phase 1 will involve considering the impacts associated with the COVID-19 pandemic and outline a transport investment plan for the next one to three years, to be published this winter. A completed STPR2 will be published later in 2021, setting out a transport investment plan for the next 20 years. We are developing our appraisal guidance and decision-making processes.</p>	<p>Information received via the Highlands & Island Regional Transport Working Group identifies the STPR2 sifting process is based on a restrictive interpretation of 'strategic' and a focus on Transport Scotland assets. This approach and associated information is due to be published for public consultation in the near future.</p>
<p>Managing Demand (Actions: 12/13/14/15/16/17/18)</p> <p>We will work in partnership with local authorities to support measures to reallocate road space.</p> <p>We will explore how to build on our place-based approach, including concepts such as the 20-minute neighbourhoods.</p> <p>We will deliver the National Planning Framework 4, embedding the Sustainable Travel and Investment Hierarchies into development planning</p>	<p>Sustainable Travel Hierarchy</p> <p>Prioritising Sustainable Transport</p> 

NTS2 Delivery Plan Section Actions Selected Text	Comment
	<p>Sustainable Investment Hierarchy</p>  <p>Policy approaches for implementing sustainable travel include:</p> <ul style="list-style-type: none"> • 20-minute neighbourhoods • Road Space Reallocation <p>Requests for roadspace reallocation on trunk roads is likely to emerge over time.</p>
<p>Reduces Inequalities (Actions: 19 to 65)</p> <p>We will establish the Future of Transport Forum (reducing inequalities). We will extend free bus travel to young people aged under 19, as soon as practicable in 2021/22. 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. We will consider further support needs for island aviation routes. We are working to ensure that disabled people will have access to an effective national assistance card across all transport modes. New designated meeting points will also be clearly marked and identifiable at all train stations providing more confidence to disabled passengers when travelling STPR2 will provide evidence basis for future investment decisions on physical</p>	<p>The commitment for investment and changes across the rail network is welcomed. The enhancements at Aviemore, Nairn and Kingussie is recognised as a positive step for improved accessibility. Concessionary travel schemes remove transport poverty for many people in the Highlands. Access to further education through the UHI network often means travel is necessary for students. Tackling travel costs for mature students remains an issue in the Highlands. Aviation routes to and from the Highlands are essential for access to centralised services, economic, and tourism purposes. Connections to Inverness, Wick and Skye must not be overlooked. See comments on trunk road improvements in the inclusive economic growth section below.</p>

NTS2 Delivery Plan Section Actions Selected Text	Comment
<p>barriers to public transport accessibility at transport interchanges, stations and termini.</p> <p>We are providing funding for step-free access at Carstairs, Aviemore, Pitlochry, Nairn and Kingussie rail stations</p> <p>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</p> <p>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</p>	
<p>Takes Climate Action (Actions: 66 to 123)</p>	<p>A national approach to speed management review is welcomed. This should however include strategic local roads to avoid any new/additional burden for local authorities and allow early implementation of a coherent approach across Scotland.</p> <p>In May 2019 Highland Council declared a climate and ecological emergency and are keen to support the efforts of the Scottish Government at COP 26 to realise our separate, but related, targets. The emerging Inner Moray Firth Local Development Plan recognises the need for a new approach to sustainable travel and how 20-minute neighbourhoods can assist with bringing about a radical transition.</p> <p>Highland Council is keen to work with Transport Scotland to identify potential locations on the trunk road network where bus priority would be a realistic option worth developing.</p> <p>Rail decarbonisation across the Highland rail network will probably mean a more strategic role for Inverness Rail Station and the associated railway land. Collaboration with the Council as Local Planning Authority will enable safeguarding for route enhancement, re-opening of rail stations, electrification infrastructure and fuel storage equipment. The shift from road to rail for freight is supported and again existing railway yards in the Highlands and other</p>
<p>We will encourage people back on to public transport, post-COVID-19, when it is safe and appropriate to do so.</p> <p>We will undertake a National Speed Management Review to assist in reducing motor vehicle emissions.</p> <p>We will use the Conference of the Parties (COP) 26 to increase engagement in our joint endeavour to transition to net-zero and promote our reputation on the international stage as a leader on climate change, social justice and wellbeing</p> <p>We will work in partnership with local authorities to support measures to reallocate road space and manage parking provision.</p> <p>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.</p> <p>We 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.</p> <p>Through STPR2, we will continue to investigate where else on the trunk and motorway network bus priority would be appropriate.</p> <p>Transport Scotland launched an action plan for rail decarbonisation by 2035.</p>	

NTS2 Delivery Plan Section Actions Selected Text	Comment
<p>We will promote efficient and sustainable freight transport, particularly the shift from road to rail</p> <p>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.</p> <p>We will continue to expand and improve the ChargePlace Scotland network.</p> <p>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</p>	<p>loading/off-loading areas will be key to achieving this desired outcome.</p> <p>The target to create a zero-emission aviation region is supported, however, it is crucial that the Highlands does not lose out on aviation routes/services. Wick airport serves a region that has exceptionally long journey times for land-based connections to Aberdeen, Edinburgh or Glasgow. Collaboration with the Scottish Government is essential to resolve the fragility of this regional connection.</p> <p>Highland Council is keen to contribute to the emerging aviation strategy.</p> <p>The Council notes the setting up of the Vulnerable Locations Group within Transport Scotland and notes the previous requests for assistance from the Scottish Government with the Stromeferry Bypass rockfall problem. In the spirit of collaboration vulnerable locations must include known local road sites as well.</p>
<p>Helps Deliver Inclusive Economic Growth (Actions: 124 to 188)</p>	<p>Investment decisions for the A96 Dualling Inverness to Nairn scheme and the A9 Dualling have previously been announced. Communities currently suffering excessive levels of trunk road traffic and the negative implications of these conditions require certainty for the delivery of new infrastructure that will reset the sense of place for those communities.</p>
<p>We will progress delivery of the A9 Dualling programme between Perth and Inverness, and the A96 Dualling programme between Inverness and Aberdeen.</p> <p>We will progress the development and statutory authorisation procedures for a number of major trunk road schemes, including the A82 Tarbet to Inverarnan Improvement, A9/A82 Longman Junction Improvement and the A9/A96 Inshes to Smithton scheme.</p> <p>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.</p> <p>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</p>	<p>The commitment for investment on the A82, south of Lochaber, and the two City Region Deal schemes is welcomed. Further investment in Fort William is required.</p> <p>Aviation routes and services have high value for the Highlands. Connections to Heathrow airport allow access to the UK global hub. Tourism is a key sector for the Highlands and connections to the key regional and national airports is critical for this market.</p> <p>Highland Council is keen to contribute to the emerging aviation strategy.</p> <p>The Council is keen to replace it's fleet of key vehicles with new and zero emission vehicles with assistance from the Scottish Government.</p>

NTS2 Delivery Plan Section Actions Selected Text	Comment
<p>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.</p> <p>In 2021, we will develop a public consultation on our aviation strategy</p> <p>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.</p> <p>We will support regional partners in our City Region and Growth Deals programme to better link all parts of the Scottish skills system, including further and higher education institutions and Skills Development Scotland, with the skills to the needs of 'green' businesses.</p> <p>Through the City Region and Growth Deals programme, we will continue to invest in projects that improve regional digital connectivity.</p>	<p>The need and benefit of good digital connectivity has been highlighted during the COVID-19 pandemic. The roll out of enhanced infrastructure must be progressed with speed.</p>
<p>Improves our Health and Wellbeing (Actions 189 to 217)</p> <p>Funding from the City Region and Growth Deal programme will expand regional sustainable and active travel solutions across Scotland.</p> <p>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</p> <p>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</p>	<p>Highland Council acknowledges the excellent collaboration with Transport Scotland and their designers for inclusion of non-motorised user infrastructure within the City Region Deal schemes.</p> <p>The transition from temporary to permanent infrastructure will require additional funding. It is critical that the funding process is not overly bureaucratic for Council officers.</p> <p>Highland Council welcomes the announcement of funding for 'Active Freeways'. Clarification on the scope of eligible projects and the scale of funding available for rural communities and councils is required.</p> <p>Highland Council supports the vision for zero fatalities on Scotland's roads. Funding for dedicated road safety staff and interventions based on the length of local roads would be welcome.</p>

NTS2 Delivery Plan Section Actions Selected Text	Comment
<p>An ambitious and compelling long-term vision for road safety where there are zero fatalities or serious injuries on Scotland's roads by 2050</p> <p>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.</p> <p>We will work from local authorities to adapt LEZ plans to take account of the COVID-19 pandemic</p> <p>We will continue to provide financial support to local authorities to prepare LEZ designs, in tandem with businesses and individuals most affected by the implementation of LEZs through schemes such as the LEZ Support Fund and Scottish Bus Emissions Abatement Retrofit (BEAR) Fund.</p> <p>We will commence work to refresh Designing Streets, in 2021-22. This sets out the design and transport policy for lightly trafficked streets.</p>	<p>The Highland Council response to the draft NTS2 indicated a desire to develop LEZ for Inverness City Centre. Assistance from the Scottish Government is welcomed.</p> <p>Designing Streets is a Scottish Government planning policy published in 2010. The intention to refresh this policy is welcome. It is essential that development proposals coming forward must be able to evidence compliance with the sustainable travel hierarchy and ensure a well-connected network for walking, wheeling and cycling across a 20-minute neighbourhood network.</p>

Designation: Executive Chief Officer Infrastructure and Environment

Date: 12/01/21

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Background Papers:

National Transport Strategy (NTS2)

<https://www.transport.gov.scot/our-approach/national-transport-strategy/>

<https://www.transport.gov.scot/publication/national-transport-strategy-nts2-delivery-plan-2020-to-2022/>

Regional Transport Partnerships

<https://www.transport.gov.scot/our-approach/strategy/regional-transport-partnerships/>

City and regional growth deals

<https://www.transport.gov.scot/our-approach/strategy/city-and-regional-growth-deals/#>

Strategic Transport Projects Review (STPR2)

<https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/>

Climate Change Plan

<https://www.gov.scot/policies/climate-change/>

APPENDIX 1

NTS DELIVERY PLAN – Objectives and Actions Reference to Local Authorities and Local Transport Authorities	
Objective/Action	Text
2	We will engage with our external partners, including <u>Local Authorities</u> , Regional Transport Partnerships, operators, businesses and individuals on the best way to share information, examples of collaborative working, and to agree initial evidence base actions
15	We will work in partnership with <u>local authorities</u> to support measures to reallocate road space in favour of public transport and active travel, and manage parking provision as part of the broader programme of place-based investment
19	To support the delivery of this Policy, we will establish the Future of Transport Forum, which will provide the mechanism for engagement and policy development on reducing inequalities. This will be informed by the Transport Citizens' Panel and a Community Group of businesses, transport sector representatives, Regional Transport Partnerships, <u>Local Authorities</u> and academics. The first meeting of the Forum will be held in Spring 2021 and it will report to the NTS2 Delivery Board
26	This includes support for bus services, in addition to the more specific support provided by <u>local authorities</u> 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
35	The Transport (Scotland) Act 2019 <u>provided local transport authorities</u> 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
	We will ensure transport in Scotland is accessible for all. We will support the implementation, review and development of Scotland's Accessible Travel Framework. We will also continue to support <u>Local Authorities</u> deliver and improve the Blue Badge Scheme.
60	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 <u>Local Authorities</u> (COSLA), for the service to be used across the wider public sector
74	We will work in partnership with <u>local authorities</u> 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

NTS DELIVERY PLAN – Objectives and Actions	
Reference to Local Authorities and Local Transport Authorities	
Objective/Action	Text
	reducing demand for unsustainable transport, and reducing reliance on private car use
77	We will take forward supporting regulations and guidance so that <u>local authorities</u> can choose to implement workplace parking levy schemes that suit their local circumstances and that can reflect local and regional priorities under the Transport (Scotland) Act 2019
82	We launched the Bus Partnership Fund which will fund <u>local authorities</u> 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
83	In 2020/21, we will finalise the Bus Priority Rapid Deployment Fund (BPRDF) which enables <u>local transport authorities</u> , in partnership with bus operators, to put in place temporary bus priority measures to better cope with the transition and recovery from COVID-19
104	We will continue to support <u>local authorities</u> 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 support <u>local authorities</u> 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
110	Through the support we provide to local <u>authorities</u> and businesses, we will continue to expand and improve the ChargePlace Scotland network which will exceed 2000 chargers by April 2022
121	We will continue work with Regional Transport Partnerships, <u>local authorities</u> 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 fund active travel partners, including <u>local authorities</u> 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.
191	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 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 <u>local authorities</u> to turn

NTS DELIVERY PLAN – Objectives and Actions	
Reference to Local Authorities and Local Transport Authorities	
Objective/Action	Text
	temporary infrastructure into permanent in the medium to longer term
197	We will refresh Cycling by Design in 2021-22. This will provide design information for delivery partners and <u>local authorities</u> in developing active travel infrastructure
206	We will lay Low Emission Zone (LEZ) Regulations in Parliament and they will come into force during 2021, in tandem with LEZ Guidance being published and initial development of LEZ Appeals regulations into 2022, under the Transport (Scotland) Act. We will work from <u>local authorities</u> to adapt LEZ plans to take account of the COVID-19 pandemic
207	We will continue to provide financial support to <u>local authorities</u> to prepare LEZ designs, in tandem with businesses and individuals most affected by the implementation of LEZs through schemes such as the LEZ Support Fund and Scottish Bus Emissions Abatement Retrofit (BEAR) Fund

APPENDIX 2

NATIONAL TRANSPORT DELIVERY PLAN – OBJECTIVES AND ACTIONS

GLOSSARY	
BEAR	Scottish Bus Emissions Abatement Retrofit Fund
BPRDF	Bus Priority Rapid Deployment Fund
CAV	Connected and Autonomous Vehicle
CCPu	Climate Change Plan update
COP26	Conference of the Parties 26
DPO	Disabled Peoples' Organisation
DSSB	Digital Scotland Superfast Broadband programme
EMA	Emergency Measures Agreement
EV	Electric Vehicle
HIAL	Highlands and Islands Airports Limited
ICP	Islands Connectivity Plan
IIP	Infrastructure Investment Plan
LCTL	Low Carbon Transport Loan
LEZ	Low Emission Zones
MaaS	Mobility as a Service
MACS	Mobility and Access Committee for Scotland
MSRS	Mode Shift Revenue Support
NPF4	National Planning Framework
NSTAB	National Smart Ticketing Advisory Board
NTS2	National Transport Strategy
PEMS	Portable Emissions Measuring Systems
R100	Reaching 100% programme
RET	Road Equivalent Tariff
RTP	Regional Transport Partnership
SCSP	Paths for All's Smarter Choices Smarter Place
SEA	Strategic Environmental Assessment
SRWC	Scottish Road Works Commissioner
STAG	Scottish Transport Appraisal Guidance
STPR2	Strategic Transport Projects Review

Increasing Accountability

This first Delivery Plan covers the period out to end-March 2022 for NTS2 and we have committed to publishing annual Delivery Plans thereafter. We will develop the future transport system for Scotland considering governance and collaboration at local, regional and national level.

1. 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
2. We will engage with our external partners, including Local Authorities, Regional Transport Partnerships, operators, businesses and individuals on the best way to share information, examples of collaborative working, and to agree initial evidence base actions
3. 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

4. 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

Strengthening Evidence

We continue to embed the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy in decision-making, Scottish Transport Appraisal Guidance (STAG) and the second Strategic Transport Projects Review (STPR2).

5. The Appraisal Framework and investment decision-making for STPR2 will have the Sustainable Investment Hierarchy at its heart
6. For STPR2, we have adopted a two-stage process. Phase 1 will involve considering the impacts associated with the COVID-19 pandemic and outline a transport investment plan for the next one to three years, to be published this winter. A completed STPR2 will be published later in 2021, setting out a transport investment plan for the next 20 years
7. We are taking a collaborative engagement approach for STPR2, working with the ten regional working groups and a range of stakeholders during the various stages of the appraisal process, while recognising the critical role of local transport and regional connections to the success of diverse towns and places, supporting thriving town centres, resilient communities and 20-minute neighbourhoods
8. In 2021/22, we will complete the development and appraisal of options and interventions, and publish the final STPR2 appraisal report and Strategic Environmental Assessment (SEA) along with the accompanying Island Communities Impact, Children's Rights, Equality Impact and Fairer Scotland Duty Assessments for consultation

We have designed a robust monitoring and evaluation framework to measure and report on performance in tackling the challenges and achieving the NTS2 Outcomes at a national, regional and local level out to end-March 2022, and have committed to publishing annual monitoring and evaluation frameworks thereafter.

9. We will strengthen our analytical approaches to interrogate increasing volumes of data, so that the most up-to-date information continues to be used. In addition, we will publish a Transport Scotland Data Strategy which will set out how we will make the most effective use of data available to us, as well as identify future data needs
10. Learning from current appraisal work including STPR2, dealing with uncertainty and embedding the NTS2's outcomes and Sustainable Investment Hierarchy, we are developing our appraisal guidance and decision-making processes. This will include considering changes to the

approach to assessing emissions impacts associated with infrastructure projects, working in tandem with the new infrastructure assessment framework and a system-wide Infrastructure Needs Assessment as set out in the Draft Infrastructure Investment Plan

11. We will publish changes to STAG by the end of 2021

Managing Demand

Not taking steps to effectively manage demand for car use is no longer an option. We will therefore continue to explore effective options to manage demand.

12. 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
13. We will encourage people back on to public transport post-COVID-19, when it is safe and appropriate to do so
14. We will work in partnership with local authorities to support measures to reallocate road space in favour of public transport and active travel, and manage parking provision as part of the broader programme of place-based investment
15. We will explore how to build on our place-based approach, including concepts such as the 20-minute neighbourhoods, and we will take forward a review of the progress and scope of the Town Centre Action Plan
16. We will promote innovation in workplace settings and deployment of local work hubs and other spaces
17. We will provide everyone in Scotland with access to superfast broadband by the end of 2021
18. We will deliver the National Planning Framework 4, embedding the Sustainable Travel and Investment Hierarchies into development planning

Reduces Inequalities

We will ensure active, public and sustainable travel access to employment, education and training locations, continuing to engage with those who have lived experience of transport inequalities, including delivering of our commitment to engage with young people on the future of transport.

19. To support the delivery of this Policy, we will establish the Future of Transport Forum, which will provide the mechanism for engagement and policy development on reducing inequalities. This will be informed by the Transport Citizens' Panel and a Community Group of businesses, transport sector representatives, Regional Transport Partnerships, Local Authorities and academics. The first meeting of the Forum will be held in Spring 2021 and it will report to the NTS2 Delivery Board

20. Our active travel outcomes framework⁵ makes clear that opportunities for active travel should be available to all and our delivery partners are required to demonstrate in grant proposals, how this and other outcomes are being met in order to receive grant funding. They must then report on set indicators showing progress towards the outcomes. The outcomes framework sits under our Active Travel Vision, which states that ‘we will reduce inequalities: Access to jobs, services and leisure will be widened for all – including children, older people, people with disabilities and people on low incomes
21. We will continue to support delivery partners to offer loans and grants for e-bikes and adapted bikes, as well as free and subsidised bike hire and bike share opportunities including adapted bikes to promote equality of access to bikes
22. 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
23. 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
24. We have established the Transport Young People and Employment Partnership, which brings together the transport sector, businesses, national and local government, and skills organisations, to inform the delivery of the NTS2
25. The work of the Partnership is currently focussing on establishing immediate policy actions on transport and youth employment that can support the delivery of wider Scottish Government incentives, such as the National Mission for Jobs and the Young Person’s Guarantee that within two years every 16-24 year old will either be in paid employment, enrolled in education, involved on an apprenticeship or training programme, or engaged on a formal volunteering or supported activity programme

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.

26. 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
27. This also includes support for light rail. Transport Scotland will continue to engage with Glasgow Subway and Edinburgh Tram to understand the ongoing impacts and potential further support required
28. We will also consider additional support required for rail. Emergency Measures Agreements (EMAs) are already in place for the ScotRail and Caledonian Sleeper franchises
29. 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

30. We will consider further support needs for island aviation routes, including the Glasgow-Benbecula route, which is already subsidised

We will ensure transport in Scotland is accessible for all. We will support the implementation, review and development of Scotland's Accessible Travel Framework. We will also continue to support Local Authorities deliver and improve the Blue Badge Scheme.

31. We are working towards a soft launch of a Hate Crime Charter in Spring 2021. This will encourage transport providers (cross modal – bus, rail, ferries), members of the public and other services to support zero-tolerance to all forms of hate crime on public transport
32. We are delivering and facilitating thematic consultation events to gather stakeholder input on accessibility issues to inform priorities both for Transport Scotland generally and for the Accessible Travel Framework Delivery Plan for 2021/2022. New challenges have emerged, and the priorities we identified with disabled people pre-pandemic, while important, are no longer the most pressing issues we are facing
33. 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. In response to the COVID-19 pandemic the Thistle Assistance card was adapted quickly to provide an exemption message for those who cannot wear a face covering on public transport
34. We continue to work with ScotRail to lead on the passenger assistance booking time required changing from two hours to one hour in Spring 2021 with the rest of the UK moving to six hours' booking time. Additionally a "turn up and go" package has also been formalised which explains clearly what customers should do and expect if they have not booked in advance. New designated meeting points will also be clearly marked and identifiable at all stations providing more confidence to disabled passengers when travelling

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

35. 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
36. 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

37. Initial findings from an interim report on the Transport Transition Plan Equality Impact Assessment found that the pandemic has had a disproportionate impact on the basis of gender in particular. This will, along with evidence from future Impact Assessments, shape our work on gender and transport. This will also inform our existing commitment under the Gender Pay Gap Action Plan to consider how transport infrastructure investment impacts on the gender pay gap in transport appraisal
38. We will continue to deliver on the commitment in 'A Fairer Scotland for Disabled People – Employment Plan' in relation to making transport more accessible and easy to navigate for disabled users]
39. 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. In addition Network Rail has been engaged to undertake feasibility studies for both Shotts and Hartwood stations to identify opportunities for improving accessibility
40. We will also continue to support the ongoing Subway Modernisation, which will bring accessibility improvements. We will also deliver Blue Badge improvement projects such as a revision of the local authority Code of Practice, delivering a smooth and secure transition to the new devolved Scottish Social Security system, carrying out a Motor Neurone Disease Blue Badge prescription test pilot, and exploring the possibility of finding an innovative solution to enforce a proposed blue badge holder exemption from Low Emission Zones (LEZs)
41. 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
42. 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
43. We will work with employability providers and other partners to ensure travel support is included in their support package (awareness, access and costs if needed), including taking rural issues into account. We will also work with Disabled Peoples' Organisations (DPOs) to ensure they continue to be involved in order to provide further travel support and advice, as well as to feed into development of accessible travel

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.

44. 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
45. 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

46. 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
47. 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
48. We will publish the final evaluation of Road Equivalent Tariff (RET) fares and undertake a fares policy review as part of the ICP
49. As part of the five-year National Islands Plan, we will ensure future transport related policies, strategies and services are Island-proofed
50. We will continue to manage contracts for the Northern Isles Ferry Service and Clyde and Hebrides Ferry Service. We will work on the specification for the next Clyde and Hebrides Ferry Service contract
51. 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
52. 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
53. 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 COVID-19 transport solutions
54. We will sustain the recent expansion to the eSgoil project in the Western Isles through our National eLearning Offer. eSgoil enables teachers to broadcast lessons using Glow and other online services, significantly reducing their need to travel to other islands within the council area, while helping to ensure that all learners have access to a full curriculum. Provision was expanded during the pandemic and we will intend to maintain this expansion into the future

We will ensure that equality and a human rights approach is at the heart of all policy-making processes.

55. The Equality Act 2010 provides that legal framework to protect the rights of individuals and advance equality of opportunity. Scottish Ministers have used their powers to supplement the protections within the Act with specific duties (Equality Act 2010 (Specific Duties (Scotland) Regulations 2012) requiring listed public authorities to

assess the impact of their policies on people who share one or more of the protected characteristics, and to publish the outcomes

56. Through the PANEL Principles (Participation, Accountability, Non-Discrimination, Empowerment, Legality), we ensure a human rights approach is part of our policy-making in line with our National Performance Framework outcome: “We respect, protect and fulfil human rights and live free from discrimination

We will take forward an ambitious improvement project to enhance the impact and accessibility of the Scottish Transport Statistics, and Transport Scotland’s Social and Economic Research publications.

57. We will refresh our online presence in 2020/21 so that our website and social media can be regularly updated as datasets become available, with redesigned templates and interactive tools to make key publications more accessible. We will carry out research to assess whether these redesigns meet user needs
58. In 2021/22, we will relaunch the Scottish Transport Statistics website, with interactive tools to access routine statistics

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

59. 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
60. 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
61. The Scottish Government’s remote health pathways programme will continue to extend the availability of services that support people to engage with services from home or a homely setting. This includes managing long-term conditions, blood pressure monitoring, digital dermatology and support for people managing the long-term effects of COVID-19
62. This will support those who struggle to access healthcare and reduce the need for unsustainable travel, especially focusing on disabled people and rural communities, where there is evidence that access to healthcare is currently not good enough
63. We will undertake a review of arrangements for travel for patients in receipt of qualifying benefits under the Scotland-wide Patient Travelling Expenses Scheme
64. 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
65. 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 reduce emissions generated by the transport system to mitigate climate change and improve air quality.

66. We will encourage people back on to public transport, post-COVID-19, when it is safe and appropriate to do so
67. We will complete drafting of our Carbon Management Plan 4th Edition in 2021, to address our corporate carbon footprint and support implementation towards a net zero target for the agency
68. We will undertake a National Speed Management Review to assist in reducing motor vehicle emissions
69. We will work with the Road Works community to improve the management and quality of roadworks, by reviewing and updating our national codes of practice. This will include the Specification for the Reinstatement of Openings in Roads and the associated Reinstatement Quality Plan Code of Practice which will include a new focus on emission reduction and sustainability, with publication and implementation of the new code in 2021/22. We will also support the UK Department for Transport (DfT)-led review of the Safety of Street Works and Road Works ('Red Book'), as well as bring the code into force for Scottish Road Works Authorities for the first time, through the Transport (Scotland) Act 2019
70. We will engage with industry specialists to develop guidance for regional partners in the City Region and Growth Deals programme, with a focus on practical actions that can be taken to minimise carbon costs throughout the whole lifecycle of Deal project development, procurement, and delivery, including in major regional transport and infrastructure projects
71. We will use the Conference of the Parties (COP) 26 to increase engagement in our joint endeavour to transition to net-zero and promote our reputation on the international stage as a leader on climate change, social justice and wellbeing

Not taking steps to effectively manage demand for car use is no longer an option and we will therefore continue to explore effective options to manage demand.

72. We will work across government to develop a coordinated package of policy interventions to reduce car kilometres by 20% by 2030. At this time, COVID-19 is creating significant uncertainty on future transport trends and people's behaviours, and work and lifestyle choices. 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
73. We will encourage people back on to public transport post-COVID-19, when it is safe and appropriate to do so

74. 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
75. 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. The place-based planning approach reflects a more joined-up, collaborative and participative approach to services, land and buildings across all sectors within a place, enabling better outcomes for everyone and increased opportunities for people and communities to shape their own lives
76. 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. The outcomes from the review will be crucial in identifying and developing strategies for town centre priorities, including around developing the concept of the 20-minute neighbourhoods, and establishing the means to deliver these priorities
77. We will take forward supporting regulations and guidance so that local authorities can choose to implement workplace parking levy schemes that suit their local circumstances and that can reflect local and regional priorities under the Transport (Scotland) Act 2019
78. We will pilot a programme through CivTech 5.0, the Scottish Government's internationally-recognised tech accelerator programme, to deliver innovation in workplace settings, with emphasis on solutions to digital and health challenges
79. We will promote innovation and deployment of local work hubs and other office spaces to enhance choices available to work more locally and flexibly, as part of a shift to a less centralised workplace, engaging with the business community and building on existing best practice, with an initial pilot in East Kilbride in Spring 2021
80. We will provide everyone in Scotland with access to superfast broadband by the end of 2021, reducing the need to travel for face-to-face meetings
81. 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. A position statement on NPF4 was published in November 2020 and we expect to publish a consultation on development planning regulations in Spring 2021

To facilitate a shift to more sustainable and space-efficient modes of transport for people and goods, and reduce car use, we will push ahead with the Bus

Partnership Fund and managed motorways work that make up the over £500 million commitment to long term funding for bus priority.

82. 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
83. 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
84. We will finalise the Managed Motorways Strategic Business Case about the reallocation of road space on parts of the motorway network around Glasgow to high-occupancy vehicles, such as buses
85. Through STPR2, we will continue to investigate where else on the trunk and motorway network bus priority would be appropriate

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.

86. 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
87. We will work with our partners to ensure that the majority of new buses purchased from 2024 are zero-emission, and to bring this date forward if possible
88. 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
89. 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.

90. To support this objective, Transport Scotland launched an action plan in July 2020 setting out plans for decarbonisation by 2035
91. We will advance development of priority electrification projects (benefiting freight and passenger services) and continue exploration of battery and hydrogen powered train alternative traction, as appropriate across the network
92. We will take forward the Zero Emission Train project to work with rail industry partners to examine alternative traction options which will be required where electrification is not appropriate
93. Work is underway to utilise a withdrawn ScotRail Class 314 electric train as a research unit to allow suppliers to test the integration of alternative traction power supply equipment within a live train environment and enable better understanding of the process to introduce hydrogen powered fleets in the future

We will promote efficient and sustainable freight transport, particularly the shift from road to rail

94. We will deliver on our rail freight strategy and continue to work with partners to grow rail freight in Scotland, supported by regulatory targets and an industry growth plan
95. 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
96. 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.

97. 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
98. 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
99. 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.

100. 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
101. 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.

102. 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
103. 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
104. 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

105. 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
106. When the Scottish Government begins to deliver disability benefits in Scotland, providers of vehicles under the Accessible Vehicles and Equipment Scheme will be required to offer the option of an EV on no less favourable terms than a petrol or diesel vehicle to eligible disabled people
107. We will continue to support innovative approaches in the design of electric vehicle charge points, including through 'Can Do Scotland' to ensure everyone, including those with mobility issues or other disabilities can access EV charging easily
108. We will increase our focus on EV charging at public transport hubs so that electric vehicles reinforce, rather than crowd out, public transport options
109. 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

110. 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
111. 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
112. We will engage extensively on future financing and delivery models to support the growth in the public electric vehicle charging, including ChargePlace Scotland
113. We will set in place a new ChargePlace Scotland network operator contract
114. 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
115. 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 ensure the transport system adapts to the projected climate change impacts.

116. 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

117. We will continue to establish good adaptation practices, with a view to supporting the outcomes associated with the second Scottish Climate Change Adaptation Programme
118. 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

119. We will launch our first pilots to test the practical application of Mobility as a Service (MaaS) 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
120. 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 work collaboratively with digital travel information services, like Traveline Scotland, to meet the highest accessibility standards to encourage inclusion for all
121. 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
122. 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
123. 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

124. 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. Ad hoc revisions will also happen prior to the December change date to reduce wastage and cost where there is little or no impact to customers
125. 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

126. 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
127. 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
128. 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 network.

129. We will ensure the successful development and delivery of Scotland's Rail Enhancements Portfolio, including effective management of the Rail Enhancement Budget and key strategic renewals across the Scottish Rail Network
130. We will invest over £3.8 billion in the operation, maintenance and sustainable renewal of a high performing rail network for passengers and freight
131. We will deliver significantly improved rail services and accessibility to stations between East Kilbride and Glasgow, and Aberdeen to the Central Belt, to meet growing demand, drive more usage and decarbonise rail passenger and freight services

We will undertake measures to improve the resilience of the roads network.

132. We will design and deliver the programme of already committed trunk road improvement projects, supporting local and regional economies sustainably
133. We will progress delivery of the A9 Dualling programme between Perth and Inverness, and the A96 Dualling programme between Inverness and Aberdeen
134. 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
135. We will bring forward proposals for a permanent solution to address the A83 Rest and Be Thankful landslip risks
136. We will continue to progress the construction phase of the A77 Maybole Bypass and of the A92/A96 Haudagain Improvement

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.

137. 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

138. 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

We will assist Scottish Canals to ensure resilience in their transition from a public corporation to a non-departmental public body.

139. To support this objective, we will help ensure that the organisation has sufficient budget to conduct core business and projects where there is a legal commitment
140. We will work with the board to ensure that resources are prioritised for core business and that commercial and potential revenue raising projects are more closely scrutinised on risk
141. We will seek to build on the increased support we have provided for infrastructure works. This will assist the organisation with its asset management strategy and in ensuring that the canals network continues to be enjoyed by users and is resilient to climate change impact

We will increase the use of asset management across the transport system.

142. We will complete planned and prioritised maintenance and upgrading, strengthening and replacement works on network, major, and major strategic bridges, including appropriate and effective stakeholder engagement
143. 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
144. We will deliver risk mitigation measures on the A83 Rest and Be Thankful, and manage the performance of operating companies, works contractors, concessionaires and Performance Audit Group to ensure contractual obligations are met and stakeholder interests are protected
145. We will plan and respond effectively to resilience challenges which adversely impact on the national transport network, and support major public events to ensure their transport plans are well developed and delivered. We will monitor the ways in which events are changing due to COVID-19 and how these may impact on the transport network in different ways from traditional events
146. 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
147. 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
148. We will identify and promote the use of redundant or underused railway land or buildings by local enterprises or communities

149. We will identify and promote opportunities for station adoption and Community Rail Partnerships along the line
150. We will seek to improve the management and quality of roadworks, through continued sponsorship of the Scottish Road Works Commissioner (SRWC). In 2021/22 we will undertake effective implementation of the SRWC inspectorate within budget, and complete a new framework agreement between SRWC and Transport Scotland. We will implement the Transport (Scotland) Act 2019, including collaborative work with stakeholders to appropriately phase the measures and production of a SRWC inspectorate code

We will provide a transport system which enables businesses to be competitive domestically, within the UK and internationally.

151. 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
152. 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
153. We will work collaboratively with the rail industry to identify possible opportunities, using the rail network, to benefit local communities and the wider economy, including tourism opportunities in South West Scotland, prior to engagement with local stakeholders
154. We will identify opportunities for freight trains to exploit the economic and tourist potential

We will identify opportunities to ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland to help our economic recovery.

155. 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
156. We will work with our partners in the public, private and third sectors, including our lead visitor economy agency, VisitScotland, such that transport supports the Scottish tourism sector
157. 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
158. 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

159. 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
160. In 2021, we will develop a public consultation on our aviation strategy

We will prepare for the transport implications of the UK's withdrawal from the EU and any future constitutional changes.

161. We has reviewed and re-instated plans for transport for the end of the transition period, including progressing statutory instruments, considering transport resilience arrangements, and monitoring of UK/EU negotiations
162. We will undertake research on issues which need to be considered in the context of possible constitutional change, and how this may impact on the delivery of transport within Scotland and across our borders
163. We will promote, develop, and maintain our presence in international transport groups and engage proactively with UK institutions to ensure Scotland's transport issues are recognised
164. We will work closely with other parts of Scottish and UK Governments and stakeholders to facilitate the implementation of relevant border controls as the UK becomes a third country to the EU
165. We will continue to facilitate the Scottish Transport Logistics & Intelligence Group and the Scottish Borders Stakeholder Group to assist communication and address issues that are being raised as the UK leaves the European Union
166. We will continue to monitor EU transport strategy and developments in order to identify opportunities where Scotland can engage proactively in these issues, so that Scotland can continue to contribute to the European story

We will support Scotland to become a market leader in the development and early adoption of beneficial transport innovations.

167. 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
168. 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
169. 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
170. We will work with Zero Waste Scotland and partners to support the development of sustainable supply chains for zero emission vehicles, including support for research in battery recycling
171. 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
172. We will publish the findings of Scotland's Automotive Industry Advisory Group, which has brought together senior figures from across the

industry, business and academia to advise on the steps to position Scotland as:

- A global player in supply chains for zero emission mobility for heavier and niche vehicles
 - An international centre of expertise in energy-transport system integration
 - A global destination for innovation in sustainable, zero emission mobility
173. We will work with our Enterprise partners to deliver a bold programme of work to enhance Scotland's investment prospectus in zero emission transport technologies, including through a new programme to grow Scotland's manufacturing capabilities and supply chains in heavy and niche vehicles
174. We will work with Scottish Cities Alliance to establish and deliver a new Transport Decarbonisation Action plan, with emphasis on procurement and infrastructure choices as mobilisers of supply chains
175. 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
176. We will capitalise on our role in the Transport Decarbonisation Alliance and Under2 Coalition to establish networks and partnerships, positioning Scotland at the forefront of global initiatives on zero emission mobility

We will meet the changing employment and skills demands of the transport industry and upskill workers.

177. We will continue to build evidence and awareness of the skills and employment opportunities for Scotland as we transition to new, zero emission technologies across the transport sector with current priorities being Hydrogen and Heavy Duty Vehicles
178. Working with the Energy Skills Partnership, Skills Development Scotland and the Skills Academy at the Michelin Scotland Innovation Parc, we will support colleges to deliver training and accreditation in the skills to support a transition to a zero emission transport system, including in battery electric vehicles and hydrogen fuel cells
179. We will support regional partners in our City Region and Growth Deals programme to better link all parts of the Scottish skills system, including further and higher education institutions and Skills Development Scotland, with the skills to the needs of 'green' businesses. For example, through the Edinburgh and South East Scotland Deal, a range of new trades and short courses will be introduced, including over 500 places in Electrical Vehicle Charging Installation over three years
180. We will work with partners in the newly established Transport Young People and Employment Partnership to consider ways in which we can increase inclusive employment opportunities within the transport industry. This will include ensuring alignment with the Young Person's Guarantee and in particular looking at ways in which to increase Apprenticeship recruitment, while also encouraging diversity and tackling occupational segregation

181. Through our Fair Work First approach, we will attach fair work criteria to as many grants, other funding and contracts awarded by and across the public sector – aiming to drive fair work practices across the transport system and wider labour market to support economic recovery and renewal

The Scottish Government is integrating transport policy with wider digital investment, with digital connectivity at the forefront of our plans for a green and resilient economic recovery, reducing the need to travel unsustainably, in line with the Sustainable Investment Hierarchy.

182. Through the Reaching 100% programme (R100), we are building on the success of the Digital Scotland Superfast Broadband programme (DSSB), providing access to superfast speeds, including to some of the most rural regions of Scotland
183. The Scottish Government's commitment to provide everyone (100% of residential and business premises) in Scotland with access to superfast broadband will be delivered through a combination of the three £600 million R100 contracts (North, Central and South), our nationwide voucher scheme and commercial coverage. The voucher scheme will ensure everyone has access to superfast speeds by the end of 2021, and the majority of the build in the Central and South contracts will be complete by the end of 2023
184. We are focused on finalising the North Lot 100 contract award with BT as soon as possible to enable us to progress delivery of access to superfast broadband in some of the most remote parts of Scotland
185. Through the City Region and Growth Deals programme, we will continue to invest in projects that improve regional digital connectivity, including developing ultrafast broadband in the main urban areas in the Tay region and increasing delivery of ultrafast fibre along three routes to key employment/ leisure locations in the Aberdeen city region, to make rural areas more competitive
186. We are investing £25 million in the Scottish 4G Infill Programme to provide futureproofed 4G infrastructure and services in up to 40 so-called 'notspots' in rural Scotland. The first sites went live in 2020 and there is a pipeline of activations until June 2023
187. Through the Scotland 5G Centre, over 2021 and 2022, we will deliver a national network of 5G Innovation Hubs which will work with SMEs to develop and utilise 5G technology
188. We are exploring the feasibility of realising collateral connectivity benefits to trackside communities, as part of our wider considerations on rail network connectivity enhancements

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.

189. We have committed over £500 million over five years for large scale, transformational active travel infrastructure projects, access to bikes and behaviour change schemes
190. Additionally, funding from the City Region and Growth Deal programme will expand regional sustainable and active travel solutions across Scotland
191. 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 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
192. 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
193. 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
194. 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
195. We will support the delivery of the Islands Green Recovery programme, increasing active and sustainable travel infrastructure (footways, cycle paths, EV charge points)
196. 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
197. We will refresh Cycling by Design in 2021-22. This will provide design information for delivery partners and local authorities in developing active travel infrastructure
198. We will continue to fund the position of Active Nation Commissioner to advocate and support the vision of Scotland as an active nation
199. 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.

200. As per the Programme for Government 2020, we will publish Scotland's Road Safety Framework to 2030, following consultation on an ambitious and compelling long-term vision for road safety where there are zero fatalities or serious injuries on Scotland's roads by 2050. This will embed the Safe System, including ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030. It will have a renewed focus on pedestrians and cyclists, as

recommended by the newly-adopted United Nations Resolution on road safety

201. 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. Related policy drivers include better road safety and health outcomes, promotion of active travel, climate change mitigation, place making and economic growth. The Framework also has a dedicated Strategic Action on Technology, which means we will research, implement and evaluate technologies for use within the Safe System, and promote them as appropriate

We will implement measures that will improve perceived and actual security of Scotland's transport system.

202. We will continue to invest in technology and network maintenance and improvements to reduce impact and ensure quick recovery for incidents
203. We continue to evaluate significant transport incidents or events that impact the transport network to ensure we are learning lessons and using evidence-based best practice
204. We remain fully engaged with Scotland's Local Resilience Partnerships to ensure preparedness for and support during events that may directly or indirectly impact the network
205. The Hate Crime Charter will be soft launched in Spring 2021 and will encourage transport providers (cross modal), members of the public and other services to support zero-tolerance to all forms of hate crime on public transport

We will take measures to reduce the negative impacts which transport has on the health and wellbeing of people and pollution impacts on the environment.

206. We will lay Low Emission Zone (LEZ) Regulations in Parliament and they will come into force during 2021, in tandem with LEZ Guidance being published and initial development of LEZ Appeals regulations into 2022, under the Transport (Scotland) Act. We will work from local authorities to adapt LEZ plans to take account of the COVID-19 pandemic
207. We will continue to provide financial support to local authorities to prepare LEZ designs, in tandem with businesses and individuals most affected by the implementation of LEZs through schemes such as the LEZ Support Fund and Scottish Bus Emissions Abatement Retrofit (BEAR) Fund
208. We will continue to undertake remote sensing emissions testing, Portable Emissions Measuring Systems (PEMS) testing and telematics analysis to ensure that the emissions retrofitting that we fund does deliver real-world emission reduction
209. We are developing an app to support the delivery of an LEZ exemption for blue badge holders (should this exemption be approved by the Scottish Parliament in 2021)
210. We will publish new guidance on taxi and private car hire, focused on accessibility
211. We will deliver the actions outlined in the Transportation Noise Action Plan

212. We will build on the requirements of national planning policy and strengthen our commitment to securing positive effects for biodiversity in all our works by applying our Fitting Landscapes policy

The Scottish Government will embed the vision, priorities and outcomes of the NTS2, including the Sustainable Investment Hierarchy principle, in spatial planning and land use decision-making.

213. We will continue planning reform, including delivery of the NPF4 and enactment of a new system of development plans to indicate what develop should take place where. NPF4 will take an infrastructure-first approach to development planning, supporting the delivery of essential services and facilities. This approach will include making best use of existing transport network capacity and focusing on upfront delivery of inclusive sustainable transport in areas of change
214. 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
215. We will ensure alignment between the STPR2 and the NPF4
216. We will continue to review and improve our existing appraisal guidance, and our land use and transport models to support the new development plan system. New tools will be considered to assist planning authorities in the evidence gathering, appraisal and monitoring of their plans. This will be in line with updates to STAG
217. We will commence work to refresh Designing Streets, in 2021-22. This sets out the design and transport policy for lightly trafficked streets. The refresh will bring it up to date and ensure transport accessibility features prominently



NATIONAL TRANSPORT STRATEGY

DELIVERY PLAN
2020 - 2022

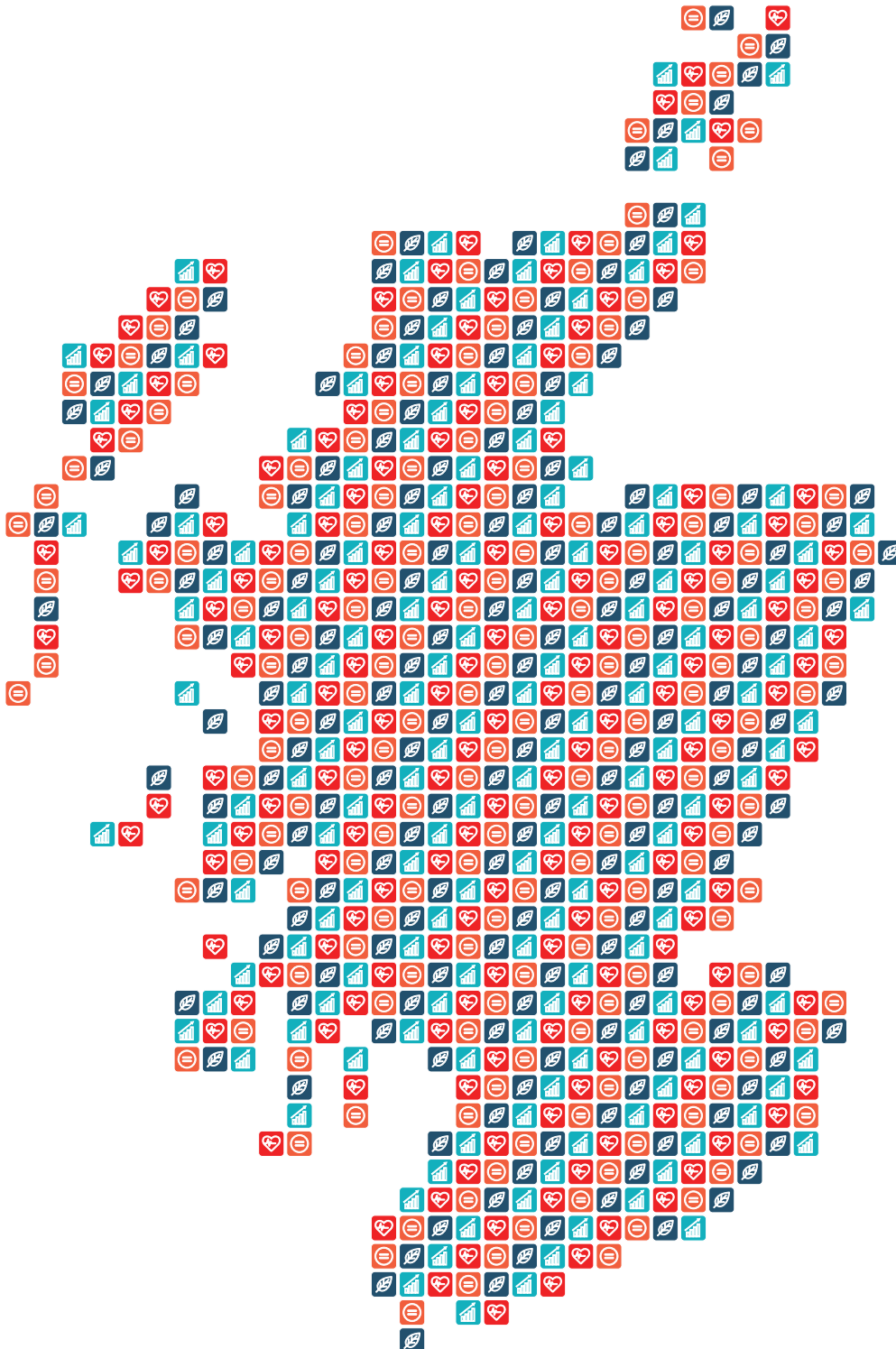


Table of Contents

Ministerial Foreword	3
Introduction	5
Our Vision and Priorities	8
Increasing Accountability.....	9
Strengthening Evidence	10
Managing Demand.....	11
Reduces Inequalities	12
Takes Climate Action	18
Helps Deliver Inclusive Economic Growth	25
Improves our Health and Wellbeing	33
Glossary	37

Ministerial Foreword

In February of this year I set out Scotland's new National Transport Strategy (NTS2). This Delivery Plan brings together for the first time the actions across Scottish Government to support delivery of the Strategy to help to realise our vision for transport and support the transformation to more sustainable options. It sets out the actions we will take over the next couple of years, as part of delivering on our 20 year vision we committed to in our Strategy – to deliver a transport system that is sustainable, inclusive, safe and accessible.



The Coronavirus (COVID-19) outbreak and the necessary government response has had a significant impact on travel demand and behaviour. It has also had a profound impact on individuals' lives and has exacerbated inequalities. The use of public transport in particular has fallen dramatically. I am very grateful for the efforts of all of those working in transport at this time, often in very challenging conditions on the front line of the response.

Despite the uncertainty surrounding the longer term impacts of the pandemic, we remain focused on the priorities underpinning our vision, to deliver a transport system that reduces inequality, that takes climate action, helps deliver inclusive economic growth, and improves our health and wellbeing. This remains central to our recovery and we have focused this first Delivery Plan on addressing the impacts of COVID-19 as a core component of taking forward our longer term strategy. We must continue to put in place the measures that will create a transport system that works for everybody, regardless of their needs, and encourages people to live, study, work and invest in Scotland. This is increasingly important as we adjust to being outside of the European Union. Our ambitious statutory climate change targets make evident that alongside the COVID-19 emergency we continue to have a global climate emergency and that we must take action on the ambition on reduction in greenhouse gas emissions and net zero by 2045. Transport's role in helping to deliver this is crucial, as Scotland's biggest emitting sector, to support the move to low and zero carbon transport. As part of the green recovery, we will support people to make active travel choices, for instance, making permanent, where appropriate, some of the active travel infrastructure introduced during the COVID-19 outbreak.

Our actions in this Delivery Plan reinforce our Sustainable Travel and Investment Hierarchies. We promote walking, wheeling and cycling, and shared transport options in preference to private car use. The Investment Hierarchy is at the core of our second Strategic Transport Projects Review, phase 1 of which will report this winter, setting out our transport investment plans for the next few years, considering the impacts of COVID-19. The Delivery Plan sets out actions we will take consistent with the Climate Change Plan Update, to address transport emissions and support thriving communities as part of our place-based investment programme.

While this Delivery Plan sets out Scottish Government's actions, our Strategy is one for all of Scotland and for collaborative delivery. We will continue to work with partners, across local government, Regional Transport Partnerships, public sector

bodies, business, individuals and others to take forward the measures outlined in this Plan and to support others in their actions to deliver the Strategy.

Michael Matheson MSP
Cabinet Secretary for Transport, Infrastructure and Connectivity

Introduction

Overview

Scotland's National Transport Strategy 2 (NTS2) sets out an ambitious and compelling vision for our 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.

This first NTS2 Delivery Plan 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. We will publish annual Delivery Plans from 2022 onward. To ensure accountability on progress, we have committed to publishing a monitoring and evaluation report covering the period out to end-March 2022, followed by annual monitoring and evaluation reports from March 2022, as well as reporting three-yearly, to Parliament, as required by the Transport (Scotland) Act 2019.

By delivering the NTS2's vision and priorities, we will contribute to achieving the Scottish Government's child poverty reduction targets to reduce child poverty levels by 2030, with interim targets to be achieved by 2023. Delivering the priorities will also help achieve our greenhouse gas emissions targets, including to reduce emissions to net zero by 2045, with interim targets of a 75% reduction by 2030 and a 90% reduction by 2040 in a just way. In doing so, we will also contribute to achieving the Scottish Government's National Outcomes contained within our National Performance Framework.

A comprehensive consultation exercise was undertaken to inform NTS2. We have built on that process, continuing to engage with a range of partners from urban, rural and island settings to develop this Delivery Plan.

The actions in the Plan are underpinned by both the Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy. We will prioritise walking, wheeling, cycling and public and shared transport options in preference to single occupancy private car use, encouraging people back on to public transport post-COVID-19, when it is safe and appropriate to do so. We will also aim to reduce the need to travel unsustainably. We aim to make better use of and enhance existing infrastructure before investing in new capacity. Other major publications across the Scottish Government now also embed these approaches, including the second Strategic Transport Projects Review (STPR2), the National Planning Framework (NPF4) and the Infrastructure Investment Plan (IIP).

Impact of COVID-19

When the NTS2 was published in February 2020 it recognised the need for its implementation to be flexible to adapt to emerging and changing evidence. This is particularly relevant in light of the COVID-19 outbreak and Government response, and the impact of this on our economy and society. The NTS2 remains valid as our long term strategy setting the framework for decision-making on transport in Scotland.

However, we must also take account of the emerging evidence of the impact of COVID-19 on travel demand and behaviour, and its impact in terms of exacerbating existing inequalities, including around access to and affordability of transport, particularly for those already experiencing disadvantage.

Public transport use is down 20-80%, depending on mode, compared to the same period last year. Future demand for transport will depend on people and businesses' behaviour and choices after the pandemic. There remains great uncertainty about whether temporary changes in travel demand and behaviour will be sustained. According to the Transport Scotland COVID-19 Public Attitudes Survey data from 17 December 2020, 46% of respondents say they will avoid public transport and use their car more, after the pandemic, than they did before. The impact of this on the transport sector has been stark.

The public transport system across the various modes has received financial support to continue operation amid sharp declines in passengers. The Scottish Government has committed over £500 million in support throughout the year to date. We are continuing to work with operators to understand the ongoing impacts and potential support required going forward.

In these unprecedented times, COVID-19 has affected all our daily lives including our livelihoods. Our Transport Transition Plan¹ continues to develop to tackle the challenges posed by COVID-19 and provide a safe transport system to meet the needs of the country and to keep Scotland moving. The Transition Plan will inform passengers on when and how to safely access public transport. It will support management of travel demand, reinforcing broader messages on physical distancing and discouraging unnecessary travel. It will sustain positive behaviour changes, encouraging active travel options and staggering journeys to avoid peak times. Finally, it will inform passengers and road users of busy areas and times to encourage alternative choices. We also recognise the very challenging position that many employers and workers in the transport sector are facing, many of them on the frontlines of the pandemic response.

Alongside addressing the challenges, we also aim to build on some of the positive changes in travel behaviours we have seen in recent months. While the public attitudes survey data did find that 46% of people say they will use their car more after the pandemic than they did before, 62% also agree they will walk and cycle more.

The Spaces for People fund² has so far offered £38.97 million to support local authorities to put in place temporary measures which provide safe walking and cycling in support of physical distancing. Additionally, £1.5 million has been made available through the Scotland Cycle Repair Scheme, offering £50 for those who need it towards repairs or maintenance for all kinds of bikes and up to £100 for hand cycles and manual wheelchairs³. Furthermore, the Bus Priority Rapid Deployment Fund has made £10 million available for temporary measures to give priority to bus.

¹ <https://www.transport.gov.scot/coronavirus-COVID-19/transport-transition-plan/>

² <https://www.transport.gov.scot/news/over-38-million-allocated-for-pop-up-active-travel-infrastructure/>

³ <https://www.transport.gov.scot/news/cycle-repair-scheme-launched-to-keep-scotland-peddalling/>

Critically, we have also worked to make sure many of these measures align with the NTS2, creating continuity between our existing work, our ongoing recovery work and our planned and developing future work. We are looking beyond the pandemic by planning policies that will ensure a green recovery that puts us on the pathway to net zero greenhouse gas emissions by 2045, while reducing inequality, improving health and wellbeing, and delivering sustainable inclusive economic growth. For example, the Rail Services Decarbonisation Action Plan, which sets out how we plan to decarbonise our passenger rail services by 2035. We have also committed to invest over £500 million in bus priority infrastructure.

Green Recovery

Our work is coordinated with the transport element of the recently published Climate Change Plan update, which sets out ambitious policies across all modes to meet our emission reduction targets. The actions we take to deliver net zero will transform our society and economy. The manner of this transition is crucial: the combination of our four priorities will help ensure that action on transport is just and fair to all. The pandemic has shown the way sudden, unplanned shifts can exacerbate inequalities. We have already embedded just transition principles at the heart of our climate change legislation. We have also established an independent just transition commission to provide advice on the opportunities and challenges of moving to a net-zero economy. This will report to Scottish Ministers with practical advice by March 2021.

There will, however, still be uncertainty as we continue to adapt to and, eventually, move beyond COVID-19. The pandemic has presented unprecedented difficulties for the transport system, both within Scotland and between Scotland and the rest of the world, and will challenge our commitments to transport in Scotland into the near future.

Yet, by continuing our support of transport across Scotland and keeping the four NTS2 priorities at the heart of our decision-making process, we can ensure that we create a clear path forward to delivering our vision for a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

Our message is clear that the NTS2 remains critical in guiding our actions through and out of this crisis, as it does for shaping the future provision of transport and in how we respond to the Climate Emergency, forming the basis upon which we take decisions and deliver Scotland's transport policies going forward. We will continue to deliver this message to internal and external audiences, through media and digital channels to promote Scottish Government leadership through the NTS2, including the continued relevance of the Sustainable Travel Hierarchy, as we work to secure Scotland's green recovery.

This Plan sets out the actions being taken forward by the Scottish Government and its agencies, working collaboratively with partners. In addition, reflecting the wide number of partners who have a valuable contribution to make to achieve the NTS2, we will develop with partners a 'Working with Partners' document to set out wider-than-Scottish Government actions being taken and how they will help achieve our shared vision.

Our Vision and Priorities

Our Vision is underpinned by four Priorities, each with three associated Outcomes. The Vision, Priorities and Outcomes are at the heart of the NTS2 and will be the basis upon which we take decisions and evaluate the success of Scotland's transport policies going forward.

Our Vision

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



Figure 1: National Transport Strategy Strategic Framework diagram

A range of Policies were also developed as part of the NTS2 that will act as the drivers of change and help address the challenges, achieve the Priorities and Outcomes and deliver the Vision. The Policies are high-level statements of intent aimed at achieving the Vision, and are presented below under the four Priorities. The Policies are not exclusive to each of the Priorities and will contribute to a range of cross-cutting themes. The Delivery Plan sets out a number of actions to address

each of these Policies, with the actions also cross-cutting, delivering on more than one Policy and more than one Priority.

Impact Assessments, such as Fairer Scotland Duty assessments, Equality Impact Assessments, Child Rights and Wellbeing Impact Assessments and Health Inequalities Impact Assessments are carried out as appropriate at the individual policy level, as opposed to for the overarching Delivery Plan. Consultation Authorities have determined there was no likelihood of significant environmental effects associated with the Delivery Plan and, as such, no Strategic Environmental Assessment is required. We will undertake the first stage of a Business and Regulatory Impact Assessment and an Island Communities Impact Assessment for the Delivery Plan.

We continue to engage with partners in implementing the Delivery Plan and producing the Working with Partners document to ensure we create the conditions for a transport system that is accessible and works for people regardless of their needs.

The Plan also provides an update on the three areas Scottish Government committed to take forward immediately in the NTS2 consultation: Increasing Accountability; Strengthening Evidence; and Managing Demand.

Increasing Accountability

This first Delivery Plan covers the period out to end-March 2022 for NTS2 and we have committed to publishing annual Delivery Plans thereafter. We will develop the future transport system for Scotland considering governance and collaboration at local, regional and national level.

- 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
- We will engage with our external partners, including Local Authorities, Regional Transport Partnerships, operators, businesses and individuals on the best way to share information, examples of collaborative working, and to agree initial evidence base actions
- 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

Strengthening Evidence

We continue to embed the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy in decision-making, Scottish Transport Appraisal Guidance (STAG) and the second Strategic Transport Projects Review (STPR2).

- The Appraisal Framework and investment decision-making for STPR2 will have the Sustainable Investment Hierarchy at its heart
- For STPR2, we have adopted a two-stage process. Phase 1 will involve considering the impacts associated with the COVID-19 pandemic and outline a transport investment plan for the next one to three years, to be published this winter. A completed STPR2 will be published later in 2021, setting out a transport investment plan for the next 20 years
- We are taking a collaborative engagement approach for STPR2, working with the ten regional working groups and a range of stakeholders during the various stages of the appraisal process, while recognising the critical role of local transport and regional connections to the success of diverse towns and places, supporting thriving town centres, resilient communities and 20-minute neighbourhoods
- In 2021/22, we will complete the development and appraisal of options and interventions, and publish the final STPR2 appraisal report and Strategic Environmental Assessment (SEA) along with the accompanying Island Communities Impact, Children's Rights, Equality Impact and Fairer Scotland Duty Assessments for consultation

We have designed a robust monitoring and evaluation framework to measure and report on performance in tackling the challenges and achieving the NTS2 Outcomes at a national, regional and local level out to end-March 2022, and have committed to publishing annual monitoring and evaluation frameworks thereafter.

- We will strengthen our analytical approaches to interrogate increasing volumes of data, so that the most up-to-date information continues to be used. In addition, we will publish a Transport Scotland Data Strategy which will set out how we will make the most effective use of data available to us, as well as identify future data needs
- Learning from current appraisal work including STPR2, dealing with uncertainty and embedding the NTS2's outcomes and Sustainable Investment Hierarchy, we are developing our appraisal guidance and decision-making processes. This will include considering changes to the approach to assessing emissions impacts associated with infrastructure projects, working in tandem with the new infrastructure assessment framework and a system-wide Infrastructure Needs Assessment as set out in the Draft Infrastructure Investment Plan⁴
- We will publish changes to STAG by the end of 2021

⁴ [A National Mission with Local Impact - draft infrastructure investment plan 2021-2022 to 2025-2026: consultation - gov.scot](#)

Managing Demand

Not taking steps to effectively manage demand for car use is no longer an option. We will therefore continue to explore effective options to manage demand.

- 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 encourage people back on to public transport post-COVID-19, when it is safe and appropriate to do so
- We will work in partnership with local authorities to support measures to reallocate road space in favour of public transport and active travel, and manage parking provision as part of the broader programme of place-based investment
- We will explore how to build on our place-based approach, including concepts such as the 20 minute neighbourhoods, and we will take forward a review of the progress and scope of the Town Centre Action Plan
- We will promote innovation in workplace settings and deployment of local work hubs and other spaces
- We will provide everyone in Scotland with access to superfast broadband by the end of 2021
- We will deliver the National Planning Framework 4, embedding the Sustainable Travel and Investment Hierarchies into development planning

Reduces Inequalities



Figure 2: Reduces Inequalities outcomes

We want to create a Scotland that will enable everyone to share in the benefits of a modern economy which promotes wellbeing. Transport will play an important part in delivering the fully inclusive society. While we tackle inequalities, our actions will simultaneously reduce poverty, in particular child poverty.

OUR STRATEGIC POLICIES INCLUDE:

- Ensure active, public and sustainable travel access to employment, education and training locations
- Ensure transport in Scotland is accessible for all
- Remove barriers to public transport connectivity and accessibility within Scotland
- Minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services
- Improve sustainable access to healthcare facilities for staff, patients and visitors

We will ensure active, public and sustainable travel access to employment, education and training locations, continuing to engage with those who have lived experience of transport inequalities, including delivering of our commitment to engage with young people on the future of transport.

- To support the delivery of this Policy, we will establish the Future of Transport Forum, which will provide the mechanism for engagement and policy development on reducing inequalities. This will be informed by the Transport Citizens' Panel and a Community Group of businesses, transport sector representatives, Regional Transport Partnerships, Local Authorities and academics. The first meeting of the Forum will be held in Spring 2021 and it will report to the NTS2 Delivery Board
- Our active travel outcomes framework⁵ makes clear that opportunities for active travel should be available to all and our delivery partners are required to

⁵ <https://www.transport.gov.scot/media/46400/sct09190900361.pdf>

demonstrate in grant proposals, how this and other outcomes are being met in order to receive grant funding. They must then report on set indicators showing progress towards the outcomes. The outcomes framework sits under our Active Travel Vision, which states that ‘we will reduce inequalities: Access to jobs, services and leisure will be widened for all – including children, older people, people with disabilities and people on low incomes

- We will continue to support delivery partners to offer loans and grants for e-bikes and adapted bikes, as well as free and subsidised bike hire and bike share opportunities including adapted bikes to promote equality of access to bikes
- 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 have established the Transport Young People and Employment Partnership, which brings together the transport sector, businesses, national and local government, and skills organisations, to inform the delivery of the NTS2
- The work of the Partnership is currently focussing on establishing immediate policy actions on transport and youth employment that can support the delivery of wider Scottish Government incentives, such as the National Mission for Jobs and the Young Person’s Guarantee that within two years every 16-24 year old will either be in paid employment, enrolled in education, involved on an apprenticeship or training programme, or engaged on a formal volunteering or supported activity programme

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
- This also includes support for light rail. Transport Scotland will continue to engage with Glasgow Subway and Edinburgh Tram to understand the ongoing impacts and potential further support required
- 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 will ensure transport in Scotland is accessible for all. We will support the implementation, review and development of Scotland’s Accessible Travel Framework. We will also continue to support Local Authorities deliver and improve the Blue Badge Scheme.

- We are working towards a soft launch of a Hate Crime Charter in Spring 2021. This will encourage transport providers (cross modal – bus, rail, ferries), members of the public and other services to support zero-tolerance to all forms of hate crime on public transport
- We are delivering and facilitating thematic consultation events to gather stakeholder input on accessibility issues to inform priorities both for Transport Scotland generally and for the Accessible Travel Framework Delivery Plan for 2021/2022. New challenges have emerged, and the priorities we identified with disabled people pre-pandemic, while important, are no longer the most pressing issues we are facing
- 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. In response to the COVID-19 pandemic the Thistle Assistance card was adapted quickly to provide an exemption message for those who cannot wear a face covering on public transport
- We continue to work with ScotRail to lead on the passenger assistance booking time required changing from two hours to one hour in Spring 2021 with the rest of the UK moving to six hours’ booking time. Additionally a “turn up and go” package has also been formalised which explains clearly what customers should do and expect if they have not booked in advance. New designated meeting points will also be clearly marked and identifiable at all stations providing more confidence to disabled passengers when travelling

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
- Initial findings from an interim report on the Transport Transition Plan Equality Impact Assessment found that the pandemic has had a disproportionate impact on the basis of gender in particular. This will, along with evidence from future Impact Assessments, shape our work on gender and transport. This will also inform our existing commitment under the Gender Pay Gap Action Plan to

consider how transport infrastructure investment impacts on the gender pay gap in transport appraisal

- 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. In addition Network Rail has been engaged to undertake feasibility studies for both Shotts and Hartwood stations to identify opportunities for improving accessibility
- We will also continue to support the ongoing Subway Modernisation, which will bring accessibility improvements. We will also deliver Blue Badge improvement projects such as a revision of the local authority Code of Practice, delivering a smooth and secure transition to the new devolved Scottish Social Security system, carrying out a Motor Neurone Disease Blue Badge prescription test pilot, and exploring the possibility of finding an innovative solution to enforce a proposed blue badge holder exemption from Low Emission Zones (LEZs)
- 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 work with employability providers and other partners to ensure travel support is included in their support package (awareness, access and costs if needed), including taking rural issues into account. We will also work with Disabled Peoples' Organisations (DPOs) to ensure they continue to be involved in order to provide further travel support and advice, as well as to feed into development of accessible travel

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

⁶ <https://www.gov.scot/publications/fairer-scotland-disabled-people-employment-action-plan/>

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 continue to manage contracts for the Northern Isles Ferry Service and Clyde and Hebrides Ferry Service. 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 COVID-19 transport solutions
- We will sustain the recent expansion to the eSgoil project in the Western Isles through our National eLearning Offer. eSgoil enables teachers to broadcast lessons using Glow and other online services, significantly reducing their need to travel to other islands within the council area, while helping to ensure that all learners have access to a full curriculum. Provision was expanded during the pandemic and we will intend to maintain this expansion into the future

We will ensure that equality and a human rights approach is at the heart of all policy-making processes.

- The Equality Act 2010 provides that legal framework to protect the rights of individuals and advance equality of opportunity. Scottish Ministers have used their powers to supplement the protections within the Act with specific duties (Equality Act 2010 (Specific Duties (Scotland) Regulations 2012) requiring listed public authorities to assess the impact of their policies on people who share one or more of the protected characteristics, and to publish the outcomes
- Through the PANEL Principles (Participation, Accountability, Non-Discrimination, Empowerment, Legality), we ensure a human rights approach is part of our

policy-making in line with our National Performance Framework outcome: “We respect, protect and fulfil human rights and live free from discrimination

We will take forward an ambitious improvement project to enhance the impact and accessibility of the Scottish Transport Statistics, and Transport Scotland’s Social and Economic Research publications.

- We will refresh our online presence in 2020/21 so that our website and social media can be regularly updated as datasets become available, with redesigned templates and interactive tools to make key publications more accessible. We will carry out research to assess whether these redesigns meet user needs
- In 2021/22, we will relaunch the Scottish Transport Statistics website, with interactive tools to access routine statistics

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
- The Scottish Government’s remote health pathways programme will continue to extend the availability of services that support people to engage with services from home or a homely setting. This includes managing long-term conditions, blood pressure monitoring, digital dermatology and support for people managing the long-term effects of COVID-19
- This will support those who struggle to access healthcare and reduce the need for unsustainable travel, especially focusing on disabled people and rural communities, where there is evidence that access to healthcare is currently not good enough
- 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

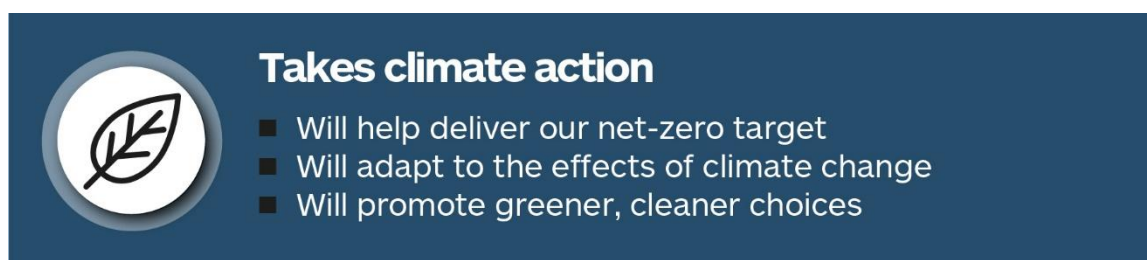


Figure 3: Takes Climate Action outcomes

We face a global climate emergency. We need to aim for a transport system that encourages people to make travel choices that minimise the long-term impacts on our climate and that will increase the wellbeing of future generations. Scotland must transition to a net-zero emissions economy for the benefit of our environment, our people and our future prosperity.

OUR STRATEGIC POLICIES INCLUDE:

- Reduce emissions generated by the transport system to mitigate climate change and improve air quality
- Support management of demand to encourage more sustainable transport choices
- Facilitate a shift to more sustainable and space-efficient modes of transport for people and goods
- Ensure the transport system adapts to the projected climate change impacts
- Improve the quality and availability of information to enable all to make more sustainable transport choices

We will reduce emissions generated by the transport system to mitigate climate change and improve air quality.

- We will encourage people back on to public transport, post-COVID-19, when it is safe and appropriate to do so
- We will complete drafting of our Carbon Management Plan 4th Edition in 2021, to address our corporate carbon footprint and support implementation towards a net zero target for the agency
- We will undertake a National Speed Management Review to assist in reducing motor vehicle emissions
- We will work with the Road Works community to improve the management and quality of roadworks, by reviewing and updating our national codes of practice. This will include the Specification for the Reinstatement of Openings in Roads and the associated Reinstatement Quality Plan Code of Practice which will

include a new focus on emission reduction and sustainability, with publication and implementation of the new code in 2021/22. We will also support the UK Department for Transport (DfT)-led review of the Safety of Street Works and Road Works ('Red Book'), as well as bring the code into force for Scottish Road Works Authorities for the first time, through the Transport (Scotland) Act 2019

- We will engage with industry specialists to develop guidance for regional partners in the City Region and Growth Deals programme, with a focus on practical actions that can be taken to minimise carbon costs throughout the whole lifecycle of Deal project development, procurement, and delivery, including in major regional transport and infrastructure projects
- We will use the Conference of the Parties (COP) 26 to increase engagement in our joint endeavour to transition to net-zero and promote our reputation on the international stage as a leader on climate change, social justice and wellbeing

Not taking steps to effectively manage demand for car use is no longer an option and we will therefore continue to explore effective options to manage demand.

- We will work across government to develop a coordinated package of policy interventions to reduce car kilometres by 20% by 2030. At this time, COVID-19 is creating significant uncertainty on future transport trends and people's behaviours, and work and lifestyle choices. 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 encourage people back on to public transport post-COVID-19, when it is safe and appropriate to do so
- 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. The place-based planning approach reflects a more joined-up, collaborative and participative approach to services, land and buildings across all sectors within a place, enabling better outcomes for everyone and increased opportunities for people and communities to shape their own lives
- 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. The outcomes from the review will be crucial in identifying and developing strategies for town centre priorities, including around developing the concept of the 20-minute neighbourhoods, and establishing the means to deliver these priorities
- We will take forward supporting regulations and guidance so that local authorities can choose to implement workplace parking levy schemes that suit their local

circumstances and that can reflect local and regional priorities under the Transport (Scotland) Act 2019

- We will pilot a programme through CivTech 5.0, the Scottish Government's internationally-recognised tech accelerator programme, to deliver innovation in workplace settings, with emphasis on solutions to digital and health challenges
- We will promote innovation and deployment of local work hubs and other office spaces to enhance choices available to work more locally and flexibly, as part of a shift to a less centralised workplace, engaging with the business community and building on existing best practice, with an initial pilot in East Kilbride in Spring 2021
- We will provide everyone in Scotland with access to superfast broadband by the end of 2021, reducing the need to travel for face-to-face meetings
- 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. A position statement on NPF4 was published in November 2020 and we expect to publish a consultation on development planning regulations in Spring 2021

To facilitate a shift to more sustainable and space-efficient modes of transport for people and goods, and reduce car use, we will push ahead with the Bus Partnership Fund and managed motorways work that make up the over £500 million commitment to long term funding for bus priority.

- We launched the Bus Partnership Fund⁷ 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 finalise the Managed Motorways Strategic Business Case about the reallocation of road space on parts of the motorway network around Glasgow to high-occupancy vehicles, such as buses
- Through STPR2, we will continue to investigate where else on the trunk and motorway network bus priority would be appropriate

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,

⁷ <https://www.transport.gov.scot/public-transport/buses/bus-partnership-fund/>

energy and finance sectors to explore how innovative financial products could support the shift to zero-emission buses in Scotland

- We will work with our partners to ensure that the majority of new buses purchased from 2024 are zero-emission, and to bring this date forward if possible
- 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.

- To support this objective, Transport Scotland launched an action plan⁸ in July 2020 setting out plans for decarbonisation by 2035
- We will advance development of priority electrification projects (benefiting freight and passenger services) and continue exploration of battery and hydrogen powered train alternative traction, as appropriate across the network
- We will take forward the Zero Emission Train project to work with rail industry partners to examine alternative traction options which will be required where electrification is not appropriate
- Work is underway to utilise a withdrawn ScotRail Class 314 electric train as a research unit to allow suppliers to test the integration of alternative traction power supply equipment within a live train environment and enable better understanding of the process to introduce hydrogen powered fleets in the future

We will promote efficient and sustainable freight transport, particularly the shift from road to rail

- We will deliver on our rail freight strategy and continue to work with partners to grow rail freight in Scotland, supported by regulatory targets and an industry growth plan
- 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

⁸ <https://www.transport.gov.scot/publication/rail-services-decarbonisation-action-plan/>

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 Programme⁹ 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
- When the Scottish Government begins to deliver disability benefits in Scotland, providers of vehicles under the Accessible Vehicles and Equipment Scheme will be required to offer the option of an EV on no less favourable terms than a petrol or diesel vehicle to eligible disabled people
- We will continue to support innovative approaches in the design of electric vehicle charge points, including through 'Can Do Scotland'¹⁰ to ensure everyone, including those with mobility issues or other disabilities can access EV charging easily

⁹ <https://energysavingtrust.org.uk/travel/financial-support/grants-and-loans/>

¹⁰ <https://cando.scot/>

- 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 Scotland¹¹ 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 ensure the transport system adapts to the projected climate change impacts.

- 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

¹¹ <https://chargeplacescotland.org/>

- 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 work collaboratively with digital travel information services, like Traveline Scotland, to meet the highest accessibility standards to encourage inclusion for all
- We will continue work with Regional Transport Partnerships, local authorities and bus operators to mitigate the impact of COVID-19, with information about on-board 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

¹² <https://www.transport.gov.scot/our-approach/mobility-as-a-service/>

Helps Deliver Inclusive Economic Growth



Figure 4: Helps Deliver Inclusive Economic Growth outcomes

The transport system plays a crucial role in the successful performance of Scotland’s economy and ensuring regional cohesion. It enables people to get to work and ensures firms are able to get their goods and services to markets in Scotland and beyond. It is an important contributory factor in Scotland’s competitiveness, impacting on productivity of our labour force and the efficiency of businesses. A thriving Scotland needs an effective transport system

OUR STRATEGIC POLICIES INCLUDE:

- Increase resilience of Scotland’s transport system from disruption and promote a culture of shared responsibility
- Increase the use of asset management across the transport system
- Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally
- Ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland
- Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations
- Meet the changing employment and skills demands of the transport industry and upskill workers
- Integrate transport and wider infrastructure policies and investments, including digital and energy, to unlock greater benefits

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. Ad hoc revisions will also happen prior to the

December change date to reduce wastage and cost where there is little or no impact to customers

- 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 network.

- We will ensure the successful development and delivery of Scotland's Rail Enhancements Portfolio, including effective management of the Rail Enhancement Budget and key strategic renewals across the Scottish Rail Network
- We will invest over £3.8 billion in the operation, maintenance and sustainable renewal of a high performing rail network for passengers and freight
- We will deliver significantly improved rail services and accessibility to stations between East Kilbride and Glasgow, and Aberdeen to the Central Belt, to meet growing demand, drive more usage and decarbonise rail passenger and freight services

We will undertake measures to improve the resilience of the 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 progress the construction phase of the A77 Maybole Bypass and of the A92/A96 Haudagain Improvement

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

We will assist Scottish Canals to ensure resilience in their transition from a public corporation to a non-departmental public body.

- To support this objective, we will help ensure that the organisation has sufficient budget to conduct core business and projects where there is a legal commitment
- We will work with the board to ensure that resources are prioritised for core business and that commercial and potential revenue raising projects are more closely scrutinised on risk
- We will seek to build on the increased support we have provided for infrastructure works. This will assist the organisation with its asset management strategy and in ensuring that the canals network continues to be enjoyed by users and is resilient to climate change impact

We will increase the use of asset management across the transport system.

- We will complete planned and prioritised maintenance and upgrading, strengthening and replacement works on network, major, and major strategic bridges, including appropriate and effective stakeholder engagement
- 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, and manage the performance of operating companies, works contractors, concessionaires and Performance Audit Group to ensure contractual obligations are met and stakeholder interests are protected
- We will plan and respond effectively to resilience challenges which adversely impact on the national transport network, and support major public events to ensure their transport plans are well developed and delivered. We will monitor the ways in which events are changing due to COVID-19 and how these may impact on the transport network in different ways from traditional events
- 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 and promote opportunities for station adoption and Community Rail Partnerships along the line
- We will seek to improve the management and quality of roadworks, through continued sponsorship of the Scottish Road Works Commissioner (SRWC). In 2021/22 we will undertake effective implementation of the SRWC inspectorate within budget, and complete a new framework agreement between SRWC and Transport Scotland. We will implement the Transport (Scotland) Act 2019, including collaborative work with stakeholders to appropriately phase the measures and production of a SRWC inspectorate code

We will provide a transport system which enables businesses to be competitive domestically, within the UK and internationally.

- 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 identify possible opportunities, using the rail network, to benefit local communities and the wider economy, including tourism opportunities in South West Scotland, prior to engagement with local stakeholders
- We will identify opportunities for freight trains to exploit the economic and tourist potential

We will identify opportunities to ensure gateways to and from international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland to help our economic recovery.

- 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 work with our partners in the public, private and third sectors, including our lead visitor economy agency, VisitScotland, such that transport supports the Scottish tourism sector
- 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 prepare for the transport implications of the UK's withdrawal from the EU and any future constitutional changes.

- We have reviewed and re-instated plans for transport for the end of the transition period, including progressing statutory instruments, considering transport resilience arrangements, and monitoring of UK/EU negotiations
- We will undertake research on issues which need to be considered in the context of possible constitutional change, and how this may impact on the delivery of transport within Scotland and across our borders
- We will promote, develop, and maintain our presence in international transport groups and engage proactively with UK institutions to ensure Scotland's transport issues are recognised
- We will work closely with other parts of Scottish and UK Governments and stakeholders to facilitate the implementation of relevant border controls as the UK becomes a third country to the EU
- We will continue to facilitate the Scottish Transport Logistics & Intelligence Group and the Scottish Borders Stakeholder Group to assist communication and address issues that are being raised as the UK leaves the European Union
- We will continue to monitor EU transport strategy and developments in order to identify opportunities where Scotland can engage proactively in these issues, so that Scotland can continue to contribute to the European story

We will support Scotland to become a market leader in the development and early adoption of beneficial transport innovations.

- 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 will work with Zero Waste Scotland and partners to support the development of sustainable supply chains for zero emission vehicles, including support for research in battery recycling
- 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 publish the findings of Scotland’s Automotive Industry Advisory Group, which has brought together senior figures from across the industry, business and academia to advise on the steps to position Scotland as:
 - A global player in supply chains for zero emission mobility for heavier and niche vehicles
 - An international centre of expertise in energy-transport system integration
 - A global destination for innovation in sustainable, zero emission mobility
- We will work with our Enterprise partners to deliver a bold programme of work to enhance Scotland’s investment prospectus in zero emission transport technologies, including through a new programme to grow Scotland’s manufacturing capabilities and supply chains in heavy and niche vehicles
- We will work with Scottish Cities Alliance to establish and deliver a new Transport Decarbonisation Action plan, with emphasis on procurement and infrastructure choices as mobilisers of supply chains
- 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
- We will capitalise on our role in the Transport Decarbonisation Alliance and Under2 Coalition¹³ to establish networks and partnerships, positioning Scotland at the forefront of global initiatives on zero emission mobility

We will meet the changing employment and skills demands of the transport industry and upskill workers.

- We will continue to build evidence and awareness of the skills and employment opportunities for Scotland as we transition to new, zero emission technologies across the transport sector with current priorities being Hydrogen and Heavy Duty Vehicles
- Working with the Energy Skills Partnership, Skills Development Scotland and the Skills Academy at the Michelin Scotland Innovation Parc, we will support colleges to deliver training and accreditation in the skills to support a transition to a zero

¹³ <https://www.theclimategroup.org/under2-coalition>

emission transport system, including in battery electric vehicles and hydrogen fuel cells

- We will support regional partners in our City Region and Growth Deals programme to better link all parts of the Scottish skills system, including further and higher education institutions and Skills Development Scotland, with the skills to the needs of 'green' businesses. For example, through the Edinburgh and South East Scotland Deal, a range of new trades and short courses will be introduced, including over 500 places in Electrical Vehicle Charging Installation over three years
- We will work with partners in the newly established Transport Young People and Employment Partnership to consider ways in which we can increase inclusive employment opportunities within the transport industry. This will include ensuring alignment with the Young Person's Guarantee and in particular looking at ways in which to increase Apprenticeship recruitment, while also encouraging diversity and tackling occupational segregation
- Through our Fair Work First approach, we will attach fair work criteria to as many grants, other funding and contracts awarded by and across the public sector – aiming to drive fair work practices across the transport system and wider labour market to support economic recovery and renewal

The Scottish Government is integrating transport policy with wider digital investment, with digital connectivity at the forefront of our plans for a green and resilient economic recovery, reducing the need to travel unsustainably, in line with the Sustainable Investment Hierarchy.

- Through the Reaching 100% programme (R100), we are building on the success of the Digital Scotland Superfast Broadband programme (DSSB), providing access to superfast speeds, including to some of the most rural regions of Scotland
- The Scottish Government's commitment to provide everyone (100% of residential and business premises) in Scotland with access to superfast broadband will be delivered through a combination of the three £600 million R100 contracts (North, Central and South), our nationwide voucher scheme and commercial coverage. The voucher scheme will ensure everyone has access to superfast speeds by the end of 2021, and the majority of the build in the Central and South contracts will be complete by the end of 2023
- We are focused on finalising the North Lot 100 contract award with BT as soon as possible to enable us to progress delivery of access to superfast broadband in some of the most remote parts of Scotland
- Through the City Region and Growth Deals programme, we will continue to invest in projects that improve regional digital connectivity, including developing ultrafast broadband in the main urban areas in the Tay region and increasing delivery of ultrafast fibre along three routes to key employment/ leisure locations in the Aberdeen city region, to make rural areas more competitive
- We are investing £25 million in the Scottish 4G Infill Programme to provide future-proofed 4G infrastructure and services in up to 40 so-called 'notspots' in rural

Scotland. The first sites went live in 2020 and there is a pipeline of activations until June 2023

- Through the Scotland 5G Centre, over 2021 and 2022, we will deliver a national network of 5G Innovation Hubs which will work with SMEs to develop and utilise 5G technology
- We are exploring the feasibility of realising collateral connectivity benefits to trackside communities, as part of our wider considerations on rail network connectivity enhancements

Improves our Health and Wellbeing



Figure 5: Improves our Health and Wellbeing outcomes

Our transport system needs to be safe and secure and give users trust and confidence that they will reach their destinations without threat. It should allow people to make active travel choices to improve their health and wellbeing and seek to reduce health inequalities.

OUR STRATEGIC POLICIES INCLUDE:

- Provide a transport system that promotes and facilitates active travel choices which help to improve people's health and wellbeing across mainland Scotland and the Islands
- Increase safety of the transport system and meet casualty reduction targets
- Implement measures that will improve perceived and actual security of Scotland's transport system
- Continue to ensure that transport assets and services adopt the Place Principle
- Reduce the negative impacts which transport has on the safety, health and wellbeing of people
- Embed the implications for transport in spatial planning and land use decision-making

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

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. This will provide design information for delivery partners and local authorities in developing active travel infrastructure
- 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 per the Programme for Government 2020, we will publish Scotland's Road Safety Framework to 2030, following consultation on an ambitious and compelling long-term vision for road safety where there are zero fatalities or serious injuries on Scotland's roads by 2050. This will embed the Safe System, including ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030. It will have a renewed focus on pedestrians and cyclists, as recommended by the newly-adopted United Nations Resolution on road safety
- 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. Related policy drivers include better road safety and health outcomes, promotion of active travel, climate change mitigation, place making and economic growth. The Framework also has a dedicated Strategic Action on Technology, which means we will research, implement and evaluate technologies for use within the Safe System, and promote them as appropriate

We will implement measures that will improve perceived and actual security of Scotland's transport system.

- We will continue to invest in technology and network maintenance and improvements to reduce impact and ensure quick recovery for incidents
- We continue to evaluate significant transport incidents or events that impact the transport network to ensure we are learning lessons and using evidence-based best practice
- We remain fully engaged with Scotland's Local Resilience Partnerships to ensure preparedness for and support during events that may directly or indirectly impact the network
- The Hate Crime Charter will be soft launched in Spring 2021 and will encourage transport providers (cross modal), members of the public and other services to support zero-tolerance to all forms of hate crime on public transport

We will take measures to reduce the negative impacts which transport has on the health and wellbeing of people and pollution impacts on the environment.

- We will lay Low Emission Zone (LEZ) Regulations in Parliament and they will come into force during 2021, in tandem with LEZ Guidance being published and initial development of LEZ Appeals regulations into 2022, under the Transport (Scotland) Act. We will work from local authorities to adapt LEZ plans to take account of the COVID-19 pandemic
- We will continue to provide financial support to local authorities to prepare LEZ designs, in tandem with businesses and individuals most affected by the implementation of LEZs through schemes such as the LEZ Support Fund and Scottish Bus Emissions Abatement Retrofit (BEAR) Fund
- We will continue to undertake remote sensing emissions testing, Portable Emissions Measuring Systems (PEMS) testing and telematics analysis to ensure that the emissions retrofitting that we fund does deliver real-world emission reduction
- We are developing an app to support the delivery of an LEZ exemption for blue badge holders (should this exemption be approved by the Scottish Parliament in 2021)
- We will publish new guidance on taxi and private car hire, focused on accessibility
- We will deliver the actions outlined in the Transportation Noise Action Plan
- We will build on the requirements of national planning policy and strengthen our commitment to securing positive effects for biodiversity in all our works by applying our Fitting Landscapes policy

The Scottish Government will embed the vision, priorities and outcomes of the NTS2, including the Sustainable Investment Hierarchy principle, in spatial planning and land use decision-making.

- We will continue planning reform, including delivery of the NPF4 and enactment of a new system of development plans to indicate what develop should take place where. NPF4 will take an infrastructure-first approach to development planning, supporting the delivery of essential services and facilities. This approach will include making best use of existing transport network capacity and focusing on upfront delivery of inclusive sustainable transport in areas of change
- 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 continue to review and improve our existing appraisal guidance, and our land use and transport models to support the new development plan system. New tools will be considered to assist planning authorities in the evidence gathering, appraisal and monitoring of their plans. This will be in line with updates to STAG
- We will commence work to refresh Designing Streets¹⁴, in 2021-22. This sets out the design and transport policy for lightly trafficked streets. The refresh will bring it up to date and ensure transport accessibility features prominently

¹⁴ <https://www.gov.scot/publications/designing-streets-policy-statement-scotland/>

Glossary

BEAR	Scottish Bus Emissions Abatement Retrofit Fund
BPRDF	Bus Priority Rapid Deployment Fund
CAV	Connected and Autonomous Vehicle
CCPu	Climate Change Plan update
COP26	Conference of the Parties 26
DPO	Disabled Peoples' Organisation
DSSB	Digital Scotland Superfast Broadband programme
EMA	Emergency Measures Agreement
EV	Electric Vehicle
HIAL	Highlands and Islands Airports Limited
ICP	Islands Connectivity Plan
IIP	Infrastructure Investment Plan
LCTL	Low Carbon Transport Loan
LEZ	Low Emission Zones
MaaS	Mobility as a Service
MACS	Mobility and Access Committee for Scotland
MSRS	Mode Shift Revenue Support
NPF4	National Planning Framework
NSTAB	National Smart Ticketing Advisory Board
NTS2	National Transport Strategy
PEMS	Portable Emissions Measuring Systems
R100	Reaching 100% programme
RET	Road Equivalent Tariff
RTP	Regional Transport Partnership
SCSP	Paths for All's Smarter Choices Smarter Place
SEA	Strategic Environmental Assessment
SRWC	Scottish Road Works Commissioner
STAG	Scottish Transport Appraisal Guidance
STPR2	Strategic Transport Projects Review

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