

National Transport Strategy (NTS) Review and Second Strategic Transport Projects Review (STPR2)

Purpose

1. To provide CoHI with an update on the progress of the National Transport Strategy (NTS) Review and the Strategic Transport Projects Review (STPR).

Introduction

2. The Convention of the Highlands and Islands (CoHI) has agreed a set of post 2020 priorities across seven key themes including one on transport with the focus being 'Equality of Access to 21st Century Transportation Services' across the region (approved by CoHI in October 2017). This paper includes CoHI principles and strategic aims relating to transport and a further paper in March 2018 provided an update on the transport project strand. Engagement on the NTS Review and input to the STPR are identified as actions within these papers. Scottish Ministers have previously updated CoHI on progress with the NTS Review and plans for the STPR.

3. Transport Scotland has been progressing the NTS Review, on behalf of Ministers, through a three-pillar approach: collaborative working, developing the evidence base and engaging with stakeholders and citizens across Scotland to give them a greater say in the development of transport policy.

4. The collaborative approach has been taken forward through a series of working groups involving a wide number of stakeholders to inform the development of NTS.

5. A key component of developing the evidence base was a call for evidence. Analysis of responses was taken forward by the Research and Evidence Working Group and the final report is published on Transport Scotland's website. (<https://www.transport.gov.scot/media/41506/call-for-evidence-summary-report.pdf>)

6. To date, we have engaged with citizens in rural, island and urban areas across Scotland on the NTS Review, including Kirkwall, Stornoway, Benbecula, Skye, Nairn, Inverness, and Helensburgh. Many of these events were held in partnership with Age Scotland and Young Scot, and as part of Ferry User Groups, to discuss a range of transport issues and how they might inform the development of the twenty-year remit of the strategy. This approach was informed by the findings of an Early Engagement Survey in early 2017 (<https://www.transport.gov.scot/publication/national-transport-strategy-early-engagement-consultation-survey/>) which identified a number of key themes that were particularly important to respondents and from which we identified hard to reach groups as a focus of the engagement.

NTS Vision and Outcomes

7. Many of the key components of the draft successor strategy are now taking shape and will inform the drafting of the strategy document for consultation later this year.

8. Central to the strategy is a strategic framework, which has been developed by one of the NTS collaborative working groups. The group has developed a concise but all-encompassing vision statement alongside four themes, each with three high level outcomes (twelve in total) to address all key aspects of transport within Scotland. Sitting alongside the strategic framework is a draft narrative document which provides further context.

9. The development of the vision and outcomes included ensuring alignment with the National Performance Framework, Regional Transport Strategies and other Scottish Government strategies where there is an interdependence with transport (e.g. Climate Change Plan, Digital Strategy, Economic Strategy, Energy Strategy and National Planning Framework 3).

NTS Vision and Outcomes Diagram



Draft narrative to support the Strategic Framework diagram

A successful strategy will, over the next 20 years, drive a transformation in transport where sustainable travel options are the public's first choice. We will achieve this through continued investment in greener, more reliable public transport; active travel;

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and car and bike sharing solutions to give people real journey options which can be adapted to suit different locations, lifestyles and needs.

By continuing to provide viable, sustainable and inclusive alternatives to single occupancy car journeys, we can – in partnership with local authorities and others – help to make Scotland an even better and healthier place to live, work and travel within, all while tackling climate change.

Who are 'we'?

- We are the people, visitors, businesses and public sector organisations of Scotland.
- Although the Scottish Government has a responsibility to co-ordinate the delivery of our National Transport Strategy, there is an opportunity for us all to work together across boundaries to create significant added value and improve outcomes for communities, including involving people in decisions and empowering communities to be a vital part in the delivery process. We all have a responsibility to take action and we can all make small changes to keep our network running smoothly, affordably and cleanly. For example:
 - We should take more responsibility for our physical and mental well-being, as well as the amenities of our towns and cities, by choosing sustainable travel options.
 - We should look out for one another's safety and well-being when on the move.
 - We should all be prepared for emergencies before making a journey, especially if there are weather or flood alerts, and consider alternatives to that journey if appropriate.
 - We should look after vehicles and stations, by not littering or damaging them.

Helps our Economy Prosper

- *Gets us where we need to get to:* network and service development integrate with spatial and land use planning and economic development, and adapts to changing requirements of people, businesses and visitors. This means that transport outcomes and actions are delivering a fairer, inclusive and more prosperous Scotland for all.
- *Is reliable, efficient and high quality:* everyone needs to be confident about how long a journey will take, and that it will be as simple and as comfortable as possible. We need to be able plan our lives, to get to work on time, to deliver goods efficiently and keep businesses running smoothly. We deserve quality transport infrastructure and services and we want to make a good impression on Scotland's tourists and business visitors.
- *Uses beneficial innovation:* new products, services and technologies are developing fast and altering our lives and our places dramatically. Our

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National Transport Strategy will support innovations and useful technologies that are compatible with our vision and outcomes.

Takes Climate Action

- *Adapts to the effects of climate change:* in Scotland we are already starting to realise the impacts of climate change, and more serious impacts are being felt across the world, particularly by communities that are already vulnerable. To limit the impact of existing climate change on future generations, we recognise that our transport networks and vehicles will need to be adapted to reflect the extent of change in our climate which has already taken place.
- *Takes steps to mitigate further climate change:* by increasing our long-term targets to reduce greenhouse gas emissions by at least 90% by 2050, the Climate Change Bill will continue to provide the necessary certainty and impetus to markets, businesses and industries to shift towards low-carbon technologies and practices. Transport is a key sector in achieving these reductions and contributing to wider climate justice.
- *Promotes greener, cleaner choices:* over the next 20 years, Scotland will embark on a journey to be free from harm from the transport sector, resulting in a significant reduction in overall transport emissions and enabling us to enjoy the social, health and economic benefits of noticeably improved air quality. A cleaner transport system will contribute to positive wellbeing outcomes for the people of Scotland. Reducing the need to travel also has a role to play in reducing transport emissions and improving the efficiency of the transport system.

Promotes Equality

- *Provides fair access to services we need:* we have a duty to the people of Scotland to tackle inequalities. All citizens need to be able to access a wide range of opportunities and services, and transport services need to support this. Several stakeholders also have a new legal duty to reduce inequalities of outcome caused by socioeconomic disadvantage when making strategic decisions. Transport is a key policy sector in tackling inequalities, putting this outcome at the heart of strategic decision-making and policy development.
- *Is easy to use for all:* people have different capabilities. Our transport network will recognise these differences and we will work to ensure that everyone can use the system with as little effort as possible.
- *Is affordable for all:* people have different incomes. Our transport network should not exclude people from mobility by making it unaffordable. Over one million Scottish citizens are living in poverty, including one in four children. This unfairness and transport poverty is not inevitable. We can reduce poverty and inequalities of outcome, helping to realise the rights of the people who have experienced them and promote greater equity across transport networks.

Improves our Health and Wellbeing

- *Is safe and secure for all:* we are committed to helping Scotland's people, businesses and public sector to improve community safety. The prevention and reduction of accidents on the transport network will continue to be a priority. Our transport systems are becoming increasingly digital and we are committed to supporting the cyber resilience of booking, payment and ticketing technologies, and responding to and preventing cybercrime to increase our confidence in using mobile and web technologies to access transport securely.
- *Enables us to make healthy travel choices:* over the last few decades our increasing reliance on cars has resulted in Scotland becoming less active as a nation. Many journeys are relatively short and could be undertaken by walking and cycling more often. Small changes can have a big impact on individual health and wellbeing, and help to reduce the social and economic impact of public health problems such as mental health, obesity, diabetes, and cardiovascular diseases. Switching more of our short journeys to active modes will also help to improve air quality in urban areas with further public health benefits.
- *Helps make our communities great places to live:* cleaner streets which are good for walking and cycling are better for encouraging more social interaction, supporting local businesses and services and creating vibrant communities, making our towns and cities more attractive and healthier places in which to live.

Policies to support delivery of the NTS Vision and Outcomes

10. Policy formulation has been taken forward by four thematic Working Groups under the themes: Enabling Economic Growth, Tackling Inequality, Greener & Healthier and Delivering Safe & Resilient Transport. These groups concluded their work in summer 2018 and the refinement of policies (in conjunction with these groups) during 2018 and 2019 has informed the development of 14 draft policies to support delivery of the vision and outcomes.

11. Annex A shares the current draft policies presented as: Context (the Why) -> Measures (the How) -> Policies (the What). The current draft stage of development of policies are listed (A-H) in the right hand column. There is a specific policy 'Provide a high quality transport system that integrates Scotland and recognises our different geographic needs' which recognises that island communities and those living in remote and rural areas face many different transport issues compared to those living in less rural areas of the mainland and urbanised areas.

NTS Monitoring Framework

12. Work is progressing on the NTS Monitoring Framework with initial development on potential indicators that will provide a measurement of progress towards the NTS themes and outcomes. These are listed in Annex B and show

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consideration of new measures, and identification of existing data sources and gaps in data sources where new sources may need to be identified or created. This includes, for example, proposals for an indicator that measures the connectivity to rural communities, islands, major cities, and within urban areas by mode.

NTS Roles and Responsibilities

13. The NTS Review includes a review of Transport Governance. This is a commitment that originated from the NTS Refresh (published in 2016), which summarised key agencies' roles and responsibilities for transport and set the expectation that a full review would further clarify and possibly modify existing these roles and responsibilities nationally, regionally and locally.

14. The commitment to review governance also flows from the Independent Review of Planning 'Empowering Planning to Deliver Great Places', which proposed a review of transport governance. All areas of transport are within scope to ensure this is a full review of transport governance and this has been taken forward through the collaborative approach by the Roles and Responsibilities Working Group.

15. This group was co-chaired by Jim Valentine, Deputy Director for Perth & Kinross Council, and representatives from SOLACE and Transport Scotland. Membership of the group included Scottish Government Planning and Enterprise & Skills, SCOTS, CoSLA, Clydeplan, Heads of Planning Scotland (HOPs), Sustrans, Transport Scotland and two RTP representatives (SPT and Nestrans). The emerging recommendations of the group have been shared with the Cabinet Secretary for Transport, Infrastructure and Connectivity and discussed during his attendance at the CoSLA Environment and Economy Board on 2 November 2018.

NTS Review – Next Steps

16. An assessment of the NTS policies is now underway. This will be a proportionate assessment to see how the policies contribute to the NTS outcomes and standard appraisal criteria. This is being done against a background of what is called 'deep uncertainty' about the future of transport where there is a lot of uncertainty around issues like self-driving cars, how peoples' behaviour (especially young people) may change and the role of the digital services not only in transport but how it may change how we live and work. A number of scenarios about possible futures have been developed so we can understand how the policies and policy measures do or don't contribute to delivering the NTS vision in the face of this deep uncertainty.

17. The Equalities Impact Assessment (EqIA) is also underway, and will incorporate the Fairer Scotland Duty as well as Island and Child Rights Assessments, in order to present an integrated single assessment of all relevant equalities considerations arising from the collated policies and policy measures, rather than each requirement being looked at in isolation. This approach should maximise assessment proportionality and allow all equalities considerations to clearly inform the final NTS. The Strategic Environmental Assessment (SEA) is being undertaken concurrently with the EqIA.

Stakeholder Engagement

18. A number of workshops and presentations have taken place to-date with various targeted stakeholders, including Young Scot and Age Scotland. Citizens' Panels are due to commence in March 2019 in rural, urban and islands locations to focus on testing the acceptability of the draft NTS policies and the context and measures behind them. Events are currently being planned to enable engagement with all business sectors in Scotland. Engagement is also underway with other groups such as One Parent Families, Scottish Youth Parliament, Young Scot, Poverty Alliance and Child Poverty Action Group. The focus of engagement is to test public acceptability of the draft policies and to shape the context and questions of the public consultation due to take place in summer 2019.

19. The SEA process will produce an Environmental Report (ER). This will be published for public consultation alongside the draft NTS2, which aims to commence in May 2019. Following the consultation, the SEA will be finalised and published by the end of the year.

Existing Infrastructure Commitments

20. The Scottish Government remains committed to its existing programme of infrastructure projects.

Highland Main line

21. The Scottish Government's Infrastructure Investment Plan, published in 2011, stated that the Highland Main Line Rail Improvement project would be completed in phases between 2014 and 2025.

22. The current phase of the Highland Mainline improvement project will see a £57 million investment providing an hourly service between Perth and Inverness, delivery of a reduction in average journey times of around 10 minutes and more efficient freight operations. A fleet of refurbished High Speed Trains is planned to be used for this new timetable offering customers greater comfort and a much needed increase in capacity. The new timetable will also create greater flexibility for customers by providing services earlier in the morning and later in the evening.

23. Overall, these plans will provide passengers with better connectivity with the Central Belt and Inverness whilst boosting the economic growth for the whole of Scotland. The long term aspiration remains to deliver a fastest journey time of 2 hours 45 minutes between the Central Belt and Inverness.

Aberdeen to Inverness Improvement Project

24. By the end of 2019, the Aberdeen to Inverness Improvement project will deliver:

- an hourly service between Inverness – Elgin, providing 1,300 additional seats each day;
- extended platforms at Inch to accommodate longer high-speed trains;
- high speed trains between Aberdeen and Inverness, providing 1,400 additional seats each day;

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- introduction of half hourly all-day service between Aberdeen and Inverurie, providing 3,000 additional seats each day;
- additional Elgin to Aberdeen early morning and late evening services;
- New through services between Inverurie – Montrose, reducing the need to interchange at Aberdeen; and
- More through services between Inverness and the central belt via Aberdeen

25. The Aberdeen to Inverness project is facilitating the infrastructure to deliver the station at Dalcross, which was being taken forward by third party promoters, led in this case by Hitrans. We expect the project to be completed in the first half of Rail Control Period 6 which runs from 2019 to 2024. Transport Scotland will be in a position to confirm the starting and anticipated opening date once Network Rail has completed all the feasibility work.

A9 Dualling

26. The Scottish Government is committed to dualling the A9 between Perth and Inverness by 2025, one of the biggest transport infrastructure projects in Scotland's history, and this remains on target to meet that commitment. Work is continuing across the route with road users already benefiting from the new dualled stretch between Kincaig and Dalraddy, which opened in September 2017. Construction of the second section between Luncarty and Pass of Birnam is underway and is planned to be completed in spring 2021. Design work on the remaining nine schemes is progressing at pace with draft Road Orders now published for eight of them, meaning that we have published draft Orders for 95 per cent of the dualling programme.

A96 Dualling Inverness to Aberdeen

27. The Scottish Government has given a commitment to completing the dualling of the A96 between Inverness and Aberdeen by 2030. Design work is well underway on the dualling programme with draft Road Orders published on Inverness to Nairn (including Nairn Bypass) in November 2016. A Public Local Inquiry was held in October and November 2018 to consider objections received and not withdrawn. We have completed route options assessment work on the Western Section between Hardmuir and Fochabers with a preferred option announced in December last year. Route options assessment work is also well underway on the Eastern Section between east of Huntly and Aberdeen with a preferred option expected to be identified later this year.

A82 Taret to Inverarnan

28. The Scottish Government remains committed to upgrading the A82 between Taret and Inverarnan. The work we are doing along this vital route that connects the Highlands and Islands with the central belt will lead to improved road safety and journey time reliability and meet the needs of business, communities and visitors alike. Following identification of a preferred option (which follows the existing stretch of road) the next phase of design work which is the development and assessment of the preferred option is well underway, with a view to publishing draft Road Orders for the scheme later this year.

STPR - Introduction

29. STPR2 will be an examination of the strategic transport infrastructure interventions required to support the delivery of Scotland's Economic Strategy, including inclusive growth objectives, and in the context of the priorities to be set out in NTS2.

30. The review will set out a clear programme of potential transport investment opportunities for Scottish Ministers over the next 20 years and should be used to update the Infrastructure Investment Plan. The review is being undertaken in tandem with the review of the NTS which will look forward to consider forecasts and drivers for change and to build scenarios to create a compelling vision for transport.

31. There will be close alignment with the preparation of National Planning Framework 4 (NPF4), which will commence only after the passage of the Planning Bill. STPR2 will report within the timeframe of the current Scottish Parliament and is expected to inform the future delivery of NPF4 and infrastructure investment plans. The outputs of STPR2 will also guide the next Ferries Plan.

STPR2 - Approach

32. The first STPR, published in 2008, focused on road, rail, bus and Park & Ride and considered Scotland's key transport corridors and hubs. STPR2 will consider infrastructure investment in road, rail, active travel, island connectivity, buses and ferries at national level. Another key theme will be the consideration of international connections, including cross-border links and connections to international gateways, key ports and access to ports by all modes.

33. The approach to the review remains to undertake a Scotland-wide multi modal appraisal focused on future strategic transport interventions. The appraisal process will use an objective-led appraisal process set out in Scottish Transport Appraisal Guidance (STAG). STPR2 will undertake a robust, fair and proportionate appraisal of transport needs across the country. This will be consistent and based on all objective categories and will not solely focus on economy or population. As such, each area of Scotland will be considered on a level playing field with the rest of the country.

34. The review will take both a national and regional focus. The national focus will consider the strategic links between the cities and to key ports, international gateways and cross-border links, whereas the regional focus will consider the role of the strategic transport network from the perspective of regional economic geographies. The regional approach will have the benefit of allowing differing regional transport priorities to be considered and assessed on an equal footing.

STPR2 - Regional groupings - CoHI

35. One of the first key tasks of STPR2 for Transport Scotland and the appointed consultants will be progressing regional engagement on both the NTS and STPR.

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36. Transport Scotland has written to all local authorities, National Park authorities and Regional Transport Partnerships to set out initial thinking and seek their views on proposed approach to regional engagement. It should be noted that this is engagement is not intended to define new boundaries or set new roles and responsibilities but is aimed at identifying effective and flexible groups to consider NTS policies and engage in regional evidence gathering, objective setting and appraisal with STPR.

37. In CoHI area discussion are already underway with Argyll and Bute Council and responses from Hitrans, Highland, Moray and Orkney indicate that a grouping under a wider Hitrans area would be appropriate. Responses are awaited from Shetland/ZetTrans and North Ayrshire.

38. The groups will initially engage on the NTS vision, outcomes and emerging policies to understand regional priorities, potential tensions and appetite to address some of the more challenging policies and on developing the evidence base for STPR. Over the longer term, the groups will start to develop the evidence base to define strategic problems and opportunities which will inform regional objectives and initial lists of potential interventions.

STPR2 - Investment Hierarchy

39. STPR2 will adopt an investment hierarchy, which will consider:

- Investment aimed at **maintaining and safely operating existing assets** (ensuring the connections between where people live and work are of a suitable standard and safe); before
- Investment promoting a range of measures, including innovative solutions, to **make better use of existing capacity**, ensuring the existing road and rail networks are fully optimised (these may include technology based, fiscal and 'soft measures' in addition to engineering solutions); and then
- Investment involving **targeted infrastructure improvements**.

STPR2 - Ongoing Work and Next Steps

40. The appointment of a team of consultants from Jacobs and Aecom to take forward the review was announced on 27 December 2018. Their work commenced in January 2019, following the end of a mandatory standstill period.

41. Initial engagement focusing on Scotland's local authorities and regional transport partnerships will be the first step, with the identification of appropriate regional transport working groups, many formed around existing groupings. These regional groupings will help to identify regional transport priorities for each area rather than focus on individual modes.

42. Further public engagement with representative transport and stakeholder groups, community councils, business and the general public is planned after this initial phase of work.

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43. STPR2 will be informed by a wide range of ongoing regional and local transport appraisal work including, Borders Transport Corridors Study, pre-appraisal work underway in the North East and work currently underway in the South West which has a particular focus on access to the ports at Cairnryan.

44. In November 2018, whilst attending the A83 Taskforce and following the most recent landslip in that area the Cabinet Secretary for Transport, Infrastructure and Connectivity gave a commitment that Argyll and Bute would be the focus of initial engagement on STPR2 following the appointment of consultants.

45. Separately, Transport Scotland are leading on a Scottish Transport Appraisal Guidance (STAG) pre-appraisal study covering the Fort William/Lochaber area. This work is considering the case for potential transport interventions under future pressures related to housing and employment opportunities across the area, together with issues surrounding capacity on the trunk roads in the vicinity.

46. In the wider region, transport appraisals work is either nearing completion or underway in relation to a number of inter/intra island transport connections. This includes work on Northern Isles Ferry Services, Outer Hebrides, Orkney Internal Connectivity (including business case development) and Shetland Internal Connectivity.

47. Across the CoHI area a number of ports and harbours are developing their own masterplans. Although not a mandatory requirement, these documents help to shape the future growth aspirations of the respective port or harbour. It is worth noting that Stornoway Port Authority has recently been consulting on a masterplan for their harbour.

48. The current programme for STPR2 through 2019 will see the need to gather robust evidence which will identify the case for change within the strategic transport network, both with a regional and national focus. The evidence gathered will lead to the development of regional and national transport planning objectives against which potential interventions will be assessed. On-going appraisal work from across the region, such as that identified above, will assist in providing part of the required evidence base.

49. Moving into 2020, STPR2 will consider a range of potential interventions against the previously developed transport planning objectives and latterly against multi-criteria assessment process contained in the Scottish Transport Appraisal Guidance. The STPR2 programme will be aligned with actions on the development of NPF4 and reviewed once the outcomes of the Planning Bill are known. STPR2 will report within the timeframe of the current Scottish Parliament and is expected to inform the future delivery of NPF4 and infrastructure investment plans.

Conclusion

50. This paper provides CoHI with an update on the progress of the NTS Review and the STPR. Transport is one of seven priorities identified by CoHI and the progress on the NTS and the regional approach to STPR will enable continued engagement and collaboration on evidence and identification of priorities to inform NTS/STPR2.

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NTS Polices - February 2019

Why? (Evidence and Context)	How? (Measures)	Policy
<ul style="list-style-type: none"> • There were a total of 9,391 road casualties reported in 2017, of which 146 were fatalities. While the numbers are falling (By what percentage over what time period?), road accidents (from a Public Health perspective, is the term not unintentional injury rather than accident, to reinforce that it is not without cause.) in Scotland have a significant negative impact on society. This policy will help reduce the number of fatalities and seriously injured on Scotland’s road network in line with the Road Safety Framework to 2020. Ensuring that transport system is secure against cybercrime for the users of the system, e.g. bank details of rail passengers when booking tickets online, and transport operators who make increasing use of technology to run the transport system. • Definition of a resilient transport network is two-fold. On one hand, a resilient transport network has measures in place to prevent network disruption in the first instance. On the other hand, a resilient transport can minimise knock-on effects of network disruption in the event that it does occur. Under both of these definitions, a resilient transport network means that people can access work/leisure opportunities without significant delays. The same logic also applies to businesses being able to deliver their goods on time with minimal delays. This can have a positive impact on the economy’s productivity level and economic growth (Climate resilience is captured below, but should perhaps be acknowledged here also.) • A reliable network allows certainty for people and businesses. It enables users to plan effectively and contributes positively to business performance, thus supporting productivity and economic growth. • Maintaining and safely operating our existing transport assets is a fundamental to effective functioning of our transport system. For example the Scottish Trunk Roads face a £1.3 billion maintenance backlog. (Whilst it is good that this is shown it has to be for the whole of the Scottish public road network. SCOTS can provide the data but may be worth including a link to the Audit Scotland reports on road maintenance.) • Trunk road “maintenance backlog” must also be viewed alongside Local Authority’s “maintenance backlog” which includes carriageways, footways and structures. 	<ol style="list-style-type: none"> 1. Increase safety of the transport system and meet casualty reduction targets 2. Increase resilience of Scotland’s transport system from disruption and promote a culture of shared responsibility 3. Implement measures that will improve perceived and actual security of Scotland’s transport system 4. Increase the use of asset management across the transport system 	<p>A. Continue to improve the reliability, safety and resilience of our transport system</p>

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<ul style="list-style-type: none"> • Expand on reference to Audit Scotland report • Expand on Active Travel infrastructure and maintenance • Clarify whether resilience is incident, security or weather resilience • Context too focussed on roads • Expand on Security against hostile acts • Suggestion that targets in transport strategies are included in the narrative, e.g. Road Safety Framework • 'Ensure safety improvements are informed by a range of data sources including the view of communities provided to Local Authorities as a requirement of the Community Empowerment (Scotland) Act 2016.' • (NB. Karen Armstrong's team is currently working on a hate crime charter which takes into account safety aspects on public transport.) 		
<ul style="list-style-type: none"> • Transport plays a key role in delivering development across Scotland. It is therefore crucial that it is integrated into the planning and land use process. Scottish Planning Policy states: the relationship between transport and land use has a strong influence on sustainable economic growth, and this should be taken into account when preparing development plans and in development management decisions. • Demand for transport is derived from land use. Transport provision also influences patterns of land use. Changes in land use can affect the demand for transport and, depending on the availability of capacity in the transport network at a local or strategic level, this can impact on the operational performance of these networks. This in turn may have social impacts (e.g. accessibility), economic impacts (e.g. queuing and delays affecting journey times, journey time reliability, access to markets) and environmental impacts (e.g. emissions). Transport impacts should therefore be considered early in the process of identifying sites for development, along with other key factors influencing land use proposals. The cumulative impact of a number of land use changes also needs to be considered. ("...identifying sites.." Architecture & Design Scotland are looking at piloting an approach to development using the place principle, exploring how Key Agency Group (KAG) member (including TS) skills/knowledge can be employed more meaningfully at the front end of development decisions to ensure clients//developers are given clear steers on what considerations to make for that development.) • Expand on the Place Principle (Major changes are being made to the planning system in Scotland. Ref Planning Bill. More emphasis on community empowerment, place-making and the use of the place- 	<ol style="list-style-type: none"> 1. Ensure greater integration between transport, spatial planning, and how land is used 2. Ensure that transport assets and services adopt the Place Principle 3. Ensure the transport system is embedded in regional decision making. 	<p>B. Embed the implications for transport in spatial planning and land use decision making</p>

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<p>standard. Ensure the statements here align well with those initiatives.) (Consider ‘Place Standard’ in addition to ‘place Principle.’)</p> <ul style="list-style-type: none"> • Spatial land use – develop more in the narrative • Discussions needed with planners about how to develop the narrative • Integration of housing, planning, health and transport - Discuss 		
<ul style="list-style-type: none"> • Developing transport system in Scotland that reflects our changing needs cannot be done independently (could be misread in an entirely different political context. Possibly, cannot be done in isolation of other key influencing factors...). Transport needs to be considered alongside other strategies and initiatives including energy and digital. The choices (some may have no choice to make, e.g. unable to sell their house) that people make about, for example, where they work and when they work will be driven as much by changing digital technologies and communications as it will be about transport. In addition, how firms trade and the businesses they trade with will also be highly influenced by changes in digital technologies. Our transport system of the future will also be driven by our strategies and approaches to energy, e.g. the move towards electric vehicles. Working to deliver a National Transport Strategy alongside strategies on energy and digital can help support economic growth, reduce adverse environmental impacts and deliver a society that ensures equality. (Need to also think about Climate Change Plan and reducing GHG emissions) • Integrated policies can benefit local and regional communities by increasing opportunities, such as being able to do business in an area and raising the quality standard of living. The benefits are likely to be higher for communities that either currently do not have a good access to transport/digital/energy infrastructure and/or suffer the dis-benefits of disjointed infrastructure • Energy Strategy – expand • Digital Strategy - expand • National Infrastructure Mission – expand • Discuss the fact there are a number of reserved matters in digital and energy policy 	<p>1. Ensure that local, national and regional policies offer an integrated approach across all aspects of infrastructure investment including the transport, digital, and energy system</p>	<p>C. Integrate policies and infrastructure investment across the transport, energy and digital system</p>
<ul style="list-style-type: none"> • Businesses need high-quality access to labour, suppliers and customers in order to be competitive and profitable. Removing barriers to trade through transport investment can allow businesses to access cheaper suppliers and employ the best skilled staff to improve their competitive offering which they can then deliver to a wider customer base. This can 	<p>1. Optimise accessibility and connectivity within business-business and business-consumer markets by all modes of transport</p>	<p>D. Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally</p>

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<p>lead to increased competition among firms which can result in a virtuous cycle of reduced costs, improved quality and greater innovation. Transport costs of goods and labour feed into the production costs for businesses. A reduction in these costs – through shorter journey times, lower vehicle operating costs, greater access to labour markets, reorganisation and centralisation of distribution operations – enables businesses to make cost savings which can then be passed on to consumers (to some degree, at least). This stimulates greater demand in the economy and thus economic output (if there is capacity to accommodate increased demand).</p> <ul style="list-style-type: none"> • The Economic Strategy states that Scottish Government will provide physical connectivity to ensure that all of Scotland is open to the national and global economy. Improving gateways (such as airports, ports, major transport hubs) also supports exporters to grow in existing and new markets and explore opportunities. • Surface access – expand • Tourism – expand (This should be expanded but also may need to be broadened to encompass a range of leisure activity) • Ferry timetables can act as a barrier to competitiveness for island businesses 	<ol style="list-style-type: none"> 2. Ensure gateways to and from domestic and international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland 3. Support measures to improve sustainable surface access to Scotland's airports and sea ports 	
<ul style="list-style-type: none"> • Transport needs differ across areas and regions in Scotland. The provision of transport services in one area may not necessarily be what is needed in another. Scotland's transport system needs to take account of and reflect these different needs, this includes for businesses and residents. • Island communities and those living in remote and rural areas face many different transport issues compared to those living on (less rural areas of) the mainland and urbanised areas, such as higher cost of travel, longer journey times, less choice and poorer access to a range of services. The aim of the policy is to reduce/minimise these disadvantages by providing improved access and reducing cost of travel for island communities and those living in remote and rural areas, thus generating a more inclusive lifestyle. ("Lifestyle" Implications here in terms of access services, social connectivity and reducing social isolation (which in turn is important for health)) • The draft Vision for Scotland's Rural Economy recognises the limitations with the existing transport network in some rural areas of Scotland and the Islands. It states that physical transport infrastructure needs to be 	<ol style="list-style-type: none"> 1. Ensure that infrastructure hubs and links form an accessible integrated system that improves the end-to-end journey for people and freight 2. Minimise the connectivity and cost disadvantages faced by island communities and those in remote and rural areas 3. Safeguard the provision of lifeline transport services and connections 	<p>E. Provide a high quality transport system that integrates Scotland and recognises our different geographic needs</p>

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<p>improved in these areas. (Not just the physical side. If you have a decent A class road already it may be that there is no PT service that is being provided e.g. A93 to Braemar is about to lose a Sunday bus service...)</p> <ul style="list-style-type: none"> • Definition of 'lifeline services' required (ties in with Policy J) • Discuss possibility of every community in Scotland able to have a day's business in Edinburgh without the requirement of an overnight stay. This could be quantified as a 0900 – 1700 business day or if watering down 1000 – 1500. This would follow similar policy commitments that have been made in Scandinavian countries 		
<ul style="list-style-type: none"> • Journey planning information – digital and physical - is important in enabling a resilient transport network and allow people and goods to get to where they want to go. All transport users would be positively affected by increased reliability of journey planning information. Businesses will be able to reduce their production costs as they will be able to actively manage and respond to any delays on the transport network. Public transport users would be able to adapt their journeys in the most efficient way to minimise the impact of delays on the transport network thus improving labour mobility (Active travels also need good quality, accessible information) • The Climate Change Plan identifies the following action to help prepare Scotland for a changing climate: Develop effective tools for communicating any problems on the transport network to public, employees and businesses (Scottish Climate Change Adaptation Programme is concerns with preparing Scotland for changing climate) • Seamless travel – expand (Perhaps akin to grail lore. Mythical and likely to be all consuming in our pursuit within current fiscal and financial frameworks.) • The narrative could be expanded to reflect on information regarding mode choice, or vehicle type. • Roadworks commissioners online website – Expand – See comments from Jane Dunlop (S&R) 	<ol style="list-style-type: none"> 1. Support improvements and innovations that enable all to make informed travel choices 2. Support seamless journeys providing the necessary infrastructure, information and interchange facilities to connect all modes of transport. 3. Ensure that appropriate real-time information is provided to allow all transport users to respond to extreme weather and incidents 	<p>F. Improve the quality and availability of information to enable better transport choices</p>
<ul style="list-style-type: none"> • Innovation and commercialisation will be key drivers in Scotland's transition towards a low carbon economy, and in delivering faster sustainable economic growth. Innovation is crucial for businesses to maintain profitability and competitiveness, and to provide high value products and services in a competitive, globalised knowledge-based economy. Research and Development (R&D) activity is a key component of innovation and also demonstrates the strength of the economy in terms 	<ol style="list-style-type: none"> 1. Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations 	<p>G. Embrace transport innovation that positively impacts on our society, environment and economy</p>

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<p>of having the required expertise, skills and knowledge-exchange environment that enables businesses to gain a competitive edge.</p> <ul style="list-style-type: none"> • Supporting the development of technological transport solutions could facilitate a move to more sustainable transport modes (public transport, cars, commercial vehicles, etc.) leading to a range of environmental improvements. • Future proofing for a range of scenarios – expand • Mention CAV. • Discuss ITS • Make reference to the joint SCOTS/TS Research Board as an opportunity to expand the work and link to UK and International work via UKRLG. Also worth mention of the TSC approach perhaps 		
<ul style="list-style-type: none"> • Define - “Space-efficient transport” • The single occupancy use of the private car can have a number of adverse impacts including economic, environmental and social. For example, congestion can impact on the performance of businesses – poor reliability can affect the delivery of goods from suppliers, products going to customers and employees getting to work. Just under 12.0% of cars/vans were delayed due to traffic congestion in 2016. While this was down on the 2015 figure, it was higher than that recorded in the previous five years. Congestion also has negative environmental impacts, particularly in busy urban areas where poor levels of air quality have been recorded. The Scottish Energy Strategy states that encouraging people to make greater use of vehicle sharing mechanisms (such as car clubs and lift-sharing) will help reduce emissions for these journeys and will contribute to preventing further climate change. (focuses on car use, but should be widened to emphasise the benefits to air quality and reducing congestion of shifts to more public transport use and investment in bike share schemes, as well as car clubs and lift-sharing. Shifting mass-transit from private motor vehicles to public transport is likely to provide the biggest benefit) • Increasing the use of space-efficient modes of transport (such as buses, car shares, bicycles) will help reduce the number of private cars on the road network, thus tackling congestion and improving the efficiency of streets for the movement of people and goods. This can have a number of knock-on effects such as reducing overall traffic levels and improving reliability in areas where congestion is currently impacting on business performance. (Need to talk about the health benefits in terms of improved 	<ol style="list-style-type: none"> 1. Ensure the Scottish transport system efficiently manages needs of people and freight 2. Promote the use of space-efficient transport 	<p>H. Improve and enable the efficient movement of people and goods on our transport system</p>

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<p>in air quality, reduced noise, increase active travel and associated improved physical activity, safety etc. – contributing to health and wellbeing)</p> <ul style="list-style-type: none"> • Businesses could benefit from more reliable (due to a reduction in traffic levels and number of accidents) and potentially cheaper transport costs (due to load maximisation) • Local economies could benefit from optimising the use of land that was previously used for car parks and parking spaces (through active travel, the impact of the pedestrian pound) (Link to the Place Standard) • Peoples’ journey times and overall journey costs will improve with the positive impact on the way people access labour and leisure markets. The growth of Connected and Autonomous Vehicles (are these space efficient?) could reduce (or increase) personal car ownership and significantly increase utilisation of shared vehicles, including those people who are currently unable to drive. There is also a need to mitigate any negative effects. • The narrative is very “urban centric”. However, a rural perspective may well argue that private vehicles can be very efficient way of moving people around from dispersed origins, to dispersed destinations, including access to early years education (no statutory transport), access to range of shops, access to workplaces. • The Policy Context is very aspirational and non-committal (... could benefit from). The one thing that might work is a step change in public transport provision/ cost. • Is freight included in this policy? • Discuss ITS 		
<ul style="list-style-type: none"> • Transport accessibility can mean different things to different groups of people in terms of: <ul style="list-style-type: none"> ○ general access to transport system (e.g. a road from one’s home to the local train station); ○ physical access to transport (e.g. step free access on buses/trains); and ○ monetary access to transport system (e.g. affordability of train journeys). Supporting a wide variety of measures that improve different definitions of transport accessibility for different groups will help promote equality in Scotland. • Social and physical barriers - Expand 	<ol style="list-style-type: none"> 1. Ensure transport in Scotland is accessible for all 2. Identify and remove barriers to public transport connectivity and accessibility within Scotland 3. Reduce the negative impacts which transport has on the safety, health and wellbeing of people 4. Continue to support the implementation of the recommendations from, and the 	<ol style="list-style-type: none"> I. Provide a transport system which is equally accessible for all

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<ul style="list-style-type: none"> • To fulfil the Fair Scotland Duty, public bodies must actively consider (Consider? Is that all? Seems very soft. Requirement to implement and review the effectiveness of measures?), at an appropriate level, what more they can do to reduce the inequalities of outcome, caused by socioeconomic disadvantage. Scotland's population is ageing which means that the number of people aged 64 years and older is increasing at a faster rate than the birth rate. This means that the needs of older people in terms of transport accessibility and connectivity needs to be considered fully in order to guarantee a connected and well functioned Scottish society. • SG DP 2016-2020 on UNCRPD identifies investment into making transport more accessible for disabled people as a priority for delivering the vision for Scotland where disabled people have equal and inclusive commination and access to services. • There is evidence of those on low income and/or in receipt of benefits face barriers to accessing employment opportunities. The aim would be to address this by assisting these groups with access to, for example, apprenticeships, employment, education / training and volunteering opportunities, and therefore enable them to enter the workforce. • An Equalities Impact Assessment (EqIA) will be completed as part of the Review (When can we see this?) • Scotland's Accessible Travel Framework – expand (The vision for this is very strong “ All disabled people can travel with the same freedom, choice, dignity and opportunity as other citizens”) • This should reflect the ‘Just Transition Principles’ and context needs to include a discussion around transport poverty • Context too focussed on trains • Discuss - Adopt the Roads for All Good Practice Guide (in an amended suitable format) for LA's and practitioners to use when designing new and improved transport schemes 	<p style="text-align: center;">development of, Scotland's Accessible Travel Framework</p>	
<ul style="list-style-type: none"> • This policy aims to improve accessibility to employment for both those already in employment and those who are currently excluded from the labour market due to existing accessibility challenges (including limited connectivity, high costs, or long journey times). The impact on those currently excluded from the labour market and training/education opportunities (including those in deprived, rural and remote areas) will be the greatest. 	<ol style="list-style-type: none"> 1. Ensure sustainable labour market accessibility to employment locations 2. Ensure sustainable access to education and training facilities 3. Improve sustainable access to healthcare facilities for staff, patients and visitors 	<p>J. Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth</p>

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<ul style="list-style-type: none"> • Improving people’s access to employment and training helps to enable a more efficient allocation of labour resources in the economy, i.e. people are able to access jobs that better match their skills, particularly those with no access to a private car. This can have knock-on effects in reducing unemployment and increasing productivity, thus contributing to inclusive economic growth. • Businesses will benefit from improved labour market access, matching the skills required for their job with the skills offered by the labour market pool. This improves business productivity and in turn reduces production costs. Output will increase and there will be a positive impact on business competitiveness at a local, national and international levels. • Local economies could benefit from more people accessing the labour market, thus reducing the level of deprivation (if prevalent) and a potential reduction in the number of inactive population at a local level. • The successful transition of young people through learning and training into work is of great importance to both the individual and wider society. The learning accessed during a young person’s school and post school activities provides the bedrock for future career opportunities to be realised through a combination of the knowledge, skills, aptitude and personal qualities people need to lead positive and productive adult lives. Youth unemployment is a serious issue for the Scottish Government. • Access to healthcare was raised as an issue through stakeholder engagement – expand further 		
<ul style="list-style-type: none"> • The supply of some key skills in the transport industry is declining, e.g. HGV and bus drivers. The Scottish economy could benefit from a better skilled transport industry by tackling skills shortages and an ageing workforce in parts of the industry. This will increase productivity and maintain competitiveness of the transport sector. • This policy will ensure that the changing employment and skills demands of the transport industry are met, workers are upskilled and support given to the workers displaced by new technologies • Future mobility, EVs – expand (Does that actually sit in this section? Or is it about the first bullet point.) • Brexit - expand 	<ol style="list-style-type: none"> 1. To meet the changing employment and skills demands of the transport industry and upskill workers. 2. Support initiatives that promote the attraction and retention of an appropriately skilled workforce across the transport sector 	<p>K. Support the transport industry in meeting current and future employment and skills needs</p>
<ul style="list-style-type: none"> • Travel choices that include active forms of travel can have significant positive benefits on peoples’ health. For example, <i>Preventing Overweight and Obesity in Scotland Strategy</i> states that one of the most effective ways to absorb the required 60 minutes of moderate activity a day is to 	<ol style="list-style-type: none"> 1. Promote and facilitate active travel choices across mainland Scotland and islands 	<p>L. Provide a transport system which promotes and facilitates travel choices which help to</p>

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<p>reduce reliance on motorised transport, changing means of everyday travel to walking and cycling.</p> <ul style="list-style-type: none"> • Active travel is most feasible for short journeys and therefore is most likely to be beneficial to those living in urban areas. However, when active travel is combined with public transport as part of an integrated transport system, active travel can also be part of a sustainable and healthy alternative to car-based travel for longer journeys and therefore can also benefit those living in rural areas • Improved infrastructure can contribute to increased levels of physical activity across the life span if it is designed in a way that meets the needs of the different populations. For example, if active travel infrastructure links homes to school this will also encourage uptake by children and young people. Increasing the proportion of the population meeting physical activity levels was a key legacy aspiration for the Commonwealth Games. • Increased levels of physical activity are associated with health benefits across the life course. There is also a strong health benefit as increases equate to addressing the impact on sedentary lifestyles which can lead to reductions in health issues such as type 2 diabetes, heart disease and blood pressure. In addition, encouraging and increasing active travel in parents will encourage this behaviour in young people. • Many social groups are under-represented when it comes to active travel and therefore not experiencing the health and inclusion benefits that active travel can bring. The aim of the policy is to address the supply-side barriers which are leading to the under-representation of certain groups amongst the active travel population, e.g. those in socially deprived areas, women, people with disabilities • CAPS, Walking strategy - expand • Future mobility, AVs etc. – expand • Discuss - Recommendations of the Active Travel Taskforce Report • Discuss - Active Nation Commissioner 	<ol style="list-style-type: none"> 2. Integrate active travel options with public transport services. 3. Support transport's role in improving peoples' health and wellbeing 	<p>improve people's health and wellbeing</p>
<ul style="list-style-type: none"> • Scotland's 'carbon footprint' measures all greenhouse gas emissions (expressed in 'carbon dioxide equivalents') generated at home and abroad in the production and transport of the goods and services consumed in Scotland. This footprint is a robust overall measure of the global impact of Scottish people's everyday choices. Scottish Government wants Scotland to be a leading nation in sustainable living, reducing the impact on both local and global environments. Scotland's 	<ol style="list-style-type: none"> 1. Facilitate a shift to more sustainable modes of transport for people and commercial transport 2. Reduce emissions generated by the transport system to improve air quality 	<p>M. Reduce the transport system's emissions to support our national objectives on air quality and climate change</p>

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<p>current consumption patterns are unsustainable, with growing demands on the world's resources and its impact on environment.</p> <ul style="list-style-type: none"> • Modal shift from the private car to more sustainable modes of transport will, all other things being equal, generate a range of environmental improvements, particularly on global and local air quality as less journeys are made by single occupier cars. The policy will also lead to less congestion, improved journey times and productivity/economic benefits as cars are removed from the road network. • Sector emissions out-with final vehicle emissions - Discuss • Climate Change Plan – expand (Might want to link to Climate Change Bill and also to the new Scottish Climate Change Adaptation Programme (SCCAP2) outcomes.) • Cleaner air for Scotland – expand (Needs to include the SEPA Action Plan as per the current consultation) (Link in to the ongoing CAFS review. Hugh Gillies is chairing the Transport working group.) • Discuss - Decarbonisation of inter-isle transport. • Consider presentation of climate change – Global – embodied carbon? 	<ol style="list-style-type: none"> 3. Reduce emissions generated by the transport system to mitigate climate change 4. Support management of demand to encourage more sustainable transport choices 	
<ul style="list-style-type: none"> • Climate change is leading to more extreme weather patterns. Recent experiences of extreme adverse weather (such as the 'Beast from the East') where people and businesses were uncertain about planning for the travel conditions and whether to make particular journeys, e.g. commute journeys suggest that there is a need to increase awareness and adherence of the public and businesses to the weather warning system. The Climate Change Plan identifies the following action to help prepare Scotland for a changing climate: Develop effective tools for communicating any problems on the transport network to public, employees and businesses. (discuss Scottish Climate Change Adaptation Programme) • Landslides, sea levels, flooding, temperature fluctuation, heat, water scarcity etc. – Design of new infrastructure and retrofitting (Likely to be expensive.) of existing infrastructure (Need to ensure that climate considerations are embedded at earliest stages of proposals (e.g. via adoption of a natural capital approach to decision making) and then retained by ensuring client (i.e. TS)-led environmental responsibility for projects.) • Changing design standards – Discuss 	<ol style="list-style-type: none"> 1. Increase resilience of Scotland's transport network to disruption 2. Ensure the transport system adapts to the projected climate change impacts. 	<p>N. Plan our transport system to adapt to the effects of climate change</p>

NTS Monitoring Framework

The indicators have been grouped by outcome theme as opposed to specific outcome as many relate to more than one outcome and in some cases, cross over to other themes.

A brief summary of suggested indicators is detailed in Table 1 below.

Table 1: Summary of Draft Indicators by Theme

Promotes Equality	Helps Our Economy Prosper
<ul style="list-style-type: none"> • Use of local bus and train services in the past month • Use of lifeline airport and ferry services • Households with car available for private use • Access to services that respondents thought were very or fairly convenient • Connectivity to work, health and education services • Connectivity to major cities and rural communities, islands, and within urban areas • Availability of transport by walking distance • Accessibility of public transport • Average weekly household expenditure on transport and vehicles • Measure of transport poverty 	<ul style="list-style-type: none"> • Access to key activities (work, health, education) by mode and by area • Movement of Freight • User views on local bus services and train services • Satisfaction with public transport • Gap
Takes Climate Action	Improves our Health and Wellbeing
<ul style="list-style-type: none"> • Network resilience in the face of severe weather • Emissions of air pollutants by type of transport • Emissions of greenhouse gases by type of transport allocated to Scotland • Awareness of sustainable transport options • Frequency of walking and cycling – for commuting and for leisure 	<ul style="list-style-type: none"> • Perception of safety when travelling on public transport • Perception of safety when walking alone in neighbourhood as after dark • Casualties and accidents by mode of transport and severity • Frequency of walking and cycling for commuting and for leisure • Main method of travel to school • Household access to bicycles • Rating of neighbourhood as a good place to live • Walking distance to greenspace

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Table 2: Draft Indicators for ‘Promotes Equality’ Theme

Theme	Indicator	Description	Rationale	Data Collection and Robustness
Promotes Equality	Indicator 1.1 – Use of local bus and train services in the past month	This indicator measures the use of local bus and train services for the preceding month, and is subdivided by age, gender, income, disability status, SIMD, and urban/rural.	<p>Indicates how main modes of public transport (bus and train) are used and by whom. Monitoring which groups use these modes and to what extent could highlight issues of accessibility, affordability, and personal safety.</p> <p>Provides overview of who is using services and can highlight underrepresentation. However, doesn't capture if transport connects to needed services. Indicator could be improved by capturing purpose of journeys (education, work, health, etc.).</p>	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS) and published annually.
	Indicator 1.2 – Lifeline airport and ferry passenger numbers	This indicator measures the use of ferry and air travel lifeline services over the year and can be broken down by specific route or airport.	Indicates how modes of transport for island community are being used.	Data is already collected and published annually in Scottish Transport Statistics.
	Indicator 1.3 – Households with cars available for private use	This indicator measures the percentage of households with access to a car or cars for private use.	<p>For many, car remains the main mode of transport and therefore important to look at access as a key enabler for accessing services, employment, etc.</p> <p>Monitoring household access will show which types of households continue to use/rely on car access. It also shows the households who do not have access to a car.</p>	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS) and published annually.
	Indicator 1.4 - Access to services that respondents thought were very or fairly convenient	This indicator measures perceptions of access to services that are transport dependent, and can be disaggregated by age, gender, SIMD, income, disability status, urban/rural.	<p>Captures the reliability and convenience of network.</p> <p>A perception measure such as this adds dimension of the public's experiences of transport system which can highlight issues that would otherwise be neglected.</p>	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS) and published annually.
	Indicator 1.5 – Connectivity to work, health and education services	This suggested indicator would measure the number and frequency of available travel connections by mode.	Indicator would capture fair access to services in terms of available public transport connections to work, health and education services. Poor access tends to affect lower income areas, and this applies in both urban and rural	TBC.

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		Ideally, it would be subdivided by age, gender, ethnicity, disability status, income, SIMD, and urban/rural.	areas. Equal access can be measured by disaggregating data according to socio-demographic characteristics.	
Indicator 1.6 – Connectivity to major cities and rural communities, islands, and within urban areas.	This suggested indicator would measure the connectivity to rural communities, islands, major cities, and within urban areas by mode. It would quantify the number and frequency of available public transport connections. Ideally, this would be subdivided by SIMD and capture the average cost of travel to the nearest necessary services.	Lack of travel connections can lead to unequal access to fundamental services. This tends to disproportionately affect lower income areas where the cost of travel also tends to be higher. Scarce travel connections are moreover linked to issues of loneliness and isolation. This is in a sense a proxy measure for previous suggested indicator, although captures geographical elements previous one lacks. Could potentially merge indicators or opt for one over the other.	TBC.	
Indicator 1.7 – Accessibility of public transport	This indicator could measure a number of things – e.g. the availability of accessible travel information (audio/braille/simplified/et c) online, at stops/stations, and on board; wheelchair accessibility on board and at stations; use of concession cards; availability of smart, unified ticketing; allocated time between changes, et c.	An indicator capturing the accessibility of public transport in a number of ways that is inclusive of the heterogeneous needs of disabled people would be a very useful measure of the outcome. It is also a dimension of public transport that is not currently adequately measured and would therefore be worth investing in for the future research and interventions.	TBC.	
Indicator 1.8 – Average weekly household expenditure on transport and vehicles	This indicator measures the average weekly spend on transport and vehicles as a percentage of total household expenditure. Data can be disaggregated by income, SIMD, urban/rural.	Research by RAC Foundation among others would suggest that spending 10% or more of household income on transport would qualify as being at risk of or indeed already being in transport poverty. However, data can be misleading as an upturn in expenditure may not necessarily mean an increase in the cost of travel.	Data is already collected and published in Scottish Transport Statistics.	

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	<p>Indicator 1.9 - Measure of transport poverty</p>	<p>This suggested indicator would measure levels of transport poverty for the population. Ideally, it would be subdivided by age, gender, disability status, income, SIMD, and urban/rural.</p>	<p>Measuring levels of transport poverty would effectively indicate if transport is affordable for all. A 2016 report conducted by Sustrans suggested 20% of population were at risk of transport poverty in Scotland.</p>	<p>Sustrans compiled their 2016 report on transport poverty in Scotland by using data around household income, car availability, accessibility to public transport network, journey time to reach essential services by modes other than car. Their data sources were SIMD, Scotland's Census, and STS. RAC foundation used data from the Family Spending Survey for their work on transport poverty. As such, it is possible existing data sets can be used for the indicator but will require additional analysis.</p>
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Table 3: Draft Indicators for ‘Helps Our Economy Prosper’ Theme

Theme	Indicator	Description	Rationale	Data Collection and Robustness
Helps Our Economy Prosper	Indicator 2.1 - Access to key activities (work, health, education) by mode and by area	This suggested indicator would measure the number and frequency of available travel connections by mode to work, health and education services. Ideally, it would be subdivided by age, gender, ethnicity, disability status, income, SIMD, and urban/rural. This is the same indicator as used for ‘Provides fair access to services we need’.	Connections to key services and activities are a useful way to monitor whether transport gets us where we want go.	TBC
	Indicator 2.2 – Movement of freight	This measures rail and haulage freight lifted in the UK by destination and commodity, and waterborne freight and freight levels at airports	Reflects the broader focus on business as well as personal travel. Is primarily an output measure but shows volume of freight being moved/handled in Scotland.	Data is already collected via Scottish Transport Statistics and published annually.
	Indicator 2.3 – User views on local bus services and train services	This indicator measures passenger agreement with a number of statements regarding bus services and train services respectively, such as accessibility, safety, convenience, good value, etc.	Public perception of network performance will be influenced by its efficiency, quality, and reliability. As bus and train are modes used most prevalently, focus is here. Perception of network is an important element to capture.	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS) and published annually.
	Indicator 2.4 – Satisfaction with public transport	This indicator measures the percentage of people satisfied with public transport nationally. It can be disaggregated by local authority.	Public perception of network performance will be influenced by its efficiency, quality, and reliability. Perception of network performance is an important element to capture.	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS) and published annually.

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	Indicator 2.6 – Innovation and useful technology	Gap	Gap	TBC.
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Table 4: Draft Indicators for ‘Takes Climate Action’ Theme

Theme	Indicator	Description	Rationale	Data Collection and Robustness
Takes Climate Action	Indicator 3.1 – Network resilience in the face of severe weather	This suggested indicator would measure the resilience of the public transport network in the face of severe weather, looking at number of delayed and cancelled services by mode and area.	It is likely that climate change will bring about extreme weather and it is therefore important that Scotland’s public transport network is able to cope with this.	TBC
	Indicator 3.2 – Emissions of air pollutants by type of transport	This indicator measures NOx and PM10 emissions by mode.	A decrease in emissions of air pollutants for all modes of transport would indicate effective steps have been taken to mitigate further climate change.	Data is already collected via Scottish Transport Statistics and published annually.
	Indicator 3.3 – Emissions of greenhouse gases by type of transport allocated to Scotland	This indicator measures greenhouse gas emissions by mode.	A decrease in emissions by all transport modes indicate effective steps have been taken towards mitigating further climate change.	Data is already collected via Scottish Transport Statistics and published annually.
	Indicator 3.4 – Awareness of sustainable transport options	This indicator measures the public’s awareness of a range of sustainable travel options, such as car clubs, EVs, fuel efficient driver training, and cycle hire scheme. Data can be disaggregated by age, gender, income, disability status, economic status, SIMD, urban/rural, and frequency of driving.	High public awareness of sustainable transport options enable greener and cleaner choices. Awareness of options is necessary to make informed environmental choices.	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS) and published annually.
	Indicator 3.5 – Frequency of walking and cycling – for commuting and for leisure	This indicator measures the percentage of people who walk to work or walk for pleasure, as well as the percentage of people who cycle to work or cycle for pleasure.	Active travel in form of cycling and walking considered a greener, cleaner travel choice. A greater percentage of people engaged in these forms of transport either for leisure or for commuting would indicate successful promotion of environmental travel options.	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS) and published annually.

Table 5: Draft Indicators for ‘Improves our Health and Wellbeing’ Theme

Theme	Indicator	Description	Rationale	Data Collection and Robustness
Improves Our Health and Wellbeing	Indicator 4.1 – Perception of safety when travelling on public transport	This suggested indicator measures people’s perceptions of personal safety when travelling by public transport.	Will provide a measure of how safe people feel when travelling on public transport which in turn affects use. Perception data can be used to contrast recorded crime figures as incidents can be underreported, especially among marginalised communities.	TBC. The National Rail Passenger Survey currently captures this dimension for train travel (on board and at stations), and can be broken down by age, gender, specific disability/impairment, ethnicity, purpose of trip, operator, destination, and day of the week.
	Indicator 4.2 – Perception of safety when walking alone in neighbourhood as after dark	This indicator measures people’s perceptions of personal safety when walking in their neighbourhood alone after dark, and can be disaggregated by age, gender, SIMD, income, disability status, and urban/rural area.	Women disproportionately report feeling unsafe walking alone after dark, and also report this limiting their travel patterns and quality of life.	Data is already collected via the Scottish Household Survey and published annually.
	Indicator 4.3 – Casualties and accidents by mode of transport and severity	Indicator measures the number of accidents by road type and severity, and the number of casualties by mode of transport and severity.	A decrease in number of accidents and casualty would indicate transport becoming more safe and secure. However, currently not able to disaggregate on demographic characteristics means this indicator does not capture if transport is indeed safe and secure for ‘all’.	Data is already collected via Scottish Transport Statistics and published annually.
	Indicator 4.4 – Frequency of walking and cycling for commuting and for leisure	This indicator measures the percentages of people who walk to work or walk for pleasure, as well as the percentage of people who cycle to work or cycle for	Greater number of people involved in active travel. However, assumes all are able to walk/cycle so potentially not relevant for groups with limited mobility. Also duplicates the indicator as used for ‘greener, cleaner choices’.	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS) and published annually.

		pleasure. These are two of the main journey purposes for both modes.		
	Indicator 4.5 – Main method of travel to school	This indicator measures how children and young people travel to school by mode.	Cycling and walking considered healthier travel choices, so a successful performance of this outcome would involve seeing an increase in these modes. Also relates to outcomes of promoting greener, cleaner choices.	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS)/Hands Up Survey and published annually.
	Indicator 4.6 – Household access to bicycles	This indicator measures the access to bicycles by household. It can be disaggregated by income and SIMD as well as urban/rural.	Allows measure of cycling as a mode of transport with a focus on those with lower incomes, thus capturing whether cycling is an affordable mode of transport for all.	Data is self-reported in the Travel and Transport in Scotland Survey (TATIS) and published annually.
	Indicator 4.7 – Rating of neighbourhood as a good place to live	This indicator measures the percentage of adults who rate their neighbourhood as a good place to live. Data can be disaggregated by age, gender, SIMD, income, disability status, and urban/rural.	The availability of useful travel connections are related to perceptions of neighbourhood as a good place to live.	Data is already collected via the Scottish Household Survey and published annually.
	Indicator 4.8 – Walking distance to greenspace	This indicator measures the percentage of adults within 5, 10, and 10+ minutes walking distance to a greenspace. Data can be disaggregated age, gender, SIMD, income, disability status, and urban/rural.	<p>Research has indicated that proximity of greenspaces is linked to improved physical and mental health, ratings of quality of life, and happiness levels. Greenspaces in neighbourhoods have also been suggested to be beneficial for community cohesion.</p> <p>The measure is perhaps urban-centric? Having short walking distance to greenspace in rural area may have little impact on improving community as place to live. Priority for urban communities may rather be affordable travel connections to education and work which would facilitate further residence in rural community. Therefore, perhaps suggested connectivity indicators 1.1-4 more relevant? Also dependent on interpretation of what 'greenspace' is.</p>	Data is already collected via the Scottish Household Survey and published annually.