



### Refresh of National Transport Strategy

**Date of meeting** 12 February 2016

**Date of report** 29 January 2016

#### Report by Assistant Chief Executive (Operations)

#### 1. Object of report

To inform the Partnership of the publication of the refreshed National Transport Strategy (NTS) by Transport Scotland (TS).

#### 2. Background

Members will recall that<sup>1</sup>, at the request of the Transport Minister in April 2015, TS undertook a 'refresh' of the NTS during the latter part of 2015. On 21 January 2016, the Transport Minister launched the refreshed NTS<sup>2</sup> at an event in Edinburgh.

#### 3. Outline of proposals

Officers are continuing to review the detail of the refreshed NTS, but, after initial review, some key points are noted below:

##### Policy Framework

The refreshed NTS provides a summary of the current policy and strategy framework in which the transport system operates at international, national, regional and local levels. It also reaffirms the vision, objectives and outcomes set out in the original NTS published in 2006.

The refreshed NTS emphasises the increasingly important role of partnership working, through Community Planning and the new Community Empowerment Act. The NTS describes community planning as the "natural home in which partnership working at the community level can take place."

##### Investment / Statistical Trends

The refreshed NTS highlights that the Scottish Government have invested £15 billion in transport since 2006. Broken down, this equates to over £6.5bn on motorways and trunk roads, £5bn on the rail network, £1.5bn on bus services, and over £1bn on ferry services, aviation and air services. It is worth highlighting that the £15bn figure does not include investment by regional and local bodies such as SPT.

<sup>1</sup> See earlier Partnership report - [http://www.spt.co.uk/documents/latest/rtp140815\\_agenda8.pdf](http://www.spt.co.uk/documents/latest/rtp140815_agenda8.pdf)

<sup>2</sup> The refreshed NTS and associated documentation are available at:  
<http://www.transportscotland.gov.uk/strategy/national-transport-strategy>

# Agenda 7

Since 2006, public transport patronage has decreased by 6%. In the Strathclyde area, the equivalent figure is significantly worse, at 12%.

Bus remains the most commonly used form of public transport, with a 77% share of all PT journeys. However, bus patronage at Scotland level has fallen by 12% since 2006, from 476m journeys to 414m – a reduction of 62m. Around 2/3rds of this loss in bus passenger journeys has been in the Strathclyde area, where patronage has fallen by nearly 20%, or 40m passenger journeys, between 2006/07 and 2013/14.

By contrast, rail patronage has grown significantly, from 76.4m in 2006 to 92.7m in 2014, an increase of 29%. Much of this growth has been driven in Strathclyde, where passenger journeys on ScotRail services have grown by 10m since 2006/07 to 62.6m in 2014/15. It is worth highlighting though that this growth in rail has come at a significant cost to the public purse – subsidy per passenger trip for rail in Scotland remains around £9.30, while subsidy per bus journey is £0.25 (excluding concessionary travel reimbursement)<sup>3</sup>.

Public transport costs have risen significantly more than motoring costs between 2006 and 2014. While the cost of running a car has only increased very slightly over that period, bus and rail fares have risen by 14% and 16% respectively.

Road traffic volumes are largely unchanged since 2006, but cycling (vehicle kilometres) has increased by 30% - it is worth bearing in mind, however, that cycle traffic accounts for less than 1% of all journeys.

For travel to work, while most other modes have remained static since 2006, there has been a 1% increase in those travelling to work by car.

With regard to freight, road has overtaken coastal shipping as the main mode, with road freight now accounting for 42% of total tonne kilometres, shipping for 30% and rail for 9%.

## Clarifying roles and responsibilities

The reference to the 'Develop to Deliver' report by the Scottish Government / Regional Transport Partnerships/ COSLA is welcome, as are the continual references to the important role RTPs play in transport.

Specifically in relation to smartcard, however, while there is mention of the Subway smartcard, the onus and future responsibility for development of smartcard would appear to be being taken forward by the CPT, in partnership with bus operators and ScotRail, and guided by the Scottish Government. SPT does not recognise this scenario as accurately reflecting the current reality of smartcard progress and delivery, and will seek clarification with Transport Scotland on this section.

## Fuller review in next parliament

Transport Scotland note that a fuller, more detailed review of the NTS will take place during the next Parliament, and emphasise the important role RTPs will play in that along with other stakeholders.

## **4. Conclusion**

Transport Scotland has delivered a refresh of the NTS, in line with the Transport Minister's request, the first review since its original publication in 2006. While there is much to be welcomed in the NTS – emphasis on the role of RTPs, commitment to a fuller more detailed

---

<sup>3</sup> Source: Confederation for Passenger Transport

# Agenda 7

review in future – the trends identified will require substantial effort and resources if they are to be addressed. SPT will continue to work with Transport Scotland and other partners to deliver the significant improvements required to deliver the transport system the people and communities of Scotland need.

## 5. Partnership action

The Partnership is recommended to note the contents of this report.

## 6. Consequences

Policy consequences	<i>The Regional Transport Strategy was prepared in line with the original NTS published in 2006, and future SPT policy / strategy development will need to take account of the updated NTS refresh.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>None at present.</i>
Risk consequences	<i>None at present.</i>

**Name** Eric Stewart  
**Title** Assistant Chief Executive  
(Operations)

**Name** Gordon MacLennan  
**Title** Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* on 0141 333 3740.