Dear Convener,

I am pleased to enclose for the information of Committee members a copy of the vision and outcomes framework for the new National Transport Strategy (NTS2), which is now finalised subject to the public consultation process. I look forward to discussing the framework with members.

I also wish to notify you of a revised timescale for beginning the formal public consultation on the NTS2. As you know, Transport Scotland had previously signalled that the consultation was likely to begin from the end of May 2019. Significant work has taken place to move towards that aim: the vision and outcomes framework which will underpin the new strategy is in place; assessment of the policies which will support the vision and outcomes has concluded; Citizens’ Panels examining the policies were recently conducted in urban, rural and island locations; and the strategy itself is being drafted in preparation for the consultation.

As a result of having to divert resources to prepare for a No Deal EU Exit I am now proposing that the consultation begins from July 2019. This revised timescale will enable my officials to conduct further, targeted, engagement with key groups and sectors in advance of the consultation.

Specifically, our recent engagement focus has been on how we can deliver our commitment to developing plans with stakeholders under the Child Poverty Action Plan. Over the last year we have been engaging with stakeholders and the citizens of Scotland, affording them the opportunity to shape the future of transport policies. We are now building on this initial engagement with stakeholders – such as Poverty Alliance, Child Poverty Action Group, One Parent Families Scotland, BEMIS, and Young Scot – to discuss the delivery of this commitment.

I am sure you will recognise the value of ensuring that the voices of these important stakeholders are fully articulated to enable the draft NTS2 to be as robust and inclusive as possible when it enters the wider public domain in the consultation period. My commitment to publish the final NTS2 by the end of this year remains unchanged.
The consultation will commence during the summer recess but the 12 week consultation period will ensure MSPs have the opportunity to respond following their return to Parliament in September.

I trust your members will find this update helpful.

MICHAEL MATHESON
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; 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:

  o 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.
  o We should look out for one another’s safety and well-being when on the move.
  o 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.
  o 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 adapt 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 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. The Tackling Child Poverty Delivery Plan 2018-22, published by the Scottish Government in March 2018, identifies reducing household costs as one of the three drivers of child poverty. Living on a low income can mean families struggle to meet the costs of day to day living; and accessing essential transport should not increase this burden. 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.

**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.