



improvement **service**

*The 'go to' organisation for
Local Government
improvement in Scotland*

Transport Workshop

14th August 2023

Key Points

Outcomes Transport

General feedback:

- Ensure principles / practices of the circular economy are applied alongside actions designed to deliver a just transition
- Need to focus on people, places, funding and politics - not theory and strategy
- Behavioural change and improved public transport is key – EV will not be enough
- Active travel is important but need to emphasise importance of tackling longer journeys, public transport is key to this – significant investment needed as bus services are currently deteriorating and budgets not statutory so vulnerable

Jobs, Skills and Economic Opportunities – Focus on upskilling and employability pathways. Need to highlight the range of roles that will be needed, including bus drivers, roles focused on cycling and walking delivery as well as roles that support behavioural change (e.g. marketing, education and community officers). Recognition that much of what will be needed is still unknown making delivery challenging. Capacity within the bus network particularly challenging.

Communities and Place – Slight paradox between transport and communities, better transport facilitates more travel whilst good communities encourage more time spent in local areas, therefore ‘good’ communities necessary to reduce travel. Need clear action to overcome specific rural issues e.g. rural equivalent to 20 minute neighbourhoods and specific investment. Also need to balance tension between outcomes, e.g. increased EV shouldn’t avoid cluttering places with EV charging.

People and equity – Focus on how changes such as taxation can be just and fair, with focus on higher earners and urban areas where there is greater scope for behavioural change. Whilst positive, EV favours those on higher income. Also, a need to improve communication of the benefits and why investment should be made. For example, improved transport system not only fulfils basic activity needs but enables greater employment and social opportunities through faster and increased transport options.

Environment, Biodiversity, and Adaptation – Development of active travel through greenspace should not be at the expense of urban areas and needs to ensure lighting and safety are embedded. Opportunities to rewild areas and create community owned woodlands.

Actions Transport

Opportunities to use data and digital – National MAAS integrated ticketing solution to link public transport nationwide. Improved data sharing between public and private sector to efficiently shape the transport network and improve timetabling and ticketing.

Consistent messaging and driving behavioural change – Consistent and honest messaging and tackling of misinformation to support behavioural change. Raise awareness of co-benefits and change narrative away from car ownership as the default. Avoid allowing the most vocal voices to dominate discussion.

Funding & investment – sustainable transport fund which can cover a wide array of projects - flexible and able to fund lots of different projects. Need to prioritise long-term investment in bus services with funding required to subsidise services most in need. Remove the competition for regional funding applications as this time and effort could be applied to the delivery of solution and more efficient use of limited resources.

Specific Actions for the Transport Sector:

- There is Support for a Scottish national road user charging no matter what UK government tax system is.
- Bus services delivered as a public service, similar model to Transport for London. Current model allows the 'cherry picking' of commercial route with the public sector having to supply services to less viable areas when this is not a statutory service with protected budgets.
- Develop policy and programmes to 'green the grey' with respect to road infrastructure, car parks, etc.
- Creating a transport system that is resilient to the impact of climate change. This means investment in roads to help protect all modes of travel - particularly bus users and active travel.
- Support reallocation of road space to provide green infrastructure.