NTS2 Delivery Plan

Strategic Policies and Actions
Referencing and Scoring for Impact Assessment
Screening

Transport Scotland

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Transport Scotland

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1. Reduces Inequalities

Strategic Policy RI-1

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

- **Action RI-1A** To support the delivery of this Policy, we will establish the Future of Transport Forum, which will provide the mechanism for engagement and policy development on reducing inequalities. This will be informed by the Transport Citizens' Panel and a Community Group of businesses, transport sector representatives, Regional Transport Partnerships, Local Authorities and academics. The first meeting of the Forum will be held in Spring 2021 and it will report to the NTS2 Delivery Board

- **Action RI-1B** Our active travel outcomes framework[1] makes clear that opportunities for active travel should be available to all and our delivery partners are required to demonstrate in grant proposals, how this and other outcomes are being met in order to receive grant funding. They must then report on set indicators showing progress towards the outcomes. The outcomes framework sits under our Active Travel Vision, which states that 'we will reduce inequalities: Access to jobs, services and leisure will be widened for all – including children, older people, people with disabilities and people on low incomes

- **Action RI-1C** We will continue to support delivery partners to offer loans and grants for e-bikes and adapted bikes, as well as free and subsidised bike hire and bike share opportunities including adapted bikes to promote equality of access to bikes

- **Action RI-1D** The review on the options, and cost and benefits, for extending Concessionary Travel across all modes of public transport to those aged under 26 will be completed this December with publication of the findings early next year

- **Action RI-1E** We will extend free bus travel to young people aged under 19, as soon as practicable in 2021/22, to help tackle child poverty and inequality and improve access to education, employment and training

- **Action RI-1F** We have established the Transport Young People and Employment Partnership, which brings together the transport sector, businesses, national and local government, and skills organisations, to inform the delivery of the NTS2

- **Action RI-1G** The work of the Partnership is currently focussing on establishing immediate policy actions on transport and youth employment that can support the delivery of wider Scottish Government incentives, such as the National Mission for Jobs and the Young Person's Guarantee that within two years every 16-24 year old will either be in paid employment, enrolled in education, involved on an

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[1] https://www.transport.gov.scot/media/46400/sct09190900361.pdf

apprenticeship or training programme, or engaged on a formal volunteering or supported activity programme

SEQIA score: Major Positive Effect
ICIA score: Minor Positive Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

Strategic Policy RI-2

We will continue to consider additional support required for public transport and keep this under review in light of the uncertainty and other challenges presented by COVID-19.

- **Action RI-2A** This includes support for bus services, in addition to the more specific support provided by local authorities and Regional Transport Partnerships (RTPs), and building on the Bus Services Operators Grant and the COVID-19 Support Grants, which have been used to support services during the pandemic

- **Action RI-2B** This also includes support for light rail. Transport Scotland will continue to engage with Glasgow Subway and Edinburgh Tram to understand the ongoing impacts and potential further support required

- **Action RI-2C** We will also consider additional support required for rail. Emergency Measures Agreements (EMAs) are already in place for the ScotRail and Caledonian Sleeper franchises

- **Action RI-2D** We will also continue to contract for the provision of appropriate capacity levels on the Clyde and Hebrides and Northern Isles lifeline ferry networks, allowing physical distancing to be maintained while meeting passenger demand

- **Action RI-2E** We will consider further support needs for island aviation routes, including the Glasgow-Benbecula route, which is already subsidised

SEQIA score: Major Positive Effect
ICIA score: Major Positive Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

Strategic Policy RI-3

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

- **Action RI-3A** We are working towards a soft launch of a Hate Crime Charter in Spring 2021. This will encourage transport providers (cross modal – bus, rail, ferries), members of the public and other services to support zero-tolerance to all forms of hate crime on public transport

- **Action RI-3B** We are delivering and facilitating thematic consultation events to gather stakeholder input on accessibility issues to inform priorities both for Transport Scotland generally and for the Accessible Travel Framework Delivery Plan for 2021/2022. New challenges have emerged, and the priorities we identified with disabled people pre-pandemic, while important, are no longer the most pressing issues we are facing

- **Action RI-3C** We are working to ensure that disabled people will have access to an effective national assistance card across all transport modes, through working with key transport providers and stakeholders to explore how the new Thistle Assistance card can be integrated into their existing processes to improve awareness and understanding of the accessibility issues faced by customers. In response to the COVID-19 pandemic the Thistle Assistance card was adapted quickly to provide an exemption message for those who cannot wear a face covering on public transport

- **Action RI-3D** We continue to work with ScotRail to lead on the passenger assistance booking time required changing from two hours to one hour in Spring 2021 with the rest of the UK moving to six hours' booking time. Additionally a "turn up and go" package has also been formalised which explains clearly what customers should do and expect if they have not booked in advance. New designated meeting points will also be clearly marked and identifiable at all stations providing more confidence to disabled passengers when travelling.

SEQIA score: Major Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy RI-4

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

- **Action RI-4A** The Transport (Scotland) Act 2019 provided local transport authorities with options to influence and improve bus services in their area, whether they wish to pursue partnership working, local franchising or running their own buses. We will work with local transport authorities and others to develop regulations and guidance to support implementation

- **Action RI-4B** STPR2 will provide evidence basis for future investment decisions on physical barriers to public transport accessibility at transport interchanges, stations and termini. This could include development of best practice guidance on creation of mobility hubs drawing on experience from Europe and elsewhere

- **Action RI-4C** Initial findings from an interim report on the Transport Transition Plan Equality Impact Assessment found that the pandemic has had a disproportionate impact on the basis of gender in particular. This will, along with evidence from future Impact Assessments, shape our work on gender and transport. This will also inform our existing commitment under the Gender Pay Gap Action Plan to consider how transport infrastructure investment impacts on the gender pay gap in transport appraisal

- **Action RI-4D** We will continue to deliver on the commitment in 'A Fairer Scotland for Disabled People – Employment Plan' in relation to making transport more accessible and easy to navigate for disabled users

- **Action RI-4E** Throughout 2019-2024, we will continue to address station accessibility on Scotland's rail network. We are providing funding for step-free access at Carstairs, Aviemore, Pitlochry, Nairn and Kingussie rail stations. In addition Network Rail has been engaged to undertake feasibility studies for both Shotts and Hartwood stations to identify opportunities for improving accessibility

- **Action RI-4F** We will also continue to support the ongoing Subway Modernisation, which will bring accessibility improvements. We will also deliver Blue Badge improvement projects such as a revision of the local authority Code of Practice, delivering a smooth and secure transition to the new devolved Scottish Social Security system, carrying out a Motor Neurone Disease Blue Badge prescription test pilot, and exploring the possibility of finding an innovative solution to enforce a proposed blue badge holder exemption from Low Emission Zones (LEZs)

- **Action RI-4G** We will continue to operate the National Concessionary Travel Scheme for older and disabled people, making public transport easier and more affordable for around 1.4 million people. We will continue to review the benefits of the Scheme to ensure it best meets people's needs and delivers a best value solution

- **Action RI-4H** We will launch further rounds of the Ferries Accessibility Fund, working with the Mobility and Access Committee for Scotland (MACS) and other partners to ensure that spending remains focused and beneficial

- **Action RI-4I** We will work with employability providers and other partners to ensure travel support is included in their support package (awareness, access and costs if needed), including taking rural issues into account. We will also work with Disabled Peoples' Organisations (DPOs) to ensure they continue to be involved in order to provide further travel support and advice, as well as to feed into development of accessible travel

SEQIA score: Major Positive Effect
ICIA score: Minor Positive Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy RI-5

We will minimise the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas, including safeguarding of lifeline services.

- **Action RI-5A** We will review the current structure and governance around provision of ferry services, with interim findings and recommendations delivered in 2021 informing work in 2021/22

- **Action RI-5B** We will review our existing stakeholder engagement in 2020/21 and develop a revised ferries stakeholder engagement strategy, with a commitment to implement the revised strategy in 2021/22

- **Action RI-5C** We will produce and maintain a long-term plan and investment programme for new ferries and development at ports. This is to improve resilience, reliability, capacity, and accessibility, increase standardisation, and reduce emissions to meet the needs of island communities. This is also to give confidence on our ongoing commitment, supported by proposed investment of at least £580 million during the next five years

- **Action RI-5D** We will also prepare the Islands Connectivity Plan (ICP) as the successor to the Ferries Plan 2013-22. We will develop objectives based on supporting delivery of NTS2 and the National Islands Plan, and develop proposals to meet those objectives which represent value for money. The ICP will be closely linked to the outcomes of the STPR2, in order to consider island connectivity more broadly having regard to aviation, ferries and fixed links, and to connecting and onward travel

- **Action RI-5E** We will publish the final evaluation of Road Equivalent Tariff (RET) fares and undertake a fares policy review as part of the ICP

- **Action RI-5F** As part of the five-year National Islands Plan, we will ensure future transport-related policies, strategies and services are Island-proofed

- **Action RI-5G** We will continue to manage contracts for the Northern Isles Ferry Service and Clyde and Hebrides Ferry Service. We will work on the specification for the next Clyde and Hebrides Ferry Service contract

- **Action RI-5H** Funded by Transport Scotland, CalMac Ferries Ltd is running the Ar Turas (Our Journey) programme to deliver a modern ferry booking, ticketing and travel experience

- **Action RI-5I** We will take forward a number of improvements to trunk roads to mainland remote communities, as outlined in the chapter on Helping to Deliver Inclusive Economic Growth

- **Action RI-5J** We will undertake the second and final round of the Mobility as a Service (MaaS) Investment Fund in January 2021 which, in addition to the "Rural, Islands and Communities" and the "Tackling Accessibility, Inequality and Mobility" themes of the first round, will also seek projects that address the issues affecting urban environments, as well COVID-19 transport solutions

- **Action RI-5K** We will sustain the recent expansion to the eSgoil project in the Western Isles through our National eLearning Offer. eSgoil enables teachers to broadcast lessons using Glow and other online services, significantly reducing their need to travel to other islands within the council area, while helping to ensure that all learners have access to a full curriculum. Provision was expanded during the pandemic and we will intend to maintain this expansion into the future.

SEQIA score: Major Positive Effect
ICIA score: Minor Positive Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy RI-6

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

- **Action RI-6A** The Equality Act 2010 provides that legal framework to protect the rights of individuals and advance equality of opportunity. Scottish Ministers have used their powers to supplement the protections within the Act with specific duties (Equality Act 2010 (Specific Duties (Scotland) Regulations 2012) requiring listed public authorities to assess the impact of their policies on people who share one or more of the protected characteristics, and to publish the outcomes

- **Action RI-6B** Through the PANEL Principles (Participation, Accountability, Non-Discrimination, Empowerment, Legality), we ensure a human rights approach is part of our policy-making in line with our National Performance Framework outcome: "We respect, protect and fulfil human rights and live free from discrimination"

SEQIA score: Major Positive Effect
ICIA score: Minor Positive Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy RI-7

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

- **Action RI-7A** We will refresh our online presence in 2020/21 so that our website and social media can be regularly updated as datasets become available, with redesigned templates and interactive tools to make key publications more accessible. We will carry out research to assess whether these redesigns meet user needs

- **Action RI-7B** In 2021/22, we will relaunch the Scottish Transport Statistics website, with interactive tools to access routine statistics

SEQIA score: Minor Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Neutral / Negligible Effect
BRIA score: To be determined

Strategic Policy RI-8

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

- **Action RI-8A** We will ensure the Near Me video consulting service, as well as the use of telephone appointments continues to be a core component in delivering health and care services after the pandemic

- **Action RI-8B** We will also extend the Near Me service to make it available within social care and care homes, and explore the further opportunities, alongside Convention of Scottish Local Authorities (COSLA), for the service to be used across the wider public sector

- **Action RI-8C** The Scottish Government's remote health pathways programme will continue to extend the availability of services that support people to engage with services from home or a homely setting. This includes managing long-term conditions, blood pressure monitoring, digital dermatology and support for people managing the long-term effects of COVID-19

- **Action RI-8D** This will support those who struggle to access healthcare and reduce the need for unsustainable travel, especially focusing on disabled people and rural communities, where there is evidence that access to healthcare is currently not good enough

- **Action RI-8E** We will undertake a review of arrangements for travel for patients in receipt of qualifying benefits under the Scotland-wide Patient Travelling Expenses Scheme

- **Action RI-8F** We are actively engaging with community transport organisations, NHS health boards, Regional Transport Partnerships and relevant stakeholders to help remobilise services and improve coherence and joined-up planning for patient transport

- **Action RI-8G** We will further explore with partners (Health Boards, Integration Joint Boards, Scottish Ambulance Service) how to improve Transport to Health and Social Care Services in response to previous recommendation for improvement by the National Audit Office and Mobility and Access Committee for Scotland (MACS)

SEQIA score: Major Positive Effect
ICIA score: Major Positive Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

2. Takes Climate Action

Strategic Policy CA-1

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

- **Action CA-1A** We will encourage people back on to public transport, post-COVID-19, when it is safe and appropriate to do so

- **Action CA-1B** We will complete drafting of our Carbon Management Plan 4th Edition in 2021, to address our corporate carbon footprint and support implementation towards a net zero target for the agency

- **Action CA-1C** We will undertake a National Speed Management Review to assist in reducing motor vehicle emissions

- **Action CA-1D** We will work with the Road Works community to improve the management and quality of roadworks, by reviewing and updating our national codes of practice. This will include the Specification for the Reinstatement of Openings in Roads and the associated Reinstatement Quality Plan Code of Practice which will include a new focus on emission reduction and sustainability, with publication and implementation of the new code in 2021/22. We will also support the UK Department for Transport (DfT)-led review of the Safety of Street Works and Road Works ('Red Book'), as well as bring the code into force for Scottish Road Works Authorities for the first time, through the Transport (Scotland) Act 2019

- **Action CA-1E** We will engage with industry specialists to develop guidance for regional partners in the City Region and Growth Deals programme, with a focus on practical actions that can be taken to minimise carbon costs throughout the whole lifecycle of Deal project development, procurement, and delivery, including in major regional transport and infrastructure projects

- **Action CA-1F** We will use the Conference of the Parties (COP) 26 to increase engagement in our joint endeavour to transition to net-zero and promote our reputation on the international stage as a leader on climate change, social justice and wellbeing.

SEQIA score: Minor Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy CA-2

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

- **Action CA-2A** We will work across government to develop a coordinated package of policy interventions to reduce car kilometres by 20% by 2030. At this time, COVID-19 is creating significant uncertainty on future transport trends and people's behaviours, and work and lifestyle choices. Assuming the health pandemic has moved to a phase to allow more certainty regarding future forecasting, a route map to meet the reduction will be published in 2021

- **Action CA-2B** We will encourage people back on to public transport post-COVID-19, when it is safe and appropriate to do so

- **Action CA-2C** We will work in partnership with local authorities to support measures to reallocate road space and manage parking provision as part of the broader programme of place-based investment, creating 20-minute neighbourhoods, aimed at addressing inequalities and promoting wellbeing through greater local access to services and opportunities, and reducing demand for unsustainable transport, and reducing reliance on private car use

- **Action CA-2D** We will explore how we can build on our existing place-based planning approach - including concepts such as 20-minute neighbourhoods - across our cities, towns and rural areas, so that the places where we live are more resilient in the future. The place-based planning approach reflects a more joined-up, collaborative and participative approach to services, land and buildings across all sectors within a place, enabling better outcomes for everyone and increased opportunities for people and communities to shape their own lives

- **Action CA-2E** We are taking forward a collaborative review of the progress and scope of the Town Centre Action Plan. This places emphasis on recovering from the impact of COVID-19, as well as meeting our climate change ambitions. The outcomes from the review will be crucial in identifying and developing strategies for town centre priorities, including around developing the concept of the 20-minute neighbourhoods, and establishing the means to deliver these priorities

- **Action CA-2F** We will take forward supporting regulations and guidance so that local authorities can choose to implement workplace parking levy schemes that suit their local circumstances and that can reflect local and regional priorities under the Transport (Scotland) Act 2019

- **Action CA-2G** We will pilot a programme through CivTech 5.0, the Scottish Government's internationally-recognised tech accelerator programme, to deliver innovation in workplace settings, with emphasis on solutions to digital and health challenges

- **Action CA-2H** We will promote innovation and deployment of local work hubs and other office spaces to enhance choices available to work more locally and flexibly, as part of a shift to a less centralised workplace, engaging with the business community and building on existing best practice, with an initial pilot in East Kilbride in Spring 2021

- **Action CA-2I** We will provide everyone in Scotland with access to superfast broadband by the end of 2021, reducing the need to travel for face-to-face meetings

- **Action CA-2J** We will undertake planning reform, including delivery of the NPF4, which will embed the Sustainable Travel and Investment Hierarchies into development planning to help encourage more sustainable travel options and manage demand of less sustainable choices. A position statement on NPF4 was published in November 2020 and we expect to publish a consultation on development planning regulations in Spring 2021

SEQIA score: Major Positive Effect
ICIA score: Uncertain Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

Strategic Policy CA-3

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

- **Action CA-3A** We launched the Bus Partnership Fund which will fund local authorities to develop and deliver bus priority infrastructure in partnership with bus operators over the next five years to tackle the impacts of congestion on bus services on local roads

- **Action CA-3B** In 2020/21, we will finalise the Bus Priority Rapid Deployment Fund (BPRDF) which enables local transport authorities, in partnership with bus operators, to put in place temporary bus priority measures to better cope with the transition and recovery from COVID-19

- **Action CA-3C** We will finalise the Managed Motorways Strategic Business Case about the reallocation of road space on parts of the motorway network around Glasgow to high-occupancy vehicles, such as buses

- **Action CA-3D** Through STPR2, we will continue to investigate where else on the trunk and motorway network bus priority would be appropriate

SEQIA score: Major Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy CA-4

We will work with the Bus Decarbonisation Taskforce to co-design a pathway to a fully decarbonised bus fleet, and put in place solutions to any remaining hurdles.

- **Action CA-4A** We will provide an analysis of potential financial models, drawing on international examples and other industries, and we will continue to engage across the bus, energy and finance sectors to explore how innovative financial products could support the shift to zero-emission buses in Scotland

- **Action CA-4B** We will work with our partners to ensure that the majority of new buses purchased from 2024 are zero-emission, and to bring this date forward if possible

- **Action CA-4C** We will explore the cost-breakdown for battery-electric and hydrogen fuel-cell buses and supporting infrastructure to identify areas where costs could be driven down

- **Action CA-4D** We will continue to support battery-electric and hydrogen fuel-cell buses through our subsidy schemes, investing £120 million over 5 years from 2021/22

SEQIA score: Minor Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy CA-5

We will decarbonise Scotland's passenger rail services by 2035, ahead of the UK's target of 2040.

- **Action CA-5A** To support this objective, Transport Scotland launched an action plan in July 2020 setting out plans for decarbonisation by 2035

- **Action CA-5B** We will advance development of priority electrification projects (benefiting freight and passenger services) and continue exploration of battery and hydrogen powered train alternative traction, as appropriate across the network

- **Action CA-5C** We will take forward the Zero Emission Train project to work with rail industry partners to examine alternative traction options which will be required where electrification is not appropriate

- **Action CA-5D** Work is underway to utilise a withdrawn ScotRail Class 314 electric train as a research unit to allow suppliers to test the integration of alternative traction power supply equipment within a live train environment and enable better understanding of the process to introduce hydrogen powered fleets in the future

SEQIA score: Minor Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy CA-6

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

- **Action CA-6A** We will deliver on our rail freight strategy and continue to work with partners to grow rail freight in Scotland, supported by regulatory targets and an industry growth plan

- **Action CA-6B** To help facilitate modal shift, our dedicated £25 million Scottish Strategic Rail Freight Fund will help to unlock specific opportunities for rail freight across Scotland

- **Action CA-6C** We also provide funding through our Mode Shift Revenue Support (MSRS) and Freight Facilities Grant schemes. MSRS is supporting 10 rail flows in 2020/21 removing approximately 121,000 lorry journeys from Scotland's roads

SEQIA score: Minor Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy CA-7

We will work to decarbonise scheduled flights within Scotland by 2040.

- **Action CA-7A** This new commitment aims to create the world's first zero emission aviation region, in partnership with Highlands and Islands Airports Limited (HIAL). We will encourage aerospace companies to trial their low and zero-emission aircraft in Scotland, including showcasing the commercial opportunities for these types of aircraft in Scotland in the aviation strategy

- **Action CA-7B** We will also seek to maximise job creation opportunities from companies testing these types of aircraft in Scotland, for example encouraging them to move some of their operations to Scotland

- **Action CA-7C** We recognise that reducing emissions from aviation and shipping will require an international policy approach and we will therefore continue to engage through the UK Government with the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation to reduce the environmental impacts of aviation shipping

SEQIA score: Minor Positive Effect
ICIA score: Minor Positive Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy CA-8

We will work towards decarbonisation of ferry services.

- **Action CA-8A** As part of the Islands Connectivity Plan, we will explore and consult on pathways to zero/low emission ferry transport, learning from experience in other countries and on other modes

- **Action CA-8B** Our Small Vessels Replacement Programme for the Clyde and Hebrides Ferry Service network will explore alternative fuel options for a low emission vessel design

SEQIA score: Minor Positive Effect
ICIA score: Minor Positive Effect
HIIA score: Uncertain Effect
BRIA score: To be determined

Strategic Policy CA-9

We will support households and businesses to make the switch to zero emission vehicles.

- **Action CA-9A** We will continue to support consumers access the benefits of electric vehicles through our Low Carbon Transport Loan (LCTL), which has now been extended to include used electric vehicles

- **Action CA-9B** We will continue to provide financial support to households through the Domestic Chargepoint Programme operated by the Energy Savings Trust, including providing £0.5 million this year to support 1600 installations

- **Action CA-9C** We will continue to support local authorities to bring forward innovative projects to incentivise battery electric and hydrogen vehicles, including through our Switched on Towns and Cities programme and our work with the Scottish Cities Alliance

- **Action CA-9D** We will continue to take forward work to establish requirements for the installation of electric vehicle (EV) charge points, or the enabling infrastructure in new buildings and those undergoing major renovation

- **Action CA-9E** When the Scottish Government begins to deliver disability benefits in Scotland, providers of vehicles under the Accessible Vehicles and Equipment Scheme will be required to offer the option of an EV on no less favourable terms than a petrol or diesel vehicle to eligible disabled people

- **Action CA-9F** We will continue to support innovative approaches in the design of electric vehicle charge points, including through 'Can Do Scotland' to ensure everyone, including those with mobility issues or other disabilities can access EV charging easily

- **Action CA-9G** We will increase our focus on EV charging at public transport hubs so that electric vehicles reinforce, rather than crowd out, public transport options

- **Action CA-9H** Working with Scottish Procurement and Scottish Futures Trust, we will establish innovative ways to invest in zero emission vehicles at scale across the public sector, whilst maximising opportunities to leverage commercial investment through aggregated demand for new products, vehicles and infrastructure

SEQIA score: Minor Positive Effect (for reduction of transport emissions) Minor Negative (for accessing electric vehicles for young people and socially disadvantaged groups)
ICIA score: Minor Positive Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

Strategic Policy CA-10

We will support strategically coordinated investment in the charging network that enable wider energy and transport system benefits and efficiencies

- **Action CA-10A** Through the support we provide to local authorities and businesses, we will continue to expand and improve the ChargePlace Scotland network which will exceed 2000 chargers by April 2022

- **Action CA-10B** Building on Transport Scotland's unique collaborations with Scotland's energy network companies, we will continue to demonstrate new approaches to financing and delivering electric vehicle charging infrastructure, with increasing emphasis on commercial investment opportunities

- **Action CA-10C** We will engage extensively on future financing and delivery models to support the growth in the public electric vehicle charging, including ChargePlace Scotland

- **Action CA-10D** We will set in place a new ChargePlace Scotland network operator contract

- **Action CA-10E** We will work across the energy, finance and automotive sectors to support Scotland's vision for Hydrogen, as set out in the Hydrogen Policy statement

- **Action CA-10F** We will set out a framework (by 2022) for enabling and delivering infrastructure to underpin Scotland's move to a zero emission transport system

SEQIA score: Neutral / Negligible Effect
ICIA score: Minor Positive Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

Strategic Policy CA-11

We will ensure the transport system adapts to the projected climate change impacts.

- **Action CA-11A** We will develop and publish the Transport Scotland Climate Change Adaptation Plan, with a particular focus on the risks associated with changing weather patterns attributed to climate change

- **Action CA-11B** We will continue to establish good adaptation practices, with a view to supporting the outcomes associated with the second Scottish Climate Change Adaptation Programme

- **Action CA-11C** We will establish a Vulnerable Locations Group within the agency to take forward the actions outlined in our Flooding Next Steps report and to support existing landslide management on the Trunk Road Network

SEQIA score: Minor Positive Effect
ICIA score: Major Positive Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

Strategic Policy CA-12

We will improve the quality and availability of information and software systems to enable all to make more sustainable transport choices

- **Action CA-12A** We will launch our first pilots to test the practical application of Mobility as a Service (MaaS) in 2021, the concept being that by providing people with easy, digital access to travel information, they may feel more empowered to use more sustainable means of travel, informing them about their journey's carbon impact and encouraging them out of private cars

- **Action CA-12B** In 2021/22, we will review and develop the next generation contract for Travel Data Information Services to continue to provide more detail for journey planning services, like Traveline Scotland, to include fares, timetabling, routes, services and real-time location information. We will work collaboratively with digital travel information services, like Traveline Scotland, to meet the highest accessibility standards to encourage inclusion for all

- **Action CA-12C** We will continue work with Regional Transport Partnerships, local authorities and bus operators to mitigate the impact of COVID-19, with information about on-board seating availability, and through our Smart Pay Grant Fund, we will support operators to install software to accept contactless payment on board

- **Action CA-12D** We will consider options for how railway assets could be exploited to support the digital connectivity agenda and the enhanced rollout of broadband and mobile telecommunications coverage for the benefit of passengers and communities close to the line

- **Action CA-12E** In 2021/22, we will progress smart ticketing and open data measures, as outlined in the Transport (Scotland) Act 2019, including establishing the National Smart Ticketing Advisory Board (NSTAB) and consulting on open data provision

SEQIA score: Neutral / Negligible Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

3. Helps Deliver Inclusive Economic Growth

Strategic Policy EG-1

Through the Rail Recovery Task Force, we are actively reviewing train services to better align capacity with demand following the disruption caused by the COVID-19 outbreak

- **Action EG-1A** In line with the developing COVID-19 position across the country and the First Minister's announcement on 7 October 2020, ScotRail will reconfigure its provision of services from the December timetable change to reflect the significantly reduced demand. Ad hoc revisions will also happen prior to the December change date to reduce wastage and cost where there is little or no impact to customers

- **Action EG-1B** We are working with ScotRail to identify opportunities to be developed at the appropriate time to recover revenue streams allowing the Authority to reduce the current financial support level

- **Action EG-1C** The ScotRail franchise is due to end on March 2022. This will allow more flexibility for Scottish Ministers to move forward with a better understanding of the pre-COVID-19 financial constraints

- **Action EG-1D** To help with recovery, we are working closely with Network Rail, UK Government and the rail freight industry to maximise opportunities for rail freight. We are looking to build on the changes from the early stages of the pandemic, when there were reduced passenger services on the network, which included running longer, heavier trains to meet demand and improve efficiency

- **Action EG-1E** We have agreed with the industry that we will "build back a better" to ensure that future rail services are better matched to demand, are resilient and deliver the best performance for the people of Scotland

SEQIA score: Minor Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Neutral / Negligible Effect
BRIA score: To be determined

Strategic Policy EG-2

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

- **Action EG-2A** We will ensure the successful development and delivery of Scotland's Rail Enhancements Portfolio, including effective management of the Rail Enhancement Budget and key strategic renewals across the Scottish Rail Network

- **Action EG-2B** We will invest over £3.8 billion in the operation, maintenance and sustainable renewal of a high performing rail network for passengers and freight

- **Action EG-2C** We will deliver significantly improved rail services and accessibility to stations between East Kilbride and Glasgow, and Aberdeen to the Central Belt, to meet growing demand, drive more usage and decarbonise rail passenger and freight services

SEQIA score: Major Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Uncertain Effect
BRIA score: To be determined

Strategic Policy EG-3

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

- **Action EG-3A** We will design and deliver the programme of already committed trunk road improvement projects, supporting local and regional economies sustainably

- **Action EG-3B** We will progress delivery of the A9 Dualling programme between Perth and Inverness, and the A96 Dualling programme between Inverness and Aberdeen

- **Action EG-3C** We will progress the development and statutory authorisation procedures for a number of major trunk road schemes, including the A82 Tarbet to Inverarnan Improvement, A720 Sheriffhall Junction Improvement, A737 Improvements at Beith, A90/A937 Laurencekirk Junction Improvement, A9/A82 Longman Junction Improvement and the A9/A96 Inshes to Smithton scheme

- **Action EG-3D** We will bring forward proposals for a permanent solution to address the A83 Rest and Be Thankful landslip risks

- **Action EG-3E** We will continue to progress the construction phase of the A77 Maybole Bypass and of the A92/A96 Haudagain Improvement

SEQIA score: Uncertain Effect
ICIA score: Minor Positive Effect
HIIA score: Uncertain Effect
BRIA score: To be determined

Strategic Policy EG-4

We will continue to hold Abellio ScotRail and Caledonian Sleeper franchise holders as well as Network Rail to account in meeting our challenging, but achievable performance targets.

- **Action EG-4A** As a consequence of COVID-19, we will oversee both the ScotRail and Caledonian Sleeper Franchises through Emergency Measures Agreements so we can ensure continuity of services for key workers and stability of operations

- **Action EG-4B** This will also allow us to ensure continuity of service and stability of operations during the transition towards encouraging people back to public transport when safe to do so, in line with Government advice

SEQIA score: Minor Positive Effect
ICIA score: Minor Positive Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy EG-5

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

- **Action EG-5A** To support this objective, we will help ensure that the organisation has sufficient budget to conduct core business and projects where there is a legal commitment

- **Action EG-5B** We will work with the board to ensure that resources are prioritised for core business and that commercial and potential revenue raising projects are more closely scrutinised on risk

- **Action EG-5C** We will seek to build on the increased support we have provided for infrastructure works. This will assist the organisation with its asset management strategy and in ensuring that the canals network continues to be enjoyed by users and is resilient to climate change impact

SEQIA score: Neutral / Negligible Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Neutral / Negligible Effect
BRIA score: To be determined

Strategic Policy EG-6

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

- **Action EG-6A** We will complete planned and prioritised maintenance and upgrading, strengthening and replacement works on network, major, and major strategic bridges, including appropriate and effective stakeholder engagement

- **Action EG-6B** Within the draft Infrastructure Investment Plan we have committed to doubling investment in bridge and roads maintenance with a programme of around £1.5 billion over five years to boost structural repairs and strengthen the network

- **Action EG-6C** We will deliver risk mitigation measures on the A83 Rest and Be Thankful, and manage the performance of operating companies, works contractors, concessionaires and Performance Audit Group to ensure contractual obligations are met and stakeholder interests are protected

- **Action EG-6D** We will plan and respond effectively to resilience challenges which adversely impact on the national transport network, and support major public events to ensure their transport plans are well developed and delivered. We will monitor the ways in which events are changing due to COVID-19 and how these may impact on the transport network in different ways from traditional events

- **Action EG-6E** We will continue to invest in maintenance of the current Clyde & Hebrides and Northern Isles ferries alongside our programme of new builds. We will explore the potential for life extension projects as part of our asset management plan

- **Action EG-6F** Ferries asset management and investment planning will reflect the Sustainable Investment Hierarchy as set out in the NTS2. Alongside targeted initiatives to increase capacity, we will work with communities, businesses and ferry operators to explore ways of making better use of available ferry capacity for people, vehicles and freight, and to enable more sustainable travel opportunities

- **Action EG-6G** We will identify and promote the use of redundant or underused railway land or buildings by local enterprises or communities

- **Action EG-6H** We will identify and promote opportunities for station adoption and Community Rail Partnerships along the line

- **Action EG-6I** We will seek to improve the management and quality of roadworks, through continued sponsorship of the Scottish Road Works Commissioner (SRWC). In 2021/22 we will undertake effective implementation of the SRWC inspectorate within budget, and complete a new framework agreement between SRWC and Transport Scotland. We will implement the Transport (Scotland) Act 2019, including collaborative work with stakeholders to appropriately phase the measures and production of a SRWC inspectorate code

SEQIA score: Minor Positive / Neutral Effect
ICIA score: Major Positive Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

Strategic Policy EG-7

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

- **Action EG-7A** We will identify opportunities to support and sustain current freight (mainly alumina) and grow new freight flows (e.g. timber and food and drink) and consider options to promote local businesses, through initiatives such as low bulk goods and parcels on passenger services

- **Action EG-7B** We will identify and promote with stakeholders how the railway line can sustain and grow the rural economy which it services, in particular exploiting opportunities from the planned expansion of the aluminium smelter yard at Fort William

- **Action EG-7C** We will work collaboratively with the rail industry to identify possible opportunities, using the rail network, to benefit local communities and the wider economy, including tourism opportunities in South West Scotland, prior to engagement with local stakeholders

- **Action EG-7D** We will identify opportunities for freight trains to exploit the economic and tourist potential

SEQIA score: Minor Positive / Neutral Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Minor Positive / Neutral Effect
BRIA score: To be determined

Strategic Policy EG-8

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

- **Action EG-8A** We will work collaboratively with the rail industry to review services on the West Highland rail corridor to find opportunities for improvement and to integrate rail services with other transport modes as well as active travel

- **Action EG-8B** We will work with our partners in the public, private and third sectors, including our lead visitor economy agency, VisitScotland, such that transport supports the Scottish tourism sector

- **Action EG-8C** We will continue to work in partnership with VisitScotland, Scottish Development International and Scotland's airports to restore connectivity for business and tourism, returning as soon as possible to the levels of international connectivity we had in 2019, while also continuing work to secure direct routes to new and emerging markets. Our overall objective is to help restore connectivity to previous levels but not restore aviation emissions to previous levels

- **Action EG-8D** We will focus first on restoring connectivity between Scotland and global hub airports like Heathrow, Amsterdam, Dubai and Doha and direct routes to key markets in North America and Europe

- **Action EG-8E** We will work with VisitScotland to market Scotland as an attractive place to live, work and visit. Good transport links, especially in rural areas, have a part to play in taking this forward

- **Action EG-8F** In 2021, we will develop a public consultation on our aviation strategy

SEQIA score: Minor Positive / Neutral Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Neutral / Negligible Effect
BRIA score: To be determined

Strategic Policy EG-9

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

- **Action EG-9A** We has reviewed and re-instated plans for transport for the end of the transition period, including progressing statutory instruments, considering transport resilience arrangements, and monitoring of UK/EU negotiations

- **Action EG-9B** We will undertake research on issues which need to be considered in the context of possible constitutional change, and how this may impact on the delivery of transport within Scotland and across our borders

- **Action EG-9C** We will promote, develop, and maintain our presence in international transport groups and engage proactively with UK institutions to ensure Scotland's transport issues are recognised

- **Action EG-9D** We will work closely with other parts of Scottish and UK Governments and stakeholders to facilitate the implementation of relevant border controls as the UK becomes a third country to the EU

- **Action EG-9E** We will continue to facilitate the Scottish Transport Logistics & Intelligence Group and the Scottish Borders Stakeholder Group to assist communication and address issues that are being raised as the UK leaves the European Union

- **Action EG-9F** We will continue to monitor EU transport strategy and developments in order to identify opportunities where Scotland can engage proactively in these issues, so that Scotland can continue to contribute to the European story

SEQIA score: Neutral / Negligible Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Neutral / Negligible Effect
BRIA score: To be determined

Strategic Policy EG-10

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

- **Action EG-10A** We will support the Hydrogen Accelerator programme at St. Andrews University that is linking academic, public and commercial interests in the development and deployment of hydrogen technologies and projects

- **Action EG-10B** We will support the Energy Technology Partnership to establish a new innovation network bringing together academia, sector specialists and companies to promote innovation in technologies to decarbonise the transport system

- **Action EG-10C** We will continue to support the development and deployment of new zero emission vehicles and Scottish supply chains opportunities, building on the success of recent initiatives on refuse and emergency response vehicles

- **Action EG-10D** We will work with Zero Waste Scotland and partners to support the development of sustainable supply chains for zero emission vehicles, including support for research in battery recycling

- **Action EG-10E** We are participating in 'Project CAV Forth', which will provide a globally significant demonstration of UK autonomous bus capability along a 14-mile route from Fife to Edinburgh

- **Action EG-10F** We will publish the findings of Scotland's Automotive Industry Advisory Group, which has brought together senor figures from across the industry, business and academia to advise on the steps to position Scotland as:
  - A global player in supply chains for zero emission mobility for heavier and niche vehicles
  - An international centre of expertise in energy-transport system integration
  - A global destination for innovation in sustainable, zero emission mobility

- **Action EG-10G** We will work with our Enterprise partners to deliver a bold programme of work to enhance Scotland's investment prospectus in zero emission transport technologies, including through a new programme to grow Scotland's manufacturing capabilities and supply chains in heavy and niche vehicles

- **Action EG-10H** We will work with Scottish Cities Alliance to establish and deliver a new Transport Decarbonisation Action plan, with emphasis on procurement and infrastructure choices as mobilisers of supply chains

- **Action EG-10I** We will set out a framework (by 2022) for enabling and delivering infrastructure to underpin Scotland's move to a zero emission transport system, including working with partners to support and promote the development of hydrogen for public transport

- **Action EG-10J** We will capitalise on our role in the Transport Decarbonisation Alliance and Under2 Coalition to establish networks and partnerships, positioning Scotland at the forefront of global initiatives on zero emission mobility

SEQIA score: Neutral / Negligible Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Neutral / Negligible Effect
BRIA score: To be determined

Strategic Policy EG-11

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

- **Action EG-11A** We will continue to build evidence and awareness of the skills and employment opportunities for Scotland as we transition to new, zero emission technologies across the transport sector with current priorities being Hydrogen and Heavy Duty Vehicles

- **Action EG-11B** Working with the Energy Skills Partnership, Skills Development Scotland and the Skills Academy at the Michelin Scotland Innovation Parc, we will support colleges to deliver training and accreditation in the skills to support a transition to a zero emission transport system, including in battery electric vehicles and hydrogen fuel cells

- **Action EG-11C** We will support regional partners in our City Region and Growth Deals programme to better link all parts of the Scottish skills system, including further and higher education institutions and Skills Development Scotland, with the skills to the needs of 'green' businesses. For example, through the Edinburgh and South East Scotland Deal, a range of new trades and short courses will be introduced, including over 500 places in Electrical Vehicle Charging Installation over three years

- **Action EG-11D** We will work with partners in the newly established Transport Young People and Employment Partnership to consider ways in which we can increase inclusive employment opportunities within the transport industry. This will include ensuring alignment with the Young Person's Guarantee and in particular looking at ways in which to increase Apprenticeship recruitment, while also encouraging diversity and tackling occupational segregation

- **Action EG-11E** Through our Fair Work First approach, we will attach fair work criteria to as many grants, other funding and contracts awarded by and across the public sector – aiming to drive fair work practices across the transport system and wider labour market to support economic recovery and renewal

SEQIA score: Minor Positive / Neutral Effect
ICIA score: Uncertain Effect
HIIA score: Neutral / Negligible Effect
BRIA score: To be determined

Strategic Policy EG-12

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

- **Action EG-12A** Through the Reaching 100% programme (R100), we are building on the success of the Digital Scotland Superfast Broadband programme (DSSB), providing access to superfast speeds, including to some of the most rural regions of Scotland

- **Action EG-12B** The Scottish Government's commitment to provide everyone (100% of residential and business premises) in Scotland with access to superfast broadband will be delivered through a combination of the three £600 million R100 contracts (North, Central and South), our nationwide voucher scheme and commercial coverage. The voucher scheme will ensure everyone has access to superfast speeds by the end of 2021, and the majority of the build in the Central and South contracts will be complete by the end of 2023

- **Action EG-12C** We are focused on finalising the North Lot 100 contract award with BT as soon as possible to enable us to progress delivery of access to superfast broadband in some of the most remote parts of Scotland

- **Action EG-12D** Through the City Region and Growth Deals programme, we will continue to invest in projects that improve regional digital connectivity, including developing ultrafast broadband in the main urban areas in the Tay region and increasing delivery of ultrafast fibre along three routes to key employment/ leisure locations in the Aberdeen city region, to make rural areas more competitive

- **Action EG-12E** We are investing £25 million in the Scottish 4G Infill Programme to provide future-proofed 4G infrastructure and services in up to 40 so-called 'notspots' in rural Scotland. The first sites went live in 2020 and there is a pipeline of activations until June 2023

- **Action EG-12F** Through the Scotland 5G Centre, over 2021 and 2022, we will deliver a national network of 5G Innovation Hubs which will work with SMEs to develop and utilise 5G technology

- **Action EG-12G** We are exploring the feasibility of realising collateral connectivity benefits to trackside communities, as part of our wider considerations on rail network connectivity enhancements

SEQIA score: Minor Positive Effect
ICIA score: Minor Positive Effect
HIIA score: Minor Positive Effect
BRIA score: To be determined

4. Improves our Health and Wellbeing

Strategic Policy HW-1

We will fund active travel partners, including local authorities and Regional Transport Partnerships to deliver active travel infrastructure projects, and sustainable and active behaviour change work, through our grant funded programmes and where the projects are clearly aligned to the active travel outcomes framework.

- **Action HW-1A** We have committed over £500 million over five years for large scale, transformational active travel infrastructure projects, access to bikes and behaviour change schemes

- **Action HW-1B** Additionally, funding from the City Region and Growth Deal programme will expand regional sustainable and active travel solutions across Scotland

- **Action HW-1C** We have seen the Spaces for People fund used by local authorities to support temporary road space re-allocation for safe active travel – walking, wheeling and cycling, during the COVID-19 outbreak. Where appropriate and with due process, for example, in taking account of the implications for disabled people, we will support local authorities to turn temporary infrastructure into permanent in the medium to longer term

- **Action HW-1D** We continue to fund permanent active travel infrastructure, from small paths to town and city centre-scale change, through the Sustrans Places for Everyone fund

- **Action HW-1E** We will work through Paths for All's Smarter Choices Smarter Place (SCSP) behaviour change programme to support active and sustainable travel options. This year, for the first time, the SCSP has been expanded to support people to work from home and avoid unnecessary travel

- **Action HW-1F** Over the lifetime of the next Parliament, we are committing an additional £50 million to 'Active Freeways' which will involve identification and design development of the strategic active travel network, to provide segregated active travel routes on main travel corridors to city and town centres and major trip attractors linking communities throughout Scotland

- **Action HW-1G** We will support the delivery of the Islands Green Recovery programme, increasing active and sustainable travel infrastructure (footways, cycle paths, EV charge points)

- **Action HW-1H** We will continue to support and promote all forms of shared transport including public bike share schemes and car clubs through a number of grant funded programmes

- **Action HW-1I** We will refresh Cycling by Design in 2021-22. This will provide design information for delivery partners and local authorities in developing active travel infrastructure

- **Action HW-1J** We will continue to fund the position of Active Nation Commissioner to advocate and support the vision of Scotland as an active nation

- **Action HW-1K** We will introduce guidance, including effective enforcement arrangements, to support the responsible parking provisions of the Transport (Scotland) Act 2019, in order to eliminate so far as possible anti-social pavement parking and double parking

SEQIA score: Major Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

Strategic Policy HW-2

We will increase the safety of the transport system and meet casualty reduction targets.

- **Action HW-2A** As per the Programme for Government 2020, we will publish Scotland's Road Safety Framework to 2030, following consultation on an ambitious and compelling long-term vision for road safety where there are zero fatalities or serious injuries on Scotland's roads by 2050. This will embed the Safe System, including ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030. It will have a renewed focus on pedestrians and cyclists, as recommended by the newly-adopted United Nations Resolution on road safety

- **Action HW-2B** As part of the Road Safety Framework to 2030 we will undertake a National Speed Management Review to support a range of policies that assists those Government national outcomes and indicators that are relevant to this area. Related policy drivers include better road safety and health outcomes, promotion of active travel, climate change mitigation, place making and economic growth. The Framework also has a dedicated Strategic Action on Technology, which means we will research, implement and evaluate technologies for use within the Safe System, and promote them as appropriate

SEQIA score: Major Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

Strategic Policy HW-3

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

- **Action HW-3A** We will continue to invest in technology and network maintenance and improvements to reduce impact and ensure quick recovery for incidents

- **Action HW-3B** We continue to evaluate significant transport incidents or events that impact the transport network to ensure we are learning lessons and using evidence-based best practice

- **Action HW-3C** We remain fully engaged with Scotland's Local Resilience Partnerships to ensure preparedness for and support during events that may directly or indirectly impact the network

- **Action HW-3D** The Hate Crime Charter will be soft launched in Spring 2021 and will encourage transport providers (cross modal), members of the public and other services to support zero-tolerance to all forms of hate crime on public transport

SEQIA score: Neutral / Negligible Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Neutral / Negligible Effect
BRIA score: To be determined

Strategic Policy HW-4

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

- **Action HW-4A** We will lay Low Emission Zone (LEZ) Regulations in Parliament and they will come into force during 2021, in tandem with LEZ Guidance being published and initial development of LEZ Appeals regulations into 2022, under the Transport (Scotland) Act. We will work from local authorities to adapt LEZ plans to take account of the COVID-19 pandemic

- **Action HW-4B** We will continue to provide financial support to local authorities to prepare LEZ designs, in tandem with businesses and individuals most affected by the implementation of LEZs through schemes such as the LEZ Support Fund and Scottish Bus Emissions Abatement Retrofit (BEAR) Fund

- **Action HW-4C** We will continue to undertake remote sensing emissions testing, Portable Emissions Measuring Systems (PEMS) testing and telematics analysis to ensure that the emissions retrofitting that we fund does deliver real-world emission reduction

- **Action HW-4D** We are developing an app to support the delivery of an LEZ exemption for blue badge holders (should this exemption be approved by the Scottish Parliament in 2021)

- **Action HW-4E** We will publish new guidance on taxi and private car hire, focused on accessibility

- **Action HW-4F** We will deliver the actions outlined in the Transportation Noise Action Plan

- **Action HW-4G** We will build on the requirements of national planning policy and strengthen our commitment to securing positive effects for biodiversity in all our works by applying our Fitting Landscapes policy

SEQIA score: Neutral / Negligible Effect
ICIA score: Minor Positive Effect
HIIA score: Major Positive Effect
BRIA score: To be determined

Strategic Policy HW-5

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

- **Action HW-5A** We will continue planning reform, including delivery of the NPF4 and enactment of a new system of development plans to indicate what develop should take place where. NPF4 will take an infrastructure-first approach to development planning, supporting the delivery of essential services and facilities. This approach will include making best use of existing transport network capacity and focusing on upfront delivery of inclusive sustainable transport in areas of change

- **Action HW-5B** We will explore how we can build in concepts such as 20-minute neighbourhoods across our cities, towns and rural areas. This has the potential to reduce the need to travel and therefore emissions, alongside improving inclusive access to contribute to the health and wellbeing of our communities

- **Action HW-5C** We will ensure alignment between the STPR2 and the NPF4

- **Action HW-5D** We will continue to review and improve our existing appraisal guidance, and our land use and transport models to support the new development plan system. New tools will be considered to assist planning authorities in the evidence gathering, appraisal and monitoring of their plans. This will be in line with updates to STAG

- **Action HW-5E** We will commence work to refresh Designing Streets, in 2021-22. This sets out the design and transport policy for lightly trafficked streets. The refresh will bring it up to date and ensure transport accessibility features prominently

SEQIA score: Major Positive Effect
ICIA score: Neutral / Negligible Effect
HIIA score: Major Positive Effect
BRIA score: To be determined