Members' Library Service Request Form

Date of Document	19/06/20
Originator	Peter Forsyth
Originator's Ref (if any)	
Document Title	Response to Scottsh Transport Project Review 2 and 20% Reduction in Car Km Route Map.

Please indicate if access to the document is to be "unrestricted" or "restricted", with regard to the terms of the Local Government (Access to Information) Act 1985.

Unrestricted	☒	Restricted	☐

If the document is "restricted", please state on what grounds (click on grey area for drop-down menu):

For Publication

Additional information:

Authorised By	Michaela Sullivan
Designation	Head of Development
Date	06/05/22

For Office Use Only:	
Library Reference	66/22
Date Received	06/05/22
Bulletin	May 22

East Lothian
Council

REPORT TO: Members' Library Service

MEETING DATE:

BY: Executive Director for Place

SUBJECT: East Lothian Council response to Scottish Transport Project Review 2 and 20% reduction in car Km Route Map.

1   PURPOSE

1.1   The purpose of the report is to advise Members of East Lothian Council's response to Transport Scotland's consultation on draft Scottish Transport Project Review (STPR2) and the 20% reduction in car Km Route Map.

2   RECOMMENDATIONS

2.1   To note details of the officer lead response and covering letter sent to Jacobs Engineering Group Inc, acting on behalf of Transport Scotland in response to the draft STPR2 and officer's response to 20% reduction in car Km returned to Scottish Government and CoSLA.

3   BACKGROUND

3.1   Consultation on STPR2 opened on 20th January 2022 seeking comments on the review of priorities and outcomes recommended to enable delivery of a the National Transport Strategy 2 (NTS2). An officer lead response is provided in Appendix 1 with covering letter.

3.2   Consultation on the 20% reduction in car Km route map was opened on the 13th January, closing on the 6th April 2022. The officer response in provided in Appendix 2 for information.

3.3   Both documents are designed to deliver the broader National Transport Strategy priorities and outcomes: 'Promotes equality', 'Takes climate action', 'Helps our economy prosper' and 'Improves our Health and Wellbeing and is supported through regional Transport Strategy objectives.

4   POLICY IMPLICATIONS

4.1   These proposals will contribute towards The East Lothian Plan – 2017-27 focusing on health and wellbeing, safety, transport connectivity, sustainability and protecting our environment.

4.2   This proposals will contribute to the Local Outcome Improvement Plan to deliver a high quality environment and that people in East Lothian are enjoying healthier lives.

4.3   The proposals contribute to the delivery of the Local Transport Strategy key objectives.

5   INTEGRATED IMPACT ASSESSMENT

5.1   The subject of this report does not affect the wellbeing of the community or have a significant impact on equality, the environment or economy. An independent Equality Impact Assessment (EqIA) will accompany the draft Scottish Transport Project Review 2 and 20% reduction in car Km Route Map recommendations.

6   RESOURCE IMPLICATIONS

6.1   Financial - None

6.2   Personnel - None

6.3   Other - None

7   BACKGROUND PAPERS

7.1   East Lothian Council - 05 Draft Regional Transport Strategy, Consultation Response – Tuesday, 22nd February 2022

AUTHOR'S NAME	Michaela Sullivan
DESIGNATION	Head of Development
CONTACT INFO	Peter Forsyth, Growth and Sustainability pforsyth1@eastlothian.gov.uk
DATE	4 May 2022

Appendix 1 – Covering letter
Our Ref:
Your Ref:
Direct Line: 07975569394
Fax No: 01620 827710
E-Mail: pforsyth1@eastlothian.gov.uk

14th April 2022

STPR2 Consultation,
AECOM,
120 Bothwell Street,
Glasgow,
G2 7JS

Dear Sir/Madam,

SCOTTISH TRANSPORT PROJECT REVIEW 2 – CONSULTATION RESPONSE

Thank you for the opportunity to feedback on the draft STPR2 recommendations.

As you are fully aware, being party to our collaborative journey over the last 4 years, East Lothian is part of the Edinburgh City Region with significant growth opportunity to fuel our economy, adapt our communities and distil transport carbon emissions through succinct transport interventions along this corridor.

East Lothian has six main towns generally situated along the east-west axis extends from Musselburgh in the west to Dunbar and beyond to the Council's administrative boundary with Scottish Borders in the east. Although Musselburgh is currently the largest town, Haddington is the area's administrative centre. At Blindwells, there are also plans to develop Scotland's first new town at scale since Irvine in 1966, and adjacent to redevelop the former Cockenzie Power Station site. The area is well positioned on strategic UK cross border as well as cross boundary transport corridors and offers strategic development opportunities.

I fully appreciate none of this is new to you, STPR2 has been well researched, there is a broad well established evidence base, tried and tested transport appraisal methodology used to effect a suite of themed interventions to incite modal shift necessary to meet Government policies and targets. We welcome the extensive work done, the time and effort and careful consideration of wide array of options and believe that they will provide the necessary tool kit to achieve the wider transport outcomes.

To achieve the right outcomes, the overall STPR2 strategic recommendations need to give consideration to how they can and will be delivered in and to improve places. |There are a wider range of stakeholder involved in transport planning and delivery, and these include service and infrastructure providers, regulators, transport partnerships, local authorities, as well as landowners and developers. Adoption of the place principle will be required to achieve national objectives, including emission reduction, and high quality placemaking.

We believe that mass transit must be served quickly, but importantly, in unison with active travel and rail capacity enhancement, all to budget and works seamlessly across mode. Without sounding redundant, the masterplan and subsequent business case development must flow effortlessly across sectors.

East Lothian is the second fastest growing local authority area in Scotland. When approving the Strategic Development Plan for South east Scotland, Scottish Minister's directed the allocation of land capable of delivering 10,050 homes between 2009-2024, resulting in land for 16,500 homes being allocated by the LDP2018. A further 410 hectares is safeguarded for further housing delivery at Blindwells new town. Additionally, 200 hectares of land is designated to support economic development opportunities. At Queen Margaret University a major project is planned as part Edinburgh and South East Scotland City Region Deal, which seeks to deliver a Food and Drink Innovation Hub in partnership with UK Government and Scottish Government.

The re-development of 90 hectares of the former power station site at Cockenzie including a rail head with the East Coast Main Line and jetty to the Firth of Forth also also planned to create circa. 3000 new high value jobs as a strategic employment opportunity. Adjacent is a 550 hectare site for Blindwells New Town, which is also a City Deal project. Taking these 630 hectares together with the neighbouring regenerating communities and land between them, the Council is promoting this area as a 'ClimatEvolution Zone' and it is a nationally significant development area within the Scottish Government's National Planning Framework 4. Overall, the aim is to promote shared green, blue, grey, low and zero carbon and digital infrastructure and to knit these regenerating communities and strategic sites together as a net zero carbon place to deliver a just transition to net zero carbon while delivering shared benefits for people, places, the environment, climate and economy.

This all sits within the core transport corridor.

From an East Lothian Point of view there are 6 key interventions that need to be delivered together.

1. Under the general heading – Improving active Travel infrastructure (we conclude the granular descriptions are not needed).
2. Edinburgh and South East Scotland Mass Transit.
3. Provision of strategic bus priority measures.
4. Major station Masterplans
5. Framework of delivery of mobility hubs.
6. High Speed and cross rail enhancements.

East Lothian Council's Local Transport Strategy (LTS) sets out the Councils approach to improving cross border and boundary transport links, including strategic rail interventions, public transport and opportunities for active travel across the County. East Lothian continues to work with Transport Scotland to develop a compelling business case starting with the Scottish Transport Appraisal guidance to inform Scottish and UK governments of the benefits generalised from improved sustainable connectivity.

Within this we aim to better connect East Lothian and our strategic nationally significant development sites to the cross border cities network. The Council supports a number of schemes as part of the LTS to enhance the strategic transport network serving East Lothian including:

- Improvements to the East Coast Main Line, potentially including four tracking or High Speed line with delivery of new multimodal transport hub for Cockenzie and Blindwells.

Scotland as with all modern advanced economies faces challenges to remain competitive in local or global marketplaces. The Regional Prosperity Framework identified 9 'big Moves' to

adapt our region and our ability to both increase productivity, competitiveness and reduce inequalities and will be significantly reliant on transport interventions that meet the national ambition providing sustainable modes moving to a net zero carbon transport system. This will require an investment in Mass transit solutions to meet the challenges and opportunities currently facing us, particularly climate change.

There is a need re-carbonise transport, to be more energy efficient and utilise advancements in technology to persuade people to move to new alternative modes. This will be part of the suite of interventions to nudge people to sustainable transport. The propensity to follow entrenched views, i.e. to replace cars, petrol to electric like for like will be deep-rooted. We need to recognise the need to accelerate infrastructure first principles to change behaviour now and importantly for future generations. Improving efficiency is about making better use of our resources – place making, infrastructure, land, but capacity and capability must be present within the systems first to allow this to happen. This includes the means to travel quicker, provide reliable, efficient, services to access facilities, goods amenities and services at key destinations. Mass transit systems, working with heavy rail connecting East Lothian communities could revolutionise society, providing social cohesion, business and development opportunities.

We see an opportunity in the redevelopment of the former Cockenzie Power Station site (3000 jobs) and the delivery of the new settlement (630 hectares) at Blindwells as part of a wider ClimateEvolution zone, which provides for a new station equi-distant between Prestonpans and Longniddry. This captures the majority of households within a 20minute walking distance. A comprehensive cycle and bus priority network would link to the whole of the new town and beyond. In addition, Edinburgh Innovation Park at Musselburgh looks to create a new nationally significant destination that could potentially acting as major transport interchange linking Borders rail, ECML, Tram route 3 with Bus rapid transit and active travel interventions (Musselburgh Active Toun). This could deliver significant investment, including inward investment, opportunities, enterprise and employment in construction and operational phases.

The strategic location of these sites, being adjacent to strategic cross border transport corridors, could deliver large scale development sites in the south east of Scotland that are well connected to cities and regions in the north of England and beyond. Strategic improvements to transport infrastructure through High Speed rail could bring these sites and the wider south east of Scotland region within 41 minutes travel time of the Newcastle city region.

Regionally, this would enable a rebalancing of regional economic growth, which in south east of Scotland has been focused to the west of Edinburgh towards Glasgow and routes to the north east; this would therefore add a new axis of growth around Scotland's capital city region and strengthen our relationships and open further and new cross border opportunities and collaborations with the north of England and beyond. Locally, this could contribute to addressing inequalities and deprivation by acting as a catalyst for business investment and regeneration. It could stimulate an increase in job density, reduce car based commuting and cross boundary transport emissions. Enhancing accessibility will be key to attracting new business to locate across the south east of Scotland and to enabling greater sustainability. These factors will become increasingly important to UK productivity, collaborations and resilience in future.

East Lothian is faced with multiple challenges to improve economic growth and has developed a suite of strategic goals to achieve this, primarily focusing on become Scotland's most sustainable local economy. Investment in clean, sustainable high speed transport solutions to

give access to job markets and education opportunities within and beyond East Lothian's growing communities is a key opportunity.

There is scope to link growth with the delivery of East Coast Main Line enhancement including the delivery of a new rail station at Blindwells, as part of a high speed rail link. Such cross border accessibility could be realised in the context of strategic cross border interventions that connect city regions and growth hubs.

Further acknowledgement of existing rail provision should note, East Lothian has seven stations located at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem, North Berwick and Dunbar. In addition, a further new station is planned at East Linton opening before March 2024. This commitment to construct a new station at East Linton as early as possible in Network Rail's Control Period 6 (2019 to 2024) is making good progress. The existing stations entries along with Park and Ride demand has increased significantly (pre-covid) and it is clear that limited capacity on train services and at Park and Ride sites is suppressing demand for rail travel. These problems are most acute in the west of East Lothian, particularly Musselburgh and Wallyford, located nearest to Edinburgh. With significant levels of development planned in the west of East Lothian, demand will quickly out strip supply intensifying previous problems experienced. Accordingly, a couple of options are available to increase carriage numbers – increased train lengths (not incompatible due to terminus platform lengths) or improved timetable frequency, as recommended though Transport Scotland's ITSS requirements. Fundamental to increasing train paths (on the assumption that the mix of long distance high speed and local services remains the same) will be to 4 track a proportion of the ECML through East Lothian. Also well established, is the Carlton Tunnel bottleneck and Waverley south/north platform ingress/ egress through the tunnels. Both are required, to increase capacity on the ECML and Border railway respectively, hence we trust prioritisation of Major station masterplanning must include train capacity enhancements.

STPR2 recognises the transport challenge across Scotland. It does not qualify external interests in Northumberland nor generally between regions, including share prosperity and cross border movements that could be significantly enhanced accelerating growth and opportunity. High Speed rail connectivity to link city economies and investment priorities should not be overlooked. Transport studies generally have a limited scope and do not consider fully inter- regional or national movement. Funding is driven in line with green book economics, demand and supply forecasts limit with low BCR make the justification difficult. Change is necessary to invest in infrastructure that addresses climate change, planned development, and transport reliability and journey times to foster more sustainable, low carbon and inclusive economic growth.

Understanding local, regional and national growth ambitions are needed to predict and forecast cumulative impacts throughout the region so we build back better a recovery that will meet current and future plans and strategies emerging from Covid and Brexit. To supplement national strategic transport enhancements, an understanding of the regional capacity and impacts and site specific access and egress solutions to major areas of development will be required. This is particularly relevant to sites of national importance, gateways to other markets and cross border routes. This is of particular importance with respect to cross border connectivity, reliability and improved journey times.

It is clear government is faced with a once in a life time opportunity to support the national and regional infrastructure requirements to support growth over the Edinburgh city region, reinvigorate the regional economy and to deliver a step change in transport connectivity and accessibility to enable sustainable inclusive growth, and we would welcome further dialogue and discussion through the Regional Transport Working Group to support the narrative and Delivery plan going forward.

Yours faithfully,

Peter Forsyth

Project Manager – Growth and Sustainability

Appendix 1 - STPR2 Consultation

Overview

This consultation is on the draft second Strategic Transport Projects Review (STPR2), which sets out draft transport recommendations for the next 20 years. STPR2 is one of the mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2). It is an important tool for achieving the Government's commitment to 20% reduction in vehicle kilometres by 2030 and contributing to Scotland's net zero greenhouse gas emissions target by 2045. Also, addressing inequalities, improving health and wellbeing and contributing to inclusive economic growth.

Questionnaire:

STPR2 Process

Q1. Were you aware of STPR2 prior to this consultation?

Yes ☒   No ☐   Don't Know / No Opinion ☐

Q2. To what extent do you agree or disagree that the STPR2 process reflects the NTS2 Priorities and Outcomes?

☒ Strongly agree
☐ Agree
☐ Neither agree nor disagree
☐ Disagree
☐ Strongly Disagree
☐ Don't Know / No Opinion

Q3. Please provide any further comments you have in relation to the STPR2 process:

East Lothian Council is seeking to build Scotland's first New Town at scale since 1966, working with Blindwells landowners. The Council is also seeking to redevelop the adjacent Council-owned Cockenzie Power Station site for net zero infrastructure and employment. The sites are in a proposed Climate Evolution Zone, where shared infrastructure linked to delivery of these sites and the just transition to net zero is proposed.

At 640 hectares the Blindwells Development Area and former Cockenzie Power Station sites, taken together, are one of the most, if not the most significant national opportunity to reuse major sites and assets that are a legacy of our fossil fuel based economy. To enable the transformation of these sites, significant investment in major land remediation and strategic shared infrastructure works will be needed. This fits with the national Transport Strategy aims and objectives.

The need to coordinate joined up solutions relates to how these strategic sites should be connected together, and how they should be better linked to the strategic transport network. This is a priority for these projects, and also a strategic, logistical, technical and viability challenge. National Development 13: High Speed Rail, can also help enable and be facilitated by these strategic sites in a way that increases place quality and value, and overall placemaking.

As such, a focus on heavy rail and associated infrastructure as a sustainable transport solution, including a new station at Blindwells and a new interchange with the A1 to access it to provide a multimodal transport hub, needs to be prioritised as part of a mass transit solution for these sites, and the wider East Lothian and regional area; otherwise, unsustainable travel patterns will continue with associated road capacity increase interventions being needed to accommodate them.

These transport solutions will centre on modifying and improving the capacity and accessibility between road and rail assets, and preparing the Blindwells Development Area for accommodating new sustainable and strategic transport infrastructure, including for National Development 13. The Cockenzie site also needs to be made effective for delivery of net zero infrastructure linked to National Development 12: Energy Transmission Network and new employment uses, so enhanced strategic access could be important to successfully enabling these wider ambitions too.

Strategic collaboration on planning, as well as on project planning, funding and delivery, will be essential to ensure all these strategic projects complement and do not undermine one another, and that they work together to maximise collective positive impacts for placemaking and wider policy objectives. These are significant opportunities and challenges that the Council and Blindwells landowners alone cannot plan or deliver alone. Strategic alignment on delivery will be essential to find a shared approach to delivery, including within and across government, Key Agencies, service and infrastructure providers, East Lothian Council, and Blindwells landowners.

As such, our first request is that STPR2 identifies the need for a 'Place Principle' approach at Blindwells and Cockenzie to co-ordinate effective strategic and transport planning with effective project management, funding and delivery. The aim is to ensure that all strategic projects, including National Developments, complement and do not undermine one another and that they deliver multiple benefits from these strategic investments.

The outcome of the STPR2 process should reflect integrated decision making across national plans, policies and strategies, noting a particular focus on the need to integrate land use and transport. National Planning Framework 4 and STPR2 therefore should be aligned, with the new development priorities of the national spatial strategy reflected within STPR2 interventions. A Delivery Programme for STPR2, similar to that proposed for NPF4, should also be considered, to ensure that alignment is set out.

Blindwells, Cockenzie and the Climate Evolution Zone are a key part of the national spatial strategy within NPF4, but not identified within SPR2 (these sites were however identified in the STPR2 Case for Change stage as requiring strategic sustainable access solutions). These strategic sites can help deliver a green recovery and a just transition to net zero, as well as help enable deliver NTS aims and objectives. We have made a response to draft NPF4 here (Annex 2) and point out this read-across.

Q4. To what extent do you agree or disagree that it was correct to take both a Regional and National approach to STPR2?

☐ Strongly agree
☒ Agree
☐ Neither agree nor disagree
☐ Disagree
☐ Strongly Disagree
☐ Don't Know / No Opinion

Q5. Please provide any further comments:

> It is imperative to develop strategic interventions that work across the whole of the regional but importantly locally, for local people and consistent across local authority boundaries. Similar to analysis, interventions should work for a population across a micro/meso/macro scale providing organisational infrastructure across society that meets all users' needs.
>
> STPR2 should have a sharper focus on place-making, as its strategic objectives need to be delivered on the ground in a way that makes great places and delivers on wider policy objectives. Transport is a key enabler and can influence the success of places, major projects including new towns as well as wider policy ambitions. As such, and notwithstanding specific comments with respect to the need for strategic interventions to help enable Blindwells, Cockenzie and the wider Climate Evolution Zone, collaborative working on delivery of these strategic sites using the 'Place Principle' will be essential to deliver National Transport Strategy and STPR2 ambitions. We therefore request a focus on nationally and regionally significant strategic site / project delivery in future engagements.

Q6. To what extent do you agree or disagree that the engagement process has allowed you to provide a contribution to STPR2?

☐ Strongly agree
☒ Agree
☐ Neither agree nor disagree
☐ Disagree
☐ Strongly Disagree
☐ Don't Know / No Opinion

Q7. Please provide any further comments you have on the engagement carried out throughout STPR2.

> Regional working group arrangements have been informative helping develop a heightened working relationship with Transport Scotland and local authority partners.
>
> However, it is hoped that the delivery of strategic sites and nationally significant projects features strongly in future engagements and collaborative working; we hope that references to Blindwells, Cockenzie and the wider Climate Evolution Zone within East Lothian can be reflected in the final version of STPR2 as they were in the STPR2 Case of Change. This is particularly true given the nature and scale of these projects and their inter-relationship with key National Developments set out in NPF4.

Key Themes

STPR2 recommendations are grouped under six key themes:

1. Improving active travel infrastructure
2. Influencing travel choices and behaviours
3. Enhancing access to affordable public transport
4. Decarbonising transport
5. Increasing safety and resilience on the strategic transport network
6. Strengthening strategic connections

Q8. Which of the overall key themes is your / your organisation's **top priority**?

- ☐ 1. Improving active travel infrastructure
- ☐ 2. Influencing travel choices and behaviours
- ☐ 3. Enhancing access to affordable public transport
- ☐ 4. Decarbonising transport
- ☐ 5. Increasing safety and resilience on the strategic transport network
- ☒ 6. Strengthening strategic connections
- ☐ Don't Know / No Opinion

Q9. Which of the overall key themes is your / your organisation's **lowest priority**?

- ☐ 1. Improving active travel infrastructure
- ☐ 2. Influencing travel choices and behaviours
- ☐ 3. Enhancing access to affordable public transport
- ☐ 4. Decarbonising transport
- ☒ 5. Increasing safety and resilience on the strategic transport network
- ☐ 6. Strengthening strategic connections
- ☐ Don't Know / No Opinion

STPR2 Key Themes and Recommendations

A. Improving Active Travel Infrastructure

Q10. To what extent do you agree or disagree that the recommendations under this theme will contribute to Improving Active Travel Infrastructure?

Recommendations (1-5):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
1. Connected neighbourhoods	✓					
2. Active freeways	✓					
3. Village-town active travel connections	✓					
4. Connecting towns by active travel	✓					
5. Long distance active travel network		✓				

Q11. Which of these recommendations would you prioritise to contribute to Improving Active Travel Infrastructure?

Recommendations (1-5):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
1. Connected neighbourhoods	✓				
2. Active freeways		✓			
3. Village-town active travel connections	✓				
4. Connecting towns by active travel	✓				
5. Long distance active travel network		✓			

Q12. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒   No ☐   Don't Know / No Opinion ☐

Q13. Please provide any additional comments you have on the theme Improving Active Travel Infrastructure and the recommendations within it.

STPR2 recommends 20 min neighbourhoods in *towns* and *cities*. We are mindful that local scale and urban characteristics dictate potential intervention and would welcome further guidance and recommendations for *rural* neighbourhoods. If e.g. mobility hubs are a solution for rural areas where 20 min neighbourhoods can't be implemented, we would like to see a comment/recommendation/reference on that.

STPR2 mentions quiet roads with low traffic speed limit as essential for active travel between villages and towns. ELC agrees. ELC have experimented with quiet roads orders but further consideration of effective signage and means to slow speeds must be effective and efficient within the constraints of the road characteristics (e.g. John Muir way north from Musselburgh is not suitable for road bikes but still recommended for all cycling)? Also, besides signage, what interventions do we use to create quiet roads? How do we prevent drivers from seeing them as a quick short cut? Can we combine infrastructural changes with signage and communication?

Active travel through walking, wheeling or cycling is the core deliverable to access local shops, amenities and facilities for shorter distance journeys. Interventions in this area look to encourage modal shift of 20% trips under a mile to walking cycling. The potential shift of 1.3% regional to 20% cycling is very ambitious for a mixed demographic of urban rural settlements.

Distances between towns will prohibit long distance commutes due to topography and weather/ seasonal influences. In the main, walking and cycle connections already exist but are not used because of safety and road user conflict fears. Connecting neighbourhoods and communities, through 20min neighbourhoods will look to re-prioritise road space and this must be accompanied with traffic orders, parking management and enforcement to give the necessary guarantee of a secure system.

Demand management interventions will have to accompany many active travel interventions to re-purpose road space. This is unlikely to be acceptable to the public and businesses where a high propensity of trips are alleged to original out of town.

Further work to mitigate parking loss, i.e. compensatory parking will have to accompany these interventions to secure community buy-in which will be costly and out with the scope of STPR2.

By limiting the scope of STPR2 to not consider parking in a wider context limits the ability of defence through public scrutiny and relies on local Strategies and policies. Further national assistance on parking policy must be provided to develop a robust cohesive approach going forward.

Blindwells is an exemplar of where a 20 minute neighbourhood model can be modified and applied to a peri-rural context. Here, the 20 minute neighbourhood model can be demonstrated within the context of a network and hierarchy of settlements, where a primary settlement (in case Blindwells) offers the widest range and choice of services and amenities, including transport, to support smaller satellite settlements where a lower offer exists. It is the role of transport to connect these settlements so together to achieve the critical mass of population and services that reduces the need and overall distance that needs to be travelled. This spoke and hub model, knitted together with sustainable transport modes, is the basis of the approach being taken at Blindwells. Equipping the new town with a regionally significant multi-modal transport hub also allows onward travel to the regional core (and visa versa).

2. Influencing Travel Choices and Behaviours

Q14. To what extent do you agree or disagree that the recommendations under this theme contribute to Influencing Travel Choices and Behaviours?

Recommendations (6-10):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
6. Behaviour change initiatives		✓				
7. Changing road user behaviour	✓					
8. Increasing active travel to school	✓					
9. Improving access to bikes		✓				
10. Expansion of 20mph limits and zones		✓				

Q15. Which of these recommendations would you prioritise to contribute to Influencing Travel Choices and Behaviours?

Recommendations (6-10):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
6. Behavioural change initiatives	✓				
7. Changing road user behaviour	✓				
8. Increasing active travel to school		✓			
9. Improving access to bikes		✓			
10. Expansion of 20mph limits and zones		✓			

Q16. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒   No ☐   Don't Know / No Opinion ☐

Q17. Please provide any additional comments you have on the theme Influencing Travel Choices and Behaviours and the recommendations within it.

We would recommend not to use the word 'encourage'. We suggest the term 'incentivise' and make sure that we are delivering changes incentivising active travel /public transport over car usage.

We would recommend the promotion of a national conversation / promotion on behaviour change. The benefits to people's lives are not tangible to the vast majority of the population and generally considered someone else's problem, so the take up of engagement generally by the public is poor until there is physical change to their environment which is then opposed. The output from engagement and consultation needs to be more binding to strengthen the change agenda to deliver outcomes which are representative of the majority of the community without continued challenge. Studies can mislead policy makers, as there can be the illusion of a willingness to change within the population. For example, where there is a moral mandate that most people accept the rationale for but unless there is a personal connection and real benefits can be shown in the short term it will be ignored or opposed. This needs to be connected to wider social enterprise outcomes.

Using the word 'encourage' indicates that we will put our resources on campaigning, information and education. We need to combine campaigns, information, education with infrastructural change and societal change to *incentivise* more sustainable travel.

… However, if we use the word 'incentivise', we need to figure out what we mean by it. Is it about…

- Making active travel <u>more</u> active than it was before (e.g. through better cycling roads where cyclists are given more space than the car / more cycle parking on high streets / bus stops on high street)?
- Making car usage less attractive than it was before (e.g. through 20mph streets where cars are given less space than cyclists / take away parking on high streets, add parking fee and pedestrianize high streets. N.B exception for disabled parking)
- A mix of both?

We suggest it is the third option. While we create more and better space for cyclists and public transport users, we need to create less and more expensive space for car user. Encouraging people to change transport mode is not enough. We need to provide concrete incentives for why they should make the switch and change travel behaviour.

Behavioural change campaign must be sustained and run over many years to ingrain into the psyche that their behaviour matters. All communication of transport, from rail to bus and active travel must carry the same message. An eclectic approach from all walks of life, similar to the NHS advert recently on TV promoting cycling, a series of publications must be rolled out to erode the barriers / resistance to change. Fundamentally, this must include businesses.

"Ensuring all road users understand their road safety responsibilities can increase the respect between them." How will we ensure this? Is it about putting more emphasis on it in the driving test? And what changes can we make to roads to nurture the safe driving behaviour taught from driving lessons?

… Another thought: changing road behaviour will be easier with new road users. Changing established road users will be more difficult. Where do we put our resources?

Cycling to school is also a good way to empower young children to become independent beings and inform them about their capability (and freedom) of using their own body as a vehicle to go to places.

"Research indicates that safer routes and slower traffic speeds are the main improvements that would encourage more walking, wheeling and cycling to school." I agree. But I am also looking for reasons that would make the car the *least* attractive means of travel to go to school. For example, not having car parking / drop off stations close to the school building – but having bus stops and cycle parking closer by. Also to make these more sustainable means of travel visible as more convenient. E.g. by making sure people from cars pass the bus stop on their way to school as well as the cyclist – seeing someone "beating" us is a powerful way to make a change.

STPR2 recommends that campaigns are used to 'promote better driver behaviour around schools'. We consider infrastructural changes will be more effective than campaigns – or even better infrastructural change with behaviour aided communication (e.g. social norms – xx number of children went to school by walking, wheeling, cycling or bus today. Join them next time you are going to school! – with feedback on increasing numbers of pupils with this behaviour). We fear that solely having a 'better driver' campaign with a static message might be less successful than we think – we are so overloaded with information anyway.

"…to provide encouragement for pupils and their families to travel safely and actively". Again, we am looking for incentives, not encouragement/pat on the back.

ELC has moved to introduce 20mph limits as a legacy of Spaces for People. Clearly a national approach would have been more impactful if collaboratively across Scotland this was the result. We recognise that we operate in a democracy and that not all support such interventions but a fragmented approach dilutes compliance and enforcement. An overarching outcome could have been pursued nationally to make all settlements in Scotland had a 20mph speed limit. Consequently, we are not competing against each other. Behaviour change is easier made when we get to practice the behaviour consistently.

3. Enhancing Access to Affordable Public Transport

Q18. To what extent do you agree or disagree that the recommendations under this theme contribute to Enhancing Access to Affordable Public Transport

Recommendations (11-23):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
11. Clyde Metro			✓			
12. Edinburgh & South East Scotland Mass Transit	✓					
13. Aberdeen Rapid Transit			✓			
14. Provision of strategic bus priority measures	✓					
15. Highland Mainline rail corridor enhancements			✓			
16. Perth-Dundee-Aberdeen rail corridor enhancement			✓			
17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement		✓				
18. Supporting integrated journeys at ferry terminals			✓			
19. Infrastructure to provide access for all at railway stations	✓					
20. Investment in DRT and MaaS	✓					
21. Improved public transport passenger interchange facilities	✓					
22. Framework for delivery of mobility hubs	✓					
23. Smart, integrated public transport ticketing	✓					

Q19. Which of these recommendations would you prioritise to contribute to Enhancing Access to Affordable Public Transport?

Recommendations (11-23):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
11. Clyde Metro					✓
12. Edinburgh & South East Scotland Mass Transit					✓
13. Aberdeen Rapid Transit					✓
14. Provision of strategic bus priority measures		✓			
15. Highland Mainline rail corridor enhancements					✓
16. Perth-Dundee-Aberdeen rail corridor enhancement					✓
17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement		✓			
18. Supporting integrated journeys at ferry terminals					
19. Infrastructure to provide access for all at railway stations		✓			
20. Investment in DRT and MaaS	✓				
21. Improved public transport passenger interchange facilities	✓				
22. Framework for delivery of mobility hubs	✓				
23. Smart, integrated public transport ticketing	✓				

Q20. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒   No ☐   Don't Know / No Opinion ☐

Q21. Please provide any additional comments you have on the theme Enhancing Access to Affordable Public Transport and the recommendations within it

The Edinburgh and South East of Scotland mass transit recommendation is welcomed. A clear understanding of exactly what that means to the wider region is needs to develop a holistic masterplan of interactions to avoid an Edinburgh centric outcome.

Significant tidal movement is experienced daily across the region with existing bus, rail reliability hampered due to well know capacity constraints. Increasing capacity is essential to encourage modal shift, which guarantees a high quality service, frequency and reliability. Options must blend seamlessly together across active travel, Bus rapid transit, journey hubs and heavy rail solutions. A significant proportion of trips are orbital to employment centres, which are poorly served by frequent reliable sustainable services.

The Consultation draft of STPR2 does note the importance of developing a regional mass transit system in South East Scotland. This could evolve around a hub and spoke model, with key transport corridors extending from the regional core to sub regional hubs, such as Blindwells and Cockenzie, which themselves provide a range of options for mass transport and sustainable modes to and from the regional core and their surrounding areas.

Blindwells, Cockenzie and the Climate Evolution Zone are part of the NPF4 spatial strategy, but are not mentioned in STPR2. NPF4 and the Scottish Government's Strategic Transport Projects Review 2 plan to enhance the strategic transport network at key locations adjacent to these sites, including NPF4s National Development 12: High Speed Rail and STPR2s regional Mass Transport system. This will significantly reduce inter-city journey times and improve the reliability, frequency and capacity of public transport services to and within south east Scotland and overall. This will expand south east Scotland's economic influence and its core labour and housing market areas, and generate a need for more development land and infrastructure in sustainable locations to support inclusive growth and net zero ambitions. The Blindwells and Cockenzie sites can facilitate such growth and sustainable transport proposals through masterplan safeguards and land remediation for cross-border transport interventions, such as National Development 12: High Speed Rail, and for a multi-modal transport hub at Blindwells as key part of the regional Mass Transport system.

To ensure Blindwells, Cockenzie and the Climate Evolution Zone help drive a green recovery, they need enhanced strategic connectivity with the network of major settlements, centres and sites regionally, nationally and across the United Kingdom and beyond. There is a key opportunity to integrate the strategic enhancement of UK cross-border connectivity with delivery of such a new strategic transport hub at Blindwells, adjacent to the former Cockenzie Power Station site. This would transform the strategic sites in to more attractive locations for strategic investment, including from international and UK markets - e.g. in the north east of England. It would make the Blindwells and Cockenzie Power Station site a key national growth location, strategically positioned within south east Scotland and well connected to other growing regions, including north east England and beyond.

This could reinforce the UK cross-border cities network and improve economic and spatial relationships between Edinburgh, Newcastle and London, and promote regional cohesion. There is an opportunity to co-ordinate strategic transport, planning and investment decisions to enable these strategic sites in a way that can make them a focus for Scotland's, and the United Kingdom's, future economic success.

This would make these strategic sites among the most desirable and attractive for future investment, economic growth, job creation and housing and infrastructure delivery nationally. It will also directly influence their future economic success, and also that of south east Scotland more widely as the driver of the Scottish economy.

In this context, a package of core shared transport infrastructure for the Blindwells and Cockenzie sites, linked to delivery of national infrastructure, can provide the basis to unlock these sites and their redevelopment opportunities. The potential national strategic infrastructure projects that could help unlock the Blindwells Development Area and former Cockenzie Power Station site for development in the national interest, include:

- **NPF4 National Development 13: High speed Rail.** Proposals for high speed rail, combined with a planned replacement of the nearby St Germains level crossing (which has a very poor safety rating), could enable delivery of a new all-purpose overbridge of the railway line and a new station between Blindwells and former Cockenzie Power Station site. Overall, this could significantly reduce UK cross-border and inter-urban journey times, while increasing the capacity of the East Coast Main Line for local passenger services and create a strategically significant multi-modal transport hub at Blindwells that could be a hub at the new town for a regional Mass Transport network;
- **STPR2 Regional Mass Transit proposals.** The strategically significant multi-modal transport hub at Blindwells could be a key part of the regional Mass Transport network identified by STPR2 if a new trunk road interchange is delivered at Blindwells to connect the new rail station and all-purpose overbridge of the railway line through the new town to the wider Mass Transport network in south east Scotland;
- **NPF4 National Development 12: Energy Transmission Network.** There are plans to use part of the Cockenzie site to enable off-shore renewable energy projects in line with National Development 12: Energy Transmission Network. Cockenzie has frontage to the Firth of Forth and a jetty, a rail spur from the East Coast Main Line, which may be used for freight and logistics as well as a connection to the National Grid. There is scope for a wide range of land uses there, including net zero infrastructure, advanced manufacturing, enterprise and employment of national significance, linked to the Edinburgh and South East City Region Deal (e.g. employment, skills and construction innovation) or beyond the Deal. As a strategic net zero and employment site enhanced access will be needed during construction and operational phases.

This package of shared national and regional transport infrastructure would properly connect the Blindwells and Cockenzie sites together and to the strategic transport network. It will provide a regional multi-modal Mass Transport hub to sustainably serve them and south east Scotland's growing labour and housing market areas. It will also deliver transport infrastructure in the middle of the Blindwells Development Area to provide an early fixed link and capacity to connect it together. Such enhanced connectivity will allow this area to become a strategic destination, attractor and a resilient economic driver, and to be more self-contained and sustainable, and reduce the need and distances that need be travelled. This shared package can be delivered in phases to enable the strategic sites while also enabling, complementing and not undermining National Developments.

Enhancing strategic connectivity at these strategic sites will enable and help accelerate the provision of very accessible high amenity sites for enterprise and job creation and a wide range of employment and housing options, for a high quality workforce. This includes low emissions enterprise and supply chain businesses to create new green jobs, and skills development and training opportunities. This will accelerate an increase in job density and diversity, and deliver the early critical mass of population, infrastructure, services, amenities and facilities at the pace and scale needed to achieve key place-making outcomes, including promotion of a well-being economy. It will enable a new strategic town centre that offers a wide range of retail, leisure, education and community facilities, with integrated infrastructure and services to match that role. Overall, it will accelerate a green recovery, address inequalities and create successful, sustainable resilient places and mixed communities; it will ensure these sites can maximise their potential as strategic attractors for significant inward investment, job creation and housing delivery with pace, scale and impact.

The wider Climate Evolution Zone proposals include the land between, and parts of, these strategic sites and the neighbouring regenerating communities. Working with the strategic transport interventions, the Climate Evolution proposals aim to deliver shared infrastructure for the strategic sites and to balance built development with green and blue networks and nature based solutions. The Climate Evolution Zone proposals aim to knit the landscape and communities together, and include active travel and habitat networks, and community gathering places for inclusion and health and well-being. They also seek to protect, conserve and enhance natural and cultural heritage and deliver environmental improvement, and positive management of ground, surface and mine water, as well as manage flood risk, rehabilitate previously developed land and protect material assets. Low and zero carbon technologies can be deployed, including decentralised energy and heat networks and high speed digital connectivity. The package of shared national and regional transport infrastructure should therefore also be designed to accommodate Climate Evolutions proposals.

As such, these strategic projects, including the National Developments, need to be delivered using the 'Place Principle' so decisions on the 'what, where, how, when and who' of strategic and project planning, funding and delivery are co-ordinated. Strategic alignment within and across government, key agencies, service and infrastructure providers, East Lothian Council, and Blindwells landowners will be essential to find a shared approach to delivery. These are significant strategic opportunities and challenges that the Council and Blindwells landowners cannot plan or deliver alone – a comprehensive approach is needed.

Blindwells and Cockenzie are unique opportunities to integrate strategic planning and transport decisions, as well as wider investment decisions, to create a new well-connected national gateway growth location in south east Scotland that can stimulate sustainable inclusive growth at pace and scale. These strategic projects are a unique opportunity to achieve long term sustainable development goals and inclusive growth in south east Scotland and to deliver benefits directly to regenerating communities in one of Scotland's former coal fields.

More widely, East Lothian is fortunate to have 6 rail stations located within 20min walk for 35% on households. With improvements to capacity and delivery of new stations at East Linton and potential 4 tracking serving Blindwells and Haddington this could reach 45% of households within a 20min walking distance. Extending this to a 20min cycle isochrones captures 75% on East Lothian households. To achieve the ITSS of 30min service frequency 2034 to North Berwick and Dunbar (which captures all ELC existing and proposed stations) and move 23% freight to rail and accommodate High speed long distance carriers, 4 tracking which has been much discussed and researched rail to understand the quantum of improvement and interdependencies must now be expediently progressed.

To augment the door to door journeys over multiple modes ELC proposes the creation of 6 integrated transport hub with enhanced rail / bus/ DRT connectivity at Dunbar, Haddington, Blindwells, Wallyford and Musselburgh QMU. The same principles would evolve within Blindwells ClimateEvolution zone following safeguarded rail and station facilities there.

Musselburgh QMU would serve as the gateway to East Lothian connecting, rail, Tram, bus to the city and Midlothian. Connection to ERI, Dalkeith, city centre and West Edinburgh could be made via tram but quicker through Edinburgh suburban railway providing a light rail high speed cross city connection.

Competition between road and rail should be avoided where both provide the same service. Fairer fares across modes must work together across the sector as not to diminishing the whole arching need to provide an integrated service for users. Legislative change may be required.

Maybe a bit farfetched… But when Stockholm introduced new public transport boat routes from southern suburbs to reduce commuting by car, they served free coffee and tea in the morning for a year. Word spread my mouth of the additional treat. It incentivised usage and once in the habit, people continued using boat over car. Could this be a good carrot for bus users? – and even better serve to people who bring their own cup to teach behaviour of refillable cups in café etc.

4. Decarbonising Transport

Q22. To what extent do you agree or disagree that the recommendations under this theme contribute to Decarbonising Transport?

Recommendations (24-28):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
24. Ferry vessel renewal and replacement and decarbonisation		✓				
25. Rail decarbonisation		✓				
26. Decarbonisation of bus network		✓				
27. Behaviour change and modal shift for freight		✓				
28. Zero emissions vehicles and infrastructure transition		✓				

Q23. Which of these recommendations would you prioritise to contribute to Decarbonising Transport?

Recommendations (24-28):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
24. Ferry vessel renewal and replacement and decarbonisation			✓		
25. Rail decarbonisation		✓			
26. Decarbonisation of bus network		✓			
27. Behaviour change and modal shift for freight	✓				
28. Zero emissions vehicles and infrastructure transition		✓			

Q24. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒   No ☐   Don't Know / No Opinion ☐

Q25. Please provide any additional comments you have on the theme Decarbonising Transport and the recommendations within it

Fundamental challenges exist on logistical issues over the decarbonisation of the whole bus fleet within a relatively short period of time (7.5 year) taking account of fleet utilisation, max return on investment, maintaining timetables with 180 miles range limitation between charges, opposed to regular charging at lay-over / terminal charging that may require up to 450kw charge points and the necessary space/ power with minimal asset inventory. Taking LRT as an example the capital costs will be prohibitive replacing 100 vehicles / year and retrofitting the built environment would create an undeliverable workload considering all other priorities. Investment in longevity

With advances in technology depot flash charging might be an option in the longer term hence the argument to delay.

Rail decarbonisation has mostly been achieved across the central belt with further electrification appropriate on ancillary routes over the longer term. However, we do not believe this should trump capacity increases across the central belt. This is a quick win but not an essential win that dissipates resources elsewhere.

Ferries must be renewed but investment must be proportionate without prejudicing society overall.

5. Increasing Safety and Resilience on the Strategic Transport Network

Q26. To what extent do you agree or disagree that the recommendations under this theme contribute to Increasing Safety and Resilience on the Strategic Transport Network?

Recommendations (29-38):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
29. Access to Argyll A83			✓			
30. Trunk road and motorway safety Improvements	✓					
31. Trunk road and motorway network climate change adaption and resilience	✓					
32. Trunk road and motorway network renewal for reliability, resilience and safety	✓					
33, 34, 35 Enhancing Intelligent Transport Systems	✓					
36. Strategy for improving rest and welfare facilities for hauliers		✓				
37. Improving active travel on trunk roads through communities				✓		
38. Speed management plan		✓				

Q27. Which of these recommendations would you prioritise to contribute to Increasing Safety and Resilience on the Strategic Transport Network?

Recommendations (29-38):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
29. Access to Argyll A83					✓
30. Trunk road and motorway safety Improvements	✓				
31. Trunk road and motorway network climate change adaption and resilience			✓		
32. Trunk road and motorway network renewal for reliability, resilience and safety		✓			
33, 34, 35 Enhancing Intelligent Transport Systems		✓			
36. Strategy for improving rest and welfare facilities for hauliers		✓			
37. Improving active travel on trunk roads through communities				✓	
38. Speed management plan		✓			

Q28. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒   No ☐   Don't Know / No Opinion ☐

Q29. Please provide any additional comments you have on the theme Increasing Safety and Resilience on the Strategic Transport Network and the recommendations within it

East Lothian Council contends that long distance strategic connectivity by road and/or rail is critical to service the wider economic viability of the region and has lobbied government where appropriate, to consider the development of proposals to enhance the A1 Trunk Road between Dunbar and the Scottish Border to help address road safety concerns, improve journey times, enhance rural accessibility and to help reduce vehicle emissions through network resilience and reliability. The Council has undertaken quantative assessment in support of the number of communities surrounding the corridor that use the route as a lifeblood to access jobs, amenities, services and that improvements will enhance their quality of life. The direct and indirect prospect of a dependable, high speed route south from Edinburgh connecting to the North of England should not be missed providing enhanced connectivity reducing social isolation, faster access to services and amenities, higher safety standards, improved resilience to inclement weather and economic development through an area of social deprivation and low financial investment. This is a significant opportunity to work collaboratively and bring capital investment to this important cross border link that will serve nations linking cities creating economic growth, but also building back better a greener recovery through ensuring longevity of design and climate change adaptation that meets local needs.

6. Strengthening Strategic Connections

Q30. To what extent do you agree or disagree that the recommendations under this theme contribute to Strengthening Strategic Connections?

Recommendations (39-45):	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
39. Sustainable access to Grangemouth Investment Zone		✓				
40. Access to Stranraer and ports at Cairnryan			✓			
41. Potential fixed links in Outer Hebrides and Mull			✓			
42. Investment in port infrastructure			✓			
43. Major station masterplans	✓					
44. Rail freight terminals		✓				
45. High speed and cross Border rail enhancements	✓					

Q31. Which of these recommendations would you prioritise to contribute to Strengthening Strategic Connections?

Recommendations (39-45):	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
39. Sustainable access to Grangemouth Investment Zone		✓			
40. Access to Stranraer and ports at Cairnryan					✓
41. Potential fixed links in Outer Hebrides and Mull					✓
42. Investment in port infrastructure		✓			
43. Major station masterplans	✓				
44. Rail freight terminals	✓				
45. High speed and cross Border rail enhancements	✓				

Q32. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes ☒   No ☐   Don't Know / No Opinion ☐

Q33. Please provide any additional comments you have on the theme Strengthening Strategic Connections and the recommendations within it

East Lothian Council's local development plan (LDP1) sets out the requirement for 10,500 homes 2009-24. The Councils spatial strategy contains development compact to existing transport corridors to and from Edinburgh.

East Lothian's population was 104,090 in 2016. This is projected to increase by 18.4% (over 19,000) by 2041. Additionally, the population of Edinburgh is projected to grow by 76,000 by 2041 (the largest projected increase in Scotland). These forecasts highlight the extensive growth anticipated around the Edinburgh labour market area, which will have significant implications for housing provision, the location and range of employment opportunities as well as travel across the Edinburgh city region. This grow is driven by land-use planning with potential regeneration opportunity at Blindwells, former Cockenzie, power station site, and QMU and land consideration between Tranent and Haddington, all of which sits abreast of the ECML.

East Lothian Council maintains that strategic connectivity potentially through HSR is paramount to enable regeneration and fill housing needs regionally but increase economic performance between Edinburgh and Newcastle. A 45 min high speed link will further significant grow potential, which could be accommodated by proximal 4 tracking.

This option would involve the construction of a new rail line between East Linton - Haddington to Edinburgh following the alignment of a possible new High Speed Rail (HSR) line linking southeast Scotland and northeast England. The option would involve construction of the initial section only providing a local link between Edinburgh and Haddington connecting into the Existing ECML alignment at East Linton in the first instance which could potentially be extended in the future to form part of a wider HSR network.

The line would be constructed to a standard consistent with HSR but initially it is anticipated that services would operate at speeds consistent with existing ScotRail services. It is anticipated that ScotRail would provide a local service between Edinburgh, Haddington and Dunbar paths permitting, via the HSR line, with high speed long distant carrier moving onto the new alignment at East Linton. The majority of local services and freight would be channelled on the slow route however, capacity and new station facilities at Haddington, Blindwells or Cockenzie could service as freight hub for local distribution into a significant growth area. Consideration of this would be a significant national investment facilitating growth for future generations and substantially contribute to the reduction in car kms and associated emissions pollutants, moving forward helping achieve net zero emissions and air quality targets.

STPR2 RECOMMENDATIONS AND OTHER SCOTTISH GOVERNMENT POLICY

STPR2 recommendations aim to contribute to five key objectives that are consistent across Scottish Government Policy. These are:

- takes climate action
- addressing inequalities & accessibility
- improving health & wellbeing
- supporting sustainable and inclusive economic growth
- improving safety & resilience

This ensures that STPR2 recommendations:

- align with relevant Scottish Government policy, delivery and investment plans in order to help deliver their priorities
- help to deliver the priorities set out in the National Transport Strategy (NTS2) and its Delivery Plan
- meets the transport planning objectives and stated purpose of STPR2 (as identified by the STPR2 development process)

Q34. Prior to this consultation were you aware of the list of Scottish Government policies below, which STPR2 aligns with and supports?

	Yes	No	Don't Know / No opinion
Take action against climate change	✓		
Decarbonising transport	✓		
Reducing car use	✓		
Encouraging greater walking, wheeling and cycling	✓		
Addressing inequalities, such as:	✓		
• Child poverty	•		
• Affordability of transport	✓		
• Access to transport	✓		
Transport as an enabler of inclusive economic growth	✓		
Providing a safe transport system	✓		
Providing a reliable and resilient transport system	✓		

Q35. Prior to this consultation were you aware of the Scottish Government policy documents to which STPR2 aligns with and supports?

	Yes	No	Don't Know / No opinion
National Transport Strategy 2 (NTS2)	✓		
National Planning Framework (NPF4)	✓		
Climate Change Plan Update & Route Map	✓		
Infrastructure Investment Plan	✓		
Just Transition	✓		
Cleaner Air for Scotland 2 & Delivery Plan	✓		
National Performance Framework	✓		

Q36. To what extent do you agree or disagree that the STPR2 recommendations reflect and will contribute to the aims of government policy?

☒ Strongly agree
☐ Agree
☐ Neither agree nor disagree
☐ Disagree
☐ Strongly Disagree
☐ Don't Know / No Opinion

Q37. Please provide any additional comments you have on the STPR2 recommendations' contribution to Government policy?

The read across from NPF4 is ineffective to compel developers to deliver infrastructure first, which is necessary to promote and lock in climate change adaptation and potential mitigation to move to a net zero society. Both documents provide strong policy context but without real teeth neither create change to spatial strategies, place-making, land use planning across Scotland. A key deliverable under Climate change plan update is to 20% reduction in car km by 20% by 2030, which received little but a gesture in NPF4. Without having locked in policies forcing compliance with transport requirements no change will be realised. Fundamental is the application of a sustainable transport hierarchy which must be actionable through development and if not why not and a clear understanding of the constraints. Transport must work in unison with planning, transport and economic development. Under the key objectives NPF4 presents the opportunity to embed the importance of place across land-use planning and transport. It does not embed the importance of place.

Strategic Environmental Assessment (SEA) & Other Impact Assessments

A statutory Strategic Environmental Assessment (SEA) ensures the potential impact of transport projects on the environment are considered by STPR2. Other impact assessments, which have been undertaken to review how STPR2 can have a positive impact on groups in society as part of STPR2, are listed below:

- The Strategic Environmental Assessment (SEA)
- Equality Impact Assessment
- Island Communities Impact Assessment
- Fairer Scotland Duty Assessment
- Child Rights and Wellbeing Impact Assessment

The Strategic Environmental Assessment (SEA)

Q38. To what extent do you agree or disagree with the overall findings of the SEA?

☐ Strongly agree
☐ Agree
☐ Neither agree nor disagree
☐ Disagree
☐ Strongly Disagree
☐ Don't Know / No Opinion

Q39. The SEA has reviewed plans, policies and programmes relevant to STPR2. Are there any others that should be considered?

Yes ☐   No ☒   Don't Know / No Opinion ☐

No, however, there remains a high level of uncertainty of plans, programmes and strategies and the SEA will require to be reviewed and individual EIR progressed as necessary.

Q40. The SEA sets out the current national and regional baseline environment conditions and future trends. Do you have any comments on this baseline data?

Yes ☒   No ☐   Don't Know / No Opinion ☐

There is no reference to the propensity to more powerful and frequent storms, of strengthened winds.

The population is forecast to increase but this is mostly due to an aging population.

Should we not acknowledge obesity and areas of deprivation link, and poor public transport?

We would ask that the reference to 'increase in walking and cycling' is better qualified so to acknowledge the pandemic initially led to an increase in walking and cycling but this was related to exercise rather than people taking alternative modes. Their movement was significantly restricted with travel bans across authority areas. This has dropped back significantly.

Q41. Are there any particular issues, problems or opportunities you would like to mention that have not been captured within the SEA?

Yes ☐   No ☒   Don't Know / No Opinion ☐

If Yes is selected, please provide details here:

Other Impact Assessments

Q42. Please provide any comments on the findings of the **Equality Impact Assessment**

No comment

Q43. Please provide any comments on the findings of the **Island Communities Impact Assessment**

No comment

Q44. Please provide any comments on the findings of the **Fairer Scotland Duty Assessment**

No comment

Q45. Please provide any comments on the **Child Rights and Wellbeing Impact Assessment**

No comment

SECOND STRATEGIC TRANSPORT PROJECTS REVIEW (STPR2)

RESPONDENT INFORMATION FORM

Please Note this form **must** be completed and returned with your response.

To find out how we handle your personal data, please see our privacy policy: https://www.gov.scot/privacy/

Are you responding as an individual or a Business / Organisation?

☐ Individual

☒ Business / Organisation

Full name or Business / Organisation name

East Lothian Council

What is your address or organisations address?

Please enter your address below. If you reside on a Scottish Island, please state which Island you reside on.

John Muir House, Haddington

Postcode   EH41 3HA

| **Information on why we ask for your address:** |
| A full postal address will help us to evaluate where respondents live, especially in rural and island communities where in some cases, a postcode and/or local authority area wouldn't be enough to establish where the respondent resides. |

Please provide your email address

pforsyth1@eastlothian.gov.uk

| Entering your email address allows us to send you a copy of your completed questionnaire. |

What is your Local Authority Area?   East Lothian

Can you confirm that you are authorised to respond on behalf of your Business / Organisation?

Yes   No

x ☐   ☐

Transport Scotland would like your

permission to publish your consultation

response. Please indicate your publishing

preference:

Information for businesses and organisations:	

The option 'Publish response only (without name)' is available for individual respondents only. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

☒   Publish response with name/organisation

☐   Publish response only (without name/organisation)

☐   Do not publish response

We will share your response internally with other Transport Scotland policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Transport Scotland to contact you again in relation to this consultation exercise?

☒   Yes

☐   No

THANK YOU

Consultation on the 20% Reduction in Car Km Route Map

Contents

About this consultation

In response to the global climate emergency, Scotland's Climate Change Plan update in 2020 set out a world-leading commitment to reduce car kilometres by 20% by 2030. Transport accounts for a quarter of Scotland's greenhouse gas emissions, with cars making up almost 40% of transport emissions. Carbon-reduction modelling has concluded that it will not be possible to reach net-zero emissions through technological solutions alone. Reducing car use is essential in order for the transport system to be decarbonised at a pace that meets the statutory emissions targets set by the Scottish Parliament.

The route map, co-developed by Transport Scotland and the Convention of Scottish Local Authorities (COSLA), sets out the suite of transport and non-transport policies that will be implemented to support car-use reduction in order to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

While we recognise that using cars less may be more challenging for some people in certain geographical locations and those who have certain travel needs such as specific disabilities, we want to ensure that we enable an inclusive conversation on sustainable travel. We have therefore deliberately chosen a range of sustainable travel behaviours that people can choose to adopt. Our aim is to enable everyone in Scotland to feel empowered to re-think their car-use behaviour for as many journeys as possible, and we therefore need to ensure we communicate on this issue with as broad an audience as possible.

Through this consultation, we aim to understand further the public opinion on the approach taken in the route map; as well as opinion on the potential impacts, and mitigation of said impacts, of the interventions on groups with protected characteristics, island communities, and across socio-economic disparity.

Responding to this consultation

The Scottish Government and COSLA are inviting responses to this consultation by. 6 April 2022.

Please respond to this joint Scottish Government and COSLA consultation using the Scottish Government's consultation hub, Citizen Space [hyperlink].

You can save and return to your responses while the consultation is still open. Please ensure that consultation responses are submitted before the closing date of 6 April 2022.

If you are unable to respond to the joint Scottish Government and COSLA consultation using our consultation hub, please complete the Respondent Information Form and return to:

- Email: 20percentroutemapconsultation@gov.scot
- Post: 20% Reduction in Car Kms Route Map, Transport Strategy & Analysis Directorate, Transport Scotland, Buchanan House, 4th Floor, 58 Port Dundas Road, Glasgow, G4 0HF

Handling your response

If you respond using the consultation hub, you will be directed to the 'About You' page before submitting your response. Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to published. If you ask for your response not to be published, we will regard it as confidential, and we will treat it accordingly.

All respondents should be aware that the Scottish Government is subject to the provisions of the Freedom of Information (Scotland) Act 2002 and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation exercise.

If you are unable to respond via Citizen Space, please complete and return the Respondent Information Form included in this document.

To find out how we handle your personal data, please see our privacy policy.

Next steps in the process

Where respondents have given permission for their response to be made public, and after we have checked that they contain no potentially defamatory material, responses will be made available to the public on Citizen Space. If you use the consultation hub to respond, you will receive a copy of your response via email.

Following the closing date, all responses will be analysed and considered along with any other available evidence to help us further progress the joint Scottish Government and COSLA route map. Responses will be published where we have been given permission to do so. An analysis report will also be made available.

Comments and complaints

If you have any comments about how this consultation exercise has been conducted, please send them to the contact address above or email your comments to 20percentroutemapconsultation@gov.scot.

Scottish Government consultation process

Consultation is an essential part of the policymaking process. It gives us the opportunity to consider your opinion and expertise on a proposed area of work.

You can find all our consultations online. Each consultation details the issues under consideration, as well as a way for you to give us your views, either online, or by email or post.

Responses will be analysed and used as part of the decision making process, along with a range of other available information and evidence. We will publish a report of this analysis for every consultation. Depending on the nature of the consultation exercise the responses received may:

• indicate the need for policy development or review

• inform the development of a particular policy

• help decisions to be made between alternative policy proposals

• be used to finalise legislation before it is implemented

While details of particular circumstances described in a response to a consultation exercise may usefully inform the policy process, consultation exercises cannot address individual concerns and comments, which should be directed to the relevant public body.

Consultation Questions

The Route Map

The route map - 'Reducing car travel by 20% by 2030 for a healthier, fairer and greener Scotland' – is a joint publication by the Scottish Government and COSLA and sets out the actions that the Scottish Government and local authorities in Scotland are taking to make it easier for people to reduce their car kilometres through four key sustainable travel behaviours.

These behaviours are:

> *i. to make use of sustainable online options to reduce your need to travel;*

> *ii. to choose local destinations to reduce the distance you travel*

> *iii. switch to walk, wheel, cycle or public transport where possible*

> *iv. combine a trip or share a journey to reduce the number of individual car trips you make, if car remains the only feasible option.*

1. Do you agree with the overall behaviour change approach, and do you have any comments on the four behaviours outlined above? Please explain.

Agree- ~~disagree – don't know~~
Please explain your answer   *We generally agree with the approach but believe the 4 behavioural change drivers are not sufficient to achieve 20% reduction and that other demand management options need to be considered to strengthen Local Government ability to engender change within the population. Work recently undertaken in developing area partnership plans in support of travel behaviour change promoting active travel have highlighted that 50% of people are entrenched in their view that the only option is by car and the other half are supportive but create barriers to change when pushed. Significant challenges persist over safety to cycling. More research to understand those views would help unlock potential opportunities.*   *Further requirements in addition to the established models are to educate and promote influencers on alternative lifestyles on communal assets, community driven shared equity and to introduce a philosophy that car ownership is not essential.*   *Infrastructure first is essential in place making but development is not geared to provide equality outcomes relating to sustainable and developers actively resist investment at the outset. Planning guidance is weak, poorly drafted leaving to much ambiguity to challenge and ultimately this diminishes the outcome because developers resist funding solutions. Spatial planning and transport provision must be strengthened together rather than working in silos.*

2. What are the key opportunities of reducing car kilometres

Key opportunities are to bolster economic performance promoting town centre first principles to make a more vibrant, safer friendly environment acting as the core of communities. Reducing trip making will deter long distance communities to out of town shopping centres allowing smaller retailers to provide a local produce service shoppers – stay local.
This in turn will help to reduce certain transport poverty issues when it comes to accessing services and opportunities for people.

It is anticipated trip making will remain static with different choices encouraging walking and cycling, increasing public transport use, thus increasing service demand, reducing government subsidy and improving journey times. Less car trips will reduce pollution, urban noise, and smell, physical and psychological fatigue slowing the pace of life.

Parking supply can be removed repurposing the public realm to create space for people. Places can be re-designed to improve well-being with the potential to green settlements.

With healthier life styles the pressure of public health can be reduced over the longer term, and promoting conscious ageing strategies with greater activity into older age.

3. What are the key challenges faced in reducing car kilometres?

Public resistance to change. People are locked in to their transport options by locality, access, cost, age and ability. Long term benefits are not important to people's lives now. A lot of argument extended by Government are non-tangible future threats. Arguments of climate change are middle class considerations, low income families focus on their immediate problems.

The system is not cohesive across sectors. Services and amenities are not always available locally requiring people to travel longer distances. Out of town shopping centres actively encourage longer trips providing multiple attractions, drive through and fast food convenience attracting unsolicited demand.

Centralization of services, hospitals, police, etc have much larger catchment areas requiring longer distance commutes. Asset rationalisation removes local services and forces people to travel longer distances.

House prices push people to live further away from resources so are forced to purchase a car, with in the main a lack of rural accessibility as Local authority subsidies are unaffordable.

Poor spatial planning.

Developers have no desire or incentive to change their approach to planning their developments. Transport infrastructure is an afterthought and if pushed they will argue that their development is not viable without sales income to pay for the necessary infrastructure. Consequently people are forced to rely to private car.

Changes to road space to improve active travel by removing parking is difficult with significant resistance from car owners. Consultation becomes a war of attrition with multiple challenges from quarters of the community delaying investment resulting in missed funding opportunities.

Funding pathways required to help develop active and sustainable modes are complex and often require a prohibitive amount of time and resources, particularly from over stretched roads authorities.

A significant key challenge is engaging with our future potential car drivers. Evidence shows that enabling young people and children to make their journeys more actively and sustainably at a young age can often lead to this behaviour being continued as they move into adulthood. Tackling the school run is one example where this behaviour could be entrenched yet we face continued problems with indiscriminate parking and poor driving behaviours from parents and guardians. Access to bikes, safe routes to school and increased enforcement capabilities for LAs would help to enable a bigger % of active and sustainable trips being made when dealing with schools. A benefit form a 20% reduction in car journeys to school would be beneficial on many levels. Evidence shows attainment levels are increased when traveling to school by an active mode. The approach should be continued through to secondary and higher education facilities.

There is a lack of a cohesive and connected transport network across sustainable modes. Journey planning remains a difficult process to navigate.

4. Are there any further actions you would like to see included in future to support behaviour change 1) - reducing the need to travel?

On line facilities, improved technology and diversification of services. What can the metaverse (VR) bring to assist face to face meeting, improved communication tools and AR. How do we accelerate government (central-local) to work with the same tools to maximise online collaboration that removes the need to travel. Increased momentum with channel shift for local services and wider use of facilities like my account. One stop digital shop for service access and provision.

Bring services closer to home, reduce local costs for food and drink at convenience stores to be reflective of larger superstores allows people to live more local.

Potential use of employment hubs for public sector services. Asset realisation with LAs and big business. Make use of local facilities rather than travel to central office locations.

5. Are there any further actions you would like to see included in future to support behaviour change 2) - choosing local options?

Work with communities to re-invent their places to reflect modern needs and demands. Provide more space to move, provide outside culture attractions associated with 20min neighbourhoods.
Planning system needs to take greater cognisance of development and the need to access by car and robustly scrutinise transport assessments. Is the balance of business development opportunity in favour of individual interests or societal interests?
Drive through fast food convenience should only be permitted where the need is to facilitate travel rather than an attractor to enable convenience. Research into Fast food delivery services just eat etc., should be undertaken to understand the pro/con's to society.
E-bike and bike hire available in the core of places.

Sustainable local delivery services, cargo bikes. Last mile first mile deliveries.

Built environment that facilitates active and sustainable travel.

Are there any further actions you would like to see included in future to support behaviour change 3) - switching to more sustainable modes of travel?

As transport is derived from other activity, we should reflect on the cause and not always the effect. Travel options are driven by convenience, cost and time, with marketing designed to promote freedom, excitement, family and friendship.
Costs need to be reduced. Car travel must be the most expensive option. An alternative must exist that is reliable, safe, convenient and welcoming. The transport sector must work together and not against itself. Market forces promoting competition must be removed.

Increase in active prescriptions as part of treatment pathways with associated funding to deliver locally.

Mobility credits that could help deliver a concession strategy across a cohesive sustainable transport network. Upscale Scotland Mobility as a Service platforms as a possible medium for this.

Car scrappage for mobility credits as above

Increase in affordable local opportunities to be more active through sport and leisure which will imbed an appetite to travel more actively as part of everyday life. This could be widened to making cycle and walking tourism more attractive within Scotland (no better place for it). Continue to develop Scotland as a world leader in Mountain Biking helping to increase the cycling culture.

Are there any further actions you would like to see included in future to support behaviour change 4) - combining or sharing journeys?

A greater understanding through activity planning is needed to appreciate people's lifestyles and linking movement to location. Improved lift share apps to include more than one journey. People could plan their lifestyles to suit their needs, and set up local community support networks.

Rewards for journey sharing schemes e.g. reduced parking fee or access to journey share bays at key facilities.

Improved access and understanding of shared mobility platforms for both personal and work based journeys.

Develop the share more availability around fleet vehicles and car clubs. Reducing the need to own a car.

6. Do you have any comment to make on any of the specific policies contained within the route map?

Box for comments

Social and Equalities

In creating the route map to reduce car kilometres, the public sector equality duty requires the Scottish Government to pay due regard to the need to the following:

- *Eliminate discrimination, victimisation, harassment or other unlawful conduct that is prohibited under the Equality Act 2010,*
- *Advance equality opportunity between people who share a protected characteristic and those who do not, and*
- *Foster good relations between people who share a relevant protected characteristic.*

These three requirements apply across the protected characteristics of:

- *age*
- *disability*
- *gender reassignment*
- *marriage and civil partnership*

- *pregnancy and maternity*
- *race*
- *religion and belief*
- *sex and sexual orientation*

The Scottish Government must also include consideration of:

- *children and young people (Child Rights and Wellbeing)*
- *socioeconomic disadvantage, low wealth, and area deprivation (Fairer Scotland Duty)*

Section 8 of the Islands (Scotland) Act 2018 (Scottish Parliament, 2018) requires the Scottish Government to prepare an island communities impact assessment in relation to a policy, strategy, or service, which is likely to have an effect on an island community which is significantly different from its effect on other communities.

The current draft impact assessments have been published alongside the Route Map and are available on the Transport Scotland website.

The Scottish Government will consider the responses from the consultation process in determining any actions needed to meet its statutory obligations. Your comments will be considered in the completion of the impact assessments to determine whether any further work in this area is needed

Impact Assessment

1. Do you think that the proposals set out in this plan could have positive or negative impacts on any particular groups of people with reference to the listed protected characteristics?

No
Not insofar a direct correlation between interventions of the roadmap but as unintended consequences of lack of ambition and delay, hesitance and challenge prejudicing groups primarily disabled users. *Free bus use is available for young and old being vulnerable users but nothing for other sectors of society.*

a. If you think the proposals will have a particular impact on certain groups due to protected characteristics, what measures would you suggest to maximise positive impacts or mitigate negative impacts?

> *Box for comments*

2. Do you think that the proposals set out in this plan could have a particular impact (positive or negative) on island communities?
[More Information - Engagement with island communities was undertaken as part of the development of National Transport Strategy (NTS2). This engagement identified unique transport challenges relevant to island communities, click here for more information.]

> *don't know*
>
> *NA*

a. If you think the proposals will impact on island communities, what measures would you suggest to maximise positive impacts or mitigate negative impacts?

> *Box for comments*

---

3. Do you think that the proposals set out in this plan could have a particular impact (positive or negative) on people facing socio-economic disadvantages?

Yes
Low income work can be night-time culture, over hours or night-shift with no transport available or limited services. Cheap affordable accommodation is not close to the marketplace so people must commute to work with no alternative to use the car.

    a. If you think the proposals will have a particular impact based on socio-economic factors what measures would you suggest to maximise positive impacts or mitigate negative impacts?

Greater use of active travel, sustainable modes should be rewarded through registered use and free bus and rail for low income employees below national minimum wage subsidised by road pricing.

The Environment

The Environmental Assessment (Scotland) Act 2005 ensures those public proposals that are likely to have a significant impact on the environment are assessed and

measures to prevent or reduce adverse effects are sought, where possible, prior to implementation.

1. Do you think the actions proposed in the route map are likely to have an impact on the environment? If so, in what way? Please be as specific as possible in your reasoning.

Yes- No – don't know
Please explain your answer

Other Comment

1. Do you have views you would like to express relating to parts of this consultation which do not have a specific question? If so, please elaborate

Box for comments

Follow us:

 transcotland

 @transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot