Transport Scotland: draft National Transport Strategy (NTS2) for Scotland

Discussion day with members of the Scottish Youth Parliament to explore whether the Strategy's Vision, Priorities and Outcomes are the right ones for the transport network for the next twenty years.

Scottish Youth Parliament

September 2019

Table of Contents

Introduction

The Scottish Government published their draft National Transport Strategy (NTS2) for public consultation in July 2019. The Strategy sets out its vision for a 'sustainable, inclusive and accessible transport system helping to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors'.

At the Scottish Youth Parliaments' June 2018 National Sitting, MSYPs voted for 'public transport' to be the focus of our 2018-19 campaign, after consulting with over 10,500 young people across Scotland. The national campaign called *All Aboard*, has been well received by all those in the transport sector and members of the Scottish Youth Parliament (SYP) were delighted to attend and feedback their views on this National Strategy (NTS2) for Scotland. The discussion day was held at a central location in Edinburgh and was attended by 35 young people from across Scotland who shared their views and thoughts on this important 20 year strategy.

MSYPs at the Transport Scotland Discussion Day

Introduction to the discussion day.

As the majority of members of the Scottish Youth Parliament (MSYPs) travelled from various places across Scotland to this discussion day, they were asked to respond to the question '*How was your journey today?*' The responses to this question were all very positive and below is a list of examples.

In addition to this, some capacity building also took place which was led by SYPs Transport, Economy and Rural Affairs Convenor. It was agreed that one important message coming from the draft strategy was the number of people who travel to work by car. The 2017 figures showed that over two thirds of commuters travelled to work by car, compared to just 12% who walk and only 3% who cycle. To emphasise this point, 23 participants were given car stickers to wear on a name badge when they registered, 4 were given stickers of a person walking, 3 were given bus stickers, 2 train stickers and one person was given a bicycle sticker. Our Convenor asked that each relevant mode of transport come together and 23 young people standing together representing the amount of cars used to travel was a stark reminder that not only is a culture shift needed to achieve the priorities set out in the draft NTS2, but the availability of accessible and affordable travel options for all communities.

> ➢ "My journey was great, really comfortable"
>
> ➢ "Really good train journey." Seven attendees cited this.
>
> ➢ "Really good train journey, on time." Four attendees cited this.
>
> ➢ "It was good!" This was mentioned repeatedly."
>
> ➢ "Quiet train journey."
>
> ➢ "It was fine."
>
> ➢ City Link bus, affordable return ticket, bus was on time, had air con and Wi-Fi!"
>
> ➢ "Long but very entertaining"
>
> ➢ "Lots of fields, cows and sheep. What a bus journey!"
>
> ➢ "Train journey was ok." This was mentioned many times.
>
> ➢ "Decent!"
>
> ➢ "I had a really good journey today"
>
> ➢ "It was good but tiring"
>
> ➢ "It was busy but fine." This was mentioned three times.

Response to how was your journey today?

Part 1

Trash, Treasure, Takeaway:

Treasure

Treasure: What aspects of the transport system work well at the moment?

And what practical actions would you like to see the National Transport Strategy take to encourage and promote these?

➢ Electric trains and buses are good."

Action: "Promote this on social media."

➢ "Trains are structured – it's easier to know the timetable"

Action: Advertise on trains and buses – on bus stops and train stations too."

➢ "Paying on buses with bank cards is great."

Action: Continue with contactless payment and promote this."

➢ "Cycle roots in some areas are good."

Action: "People taking about their experiences, online, television etc.to get more people cycling."

➢ "Charging points on buses and trains"

Action: "Social media promotion."

➢ "Wi-Fi on buses and trains." This was mentioned quite often as something that was liked by MSYPs.

Action: "Keep this up – however, everyone using the same Wi-Fi is dangerous – this needs to be safer."

➢ "Ramps on buses for people using wheelchairs"

Action: "But have wider wheelchair accessibilities in some train stations."

Other aspects of the transport system that work well;

- "Good infrastructure being built – like the Queensferry crossing."

- "Edinburgh buses are excellent – how do they get it so right!" Staff are always friendly, makes you feel safe. They help people in need well."

- "Frequency of buses in certain areas."

- "Music played on buses (relaxing and good)"

- "Safe – use of CCTV is good."

- "Free bus pass for the elderly."

- "Busy areas and towns like Rutherglen – buses are excellent, stations are cleaner."

Other suggested actions that Transport Scotland could take;

- "A designated young person on the Transport Scotland panel. Follow up with 'you said, we did actions."

- "More cycle paths for access to work, not just for recreational purposes." This was mentioned frequently.

- "Biofuel buses to help ease into hybrid and electric buses."

- "More "Boris" bikes."

- "Support for customers on train stations, especially big stations like Glasgow Central or Edinburgh Waverly."

- Some areas don't have bus routes. Just because bus companies say it wouldn't be "well used" doesn't mean we don't need bus routes in local areas!"

- "More bus services in the highlands to support with extra tourist demand – e.g. around Invergorden when a cruise ship comes in."

- "Reduce the prices of local journeys on buses 'It's sometimes cheaper for me to take a longer journey within my local community." Cited by a young person from Perthshire.

- "Age of adult tickets should be increased to include under 18s and those over 18 who are in education."

- Tickets on buses that cover all parts of your journey even if different legs are provided by different companies."

- Make school buses unavailable for wider public use – 'Older people can come on and

> make young people feel uncomfortable."
>
> ➢ "More traffic lights should have <u>repeaters</u>."

Trash! What aspects of the transport system <u>does not</u> work well?

| Trash: What aspects of the transport system does **not work** well at the moment?	And what practical actions would you like to see the National Transport Strategy take to improve these?
"The cost – particularly trains." This was repeated from all tables. "Bus tickets where I live are too expensive for adults and young people."	"Lower prices and/clearer communication about why fares are raised." "Encourage "the real living wage.""
"In relation to the changing weather patterns, trains too busy and in the really warm weather - it's not safe. Also, cancelled trains in the summer due to lines over heating – we need to become more resilient to cope with these situations. Similarly in winter, the platforms can be dangerous and trains cancelled due to train lines flooded."	"Continue to improve contingency plans for dealing with extreme weather."
"Rural connectivity – specifically access to Sunday services. Also, more trains from rural north Scotland to the central belt, they should be more frequent." This was mentioned quite frequently.	"Improve partnerships with Network Rail and other transport providers and regional transport partners."
"Not enough cycle lanes or ones that are restricted by parked cars."	"Cycle lanes need to be well lit / more cycle lanes in suburbs as well as city."
"Train stations – using ramps for wheelchair users, often nobody there."	"More training for staff on how to support people with disabilities and it was suggested that you co-design your training package. This was mentioned frequently."

Concerns about safety on buses – from other passengers. Also, females concerned about travelling and their safety."	More CCTV
Lack of buses after 'rush hour."	More buses please."
"Rail cards should be free."	Improve the railcard system, please! Make them free and able to use on peak services as well
"Bikes/cycling – more lanes, paths, and cycle lanes to make it more accessible."	"More bike sharing/hire systems; also cycle superhighways like the one in London, especially in cities."
"School buses are not fit for purpose and not safe – we need modern and environmentally friendly ones."	Modern school buses - School bus providers aren't good enough."
Dumbreck train station only has a ticket machine at 1 platform, when there are 2 platforms."	"More ticket machines needed."
"Sometimes too crowded to get on the train! Not handy when there's only 2 trains every half an hour on the Paisley Corral Line."	"Consider more trains for busy routes."
"Rural areas almost always need a car to travel; more public transport is needed in these areas. This was mentioned quite often.	"Shift away from petrol and diesel public transport vehicles; use biofuel to help transition into hybrid and electric buses more night buses and trains in/around cities."

Other suggested actions that Transport Scotland could take.

➢ Encourage other bus services to introduce Card payment facility."

➢ "Free/concessionary travel schemes to wider group of people – mental health, addiction, young carers, care experience, low income areas, learning disabilities."

➢ "More knowledge of Young scot discount."

➢ "Ticket machines at stations must be updated."

➢ "Encourage more cycling – not just in city centres."

➢ "Travellers to wear 'sunflower' lanyards to identify as having an invisible disability and/or option to tick this on your ticket."

➢ "Tax relief system – 5% off for bikes, more deals to encourage more cycling."

➢ "Reward system for using public transport – "like a loyalty card or getting Young Scot points."

➢ "Official stance on when rail cards/bus pass proof is required and for it to be universally enforced."

➢ "Car park tax should not come into power, make transport cheaper instead."

Takeaway: From the discussion of what aspects of the transport system currently work and don't work, what are the <u>main challenges</u> in society that the NTS should be focussing on?

There was a range of challenges discussed and some were repeatedly mentioned at all tables. For example, climate change was mentioned by all young people and was cited as one of the key topics that Transport Scotland should focus on. Other challenges discussed were 'fear of harassment and abuse when using public transport.' This was also highlighted in SYPs *All Aboard* report that 'one in five females said they do not feel confident travelling alone compared to less than one in ten male respondents.' Affordability was also another key topic and many thought that this was 'already a challenge' that young people face. A key finding from SYPs *All Aboard* report showed that many young people across Scotland were paying £12 to travel to school, college or university each week. Poverty and affordability was cited as being a challenge that was wholly interlinked with other objectives such as reducing isolation, loneliness and opening up opportunities for those who don't live near large towns and cities.
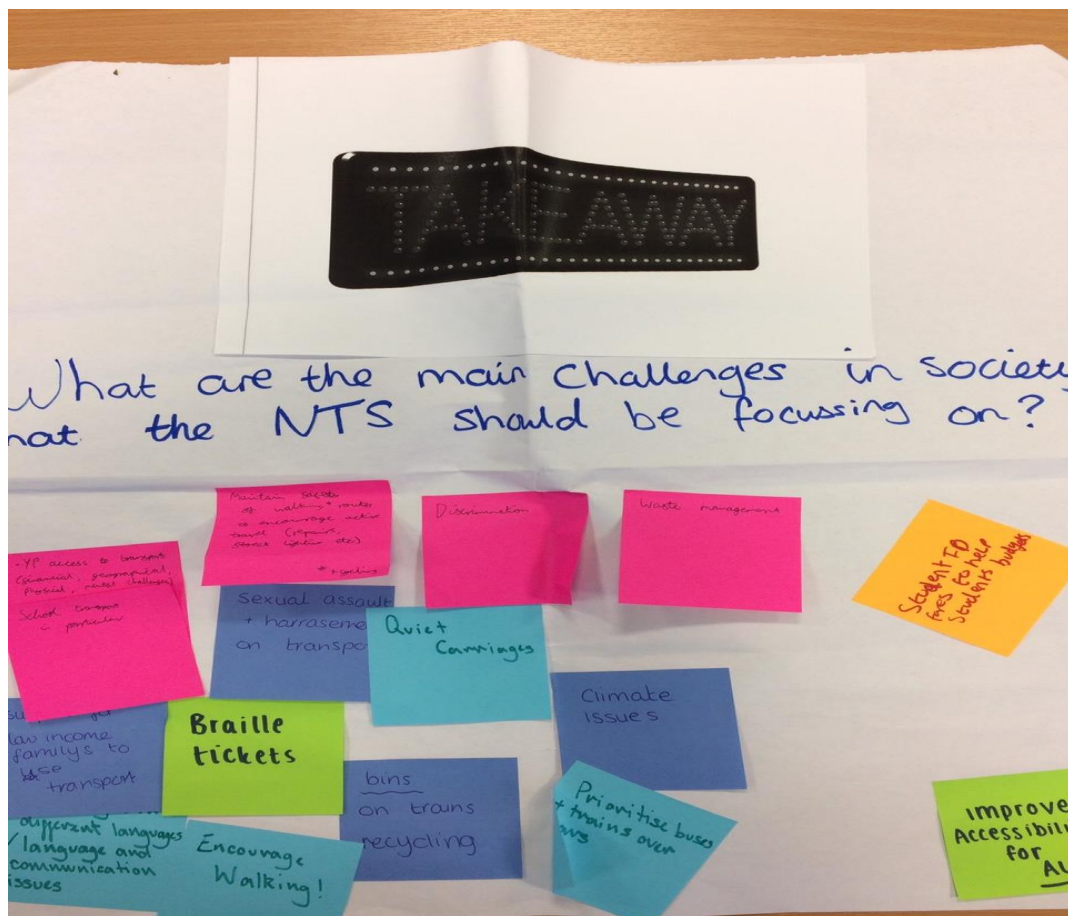
MSYPs list of challenges

- "Should always look to further connect rural areas, work with partners to improve buses. Need to have enough services as people feel they need to use a car"

- Poverty, affordability, economic inequality." This was repeated from all tables.

- "Sustainable and active travel."

- Making people feel safe!"

- "Accessibility and approachability!"

- "Climate change – lack of greener transport."

- "Language and communication issues e.g. signs/leaflets in common languages such as Polish and in braille."

- Giving older people rail discount as well as buses

- "Environmental impact of services – how can we reduce emissions?"

- "Supporting people with disabilities"

- "Brexit – need to be prepared, Abellio Dutch Company could lose staff."

- "Fear for young girls travelling – or just young people being the target of gangs etc."

- "Racial abuse/hate crime"

- "Look at how trains can be made accessible for people who can't afford it."

- "Ensure British Transport Police respond quicker to texts/calls to make people feel safe."

- Should always look to further connect rural areas, work with partners to improve buses. Need to have enough services as people feel they need to use a car."

Part 2

The vision and priorities – The second half of the Discussion Day focused on the vision outlined in the NTS2 and the outcomes within each priority. Participants were asked if these were the right Priorities and Outcomes for transport policy over the next 20 years. They were also asked if some of these priorities were more important than others or are they equally important. And more specially, participants reviewed all the policies set out to achieve these outcomes.

Our Vision

We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

Promotes equality
- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all

Takes climate action
- Will adapt to the effects of climate change
- Will help deliver our net-zero target
- Will promote greener, cleaner choices

Helps our economy prosper
- Will get us where we need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

Improves our health and wellbeing
- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

In response to exploring whether this is the right vision which Transport Scotland has set out – it was noted that it would be better to shorten the vision statement to "everybody" to avoid excluding groups, or use "everybody" instead of communities, businesses and visitors. Leaflets outlining the vision and priorities were provided on the discussion day which were very detailed and overall very informative. However, it was recommended that another more accessible leaflet would be useful for young people, with more accessible language throughout.

Overall participants thought the priorities were good, but one of the main points was that a 20 year strategy was too long and it should include key millstone dates so that they have something to work towards. However, the potential of unexpected change in the political landscape was recognised as a barrier to uncertainty. There was a consensus that the

policies were "very vague" and more detail was needed. Climate change, health and wellbeing and economy were suggested as the most important priorities but with climate change being at the forefront. Promoting equality was also cited as being important, specifically with hate crime but participants recognise this couldn't be all Transport Scotland responsibility. It was also noted, how Transport Scotland define 'affordable' as it's a very subjective word. Other participants thought that there should be more information in the Promoting Equality section explaining what inequalities they specifically aim to focus on, besides economic inequality. Many suggested that they are actually all interlinked and the priorities should be presented in a circle to highlight how they crossover.

For the purpose of this discussion day, the policies were placed into the most appropriate priority. However, participants were informed that all policies are cross-sectional and crossover and do not fit specifically into one single policy. One key recommendation in this section is to rename "enablers" to **"actions"** as this term is clearer for young people and the wider public in understanding what Transport Scotland are going to do to achieve these specific outcomes.

Participants reviewed each policy and then as a group placed them on the relevant traffic light: red (don't agree), amber (needs changes) or green (agree), see *figure 1* example below.

> **Are these the right policies to deliver the Priorities and Outcomes of the National Transport Strategy?**
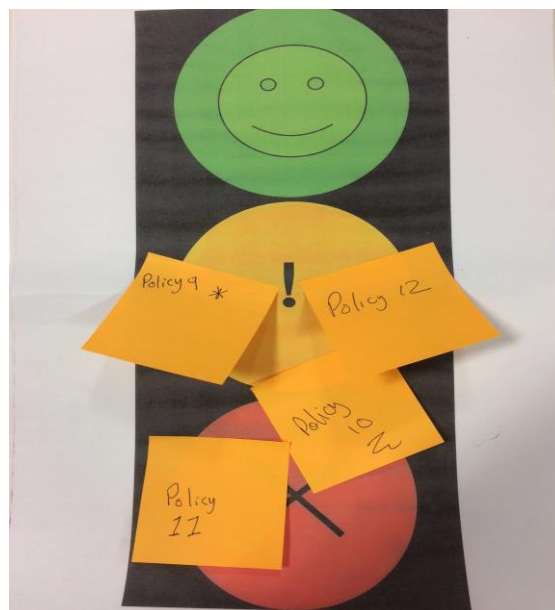> **Are some policies more important than others or are they equally important?**

Figure 1: Traffic light example

Priority 1. A transport system that Promotes Equality

Outcome:

- ➢ Will provide fair access to services we need

- ➢ Will be easy to use for all

- ➢ Will be affordable for all

Policy 9. Improve the quality and availability of information to enable better transport choices.

Action:

1. Support improvements and innovations that enable all to make informed travel choices.

2. Support seamless journeys providing the necessary infrastructure, information and interchange facilities to connect all modes of transport.

3. Ensure that appropriate real-time information is provided to allow all transport users to respond to extreme weather incidents.

Responses:

- ➢ Policy 9 was given an amber traffic light as it was suggested there was no "specific goals" and it was not about people. Accessibility to language was also cited as a barrier. However, Action 3 was highlighted as a positive as this "reduces stress for travellers" and others cited Action 3 as something Transport Scotland "already do this pretty well" but to make sure it is accessible to all groups. It was also suggested to ensure more providers are on Google maps.

- ➢ Other suggestions were for Action 3 to change "real-time" to "live updates" and mention social media explicitly. Also, specify how updates will be received and have better awareness of these options.
- ➢ It was also noted that this priority aims to "help tackle poverty, in particular child poverty." One participant said that this was a "very strong statement of intent and that information should be more specific on how Transport Scotland aim to do this." However, it was suggested that an action that could be taken is to "reduce the barrier of cost that young people face" as one way to support any young people who are experiencing poverty.
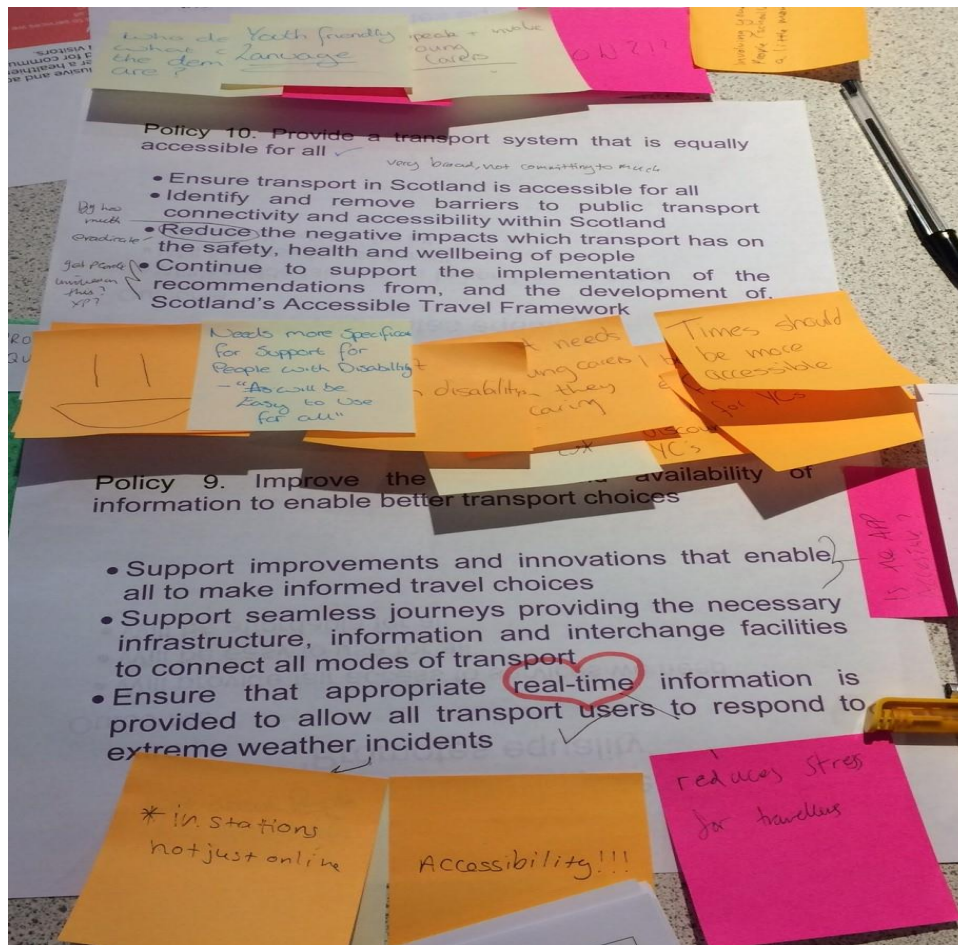
Policy 10. Provide a transport system that is equally accessible for all

Actions:

1. Ensure transport in Scotland is accessible for all
2. Identify and remove barriers to public transport connectivity and accessibility within Scotland
3. Reduce the negative impacts which transport has on the safety, health and wellbeing of people
4. Continue to support the implementation of the recommendations from, and the development of, Scotland's Accessible Travel Framework

Responses;

➢ Policy 10 was also given an amber/red traffic light because it was thought to be "very broad and not committing too much" although the overall policy was cited as

"very important."

➢ Action 1 should include "affordable for all" as well as accessible for all and announcements are not accessible for those with sensory problems. Overall, Action 1 was thought to be vague, it repeats the policy and priority but doesn't say "how" this can be achieved.

➢ It was suggested to work with others to help those with "hidden disabilities" and consider how travel could be discounted for young carers and other groups with specific needs.

➢ For Action 3, it would be good to specify, "by how much you are going to reduce" the negative impacts transport has on safety. Some suggestions regarding safety were "more awareness of British transport Police", "SOS buttons more readily available" and more visibility of "hate crime will not be tolerated signs."

Policy 11. Support the transport industry in meeting current and future employment and skills Needs

Actions:

1. To meet the changing employment and skills demands of the transport industry and up skill workers
2. Support initiatives that promote the attraction and retention of an appropriately skilled workforce across the transport sector.

Responses;

➢ Policy 11 was given a red/amber traffic light as it is "too vague." Participants thought some suggestions could be included – "for example, we will …." So that the public have a clearer understanding.
➢ Action 2, need to clearer on what "initiatives" you mean?
➢ Would be good to mention Living Wage and advertise how you align with this.
➢ "Mention apprenticeships and options to access these jobs"
➢ "Disability and rights-based training" across the sector.

Priority 2. Takes Climate Action

Outcome:

> ➤ Will adapt to the effects of climate change
> ➤ Will help deliver our net-zero target
> ➤ Will promote greener, cleaner choices

Policy 12. Reduce the transport sector's emissions to support our national objectives on air quality and climate change

Action:

1. Facilitate a shift to more sustainable modes of transport for people and commercial transport
2. Reduce emissions generated by the transport system to Improve air quality
3. Reduce emissions generated by the transport system to mitigate climate change
4. Support management of demand to encourage more sustainable transport choices

Responses;

> ➤ Policy 12 was given mostly an amber/green traffic light
> ➤ "Action 1: some train routes cost more than flights – how can we solve this?" But "if the services are good, affordable and accessible, then the shift will come!"
> ➤ "Could Action 2/3 be combined?
> ➤ "Remove the word "mitigate" from Action 3 and change to something else."
> ➤ "Make all transport providers' emissions free by 2025."
> ➤ "Have a specific Action point on active travel."
> ➤ "Action 4 is unclear – use of language could be better."
> ➤ "Action 2: create a specific target goal for the emissions reduced."
> ➤ "More cycle paths, especially to schools and universities" but people are still worried about safety when cycling.
> ➤ "Reduce the amount of flights taken – although this may be difficult."
> ➤ "Update roads so that all may accommodate buses as well, not just cars (e.g. A77)."
> ➤ Emphasize how Transport Scotland is planning to shift transportation services to be more sustainable."

Priority 2. Takes Climate Action

Policy 12 and 13 discussion on climate change.

Policy 13. Plan our transport system to cope with the effects of climate change.

1. Increase resilience of Scotland's transport system to climate change related disruption
2. Ensure the transport system adapts to the projected climate change impacts.

Responses;

➤ Policy 13 was given a mix of an amber and green traffic light. Once again, it was given a green traffic light as participants agree with the overall aim, however it was thought to be "vague" on specific actions.

➤ The wording could be more specific (e.g. climate change → weather and being more specific on how roads and trains could adapt to disruptions).

    o "Make sure to draw up good contingency measures in event of vehicle breakdowns."

    o "The word "cope" indicates that the strategy cannot prevent the effects of climate change – should change to a word that shows that it can, even if it's in a small way."

➤ "Changes should be in advance/preventative rather than in response to."

➤ "Make sure to distinguish the different requirements between rural and urban transportation necessities."

➤ One participant thought the language was designed so transport Scotland don't have to fully commit to the overall goal and this isn't ok."

➤ "Reduce CO2 emissions by creating more eco-friendly options (e.g. better bike system, electric buses, increasing use of biofuels."

➤ Action 2: "Make sure to aim high and not just settle for the minimum, ensure is not a very strong word."

    o "Transportation options have to adapt to ever-changing climate objectives."

    o "Set specific/better fuel efficiency standards."

    o "Could also be elaborated upon so that public see you have clear goals."

➤ "Ban coaches and HGVs from city centres!"

➤ Sometimes better services can lead to more expensive prices, causing affordability inequalities – this is the balancing act when considering new modes of transport and climate change."

Priority 3. Helps our economy prosper

Outcome:

➢ Will get us where we need to get to
➢ Will be reliable, efficient and high quality
➢ Will use beneficial innovation

Policy 1. Continue to improve the reliability, safety and resilience of our transport system

Actions

1. Increase resilience of Scotland's transport system from disruption and promote a culture of shared responsibility
2. Implement measures that will improve perceived and actual security of Scotland's transport system
3. Increase the use of asset management across the transport
4. Increase safety of the transport system and meet casualty Reduction targets

Responses;

➢ Clarify Action 2: Perception should not be the most important thing. What kind of security? E.g. financial, passenger, infrastructure?
➢ Possibly not being accountable enough – "sounds a bit like shifting the blame off of Transport Scotland."
➢ Action 4: what kind of safety? E.g. seatbelts of passengers, violence, etc.? Specify what kind of casualties?
➢ What are the reduction targets?
➢ Privatisation of transport companies makes this difficult
➢ Hard to fully understand - language/simpler wording/needs rewording"
➢ "Social change that makes people feel safer on public transport rather than policy change"

Policy 2. Embed the implications for transport in spatial planning and land use decision making

Actions:

1. Ensure greater integration between transport, spatial planning, and how land is used

2. Ensure that transport assets and services adopt the Place Principle

3. Ensure the transport system is embedded in regional decision making

Responses;

➢ This was given an amber traffic light, some changes needed. Action 1: has to be embedded to allow housing crises to be solved – cannot build more housing without transport links."
➢ Action 1, "make sure it is less disruptive to land – balancing development and infrastructure while protecting the landscapes in specific areas"
➢ Action 2: A short explanation of the Place Principle is needed here. Have an appendix/glossary to explain things?
➢ Action 2: "Make sure locals are involved."
➢ Make the whole thing easier to understand (plain English) for a lay audience.
➢ Action 3: "make sure people can be involved throughout this process by contacting local schools and community groups to be involved."

Policy 3. Integrate policies and infrastructure investment across the transport, energy and digital system

1. Ensure that local, national and regional policies offer an integrated approach across all aspects of infrastructure Investment including the transport, digital, and energy system.

Responses;

➤ Action 1 was given a green traffic light.
➤ More walking paths in between rural and urban areas
➤ National grid: more electric cars infrastructure
   • Electric cars (energy production and grid delivery)
   • Hydrogen production → energy sector, transport infrastructure
➤ Current grid can't cope with increased demand"
➤ Dedicated cycle lanes at a regional level"
➤ "Make sure the environment is the number 1 priority throughout!"
➤ "Digital system → data management across population and use of transport."

Policy 4. Provide a transport system which enables businesses to be competitive domestically, within the UK and internationally

1. Optimise accessibility and connectivity within business-business and business-consumer markets by all modes of transport

2. Ensure gateways to and from domestic and international markets are resilient and integrated into the wider transport networks to encourage people to live, study, visit and invest in Scotland

3. Support measures to improve sustainable surface access to Scotland's airports and sea ports

Responses;

> ➤ Policy 4 was given a red traffic light. Participants thought there was a business objective throughout this policy. "What can be done to balance environmental goals with business and trade development?
> ➤ All three actions need to be more environmentally friendly"
> ➤ Ensure Action 1 is efficiently done"
> ➤ Action 3. Is sustainable? We want it be sustainable from the start!"
> ➤ These policies actions could be shortened – better to use the space to explain in other more complex policies.
> ➤ Brexit implication of this actions.

Policy 5. Provide a high-quality transport system that integrates Scotland and recognises our different geographic needs

Actions

1. Minimise the connectivity and costs disadvantages faced by island communities and those in remote and rural areas

2. Safeguard the provision of lifeline transport services and connections

Responses;

➢ Policy 5 was given an amber/green traffic light and there are clear objectives. Many participants travelled long journeys from rural Scotland and felt very strongly about connectivity as young people.
➢ Action 1: add more ferries and rural buses and provide more subsidies"
➢ "Increase access to rural bus services into the cities – particularly on weekends"
➢ Change the language: "minimise the *costs and connectivity* disadvantages"
➢ "Both actions touch on preventing isolation, if we don't keep people connected it can lead to bigger problems."
➢ "Good idea, but perhaps the 2nd Action point could be emphasized more…?"
➢ "Work with the communities – don't assume how they want things resolved!"
➢ "Like this! Rural communities are more likely to drive because of poor buses/roads, making climate-friendly services unattractive
➢ Ferries: commuter and tourist tickets – could something be done to support commuters in relation to cost?
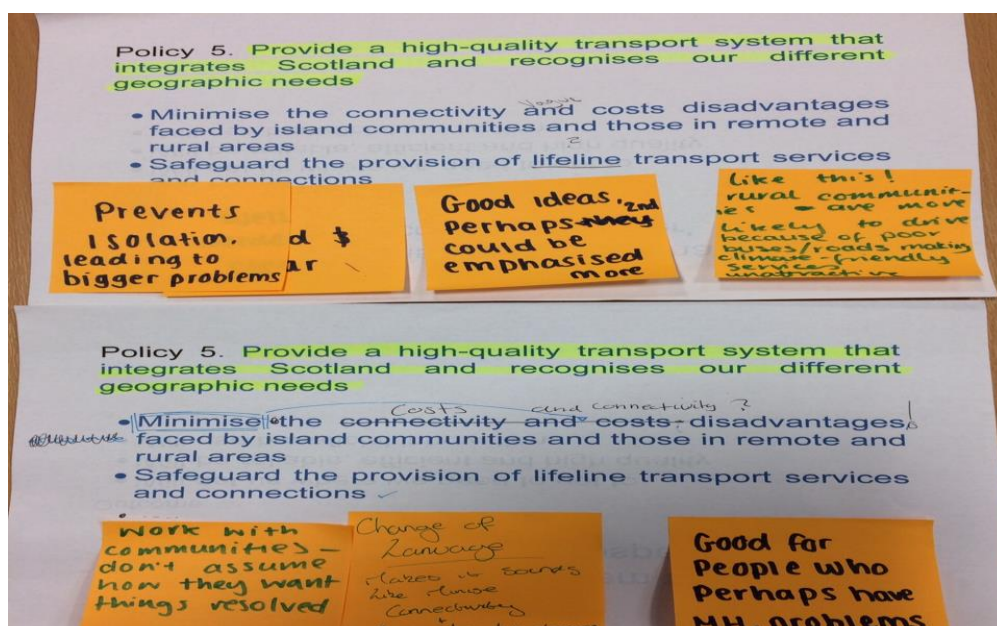
Policy 6. Embrace transport innovation that positively impacts on our society, environment and economy

Action

1. Support Scotland to become a market leader in the development and early adoption of beneficial transport innovations.

Responses

➤ Policy 6 was given a green traffic light but needed more detail on 'what actions' and 'how' this will be done.
➤ More buses around city edges – connecting those to opportunities in the cities.
➤ Hydrogen/biofuel/electric buses and vans
➤ Normalise cycling more and make this the dominant mode of transport instead of cars, especially in the cities.

Policy 7. Improve and enable the efficient movement of people and goods on our transport system

1. Ensure the transport system efficiently manages needs of people and freight

2. Promote the use of space-efficient transport

Action

Responses;

➤ Policy 7 was given mostly an amber traffic light with some giving it a green. Overall, many participants thought "as there were no targets set how will this policy be measured?"
➤ Action 2: minimize number of cars on the road and replace them with buses and trains."
➤ Action 2: space efficient but do not want it to be cramped/overcrowded. Would be good to elaborate on this action.
➤ Action 1: make sure freight (and people) are transported sustainably and reliably. Both surely have different needs.
➤ How can this efficiency be measured?
  o "Currently not measureable due to no targets set"
  o point 1: define the "needs" better

> ➢ Language needs to be more friendly"

Policy 8. Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth

Action

1. Ensure sustainable labour market accessibility to employment locations

2. Ensure sustainable access to education and training facilities

3. Improve sustainable access to healthcare facilities for staff, patients and visitors

Responses;

- ➢ Policy 8 was mostly given a green traffic light however it was thought "the overall policy could be more concise."
- ➢ Make childcare and national transport (e.g. trains and railcards) more affordable
- ➢ First two Actions are too similar or could be amalgamated.
- ➢ Action 2: open university practical courses/better training in general
    - o Create community skills development courses
- ➢ Action 3: stop charging for the use of hospital car parks!"
    - o Bus and train services should be close by to GP surgeries, hospitals, etc.
    - o Increase signs to hospitals and GPs
- ➢ Make the language easier to understand and public friendly "What is sustainable access?" Sustainable has two meanings, which could confuse young people (resources/climate versus economic/income)
- ➢ People may not know what they mean by "labour market"
    - o 'Ensure' and 'improve' → "why do these words differ? Seems unnecessary"
- ➢ Has the potential to decrease/close the attainment gap
- ➢ Create education about climate and ways to change it"
- ➢ "Really like the healthcare goal in particular"
- ➢ Make student travel (near) free, especially during exam periods"
- ➢ Advertise transport industry training on public transport for jobseekers."

Policy 8. Improve access to healthcare, employment, education and training opportunities to generate inclusive sustainable economic growth

- Ensure sustainable labour market accessibility to employment locations
- Ensure sustainable access to education and training facilities
- Improve sustainable access to healthcare facilities for staff, patients and visitors

Wyds th

really like the healthcare goal in particular

Why do these Words differ? Seems unnecessary

has the potential to decrease/ close the attainment gap

Goal overall could be more

'sustainable' has two meanings, which could confuse young people (resources/climat

WHAT IS SUSTAINABLE ACCESS???

27

Priority 4. A transport system that...'Improves our health and wellbeing'

Outcome:

· Will be safe and secure for all

· Will enable us to make healthy travel choices

· Will help make our communities great places to live

Policy 14. Provide a transport system which promotes and facilitates travel choices which help to improve people's health and wellbeing

Action:

1. Promote and facilitate active travel choices across mainland Scotland and islands

2. Integrate active travel options with public transport services

3. Support transport's role in improving people's health and wellbeing

Responses;

- Policy 14 was given mostly amber with some giving it a green traffic light.
- Policy wording: make sure that disabled people can still access transport just as easily, if not more easy
- Action 2: clarify how to integrate active travel options with public transport services
- Action 3: Make sure to specifically include mental health as well and transport options that could improve health"
- Pedestrian only zones, more pavements for walking paths, bike lanes (would need to increase the normalisation of cycling), bike sharing schemes, etc.)
- Must increase low-fume/electric vehicles in order to reduce the amount of fumes we are breathing."
- Actively encourage more carpooling and car-sharing"
- "A youth group in Perth noted they needed good quality street lighting at regular intervals. Same for public parks to ensure safety. Bus shelters with lighting 'makes you feel so much safer."
- "Make a point in the plan on how you are going to evaluate and feedback to people"
- Banning adverts for unhealthy food – like they have done on transport in London"
- "Promotes more people to get outside and walk to these place. Use young people as role models to promote healthy travel e.g. Jamila Jamil, YouTube stars"
- "Promote idea of collective responsibility of health and wellbeing"

Plenary

For the final session of the discussion day, participants were asked 'should local communities be involved in making decisions about transport in Scotland? If so, how could they get involved and what specific issues should they be involved in making decisions?
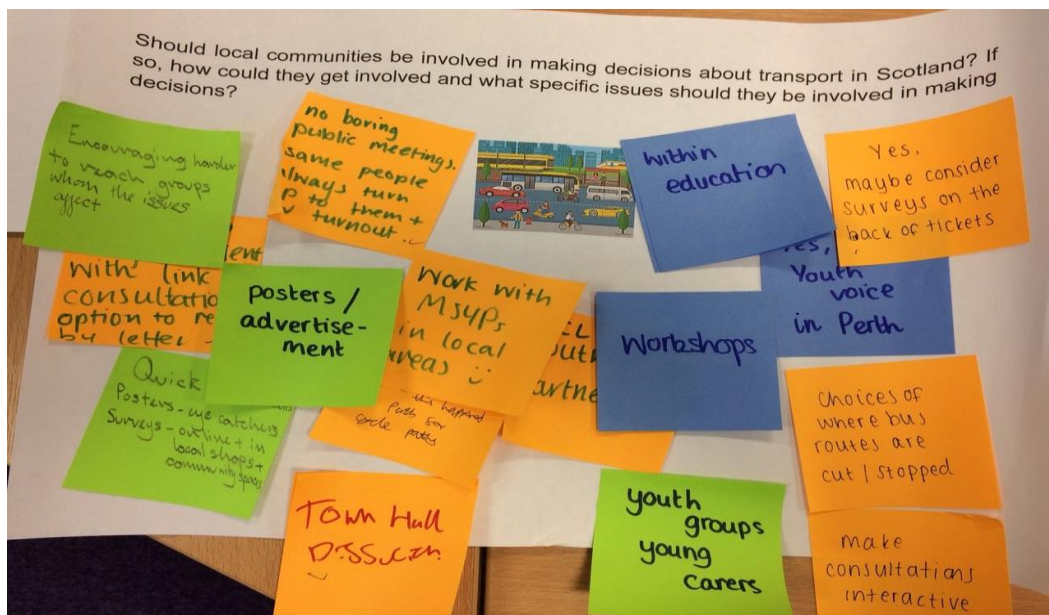
> ➢ All participants agreed that local communities should be involved in decision making about transport in Scotland. Local area partnership including community groups, youth councils and other youth groups. Engagement with communities and involvement of business and how changes may impact them. Over the next 20 years technology will change – take account of this also during any interim planning.

> ➢ Through community councils – however there is an issue with diversity in community councils as there is a lack of young people involved."

> ➢ Continue to consult with all demographics – but for young people you could deliver school lunch clubs, local youth councils, use social media etc."

> ➢ Ongoing community engagement and research and comparison of steps other countries have taken to combat issues is essential. For example, places like Denmark are ahead so watching developments will guide us in a good direction.

> ➢ Changes in technology like the development of battery technology and hydrogen vehicles will alter the plans we are creating right now. Integration of transport,

science, planners, energy industry and urban geographic is essential for the future."

➢ Local communities should have a say in; development of green spaces, park and ride development access, accessibility to hospitals when integrating pedestrian zones, transport involvement as communities increase and how this can be managed.

➢ Other suggested ways of getting involved in decision-making which were cited in SYP All Aboard report are, online surveys, face-to-face engagement and youth forums.

➢ Overall participants agreed communities should be involved in decision making and making this 'meaningful' should be at the heart of this process. As suggested in this report, one way of doing this is ensuring you are closing the participation gap by informing people of what has been taken in to consideration. For example, 'you said and we did' is an effective method which young people said is a way of knowing their views have been taken into account.

For any further information, please contact Mo Whelton, Project Manager, Mo.w@syp.org.uk