



Edinburgh Napier University

National Transport Strategy – an equitable strategy?

Professor Tom Rye

Director, Transport Research Institute

So what to look at

- ▶ Has NTS achieved its objectives – performance since 2006 on some key measures
- ▶ Is transport spending in line with NTS objectives?
- ▶ Focus on one objective: how spend supports social inclusion/social equity

Scottish National Transport Strategy

Number One Priority: Growing Scotland's Economy

Strategic Context

Economic Development Global Markets Climate Change
Sustainable Development Social Justice Health Improvement



National Transport Strategy (NTS) Vision



NTS High Level Objectives

Promote economic growth Improve integration Promote social inclusion
Improve safety of journeys Protect our environment and improve health



NTS Strategic Outcomes

Improved journey times and connections Reduced emissions Improved quality, accessibility and affordability



NTS Indicators to Monitor Progress

As we move down the levels of planning start to think more about specific outcomes



NTS Strategic Outcomes

- Improved Journey Times and Congestion
- Reduced emissions
- Improved quality, accessibility and affordability

Indicators

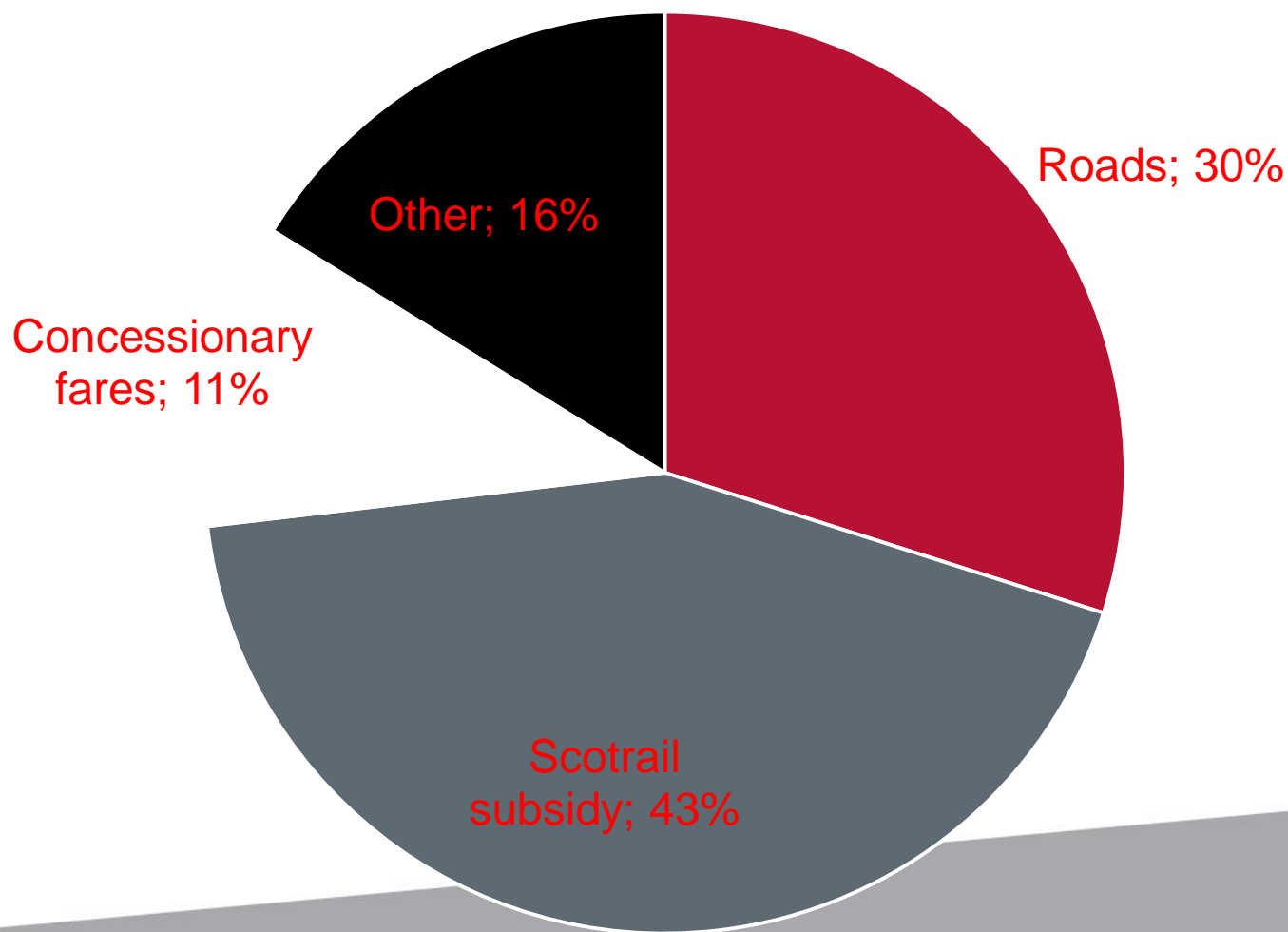
- Congestion – through the existing measure of time lost on trunk roads
- No. of international routes from Scottish airports;
- ScotRail passenger kilometres; and
- Rail punctuality
- Carbon emissions from the transport sector
- Tonnes of carbon saved
- Average distance walked & cycled per person pa.
- Passenger numbers on buses, through lifeline airports and on lifeline ferries
- Satisfaction of bus and rail passengers
- Walking time to nearest bus stop and frequency of the service
- Access to key services



Performance?

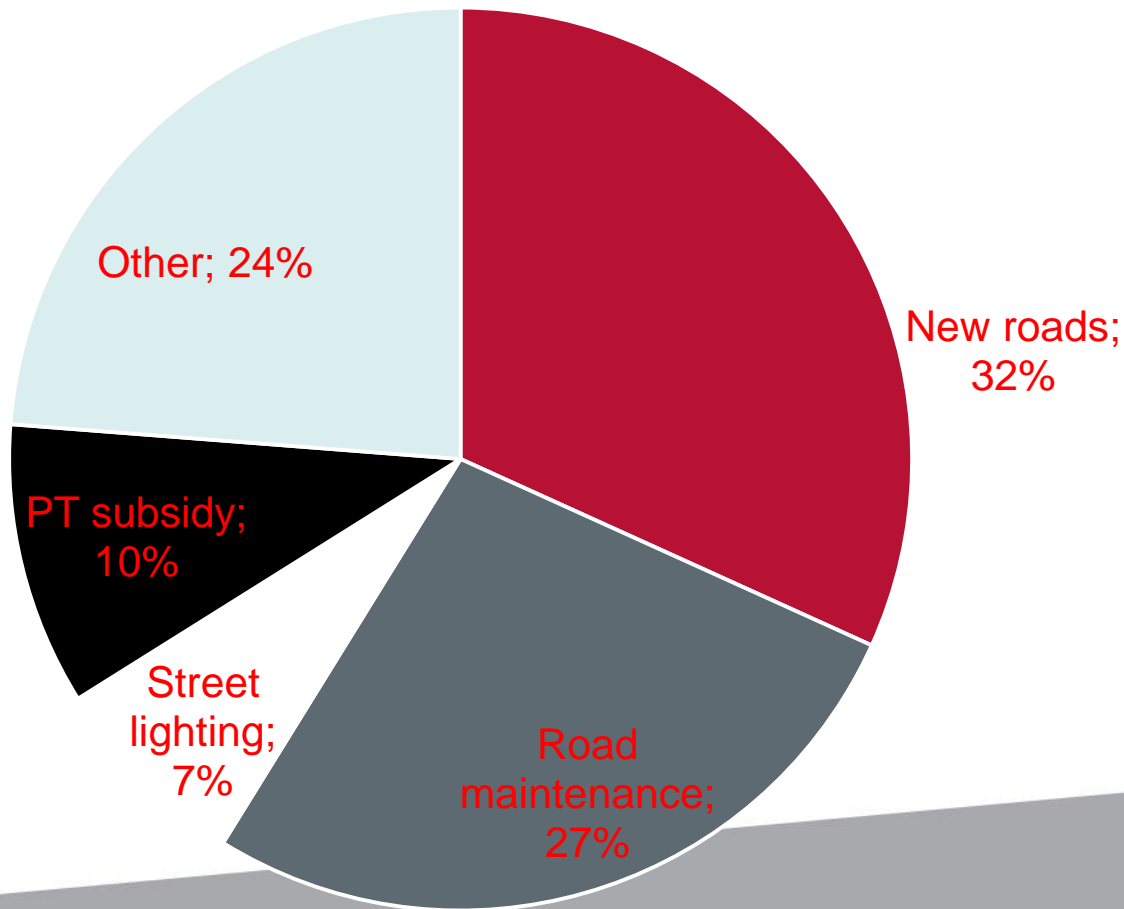
- ▶ Data gathered regularly on only two indicators
- ▶ 2014 11.7% of driver journeys delayed due to congestion - better than in 2006, but on worsening trend
- ▶ 2014 30% of trips to work by PT, on foot or bike – trend stable

Transport Scotland spend 2012/13 cash terms - total £1.8bn



"Other" includes ferries, air subsidies and bus operators' grant

Local Authority transport spend 2012/13 cash terms - total £991m



*"Other" includes traffic management, crossing patrols
and PT investment (mainly Edinburgh tram)*

Affordability

2002-2012:

- ▶ Bus fares rose 20%
- ▶ Rail fares rose 16%
- ▶ Cost motoring stayed constant

Informing decisions.
Shaping policy.

Schemes?



Firstname Surname
7234 2351 3481 7419

ITSO 63416 7345 9451 7468



Who travels how?

(National Travel Survey data, England, 2014)

	Lowest real income level	Second level	Third level	Fourth level	Highest real income level
Trips per person per year by main mode:					
Walk	29%	23%	20%	19%	19%
Bicycle	3%	2%	2%	2%	2%
Car / van driver	28%	37%	44%	48%	47%
Car / van passenger	23%	25%	23%	22%	20%
Other private tspt	1%	1%	1%	1%	1%
Bus and coach	12%	8%	6%	4%	3%
Rail ²	2%	2%	3%	3%	6%
Other public tspt	2%	2%	1%	1%	1%
Total trips all modes	791	867	947	991	1,014

A nice cheap measure for the NTS refresh

- ▶ 2003-2013 fatalities for car travellers fell by over 60%
- ▶ For pedestrians – 20% fall, though walking levels have dropped also



Conclusions on NTS with regard to equity and social inclusion?

- ▶ No data on relevant NTS indicators
- ▶ Poor people walk and take the bus and travel less overall
- ▶ Transport spending focused on big schemes for cars, rail and rail subsidy
- ▶ Even concessionary fares – most benefits to wealthier pensioners
- ▶ Maybe a bit more need to facilitate low cost local measures
- ▶ Therefore hard to see how NTS is promoting social inclusion