

Report to Partnership Meeting 4 February 2022

CONSULTATION

Strategic Transport Projects Review 2

Purpose of Report

This report introduces the Scottish Government consultation on the draft second Strategic Transport Projects Review (STPR2) for Scotland. The review will inform Scottish Ministers decisions on transport investment in Scotland for the next 20 years (2022-2042).

Background and Context

The second Strategic Transport Projects Review (STPR2) will inform transport investment in Scotland for the next 20 years.

STPR2 is one of the Scottish Governments mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2). It forms an important element of how the Government will achieve its commitment to 20% reduction in vehicle kilometres by 2030 and Scotland's net zero greenhouse gas emissions target by 2045 as well as other key policy objectives to address inequalities, improve health and wellbeing and contribute to inclusive economic growth.

STPR2 is the culmination of a three year review by Transport Scotland that identifies how and where they see changes to be made to our transport networks that will encourage more of our:

- shorter everyday trips to be made by walking,
- wheeling and cycling; short to medium-length trips to be made by public transport;
- longer trips to be made by public transport and low emission vehicles.

These choices are built on the foundation of the sustainable investment hierarchy from NTS2 that focuses us firstly on:

- reducing the need to travel unsustainably,
- then maintaining and safely operating existing assets,
- then making better use of existing capacity,
- targeted infrastructure improvements.

This review of the strategic transport network's performance will inform transport investment in Scotland for the next 20 years (2022-2042)

The original scope of STPR2 has also been adapted to consider the COVID-19 pandemic. A Phase 1 report was published in February 2021 focusing on actions that can be taken in the next five years that could help increase sustainable travel and be brought forward to support economic recovery. The final report incorporates and therefore supersedes the Phase 1 recommendations and covers the period from 2022 to 2042.

Strategic Transport Projects Review 2

A copy of the STPR2 summary report can be found at the following link on the Transport Scotland website <https://www.transport.gov.scot/media/50897/summary-report-january-2022-stpr2.pdf> and enclosed as an attachment to the Board reports. All the supporting technical reports which provide further detail and also the impact assessments can be found at <https://bit.ly/3tVJhnd>.

Approximately 14,000 collated ideas were reviewed, creating a long-list of 2,800 options. Further collaboration, sifting, consolidation and review led to 1,400 standalone options being grouped into 80 similar types of options for appraisal against the STAG criteria and key objectives.

STPR2 recommendations are grouped under six themes:

- improving active travel infrastructure
- influencing travel choices and behaviours
- enhancing access to affordable public transport
- decarbonising transport
- increasing safety and resilience on the strategic transport network
- strengthening strategic connections.

Of the 43 recommendations taken forward there are 28 general recommendations which the report states 'provide benefits for individuals, families, communities and businesses across most parts of Scotland.' These include many of the recommendations set out in the phase 1 report last year such as the increased spend on Active travel and roll out of 20mph limits and zones.

The report also identifies a number which apply either specifically to one of the two Regional Transport Working Groups which the HITRANS area falls within or which are more general but will have specific benefits for our area.

These include the following:

2. Active Freeways and Cycle Parking Hubs

STPR2 recommends development of active freeways on high-demand corridors in Scotland's large urban areas, with priority given initially to the larger cities. Comprehensive networks of active freeways would connect outlying neighbourhoods to city or town centres and to key services and popular destinations. Improved local routes such as those provided by connected neighbourhoods, would allow people to readily access active freeways from their homes, schools and workplaces.

15 Highland Mainline Corridor Enhancements

STPR2 recommends a programme of enhancements, which would achieve improvements to journey times and increases in capacity and reliability for passenger and freight services. Additional freight enhancements to increase volumes carried would also be considered where these would lower operational costs and encourage a faster shift from road to rail. These improvements would integrate rail delivery across passenger and freight services.

18. Supporting Integrated Ferry Journeys at Ferry Terminals

STPR2 recommends a detailed review of key ferry terminals to consider the improvements in timetable information, signing, ticketing and facilities required to deliver a seamless journey between different types of public transport to enhance the traveller experience and accessibility at ferry terminals.

24. Ferry vessel renewal and replacement and progressive decarbonisation
STPR2 recommends renewal and replacement of the Clyde and Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS) vessels including progressive decarbonisation by 2045.
29. Access to Argyll (A83)
STPR2 recommends work continues on developing a more reliable route. A preferred corridor has been identified at Glen Croe and five possible route options are being considered with speed of delivery a key criterion for assessment.
32. Trunk Road and motorway network renewal for reliability, resilience and safety
STPR2 recommends continued and increased investment in strengthening of the trunk road and motorway network over and above current maintenance levels. Potential measures would include carriageway and structure schemes as well as other roadside infrastructure, such as signage and safety barriers. This would also include development of integrated transport plans for Fort William and the A90 through Dundee. Where appropriate, these measures may be undertaken in conjunction with and to support STPR2 motorway and trunk road network recommendations related to safety improvements (30) and climate change adaptation (31)
41. Potential Sound of Harris/Sound of Barra fixed links and fixed link between Mull and Scottish mainland
STPR2 recommends that further work is undertaken on business cases to better understand the benefits, costs and challenges associated with these options. These studies would consider the feasibility of replacing existing ferry services currently delivered by CalMac as part of the Clyde and Hebrides Ferry Services (CHFS) contract. These studies would also ascertain the potential savings associated with the public sector subsidies required to operate the ferry services and involve input from communities that may potentially be affected.
42. Investment in port infrastructure to support vessel renewal and replacement and progressive decarbonisation
STPR2 recommends an investment programme in port infrastructure, including power supplies, to support STPR2 recommendation (24) renewal and replacement of the Clyde and Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS) vessels including progressive decarbonisation by 2045.
43. Major station masterplans
STPR2 recommends that station plans and masterplans (including Inverness) are progressed to align with and support the investment priorities of Transport Scotland and Network Rail.
44. Rail freight terminals and facilities
STPR2 recommends that Transport Scotland supports industry partners in carrying out an updated market study for rail freight growth in Scotland (linked to the 2019 industry growth plan) including a review of rail freight terminals/ hubs to confirm how to meet long-term mode shift requirements.

Responding to STPR2 Consultation

A copy of the Consultation form is attached as an appendix to this report. Transport Scotland are also developing text and a presentation for each Regional Transport Working Group that we hope to be able to share with you at the Partnership Meeting on 4th February and provide an opportunity for Members to discuss HITRANS response.

The consultation is open until 15th April 2022. However, HITRANS Officers will look to prepare a draft response to Members in time for a final response to be submitted to Transport Scotland in advance of the purdah period leading up to the Local elections in May.

RTS Delivery

Impact - Positive

Comment – The policies outlined in these key policy document will underpin the prioritisation of the projects within the RTS Delivery Plan

Policy

Impact - Positive

Comment – These policy documents provide a detailed and coordinated framework of policies at a national level

Financial

Impact – Positive

Budget line and value – No direct impact but the policies and priorities will provide a focus for future Business Plans

Equality

Impact – Positive

Comment – Reducing Inequalities is one of the key priorities of the updated National Transport Strategy .

Recommendation

Members are invited to:

1. Note the Report
2. Review the STPR2 report and consultation
3. Consider those priorities for HITRANS in responding to the Consultation
4. Approve the preparation of a draft response by Officers for Members to comment upon
5. Delegate responsibility for submitting HITRANS final response to HITRANS Chair and Partnership Director.

Report by: Neil MacRae
Designation: Partnership Manager
Date: 27th January 2022

Annex A: 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:

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:

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.

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?

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
Recommendations (1-5):						
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?

	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
Recommendations (1-5):					
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.

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?

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
Recommendations (6-10):						
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?

	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
Recommendations (6-10):					
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.

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?

	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
Recommendations (11-23):					
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

4. Decarbonising Transport

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

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
Recommendations (24-28):						

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?

	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
Recommendations (24-28):					
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

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?

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
Recommendations (29-38):						
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?

	High Priority	Medium Priority	Low Priority	Do not support this recommendation	Don't Know / No Opinion
Recommendations (29-38):					
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

6. Strengthening Strategic Connections

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

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
Recommendations (39-45):						
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?

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
Recommendations (39-45):						
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

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:			
<input type="checkbox"/> Child poverty			
<input type="checkbox"/> Affordability of transport			
<input type="checkbox"/> Access to transport			
Transport as an enabler of inclusive economic growth			
Providing a safe transport system			
Providing a reliable and resilient transport system			

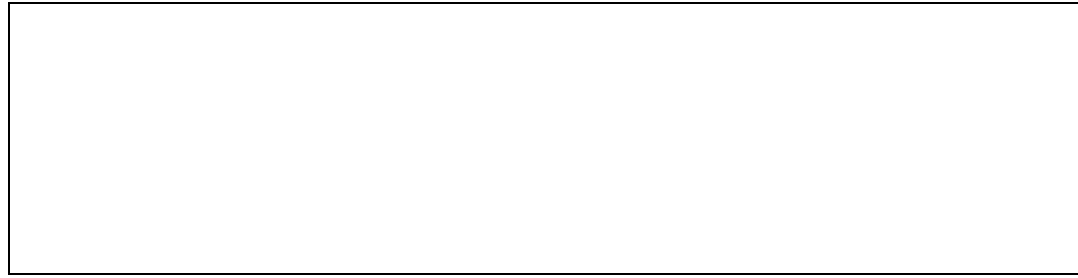
Q35. Prior to this consultation were you aware of the Scottish Government policy documents to which STPR2 aligns with and supports?

	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?



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 If Yes is

selected, please provide details here:

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

If Yes is selected, please provide details here:

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**

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

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

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