STPR2 Consultation – Response from SCDI

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:

While it was to be expected that the COVID-19 pandemic would delay work, the process has taken too long. This has held back the development of projects, including the business case for high speed rail links between HS2 and central Scotland, and some regional and local projects. There has been some lack of clarity for stakeholders about what has been in and out of scope with changes seemingly made late in the process.

Following the publication of the draft STPR2, it is still uncertain how transport investment will be directed towards some rural, remote and island areas that are not currently part of STPR2 recommendations to achieve the outcomes in NTS2.

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:

The breakdown provided of projects and initiatives illustrates an approach that took account of a wide range of views from across Scotland. There are some notable nation-wide sectors whose concerns are not sufficiently addressed, however. For example, little specific attention given to the infrastructure required to handle the increasing number of tourists to Scotland's rural regions during peak seasons.

While there was a commendable recognition in the process that each region of Scotland has different needs, it is less clear to see how those regional needs have translated into specific commitments and actions in all areas. In the final paper, a regional and national approaches appear to have been combined to form the final recommendations which has led to national interpretations of regional needs. In addition some regional projects deemed formerly to have been within the scope of STPR2, and thus delayed, seem to have been taken out of scope at a late stage. This has caused confusion in planning and risks delays in delivery of key local projects.

Greater illustration of what steps will be taken where, and with what resources, is needed for a more meaningful discussion with local and regional stakeholders.

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.

SCDI was involved in the early engagement on STPR2. We would have welcomed more engagement with stakeholders, including businesses, but appreciate the challenges caused by the COVID-19 pandemic. Our members report opportunities to comment, but some lack of transparent about how their comments were influencing the work.

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	X					
2. Active freeways	X					
3. Village-town active travel connections		X				
4. Connecting towns by active travel		X				
5. Long distance active travel network		X				

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	X				
2. Active freeways	X				
3. Village-town active travel connections		X			
4. Connecting towns by active travel		X			
5. Long distance active travel network		X			

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.

It may be more helpful to describe these as short, medium, and long term priorities. The aim should be the develop of a network which will take time. It makes sense to start with those parts which will have the most immediate impact on outcomes.

Active and sustainable travel connecting people, learning, and jobs will be pivotal to the success of 20-minute neighbourhoods. In the Blueprint we called for Active Freeways, pedestrianisation in city centres, improvements to active travel and public transport, and (after the introduction of Low Emission Zones in major cities) work with local businesses and third sector organisations on plans for car-free city centres.

While welcome, many of the recommendations read as policy approaches rather than specific interventions for delivery. This reflects a wider concern with STPR2.

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		X				
7. Changing road user behaviour	X					
8. Increasing active travel to school		X				
9. Improving access to bikes		X				
10. Expansion of 20mph limits and zones	X					

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		X			
7. Changing road user behaviour	X				
8. Increasing active travel to school		X			
9. Improving access to bikes		X			
10. Expansion of 20mph limits and zones	X				

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 agree with the recommendations but have concerns that STPR2 is unclear about where the step-up in delivery of such a shift is going to come from.

In our Blueprint, we proposed were flexible season ticketing options for hybrid home-office working, more demand responsive services and more local mobility hubs. We think that Scotland should aspire to being the most bike-friendly country in Europe and commit to long-term funding to develop and maintain the required infrastructure.

There is a window of opportunity to reconfigure the travel choices of the public as workers across Scotland return to their places of work at a time when the costs of driving are high. This is a chance for government and industry to encourage people to re-think how they return to work through incentivising public transport. At the same time some people are wary of travelling on busy public transport and public transport services have been reduced due to falling demand and pressures on budgets.

Travel choices on any form of public transport are linked to availability and affordability of the journeys people want to make. Both will have to be attractive to entice many more people from their car and take advantage of the other strengths of public transport such as the ability to work or watch entertainment. STPR2 should set out actions to influence travel choices in the short-term before the window closes.

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	X					
12. Edinburgh & South East Scotland Mass Transit	X					
13. Aberdeen Rapid Transit	X					

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

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	X				
12. Edinburgh & South East Scotland Mass Transit	X				
13. Aberdeen Rapid Transit	X				
14. Provision of strategic bus priority measures	X				
15. Highland Mainline rail corridor enhancements	X				
16. Perth-Dundee-Aberdeen rail corridor enhancement	X				
17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement	X				
18. Supporting integrated journeys at ferry terminals	X				
19. Infrastructure to provide access for all at railway stations	X				
20. Investment in DRT and MaaS	X				
21. Improved public transport passenger interchange facilities	X				
22. Framework for delivery of mobility hubs	X				
23. Smart, integrated public transport ticketing	X				

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

Some of these recommendations featured in STPR1 in 2008 and have yet to be delivered fully. There should not be further delays as newer projects are developed and start to be delivered.

These recommendations are all priorities over a 20-year time horizon. It may again be better to think about some as short, medium or long-term deliverables. Some of them are regional and would have a transformational but regionally-focussed impact; some are national and would have a less transformational impact on any one place but a significant national impact.

The title of this theme significantly underplays the impact of many of the projects on the economy, society and environment. Some of them would have a catalyse significant investment. There is a need to fully appraise wider benefits which this title does not.

SCDI was a member of the Glasgow Connectivity Commission and welcomes the inclusion of the Clyde Metro. The Commission agreed that Phase 1 of the Metro should be a link between the city centre and Glasgow Airport. STPR2 should deliver this link as a high priority.

For many island and remote communities across Scotland, a ferry service or air service performs a similar function as a local bus or rail service. The recommendation on improving public transport passenger interchange facilities should, therefore, also include ferry and air service interchanges, particularly for local transport in these areas of Scotland.

There is no clear delivery framework / revenue funding set out for supporting public transport authorities with MaaS and DRT schemes. The final STPR2 should address this omission.

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	X					
25. Rail decarbonisation	X					
26. Decarbonisation of bus network	X					
27. Behaviour change and modal shift for freight	X					
28. Zero emissions vehicles and infrastructure transition	X					

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	X				
25. Rail decarbonisation	X				
26. Decarbonisation of bus network	X				

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
27. Behaviour change and modal shift for freight	X					
28. Zero emissions vehicles and infrastructure transition	X					

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

SCDI's 2030 Blueprint support Transport Scotland plans for:

- Decarbonisation of Scotland's rail services by 2035
- Phasing out of the need to buy petrol and diesel engine cars and vans by 2032
- Enhancing the capacity of the electric vehicle charging network
- Introducing Low Emissions Zones in Scotland's four largest cities
- Creating a long-term investment plan for new ferry vessels and ports

As such we welcome the steps detailed in this area.

While supporting plans for battery and hydrogen powered trains where these make more sense economically and will provide resilient low carbon rail services, SCDI believes that the rail network should be electrified using Overhead Line Equipment as indicated in the Rail Service Decarbonisation Action Plan. Electrification of routes should take place in association with speed and capacity improvements where possible to maximise the attractiveness of modal shift from cars.

There is a long overdue need for a rolling programme for replacement of ferry vessels. These replacements should not simply replace like with like. These is a need to consult with communities on what they want and take into account the larger size of vehicles. The replacement and decarbonisation of vessels should be linked to improvements to port and harbour infrastructures, and local opportunities to generate and store low carbon energy.

SCDI has also supported the aim for Highlands and Islands to become the world's first zero emission aviation region. This will protect connectivity and is also an innovation opportunity.

We would also like to see more emphasis on improvements to the charging network for Electric Vehicles, as this remains an urgent priority in Scotland reaching its climate targets.

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	X					
30. Trunk road and motorway safety Improvements	X					

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

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	X				
30. Trunk road and motorway safety Improvements	X				
31. Trunk road and motorway network climate change adaption and resilience	X				
32. Trunk road and motorway network renewal for reliability, resilience and safety	X				
33, 34, 35 Enhancing Intelligent Transport Systems	X				
36. Strategy for improving rest and welfare facilities for hauliers		X			
37. Improving active travel on trunk roads through communities		X			
38. Speed management plan		X			

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

> We welcome the inclusion of alternative access to Argyll and Bute due to the regular landslides on the A83. Speed of delivery is a key criterion for assessment, but the decision should also ensure a long-term decision and optimise the economic benefits.
>
> Tourism and commercial traffic must co-exist for economic development in Scotland's regions, but infrastructure such as laybys is currently insufficient for the volume of traffic, in particular for HGVs. This needs to be addressed to strengthen the resilience and safety of traffic flows, and the businesses which rely on them, including freight transportation to ferry ports and other locations where there are no alternative routes.
>
> We welcome the proposed detailed audit and review of rest and welfare facilities for hauliers. There is a need to improve the attractiveness of the industry given the issues caused by a shortage of drivers and address local disruptions due to a lack of facilities.

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	X					
40. Access to Stranraer and ports at Cairnryan	X					
41. Potential fixed links in Outer Hebrides and Mull			X			
42. Investment in port infrastructure	X					
43. Major station masterplans	X					
44. Rail freight terminals	X					
45. High speed and cross Border rail enhancements	X					

Q31. Which of these recommendations would you prioritise to 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	X					
40. Access to Stranraer and ports at Cairnryan	X					
41. Potential fixed links in Outer Hebrides and Mull			X			
42. Investment in port infrastructure	X					
43. Major station masterplans	X					
44. Rail freight terminals	X					
45. High speed and cross Border rail enhancements	X					

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:

We welcome the inclusion of high speed rail between central Scotland and the north of HS2. SCDI has been working with Transport Scotland and other business and civic stakeholders for over 10 years to make the case for high speed and upgraded lines. The Scottish and UK governments made a joint commitment in early 2016 to reduce journey times to three hours or less between both Edinburgh and Glasgow and London. The First Minister made commitment to progress the business case in late 2017, including the opportunity to reduce journey times between Edinburgh and Newcastle to less than one hour. Following the completion of a study on engineering options on the west and east coasts, there has been no progress in the last three years pending the results of STPR2. With confirmation that HS2 will reach Manchester, there remains the risk that Scotland will be relatively further from London. Journey times of three hours would also attract modal shift from planes which would help to deliver the UK and Scottish Governments' climate change targets. SCDI recommends that work on the business case is now immediately progressed. There is also a need to implement station masterplans to accommodate high speed rail services on HS2 and future upgrades in Glasgow Central and Edinburgh Waverley, and other services.

Recommendations on cross-border connections, including access to Stranraer and ports at Cairnryan and rail and road infrastructures, should be joined-up with the recommendations of the Union Connectivity Review. The Scottish and UK governments should take forward funding of improvements on both sides of the border.

While there have been reductions in passenger rail travel, rail freight has held up well. With more capacity on routes at present, there may be the potential to increase rail freight through growth in existing and new markets, especially as businesses decarbonise their supply chains and more of rail network is electrified. We welcome the commitment to review development of public and private sector infrastructures.

It is disappointing that there is no recognition of the importance of strategic connections to the major ports in the North East of Scotland, nor the value / time critical nature of freight moved on this regions. The provision of ferries and ships, both for the movement of goods and people, requires a review with a long-term outlook towards making routes and timetables work for communities and businesses.

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	X		
Decarbonising transport	X		
Reducing car use	X		
Encouraging greater walking, wheeling and cycling	X		
Addressing inequalities, such as:	X		
• Child poverty	X		
• Affordability of transport	X		
• Access to transport	X		
Transport as an enabler of inclusive economic growth	X		
Providing a safe transport system	X		
Providing a reliable and resilient transport system	X		

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)	X		
National Planning Framework (NPF4)	X		
Climate Change Plan Update & Route Map	X		
Infrastructure Investment Plan	X		
Just Transition	X		
Cleaner Air for Scotland 2 & Delivery Plan	X		
National Performance Framework	X		

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?

No comments.

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**

N/A

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

N/A

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

N/A

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

N/A

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 <u>Business / Organisation</u>?

Business / Organisation: Scottish Council for Development and Industry

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.

SCDI
Brunswick House,
51 Wilson Street,
Glasgow
G1 1UZ

Please provide your email address: angus.robertson@scdi.org.uk

What is your Local Authority Area?

City of Glasgow

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

Yes

Transport Scotland would like your permission to publish your consultation response. Please indicate your publishing preference:

☒ 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