



Strategic Transport Projects Review 2 – Final Report

Date of meeting 16 December 2022

Date of report 8 December 2022

Report by Chief Executive

1. Object of report

The object of this report is to inform the Partnership of the publication of the second Strategic Transport Projects Review (STPR2) final report by Transport Scotland.

2. Background

Further to earlier reports¹, members will recall that the STPR2 will inform national transport investment decision-making in Scotland for the next 20 years (2022-2042) through making a series of evidence-based recommendations. In doing so, the STPR2 seeks to help deliver the vision, priorities and outcomes of the National Transport Strategy (NTS). Following a development process over recent years, Transport Scotland launched a three-month consultation on the proposed final recommendations of STPR2 on 20 January 2022 and SPT's response to the consultation was approved by the Partnership in March 2022².

It is worth highlighting that SPT was heavily involved in developing the STPR2, including through responding to earlier consultations; membership of the Argyll & Bute and Ayrshire & Arran regional transport working groups; chairing the Glasgow City Region group; and through meetings of the Strategic Transport Group. Furthermore, in relation to the development of the Clyde Metro proposal, SPT has also participated at officer level in various groups in that regard.

3. Outline of proposals

The STPR2 final report was published by Transport Scotland on 8 December 2022 and makes 45 recommendations to improve transport across Scotland, grouped around six key 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; and
- Enhancing strategic connections.

In relation to the SPT area, STPR2 recommendations relevant to the Argyll & Bute, Ayrshire & Arran, and Glasgow City Regions are noted below.

¹ https://www.spt.co.uk/media/rjif3nv1/sp180222_agenda8.pdf

² https://www.spt.co.uk/media/kaohp12w/p180322_agenda11.pdf

3.1. Argyll & Bute

Recommendations specific to the Argyll & Bute Region:

- Access to Argyll (A83)
- Potential Sound of Harris, Sound of Barra Fixed Links and Fixed Link Between Mull and Scottish Mainland

Recommendations applicable to multiple regions, but will have a particular benefit for the Argyll & Bute Region:

- Supporting integrated journeys at ferry terminals
- Ferry Vessel Renewal and Replacement and Progressive Decarbonisation
- Investment in Port Infrastructure to Support Vessel Renewal and Replacement and Progressive Decarbonisation
- Rail Freight Terminals and Facilities

3.2. Ayrshire & Arran

Recommendation specific to the Ayrshire & Arran Region:

- Access to Stranraer and the Ports at Cairnryan

Recommendations applicable to multiple regions, but will have a particular benefit for the Ayrshire & Arran Region:

- Supporting Integrated Journeys at Ferry Terminals
- Ferry Vessel Renewal and Replacement and Progressive Decarbonisation
- Investment in Port Infrastructure to Support Vessel Renewal and Replacement and Progressive Decarbonisation
- Rail Freight Terminals and Facilities

3.3. Glasgow City Region

Recommendation specific to the Glasgow City Region:

- Clyde Metro

Recommendations applicable to multiple regions, but will have a particular benefit for the Glasgow City Region:

- Active Freeway and Cycle Parking Hubs
- Edinburgh/Glasgow - Perth/Dundee Rail Corridor Enhancements
- Supporting Integrated Journeys at Ferry Terminals
- Ferry Vessel Renewal and Replacement and Progressive Decarbonisation
- Investment in Port Infrastructure to Support Vessel Renewal and Replacement and Progressive Decarbonisation
- Major Stations Masterplan
- Rail Freight Terminals and Facilities
- High Speed and Cross Border Rail Enhancements

3.4. In launching the final report, Transport Scotland published a wide range of documentation in relation to STPR2, including a report on the consultation earlier in 2022, summary report, technical reports and reports on statutory assessment processes such as Strategic Environmental Assessment.

- 3.5. The wide range of proposed STPR2 interventions across the SPT area seem very positive, particularly the Clyde Metro. Officers will review the final report's proposals in detail, seeking to ensure that cumulatively they deliver the best outcomes for the west of Scotland and meet both the aspirations of SPT and our constituent councils. The future of bus across the region, rural transport access, access for deprived areas, reducing car use and growing public transport patronage and active travel use will be key considerations in that regard.
- 3.6. The STPR2 final report and associated documentation contains no information on costs, timeline and delivery programme, but Transport Scotland has advised that their focus is now on developing the STPR2 Delivery Plan. It is expected that the Delivery Plan will give more detail on the delivery aspects of the first five years of the STPR2, costs for each recommendation, timelines and lead and partner bodies for each proposal. Officers will engage with Transport Scotland in regards to the Delivery Plan in seeking to ensure a strong role for SPT, and will update the Partnership on the Delivery Plan as and when it is published in 2023.

4. Conclusions

The publication of the STPR2 final report marks the culmination of several years' work by Transport Scotland and organisations such as SPT who supported the development process. The outcome for the west of Scotland looks very positive, but SPT await the publication of the STPR2 Delivery Plan in early 2023 to see more detail on prioritisation, budgets, timescales and lead/partner bodies for each proposal, particularly in relation to SPT taking a lead role in the delivery of some elements of the STPR2. Officers will update the Partnership on the Delivery Plan when it is published.

5. Partnership action

The Partnership is recommended to note the contents of this report.

6. Consequences

Policy consequences	<i>The STPR2 has been developed in line with the National Transport Strategy and the developing new RTS.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>Statutory processes in relation to equalities groups have been undertaken in developing the STPR2.</i>
Risk consequences	<i>None at present.</i>
Climate Change, Adaptation & Carbon consequences	<i>The STPR2 will have significant implications in terms of achieving national, regional and local targets in relation to carbon reduction and climate change.</i>

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