Committee report

SPT

Transport Scotland - Strategic Transport Projects Review 2 - Consultation

Committee   Strategy and Programmes

Date of meeting 18 February 2022   **Date of report**   2 February 2022

Report by Chief Executive

1. Object of report

The object of this report is to inform the Committee of a consultation by Transport Scotland (TS) on the draft recommendations of the second Strategic Transport Projects Review (STPR2).

2. Background

2.1   Further to earlier reports[1], 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 the last three years, Transport Scotland launched a three-month consultation on the proposed final recommendations of STPR2 on 20 January 2022[2].

2.2   It is worth highlighting that SPT has been 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[3]. Further, In relation to the development of the Clyde Metro proposal, SPT has also participated at officer level in various groups in that regard. The Clyde Metro proposal is the subject of a separate report to this Committee.

3. Outline of proposals

3.1   The STPR2 makes 45 recommendations to improve transport across Scotland, grouped around six key themes:

- Improving active travel infrastructure;

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[1] Section 3.1.4, https://www.spt.co.uk/media/lq2cl0yr/sp261121_agenda10.pdf , and further reports.
[2] STPR2 Summary Report: https://www.transport.gov.scot/publication/summary-report-january-2022-stpr2/#fourth-header . STPR2 Draft Technical Report: https://www.transport.gov.scot/publication/draft-technical-report-january-2022-stpr2/ . STPR2 interactive project pages: https://experience.arcgis.com/experience/925294035a8f4ad39248fd0ff47249f6/
[3] STG members are the Director of Transport Strategy & Analysis of Transport Scotland, and the Chief Executives of SPT and Glasgow City Council.

- 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.

3.2 In relation to the SPT area, STPR2 recommendations relevant to the Argyll & Bute, Ayrshire & Arran, and Glasgow City regions are noted below. For ease of reference to STPR2 documentation, the number in brackets below next to each recommendation relates to which of the 45 STPR2 recommendations it refers:

3.2.1 Argyll & Bute

Recommendations specific to the Argyll & Bute Region:

- (29) Access to Argyll (A83)
- (41) 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:

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

3.2.2 Ayrshire & Arran

Recommendation specific to the Ayrshire & Arran Region:

- (40) Access to Stranraer and the Ports at Cairnryan

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

- (18) Supporting Integrated Journeys at Ferry Terminals
- (24) Ferry Vessel Renewal and Replacement and Progressive Decarbonisation
- (42) Investment in Port Infrastructure to Support Vessel Renewal and Replacement and Progressive Decarbonisation
- (44) Rail Freight Terminals and Facilities

3.2.3 Glasgow City Region

Recommendation specific to the Glasgow City Region:

- (11) Clyde Metro

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

- (2) Active Freeway and Cycle Parking Hubs

- (17) Edinburgh/Glasgow - Perth/Dundee Rail Corridor Enhancements
- (18) Supporting Integrated Journeys at Ferry Terminals
- (24) Ferry Vessel Renewal and Replacement and Progressive Decarbonisation
- (42) Investment in Port Infrastructure to Support Vessel Renewal and Replacement and Progressive Decarbonisation
- (43) Major Stations Masterplan
- (44) Rail Freight Terminals and Facilities
- (45) High Speed and Cross Border Rail Enhancements

3.3   In launching the consultation, Transport Scotland published a wide range of documentation in relation to STPR2, including a summary report, technical reports and reports on statutory assessment processes such as Strategic Environmental Assessment. Officers are in the process of reviewing the STPR2 proposals in detail with a view to presenting a proposed draft response to the consultation for approval by the Partnership in March.

3.4   The wide range of proposed STPR2 interventions across the SPT area seem broadly positive, although given the scale, coverage and interaction of the proposals, officers will continue to review these in detail in seeking to ensure that, cumulatively, they deliver the best outcomes for the west of Scotland, are in line with the developing new Regional Transport Strategy (RTS), and meet the aspirations of our constituent councils. 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. Specifically, the future of bus services across the region, how they interact with the Clyde Metro proposals, and the role they are to play within that proposal, will be given specific focus.

3.5   On completion of the consultation on 15 April, Transport Scotland will review the responses to the consultation and take them into account in developing and publishing an STPR2 Delivery Plan 2022-2042 by Autumn 2022.

4. Conclusions

The launch of the consultation on the STPR2 draft recommendations marks the culmination of significant work by TS and partners, including SPT, over recent years. Potentially, if delivered, the STPR2 proposals could have a transformational impact on how the people and communities of the west of Scotland travel in future. SPT has a key role to play in helping take STPR2 towards delivery, and officers continue to take account of the STPR2 in development of the new RTS, remain in discussions with TS and other partners in regards to next steps, and are preparing a draft response to the consultation which will be presented to the Partnership in March for approval.

5. Committee action

The Committee is recommended to note this report.

6. Consequences

Policy consequences	*The STPR2 has been developed in line with the NTS and the developing new RTS continues to take into account as work progresses.*
Legal consequences	*None at present.*
Financial consequences	*None at present.*
Personnel consequences	*None at present.*
Equalities consequences	*Statutory processes in relation to equalities groups have been undertaken in developing the STPR2.*
Risk consequences	*None at present.*

Name	**Neil Wylie**		**Name**	**Valerie Davidson**
Title	**Director of Finance & Corporate Support**		**Title**	**Chief Executive**

For further information, please contact *Bruce Kiloh, Head of Policy and Planning at* bruce.kiloh@spt.co.uk*.*