

Transport Scotland Strategic Transport Projects Review – Update

Committee Strategy and Programmes

Date of meeting 19 February 2021

Date of report 3 February 2021

Report by Chief Executive

1. Object of report

The object of this report is to provide an update on Transport Scotland's second Strategic Transport Projects Review (STPR2), specifically its Phase 1 recommendations and progress on Phase 2.

2. Background

- 2.1 Further to previous reports¹, members will recall that the STPR2, which is being led by Transport Scotland (TS), will inform transport investment in Scotland for the next 20 years and is intended to help deliver the vision, priorities and outcomes of the second National Transport Strategy (NTS2), and will complement others such as the Infrastructure Investment Plan, National Planning Framework 4, and Climate Change Plan update. As a result of Covid-19, TS restructured the STPR2 into two phases. Phase 1 will focus on the short-term (up to 5 years) with a view to identifying interventions which can be accelerated to support a green economic recovery from Covid-19, and also those which embed, support and extend any increase in travel by sustainable travel modes, including positive behaviour change seen during the pandemic. Phase 2 will complete the review and report in Autumn 2021, giving Scottish Ministers a programme of potential transport investment opportunities for the period 2022-2042.
- 2.2 Members will further recall the workshop held with TS's STPR2 team in January 2020 to garner the Partnership's views on strategic issues and potential interventions for the west of Scotland through the STPR2. At officer level, Regional Transport Working Groups (RTWG) were established by TS to provide a forum for discussion and feedback on the content and process of STPR2. The regional areas for each RTWG were defined by TS and SPT chairs the Glasgow City Region group and is a member of those established for Ayrshire & Arran and Argyll & Bute.

3. Outline of proposals

- 3.1 On 3 February 2021, TS published a range of STPR2 documents covering Phase 1 recommendations² and Phase 2. The following sections summarise key points from the STPR2 publications.

¹ Section 3.1.3 of this report: http://www.spt.co.uk/documents/latest/SP201120_Agenda8.pdf

² <https://www.transport.gov.scot/publication/update-and-phase-1-recommendations-february-2021-stpr2/>

3.2 STPR2 Phase 1: Recommendations

The outcome of STPR2 Phase 1 is that twenty interventions are recommended for early progression. TS emphasise that the support of partners will be essential in taking these forward and for delivery. Grouped under eight themes, the twenty interventions³ are noted in Figure 1 below:

Figure 1: STPR2 Phase 1 themes and recommendations

Supporting smart and sustainable travel across Scotland	National measures that will support active and sustainable travel choices and placemaking principles	<ol style="list-style-type: none"> 1. Development and delivery of Active Freeways 2. Expansion of 20mph zones 3. Influencing travel choices
Creating smart and sustainable towns and villages	Packages of sustainable transport improvements to enhance attractiveness and sustainability of our towns and villages	<ol style="list-style-type: none"> 4. Transport's contribution to placemaking principles in neighbourhoods 5. Guidance and framework for delivering mobility hubs
Improving accessibility in rural and peripheral areas and for vulnerable groups	Improved public transport offering where fixed timetable services do not satisfactorily cover the needs of individuals, including consideration of demand responsive travel	<ol style="list-style-type: none"> 6. Investment in Demand Responsive Transport and Mobility as a Service
Transforming Cities	Measures that will support active and sustainable travel alongside placemaking principles in Scotland's seven cities to help transform cities and neighbourhood centres	<ol style="list-style-type: none"> 7. Reallocation of roadspace for active travel 8. Enhancing facilities at major rail stations (Rail Station Redevelopment) 9. Development of Glasgow Metro & Edinburgh Mass Transit strategies
Enhancing public transport provision	A range of measures to improve the accessibility and reliability of public transport and stimulate a sustainable recovery post COVID-19	<ol style="list-style-type: none"> 10. Reallocation of roadspace for buses 11. Supporting integrated journeys at ferry terminals 12. Infrastructure to provide access for all at rail stations
Supporting transition to low-carbon transport	Measures that will increase the development and further transition of Scotland's transport fleet to low carbon	<ol style="list-style-type: none"> 13. Investment in low carbon and alternative fuel transport systems 14. Delivery of Rail Decarbonisation Programme (Phase 1)
Supporting a viable freight industry	Measures to improve conditions for the freight and haulage industry to deliver a modal shift	<ol style="list-style-type: none"> 15. Strategy for improving rest and welfare facilities for hauliers 16. Infrastructure to encourage rail freight
Enhancing safety and resilience on the strategic transport network	Package of measures on the strategic transport network focusing on improving safety and resilience	<ol style="list-style-type: none"> 17. Investment in the trunk road network asset 18. Access to Argyll and Bute (A83) 19. Investment in ferries and ports 20. Speed Management Plan

Source: Transport Scotland

3.3 The Phase 1 report highlights the status of each of the twenty interventions⁴, and TS propose that detailed delivery plans are developed for each intervention, including a programme, with a focus on the next 5 years, along with an operational plan outlining the specific roles and responsibilities of those organisations responsible for taking the intervention forward. The Phase 1 recommendations will also be included with the overall appraisal of the final STPR2 package of interventions, and the accompanying Strategic Environmental Assessment and the various Impact

³ For further detail on the Phase 1 interventions, see section 7 of this report:

<https://www.transport.gov.scot/media/49051/stpr2-update-and-phase-1-3-feb-2021.pdf>

⁴ Table 2 on Page 68 of this report: <https://www.transport.gov.scot/media/49098/stpr2-update-and-phase-1-3-feb-2021.pdf>

Assessments. TS note that the publication of the twenty Phase 1 interventions confirms the Scottish Government's commitment to supporting and working in partnership with others to develop, deliver and help accelerate our economic recovery from the impacts of the Covid-19 pandemic.

3.4 STPR2 Phase 2: Updated National and Regional 'Case for Change' Reports, and Option Groupings

The national and regional 'Case for Change' reports⁵ summarise transport related problems and opportunities, as the basis for defining objectives, which then guide the development and sifting of options to address those problems and opportunities.

Following sifting in line with the STAG⁶ process, 1,350 Options⁷ across the country remain in the process for further consideration as part of STPR2. Reflecting the strategic dimension of STPR2, and to allow for a more manageable list for further appraisal, the 1,350 Options have each been allocated to one of 80 Groupings⁸. The Options, presented as these Groupings, will then be taken forward for more detailed development and appraisal through the next stage of the STPR2 process. This will include an assessment of the likely impacts of Groupings against a range of criteria in line with STAG, including feasibility, affordability and public acceptability.

Officers continue to review the reports in detail and initial observations are that the outcomes for the west of Scotland look positive. TS has invited comments on the Phase 1 recommendations and current status of Phase 2 by the end of March 2021.

4. Conclusions

- 4.1 The STPR2 is the key workstream for setting transport investment priorities for Scotland for the next 20 years, and given the societal impacts of the Covid-19 pandemic, and the other many economic, social and environmental issues facing our region, it is essential that the west of Scotland secures a significant place in the outcomes of the STPR2. As noted above, officers continue to review the detail of the reports published and initial observations are positive in terms of both Phase 1 recommendations and Phase 2.
- 4.2 Through established forums such as the Regional Transport Working Groups, SPT and partners will continue to seek to influence the outcomes of the STPR2, focusing on such issues as ensuring an effective mass-transit system for our region while ensuring our rural and island areas get the transport network they need to thrive. Further, this latest information from the STPR2 will feed into the Regional Transport Strategy (RTS) development process. Officers will continue to keep members updated on progress on the STPR2, and will bring forward a draft response to the STPR2 feedback process to the Partnership in March.

5. Committee action

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

⁵ <https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/#section-63218>

⁶ <https://www.transport.gov.scot/media/41507/j9760.pdf>

⁷ <https://www.transport.gov.scot/media/49079/national-case-for-change-report-appendix-e-options-sifted-in-for-further-consideration-through-stpr2.pdf>

⁸ Table 4 on page 68 of this report: <https://www.transport.gov.scot/media/49080/national-case-for-change-report.pdf>

6. Consequences

Policy consequences	<i>STPR2 will form an input to the RTS development process.</i>
Legal consequences	<i>None.</i>
Financial consequences	<i>None.</i>
Personnel consequences	<i>None.</i>
Equalities consequences	<i>Projects arising from STPR2 will have an impact on equalities groups.</i>
Risk consequences	<i>None at present.</i>

Name Valerie Davidson
Title Assistant Chief Executive

Name Gordon Maclellan
Title Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* on 07891 715217.