

## 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:

The SURF network have expressed general concerns around the lack of public engagement in decisions around transport. Although some efforts were made to engage with community groups during the process, the consultation process was arguably geared towards bigger organisations and transport interest groups. Those unfamiliar with transport policy may find it difficult to participate meaningfully. For the SURF network, there are wider challenges around lack of community engagement on transport at the local level, which disempowers communities in a context of service reductions and big changes in provision and infrastructure.

**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:

SURF is keenly aware of the dynamics between our urban and rural settlements and the transport infrastructure that connects them. Enhancing transport infrastructure, provision and choice, and addressing a myriad of challenges, requires a well-considered approach that takes into account national issues, regional trends, and the distinctive local context for particular geographies such as city regions, coastal areas, and more isolated rural localities.

**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.

SURF is aware of some pro-active contact with community groups during the engagement process, but we would have liked to see a wider, higher-profile level of activity that invested more time and energy in seeking to hear from voices outwith the public sector and transport bodies, which typically respond to transport consultations.

## **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		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?

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

The SURF network is generally supportive of increased investments in active travel, as a mechanism for improving social, economic and cultural opportunities for residents, as well as responding to the climate emergency, creating more 20 Minute Neighbourhoods, and improving health and wellbeing. The active travel considerations in STPR2 are general welcome, but there are open questions around the form of active travel freeways and long-distance active travel networks, and how they will be delivered in practice. Some SURF members are concerned that active travel investments primarily benefit our city neighbourhoods and large towns, and the more varied circumstances and needs of smaller towns and rural regions are being overlooked. SURF agrees with a number of transport charities that argue that the general experience of using active travel and public transport in tandem, needs to become easier and more enjoyable.

## **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		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?

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

SURF operates a 20 Minute Neighbourhood Regeneration Practice Network, featuring more than 200 local regeneration practitioners from across Scotland. Network members are aware creating more 20 Minute Neighbourhoods requires changing behaviour around how people interact with the places they live and work in, rather than simply providing new amenities and infrastructure. Some of the STPR2 recommendations are helpful in this regard, but cross-sector partners will require high levels of support and resources to deliver new initiatives. From our work in towns such as Dunoon and Langholm, for example, we are aware of the practical challenges that community organisations managing local bike access schemes face around maintenance, storage, access and funding.

### **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

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree	Don't Know / No Opinion
Recommendations (11-23):						
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				

**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					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

As a national network, we have not consulted on specific geographic projects. Most participants in our transport consultations highlight the decline of bus services as the most significant issue facing the Scottish transport system. Investment was perceived to be lacking, with routes being withdrawn and timetables cut, leaving people, particularly in more remote areas, which have far fewer transport options, isolated and disconnected. The decline in bus usage and the negative impacts on more deprived and disconnected places is a serious and increasing concern, and should be given more weight in STPR2. SURF appreciates the challenges are multi-layered and difficult to resolve, but for important and interconnected economic, social and environmental reasons, the Scottish Government and its partners should take further action to increase provision and usage, as the most important means of improving access to affordable public transport across Scotland. SURF agrees with Como UK that the new concept of mobility hubs requires clarification and engagement, to support greater understanding in transport stakeholders and the wider public.

#### **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		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?

	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		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			

**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

Climate change is a pressing priority for SURF, and transport is a significant contributor to carbon emissions. We welcome all actions to decarbonise the transport network and meet net zero aspirations.

## **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						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

**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					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

In SURF's transport consultations, safety was not highlighted among the issues our participants would like to see addressed. The scope for integrating active travel opportunities on to existing road networks is one recommendation on this theme that the SURF network is supportive of.

## 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						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?

	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						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

SURF has no comment on the specific projects on this theme. The 'patchiness' of connective transport infrastructure between urban centres and regions was highlighted as an issue in our transport consultations, and it is helpful that strategic connections is a key STPR2 theme.

## **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:			
• 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?

SURF is broadly welcoming of the recommendations and the alignment with other national policies and strategies that are supportive of SURF's broad aims of alleviating poverty in Scotland's poorest places. Transport is seen by the SURF network as operating independently to, and at a distance of, other areas of public policy, and NTS2 and STPR2 may help to reduce the gap. There are SURF concerns around the effectiveness of transport policy in general. Economic drivers, such as demand for services, appear to override strategic aspirations, which is leading to trends such as public transport service reductions that encourage car travel and dependency, counter to policy direction. Finally, SURF agrees with Living Streets Scotland, on the practical challenges in the transport delivery landscape, with its multiple operators across public, private and non-profit sectors, which may prevent STPR2 ambitions being realised in full.

## **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**

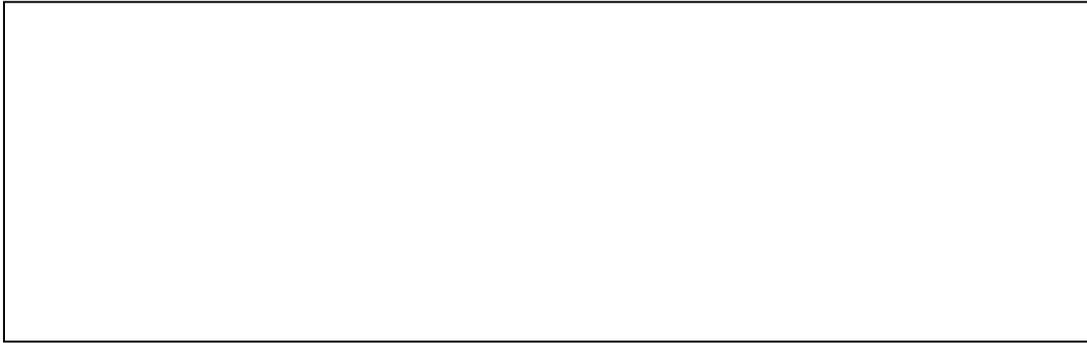
**Q42.** Please provide any comments on the findings of the **Equality Impact Assessment**

**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**

The report has admirable depth on the context, and acknowledges the scale of transport poverty, and the major challenges for people living in deprived areas, and disconnected rural areas, in accessing affordable transport. The assessment highlights actions that could partially address existing challenges. SURF will look forward to tracking the difference STPR2 will meaningfully make to people with poverty and/or disconnection challenges.

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

A large, empty rectangular box with a thin black border, intended for providing comments on the Child Rights and Wellbeing Impact Assessment.

## 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 Business / Organisation?

Individual

Business / Organisation

Full name or Business / Organisation name

SURF – Scotland’s Regeneration Forum

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.

Unit 15, 6 Harmony Row, Glasgow

Postcode

G51 3BA

**Information on why we ask for your address:**

A full postal address will help us to evaluate where respondents live, especially in rural and island communities where in some cases, a postcode and/or local authority area wouldn't be enough to establish where the respondent resides.

Please provide your email address

derek@surf.scot

Entering your email address allows us to send you a copy of your completed questionnaire.

What is your Local Authority Area?

National Organisation

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

Yes No

x

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

**Information for businesses and organisations:**

The option 'Publish response only (without name)' is available for individual respondents only. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

- 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

**THANK YOU**