

STPR2 Recommendations

TOP LINES

The second Strategic Transport Projects Review (STPR2) will inform the Scottish Government's transport investment programme in Scotland over the next 20 years (2022-2042).

- Publication of this suite of final reports on the 8 December 2022 marked the **completion of the Second Strategic Transport Projects Review (STPR2), which** has been undertaken over the past three years.
- This concluded the detailed technical appraisal process, undertaken by Transport Scotland and their consultants, with a set of **45 recommendations** for the future of transport infrastructure in Scotland. [*A full list of recommendations is included at **Annex A**, a list of recommendations organised by Region is included at **Annex B**].*
- **These far reaching and wide ranging recommendations**, covering the whole of Scotland, will enable us to take climate action; to address inequalities and improve accessibility; to improve health and wellbeing; to support sustainable and inclusive economic growth; and to improve safety and resilience on our transport network.
- This is a 20-year plan of both essential and transformational infrastructure, which will help us meet our aims of protecting our climate and improving lives.
- **Stakeholder engagement and consultation have been at the heart of this work since the very outset.** The draft reporting was subject to 3 months' statutory public consultation in 2022 – with the feedback provided during this has been considered in detail and fed in to the final reporting.
- Publication of the final STPR2 report does not itself commit the Scottish Government to funding or delivery of any proposed schemes. The 45 recommendations are based on outcomes from the appraisal work, which provides a robust Strategic Case for investment.

Delivery Plan

STPR2 was published in December 2022, the Delivery Plan is currently in preparation and it is important to note that we are already making progress on 38 of the 45 recommendations.

- The intention had been to publish a Delivery Plan alongside STPR2 itself. However, due to the lack of certainty around future capital budget and fiscal policy in the latter half of 2022, it was not been possible to conclude this process.
- STPR2 is a 20-year plan of both essential and transformational infrastructure, which will help us meet our aims of protecting our climate and improving lives.
- It follows the Sustainable Investment Hierarchy, which aims to reduce the need to travel unsustainably and prioritises making best use of and enhancing existing infrastructure, before investing in new capacity.
- Feedback from stakeholders during the review stressed the importance of a reliable and resilient strategic road network that is safe and secure for users.

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Consultation and Engagement

I would to express my gratitude to stakeholders across Government and at local and regional authorities across Scotland for their input to this process since the outset.

- There has been refinement and re-wording around some recommendations, but ultimately the same 45 draft recommendations published in January are included in the final reporting.
- The fact that no substantive change were necessary is seen as testament to the extensive collaborative working and engagement undertaken throughout the three year process.

Local views on recommendations

STPR2 has been a whole Scotland review – the extensive engagement exercise undertaken during late 2019 / early 2020 with the public and stakeholders, generated over 13,700 ideas – so clearly it has not been possible to give every stakeholder or locality what they would like to see.

- A number of high profile schemes, particularly in the Rail sphere have not been included within the 45 recommendations, albeit many of these are continuing to be progressed under other work streams.
- While STPR2 did not recommend the reopening of rail lines, these may be regional priorities and there remains a path for regional or local rail projects to come forward, subject to a strong business case and suitable funding available.
- Proposals relating to rail north of Aberdeen by the Campaign for North East Rail are being taken forward under funding provided by the Just Transition Fund for further Business Case Development.

For the proposed extension to the Borders Railway this is under the Borderlands Inclusive Growth Deal - the Scottish Government continues to work with the UK Government on how the Partners are taking this forward.

- Significant effort has been made by the Scottish Government with regards to this Deal commitment. However, we need the UK Government to make progress.

Road Schemes out-with STPR2

STPR2 has been undertaken in line with the Sustainable Investment Hierarchy, which aims to reduce the need to travel unsustainably and prioritises making best use of and enhancing existing infrastructure, before investing in new capacity.

- Some recommendations do, however, relate to maintenance and improvement of roads within this context – none of these recommendations seek to increase road capacity.
- Any intervention(s) to the A75 and A77, for instance, will aim to improve safety, resilience and reliability. As such bypassing the settlements of Springholm and Crocketford will address road safety concerns and benefit communities along the A75 corridor, rather than increasing capacity on this route.

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- Measures proposed for the A83 are focussed on improving the reliability of the route, other recommendations are based on improving road safety, addressing climate change and renewing existing infrastructure.

A96 Improvements

The Scottish Government remains absolutely committed to improving the A96.

- We will take forward an enhancements programme on the A96 corridor that improves connectivity between surrounding towns, tackles congestion and addresses safety and environmental issues.
- The current plan is to fully dual the route and as part of this process we are undertaking a transparent, evidence-based review of the programme with the outcomes of this expected to be ready for consultation this summer.
- This is sensible good governance for major investment of this kind.

A9 Dualling

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness.

- We are working hard to bring the benefits of the A9 Dualling programme to Scotland.
- The £3bn investment (at 2008 prices) to dual the A9 between Perth and Inverness is one of the biggest transport infrastructure projects in Scotland's history.
- We have already invested around £431m to date delivering the dualling programme.
- Work is continuing to progress on the A9, with road users already benefiting from the dualled stretch between Kinncraig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The then Minister for Transport provided an update to Parliament on the A9 Dualling on 8 February 2023, setting out the reasons why, following a difficult and complex procurement procedure, Ministers decided not to award the contract for the Tomatin to Moy section of the A9 Dualling programme.

- Ministers concluded in February that award of the contract at that time would not represent best value for the taxpayer.
- The price of the tender received was significantly higher than expected – even allowing for the real world impacts of the volatile economy.
As details of the tender submitted are and remain confidential it would not be appropriate to comment further.

Transport Scotland is already taking the necessary preparatory steps for the urgent new procurement of the Tomatin to Moy project.

- Transport Scotland is engaging with the Civil Engineering Contractors Association (CECA), industry partners and contractors to consider improvements that can be made to both our contract delivery strategy and procurement mechanisms, to maximise market interest in the new procurement.

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- Parliament was updated on the outcome of the Tomatin to Moy procurement and the position on the wider A9 Dualling programme at the first opportunity available following decision making on the procurement.

Topical Recommendations within STPR2

Improvements to the A75 and the A77 are included in the recommendations of the second Strategic Transport Projects Review.

- The A75 is not only important to Scotland's economy but also provides a critical link between Northern Ireland and wider markets in the rest of the UK and Europe by connecting the ports at Cairnryan to the wider trunk road network.
- This Government opened the £29 million Maybole Bypass in January 2022, improving road safety and air quality in the town centre as well as bringing more reliable journey times for road users. Further potential improvements on the A77 are also identified in STPR2.
- None of the STPR2 recommendations seek to increase road capacity which, of course, dualling the A75/A77 would do.

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Clyde Metro

STPR2 Recommends that Transport Scotland continues to work with Glasgow City Council, Strathclyde Partnership for Transport and other regional partners on developing the business cases and delivery plan for Clyde Metro.

- Clyde Metro represents a multi-billion investment which, when complete, could better connect over 1.5 million people to employment, education and health services in and around the Glasgow city region. It would cover an area of up to around 15km from the city centre, and would target areas where connections are currently poor, including places where there is deprivation.
- Work on planning for this huge investment is currently in the early stages, tasks ongoing are being undertaken collaboratively – Transport Scotland is continuing to work with Glasgow City Council, Strathclyde Partnership for Transport and other

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regional partners on developing the business cases and delivery plan for Clyde Metro.

- Detailed maps have not yet been produced or presented to Scottish Ministers. Indicative maps were presented to Scottish Ministers as part of discussions on STPR2 in the lead up to the publication of draft recommendations in January 2022. The level of assessment work undertaken to date is not sufficient to produce detailed route options for publication or consultation, but of course will be in the future.

What STPR2 is doing for rural areas

Feedback from stakeholders during the review stressed the importance of a reliable and resilient strategic road network that is safe and secure for users.

- Investing in our Trunk Road and Motorway network is important in order to improve safety and resilience of the network for the communities and businesses of Scotland. STPR2 recommendations for strategic roads focus on safety, climate change adaptation and resilience. For safety improvements there will be a primary, but not exclusive, focus on rural sections. The exact locations will require further detailed study.

STPR2's recommendations on Demand Responsive Transport and Mobility as a Service (MaaS) also support improved public transport connectivity, including in rural areas where conventional fixed route services may not be suitable or viable.

- Much of the rural population resides in towns and villages and there are a number of draft active travel recommendations for these settlements. This includes connecting towns and villages, improving active travel on trunk roads through communities and long distance active travel networks.

Strategic scope of the work

This has been a strategic, national level review covering the whole of Scotland – it has not addressed local public transport services out with the remit of the Scottish Government.

- Local Bus services and local authority ferries were both out of scope for the review – this was made clear from the outset – there are various other work streams under which Transport Scotland engage with these modes.
- The Transport (Scotland) Act 2019 provides an enhanced suite of options for local transport authorities to improve bus services according to their local needs.
- Since June, local transport authorities have the power to run their own bus services, which sits alongside their existing ability to subsidise local services.
- Regulations under section 39 of the 2019 Act will be laid which detail the information sharing process between transport authorities and operators, if an operator proposes to vary or cancel the registration of a local bus service.
- Clearly not every local authority will want to run their own bus services – some may opt for a partnership or franchise approach.
- Secondary legislation to enable bus franchising and partnership options will also be introduced before the end of 2023.

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- STPR2 did consider fixed links as possible replacement for a number of routes within the Clyde and Hebrides and Northern Isles Ferry Service networks and recommended three for further consideration (across the Sound of Harris and the Sound of Barra in the Westerns Isles, as well as a link between Mull and the Scottish mainland).
- STPR2 did not consider the replacement of local ferry services by fixed links, as this was out of scope, given it is a matter for the local authorities who manage and operate these.

Climate Change considerations

STPR2 is a key component of Scotland's journey to net zero emissions and will, in conjunction with existing commitments and other policy ambitions, enable a reduction in transport emissions.

- The majority of the 45 recommendations contribute directly towards achieving emissions reduction,
- There are **5 recommendations which focus on decarbonising the transport system** – these include rapid decarbonisation of passenger and freight transport including ferry vessel renewal and replacement, rail decarbonisation, decarbonising the bus network, behaviour change and modal shift for freight, zero emission vehicles, and infrastructure transition.
- There are **8 recommendations which focus on providing greater opportunities for people to walk, wheel or cycle** – these include village-town active travel connections, connecting towns by active travel and long-distance active travel networks, and delivering active freeways.
- There are **12 recommendations which focus on delivering affordable access to public transport as an alternative to the private car**. These include improvements to stations and developing suitable smart integrated ticketing and payment schemes to enhance the overall accessibility and affordability of services.
- There are **7 recommendations which focus on delivering transformational change in public transport infrastructure**. These include 3 mass transit systems in Aberdeen, Edinburgh and the South East of Scotland and the Glasgow and Clyde region, as well as rail corridor enhancements and strategic bus prioritisation measures across the country.

STPR2 Recommendations

Annex A – List of STPR2 recommendations

1. Improving active travel infrastructure
 - Recommendation 1. Connected neighbourhoods
 - Recommendation 2. Active Freeways
 - Recommendation 3. Village-town active travel connections
 - Recommendation 4. Connecting towns by active travel
 - Recommendation 5. Long distance active travel network
2. Influencing travel choices and behaviours
 - Recommendation 6. Behaviour change initiatives
 - Recommendation 7. Changing road user behaviour
 - Recommendation 8. Increasing active travel to school
 - Recommendation 9. Improving access to bikes
 - Recommendation 10. Expansion of 20mph limits and zones
3. Enhancing access to affordable public transport
 - Recommendation 11. Clyde Metro
 - Recommendation 12. Edinburgh & South East Scotland Mass Transit
 - Recommendation 13. Aberdeen Rapid Transit
 - Recommendation 14. Provision of strategic bus priority measures
 - Recommendation 15. Highland Mainline rail corridor enhancements
 - Recommendation 16. Perth-Dundee- Aberdeen rail corridor enhancements
 - Recommendation 17. Edinburgh/Glasgow– Perth/Dundee rail corridor enhancements
 - Recommendation 18. Supporting integrated journeys at ferry terminals
 - Recommendation 19. Infrastructure to provide access for all at railway stations
 - Recommendation 20. Investment in DRT and MaaS
 - Recommendation 21. Improved public transport passenger interchange facilities
 - Recommendation 22. Framework for delivery of mobility hubs
 - Recommendation 23. Smart, integrated public transport ticketing
4. Decarbonising transport
 - Recommendation 24. Ferry vessel renewal and replacement and progressive decarbonisation
 - Recommendation 25. Rail decarbonisation
 - Recommendation 26. Decarbonisation of bus network
 - Recommendation 27. Behaviour change and modal shift for freight
 - Recommendation 28. Zero emissions vehicles and infrastructure transition
5. Increasing safety and resilience on the strategic transport network
 - Recommendation 29. Access to Argyll A83
 - Recommendation 30. Trunk road and motorway safety Improvements

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- Recommendation 31. Trunk road and motorway climate change adaptation and resilience
 - Recommendation 32. Trunk road and motorway renewal for reliability, resilience and safety
 - Recommendation 33, 34, 35. Enhancing Intelligent Transport Systems
 - Recommendation 36. Strategy for improving rest and welfare facilities for hauliers
 - Recommendation 37. Improving active travel on trunk roads through communities
 - Recommendation 38. Speed management plan
6. Strengthen strategic Connections
- Recommendation 39. Sustainable access to Grangemouth Investment Zone
 - Recommendation 40. Access to Stranraer and ports at Cairnryan
 - Recommendation 41. Potential fixed links in Outer Hebrides and Mull
 - Recommendation 42. Investment in port infrastructure
 - Recommendation 43. Major station masterplans
 - Recommendation 44. Rail freight terminals and facilities
 - Recommendation 45. High speed and cross border rail enhancements

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Annex B – STPR2 Recommendations by Region

North East Region - Aberdeen City and Shire

STPR2 Recommendations Specific to the Region:

- Recommendation 13. Aberdeen Rapid Transit
- Recommendation 16. Perth-Dundee-Aberdeen rail corridor enhancements

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 2. Active freeways
- Recommendation 18. Supporting integrated journeys at ferry terminals
- Recommendation 24. Ferry vessel renewal and replacement and progressive decarbonisation
- Recommendation 42. Investment in port infrastructure
- Recommendation 44. Rail freight terminals

Edinburgh and South East Region

STPR2 Recommendations Specific to the Region:

- Recommendation 12. Edinburgh & South East Scotland Mass Transit

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 2. Active freeways
- Recommendation 17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancements
- Recommendation 43. Major station masterplans
- Recommendation 44. Rail freight terminals
- Recommendation 45. High speed and cross border rail enhancements

Shetland Islands Region

STPR2 Recommendations Specific to the Region:

- No Specific recommendations for the region.

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 18. Supporting integrated journeys at ferry terminals
- Recommendation 24. Ferry vessel renewal and replacement and progressive decarbonisation
- Recommendation 42. Investment in port infrastructure

Tay Cities Region

STPR2 Recommendations Specific to the Region:

- Recommendation 15. Highland Mainline rail corridor enhancements
- Recommendation 16. Perth-Dundee-Aberdeen rail corridor enhancements

STPR2 Recommendations

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 2. Active freeways
- Recommendation 17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancements
- Recommendation 43. Major station masterplans
- Recommendation 44. Rail freight terminals

Highlands & Islands Region

STPR2 Recommendations Specific to the Region:

- Recommendation 15. Highland Mainline rail corridor enhancements
- Recommendation 41. Potential fixed links in Outer Hebrides and Mull

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 2. Active freeways
- Recommendation 18. Supporting integrated journeys at ferry terminals
- Recommendation 24. Ferry vessel renewal and replacement and progressive decarbonisation
- Recommendation 42. Investment in port infrastructure
- Recommendation 43. Major station masterplans
- Recommendation 44. Rail freight terminals

Ayrshire & Arran Region

STPR2 Recommendations Specific to the Region:

- Recommendation 40. Access to Stranraer and ports at Cairnryan

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 18. Supporting integrated journeys at ferry terminals
- Recommendation 24. Ferry vessel renewal and replacement and progressive decarbonisation
- Recommendation 42. Investment in port infrastructure
- Recommendation 44. Rail freight terminals

South West Scotland Region

STPR2 Recommendations Specific to the Region:

- Recommendation 40. Access to Stranraer and ports at Cairnryan

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 18. Supporting integrated journeys at ferry terminals
- Recommendation 23. Smart, integrated public transport ticketing
- Recommendation 44. Rail freight terminals
- Recommendation 45. High speed and cross border rail enhancements

Scottish Borders Region

STPR2 Recommendations Specific to the Region:

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- No specific recommendations to this region

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 44. Rail freight terminals
- Recommendation 45. High speed and cross border rail enhancements

Argyll and Bute Region

STPR2 Recommendations Specific to the Region:

- Recommendation 29. Access to Argyll A83
- Recommendation 41. Potential fixed links in Outer Hebrides and Mull

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 18. Supporting integrated journeys at ferry terminals
- Recommendation 24. Ferry vessel renewal and replacement and progressive decarbonisation
- Recommendation 42. Investment in port infrastructure
- Recommendation 44. Rail freight terminals

Forth Valley Region

STPR2 Recommendations Specific to the Region:

- Recommendation 39. Sustainable access to Grangemouth Investment Zone

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 2. Active freeways
- Recommendation 17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancements
- Recommendation 44. Rail freight terminals

Glasgow City Region

STPR2 Recommendations Specific to the Region:

- Recommendation 11. Clyde Metro

General STPR2 recommendations but will have particular benefit for Region:

- Recommendation 2. Active freeways
- Recommendation 17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancements
- Recommendation 18. Supporting integrated journeys at ferry terminals
- Recommendation 42. Investment in port infrastructure
- Recommendation 43. Major station masterplans
- Recommendation 44. Rail freight terminals
- Recommendation 45. High speed and cross border rail enhancements