

## Response ID ANON-T6A8-Y9VB-D

Submitted to Second Strategic Transport Projects Review (STPR2)

Submitted on 2022-04-14 16:17:16

### STPR2 Process

1 Were you aware of STPR2 prior to this consultation?

Please select your answer from the dropdown list:

Yes

2 To what extent do you agree or disagree that the STPR2 process reflects the NTS2 Priorities and Outcomes?

Please select your answer from the dropdown list:

Agree

3 Please provide any further comments you have in relation to the STPR2 process.

Please provide further comments:

CIHT believes that the identification and sifting of a vast array of suggested projects have been efficiently conducted in relation to the current stated NTS2 Priorities and Outcomes. Given the timescale of 20 years for the new programme of interventions, whilst the current objectives are broadly reflected in the cases for change relevant to Local Authorities and regional bodies, the process may not reflect changes in longer-term planning strategies for these areas. This poses the question as to the adequate linkage with longer-term planning priorities since NPF4 is still going through preparation.

We can see from the details provided there is the intention to take account of other public purse investments, such as local "growth and city deal" projects. As an observation, given that different approval processes are required (by different government organisations) the timing of projects and co-ordination of implementation on the ground will be a significant challenge if we are to maximise investment outputs for communities and the nation.

4 To what extent do you agree or disagree that it was correct to take both a Regional and National approach to STPR2?

Please select your answer from the dropdown list:

Strongly agree

5 Please provide any further comments:

Please provide further comments:

That approach seems to be correct when we remember this is a strategic study. At the strategic level, it is right for the process to examine significant regional issues which affect the performance of the overall strategic transport network. To that end, the goals and objectives for national and regional outcomes need to be integrated. But it needs to be remembered that individual journeys are not completed exclusively on the strategic network but will in most cases utilise a local road or public transport network. This requires an alignment from national level right through to local authorities and neighborhoods if we are to achieve the national targets and outcomes.

Whilst it seems reasonable to take a regional and national approach, to effectively achieve the NTS2 priorities there will need to be significant investment at the local level to influence behavioural change and impact on, for example, carbon, air quality, health, and inequalities. While the recommendations include factors that will impact this e.g. connected neighbourhoods, it is unclear how Transport Scotland can manage/control how this will be achieved. It will require considerable collaboration with local authorities and funding initiatives (e.g. buses and active travel) are needed to assist through works and measures that complement and add value to the regional and national interventions.

We would agree all activities should be part of a national strategy, but clearly, some areas of Scotland differ in some of their "driving needs". For example, reducing travel time and hold-ups on or around the motorway system may be a priority for some users, but in other areas (such as remote areas) a concern is where public transport is reduced including outside of peak travel time.

The impact of reduced access to public transport reduces employment opportunities thus contributing to reduced living standards impacting economic growth including pathways into employment and/or education. So, we should always consider the bigger picture, with localised solutions, where appropriate.

6 To what extent do you agree or disagree that the engagement process has allowed you to provide a contribution to STPR2?

Please select your answer from the dropdown list:

Strongly agree

7 Please provide any further comments you have on the engagement carried out throughout STPR2.

Please provide further comments:

CIHT believes that STPR2 has engaged extensively in its evidence-based review. STPR2, like the development of NTS2, has been a highly collaborative process and the latter has set the overarching policy context for the current review of investment priorities. However, the strategic goals of STPR2 whilst

very transparent, do require to be substantiated by real delivery.

The outcomes of the review are noted as a “refresh” of the investment priorities of the previous review, noting that review period was incomplete meaning that not all interventions were implemented. We fully understand the fairly dramatic change in policy landscape, particularly in relation to climate change. This has rightly confirmed the need for the current review as transport policy (reflected in NTS2) has moved on significantly. This review presents a broader, more sustainable set of projects that accords with the high level aims of addressing the “climate emergency” and improving equality, the economy and the health and wellbeing of peoples’ lives. We also welcome the fact that climate change and resilience will guide asset management investment and maintenance investment in the transport network, as is noted by the access to Argyll A83.

## Key Themes

8 Which of the overall key themes is your / your organisation’s top priority?

Please select your answer from the dropdown list:

Improving active travel infrastructure

9 Which of the overall key themes is your / your organisation’s lowest priority?

Please select your answer from the dropdown list:

Don’t Know / No Opinion

## 1. STPR2 Key Themes and Recommendations

10 To what extent do you agree or disagree that the recommendations under this theme will contribute to Improving Active Travel Infrastructure?

Please select your answer from the dropdown list - 1. Connected neighbourhoods:

Strongly agree

Please select your answer from the dropdown list - 2. Active freeways:

Strongly agree

Please select your answer from the dropdown list - 3. Village-town active travel connections:

Strongly agree

Please select your answer from the dropdown list - 4. Connecting towns by active travel:

Agree

Please select your answer from the dropdown list - 5. Long distance active travel network:

Agree

11 Which of these recommendations would you prioritise to contribute to Improving Active Travel Infrastructure?

Please select your answer from the dropdown list - 1. Connected neighbourhoods:

High Priority

Please select your answer from the dropdown list - 2. Active freeways:

High Priority

Please select your answer from the dropdown list - 3. Village-town active travel connections:

High Priority

Please select your answer from the dropdown list - 4. Connecting towns by active travel:

Medium Priority

Please select your answer from the dropdown list - 5. Long distance active travel network:

Low Priority

12 Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Please select your answer from the dropdown list:

Yes

13 Please provide any additional comments you have on the theme Improving Active Travel Infrastructure and the recommendations within it.

Please provide further comments:

Improvement of active travel must cater to a broad range of stakeholders/end-users, integrating all areas of the transport system: rail, road, bus, ferry, cycle, pedestrian. The mix of rural and urban connectivity is essential to provide a wider strategic delivery and achievement of the fundamental goals of STPR2.

Additionally, the three recommendations likely to have the greatest impact (connected neighbourhoods; active freeways; and village-town active travel connections) will need significant input at the local authority level, particularly in the cities and wider urban areas of the Central Belt. In addition, the reference to sustainable transport in NPF4 is positive for the recommendations here, as if these are to be successful, then there will need to be the successful integration of land-use and transport planning, including a more positive assertion of active travel facilities within new development designs and planning approvals. However, Transport Scotland's influence may be limited to specific funding initiatives and design guidance in the drive for delivery.

## 2. Influencing Travel Choices and Behaviours

14 To what extent do you agree or disagree that the recommendations under this theme contribute to Influencing Travel Choices and Behaviours?

Please select your answer from the dropdown list - 6. Behaviour change initiatives:  
Strongly agree

Please select your answer from the dropdown list - 7. Changing road user behaviour:  
Agree

Please select your answer from the dropdown list - 8. Increasing active travel to school:  
Strongly agree

Please select your answer from the dropdown list - 9. Improving access to bikes:  
Strongly agree

Please select your answer from the dropdown list - 10. Expansion of 20mph limits and zones:  
Strongly agree

15 Which of these recommendations would you prioritise to contribute to Influencing Travel Choices and Behaviours?

Please select your answer from the dropdown list - 6. Behaviour change initiatives:  
High Priority

Please select your answer from the dropdown list - 7. Changing road user behaviour:  
High Priority

Please select your answer from the dropdown list - 8. Increasing active travel to school:  
High Priority

Please select your answer from the dropdown list - 9. Improving access to bikes:  
Medium Priority

Please select your answer from the dropdown list - 10. Expansion of 20mph limits and zones:  
High Priority

16 Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Please select your answer from the dropdown list:  
Yes

17 Please provide any additional comments you have on the theme Influencing Travel Choices and Behaviours and the recommendations within it.

Please provide further comments:

CIHT believes that land use patterns and development will play a significant part in determining the choice of transport. The further new housing development/industrial development is away from the place of work/home or from leisure facilities this will impact on the mode of travel. In addition, the lack of public transport support around new developments will have an impact on travel choices. This is a position that CIHT has previously stated in the Better Planning, Better Transport, Better Places Publication in which we advocated better integration of planning and transport.

Other areas that may impact the choice of travel can be reflected in other public policies, such as the length of the school day/workday which may have a negative impact on the choices taken. For example, if parents need to rush home to pick up children, at say 3 pm, this may leave the car as the only choice.

It may be that there should be a bigger public policy debate on the provision of services and timings to allow a greater cross-service structure to be established, based on National and local policy and how that impacts services in Health/Local Government and Scottish Government.

### 3. Enhancing Access to Affordable Public Transport

18 To what extent do you agree or disagree that the recommendations under this theme contribute to Enhancing Access to Affordable Public Transport

Please select your answer from the dropdown list - 11. Clyde Metro:

Agree

Please select your answer from the dropdown list - 12. Edinburgh & South East Scotland Mass Transit:

Agree

Please select your answer from the dropdown list - 13. Aberdeen Rapid Transit:

Agree

Please select your answer from the dropdown list - 14. Provision of strategic bus priority measures:

Agree

Please select your answer from the dropdown list - 15. Highland Mainline rail corridor enhancements:

Neither agree nor disagree

Please select your answer from the dropdown list - 16. Perth- Dundee- Aberdeen rail corridor enhancements:

Neither agree nor disagree

Please select your answer from the dropdown list - 17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancements:

Neither agree nor disagree

Please select your answer from the dropdown list - 18. Supporting integrated journeys at ferry terminals:

Strongly agree

Please select your answer from the dropdown list - 19. Infrastructure to provide access for all at railway stations:

Strongly agree

Please select your answer from the dropdown list - 20. Investment in DRT and MaaS:

Agree

Please select your answer from the dropdown list - 21. Improved public transport passenger interchange facilities:

Strongly agree

Please select your answer from the dropdown list - 22. Framework for delivery of mobility hubs:

Strongly agree

Please select your answer from the dropdown list - 23. Smart, integrated public transport ticketing:

Strongly agree

19 Which of these recommendations would you prioritise to contribute to Enhancing Access to Affordable Public Transport?

Please select your answer from the dropdown list - 11. Clyde Metro:

High Priority

Please select your answer from the dropdown list - 12. Edinburgh & South East Scotland Mass Transit:

High Priority

Please select your answer from the dropdown list - 13. Aberdeen Rapid Transit:

High Priority

Please select your answer from the dropdown list - 14. Provision of strategic bus priority measures:

High Priority

Please select your answer from the dropdown list - 15. Highland Mainline rail corridor enhancements:

Don't Know / No Opinion

Please select your answer from the dropdown list - 16. Perth- Dundee- Aberdeen rail corridor enhancements:

Don't Know / No Opinion

Please select your answer from the dropdown list - 17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancements:

Don't Know / No Opinion

Please select your answer from the dropdown list - 18. Supporting integrated journeys at ferry terminals:

Medium Priority

Please select your answer from the dropdown list - 19. Infrastructure to provide access for all at railway stations:

High Priority

Please select your answer from the dropdown list - 20. Investment in DRT and MaaS:

High Priority

Please select your answer from the dropdown list - 21. Improved public transport passenger interchange facilities:

High Priority

Please select your answer from the dropdown list - 22. Framework for delivery of mobility hubs:

High Priority

Please select your answer from the dropdown list - 23. Smart, integrated public transport ticketing:

High Priority

20 Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Please select your answer from the dropdown list:

Yes

21 Please provide any additional comments you have on the theme Enhancing Access to Affordable Public Transport and the recommendations within it

Please provide further comments:

Through CIHT's EDI strategy, "Shifting the Dial", CIHT advocates equality in transport.

Integrated travel, with ease of interchange, throughout Scotland is a key driver to encouraging public transport users and changing behaviours. This is particularly the case following the Covid 19 pandemic where train and bus use has dwindled and confidence in safety is lower.

CIHT welcomes the pro-active expansion of free bus travel in Scotland to all persons under the age of 22. Where those most disadvantaged get access, in this case, to travel at a greater discounted rate, it also needs to address those periods after 6:00 PM where travel options are limited or in some cases completely withdrawn from communities.

#### 4. Decarbonising Transport

22 To what extent do you agree or disagree that the recommendations under this theme contribute to Decarbonising Transport?

Please select your answer from the dropdown list - 24. Ferry vessel renewal and replacement and progressive decarbonisation:

Agree

Please select your answer from the dropdown list - 25. Rail decarbonisation:

Strongly agree

Please select your answer from the dropdown list - 26. Decarbonisation of bus network:

Strongly agree

Please select your answer from the dropdown list - 27. Behaviour change and modal shift for freight:

Strongly agree

Please select your answer from the dropdown list - 28. Zero emissions vehicles and infrastructure transition:

Strongly agree

23 Which of these recommendations would you prioritise to contribute to Decarbonising Transport?

Please select your answer from the dropdown list - 24. Ferry vessel renewal and replacement and progressive decarbonisation:

Medium Priority

Please select your answer from the dropdown list - 25. Rail decarbonisation:

Medium Priority

Please select your answer from the dropdown list - 26. Decarbonisation of bus network:

High Priority

Please select your answer from the dropdown list - 27. Behaviour change and modal shift for freight:

High Priority

Please select your answer from the dropdown list - 28. Zero emissions vehicles and infrastructure transition:

High Priority

24 Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Please select your answer from the dropdown list:

Yes

25 Please provide any additional comments you have on the theme Decarbonising Transport and the recommendations within it.

Please provide further comments:

If there are limited resources, the prioritisation of options should be based on those that are likely to have the greatest impact on carbon reduction and therefore on shifting people to EVs.

We feel, as referenced above, the collaboration between all the public sectors and their capital investment plans are crucial to ensure a joined-up approach. This ensures the public can move from one community to another, or one region to another, in the confidence that the infrastructure and routes are equipped with passenger transfer systems where the timing of schedules are aligned.

Equally, infrastructure such as electric charging points are freely available to ensure that there is a travel stress-free journey. CIHT also welcomes the imminent introduction of Low Emission Zones in major cities.

## 5. Increasing Safety and Resilience on the Strategic Transport Network

26 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?

Please select your answer from the dropdown list - 29. Access to Argyll A83:

Strongly agree

Please select your answer from the dropdown list - 30. Trunk road and motorway safety Improvements:

Strongly agree

Please select your answer from the dropdown list - 31. Trunk road and motorway network climate change adaption and resilience:

Strongly agree

Please select your answer from the dropdown list - 32. Trunk road and motorway network renewal for reliability, resilience and safety:

Strongly agree

Please select your answer from the dropdown list - 33, 34, 35 Enhancing Intelligent Transport Systems:

Strongly agree

Please select your answer from the dropdown list - 36. Strategy for improving rest and welfare facilities for hauliers,:

Strongly agree

Please select your answer from the dropdown list - 37. Improving active travel on trunk roads through communities:

Strongly agree

Please select your answer from the dropdown list - 38. Speed management plan:

Strongly agree

27 Which of these recommendations would you prioritise to contribute to Increasing Safety and Resilience on the Strategic Transport Network?

Please select your answer from the dropdown list - 29. Access to Argyll A83:

Medium Priority

Please select your answer from the dropdown list - 30. Trunk road and motorway safety Improvements:

High Priority

Please select your answer from the dropdown list - 31. Trunk road and motorway network climate change adaption and resilience:

High Priority

Please select your answer from the dropdown list - 32. Trunk road and motorway network renewal for reliability, resilience and safety:

High Priority

Please select your answer from the dropdown list - 33, 34, 35 Enhancing Intelligent Transport Systems:

High Priority

Please select your answer from the dropdown list - 36. Strategy for improving rest and welfare facilities for hauliers,:

High Priority

Please select your answer from the dropdown list - 37. Improving active travel on trunk roads through communities:

Medium Priority

Please select your answer from the dropdown list - 38. Speed management plan:  
Medium Priority

28 Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Please select your answer from the dropdown list:  
Yes

29 Please provide any additional comments you have on the theme Increasing Safety and Resilience on the Strategic Transport Network and the recommendations within it.

Please provide further comments:

Our Trunk Road network is, as the title implies, of strategic significance to the economy and growth expectations of the Scottish Government and the business sector.  
A sufficient budget needs to be made available to maintain the roads to an excellent standard. This will provide safe travel and longevity in this strategic asset.  
The Climate Emergency is changing focus onto the need to reappraise priority maintenance requirements. For example, flooding is becoming more prevalent, and our drainage systems need to be adapted to cope.

## 6. Strengthening Strategic Connections

30 To what extent do you agree or disagree that the recommendations under this theme contribute to Strengthening Strategic Connections?

Please select your answer from the dropdown list - 39. Sustainable access to Grangemouth Investment Zone:  
Neither agree nor disagree

Please select your answer from the dropdown list - 40. Access to Stranraer and ports at Cairnryan:  
Neither agree nor disagree

Please select your answer from the dropdown list - 41. Potential fixed links in Outer Hebrides and Mull:  
Neither agree nor disagree

Please select your answer from the dropdown list - 42. Investment in ports infrastructure:  
Neither agree nor disagree

Please select your answer from the dropdown list - 43. Major station masterplans:  
Neither agree nor disagree

Please select your answer from the dropdown list - 44. Rail freight terminals:  
Neither agree nor disagree

Please select your answer from the dropdown list - 45. High speed and cross border rail enhancements:  
Neither agree nor disagree

31 Which of these recommendations would you prioritise to contribute to Strengthening Strategic Connections?

Please select your answer from the dropdown list - 39. Sustainable access to Grangemouth Investment Zone:  
Don't Know / No Opinion

Please select your answer from the dropdown list - 40. Access to Stranraer and ports at Cairnryan:  
Don't Know / No Opinion

Please select your answer from the dropdown list - 41. Potential fixed links in Outer Hebrides and Mull:  
Don't Know / No Opinion

Please select your answer from the dropdown list - 42. Investment in ports and infrastructure:  
Don't Know / No Opinion

Please select your answer from the dropdown list - 43. Major station masterplans:  
Don't Know / No Opinion

Please select your answer from the dropdown list - 44. Rail freight terminals:  
Don't Know / No Opinion

Please select your answer from the dropdown list - 45. High speed and cross border rail enhancements:  
Don't Know / No Opinion

32 Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Please select your answer from the dropdown list:

Don't Know / No Opinion

33 Please provide any additional comments you have on the theme Strengthening Strategic Connections and the recommendations within it.

Please provide further comments:

By aligning with investment from other public purse holders, including transport operators, these players (such as bus, ferry, and rail operators) need to have well-coordinated plans to synergies" on the ground" delivery of integrated projects in strategic hubs and corridors. In addition, if we are trying to encourage a modal shift in strategic corridors, it is important that we do not neglect the role of digital connectivity in facilitating modal shift, i.e., providing real-time travel information allowing passengers to work onboard public transport.

## STPR2 Recommendations and other Scottish Government Policy

34 Prior to this consultation were you aware of the list of Scottish Government policies below, which STPR2 aligns with and supports?

Please select your answer from the dropdown list - Take action against climate change:

Yes

Please select your answer from the dropdown list - Decarbonising transport:

Yes

Please select your answer from the dropdown list - Reducing car use:

Yes

Please select your answer from the dropdown list - Encouraging greater walking, wheeling and cycling:

Yes

Please select your answer from the dropdown list - Addressing inequalities, such as: Child poverty:

Yes

Please select your answer from the dropdown list - Addressing inequalities, such as: Affordability of transport:

Yes

Please select your answer from the dropdown list - Addressing inequalities, such as: Access to transport:

Yes

Please select your answer from the dropdown list - Transport as an enabler of inclusive economic growth:

Yes

Please select your answer from the dropdown list - Providing a safe transport system:

Yes

Please select your answer from the dropdown list - Providing a reliable and resilient transport system:

Yes

35 Prior to this consultation were you aware of the Scottish Government policy documents to which STPR2 aligns with and supports?

Please select your answer from the dropdown list - National Transport Strategy 2 (NTS2):

Yes

Please select your answer from the dropdown list - National Planning Framework (NPF4):

Yes

Please select your answer from the dropdown list - Climate Change Plan Update & Route Map:

Yes

Please select your answer from the dropdown list - Infrastructure Investment Plan:

Yes

Please select your answer from the dropdown list - Cleaner Air for Scotland 2 & Delivery Plan:

Yes

Please select your answer from the dropdown list - National Performance Framework:

Yes

36 To what extent do you agree or disagree that the STPR2 recommendations reflect and will contribute to the aims of government policy?

Please select your answer from the dropdown list:

Strongly agree

37 Please provide any additional comments you have on the STPR2 recommendations' contribution to Government policy.



Please provide further comments:

CIHT appreciates the filtering process applied to the huge number of original suggested projects that has generated the 45 proposed investment priorities that are the subject of this consultation. We appreciate the opportunity to comment on them and to contribute to the identification of those that have the best opportunity of delivering the policy objectives of STPR2.

The challenge is identifying which of them will make the biggest contribution to the NTS2 Priorities and Outcomes (particularly the carbon commitment and reducing inequalities) and therefore which should be the priority. There will very likely be a constraint on resources and all recommendations will not be able to be funded, so it will be important for Scottish Government/Transport Scotland to prioritise and encourage other delivery organisations to coordinate the delivery of those that will have the greatest impact.

In summary, STPR2 has identified a broad range of relevant investment priorities for consideration and comment. The key test will be the funding and the commitment to the delivery of those projects that will yield the greatest impact. This will require alignment of a wide array of national, regional, local and private sector interests in the funding and integration of investments in both transport and development.

## Strategic Environmental Assessment (SEA) & Other Impact Assessments

38 To what extent do you agree or disagree with the overall findings of the SEA?

Please select your answer from the dropdown list:

Don't Know / No Opinion

39 The SEA has reviewed plans, policies and programmes relevant to STPR2. Are there any other plans, policies and programmes that should be considered?

Please select your answer from the dropdown list:

Don't Know

If yes, please provide further comments:

40 The SEA sets out the current national and regional baseline environment conditions and future trends. Do you have any comments on this baseline data?

Please select your answer from the dropdown list:

Don't Know

If yes, please provide further comments:

41 Are there any particular issues, problems or opportunities you would like to mention that have not been captured within the SEA?

Please select your answer from the dropdown list:

Don't Know

If yes, please provide further comments:

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

Please provide further comments:

43 Please provide any comments on the findings of the Island Communities Impact Assessment.

Please provide further comments:

44 Please provide any comments on the findings of the Fairer Scotland Duty Assessment.

Please provide further comments:

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

Please provide further comments:

## About you

1 What is your name?

Name:

Kyle Fairbairn

2 Are you responding as an individual or an organisation?

Organisation

3 What is your organisation?

Organisation:

Chartered Institution of Highways and Transportation

4 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.:

119 Britannia Walk, London

5 Postcode

Please enter postcode below:

N1 7JE

6 What is your email address?

Email:

kyle.fairbairn@ciht.org.uk

7 What is your Local Authority Area?

Please enter your Local Authority Area below:

N/A

8 The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

Publish response with name

9 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

10 I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy.

I consent

## Evaluation

1 Please help us improve our consultations by answering the questions below. (Responses to the evaluation will not be published.)

Matrix 1 - How satisfied were you with this consultation?:

Very dissatisfied

Please enter comments here.:

Matrix 1 - How would you rate your satisfaction with using this platform (Citizen Space) to respond to this consultation?:

Please enter comments here.: