

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**16 MARCH 2021****NATIONAL TRANSPORT STRATEGY AND STRATEGIC TRANSPORT
PROJECTS REVIEW UPDATE****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report provides the Partnership with an update on the National Transport Strategy Delivery Plan and progress with the Strategic Transport Projects Review and asks the Partnership to consider and approve of proposed response to STPR Phase 1 and Case for Change consultation.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes the update provided for the National Transport Strategy and Strategic Transport Projects Review; and
- (ii) considers and approves proposed responses to the consultation on the STPR Phase 1 and Case for Change Reports.

2 BACKGROUND

- 2.1 Transport Scotland published the second National Transport Strategy on 5 February 2020 (RTP/20/16 refer).
- 2.2 Work commenced on the second Strategic Transport Projects Review (STPR2) in early 2019, with the Partnership thereafter receiving regular updates at its Partnership meetings through the Director's Report, including a detailed update that was provided at the Partnership meeting on 17 December 2019 (Report RTP/19/47 refers).
- 2.3 Transport Scotland published consultation on 'Strategic Transport Projects Review 2: Case for Change Reports' on 27 February 2020 seeking responses by 8 April 2020, subsequently extended to 4 September 2020. During March 2020 the Partnership agreed to delegate authority to the Executive Committee to consider and approve responses to the Transport Scotland consultation, in particular to three Case for Change reports, namely: National Case for Change; Tay Cities Case for Change; Forth Valley Case for Change. The Executive Committee approved responses to the three consultation documents, and these were submitted to Transport Scotland (Report RTP/20/20 refers).
- 2.4 The Partnership received a progress report on the National Transport Strategy and Strategic Transport Projects Review at its meeting on 15 December 2020 (RTP/20/43 refers).

3 DISCUSSION

National Transport Strategy Delivery Plan 2020 - 2022

- 3.1 Transport Scotland published the [National Transport Strategy Delivery Plan](#) on 17 December 2020, covering the period up to end of March 2022.
- 3.2 The Delivery Plan sets out the actions the Scottish Government is taking to assist in delivering the four priorities for Scotland's transport system as set out in the National Transport Strategy: reduces inequalities; takes climate action; helps deliver inclusive economic growth; and improves our health and wellbeing, whilst also assisting in a fair and green recovery from the pandemic. The document also sets out measures the Government is committed to taking forward: Increasing Accountability; Strengthening Evidence and Managing Demand.
- 3.3 The document also commits to publishing annual Delivery Plans and monitoring and evaluation reports from 2022 onward. This will be overseen by a Delivery Group that includes representation from the RTPs.
- 3.4 Some of the more relevant actions to the Tactran area are provided below:

Increasing Accountability

- Commitment to develop the future transport system for Scotland considering governance and collaboration at local, regional and national level.

Strengthening Evidence

- Commitment to continue to embed the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy in decision-making, Scottish Transport Appraisal Guidance (STAG) and the second Strategic Transport Projects Review (STPR2).
- It is intended to publish changes to STAG by the end of 2021

Managing Demand

- Commitment to work across government to develop a coordinated package of policy interventions to reduce car kilometres by 20% by 2030.
- Transport Scotland will work in partnership with local authorities to support measures to reallocate road space in favour of public transport and active travel and manage parking provision as part of the broader programme of place-based investment.

Reduces inequalities

- Extension of free bus travel to young people aged under 19, as soon as practicable in 2021/22.
- Review on the options for extending Concessionary Travel across all modes of public transport to those aged under 26 will be published in early 2021.
- Continue to support delivery partners to offer loans and grants for e-bikes and adapted bikes, as well as free and subsidised bike hire and bike share opportunities including adapted bikes to promote equality of access to bikes
- Continued emergency support rail and bus services.
- Further integrating Thistle Assistance card into existing processes to improve awareness and understanding of the accessibility issues faced by customers

Takes climate action

- build on our existing place-based planning approach - including concepts such as 20-minute neighbourhoods - across our cities, towns and rural areas,
- support regulations and guidance so that local authorities can choose to implement workplace parking levy schemes that suit their local circumstances and that can reflect local and regional priorities
- Bus Partnership Fund which will fund local authorities to develop and deliver bus priority infrastructure in partnership with RTPs and bus operators
- Work with partners to ensure that the majority of new buses purchased from 2024 are zero-emission, and to bring this date forward if possible
- Continue to support local authorities to bring forward innovative projects to incentivise battery electric and hydrogen vehicles, including through the Switched-on Towns and Cities programme.
- Increase focus on EV charging at public transport hubs so that electric vehicles reinforce public transport options.

Helps deliver inclusive economic growth

- Deliver significantly improved rail services between Aberdeen to the Central Belt, to meet growing demand, drive more usage and decarbonise rail passenger and freight services
- Work collaboratively with the rail industry to review services on the West Highland rail corridor
- Progress delivery of the A9 dualling programme between Perth and Inverness.
- Develop a public consultation on an aviation strategy in 2021
- Work with the Energy Skills Partnership, Skills Development Scotland and the Skills Academy at the Michelin Scotland Innovation Parc, to support colleges to deliver training and accreditation in the skills to support a transition to a zero emission transport system, including in battery electric vehicles and hydrogen fuel cells
- Continued investment through the City Region and Growth Deals programme, in projects that improve regional digital connectivity, including developing ultrafast broadband in the main urban areas in the Tay region.

Improves our health and wellbeing

- Continue to fund permanent active travel infrastructure, from small paths to town and city centre-scale change, through the Sustrans Places for Everyone fund
- An additional £50 million to 'Active Freeways'
- Refresh of Cycling by Design in 2021-22.
- Undertake a National Speed Management Review
- Progress the implementation of Low Emissions Zones, including regulations, guidance, and support for local authorities.

Strategic Transport Projects Review

- 3.5 The second Strategic Transport Projects Review (STPR2) forms an important part in the delivery of the National Transport Strategy, with the development of STPR2 following the Strategic Transport Appraisal Guidance (STAG) process developing a Case for Change, undertaking an initial appraisal and a final detailed appraisal.
- 3.6 As reported to the Partnership in December, due to delays as a result of the Pandemic, the STPR is being taken forward in two phases:
- Phase 1 reporting along the original planned timescales and focusing on recommendations which “lock in”, in transport terms, the positive benefits and travel behaviors of individuals and provide a step change in investment which supports the priorities and outcomes of the National Transport Strategy.
 - Phase 2 longer term projects and initiatives, including scenario planning, looking forward to 2042 with the aim of having STPR Phase 2 completed and published in the latter part of 2021.
- 3.7 On 3 February 2021 Transport Scotland published a number of STPR documents including STPR Update and Phase 1 Recommendations; an updated National Case for Change Report (including a COVID-19 Addendum) and updated Case for Change reports for each region, including Tay Cities and Forth Valley.

STPR Update and Phase 1

3.8 The outcome of [STPR2 Phase 1](#) is that twenty interventions are recommended for early progression. Transport Scotland emphasise that the support of partners will be essential in taking these forward and for delivery. Grouped under eight themes, the twenty interventions are noted in Figure 1 below:

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 roadsapce 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 roadsapce 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

Figure 1: Phase 1 Themes and Recommendations

3.9 The Phase 1 report highlights the status of each of the twenty interventions, and Transport Scotland 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.

3.10 The Phase 1 recommendations will also be included with the overall appraisal of the final STPR2 package of interventions.

- 3.11 It is noted that the Scottish Government is committed 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.
- 3.12 A feedback questionnaire has been included as part of the publication and this asks questions regarding the themes, interventions and how they will assist in recovery from Covid-19 pandemic. Tactran's proposed response is provided at Appendix A and can be summarised as follows:
- There is broad agreement regarding the 8 themes and 20 interventions recommended in STPR Phase 1 Report. However it is considered that a further National Speed Limit Review is unnecessary and resources would be better aimed at improving driver behaviour.
 - Overall three general concerns are expressed:
 - Covid 19 uncertainties means that although Phase 1 is targeted at the next five years, these will need to be regularly reviewed and amended as more evidence of recovery from lockdown is available.
 - The document makes significant mention of re-allocation of road space and while this is agreed in general, there is a concern about the resources required to implement this and the need to properly articulate the need to the general public.
 - A significant number of the interventions rely on Local Government to design and implement and it is noted that the Scottish Government must recognise that there is a need to increase the resources provided, in terms of staff, skills and experience at the local and regional level.
- 3.13 The Partnership is asked to consider and approve the proposed response in Appendix A.

STPR2 Phase 2: Updated National and Regional 'Case for Change' Reports

- 3.14 The national and regional 'Case for Change' reports 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.
- 3.15 Following sifting in line with the STAG process, approximately 1,400 Options 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 1,400 Options have each been allocated to one of 80 Groupings. The sifting and grouping process included consideration of interventions identified at the Members workshops held on 17 January 2020 (Tay Cities) and 29 January 2020 (Forth Valley).

- 3.16 The table below shows the types of options in [National Case for Change](#); [Forth Valley Case for Change](#) and [Tay Cities Case for Change](#) by category that continue to be taken forward in the process (sifted in):

Category	Nationally	Forth Valley	Tay Cities
Active Travel	300	115	11
Behaviour Change	50	6	3
Bus	40	8	3
Rail	195	21	10
Public Transport	165	24	9
Ferries/Island Connectivity	95	1	0
Road	190	32	10
Freight	90	6	5
Technology	60	0	2
Multi-modal	45	4	3
Mass Transit	25	0	0
Multiple Groupings	170	20	11
Total	1425	237	67

- 3.17 Overall Nationally approximately 1,400 options (including all regional options) are being taken forward to the next stage, with a similar number having been sifted out. Approximately 200 of these options are identified as national, with the rest having been identified through the various regions. Tay Cities has 67 options taken forward to the next stage, with 90 options having been sifted out. Forth Valley has 235 options taken forward to the next stage, with 121 options sifted out.
- 3.18 The Partnership provided responses to earlier versions of National, Forth Valley and Tay Cities Case for Change documents in April 2020 (Report RTP/20/20 refers). A draft long list of Options was subsequently provided to the Regional Transport Working Groups (including Forth Valley and Tay Cities groups) and they provided initial feedback in November 2020. Since then the long list and Groupings have been further developed and Transport Scotland is seeking feedback on the suitability of the options, how well the options address the opportunities and objectives identified, as well as questions relating to next steps and the challenges regarding covid-19.
- 3.19 The full list of options sifted in to be taken forward to the next stage for appraisal from the National, Forth Valley and Tay Cities Case for Change reports is provided in the [members area](#) of the Tactran website and a selection of these options is provided in Appendix B.

3.20 Tactran's proposed response to the [National](#), [Tay Cities](#) and [Forth Valley](#) Case for Change reports are provided at Appendix C and can be summarised as follows:

- The options in the Case for Change reports are generally supported. However, there is concern regarding the consistency of the sifting process between different regions.
- There are a number of options and issues that should be considered nationally, such as Mass Transit for all of Scotland's cities; more options for connecting rural communities and affordability and consistency of rail fares.
- The options in the Forth Valley Case for Change report are supported, but consideration needs to be given around packaging of strategic active travel options; connectivity to neighbouring regional centres and regionally significant roads.
- The options in the Tay Cities Case for Change report are supported, but a few should be added: active travel route between Dundee and Perth; a package to improve bus services and new rail stations between Perth and Dundee and at Luncarty; Perth Innovation Highway.
- It is considered that the Covid-19 addendum to the National Case for Change captures strengths, weaknesses, opportunities and threat posed by the pandemic.
- There is also concern that the methodology of packaging approximately 1,400 options under 80 groups could lead to the benefits of a particular option not being fully appraised.

3.21 The Partnership is asked to consider and approve the proposed response in Appendices C.

3.22 The Options, presented in the 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 Transport Planning Objectives, feasibility, affordability and public acceptability.

3.23 The Regional Transport Working Groups will continue to be involved in this process and updates will be provided to the Tactran Board at appropriate stages.

4 CONSULTATIONS

4.1 Local authority officers and other organisations have been involved in the development of the regional Case for Change reports and the options contained therein.

5 RESOURCE IMPLICATIONS

5.1 There are no resource implications arising directly from this report.

6 EQUALITIES IMPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

National Transport Strategy Delivery Plan 2020 – 2022, Transport Scotland, December 2020

STPR2: Update and Phase 1 Recommendations, Transport Scotland, February 2021

National Case for Change Report, Transport Scotland, February 2021

Initial Appraisal: Case for Change, Forth Valley Region, Transport Scotland, February 2021

Initial Appraisal: Case for Change, Tay Cities Region, Transport Scotland, February 2021

Report to Partnership, RTP/19/47, Director's Report, 17 December 2019

Report to Partnership, RTP/20/16, National Transport Strategy and Strategic Transport Projects Review, 17 March 2020

Report to Executive Committee, RTP/20/20, Strategic Transport Projects Review 2: Case for Change Reports, 31 March 2020

Report to Partnership, RTP/20/43, National Transport Strategy and Strategic Transport Projects Review Update, 15 December 2020

STPR2: Update and Phase 1 Recommendations report.**Comments Form****Tactran Response**

1. Do you feel the eight themes within the STPR2 Phase 1 capture what needs to be done in the short term, in relation to the transport investment priorities?

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

2. Do you feel the themes appropriately address challenges and opportunities described within the report?

- Yes
- No

Please use the space below to provide any further comments on the challenges and opportunities described within the report:

The themes do address the challenges and opportunities in the short term. However, as the report describes, it is not yet possible to predict the response to coming out of lockdown. It will therefore be necessary to continue to monitor and evaluate evidence and adjust programmes and outcomes as the uncertainties become clearer.

3. Do you feel that the Phase 1 interventions associated with the eight themes support the priorities and outcomes of the National Transport Strategy?

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

Please use the space below to provide any further comments that you wish to make on the eight themes.

All 8 themes are supported and provide for a range of measures to be introduced targeting a fair and green recovery. The effect of Covid has a significant effect on people's lifestyles and therefore their travel requirements. In terms of transport perhaps the biggest recovery will be for passenger transport with Bus and Rail travel significantly decreased and attitude surveys indicating that people may be more inclined to travel by car rather than use public transport.

4. How well do the Phase 1 interventions respond to the uncertainty in travel demand and behaviour that we face in the short term due to COVID-19?

- Very well
- Well
- Poorly
- Very Poorly
- Don't know/ No opinion

5. How well do the Phase 1 interventions support Scotland's recovery from the Covid-19 pandemic in the short-term?

- Very well
- Well
- Poorly
- Very Poorly
- Don't know/ No opinion

6. Please use the space below to highlight the Phase 1 themes and interventions, that you particularly support:

Theme: Supporting smart and sustainable travel across Scotland

All of the three interventions (1,2 & 3) in this theme are supported and have a particular relevance if the '20 minute neighbourhood' concept is to be realised, as they are particularly supportive of shorter journeys suitable for active travel. However, while it is easy to say re-allocate road space, there is always competing demand for this and the hard work is in ensuring the correct allocation at the correct location. The burden of work and resources in implementing these interventions is likely to fall on to local government.

Theme: Creating smart and sustainable towns and villages

The two interventions (4 & 5) are supported. In particular, the place principle is supported, but unsure this is a short-term action, as decisions made early can have a long-lasting effect on how a neighbourhood performs. Again, the burden of work and resources in implementing these interventions is likely to fall to local government.

It is also considered that well located and integrated mobility hubs are crucial to ensure good integration between longer distance travel and more sustainable short to medium distance travel.

Theme: Improving accessibility in rural, island and peripheral areas and for vulnerable groups

This intervention (6) is supported and indeed Tactran is taking forward a MaaS pilot. A comment on this would be that areas do not need to be too far from urban

centres to be considered peripheral, with many people living within 10 miles of towns and cities not having a realistic public transport option, and therefore reduced access to facilities and opportunities.

Theme: Transforming Cities

The intervention (7) to reallocate road space to active travel is supported, but there needs to be proper consideration of the competing demands. Again, the burden of work and resources in implementing these interventions is likely to fall to local government.

The intervention (8) to enhance facilities at major rail stations is supported, in particular Perth Station. We would also welcome re-assurance that plans to enhance Stirling Station are to be implemented under this intervention. While this intervention is supported, it is equally important that intervention 12 providing better multi-modal access to local rail stations is taken forward.

The intervention (9) although not in the Tactran area is supported. However, there is a concern that there is no such strategy within this document for the other 5 Scottish cities. Tactran would not wish to see resources targeted at this intervention to the detriment of the other Scottish Cities – consideration should be given to including this intervention for the other cities.

Theme: Enhancing public transport provision

While all 3 interventions (10,11 & 12) are supported, there is concern again that stating the intervention is much easier said than implementing. Re-allocating road space to buses (intervention 10) is something that is supported, but there are several competing demands on what is limited road space – there may be locations that rather than reallocation of road space, there may be additional road space required for bus, active travel and urban realm.

As noted in comments on intervention 8 above, it is considered that good multi-modal accessibility at rail stations (Intervention 12) is crucial to encouraging people back into rail travel. Indication from surveys undertaken is that in future people are likely to travel less distance for commuting and other travel requirements. If this is the case it is likely that local journeys within a region are to become more common and important. Scottish Government and ScotRail are committed to introducing the 'Revolution in Rail' which will re-introduce an hourly service between Arbroath and Glasgow, that will call at all the local stations within Tayside. This will provide a regular, hourly local rail service within Tayside for the first time in 30 years and if the benefits of this are to be maximised, there needs to be investment in the multi-modal accessibility to these local stations.

Theme: Supporting transition to low-carbon transport

Interventions (13 & 14) within this theme are supported and are crucial if net zero targets are to be met. Local Authorities within the Tactran area have been and continue to be at the forefront of low-carbon transport. This is now being taken forward in a co-ordinated regional approach through the Regional EV Strategy. Further opportunities in this regard would be welcomed.

Theme: Supporting a viable freight industry

The interventions (15 & 16) for a sustainable green freight industry are supported. The lack of suitable rest areas has been highlighted though Tactran's Freight Quality Partnership and the opportunity to take an active part in the review of facilities would be welcomed.

Theme: Enhancing safety and resilience on the strategic transport network

Intervention 17 is supported and no comment on intervention 18 as its influence on the Tactran area is limited. Intervention 19 is rather misleading as it only references ports in the Clyde and Hebrides ferry service (CHFS) and Northern Isles ferry service (NIFS) network. Are there any proposals for other Scottish Ports?

Intervention 20 – Speed Management Plan is not supported, see response to below question.

7. Please use the space below to highlight where you disagree with any the Phase 1 themes or interventions.

Speed Management Plan: While intervention 2 – expansion of 20mph is supported, as outlined in Tactran's response to 'Scotland's Road Safety Framework to 2030' consultation, it is considered that there is a no need for a National Speed Management Review, if this is just another a review of speed limits. Evidence is driving vehicles above the speed limit is a common cause of accidents rather than the speed limits themselves. Therefore, it is changes to driver behavior that is important and this should be targeted. Another speed limit review will be an unnecessary use of scarce resources. The pilot for increasing the speed limit for HGV's from 40mph to 50mph on single carriageway roads on the A9 between Perth & Inverness has shown to be successful and another review is not required to show this.

8. Please use the space below to provide any other comments you wish to make on the STPR2: Update and Phase 1 Recommendations report.

Covid-19 uncertainties

While it is agreed that the themes and interventions support the priorities and outcomes of the National Transport Strategy and respond to the uncertainty in

travel demand and behaviour faced in the short term due to COVID-19, it is clear that there remains significant uncertainties to how people's lives and their travel behaviour will adjust post Covid. Therefore, there is a need to continue to review evidence at regular intervals and adjust the Phase 1 themes and interventions accordingly.

Re-allocation of road space

The document sets out quite a number of interventions that rely on re-allocation of road space (See interventions 1, 2, 4, 7 & 10). While this is supported, there is limited amount of road space and determining the most appropriate allocation at any particular location will require significant resources from local and regional government.

There is a need to ensure public support for the interventions and it is noted that a significant number of people say they are more likely to use car travel than public transport in future, as a result of Covid. Public opinion will need to be factored in to any intervention and the purpose of re-allocating road space will need to be well articulated and understood by the public.

Resource implications

A significant number of the interventions proposed will require to be implemented by local government – for example as noted above reallocation of road space – a number of actions propose reallocation of road space, but the difficulty will be in identifying and introducing on the ground, while maintaining public support – much of this will be taken forward at local and regional level, rather than national level. Indeed, the document itself acknowledges that the interventions are not the sole responsibility of Transport Scotland to deliver and *'many will rely heavily on partners to take them forward.'*

Scottish Government financial support for rail and bus, as well as Spaces for People initiative has been crucial in catering for travel requirements throughout the pandemic and is acknowledged and supported. However, the pandemic has also put a huge strain on the resources at local and regional government level

If the implementation of the interventions proposed within this document are to be successful, while targeting of national funds at these interventions is supported, there must be a recognition that there is a need to increase the resources provided, in terms of staff, skills and experience at the local and regional level.

Transport Scotland has previously indicated that it is intended to bring forward a 'Working with Partners' document to accompany the STPR Case for Change documents and Tactran would welcome this and the opportunity to discuss how this best to work in partnership to the deliver the required interventions.

Selected Options Sifted In

National Case for Change

Reference	Option Title	Grouping Mode	Grouping Name(s)
National 58	Rail Line (Existing) Upgrades: Fife Circle - measures could include: 1) electrification between Edinburgh-Perth & Dundee; 2) double tracking single track sections (e.g. Ladybank-Perth); 3) Line-speed, junction & geometry improvements (e.g. Ladybank junction)	Rail	Central & North East Scotland Rail Improvements
National 59	Rail Line (Existing) Upgrade: Progress and implement the "7 Cities Connectivity" Network Rail project (previously Greenhill Junction Remodel and Dunblane to Perth Corridor Enhancement)	Rail	Central & North East Scotland Rail Improvements
National 71	New Rail Line: Construct a new rail route linking the Highland Main Line (HML) and West Highland Line (WHL) to reduce the need for rail traffic to travel through Glasgow	Rail	New Rail Lines, Including Re-Opening of Disused Lines for rail services
National 84	Park & Ride: increase the number of Park & Ride/Choose sites across Scotland. This could include: - Park and Choose at edge of cities - Located on commuter networks	Public Transport	Mobility Hubs and Multi-modal Interchanges
National 465	EVs: Create at least 20 electric towns across Scotland by 2025	Road	Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan
National 120	Rail Freight Terminals: List of identified Rail Freight Sites not currently in use, for consideration for re-instating in conjunction with other rail and multimodal freight options: - H&I: Thurso, Lairg, Kyle of Lochalsh, Elgin, Fort William, Crianlarich; - NE: Laurencekirk, Montrose - ESES: Kincardine, Cameron Bridge [Levenmouth], Thornton & Westfield; Powderhill, Leith, Cockenzie; - A&A: Dalry, New Cumnock [Hunterston?] - A&B: Arrochar - SW: Eastriggs, Chalmerston	Freight	Freight Consolidation Measures

Selected Options Sifted In

National 152	New Intelligent Transport System (ITS) roadside infrastructure: M9 / A9 between Stirling and Perth	Technology	Intelligent Transport Systems (ITS) Roadside Infrastructure on Motorways and Trunk Road Network
National 174	National MaaS platform: Multi-modal MaaS platform for transport information, booking and payment	Multimodal	Mobility as a Service (MaaS) Digital Platform
National 186	Rail Line (Existing) Upgrade: Route 8: Central Belt - Aberdeen Minimum 2,896 mm high x 2,550 mm/2,600mm wide on FKA, IKA, IDA - W10/W12 with electrification - Longer Loops, Length 640m - Removal of RT3973 restrictions - Capacity enhancement - loops - Journey Time Improvements/Better Paths - Removal of one train working on the Aberdeen-Waterloo branch - Requirement for new or improved freight terminal facilities	Multiple Groupings	Rail Freight Enhancements Central & North East Scotland Rail Improvements
National 189	Rail Line (Existing) Upgrade: Route 7: Central Belt - Inverness via Fife & SAK (Stirling, Alloa, Kincardine) - RA10 Permissions - Min 2,896 mm high x 2,550 mm/2,600 mm wide on IKA/FKA/IDA - W10/W12 with Electrification - Length 640m - Removal of RT3973 restrictions - Journey Time Improvements/Better Paths - Requirement for new or improved freight terminal facilities	Multiple Groupings	Rail Freight Enhancements Edinburgh, East Coast and Borders Rail Improvements
National 194	Rail Line (Existing) Upgrade: Highland Main Line (Perth-Inverness) to improve journey times and reliability for passengers and freight and meet NR SRS 2043 aspirations - measures could include 1) double tracking, loops etc; 2) Electrification 3) Gauge enhancements etc.	Multiple Groupings	Rail Freight Enhancements Highland and Far North Rail Improvements

Selected Options Sifted In

Forth Valley Case for Change

Reference	Option Title	Grouping Mode	Grouping Name(s)
Forth Valley 1353	Active Travel Routes: Alloa - Stirling	Active Travel	Strategic Active Travel Corridors within and between Urban Areas (Active Freeways)
Forth Valley 1399	Active travel infrastructure improvements (incl. facilities, capacity and segregation): Springkerse/Forthbank to Manor Powis roundabout - Investigate options to provide safer cycling links and necessary A91 crossings.	Active Travel	Strategic Active Travel Corridors within and between Urban Areas (Active Freeways)
Forth Valley 1554	Create new Active Travel Routes: Callander - Doune - Bridge of Allan - Stirling	Multiple Groupings	Strategic Expansions of the National Cycle Network Current National Cycle Network
Forth Valley 1453	Increase the provision of DRT and community based services (incl. night running, funding and enhanced community routes)	Bus	Demand Responsive Transport (DRT) / Community Transport
Forth Valley 1455	Create and sustain a 30 minute rail service between Alloa and Glasgow	Rail	Central & North East Scotland Rail Improvements
Forth Valley 1457	Introduce through rail services from Stirling to Cumbernauld and Motherwell	Rail	Glasgow, West Coast and South West Scotland Rail Improvements

Selected Options Sifted In

Forth Valley 1469	New station on existing (Main)line at Causewayhead between Stirling and Bridge of Allan	Rail	New Rail Stations
Forth Valley 1479	Multimodal integration improvements (incl. access to and between modes), such as improving car parks at railway stations like Bridge of Allan	Public Transport	Mobility Hubs and Multi- modal Interchanges
Forth Valley 1482	Park & Ride facility at Bannockburn (Pirnhall, South Stirling), serving Edinburgh, Glasgow and Stirling	Public Transport	Mobility Hubs and Multi- modal Interchanges
Forth Valley 1490	Dunblane to Perth Rail Corridor Enhancement	Public Transport	Public Transport Network Coverage, Frequency and Service Integration
Forth Valley 1502	Road infrastructure improvements (incl. new routes, maintenance and resilience): Grade separation of junctions on the A9 from (and including) Keir Roundabout to south of Broxden Roundabout	Road	North East Scotland Trunk Road Network Improvements
Forth Valley 1522	Road infrastructure improvements (incl. new routes, maintenance and resilience): A811/M9 Gateway	Road	South East Scotland Trunk Road Network Improvements
Forth Valley 1531	A direct freight line (together with associated infrastructure enhancements) between the Dunfermline to Longannet line and Rosyth, allowing services from Stirling and the West Coast Main Line to access Rosyth directly, by-passing Inverkeithing station and junctions	Freight	Sustainable Modal Shift of Freight

Selected Options Sifted In

Forth Valley 1540	<p>Development and resourcing of packages for rural communities</p> <p>(DRT/Community Transport / car clubs / MaaS / active travel links between neighbouring settlements / electric bikes / community hubs etc) e.g. Callander / strathyre / lochearnhead; Tyndrum to killin; aberfoleye; Kippen; and Drymen</p>	Multiple Groupings	<p>Demand Responsive Transport (DRT) / Community Transport</p> <p>Expansion of Car Clubs</p> <p>Mobility as a Service (MaaS) Digital Platform</p> <p>Village – Town Active</p> <p>Travel Connections</p> <p>Access to Bikes</p> <p>Active Travel Hubs</p>
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Selected Options Sifted In

Tay Cities Case for Change

Reference	Option Title	Grouping Mode	Grouping Name(s)
Tay Cities 2747	Provide a safe, high quality, connected walking and cycling network across Scotland that is accessible to all users, with direct routes. This could include: wider pavements where necessary with segregated cycle paths on urban main roads and shared paths in rural areas. Repair and maintenance could use council funds. Targeted locations include Forth Road Bridge, Forfar, North of Tay, Dundee, Fife, Perth, routes to school, routes following the dismantled railways	Active Travel	Strategic Active Travel Corridors within and between Urban Areas (Active Freeways)
Tay Cities 2749	Provide a cycle bridge across the Tay in Perth	Active Travel	Strategic Active Travel Corridors within and between Urban Areas (Active Freeways)
Tay Cities 2759	Perth - Edinburgh Rail Corridor Improvements, to increase capacity, frequency, reliability, and reduce journey times on existing route. Measures include: <ul style="list-style-type: none"> - Timetable enhancements on existing network - Electrification - Upgrading junctions and route geometry to increase line 	Rail	Central & North East Scotland Rail Improvements
Tay Cities 2761	Dundee to Edinburgh rail Corridor Enhancements (electrification, new sections of line, line speed enhancements and other potential interventions)	Rail	Central & North East Scotland Rail Improvements
Tay Cities 2768	New rail station at Newburgh and/or Oudenarde	Rail	New Rail Stations
Tay Cities 2770	New rail station at Dundee West	Rail	New Rail Stations

Selected Options Sifted In

Tay Cities 2779	A9 Broxden and /or Inveralmond junction capacity improvements	Road	North East Scotland Trunk Road Network Improvements
Tay Cities 2780	A90 Dundee on-line improvements such as: - junction upgrades - Kingsway and associated local connectivity improvements including active travel options	Road	North East Scotland Trunk Road Network Improvements
Tay Cities 2781	Construction of a Dundee Bypass (Dundee Northern Relief Road) - reduce excess traffic in the city - link Longforgan to Tealing (i.e. A90 W/Perth - A90 N/Aberdeen) - possible onward connection to A92 (Carnoustie) - improve connectivity in Dundee - reduce congestion on Kingsway. - Suggested locations are West and North Dundee	Road	North East Scotland Trunk Road Network Improvements
Tay Cities 2784	Improve road link between A90 and Montrose (for improved road access in north Angus)	Road	North East Scotland Trunk Road Network Improvements
Tay Cities 2785	Introduce more freight consolidation centres in the region to reduce the commercial model of instant single delivery. This could be at: Dundee Perth	Freight	Freight Consolidation Measures
Tay Cities 2792	Improved road and/or rail connectivity at Perth Harbour	Multimodal	Improve Routes to Major Ports and Airports
Tay Cities 2793	Improved road/rail/port connectivity including intermodal regional rail freight facilities at Dundee	Multimodal	Improve Routes to Major Ports and Airports

Selected Options Sifted In

Tay Cities 2794	Improved road/rail/port connectivity including intermodal regional rail freight facilities at Montrose	Multimodal	Improve Routes to Major Ports and Airports
Tay Cities 2796	Introduce more park and ride facilities and associated bus priority infrastructure at targeted locations such as: <ul style="list-style-type: none"> - Tay Bridge (This could also include Park & Stride @ South access Tay Bridge& Western Edge) - NSEW Dundee (1. Dundee West 2. A90 Dundee North at Forfar Road 3. A92 Dundee East at Monifieth 4. A92 South of Tay Bridge) - Perth (East and North), N.E Fife, Halbeath. - Rural locations 	Multiple Groupings	Bus Priority Infrastructure Mobility Hubs and Multi-modal Interchanges
Tay Cities 2765	Reopening & electrification rail line between Perth & Edinburgh via Kinross	Multiple Groupings	New Rail Lines, Including Re- Opening of Disused Lines for rail services Decarbonisation of the Rail Network

This comments form is aimed at capturing your views on the **STPR2 Transport Options outlined within the Case for Change document**. It also seeks views on the challenges and opportunities related to COVID-19 as well as the STPR2 engagement process to date.

1. Are you responding as an individual or an organisation?

Organisation

2. Name of Organisation

Tactran

3. Please indicate which category best describes your organisation?

Regional Transport Partnership

4. Which of the Case for Change reports have you read prior to providing comments?

Please select all that apply

- National
- Forth Valley
- Tay Cities

5. To what extent do you agree or disagree with the following statement: The recommended transport options for STPR2 are strategic covering a range of modes and geographies.

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

6. How well do you feel the transport options recommended for further consideration address the problems, opportunities and objectives for strategic transport connections in Scotland?

- Very well
- Well
- Poorly
- Very poorly
- Don't know/No opinion

7. Do you have any other comments on the transport options identified?

While it is considered that the options recommended generally do address the problems, opportunities and objectives for strategic transport connections, there is a general concern that consistency of option development has not been achieved between the different Regional Transport Working Groups. An example of this is that the Forth Valley Case for Change (CfC) contains 115 Active Travel options to

take forward to the next stage, while that Tay Cities contains 11. This is disappointing as it is clearly only Transport Scotland and their consultants that would be able to provide this overview.

National CfC options

Options identified to be taken forward within the National category are generally supported. However, it is noted that Mass Transit options have been identified for Glasgow, Edinburgh and Aberdeen. It is not clear that Mass Transit options have been considered for Scotland's other cities, as they do not appear to have been sifted out. It is considered that that Mass Transit options, including bus rapid transit and light rail should also be taken forward for appraisal for Scotland's other 4 cities.

Regarding connectivity for rural residents - is MaaS and car clubs and active travel options proposed enough to address the problems identified?

The issue of affordability and consistently fair rail fares is a significant issue in the Tactran area. This appears to have been scoped out of the STPR, however it is only realistically something Scottish Government/Transport Scotland can influence – where is this being picked up if not in NTS2 Delivery Plan or STPR2?

Tay Cities CfC

The options included to be taken forward for further appraisal are supported. However, there are some options that have been sifted out that require further consideration:

- Tay Cities 2806 – Strategic active travel link between Dundee and Perth has been sifted out because NCN77 link is there. This misses the point that although it is an NCN it is on-road and not a particularly good quality provision, especially between St Madoes and Perth, where the route loops around Kinnoull Hill. This is a strategic Active Travel link between two cities and should be included.
- Tay Cities 2819 Increase investment in bus services, Tay Cities 2820 Bus Service Improvement Package and Tay Cities 2849 increase investment in Community Transport are all sifted out. A major challenge in going forward will be how bus industry recovers and adapts to the new normal. This is missing from the STPR, but if not picked up here, where will it be picked up?
- Tay Cities 2807 Perth Innovation Highway – this is sifted out due to it being considered to be part of a national group of options looking at freight and consolidation centres. However, it is considered that this option should be considered on its own merit.

Other options that should be included for consideration are new rail stations between Dundee and Perth (Errol and/or St Madoes) and at Luncarty.

Forth Valley CfC

Active travel options

It is considered that the 115 Active Travel options identified should be better grouped into strategic routes for the region rather than a long loosely connected list of minor improvements. Perhaps a group connecting main settlements and an urban group connecting key facilities.

Connectivity to neighbouring regional centres

Majority of options focused on links to Edinburgh and Glasgow, which is necessary. But options are required that focus on connectivity to and between the centres in neighbouring regions, such as:

- Better Bus / Coach connections from Stirling City, Falkirk and Alloa to neighbouring regional centres such as Dunfermline, Cumbernauld and centres in West Lothian is needed to address a growing gap in the transport provision.
- Bus / Coach / Rail options specify improving connections to and between regional centres (on-route to/from Glasgow and Edinburgh)

Road

Regionally significant road issues, including those that cross regional boundaries, have been sifted out and should be included:

- A91 around Stirling connecting Clacks to M9 (including bus priority for park & ride)
- A9 between Falkirk and Stirling, connecting both to Forth Valley Royal Hospital (strategic bus route)
- A811 between Stirling and Loch Lomond and The Trossachs National Park (south)

8. To what extent do you agree or disagree with the following statement: It is clear what the next steps are when considering the transport options through STPR2?

- ~~Strongly agree~~
- ~~Agree~~
- ~~Neither agree or disagree~~
- **Disagree**
- Strongly disagree

9. Do you believe that the COVID-19 pandemic will bring about challenges and/or opportunities relevant to planning future transport investment through STPR2?

Please select all that apply

- Yes, challenges
- Yes, opportunities
- No, neither challenges or opportunities
- Don't know

10. What do you believe could be the key medium to longer-term challenges relevant to STPR2 arising from the COVID-19 pandemic on travel demand and patterns in your region / nationally?

It is considered that the Covid-19 addendum to the National Case for Change picks out the key strengths, weaknesses, opportunities and strengths. In the more immediate future one of the major challenges will be to re-start public transport which has suffered greatly from the pandemic. There will need to be a concerted effort to overcome the negative messaging and impact of the pandemic.

In terms of challenges in the medium to longer term the pandemic has merely accelerated changes that may have been likely to happen over time, with working from home and decline in city centre retail being obvious examples. The challenge is how to adapt our transport network and system to accommodate the change in lifestyle this will bring e.g. will there continue to be morning and evening peak travel with more people working flexibly and from home, and how this is done in a way that is sustainable in terms of the environment and in a fair way in terms of inclusion and economy. In the longer term it is changes in technology rather than the pandemic that is likely to have a greater impact. The key to this will be to continue to collect, monitor and evaluate data and evidence and also be prepared to review and make changes to plans and strategies as a result of this evidence.

11. What do you believe could be the key medium to longer-term opportunities relevant to STPR2 arising from the COVID-19 pandemic on travel demand and patterns in your region / nationally?

The main opportunities arising are:

- to continue to promote and increase active travel that has occurred due to the pandemic;
- to increase digital connectivity throughout the country to allow more people to work from home or a flexible mixture of home and office work, to particularly decrease the need to commute.
- to reinvent town and city centres to be multi-functional.
- To embrace technology to travel more sustainably and to reduce the need to travel.

12. How well do you feel the Case for Change element of STPR2 has engaged with stakeholders and the public?

- Very well
- Well

- Poorly
- Very poorly
- Don't know/No opinion

13. Have you or your organisation participated in events or previous online surveys in relation to STPR2?

Please select all that apply

- Workshops
- Online Survey
- Feedback forms
- None

14. What worked well and what could have been improved in the Case for Change stakeholder and public engagement?

The engagement and consultation at the earlier stage of the process was undertaken well, however subsequent engagement during the covid-19 pandemic was obviously more limited. Consideration could have been given to holding more virtual workshops/webinars to engage with stakeholders at key points of the process. This could have alleviated some of the issues around providing consultation and feedback responses within the timescales provided as stakeholders and consultees would have been better informed of emerging options and information that required feedback.

15. Overall, has the Case for Change element of STPR2 met your or your organisation's expectations?

- Yes it has fully met my or my organisation's expectations
- It has met some of my or my organisation's expectations
- No, it has not met my or my organisation's expectations

16. Please explain why the Case for Change element of STPR2 HAS NOT met all your organisation's expectations?

The involvement of the Regional Transport Working Groups throughout the process has been positive and appreciated. However, as noted in previous answers there has been an inconsistency between the different regions, particularly in terms of definition of what is strategic and the scope of STPR. In a similar vein, although sight of the National Case for Change was promised to the Regional Transport Working Groups, no significant information was provided until all documents were published in February. An earlier involvement of the Regional Transport Working Group in this, may have been able to contribute to reducing the inconsistencies.

17. Please provide any other comments on the Case for Change element of STPR2?

In answering the question *'To what extent do you agree or disagree with the following statement: It is clear what the next steps are when considering the transport options through STPR2?'* it is noted that Tactran disagrees with the statement.

While it is clear that the next stage of the process is to undertake the initial appraisal of options that are 'sifted in', what is unclear is how this will be done. The document notes that the approximately 1,400 options will be grouped into 80 different groups, it is then unclear how these groups will be appraised. Are the individual options in each group appraised or is it the group as a whole that will be appraised? It is also unclear how the Regional sub-objectives that have been developed for each region will be used in this appraisal process.

There is also concern that the grouping of options will not realise the full benefit of the option proposed. For example, in earlier consultation on the STPR, Tactran has already noted that options to improve the traffic capacity of the A90 Kingsway – either on line or via a bypass has significant benefits nationally, regionally and locally. However, if this option is assessed as a group of 'Road' options how will all the benefits be captured? An increase in capacity of the A90 Kingsway, as well as providing national benefits for longer distance travel, will also free up road space within Dundee, which could allow for bus priority improvements and/or active travel improvements and may also reduce traffic in the city centre of Dundee allowing for better accessibility and improvements in air quality and public realm. If a geographical approach had been taken to the grouping, these options could have been packaged together to ensure the combined benefits of such a package was fully realised. There needs to be a mechanism within the methodology proposed that allow for these benefits to be included. This is only one example, but there are likely to be more.

A final comment is that Tactran officers have been involved in the STPR process and are well versed in the STAG stages. However, the way that some of the information has been presented has been difficult to follow e.g. Tay Cities and Forth Valley options taken forward have not been included in the Tay Cities Case for Change or Forth Valley Case for Change documents, but instead included in an appendix to the National Case for Change document. Also the reference numbers of the options taken forward have changed since the Regional Transport Working Groups were provided with the draft long list in November. This has made it difficult to cross reference and provide a Tactran response. It is recognised that this has been a major exercise for Transport Scotland and timescales are tight, however if there had been a phased release of documents rather than releasing 41 documents on the same day, this may have led to greater clarity.