

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

14 MARCH 2023

STRATEGIC TRANSPORT PROJECTS REVIEW 2 (STPR2)

REPORT BY SENIOR PARTNERSHIP MANAGER

Purpose

This report asks the Partnership to note the publication of Transport Scotland's Strategic Transport Projects Review 2 (STPR2).

Summary

Transport Scotland published the STPR2 on 8 December 2022. STPR2 sets out recommended transport interventions for the next 20 years and is one of the mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2).

There are 45 recommendations covering all modes and following the sustainable transport hierarchy. There were no substantive changes made to the 45 recommendations published in the draft STPR2 consulted on in January 2022, instead the recommendations have been refined and re-worded as required.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes the publication of Transport Scotland's Strategic Transport Projects Review 2 (STPR2); and
- (ii) remits officers to continue to engage with Transport Scotland during the STPR2 Delivery Plan development.

2 BACKGROUND

- 2.1 Updates on the Strategic Transport Projects Review 2 (STPR2) progress have previously been reported to the Partnership at regular intervals during its development; at its meeting on 16 March 2021 when the Partnership approved a consultation response to the STPR2 National and Regional 'Case for Change' reports; at the Partnership meeting on 14 December 2021 and at the Partnership meeting on 15 March 2022 when the Partnership considered, amended and approved a response to Transport Scotland consultation on the draft STPR2 (Reports RTP/21/06, RTP/21/31 and RTP/22/10 respectively).

3 DISCUSSION

- 3.1 Transport Scotland published the finalised [Strategic Transport Project Review 2](#) (STPR2) on 8 December 2022.

- 3.2 The publication concludes the detailed technical appraisal process and confirms the 45 recommendations contained within the draft STPR2 remain in the final STPR2.
- 3.3 STPR2 sets out recommended transport interventions for the next 20 years and is one of the mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2), covering all modes and following the sustainable transport hierarchy as set out in NTS2. STPR2 is also an important tool for achieving the Climate Change Plan Update commitment to 20% reduction in car kilometres by 2030 and contributing to Scotland's Net Zero Greenhouse Gas emissions target by 2045.
- 3.4 The recommendations are set out in a Summary Report and a more detailed Technical Report which includes Appraisal Summary Tables for each of the 45 recommendations, with other supporting documents including the Impact Assessments and Consultation Reports.
- 3.5 As with the draft, the final STPR2 sets out 45 recommendations grouped under 6 themes:
- improving active travel infrastructure (1 – 5)
 - influencing travel choices and behaviours (6 – 10)
 - enhancing access to affordable public transport (11 – 23)
 - decarbonising transport (24 – 28)
 - increasing safety and resilience on the strategic transport network (29 – 38)
 - strengthening strategic connections (39 – 45)
- 3.6 Of the 45 recommendations a number are picked out as being specific to one or two regions or have particular benefit for certain regions. The recommendations picked out for the Tay Cities Region are:
- 2 Active Freeways and Cycle Parking Hubs;
 - 15 Highland Mainline Rail Corridor Enhancements;
 - 16 Perth-Dundee-Aberdeen Rail Corridor Enhancements;
 - 17 Edinburgh/Glasgow-Perth/Dundee Rail Corridor Enhancements;
 - 43 Major Station Masterplans; and
 - 44 Rail Freight Terminals and Facilities.
- 3.7 For the Forth Valley Region the recommendations picked out are:
- 2 Active Freeways and Cycle Parking Hubs;
 - 17 Edinburgh/Glasgow-Perth/Dundee Rail Corridor Enhancements;
 - 39 Sustainable Access to Grangemouth Investment Zone; and
 - 44 Rail Freight Terminals and Facilities.
- 3.8 In addition to these recommendations three other recommendations make specific mention of interventions within the Tactran area:

- 14 Provision of strategic bus priority measures, includes A90 Forfar Road southbound at the Kingsway in Dundee;
 - 30 Trunk Road and Motorway safety improvements to progress towards 'Vision Zero', includes A9 Dunblane to Perth and A90 Perth to Aberdeen; and
 - 32 Trunk Road and Motorway network renewal for reliability, resilience and safety, includes an integrated transport plan for the A90 Kingsway through Dundee to improve reliability on the trunk road and deliver improvements for local active travel and public transport journeys.
- 3.9 Tactran's response to the draft STPR2 also contained specific comments on recommendations:
- 6 Behavioural Change Initiatives
 - 22 Framework for delivery of mobility hubs
 - 25 Rail Decarbonisation
 - 26 Decarbonisation of the bus network
- 3.10 There were no substantive changes made to the 45 recommendations published in the draft STPR2 consulted on in January 2022, instead the recommendations have been refined and re-worded as required.
- 3.11 Appendix A provides information on the comments Tactran made on the draft STPR2 and a summary of the changes made for these recommendations in the final STPR2 document.
- 3.12 Transport Scotland intend to focus on the development of an accompanying STPR2 Delivery Plan over the coming months and Tactran officers will continue to engage with Transport Scotland at appropriate junctures on this.

4 CONSULTATIONS

- 4.1 This report has been prepared in consultation with the Regional Transport Liaison Group.

5 RESOURCE IMPLICATIONS

- 5.1 This report has no direct resource implications.

6 EQUALITIES IMPLICATIONS

- 6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment.

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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:

Report to Partnership RTP/21/06, National Transport Strategy 2 and Strategic Transport Projects Review Update, 16 March 2021

Report to Partnership RTP/21/31, Directors Report, 14 December 2021

Report to Partnership RTP/22/10, Consultations, 15 March 2022

Changes made in final STPR2 recommendations

Draft STPR2 Tactran comments	Changes to Final STPR2 recommendation
<p>2 Active Freeways and cycle parking hubs</p> <p>This recommendation was identified as having a particular benefit for Tay Cities and Forth Valley, but then states that priority will be given to Scotland's larger cities. Tactran considered that priority should be given to where there is demand rather than by city category.</p>	<p>No change still recommends that priority be given initially to the larger cities. No definition of 'larger cities' is given</p>
<p>6 behavioural change initiatives</p> <p>Tactran commented that behavioural change initiatives are the highest priority. It is clear that the climate emergency and the need to decarbonise the way we travel and access services requires a significant cultural change. The transport services offered to the public must allow them to make sustainable travel choice, but the public also need to be made aware of the need to change travel behaviour.</p>	<p>Still appears to refer only to raising awareness of new active & sustainable infrastructure and services. Needs to include more regarding need for behavioural change.</p>
<p>14 Provision of strategic bus priority measures</p> <p>Tactran noted there were no specific proposals or plans to develop proposals within the STPR to improve public transport for any of the 3 cities and their hinterland in the Tactran region other than including A90 Forfar Road southbound at the Kingsway in Dundee</p> <p>Reference is made only to Bus Priority Fund which is a 5-year fund.</p>	<p>Changed to reference using Bus Partnership Fund, <u>or similar</u>.</p> <p>Reference to A90 Forfar Road southbound at the Kingsway in Dundee remains.</p>
<p>15 Highland Mainline Rail Corridor Enhancements 16 Perth-Dundee-Aberdeen Rail Corridor Enhancements 17 Edinburgh/Glasgow-Perth/Dundee Rail Corridor Enhancements</p>	<p>No Change</p>

<p>Generally welcomed but noted lack of ambition to significantly improve rail travel in Tactran region e.g. Perth to Edinburgh Rail Corridor</p>	
<p>22 Framework for delivery of mobility hubs</p> <p>Tactran sought clarification on recommendation 22 as to whether this includes Park & Ride/Choose sites, as this would appear to be an omission within the document. Tactran strongly recommended that Park & Choose sites are included in the finalised delivery plan.</p>	<p>Definition of a mobility hub and whether this includes Park & Ride/Choose still lacks clarity.</p>
<p>25 Rail Decarbonisation</p> <p>Tactran welcomed recommendation to decarbonise the rail network, including Fife – Perth – Dundee – Aberdeen – Dyce and Dunblane – Perth – Inverness – Dalcross.</p>	<p>Some more detail given with routes in Tactran area including:</p> <ul style="list-style-type: none"> ▪ Thornton-Ladybank-Perth ▪ Ladybank-Dundee ▪ Perth-Dundee-Aberdeen-Dyce ▪ Dunblane-Perth-Inverness-Dalcross
<p>26 Decarbonisation of the bus network</p> <p>Tactran welcomed recommendation for decarbonisation of the bus network and the ambitious plan to remove the majority of diesel buses from public transport by the end of 2023. However, Tactran noted this must be supported by measures to grow the bus market.</p>	<p>Recommendation remains but there is added text regarding funding being ‘without Government funding’ and deletes reference to Zero Emission Bus Challenge Fund.</p>
<p>30 Trunk Road and Motorway safety improvements to progress towards ‘Vision Zero’</p> <p>Tactran welcomed inclusion of A9 Dunblane to Perth and A90 Perth to Aberdeen but sought clarity on what was proposed. The Case for Change included interventions for grade separation of junctions on the A9 from (and including) Keir Roundabout to south of Broxden Roundabout and A9 Broxden and /or Inveralmond junction capacity improvements and it is</p>	<p>A9 Dunblane to Perth and A90 Perth to Aberdeen remain as part of recommendation but no further locational clarity given, other than to state at-grade and grade separated junctions are types of interventions that can be considered.</p>

questioned whether these interventions are included in recommendation 30.	
<p>32 Trunk Road and Motorway network renewal for reliability, resilience and safety</p> <p>Tactran welcomed the inclusion of an integrated transport plan for the A90 Kingsway through Dundee to improve reliability on the trunk road and deliver improvements for local active travel and public transport journeys. However, Tactran questioned why this could potentially include online improvements to enable sustainable transport provision as this appeared to rule out some possible solutions.</p> <p>It was also questioned why the A972 section of the Kingsway was not included.</p>	<p>The wording regarding an integrated transport plan for the A90 Kingsway has been altered to say that this could potentially include improvements to enable sustainable transport provision, without mentioning specifically online improvements.</p> <p>No specific mention of A972 section of Kingsway being included.</p>
<p>39 Sustainable Access to Grangemouth Investment Zone Tactran strongly agreed with this recommendation</p>	<p>Recommendation remains similar plus specific mention of M9 Junction 5 improvements where these provide specific freight and bus benefits</p>
<p>43 Major Station Masterplans Tactran welcomed the inclusion of Perth Station.</p>	<p>Perth Station remains included in recommendation.</p>
<p>44 Rail Freight Terminals and Facilities Tactran supported the recommendation that Transport Scotland work with industry partners in carrying out an updated market study for rail freight growth in Scotland (linked to the 2019 industry growth plan) including a review of rail freight terminals/hubs to confirm how to meet long-term mode shift from road to rail but asked for some more clarity.</p>	<p>Recommendation remains similar, but also mentions a range of grants available from Scottish Government to implement measures including measures identified in the market study.</p>