

STPR2 Consultation

Overview

This consultation is on the draft second Strategic Transport Projects Review (STPR2), which sets out draft transport recommendations for the next 20 years. STPR2 is one of the mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2). It is an important tool for achieving the Government's commitment to 20% reduction in vehicle kilometres by 2030 and contributing to Scotland's net zero greenhouse gas emissions target by 2045. Also, addressing inequalities, improving health and wellbeing and contributing to inclusive economic growth.

Questionnaire:

STPR2 Process

Q1. Were you aware of STPR2 prior to this consultation?

Yes No Don't Know / No Opinion

Q2. To what extent do you agree or disagree that the STPR2 process reflects the NTS2 Priorities and Outcomes?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree
- Don't Know / No Opinion

Q3. Please provide any further comments you have in relation to the STPR2 process:

The STPR2 process of following themes that align with NTS2 makes it easy to see where each of the proprieties and targets align. In particular the key objectives of climate action, addressing inequalities and accessibility, improving health and wellbeing, all tie into the NTS priorities for reducing the need to travel unsustainably, enhancing choice and access to active travel and public transport and priority to walking, wheeling and cycling. This is welcome.

The 45 recommended projects, which are being considered for the next 20-year plan are split into regions. The focus on active travel connections between towns and villages, long distance active travel provision and changing road behaviours are welcome but sit within the 3 regions which form part of the Cairngorms National Park. Further detail will be required to indicate the level of investment, how future funds will be prioritised, or disseminated. Likewise, the focus on 20-minute neighbourhoods or 20mph zones needs further consideration to ensure they are suitable for rural areas, rural towns and villages. There needs to be more specific guidance or agreement on what a 20 min neighbourhood is within this context, with a focus also on integrated transport. This is especially hard to deliver within CNPA where the 5 local authorities are involved in the development and provision of bus contracts with key providers, in ensuring joined up practical, timely and cost-effective journeys are achieved. Integrated smart ticketing and aligning transport interchanges at a local level are crucial to see a move away from single car usage.

Q4. To what extent do you agree or disagree that it was correct to take both a Regional and National approach to STPR2?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree
- Don't Know / No Opinion

Q5. Please provide any further comments:

A joint regional and national approach is welcome. However, the Cairngorms National Park is split across 3 regions identified within STPR2. Specific guidance or direction should be provided to ensure the relevant regional players and lead bodies work together to ensure that key areas such National Parks are given priority for collaboration. The National Parks will draw significant number of visitors into the Parks, and it is crucial that we can do this as sustainably as possible, reducing car use and maximising use of public transport.

Q6. To what extent do you agree or disagree that the engagement process has allowed you to provide a contribution to STPR2?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree
- Don't Know / No Opinion

Q7. Please provide any further comments you have on the engagement carried out throughout STPR2.

Key Themes

STPR2 recommendations are grouped under six key themes:

1. Improving active travel infrastructure
2. Influencing travel choices and behaviours
3. Enhancing access to affordable public transport
4. Decarbonising transport
5. Increasing safety and resilience on the strategic transport network
6. Strengthening strategic connections

Q8. Which of the overall key themes is your / your organisation's **top priority**?

- 1. Improving active travel infrastructure
- 2. Influencing travel choices and behaviours
- 3. Enhancing access to affordable public transport
- 4. Decarbonising transport
- 5. Increasing safety and resilience on the strategic transport network
- 6. Strengthening strategic connections
- Don't Know / No Opinion

Q9. Which of the overall key themes is your / your organisation's **lowest priority**?

- 1. Improving active travel infrastructure
- 2. Influencing travel choices and behaviours
- 3. Enhancing access to affordable public transport

None

4.

Decarbonising transport

- 5. Increasing safety and resilience on the strategic transport network

- 6. Strengthening strategic connections
- Don't Know / No Opinion

STPR2 Key Themes and Recommendations

A. Improving Active Travel Infrastructure

Q10. To what extent do you agree or disagree that the recommendations under this theme will contribute to Improving Active Travel Infrastructure?

| | Strongly Agree | Agree | Neither Agree Nor Disagree | Disagree | Strongly Disagree | Don't Know / No Opinion |
|---|----------------|-------|----------------------------|----------|-------------------|-------------------------|
| Recommendations (1-5): | | | | | | |
| 1. Connected neighbourhoods | X | | | | | |
| 2. Active freeways | | | X | | | |
| 3. Village-town active travel connections | X | | | | | |
| 4. Connecting towns by active travel | X | | | | | |
| 5. Long distance active travel network | X | | | | | |

Q11. Which of these recommendations would you prioritise to contribute to Improving Active Travel Infrastructure?

| | High Priority | Medium Priority | Low Priority | Do not support this recommendation | Don't Know / No Opinion |
|---|---------------|-----------------|--------------|------------------------------------|-------------------------|
| Recommendations (1-5): | | | | | |
| 1. Connected neighbourhoods | | X | | | |
| 2. Active freeways | | | X | | |
| 3. Village-town active travel connections | X | | | | |
| 4. Connecting towns by active travel | X | | | | |
| 5. Long distance active travel network | X | | | | |

Q12. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes No Don't Know / No Opinion

Q13. Please provide any additional comments you have on the theme Improving Active Travel Infrastructure and the recommendations within it.

For active travel to work within the Cairngorms National Park, there must be key provision between main settlements and villages. This is likely to be longer than '20-minute neighbourhoods' due to the rural geography and tie into key amenities. A partnership approach to funding is crucial, based on transport partnerships with the 5 LA's and Transport Scotland to ensure a connected network of active travel routes is established. Recognition of the varied geography of Cairngorms NP needs taken into account. Active travel must integrate with affordable, trustworthy public transport connections, especially for those within the community who cannot travel actively, or do not have sufficient time to travel actively if the commute is longer than 20-30 minutes.

Rural standards for 20 min neighbourhoods would be welcomed.

2. Influencing Travel Choices and Behaviours

Q14. To what extent do you agree or disagree that the recommendations under this theme contribute to Influencing Travel Choices and Behaviours?

| | Strongly Agree | Agree | Neither Agree Nor Disagree | Disagree | Strongly Disagree | Don't Know / No Opinion |
|---|----------------|-------|----------------------------|----------|-------------------|-------------------------|
| Recommendations (6-10): | | | | | | |
| 6. Behaviour change initiatives | X | | | | | |
| 7. Changing road user behaviour | X | | | | | |
| 8. Increasing active travel to school | X | | | | | |
| 9. Improving access to bikes | X | | | | | |
| 10. Expansion of 20mph limits and zones | X | | | | | |

Q15. Which of these recommendations would you prioritise to contribute to Influencing Travel Choices and Behaviours?

| | High Priority | Medium Priority | Low Priority | Do not support this recommendation | Don't Know / No Opinion |
|---|---------------|-----------------|--------------|------------------------------------|-------------------------|
| Recommendations (6-10): | | | | | |
| 6. Behavioural change initiatives | X | | | | |
| 7. Changing road user behaviour | X | | | | |
| 8. Increasing active travel to school | X | | | | |
| 9. Improving access to bikes | X | | | | |
| 10. Expansion of 20mph limits and zones | X | | | | |

Q16. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes No Don't Know / No Opinion

Q17. Please provide any additional comments you have on the theme Influencing Travel Choices and Behaviours and the recommendations within it.

For behaviour change to work across Scotland, and to ensure understanding there should be a national campaign to support active travel and sustainable transport options.

20mph schemes should be rolled out across Scotland in towns and villages, and main urban centres. This would require significant funding from SG but would ensure that all drivers have clear understanding of where 20mph would apply. For rural areas, where communities are adjacent to NSL roads, then additional road safety/traffic calming would be required and should be funded appropriately.

Collaborative business-led approaches and community-led and demand responsive solutions should be encouraged.

3. Enhancing Access to Affordable Public Transport

Q18. To what extent do you agree or disagree that the recommendations under this theme contribute to Enhancing Access to Affordable Public Transport

| | Strongly Agree | Agree | Neither Agree Nor Disagree | Disagree | Strongly Disagree | Don't Know / No Opinion |
|--|----------------|-------|----------------------------|----------|-------------------|-------------------------|
| Recommendations (11-23): | | | | | | |
| 11. Clyde Metro | | | X | | | |
| 12. Edinburgh & South East Scotland Mass Transit | | | X | | | |
| 13. Aberdeen Rapid Transit | | | X | | | |
| 14. Provision of strategic bus priority measures | X | | | | | |
| 15. Highland Mainline rail corridor enhancements | X | | | | | |
| 16. Perth-Dundee-Aberdeen rail corridor enhancement | | | X | | | |
| 17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement | | | X | | | |
| 18. Supporting integrated journeys at ferry terminals | | | X | | | |
| 19. Infrastructure to provide access for all at railway stations | X | | | | | |
| 20. Investment in DRT and MaaS | X | | | | | |
| 21. Improved public transport passenger interchange facilities | X | | | | | |
| 22. Framework for delivery of mobility hubs | X | | | | | |
| 23. Smart, integrated public transport ticketing | X | | | | | |

Q19. Which of these recommendations would you prioritise to contribute to Enhancing Access to Affordable Public Transport?

| | High Priority | Medium Priority | Low Priority | Do not support this recommendation | Don't Know / No Opinion |
|--|---------------|-----------------|--------------|------------------------------------|-------------------------|
| Recommendations (11-23): | | | | | |
| 11. Clyde Metro | | | | | X |
| 12. Edinburgh & South East Scotland Mass Transit | | | | | X |
| 13. Aberdeen Rapid Transit | | | | | X |
| 14. Provision of strategic bus priority measures | | | X | | |
| 15. Highland Mainline rail corridor enhancements | X | | | | |
| 16. Perth-Dundee-Aberdeen rail corridor enhancement | | | | | X |
| 17. Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement | | | | | X |
| 18. Supporting integrated journeys at ferry terminals | | | | | X |
| 19. Infrastructure to provide access for all at railway stations | X | | | | |
| 20. Investment in DRT and MaaS | X | | | | |
| 21. Improved public transport passenger interchange facilities | X | | | | |
| 22. Framework for delivery of mobility hubs | X | | | | |
| 23. Smart, integrated public transport ticketing | X | | | | |

Q20. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes No Don't Know / No Opinion

Q21. Please provide any additional comments you have on the theme Enhancing Access to Affordable Public Transport and the recommendations within it

A lot of the key deliverables within this section focus on urban centres and cities. The integration of public transport, smart ticketing, demand responsive transport and Mobility as a Service are crucial for rural areas and should be given greater attention.

Cairngorms NP is complex, as the bus operations are managed by each Local Authority for subsidised routes, and then rely on private bus companies across the region to try and work together to align services. Smart ticketing, which is affordable and allows provision between services, and crucially investment in providing reliable frequent bus services in rural areas will enable people to move away from private car use.

The NP would be an ideal location to pilot further MaaS schemes or DRT within Scotland. The HITRANS Go-Hi app is already applicable in part of the geographical area.

4. Decarbonising Transport

Q22. To what extent do you agree or disagree that the recommendations under this theme contribute to Decarbonising Transport ?

| | Strongly Agree | Agree | Neither Agree Nor Disagree | Disagree | Strongly Disagree | Don't Know / No Opinion |
|--|----------------|-------|----------------------------|----------|-------------------|-------------------------|
| Recommendations (24-28): | | | | | | |
| 24. Ferry vessel renewal and replacement and decarbonisation | | | X | | | |
| 25. Rail decarbonisation | X | | | | | |
| 26. Decarbonisation of bus network | X | | | | | |
| 27. Behaviour change and modal shift for freight | X | | | | | |
| 28. Zero emissions vehicles and infrastructure transition | X | | | | | |

Q23. Which of these recommendations would you prioritise to contribute to Decarbonising Transport?

| | High Priority | Medium Priority | Low Priority | Do not support this recommendation | Don't Know / No Opinion |
|--|---------------|-----------------|--------------|------------------------------------|-------------------------|
| Recommendations (24-28): | | | | | |
| 24. Ferry vessel renewal and replacement and decarbonisation | | | X | | |
| 25. Rail decarbonisation | X | | | | |
| 26. Decarbonisation of bus network | X | | | | |
| 27. Behaviour change and modal shift for freight | X | | | | |
| 28. Zero emissions vehicles and infrastructure transition | X | | | | |

Q24. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes No Don't Know / No Opinion

Q25. Please provide any additional comments you have on the theme Decarbonising Transport and the recommendations within it

The Cairngorms National Park and neighbouring areas (esp. in NE) have a large amount of freight traffic from the whisky and strategic timber transport schemes.

Previously there was a pilot scheme to remove freight from the road, and utilise the sidings in the railway stations in Moray, in particular in Forres/Elgin. This pilot, through HITRANS resulted in substantial reduction in freight vehicles on the trunk road network in the region. Likewise the use of the HML for Tesco and other key supermarkets as seen a significant reduction in freight on the road network. This should be funded further to enable the whisky industry to reduce its carbon emissions, with a move towards net zero.

Likewise, the bus and railway transportation should be decarbonised to utilise EV or hydrogen technology at a national level to reduce the impact nationwide.

5. Increasing Safety and Resilience on the Strategic Transport Network

Q26. To what extent do you agree or disagree that the recommendations under this theme contribute to Increasing Safety and Resilience on the Strategic Transport Network?

| | Strongly Agree | Agree | Neither Agree Nor Disagree | Disagree | Strongly Disagree | Don't Know / No Opinion |
|--|----------------|-------|----------------------------|----------|-------------------|-------------------------|
| Recommendations (29-38): | | | | | | |
| 29. Access to Argyll A83 | | | | | | X |
| 30. Trunk road and motorway safety Improvements | | X | | | | |
| 31. Trunk road and motorway network climate change adaption and resilience | X | | | | | |
| 32. Trunk road and motorway network renewal for reliability, resilience and safety | | X | | | | |
| 33, 34, 35 Enhancing Intelligent Transport Systems | | X | | | | |
| 36. Strategy for improving rest and welfare facilities for hauliers | X | | | | | |
| 37. Improving active travel on trunk roads through communities | X | | | | | |
| 38. Speed management plan | | X | | | | |

Q27. Which of these recommendations would you prioritise to contribute to Increasing Safety and Resilience on the Strategic Transport Network?

| | High Priority | Medium Priority | Low Priority | Do not support this recommendation | Don't Know / No Opinion |
|--|---------------|-----------------|--------------|------------------------------------|-------------------------|
| Recommendations (29-38): | | | | | |
| 29. Access to Argyll A83 | | | | | X |
| 30. Trunk road and motorway safety Improvements | | X | | | |
| 31. Trunk road and motorway network climate change adaption and resilience | X | | | | |
| 32. Trunk road and motorway network renewal for reliability, resilience and safety | | | X | | |
| 33, 34, 35 Enhancing Intelligent Transport Systems | | | X | | |
| 36. Strategy for improving rest and welfare facilities for hauliers | | X | | | |
| 37. Improving active travel on trunk roads through communities | X | | | | |
| 38. Speed management plan | | X | | | |

Q28. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes No Don't Know / No Opinion

Q29. Please provide any additional comments you have on the theme Increasing Safety and Resilience on the Strategic Transport Network and the recommendations within it

None

6. Strengthening Strategic Connections

Q30. To what extent do you agree or disagree that the recommendations under this theme contribute to Strengthening Strategic Connections?

| | Strongly Agree | Agree | Neither Agree Nor Disagree | Disagree | Strongly Disagree | Don't Know / No Opinion |
|---|----------------|-------|----------------------------|----------|-------------------|-------------------------|
| Recommendations (39-45): | | | | | | |
| 39. Sustainable access to Grangemouth Investment Zone | | | | | | X |
| 40. Access to Stranraer and ports at Cairnryan | | | | | | X |
| 41. Potential fixed links in Outer Hebrides and Mull | | | | | | X |
| 42. Investment in port infrastructure | | | | | | X |
| 43. Major station masterplans | | X | | | | |
| 44. Rail freight terminals | X | | | | | |
| 45. High speed and cross Border rail enhancements | | | | | | X |

Q31. Which of these recommendations would you prioritise to contribute to Strengthening Strategic Connections?

| | Strongly Agree | Agree | Neither Agree Nor Disagree | Disagree | Strongly Disagree | Don't Know / No Opinion |
|---|----------------|-------|----------------------------|----------|-------------------|-------------------------|
| Recommendations (39-45): | | | | | | |
| 39. Sustainable access to Grangemouth Investment Zone | | | | | | X |
| 40. Access to Stranraer and ports at Cairnryan | | | | | | X |
| 41. Potential fixed links in Outer Hebrides and Mull | | | | | | X |
| 42. Investment in port infrastructure | | | | | | X |
| 43. Major station masterplans | | X | | | | |
| 44. Rail freight terminals | X | | | | | |
| 45. High speed and cross Border rail enhancements | | | | | | X |

Q32. Do the recommendations under this theme address the transport needs of your local or regional area or the people your organisation represents?

Yes No Don't Know / No Opinion

Q33. Please provide any additional comments you have on the theme Strengthening Strategic Connections and the recommendations within it

The recommendations within this section focus primarily on areas outwith Cairngorms National Park but can if implemented help address Park issues. For example, it would be good to see development of rail freight terminals or sidings as mentioned earlier to enable the large number of freight vehicles off the trunk road network.

STPR2 RECOMMENDATIONS AND OTHER SCOTTISH GOVERNMENT POLICY

STPR2 recommendations aim to contribute to five key objectives that are consistent across Scottish Government Policy. These are:

- takes climate action
- addressing inequalities & accessibility
- improving health & wellbeing
- supporting sustainable and inclusive economic growth
- improving safety & resilience

This ensures that STPR2 recommendations:

- align with relevant Scottish Government policy, delivery and investment plans in order to help deliver their priorities
- help to deliver the priorities set out in the National Transport Strategy (NTS2) and its Delivery Plan
- meets the transport planning objectives and stated purpose of STPR2 (as identified by the STPR2 development process)

Q34. Prior to this consultation were you aware of the list of Scottish Government policies below, which STPR2 aligns with and supports?

| | Yes | No | Don't Know / No opinion |
|--|-----|----|-------------------------|
| Take action against climate change | X | | |
| Decarbonising transport | X | | |
| Reducing car use | X | | |
| Encouraging greater walking, wheeling and cycling | X | | |
| Addressing inequalities, such as: | | | |
| • Child poverty | X | | |
| • Affordability of transport | X | | |
| • Access to transport | X | | |
| Transport as an enabler of inclusive economic growth | X | | |
| Providing a safe transport system | X | | |
| Providing a reliable and resilient transport system | X | | |

Q35. Prior to this consultation were you aware of the Scottish Government policy documents to which STPR2 aligns with and supports?

| | Yes | No | Don't Know / No opinion |
|--|-----|----|-------------------------|
| National Transport Strategy 2 (NTS2) | X | | |
| National Planning Framework (NPF4) | X | | |
| Climate Change Plan Update & Route Map | X | | |
| Infrastructure Investment Plan | X | | |
| Just Transition | X | | |
| Cleaner Air for Scotland 2 & Delivery Plan | X | | |
| National Performance Framework | X | | |

Q36. To what extent do you agree or disagree that the STPR2 recommendations reflect and will contribute to the aims of government policy?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly Disagree
- Don't Know / No Opinion

Q37. Please provide any additional comments you have on the STPR2 recommendations' contribution to Government policy?

We are supportive overall but request that more attention and higher profile needs to be given to rural issues and rural solutions.

Strategic Environmental Assessment (SEA) & Other Impact Assessments

A statutory Strategic Environmental Assessment (SEA) ensures the potential impact of transport projects on the environment are considered by STPR2. Other impact assessments, which have been undertaken to review how STPR2 can have a positive impact on groups in society as part of STPR2, are listed below:

- The Strategic Environmental Assessment (SEA)
- Equality Impact Assessment
- Island Communities Impact Assessment
- Fairer Scotland Duty Assessment
- Child Rights and Wellbeing Impact Assessment

The Strategic Environmental Assessment (SEA)

Q38. To what extent do you agree or disagree with the overall findings of the SEA?

- Strongly agree
 Agree
 Neither agree nor disagree
 Disagree
 Strongly Disagree
 Don't Know / No Opinion

Q39. The SEA has reviewed plans, policies and programmes relevant to STPR2. Are there any others that should be considered?

Yes No Don't Know / No Opinion

If Yes is selected, please provide details here:

Q40. The SEA sets out the current national and regional baseline environment conditions and future trends. Do you have any comments on this baseline data?

Yes No Don't Know / No Opinion

If Yes is selected, please provide details here:

Q41. Are there any particular issues, problems or opportunities you would like to mention that have not been captured within the SEA?

Yes No Don't Know / No Opinion

If Yes is selected, please provide details here:

Other Impact Assessments

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

None

Q43. Please provide any comments on the findings of the **Island Communities Impact Assessment**

None

Q44. Please provide any comments on the findings of the **Fairer Scotland Duty Assessment**

None

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

None

SECOND STRATEGIC TRANSPORT PROJECTS REVIEW (STPR2)

RESPONDENT INFORMATION FORM

Please Note this form **must** be completed and returned with your response.

To find out how we handle your personal data, please see our privacy policy:
<https://www.gov.scot/privacy/>

Are you responding as an individual or a Business / Organisation?

- Individual
 Business / Organisation

Full name or Business / Organisation name

Cairngorms National Park Authority

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.

14 The Square
Grantown on Spey

Postcode

PH26 3HG

Information on why we ask for your address:

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

Please provide your email address

murrayferguson@cairngorms.co.uk

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

What is your Local Authority Area?

The Highland Council

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

Yes No
X

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

Information for businesses and organisations:

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

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

- Publish response with name/organisation**
- Publish response only (without name/organisation)
- Do not publish response

We will share your response internally with other Transport Scotland policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Transport Scotland to contact you again in relation to this consultation exercise?

- Yes**
- No

THANK YOU