



Net Zero, Energy and Transport Committee

By Email:

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Date: 20 January 2022

Dear Convener

STRATEGIC TRANSPORT PROJECTS REVIEW (STPR2) DRAFT PUBLICATION FOR CONSULTATION

I am writing to the Committee to advise that the second Strategic Transport Projects Review (STPR2) and the associated impact assessments for the statutory 12 week consultation period, were published today in conjunction with my statement in Parliament.

This review of the strategic transport network's performance will inform transport investment in Scotland for the next 20 years (2022-2042) by providing evidence-based recommendations on which Scottish Ministers can base future transport investment decisions.

STPR2 considers the transport needs of Scotland's people and communities, and examines active travel (walking, wheeling, cycling), bus, ferry, rail and motorways and trunk roads as well as passenger and freight access to major ports and airports. These needs are reviewed from national and regional perspectives to reflect different geographies, travel patterns and demands.

The foundations on which the recommendations are built, are the sustainable travel hierarchy and sustainable investment hierarchy we committed to inform our investment decisions, set out in the National Transport Strategy. In addition, the objectives of STPR2 are consistent across Scottish Government policy. Covering climate action, addressing inequalities & accessibility, improving health & wellbeing and supporting sustainable and inclusive economic growth as well as improving safety & resilience of the strategic transport network.

STPR2 provides a new transport investment plan, mainly infrastructure with complementary behavioural change recommendations. In many cases the recommendations build on the individual investment and policy decisions taken in recent years, but represent a repositioning of our transport investment priorities – the focus is firmly on how transport can help us protect our climate and improve lives.

Turning to climate change specifically, there are recommendations which focus on decarbonising the transport system and reducing demand for private car use. STPR2 is crucial to achieving the government's net zero goals and is a key (but not the sole) enabler of the policy ambition to achieve a 20 per cent reduction in car kilometres by 2030. Whilst the STPR2 recommendations will not deliver the reduction in car kilometres alone, the recommendations of STPR2 facilitate the wider systemic changes, particularly away from private car use to sustainable travel that are required.

We are now seeking public views on the approach taken in the publication and the recommendations; as well as opinions on the potential impacts, and mitigation of those impacts, of the interventions on groups with protected characteristics, island communities, and across socio-economic disparity.

I hope this is helpful.

A handwritten signature in blue ink, appearing to read 'Michael Matheson', is centered on the page. The signature is fluid and cursive, with a long horizontal stroke at the end.

**Cabinet Secretary for Net Zero, Energy and Transport
Michael Matheson**