



# STRATEGIC TRANSPORT PROJECTS REVIEW

PROTECTING OUR CLIMATE  
AND IMPROVING LIVES



## Consultation Analysis Report

December 2022

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# 1 Introduction

## 1.1 Background

In 2019, Transport Scotland commenced the second Strategic Transport Projects Review (STPR2) to help inform transport investment in Scotland for the next 20 years. The output from STPR2 will help to deliver the vision, priorities and outcomes for transport set out in the National Transport Strategy (NTS2), aligning with other national plans such as the Climate Change Plan and the fourth National Planning Framework (NPF4).

STPR2 considers the transport needs of Scotland's people and communities, and examines active travel (walking, wheeling, cycling), bus, ferry, rail, 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 their different geographies, travel patterns and demands.

This report presents the analysis of the responses to the Public Consultation following publication of the draft STPR2 reports:

- Draft Summary report
- Draft Technical Report and Appendices
- Draft Strategic Environmental Assessment
- Equality Impact Assessment Draft Report
- Island Communities Impact Assessment Draft Report
- Fairer Scotland Duty Assessment Draft Report
- Child Rights and Wellbeing Impact Assessment Draft Report

The documents were published on 20 January 2022.

Easy Read and Gaelic Language versions of the draft STPR2 summary report were also published. A webpage version of the draft STPR2 summary report was also made available to further increase accessibility.

## 1.2 The Consultation

The Public Consultation, hosted on the Scottish Government's consultation web-portal Citizen Space, was live for a 12-week period from 20 January 2022.

During the 12-week consultation period, 30 information sessions were undertaken. These were designed to promote the consultation exercise, providing an overview of STPR2 and the 45 draft recommendations and further details on how stakeholders could feed into the consultation process.

In line with the proactive approach to engagement that has been taken throughout the review to ensure that all stakeholders have an equal opportunity to access information on STPR2, British Sign Language (BSL) interpreters attended three of the information sessions for wider stakeholders and Equalities groups.

Figure 1.1 presents a summary of the information sessions undertaken, summarised below:

- 8 Presentations
- 10 Regional Transport Working Group (RTWG) Sessions

- 3 Business Information Sessions
- 3 Wider Stakeholder Information Sessions (one BSL interpreted)
- 1 MSP Information Session
- 5 Environmental and Equalities Information Sessions
  - Strategic Environmental Assessment (SEA) Statutory Consultees Technical session
  - Equalities Impact Assessment and Fairer Scotland Duty Assessment
  - Island Communities Impact Assessment
  - 2 SEA & Equalities Impact Assessments (both BSL Interpreted)



Figure 1.1: Overview of STPR2 Engagement Process throughout the Consultation period

Over 160 individuals representing organisations across Scotland attended these sessions with all participants encouraged to respond to the consultation hosted on Citizen Space.

### 1.3 Questionnaire

The questionnaire was comprised of 45 questions, with a mix of closed and free text response fields available. All closed questions provided a ‘Don’t Know / No Opinion’ option for responses. Questions which allowed free text responses enabled respondents to provide further detail against each of the topics in the questionnaire. A Respondent Information Form (RIF) which gathers a respondent’s information and consents was also provided. The contents of the questionnaire and RIF are shown in Appendix A.

Respondents were asked about the following topics and responses analysed by these:

- STPR2 Process and Approach
- Prioritisation of Themes
- Improving Active Travel Infrastructure
- Influencing Travel Choices and Behaviours
- Enhancing Access to Affordable Public Transport
- Decarbonising Transport
- Increasing Safety and Resilience on the Strategic Transport Network
- Strengthening Strategic Connections
- Recommendations and Other Scottish Government Policies
- Draft Strategic Environmental Assessment (SEA) and other draft Impact assessments

## 1.4 Response Mechanisms

Three distinct mechanisms were used to capture all consultation responses, these were:

1. Questionnaire responses completed via Citizen Space web-portal
2. Consultation questionnaire responses completed offline to Citizen Space and submitted to dedicated email and postal addresses then manually uploaded to Citizen Space
3. General consultation responses which did not directly answer the questionnaire, submitted to the dedicated email/ postal addresses

The Citizen Space web-based portal allows respondents to self-identify as either an organisation or an individual. As email and written responses did not contain similar self-identification, they are not broken down into individual and organisation categories.

Sections 2 and 3 of this report discuss the methodology and findings from analysis of responses to the questionnaire. Section 4 discusses the additional written consultation submissions which do not specifically answer the questionnaire.

## 1.5 Number of Responses

Respondents could choose to respond to the consultation and this means the results and responses should be viewed as indicative of the wider population and any identified sub-groups rather than representative.

A total of 454 responses to the consultation were received. Organisations that have responded broadly fall into the following categories:

- Regional Transport Partnerships (RTPs)
- Local Authorities
- Professional / trade bodies such as the Chartered Institution for Highways and Transportation, and Logistics UK
- Charity groups / organisations such as Cycling Scotland and Living Streets Scotland
- Single issue campaign groups such as Campaign for North East Rail and Thornhill Station Action Group
- Community Councils and other local groups with an interest in transport

The breakdown of respondents is as below:

- Organisations – 126 responses
- Individuals – 256 responses
- Not Disclosed – 72 responses
- Total – 454 responses



## 2 Methodology: Consultation Responses

### 2.1 Data Processing

Response data was downloaded from the Citizen Space portal and collated with data from all written responses.

Data was cleaned to ensure accuracy as follows:

- All questions not answered by a respondent were given the same value as “missing” data to ensure these were not included in the analysis
- Where a response was specified in free-text which could be attributed to an answer in the list provided in the questionnaire, this was attributed to the relevant answer (tables listing all responses to free-text questions are presented in Appendix B)

### 2.2 Coding

All free-text responses and written responses were grouped into themes to allow meaningful analysis.

Where possible, free-text responses have been analysed by topic rather than response to a question to allow meaningful analysis and avoid double-counting where respondents have given the same response to several questions.

The main themes to emerge from each question were identified by Jacobs / AECOM using the initial set of responses. A minimum of 10% quality assurance checks and validation were completed on the coding for each question, in line with industry standards.

### 2.3 Moderation of responses

As per Transport Scotland’s guidelines, all responses were moderated whilst being coded, to check for the following:

- Anything personal, identifiable or sensitive that could connect to a respondent
- Anything explicit / offensive

There were no responses which included any of the above elements, so all responses were retained in their original form.

### 2.4 Preparation for Analysis

The frequencies for each response per question were calculated, checked and verified to ensure all data had either a response, a no comment or a missing value. This data was prepared for analysis by creating a series of crosstabs for individuals and organisations to establish if there was any difference in opinion.

### 2.5 Analysis and Reporting

In the following analysis, the percentages shown only include those who provided a

response to each question.

Where percentages do not sum to 100% in the main body of the report, this is due to rounding or is where multiple responses were requested. An asterisk (\*) denotes less than 0.5%.

Statistical significance testing was completed at the 95% confidence level. Where results are reported as different between individuals and organisations, this means the differences were significant at the 95% confidence level. Only differences which were statistically significant have been referenced in the report.

### 3 Consultation Analysis Findings

This section presents the analysis of the feedback from each of the questions contained in the questionnaire.

#### 3.1 STPR2 Process and Approach

Respondents were asked about the STPR2 process, including:

- Awareness prior to the consultation
- Whether the STPR2 process reflects the NTS2 Priorities and Outcomes
- Agreement on taking both a regional and national approach to STPR2 and
- Whether it has allowed respondents to provide a contribution

##### 3.1.1 Awareness prior to the consultation

Respondents were asked whether they were aware of STPR2 prior to this consultation. The responses are shown in Figure 3.1.

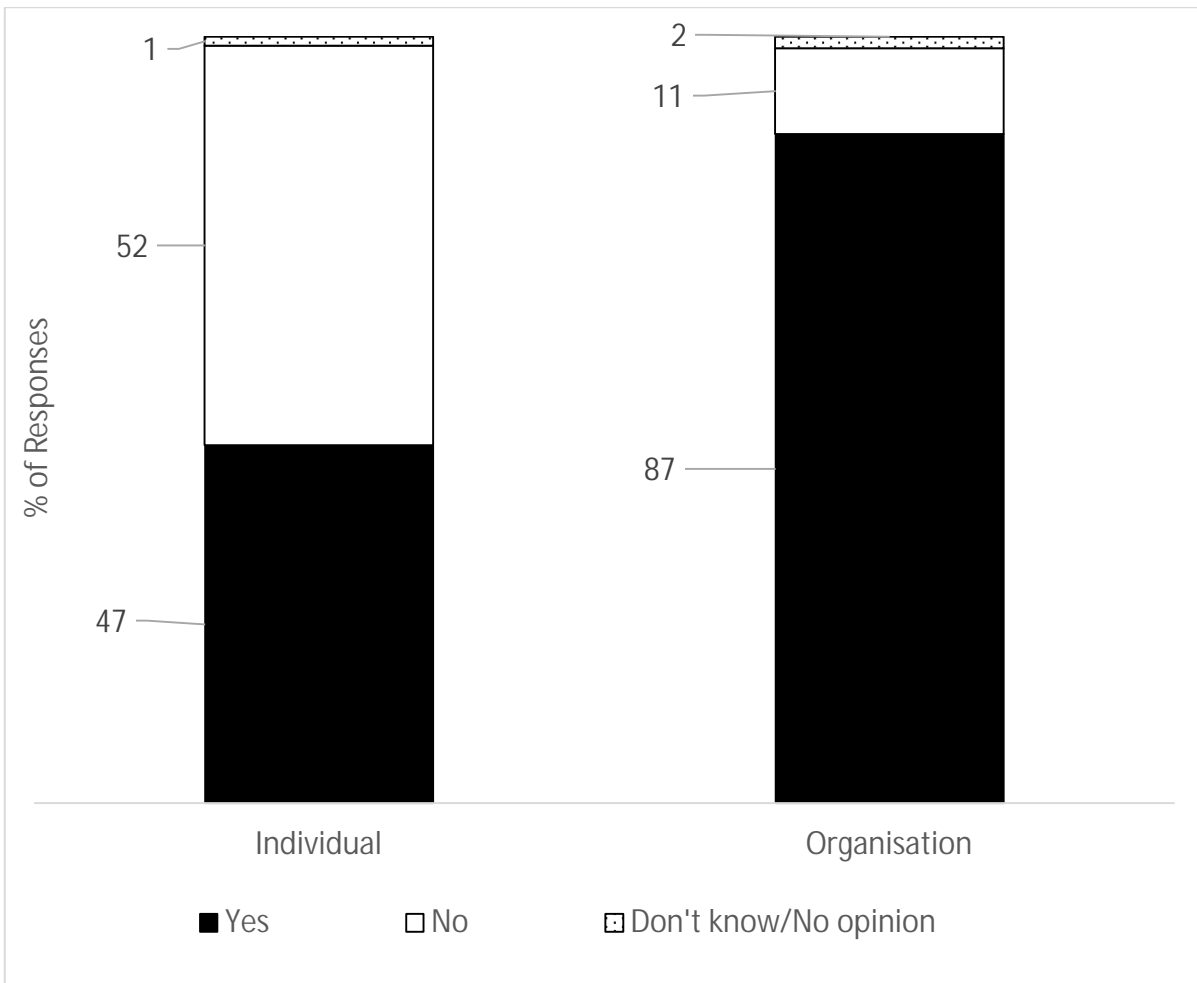


Figure 3.1: Awareness of STPR2 prior to the Consultation (%)

Base: Individuals (n=254); Organisations (n=126)

Less than half (47%) of individuals were aware of STPR2 before taking part in the consultation compared with 52% who did not have any prior knowledge and 1% don't



know / no opinion.

Over four fifths (87%) of organisations had some prior knowledge of STPR2 before taking part in the consultation whilst 11% did not have any prior knowledge and 2% don't know / no opinion

### 3.1.2 Reflecting the NTS2 Priorities and Outcomes

Respondents were asked to what extent they agree or disagree that the STPR2 process reflects the NTS2 Priorities and Outcomes. The responses are shown in Figure 3.2.

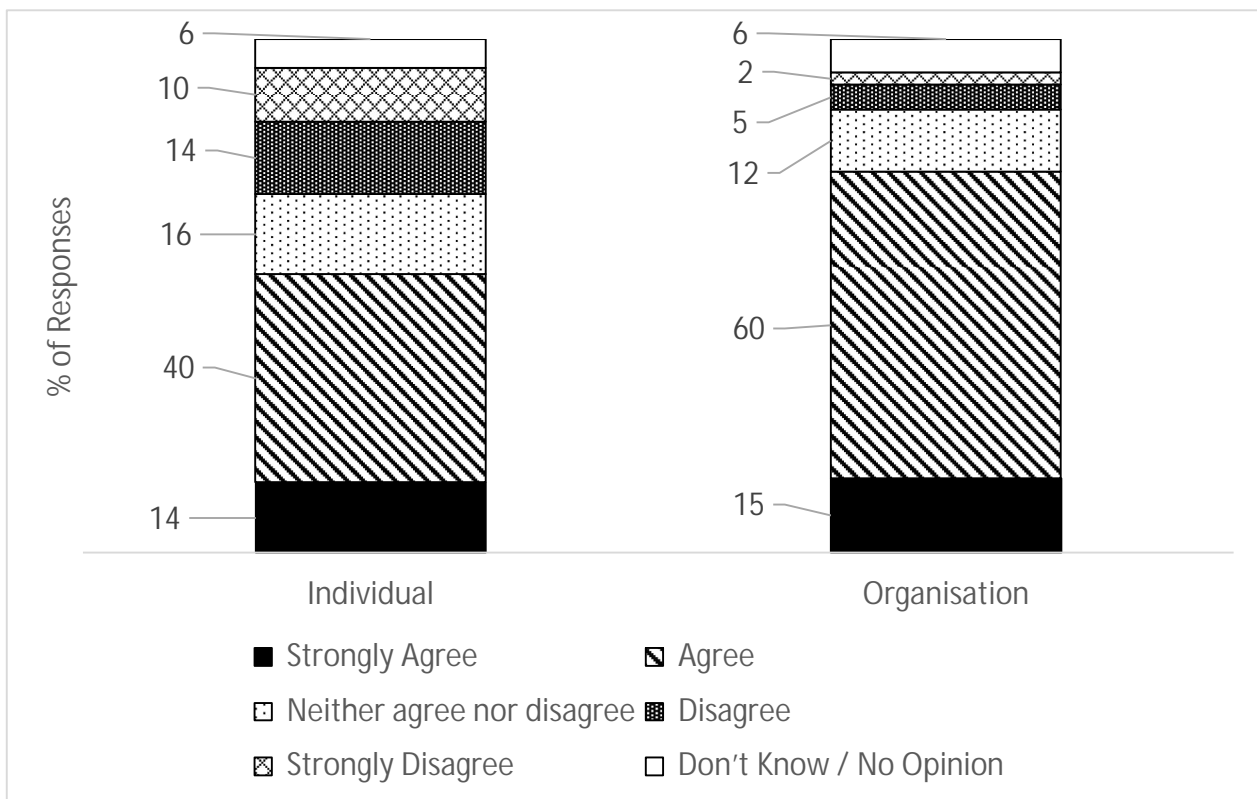


Figure 3.2: Does STPR2 process reflect the NTS2 priorities and outcomes (%)

Base: Individuals (n=250); Organisations (n=124)

A smaller proportion of individuals (54% of individuals compared to 75% of organisations) either strongly agreed or agreed that the STPR2 process reflects the NTS2 priorities and outcomes. Furthermore, 24% of individuals either disagreed (14%) or strongly disagreed (10%) with this statement which was considerably higher than organisations (5% disagreed and 2% strongly disagreed), and 6% of both individuals and organisations stated don't know / no opinion.

The main themes that were commented on when identifying whether the STPR2 process reflects the NTS2 priorities and outcomes are listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 133)
  - Suggests restoring / reopening closed railways: 16% (n=21)
  - Concerns that some communities/areas will not be considered / will not benefit / will be left out of STPR2 plans: 14% (n=18)

- Suggests more stations should be opened / improve connectivity: 10% (n=13)
- Organisations (Base 74)
  - Concerns that some communities / areas will not be considered / will not benefit / will be left out of STPR2 plans: 18% (n=13)
  - Reference to environment / climate emergency in relation to transport / STPR2: 12% (n=9)
  - Suggest further consultation is carried out / consultation was inadequate: 11% (n=8)

### 3.1.3 Regional and National Approach to STPR2

Respondents were asked to give an opinion on whether it was correct to be given the opportunity to comment on the approach to STPR2 from both a regional and national standpoint. The responses are shown in Figure 3.3.

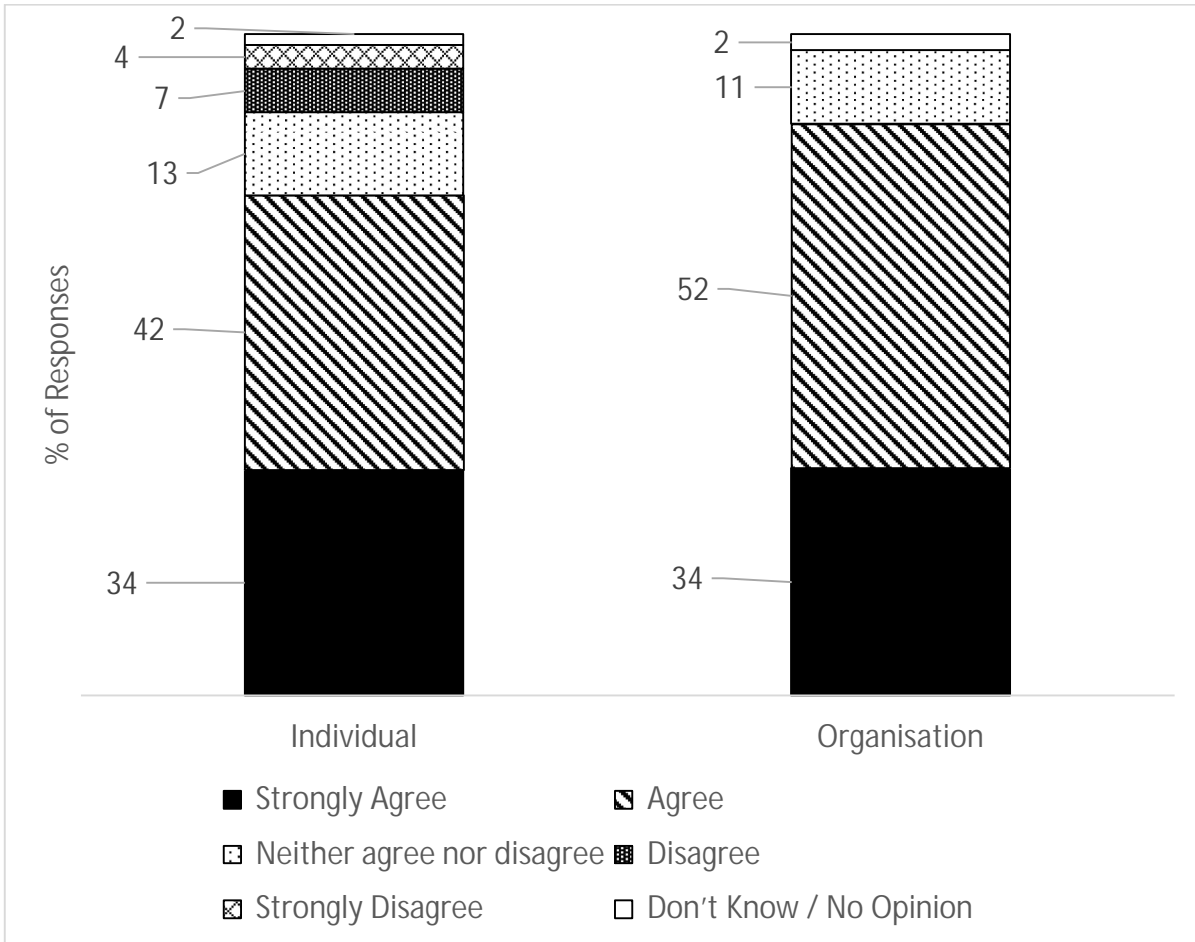


Figure 3.3: Correct approach to STPR2 is both a regional and national approach (%)

Base: Individuals (n=247); Organisations (n=125)

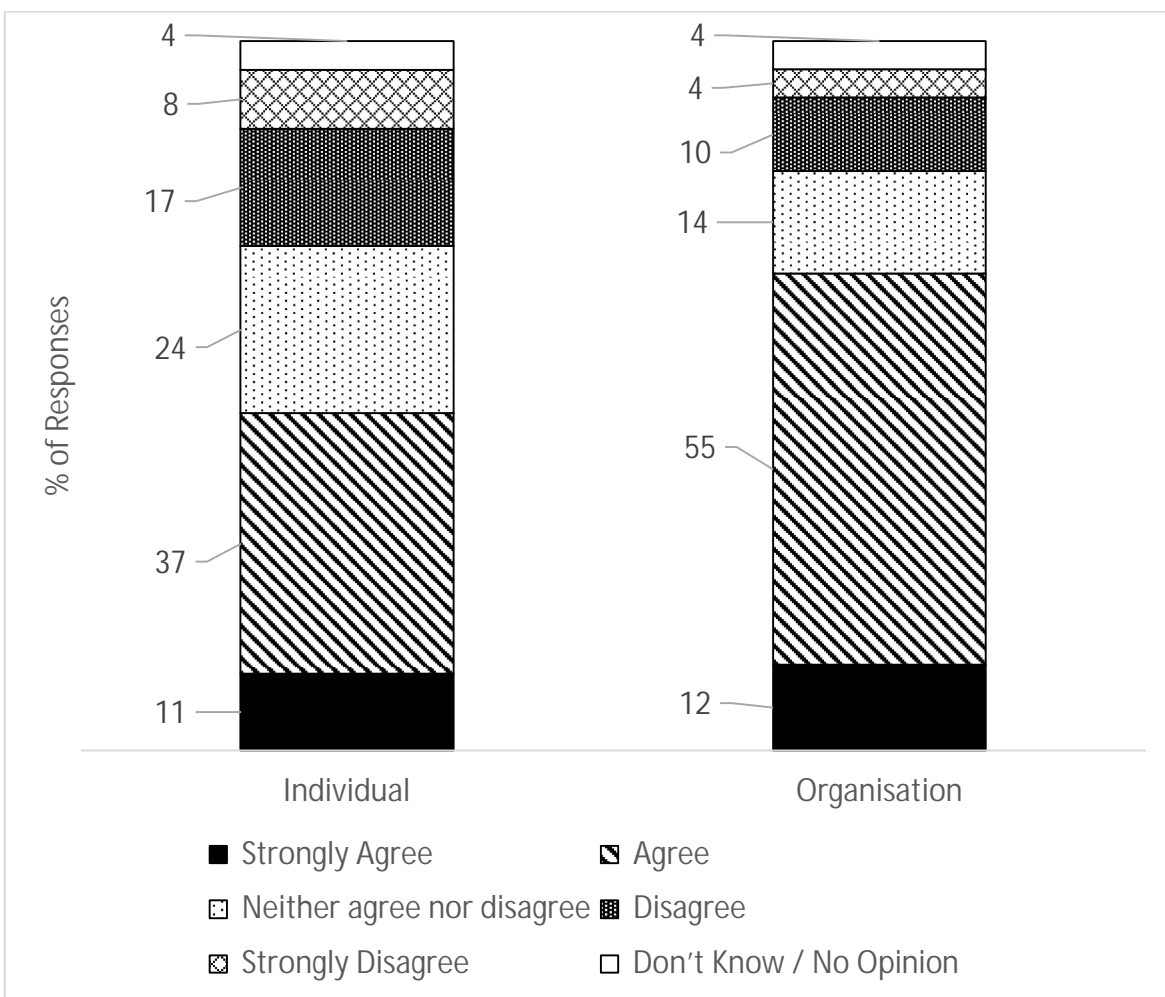
Three quarters of individuals either strongly agreed (34%) or agreed (42%) that a correct approach to STPR2 was both regional and national. Over four fifths of respondents from organisations strongly agreed (34%) or agreed (52%) that it was the correct approach and 2% of both individuals and organisations stated don't know / no opinion. The main themes that were commented on when answering whether the correct approach to STPR2 was both a regional and national approach are listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 105)
  - Agree / support regional and national approach to STPR2 / considering both was important: 48% (n=50)
  - Concerns about approach taken / unsure about effectiveness of approach: 12% (n=13)
  - Concerns that some communities / areas will not be considered / will not benefit / will be left out of STPR2 plans: 9% (n=9)

- Organisations (Base 79)
  - Agree / support regional and national approach to STPR2 / considering both is important: 72% (n=57)
  - Concerns about approach taken / unsure about effectiveness of approach: 18% (n=14)
  - Comment about integration of plans / schemes between neighbouring regions (e.g. cross-boundary schemes): 11% (n=9)
  - Concerns that some communities / areas will not be considered / will not benefit / will be left out of STPR2 plans: 8% (n=6)

**3.1.4 Engagement process allowing contributions from respondents**

Respondents were asked if this engagement approach has allowed respondents to contribute their response to STPR2. The responses are shown in Figure 3.4.



*Figure 3.4: Engagement approach has allowed respondents to contribute to STPR2 (%)*  
 Base: Individuals (n=243); Organisations (n=125)

Less than half (48%) of individuals either strongly agreed (11%) or agreed (37%) that this approach allowed them to contribute to STPR2 whilst just over two thirds of organisations (67%) stated they strongly agreed (12%) or agreed (55%). Furthermore, 4% of both individual and organisation respondents stated don't know / no opinion.

The main themes mentioned in relation to whether this engagement approach has allowed respondents to contribute on STPR2 are listed below. The percentages presented below

were the respective proportion of respondents who provided comment to this question:

- Individuals (Base 88)
  - Suggest further consultation is carried out / consultation was inadequate: 52% (n=46)
  - Concern that consultation response will not be considered / impact on decisions: 17% (n=15)
  - General criticism of engagement / consultation: 10% (n=9)
- Organisations (Base 85)
  - General positive comments on engagement / consultation: 54% (n=46)
  - Concern that consultation response will not be considered / impact on decisions (e.g. is a tick box exercise): 31% (n=26)
  - Suggest further consultation is carried out / consultation was inadequate: 26% (n=22)

### 3.2 Prioritisation of Themes

As part of the consultation, respondents were asked to consider the following themes that the STPR2 recommendations have been grouped into:

- Improving active travel infrastructure
- Influencing travel choices and behaviours
- Enhancing access to affordable public transport
- Decarbonising transport
- Increasing safety and resilience on the strategic transport network
- Strengthening strategic connections

Of these themes, respondents were asked to consider which are their top and lowest priorities. The responses are shown in Figure 3.5.

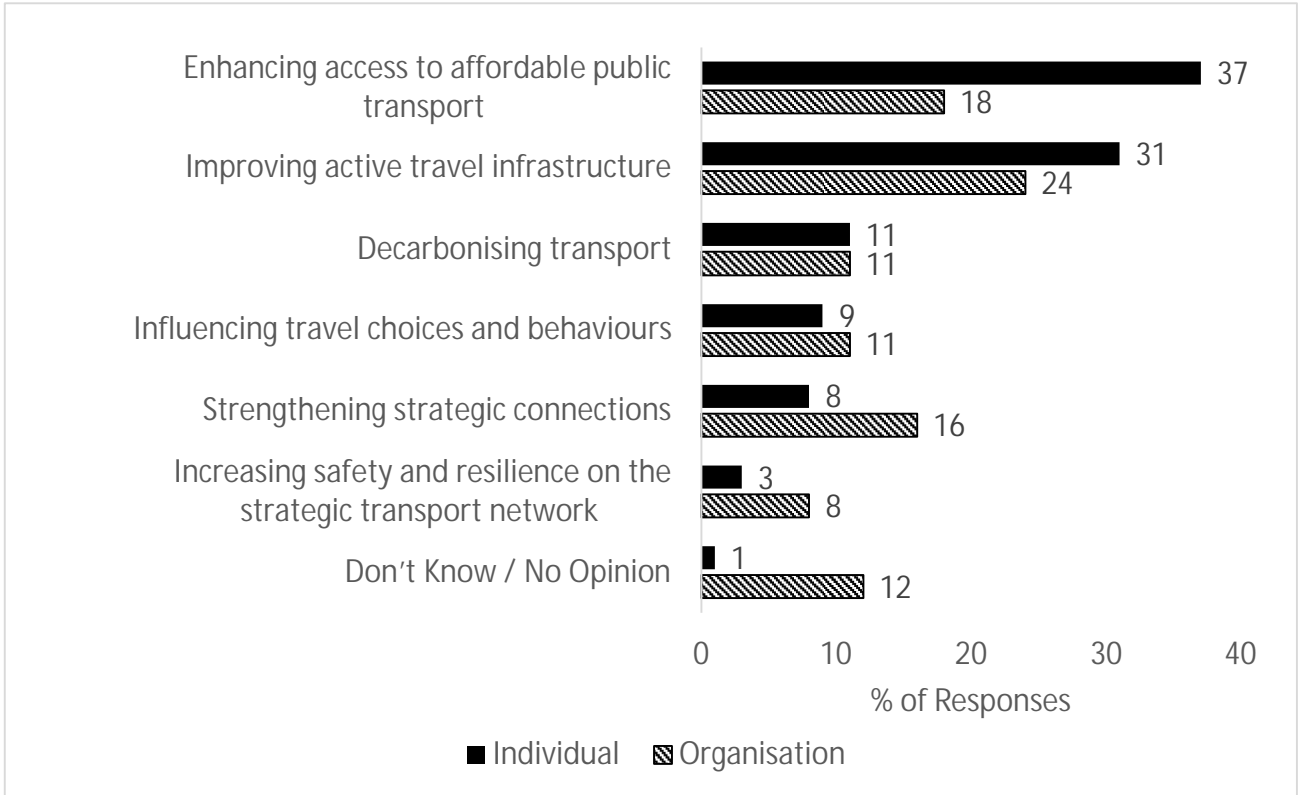


Figure 3.5: Top Priority (%)

Base: Individuals (n=253); Organisations (n=119)

Figure 3.5 shows that 37% of the individuals put enhancing access to affordable public transport as their top priority whilst 24% of organisations stated improving active travel infrastructure was their top priority.



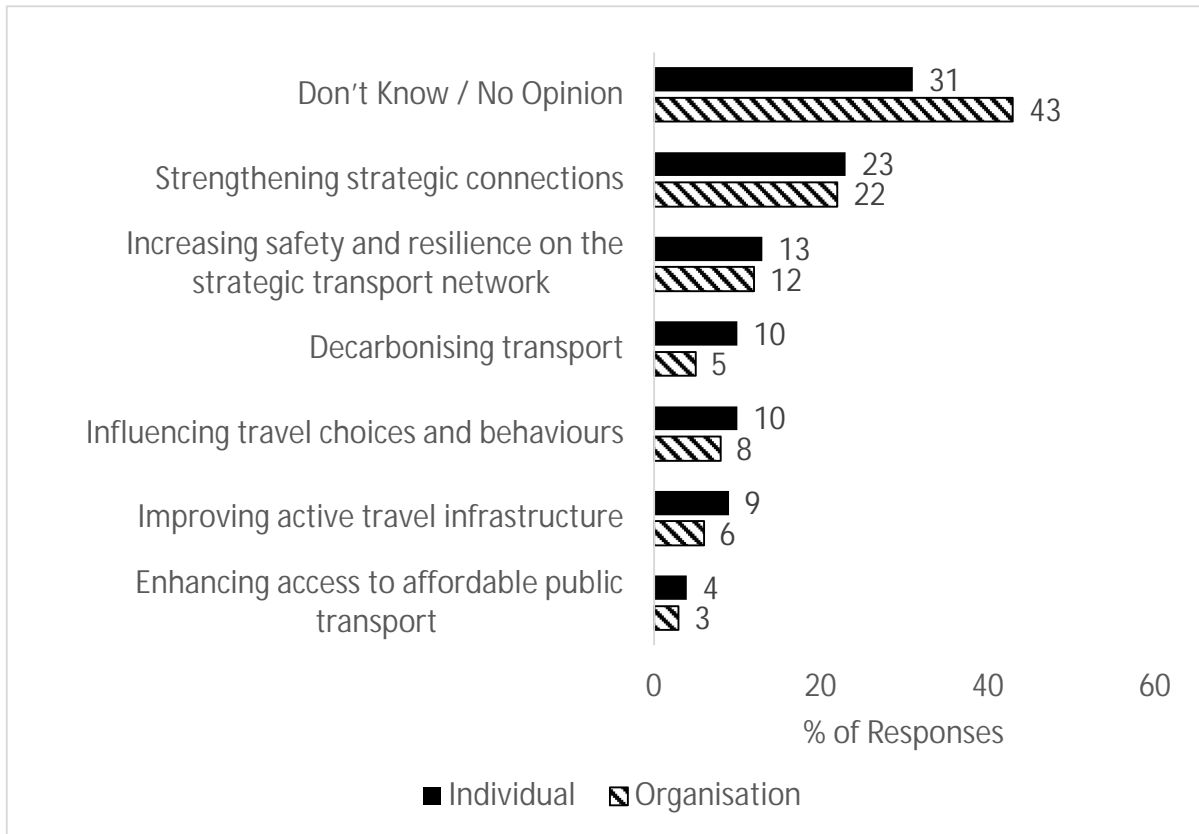


Figure 3.6: Lowest Priority (%)

Base: Individuals (n=250); Organisations (n=113)

A number of respondents stated they don't know or have no opinion on which was the lowest priority with 31% of individuals and 43% of organisations stating this. Just over a fifth (23% of individuals and 22% of organisations) stated that strengthening strategic connections was the lowest priority.

### 3.3 Improving Active Travel Infrastructure

Respondents were asked what they think about the recommendations under the 'Improving Active Travel Infrastructure' theme. This included five recommendations:

- 1 Connected neighbourhoods
- 2 Active freeways
- 3 Village-town active travel connections
- 4 Connecting towns by active travel
- 5 Long distance active travel network

Figure 3.7 presents individual level of agreement / disagreement on whether the recommendations in the Improving Active Travel Infrastructure theme would contribute to the theme. Figure 3.8 presents organisations level of agreement / disagreement to the same question.

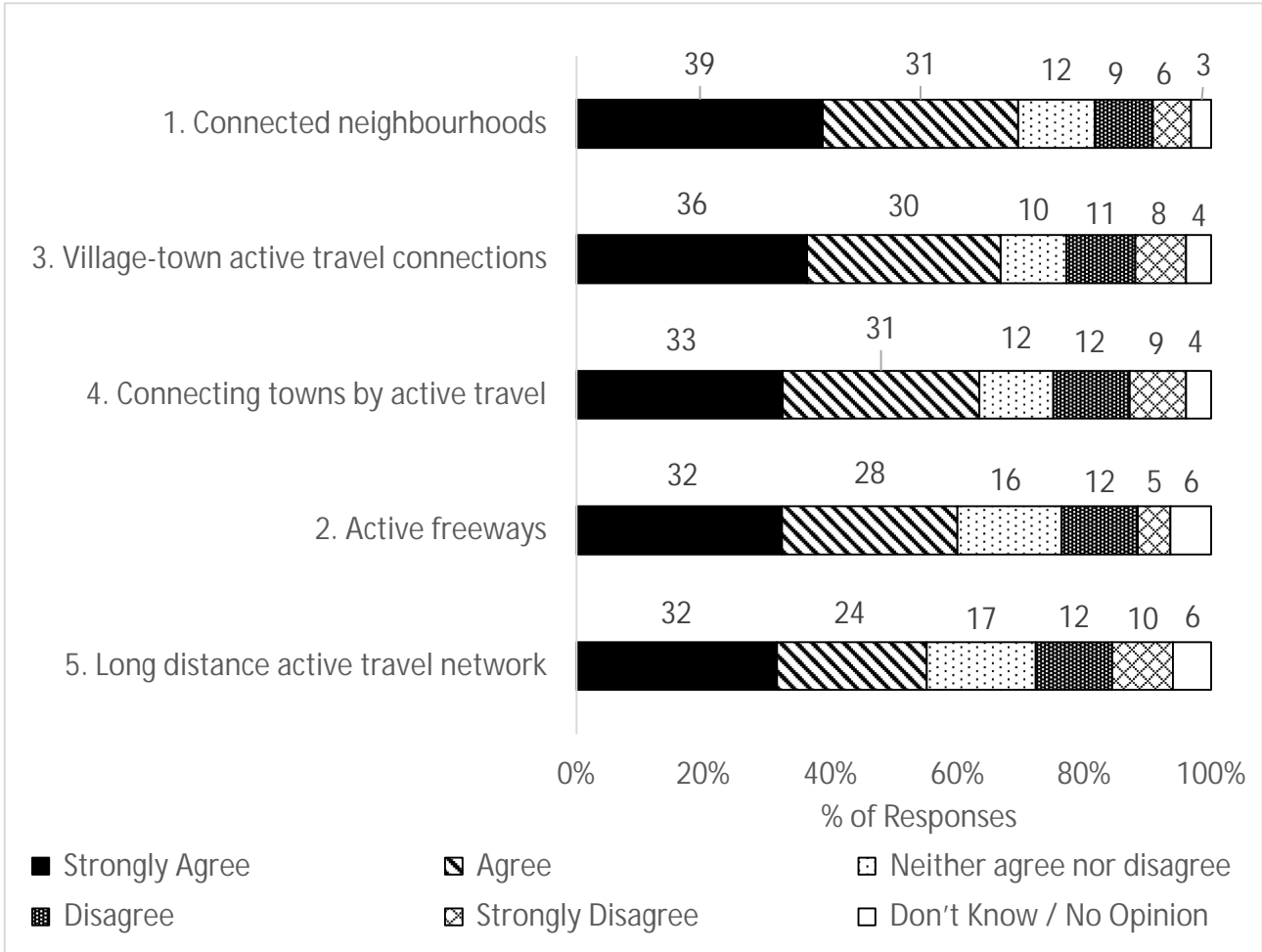


Figure 3.7: Recommendations under this theme will contribute to improving active travel infrastructure (%) – Individuals

Base: Individuals (n=251)

Figure 3.7 shows that recommendation 1: Connected neighbourhoods was the key recommendation for individuals with 70% of respondents agreeing (39% strongly agreed and 31% agreed) that this recommendation would contribute to improving active travel infrastructure. Recommendation 5: Long distance active travel network had the smallest proportion of people agreeing with this recommendation (56%).

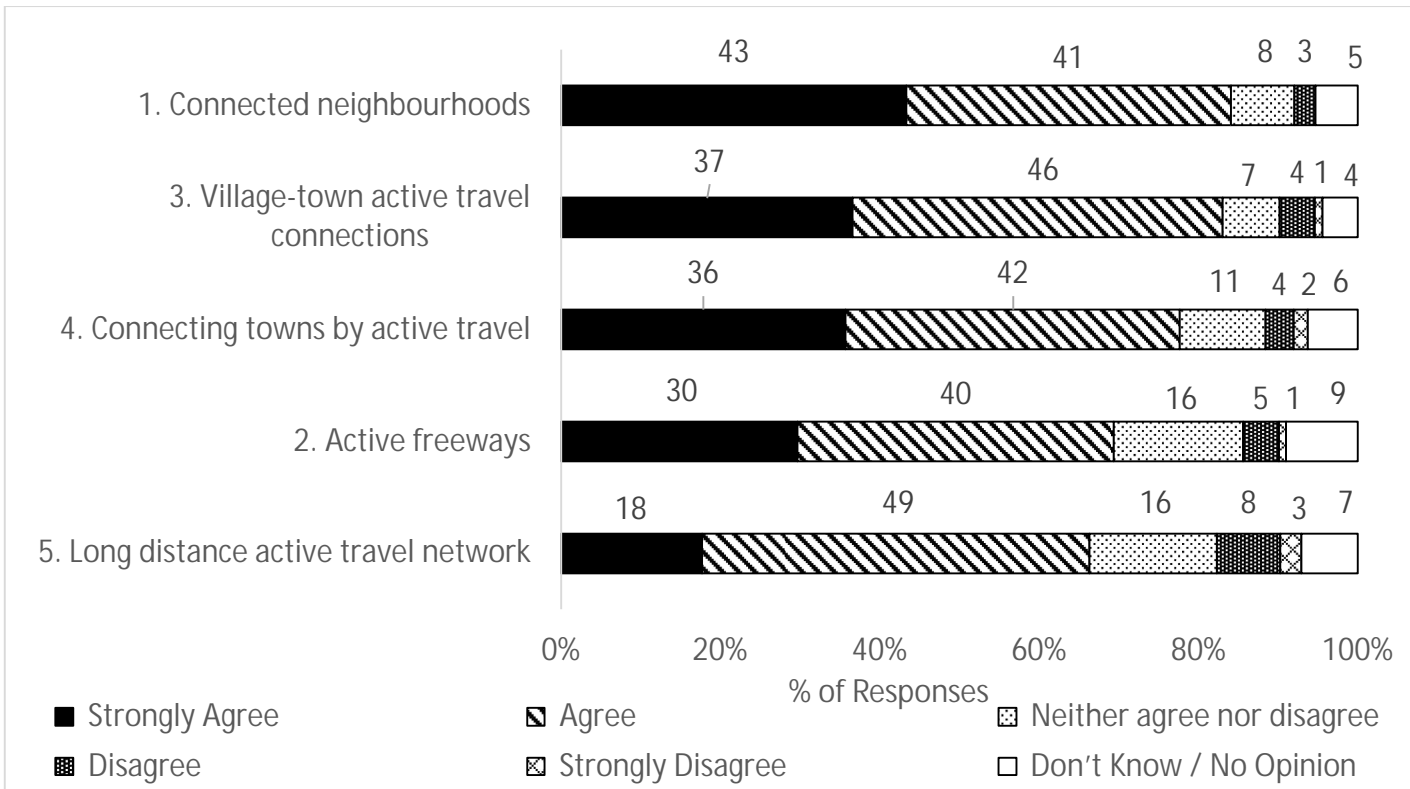


Figure 3.8: Recommendations under this theme will contribute to improving active travel infrastructure (%) – Organisations

Base: Organisations (n=113)

Figure 3.8 shows that recommendation 1: Connected neighbourhoods was the key recommendation for organisations with 84% of respondents agreeing (43% strongly agreed and 41% agreed) that this recommendation would contribute to improving active travel infrastructure. Recommendation 5: Long distance active travel network had the smallest proportion of people agreeing that this recommendation contributed to the theme (67%).

It is worth noting that all recommendations had larger proportions of disagreement from individuals compared to organisations. 22% of individuals disagreed that long distance active travel network would contribute to improving active travel infrastructure, compared to 11% of organisations.

Figure 3.9 presents individual views on the priority of each recommendation in the Improving Active Travel Infrastructure theme, with

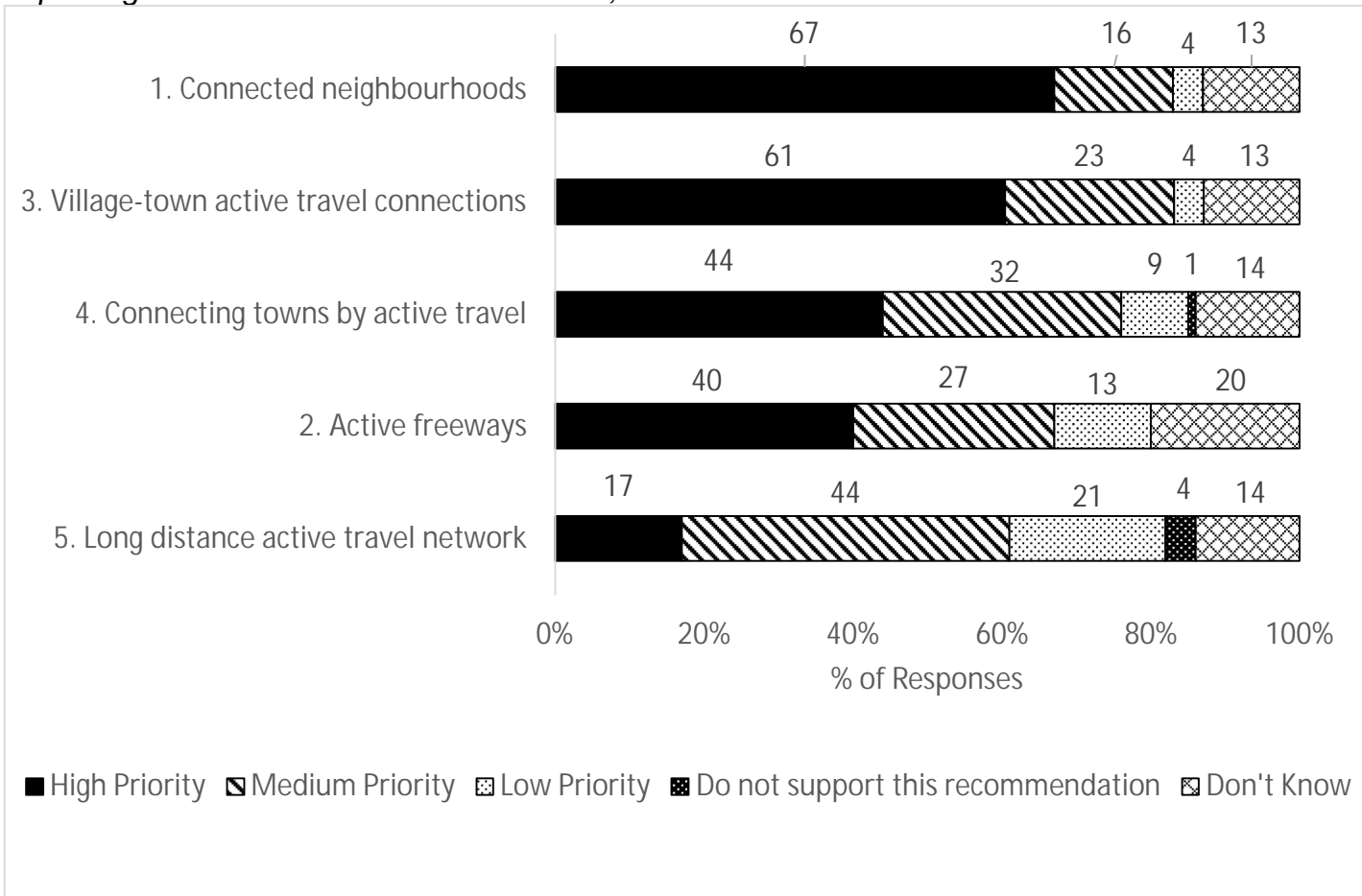
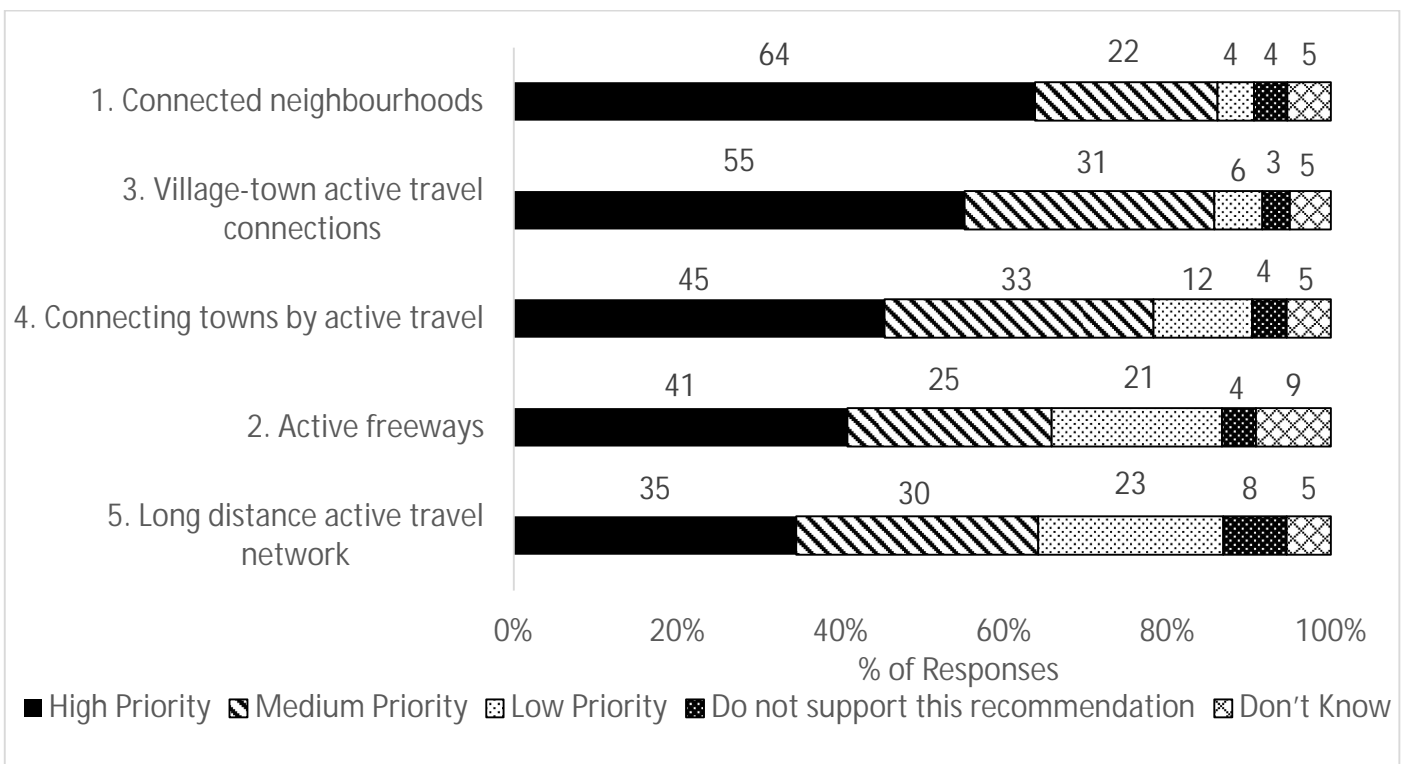


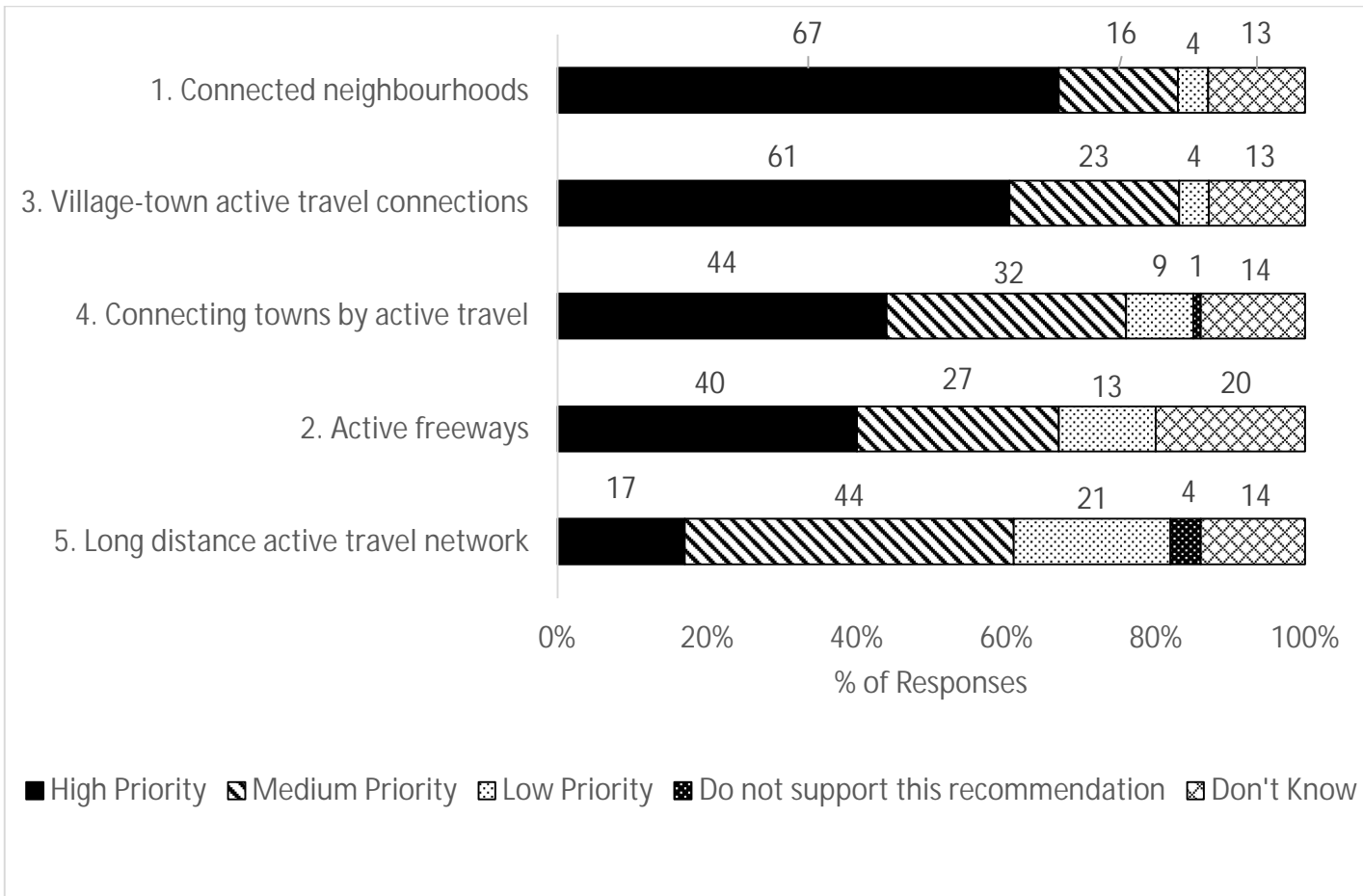
Figure 3.10 presenting organisations views.



*Figure 3.9: Priorities for improving active travel infrastructure (%) - Individuals*

Base: Individuals (n=247)

Figure 3.9 shows that 64% of individuals said that recommendation 1: Connected neighbourhoods was a high priority whilst 23% stated that recommendation 5: Long distance active travel network was of a low priority.



*Figure 3.10: Priorities for improving active travel infrastructure (%) – Organisations*

Base: Organisations (n=112)

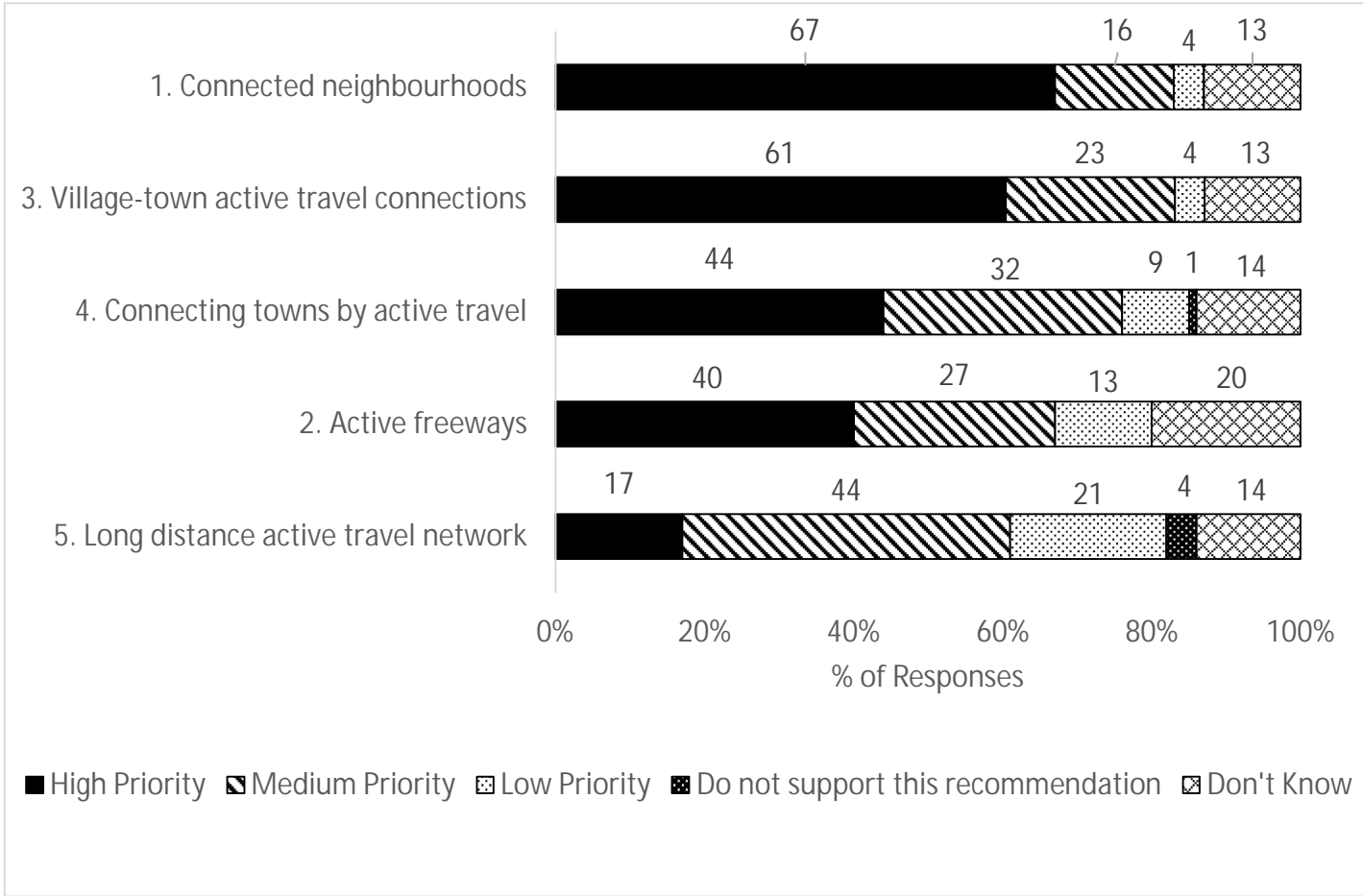


Figure 3.10 shows that 67% of organisations said that recommendation 1: Connected neighbourhoods was a high priority whilst 21% stated that recommendation 5: Long distance active travel network was of a low priority.

Figure 3.11 presents individual and organisations views on whether the theme recommendations address the transport needs of the local area.

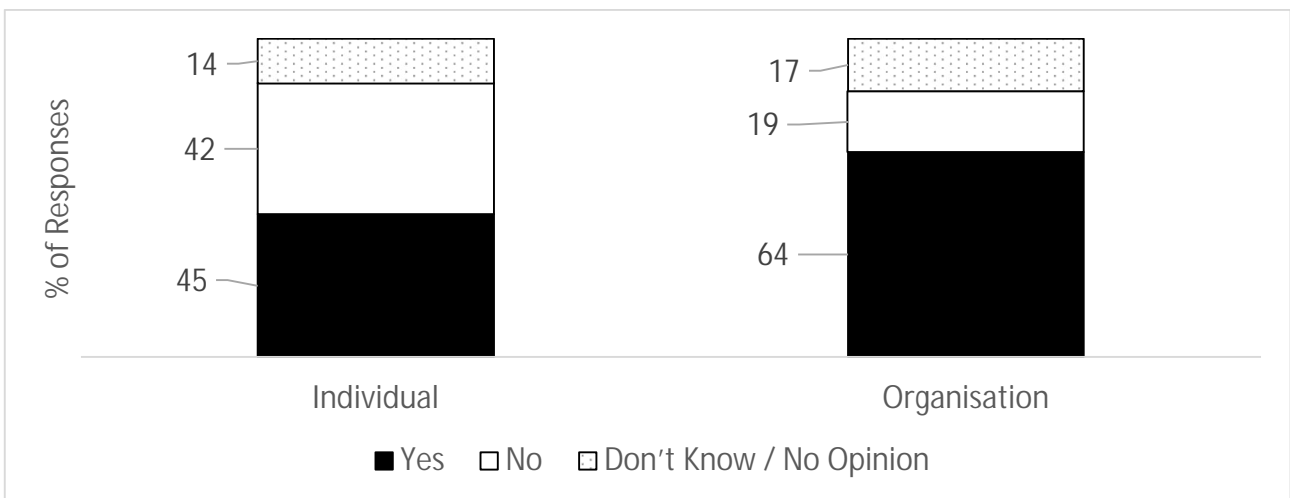


Figure 3.11: Theme recommendations address transport needs of local area (%)

Base: Individuals (n=251); Organisations (n=115)

Figure 3.11 shows that 45% of individuals stated that these theme recommendations



address the transport needs of the communities they represent whilst over three fifths (64%) of organisations also agreed this was the case for their local areas. However, 42% of individuals stated that they do not think they address the transport needs for their local area compared to only 19% of organisations. Furthermore, 14% of individuals and 17% of organisations stated don't know / no opinion.

The additional free-text comments provided on the Improving Active Travel Infrastructure theme and the recommendations within it have been summarised and are listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 131)
  - Active travel not always viable / practical / accessible / reliable: 16% (21 comments)
- Does not consider the whole of Scotland: 12% (n=15)
  - Need safe active travel infrastructure: 11% (n=14)
- Organisations (Base 97)
  - Active travel should be prioritised in rural areas / on a local scale: 23% (n=22 comments)
  - Comment refers to the funding of decarbonising transport networks in Scotland (e.g. in reference to funding of zero emission infrastructure / funding of zero emission vehicles / companies needing funding to transition): 23% (n=22)
  - Need safe active travel infrastructure: 16% (16 comments)

### 3.4 Influencing Travel Choices and Behaviours

Respondents were asked what they thought about the recommendations under the 'Influencing Travel Choices and Behaviours' theme. This included five recommendations:

- 6 Behaviour change initiatives
- 7 Changing road user behaviour
- 8 Increasing active travel to school
- 9 Improving access to bikes
- 10 Expansion of 20mph limits and zones

Figure 3.12 presents individual level of agreement / disagreement on whether the recommendations in the Influencing Travel Choices and Behaviours theme would contribute to the theme. Figure 3.13 presents organisations level of agreement / disagreement to the same question.

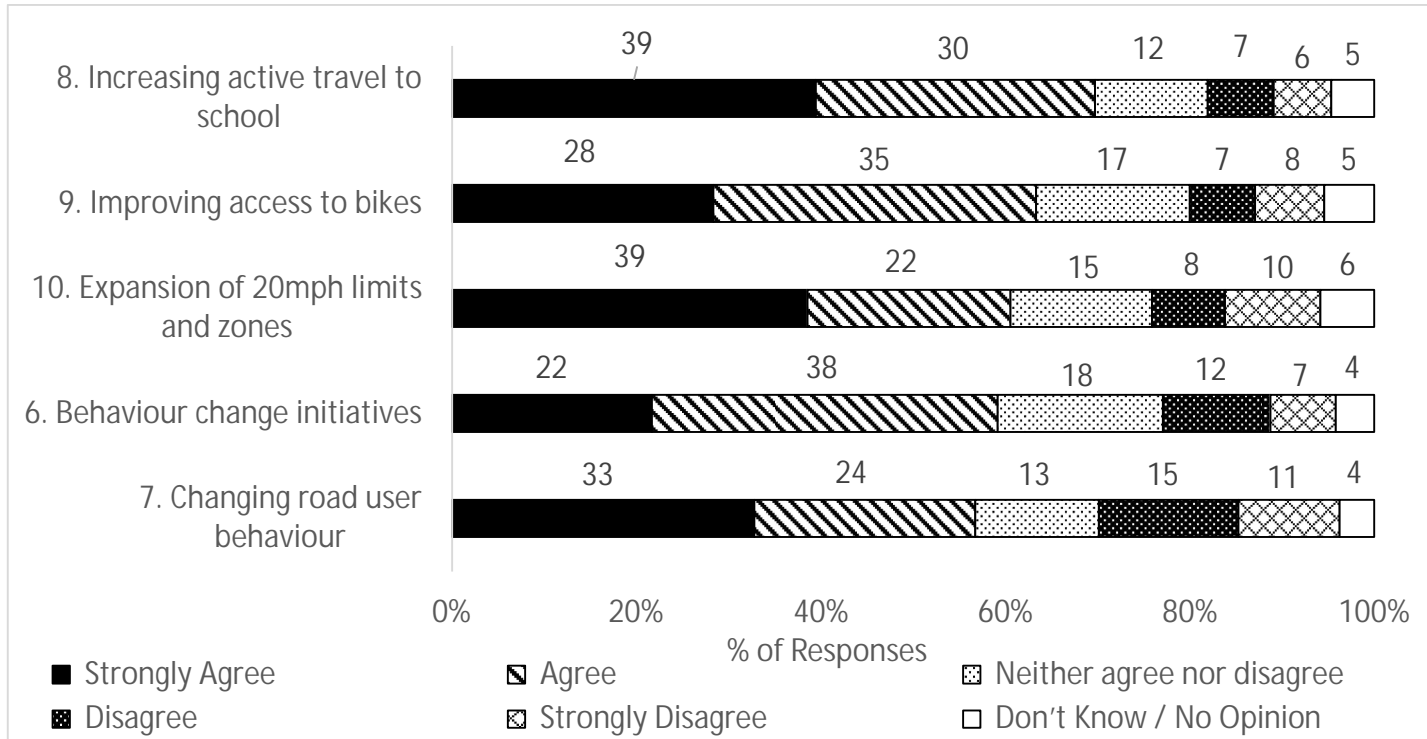


Figure 3.12: Recommendations under this theme will contribute to influencing travel choices and behaviours (%) – Individuals

Base: Individuals (n=251)

Figure 3.12 shows that when asked about the recommendations contributing towards influencing travel choices and behaviours, 69% of individuals agreed (39% strongly agreed and 30% agreed) that recommendation 8: Increasing active travel to school would contribute. Recommendation 7: Changing road user behaviour had the smallest proportion of people agreeing that this recommendation contributes to the theme (57%). Furthermore, a quarter of individuals (26%) stated that they disagreed (15%) or strongly disagreed (11%) that the recommendation contributed to the theme.

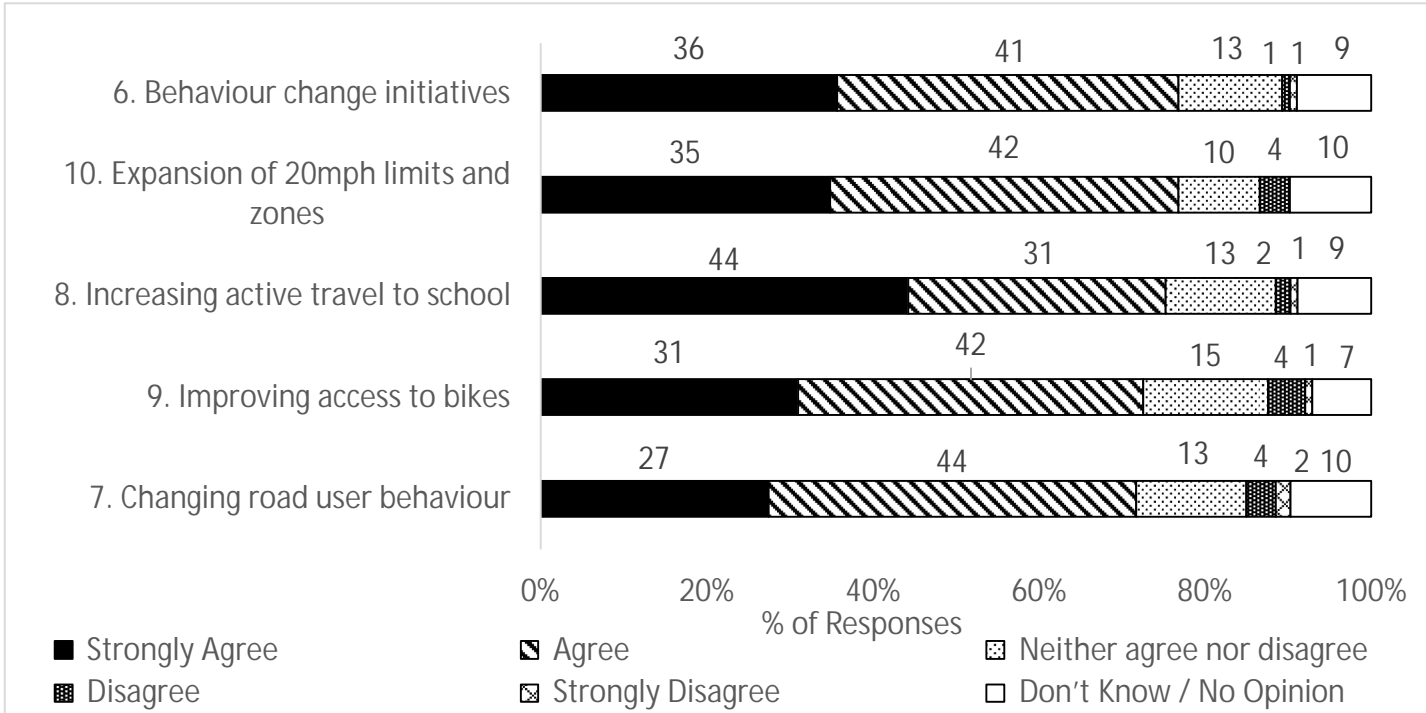


Figure 3.13: Recommendations under this theme will contribute to influencing travel choices and behaviours (%) - Organisations

Base: Organisations (n=115)

Figure 3.13 shows that 77% of organisations agreed (36% strongly agreed and 41% agreed) that recommendation 6: Behaviour change initiatives would contribute to influencing travel choices and behaviours. 77% of organisations also agreed (35% strongly agreed and 42% agreed) that recommendation 10: Expansion of 20mph limits and zones would contribute to influencing travel choices and behaviours

Whilst recommendation 7: Changing road user behaviour had the smallest proportion of organisations agreeing that it contributed to this theme (71%) this was only 6 percentage points lower than the two recommendations with the highest level of agreement.

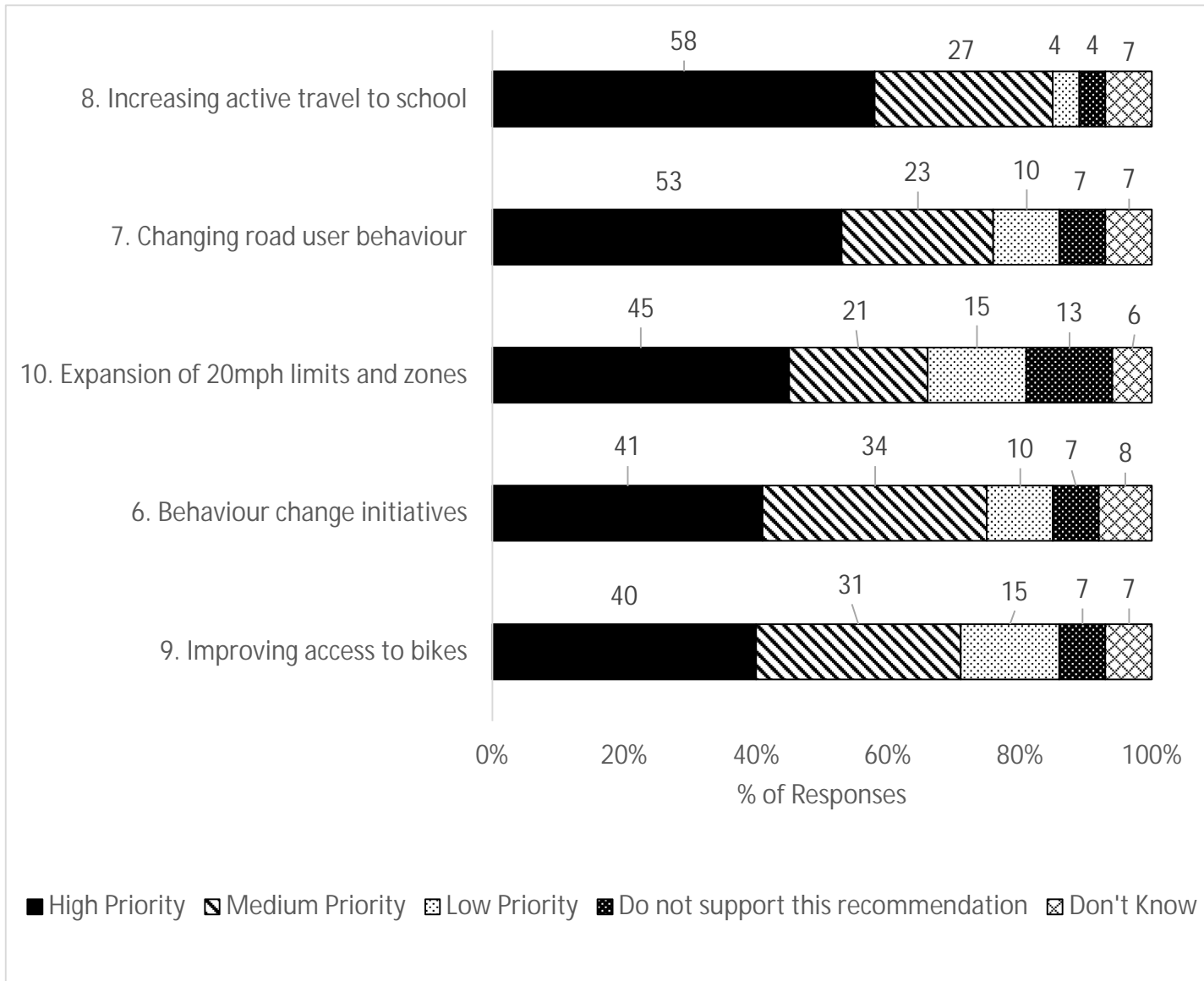


Figure 3.14 presents individual views on the priority of each recommendation in the Influencing Travel Choices and Behaviours theme, with

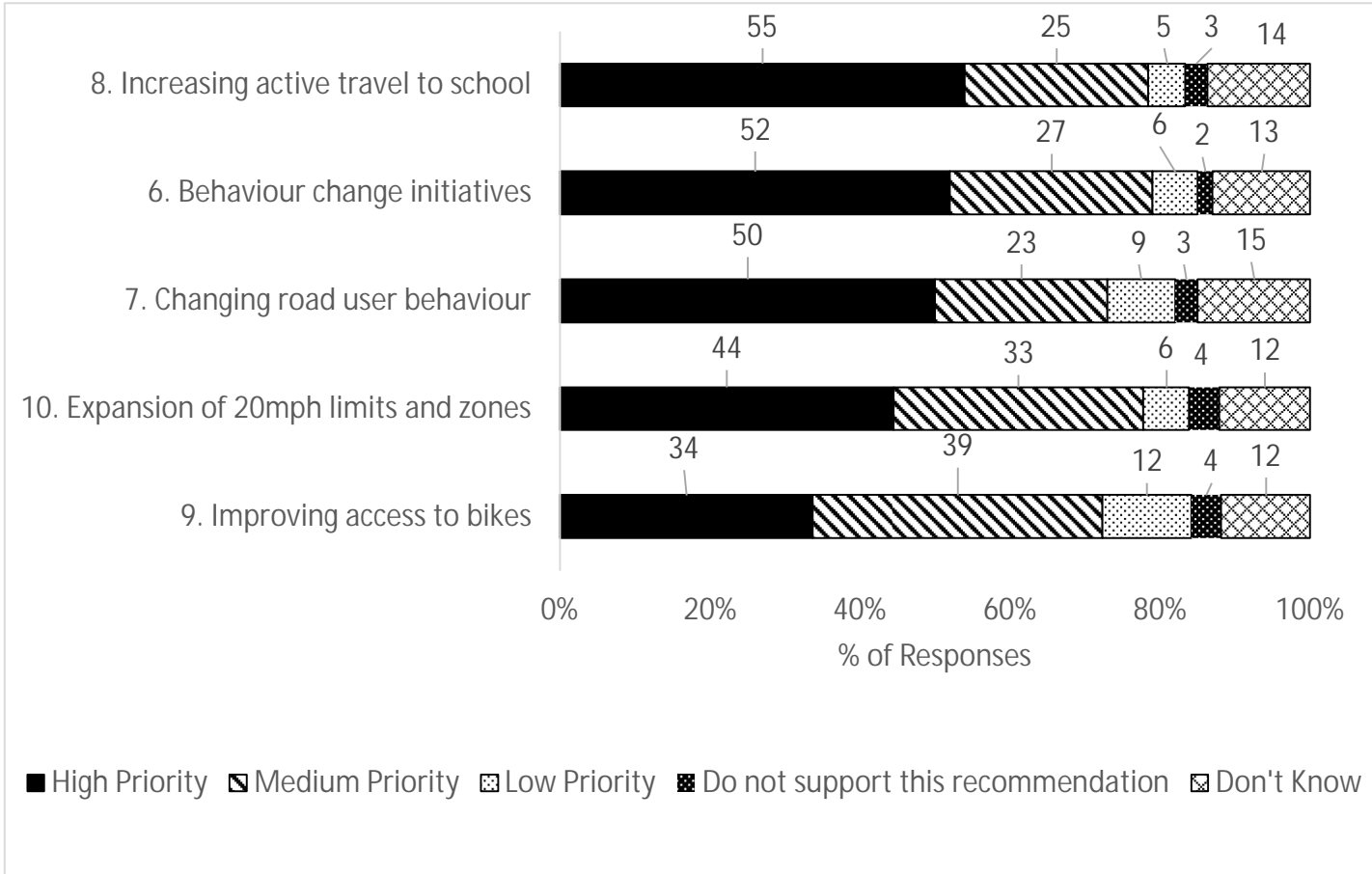


Figure 3.15 presenting organisations views.

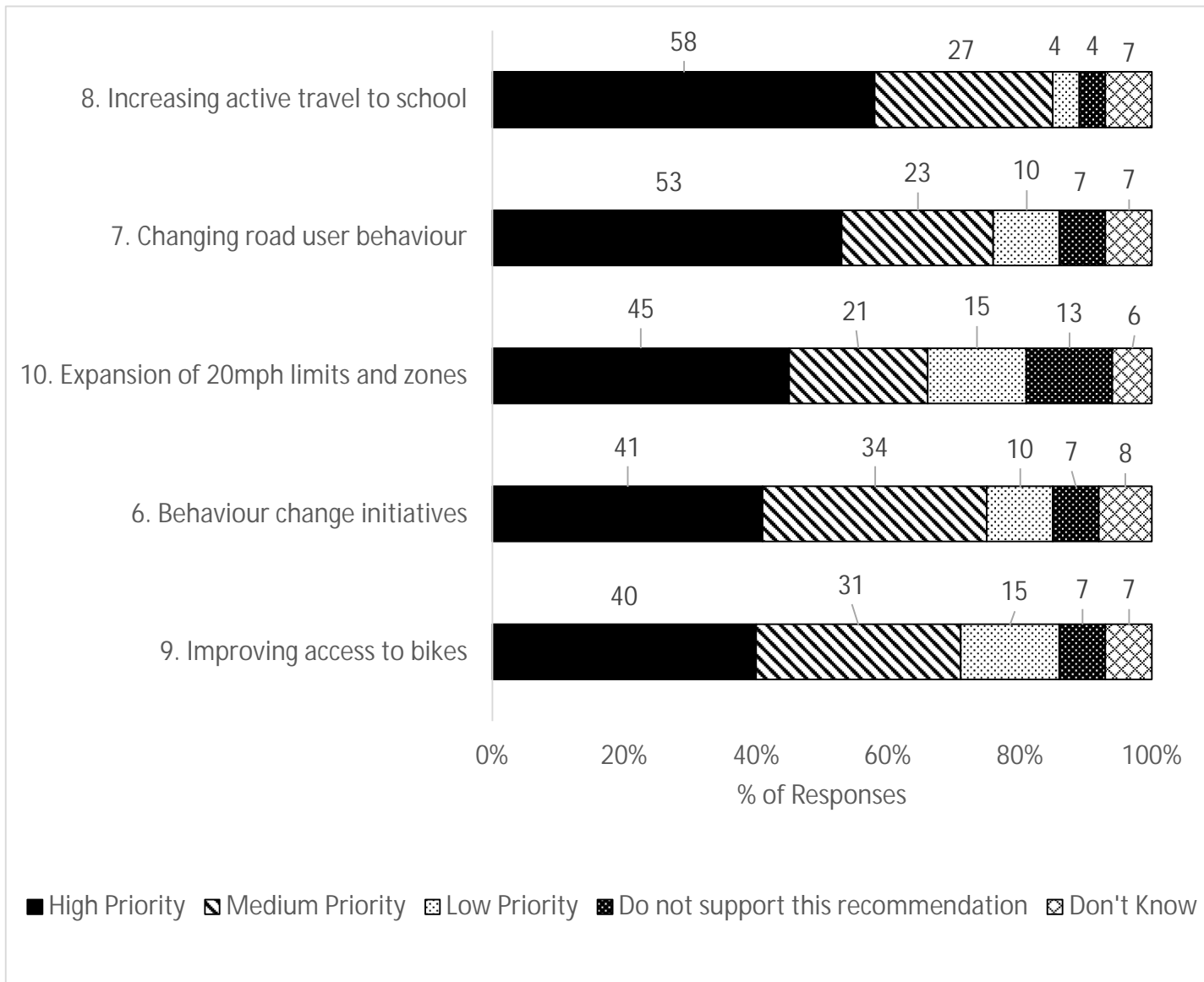


Figure 3.14: Priorities for influencing travel choices and behaviours (%) – Individuals

Base: Individuals (n=251)



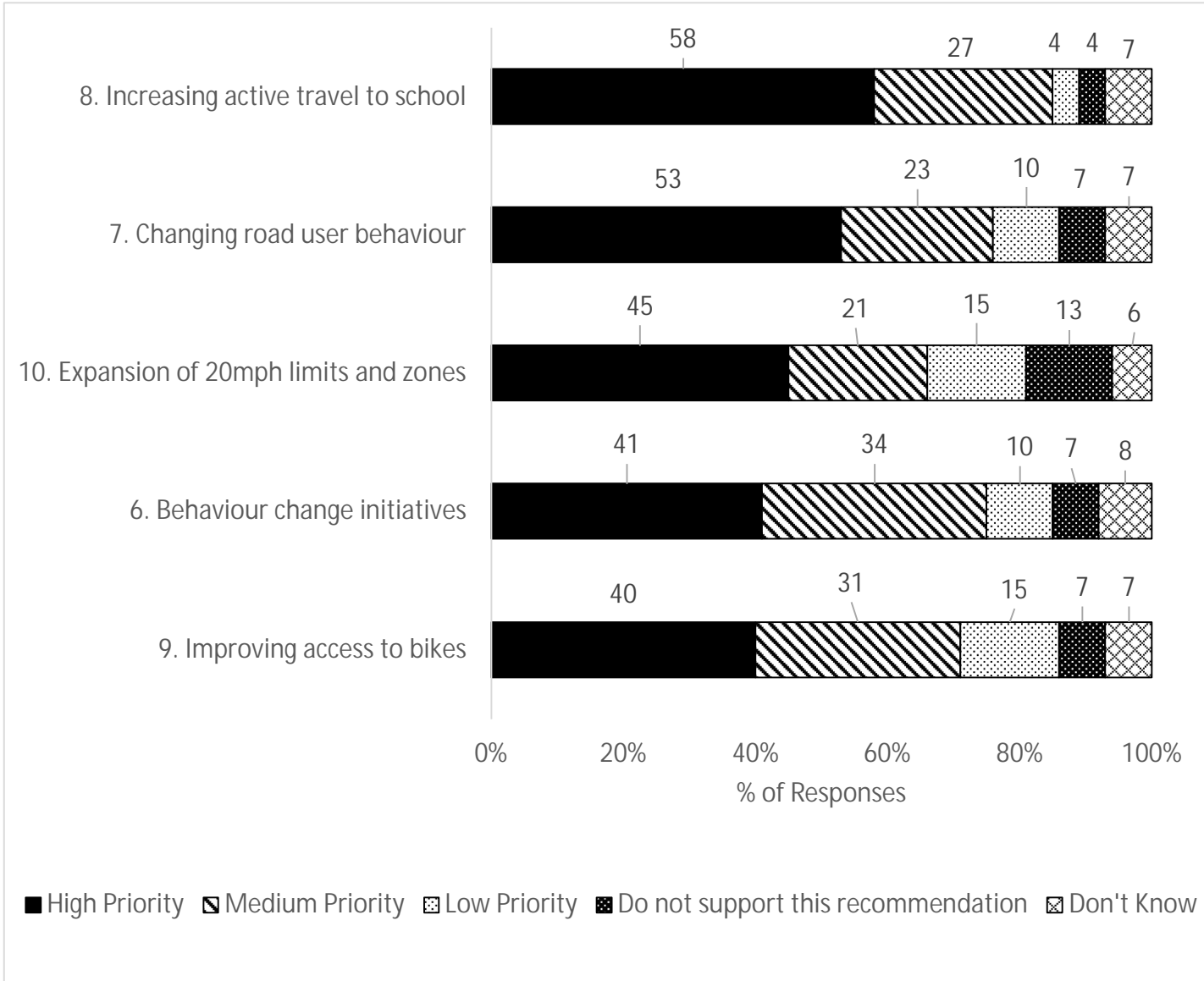


Figure 3.14 shows that over half of individuals (58%) stated that recommendation 8: Increasing active travel to school was a high priority. For each of recommendation 10: Expansion of 20mph limits and zones and recommendation 9: Improving access to bikes, 15% of individuals stated that these recommendations were a low priority.

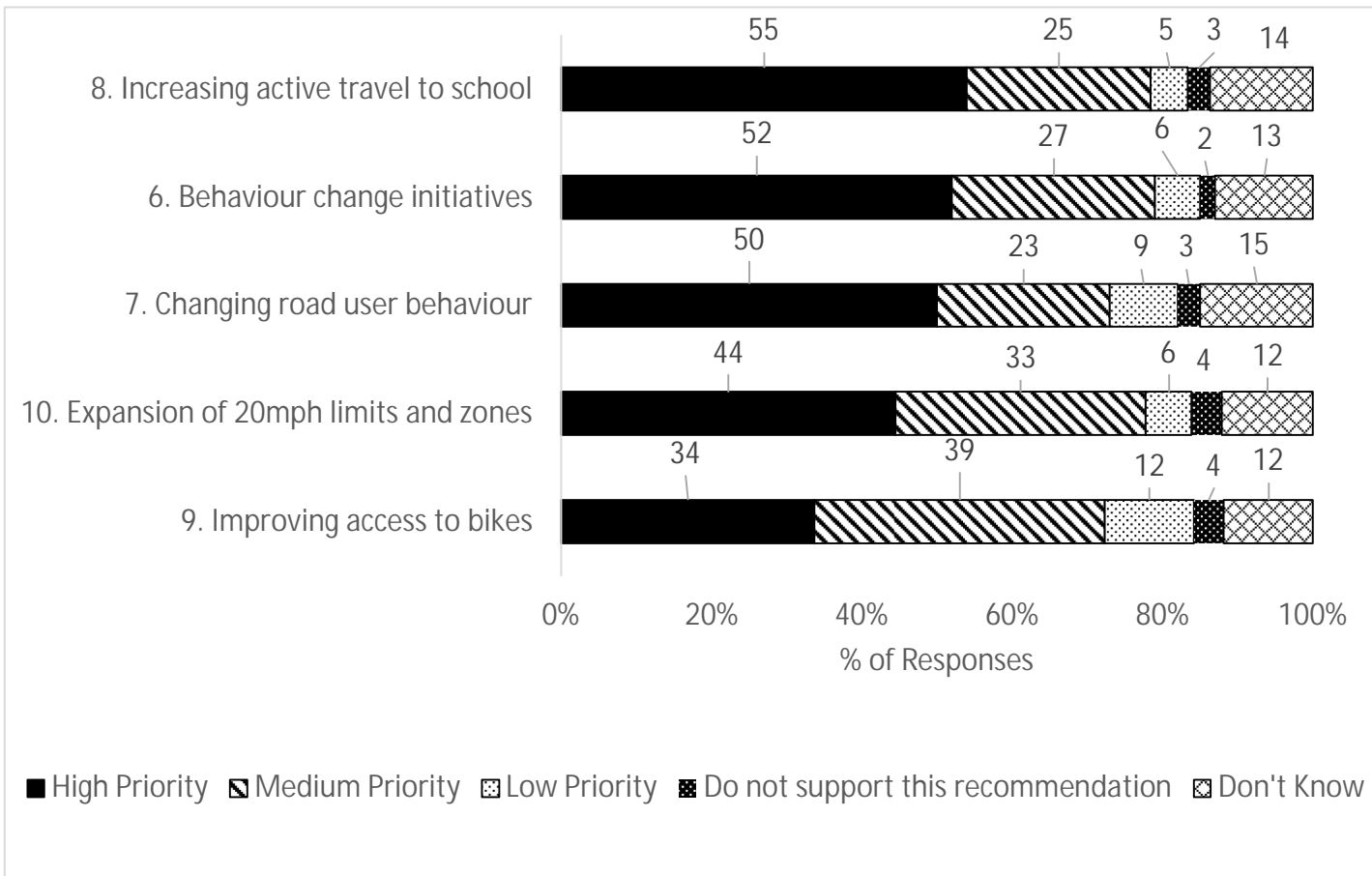


Figure 3.15: Priorities for influencing travel choices and behaviours (%) – Organisations  
Base: Organisations (n=115)

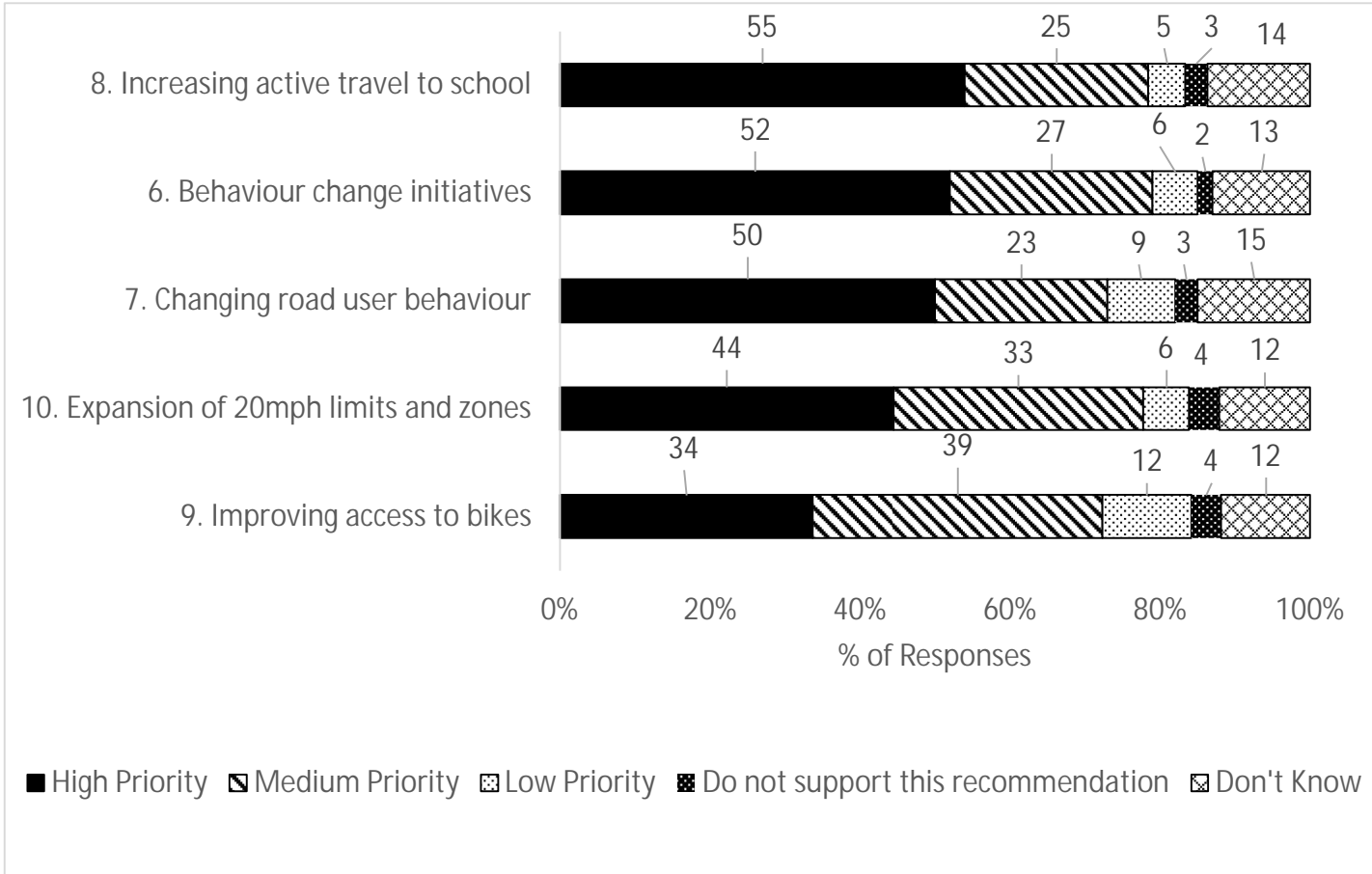


Figure 3.15 shows that 55% of organisations stated that recommendation 8: Increasing active travel to school was a high priority as was recommendation 6: Behaviour change initiatives with 52% stating this was a high priority whilst 12% stated that recommendation 9: Improving access to bikes was a low priority.

Figure 3.16 presents individual and organisations views on whether the theme recommendations address the transport needs of the local area.

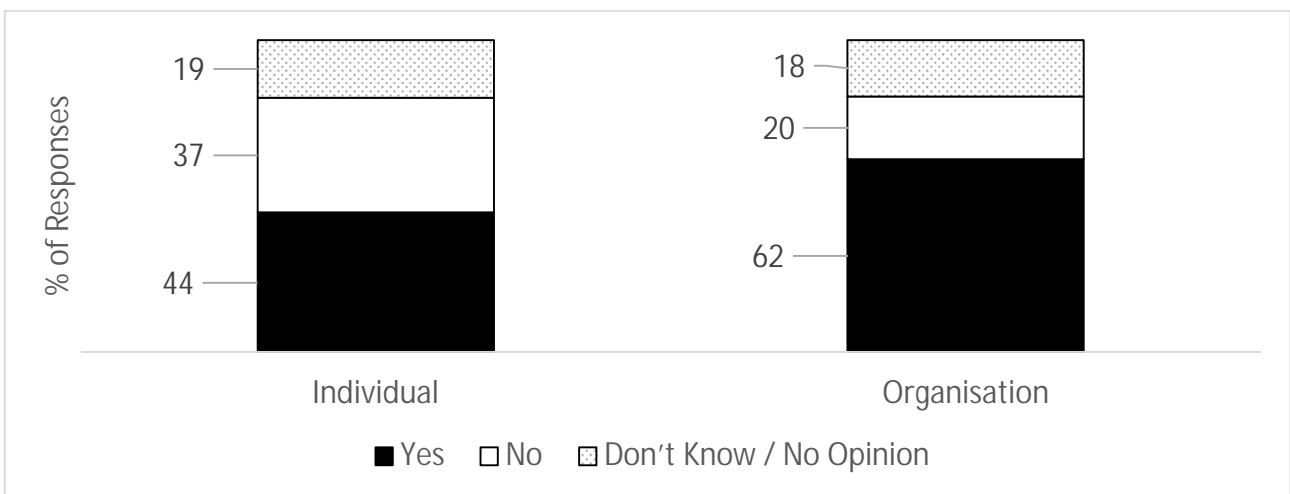


Figure 3.16: Theme recommendations address transport needs of local area (%)

Base: Individuals (n=243); Organisations (n=115)

Figure 3.16 shows that over two fifths (44%) of individuals stated that these theme recommendations address the transport needs of the communities they represent whilst 62% of organisations also agreed this was the case for their local areas. However, 37% of individuals and 20% of organisations stated that they do not think the recommendations address the transport needs for their local area. 19% of Individuals and 18% of organisations stated don't know / no opinion.

The additional free-text comments provided on the Address Transport Needs of Local Area theme have been summarised and are listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 115)
  - Reference to traffic enforcement measures: 17% (n=19 comments)
  - Changing behaviours in fundamental: 12% (n=14)
  - More encouragement needed to move away from car / use other modes of transport: 11% (n=13)
- Organisations (Base 79)
  - Changing behaviours is fundamental: 25% (n=20)
  - More encouragement needed to move away from car / use other modes of transport: 14% (n=11)
  - Comment refers to accessibility of bikes / ebikes / scooters / other: 13% (n=10)

### 3.5 Enhancing Access to Affordable Public Transport

Respondents were asked what they thought about the recommendations under the 'Enhancing Access to Affordable Public Transport' theme. This included 13 recommendations:

- 11 Clyde Metro
- 12 Edinburgh & South East Scotland Mass Transit
- 13 Aberdeen Rapid Transit
- 14 Provision of strategic bus priority measures
- 15 Highland Mainline rail corridor enhancements
- 16 Perth-Dundee-Aberdeen rail corridor enhancement
- 17 Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement
- 18 Supporting integrated journeys at ferry terminals
- 19 Infrastructure to provide access for all at railway stations
- 20 Investment in DRT and MaaS
- 21 Improved public transport passenger interchange facilities
- 22 Framework for delivery of mobility hubs
- 23 Smart, integrated public transport ticketing

Figure 3.17 presents individual level of agreement / disagreement on whether the recommendations in the Enhancing Access to Affordable Public Transport theme would contribute to the theme. Figure 3.18 presents organisations level of agreement / disagreement to the same question.

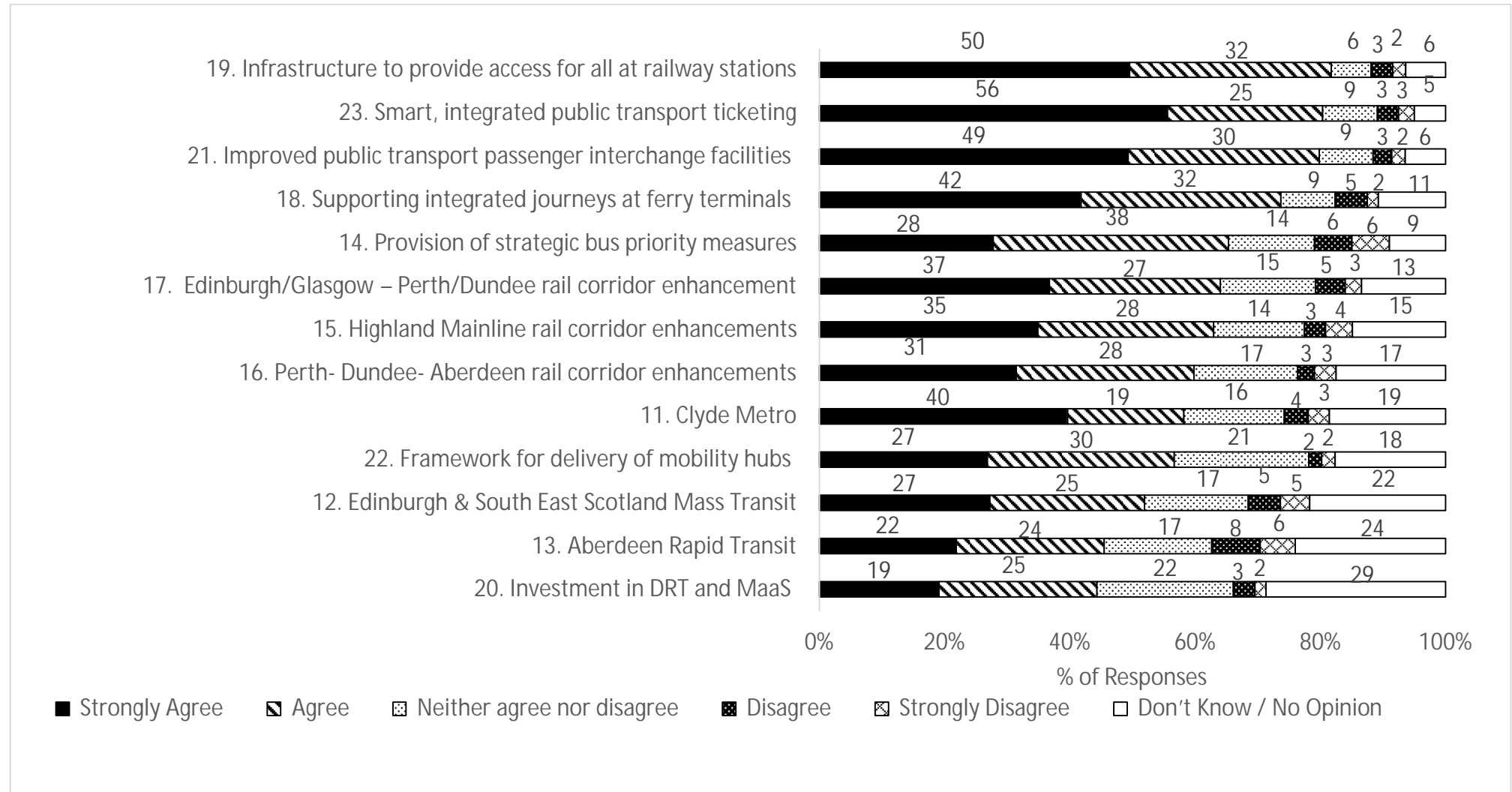


Figure 3.17: Recommendations under this theme will contribute to Enhancing Access to Affordable Public Transport' (%) - Individuals

Base: Individuals (n=240);

Figure 3.17 shows that recommendations with the highest proportion of individuals who strongly agreed or agreed that they would contribute to the Enhancing Access to Affordable Public Transport theme were:

- recommendation 19: Infrastructure to provide access for all at railway stations (82%),
- recommendation 23: Smart, integrated public transport ticketing (81%); and
- recommendation 21: Improved public transport passenger interchange facilities (79%).

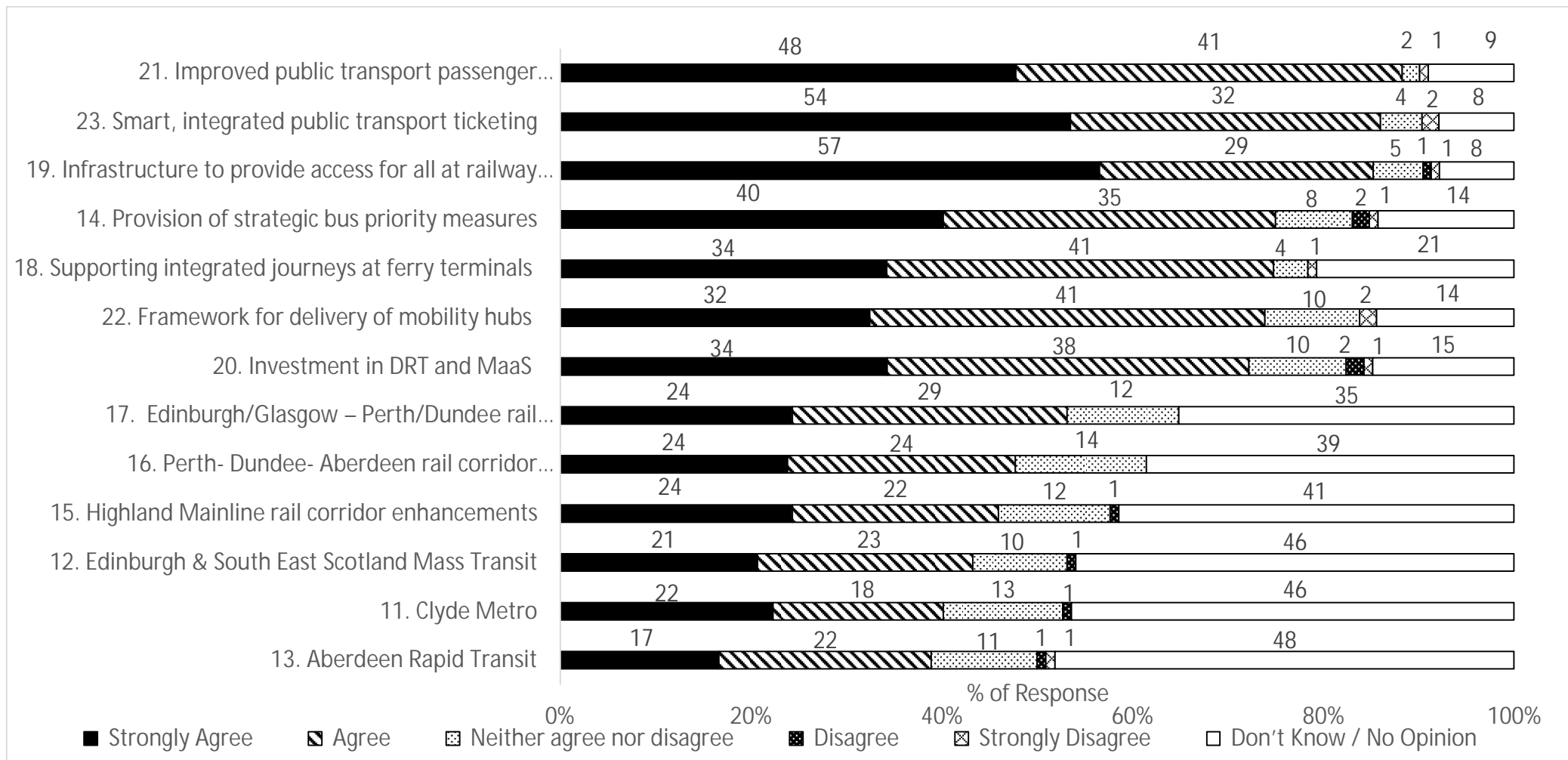


Figure 3.18: Recommendations under this theme will contribute to Enhancing Access to Affordable Public Transport' (%) - Organisations

Base: Organisations (n=115)



Figure 3.18 shows that recommendations with the highest proportion of organisations who strongly agreed or agreed that they would contribute to the Enhancing Access to Affordable Public Transport theme were:

- recommendation 21: Improved public transport passenger interchange facilities (89%);
- recommendation 23: Smart, integrated public transport ticketing (86%) and
- recommendation 19: Infrastructure to provide access for all at railway stations (86%).

Figure 3.19 presents individual views on the priority of each recommendation in the Enhancing Access to Affordable Public Transport theme, with Figure 3.20 presenting organisations views.

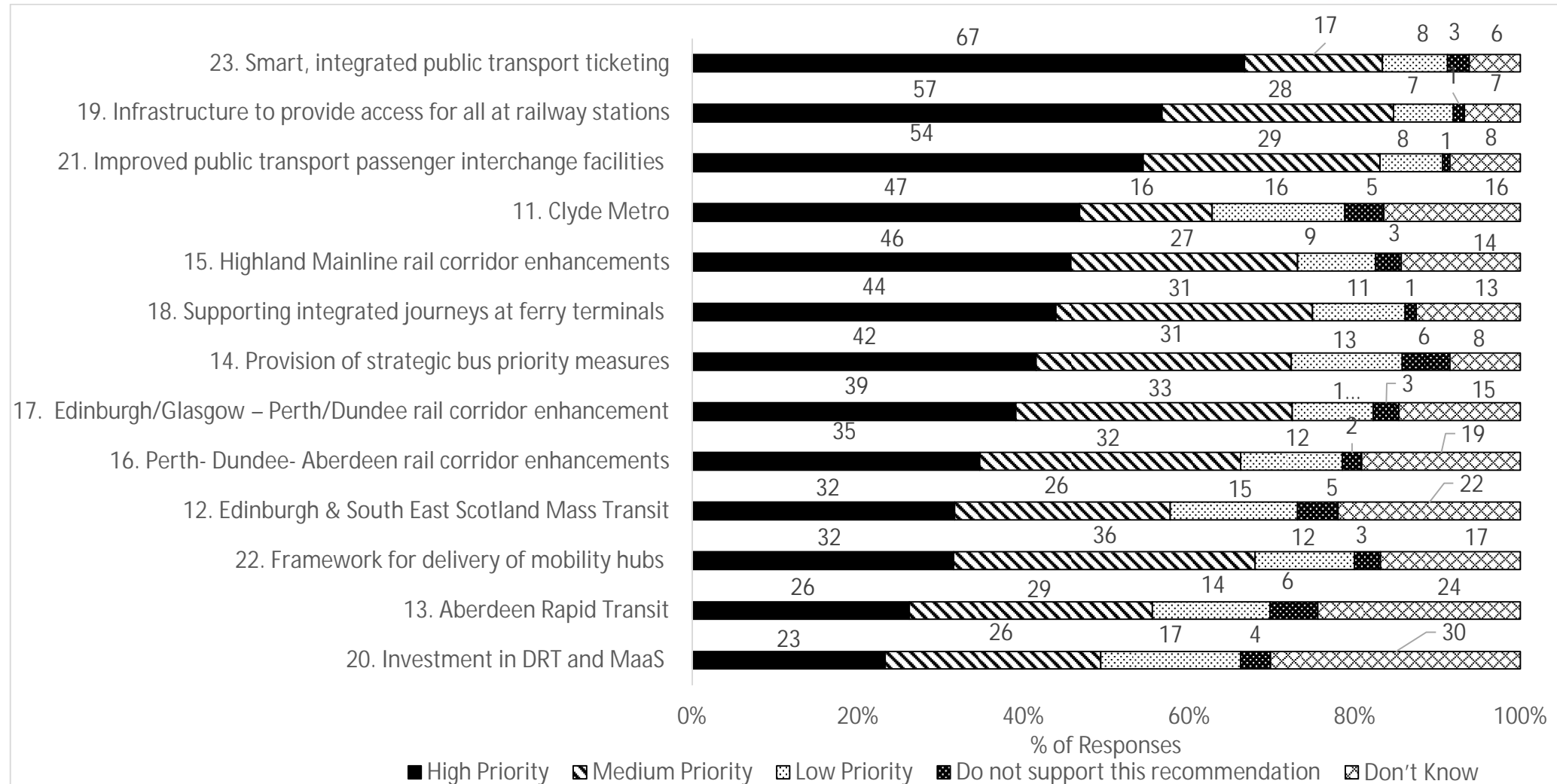


Figure 3.19: Priorities for Enhancing Access to Affordable Public Transport (%) – Individuals

Base: Individuals (n=232);

Figure 3.19 shows that recommendation 23: Smart, integrated public transport ticketing (67%), recommendation 19: Infrastructure to provide access for all at railway stations (57%) and recommendation 21: Improved public transport passenger interchange facilities (54%) were the recommendations with the highest proportion of individuals who stated they were a high priority.

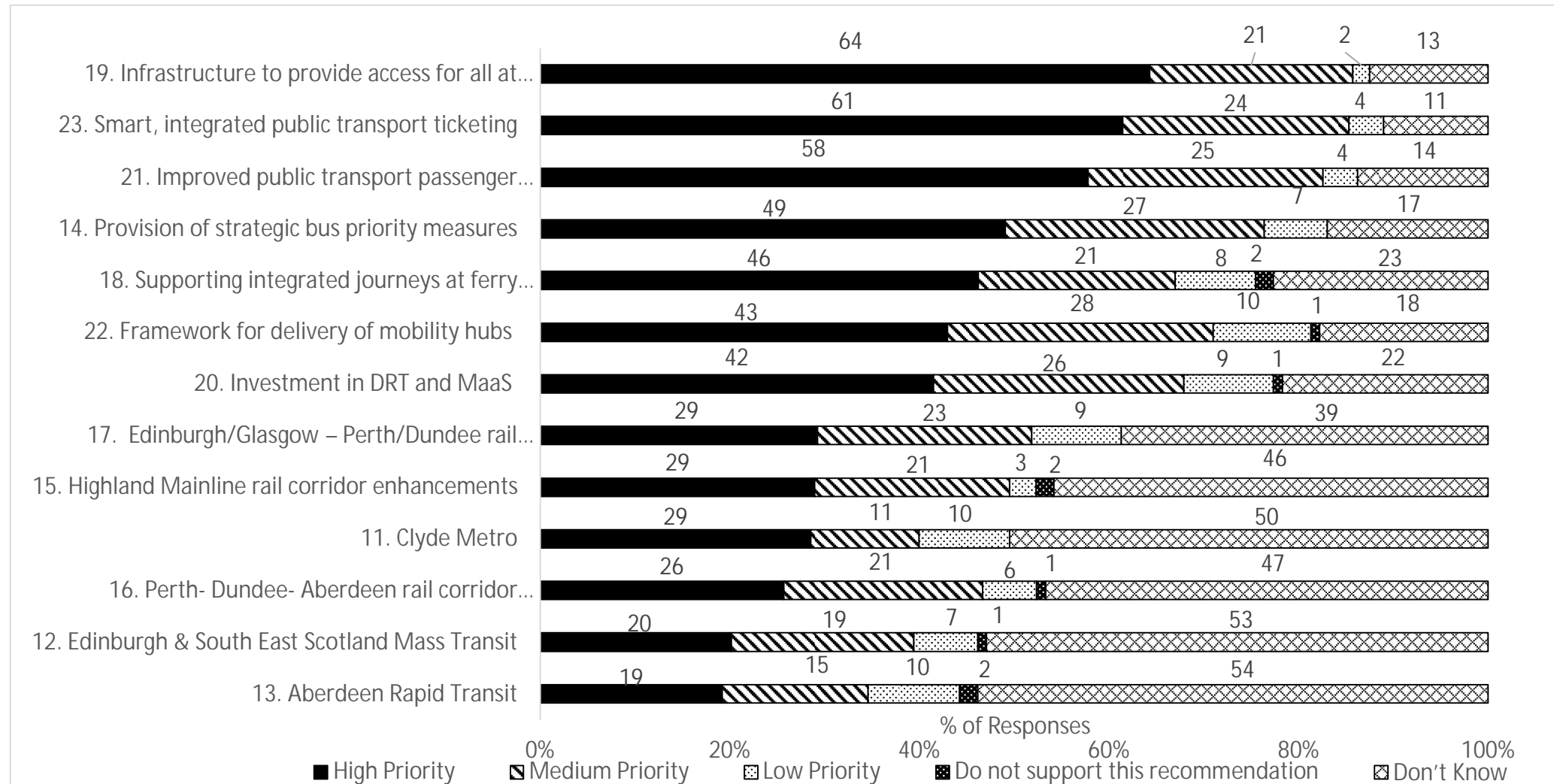


Figure 3.20: Priorities for Enhancing Access to Affordable Public Transport (%) – Organisations

Base: Organisations (n=112)

Figure 3.20 shows that recommendation 19: Infrastructure to provide access for all at railway stations (64%), recommendation 23: Smart, Integrated public transport ticketing (61%) and recommendation 21: Improved public transport passenger interchange facilities (58%) were the recommendations with the highest proportion of organisations who stated they were a high priority.

Figure 3.21 presents individual and organisations views on whether the theme recommendations address the transport needs of the local area.

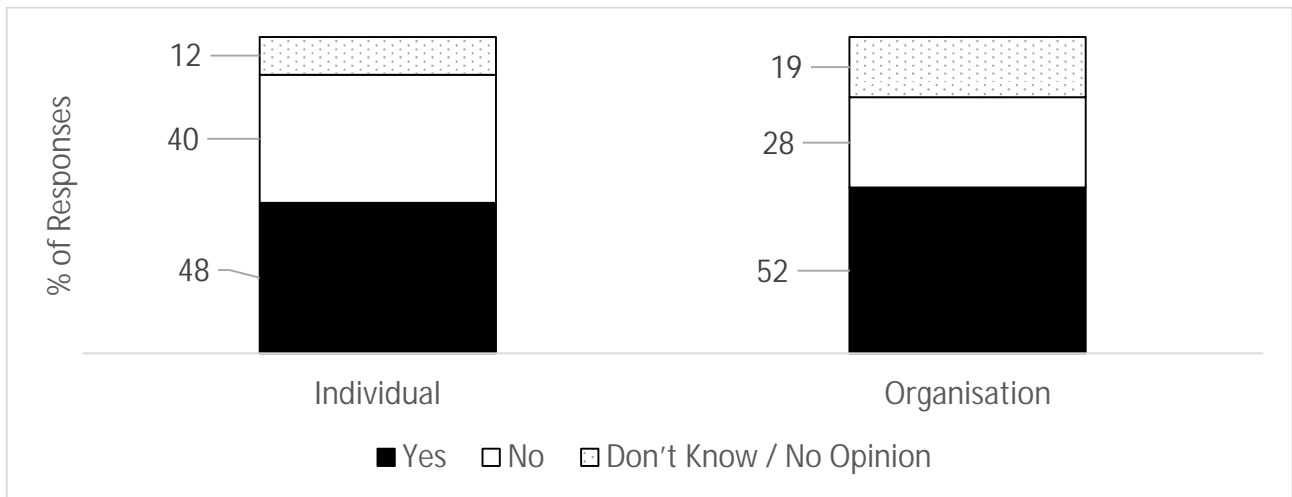


Figure 3.21: Theme recommendations address transport needs of local area (%)

Base: Individuals (n=243); Organisations (n=115)

Figure 3.21 shows that a similar proportion of individuals and organisations said that the theme recommendations address the transport needs of the local area (48% individuals, 52% organisations). However, a larger proportion of individuals (40%) compared to organisations (28%) disagreed that the theme recommendations address the transports needs of the local area. A total of 12% of individuals and 19% of organisations stated don't know / no opinion.

The additional free-text comments provided on the recommendation themes for Enhancing Access to Affordable Public Transport are summarised and listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 136)
  - Comments relating to named locations 18% (n=25)
  - Light rail / tram infrastructure: 18% (n=24)
  - Improvements needed to information and ticketing systems 17% (n=23)
- Organisations (Base 87)
  - Comments on specific recommendation: 23% (n=20)
  - Improvement needed to information and ticketing systems: 21% (n=18)
  - Complaint about public transport / suggestion for improvements (e.g. affordability, reliability): 18% (n=16)

### 3.6 Decarbonising Transport

Respondents were asked what they thought about the recommendations under the ‘Decarbonising Transport’ theme. This included five recommendations:

- 24 Ferry vessel renewal and replacement and decarbonisation
- 25 Rail decarbonisation
- 26 Decarbonisation of bus network
- 27 Behaviour change and modal shift for freight
- 28 Zero emissions vehicles and infrastructure transition

Figure 3.22 presents individual level of agreement / disagreement on whether the recommendations in the Decarbonising Transport theme would contribute to the theme. Figure 3.23 presents organisations level of agreement / disagreement to the same question.

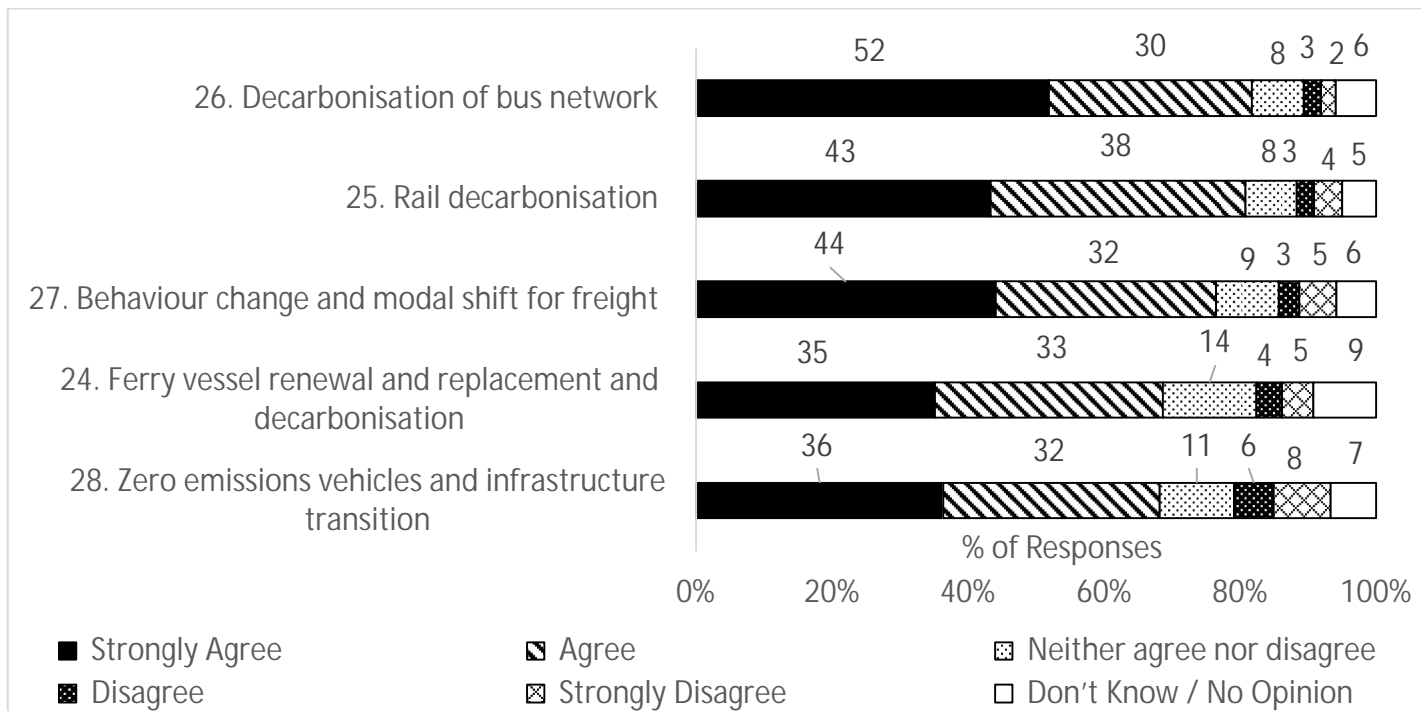
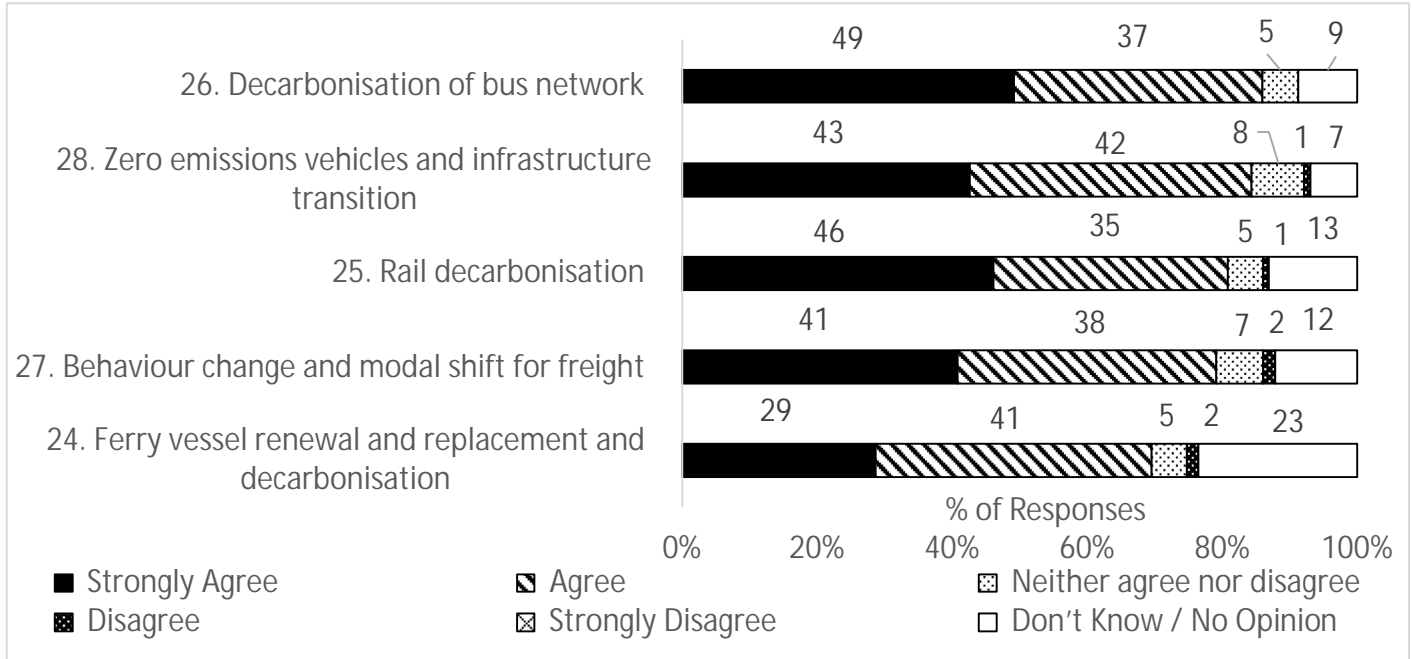


Figure 3.22: Recommendations under this theme will contribute to ‘Decarbonising Transport’ (%) - Individuals

Base: Individuals (n=243)

Figure 3.22 shows that 82% of individuals agreed (52% strongly agreed and 30% agreed) that recommendation 26: Decarbonisation of bus network will contribute to this theme. Jointly, recommendation 24: Ferry vessel renewal and replacement and decarbonisation and recommendation 28: Zero emissions vehicles and infrastructure transition had the lowest proportion of individuals (68%) who strongly agreed or agreed that they would contribute to this theme.



*Figure 3.23: Recommendations under this theme will contribute to ‘Decarbonising Transport’ (%) - Organisations*

*Base: Organisations (n=115)*

Figure 3.23 shows that 86% of organisations agreed (49% strongly agreed and 37% agreed) that recommendation 26: Decarbonisation of bus network would contribute to this theme. Recommendation 24: Ferry vessel renewal and replacement had the lowest proportion of organisations (70%) who strongly agreed or agreed that it would contribute to this theme.

Figure 3.24 presents individual views on the priority of each recommendation in the Decarbonising Transport theme, with Figure 3.25 presenting organisations views.



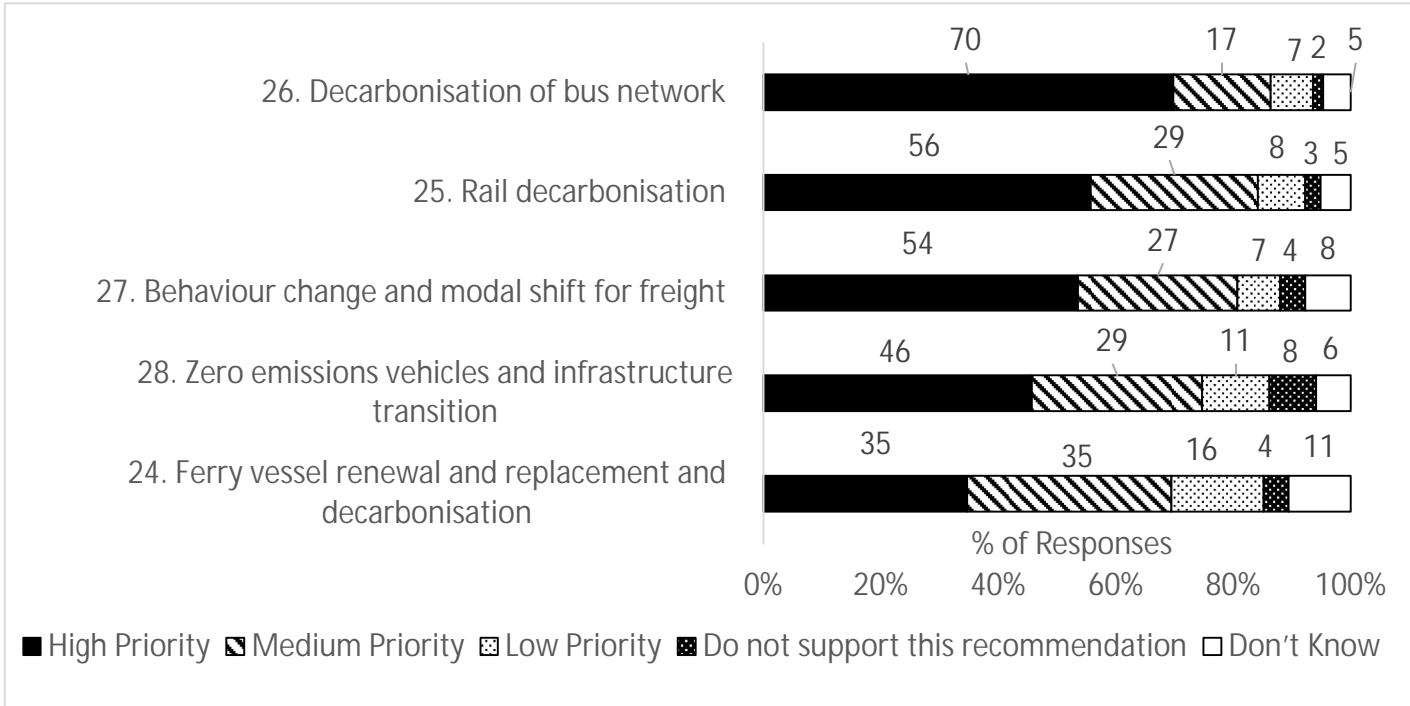


Figure 3.24: Priorities for decarbonising transport (%) - Individuals

Base: Individuals (n=238)

Figure 3.24 shows that 70% of individuals stated that recommendation 26: Decarbonisation of the bus network was a high priority, whilst 16% stated that recommendation 24: Ferry vessel renewal and replacement and decarbonisation was a low priority.

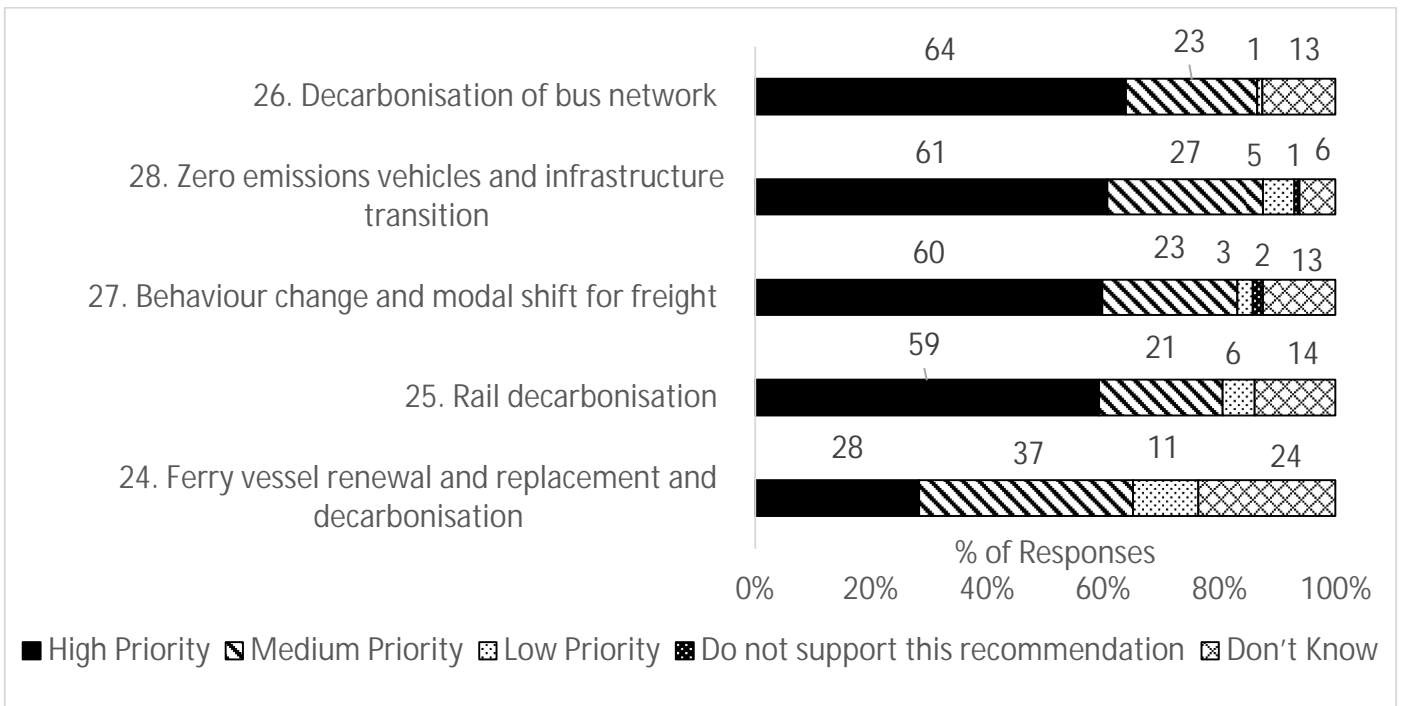


Figure 3.25: Priorities for decarbonising transport (%) - Organisations

Base: Organisations (n=112)

Figure 3.25 shows that 64% of organisations stated that recommendation 26: Decarbonisation of the bus network was a high priority, whilst 11% stated that recommendation 24: Ferry vessel renewal and replacement and decarbonisation was a low priority.

Figure 3.26 presents individual and organisations views on whether the theme recommendations address the transport needs of the local area.

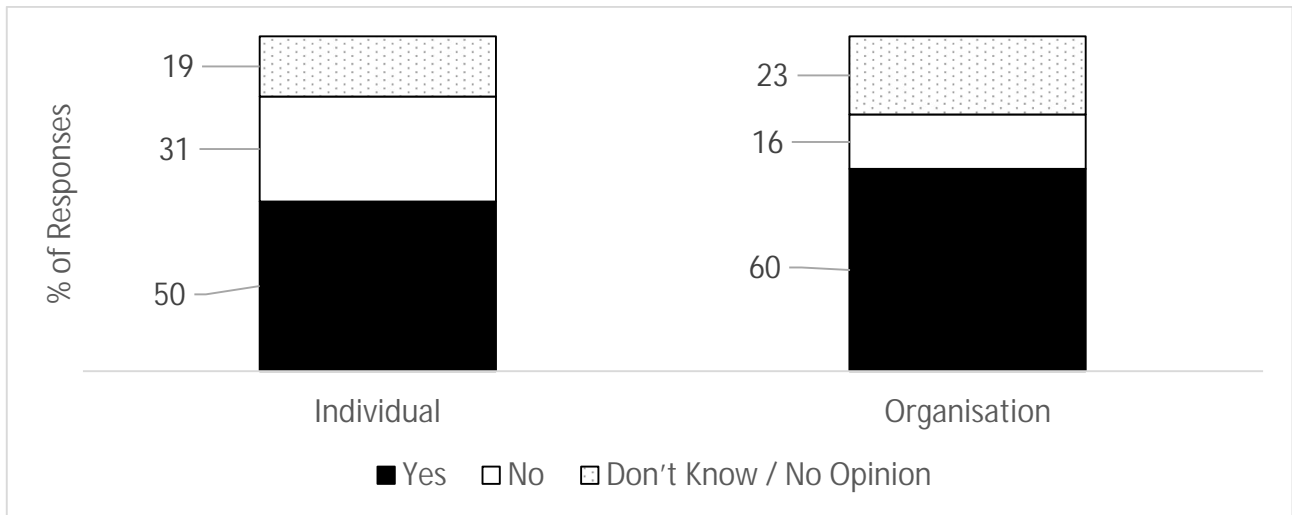


Figure 3.26: Theme recommendations address transport needs of local area (%)

Base: Individuals (n=238); Organisations (n=111)

Figure 3.26 shows that exactly half (50%) of individuals and 60% of organisations stated these theme recommendations would address the transport needs of the local area. Almost double the proportion of individuals said that the theme recommendations would not address transport needs with 31% of individuals compared to 16% of organisations saying this. A total of 19% of individuals and 23% of organisations responded stating don't know / no opinion.

The additional free-text comments provided on the recommendation themes for Decarbonisation Transport are summarised and listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

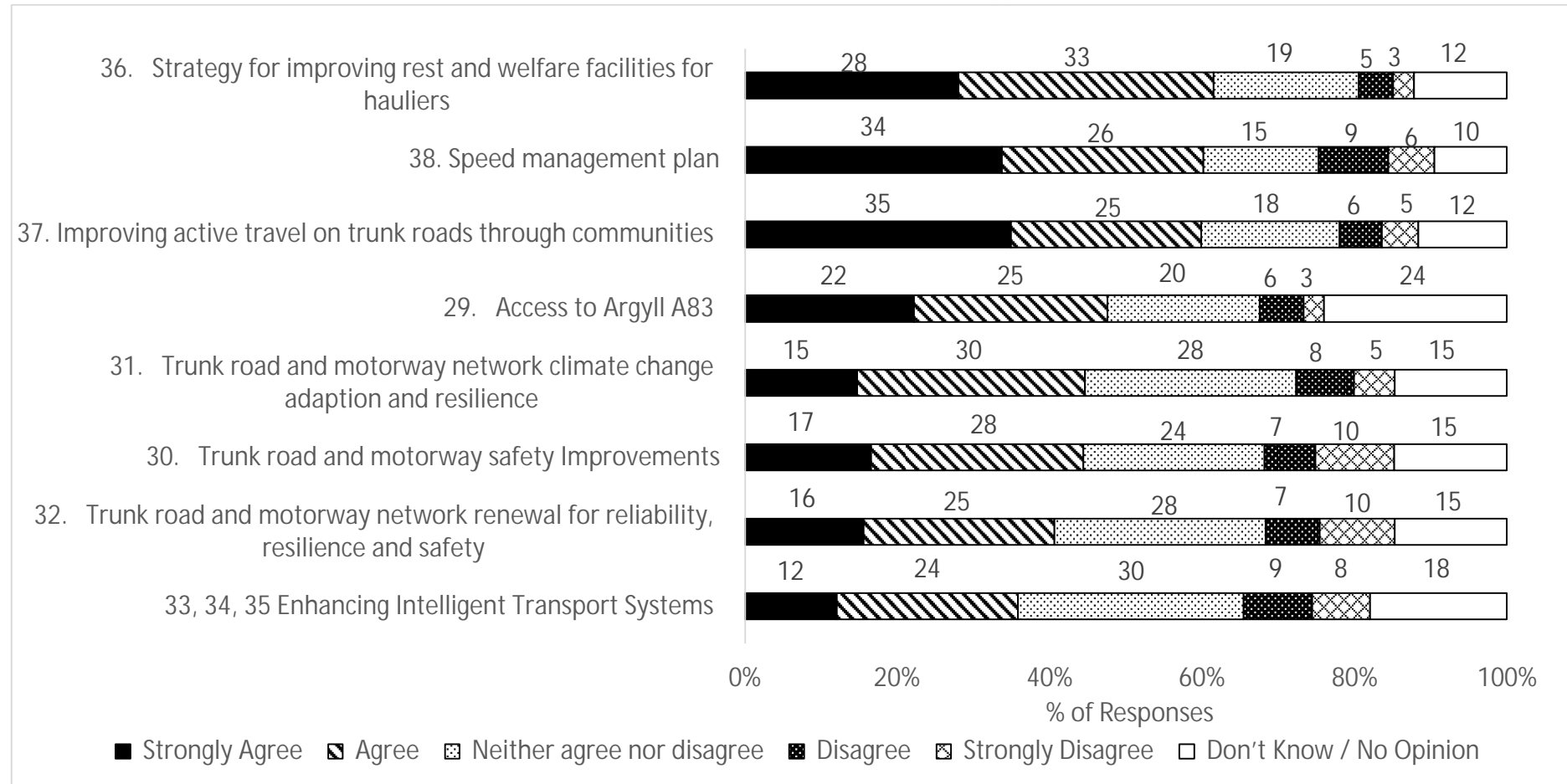
- Individuals (Base 117)
  - EV vehicles / EV infrastructure: 21% (n=24)
  - More encouragement needed to move away from car / use other modes of transport: 10% (n=12)
  - Public transport should be prioritised more in STPR2 plans: 7% (8 comments)
  - Complaint about ferry travel / the lack of upgrades to ferry travel: 7% (n=8)
- Organisations (Base 87)
  - Comment about EV vehicles / EV infrastructure: 23% (n=20)
  - Funding of decarbonising transport networks in Scotland: 22% (n=19)
  - More encouragement needed to move away from car / use other modes of transport: 16% (n=14)

### **3.7 Increasing Safety and Resilience on the Strategic Transport Network**

Respondents were asked what they thought about the recommendations under the ‘Increasing Safety and Resilience on the Strategic Transport Network’ theme. This included eight recommendations:

- 29 Access to Argyll A83
- 30 Trunk road and motorway safety Improvements
- 31 Trunk road and motorway network climate change adaption and resilience
- 32 Trunk road and motorway network renewal for reliability, resilience and safety
- 33 34, 35 Enhancing Intelligent Transport Systems
- 36 Strategy for improving rest and welfare facilities for hauliers
- 37 Improving active travel on trunk roads through communities
- 38 Speed management plan

Figure 3.27 presents individuals level of agreement / disagreement on whether the recommendations in the Increasing Safety and Resilience on the Strategic Transport Network theme would contribute to the theme. Figure 3.28 presents organisations level of agreement / disagreement to the same question.



*Figure 3.27: Recommendations under this theme will contribute to 'Increasing Safety and Resilience on the Strategic Transport Network' (%) – Individuals*

*Base: Individuals (n=233)*

Figure 3.27 shows that recommendation 36: Strategy for improving rest and welfare facilities for hauliers was the key recommendation for individuals with 61% of respondents agreeing (28% strongly agreed and 33% agreed) that this recommendation would contribute to Increasing Safety and Resilience on the Strategic Transport Network. Recommendation 33, 34, 35: Enhancing Intelligent Transport Systems had the smallest proportion of individuals who agreed the recommendation would contribute to this theme (12%).

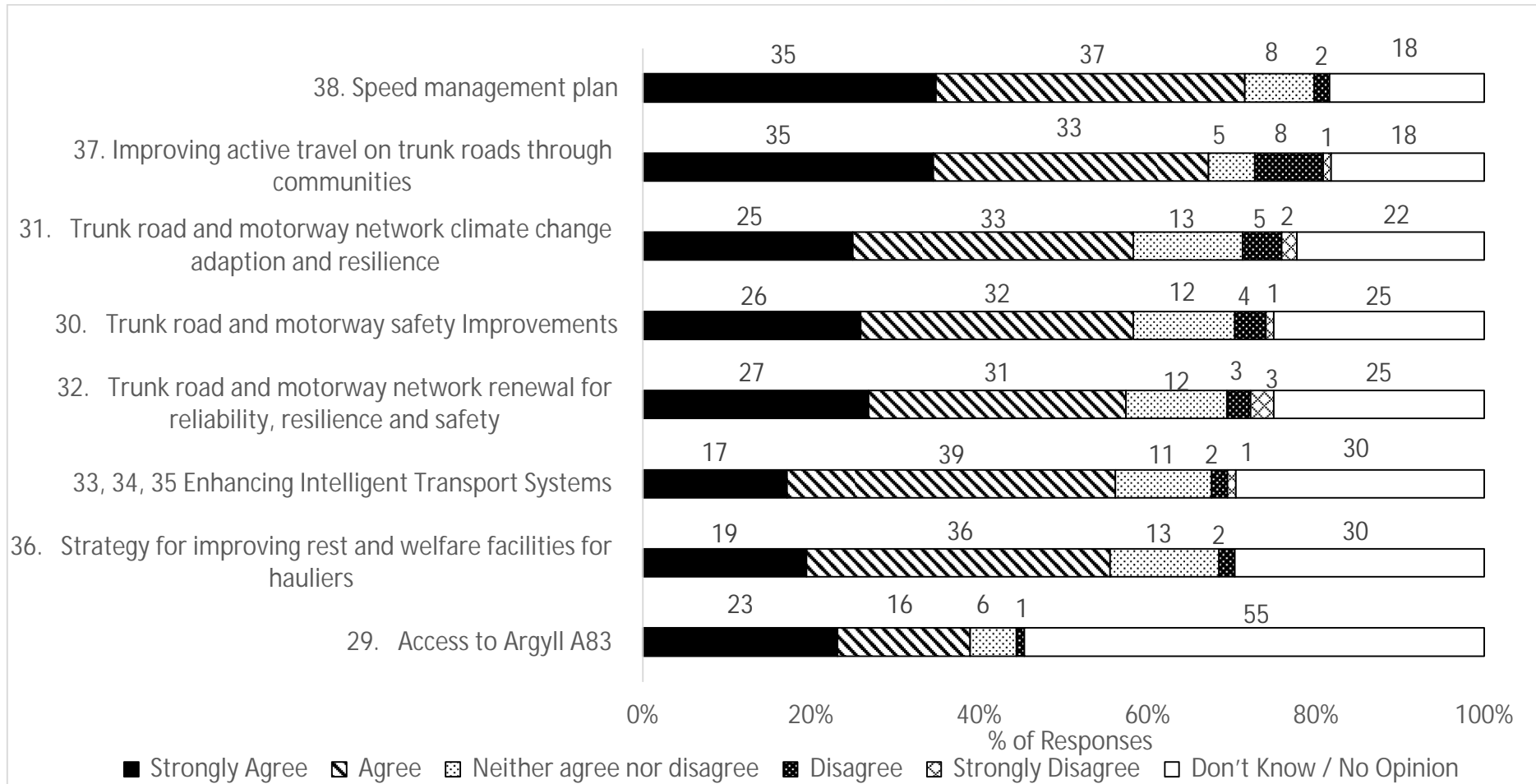


Figure 3.28: Recommendations under this theme will contribute to 'Increasing Safety and Resilience on the Strategic Transport Network' (%) – Organisations

Base: Organisations (n=110)

Figure 3.28 shows that recommendation 38: Speed management plan was the key recommendation for organisations with 72% of organisations agreeing (35% strongly agreed and 37% agreed) that this recommendation would contribute to Increasing Safety and Resilience on the Strategic Transport Network. Recommendation 39: Access to Argyll A83 had the smallest proportion of organisations agreeing that it would contribute to this theme (39%).

Figure 3.29 presents individual views on the priority of each recommendation in the Decarbonising Transport theme, with Figure 3.30 presenting organisations views.



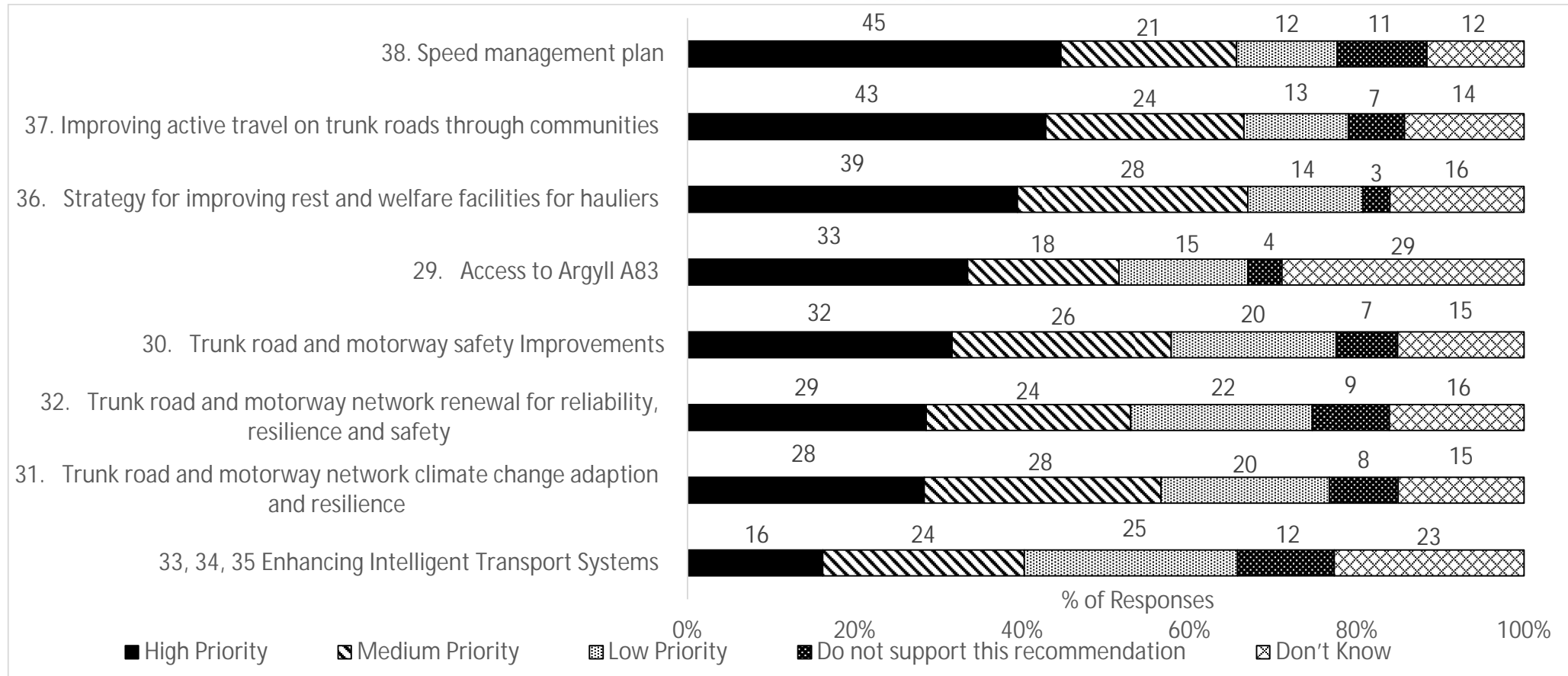


Figure 3.29: Priorities for Increasing Safety and Resilience on the Strategic Transport Network (%) – Individuals

Base: Individuals (n=225)

Figure 3.29 shows that 45% of individuals stated that recommendation 38 – Speed management plan was a high priority, whilst 25% stated that recommendation 33, 34, 35 – Enhancing Intelligent transport Systems was a low priority.

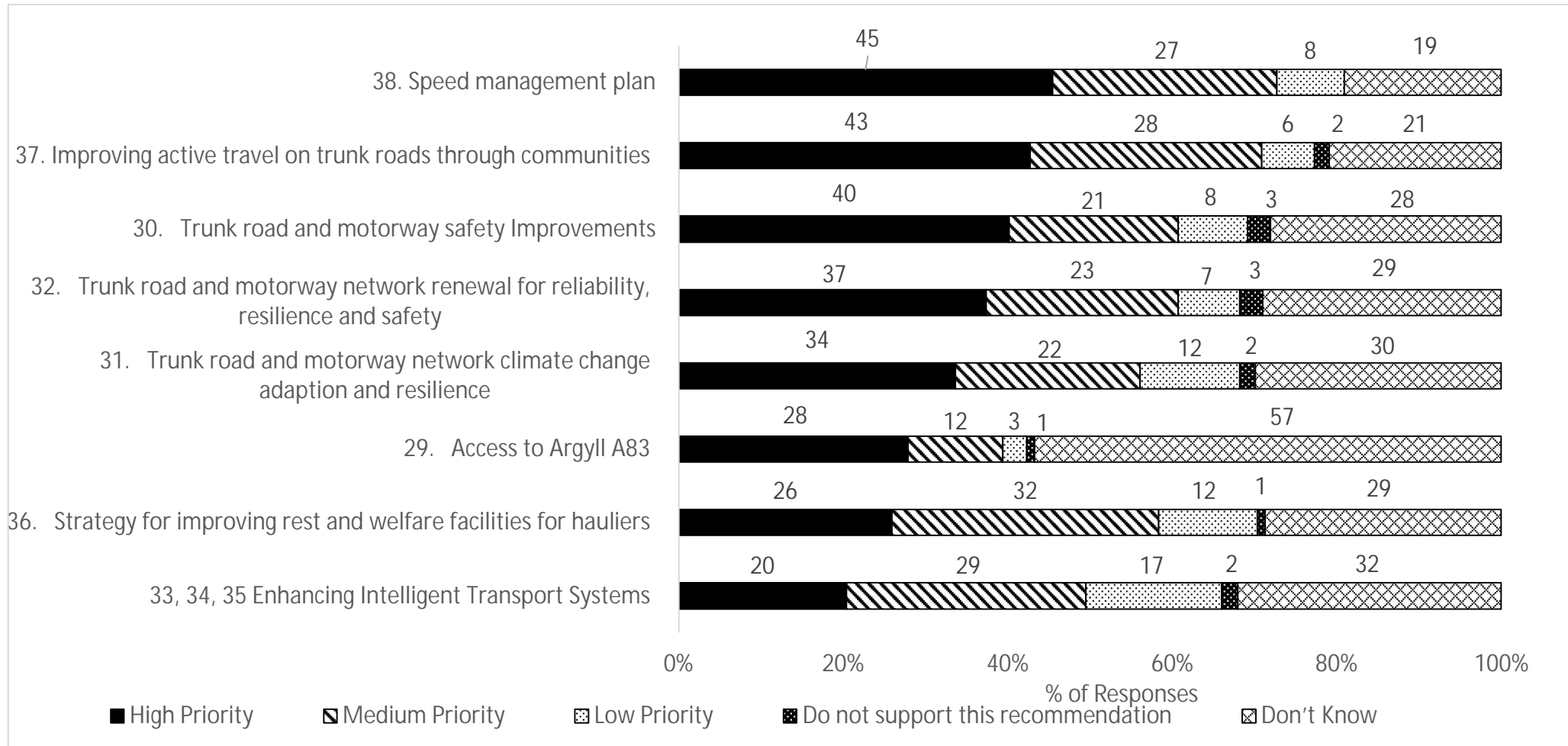


Figure 3.30: Priorities for Increasing Safety and Resilience on the Strategic Transport Network (%) – Organisations

Base: Organisations (n=110)

Figure 3.30 shows that 45% of organisations stated that recommendation 38: Speed management plan was a high priority, whilst 17% stated recommendation 33, 34, 35: Enhancing Intelligent Transport Systems was a low priority. Furthermore, 57% of organisations stated don't know / no opinion with regards recommendation 29: Access to Argyll A83.

Figure 3.31 presents individual and organisations views on whether the theme recommendations address the transport needs of the local area.

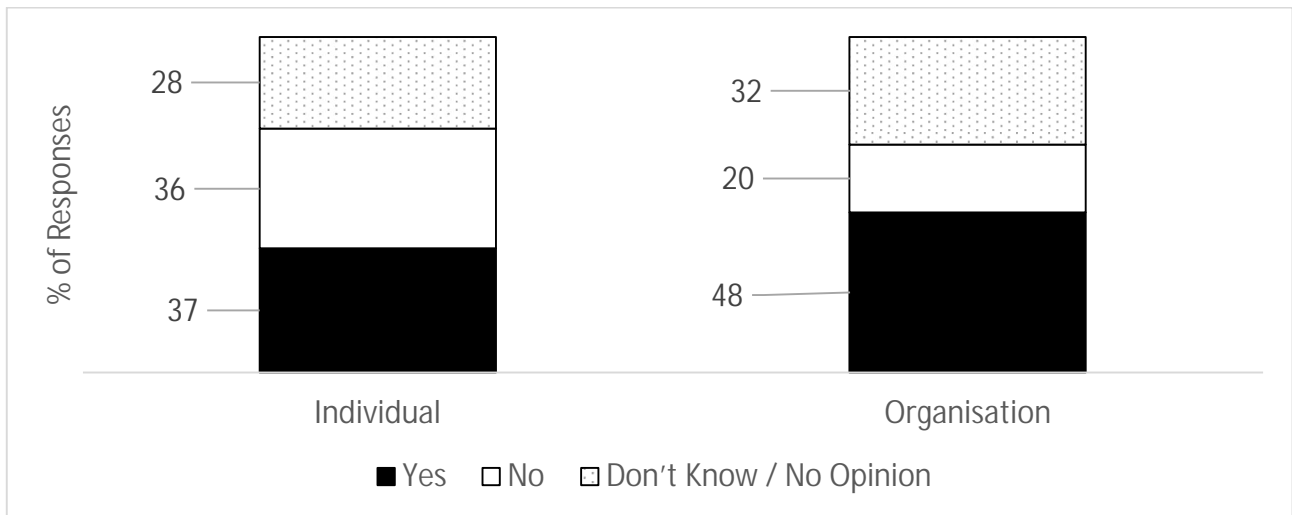


Figure 3.31: Theme recommendations address transport needs of local area (%)

Base: Individuals (n=228); Organisations (n=109)

Figure 3.31 shows that a smaller proportion of individuals said that the recommendations address the transport needs of the local area (37%) compared to 48% of organisations. Furthermore, 36% of individuals and 20% of organisations stated that the recommendations do not address the transport needs of the local area. 28% of individuals and 32% of organisations stated don't know / no opinion.

The additional free-text comments provided on the recommendation themes for Increasing Safety and Reliance on the Strategic Transport Network are summarised and listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 98)
  - Roads should not be prioritised: 16% (n=16)
  - Positive reference to speed limits: 13% (n=13)
  - Specific road names given regarding safety and resilience: 12% (n=12)
- Organisations (Base 84)
  - Specific road names given regarding safety and resilience: 19% (n=16)
  - Comment on specific recommendation: 17% (n=14)
  - Safety should be prioritised more in STPR2 plans: 14% (n=12)

### 3.8 Strengthening Strategic Connections

Respondents were asked what they thought about the recommendations under the

‘Strengthening Strategic Connections’ theme. This included seven recommendations:

- 39 Sustainable access to Grangemouth Investment Zone
- 40 Access to Stranraer and ports at Cairnryan
- 41 Potential fixed links in Outer Hebrides and Mull
- 42 Investment in port infrastructure
- 43 Major station masterplans
- 44 Rail freight terminals
- 45 High speed and cross Border rail enhancements

Figure 3.32 presents individual level of agreement / disagreement on whether the recommendations in the Strengthening Strategic Connections theme would contribute to the theme. Figure 3.33 presents organisations level of agreement / disagreement to the same question.

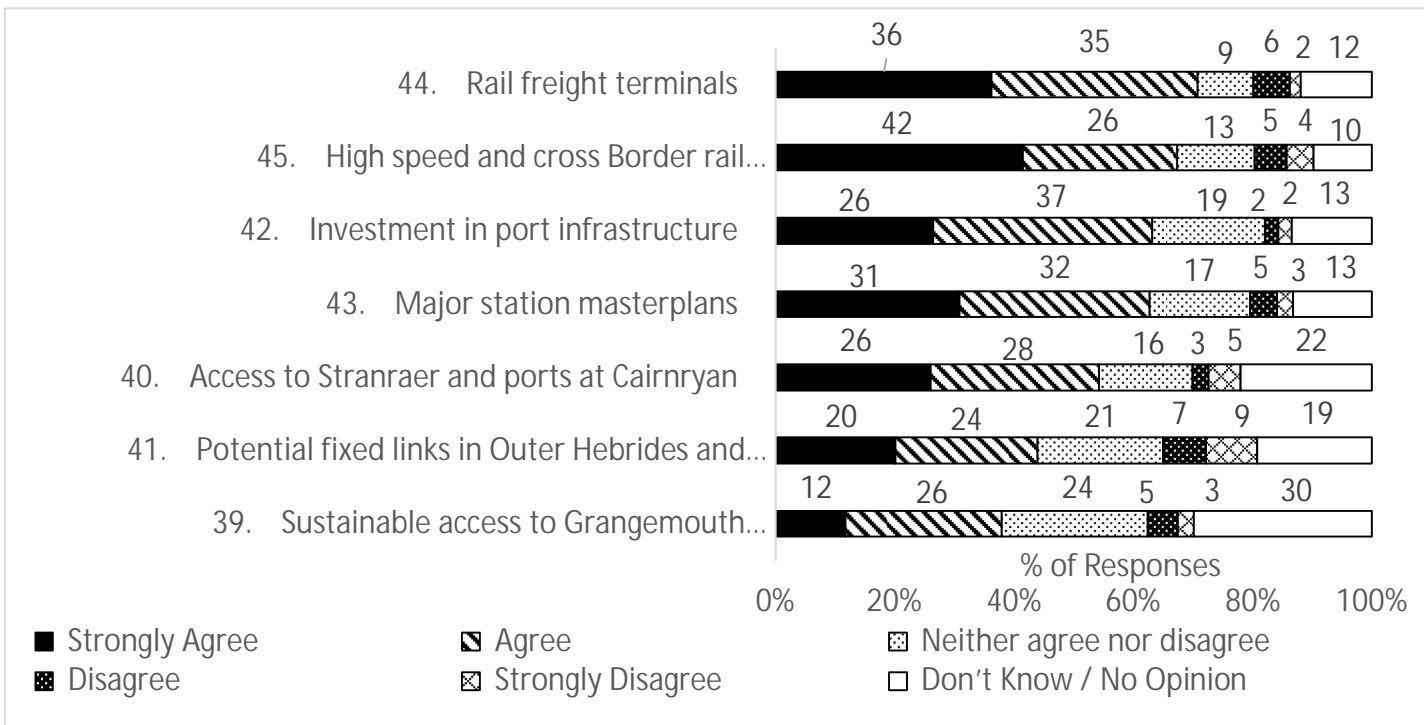


Figure 3.32: Recommendations under this theme will contribute to ‘Strengthening Strategic Connections’ (%) – Individuals

Base: Individuals (n=227)

Figure 3.32 shows that recommendation 44: Rail freight terminals was the key recommendation for individuals with 71% of respondents agreeing (36% strongly agreed and 35% agreed) that this recommendation will contribute to Strengthening Strategic Connections. Recommendation 39: Sustainable access to Grangemouth Investment Zone had the smallest proportion of individuals who agreed the recommendation would contribute to this theme (12%).

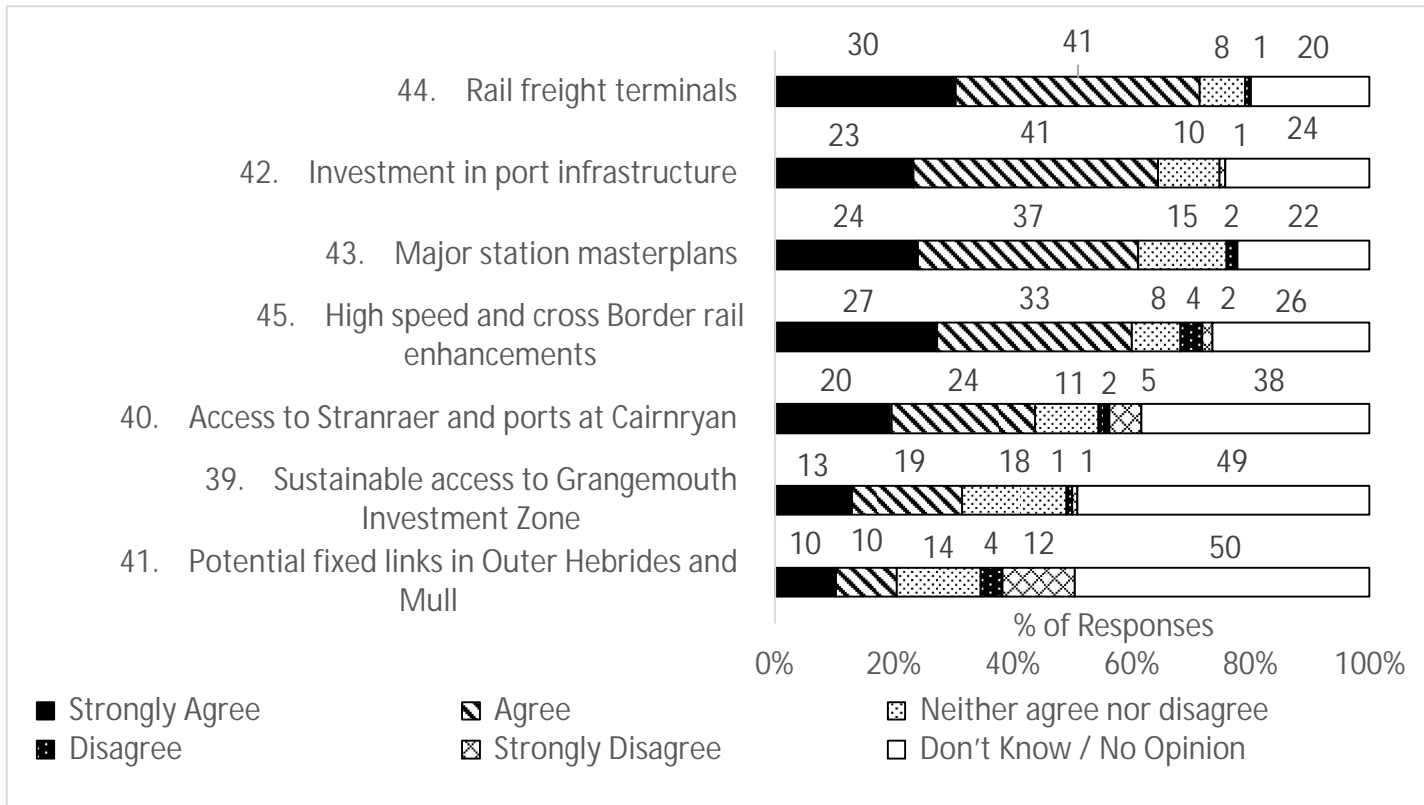


Figure 3.33: Recommendations under this theme will contribute to ‘Strengthening Strategic Connections’ (%) - Organisations

Base: Organisations (n=112)

Figure 3.33 shows that recommendation 44: Rail freight terminals was the key recommendation for organisations with 71% of respondents agreeing (30% strongly agreed and 41% agreed) that this recommendation would contribute to Strengthening Strategic Connections. Recommendation 41: Potential fixed links in Outer Hebrides and Mull had the smallest proportion of organisations who agreed the recommendation would contribute to this theme (10%).

Figure 3.34 presents individual views on the priority of each recommendation in the Decarbonising Transport theme, with Figure 3.35 presenting organisations views.

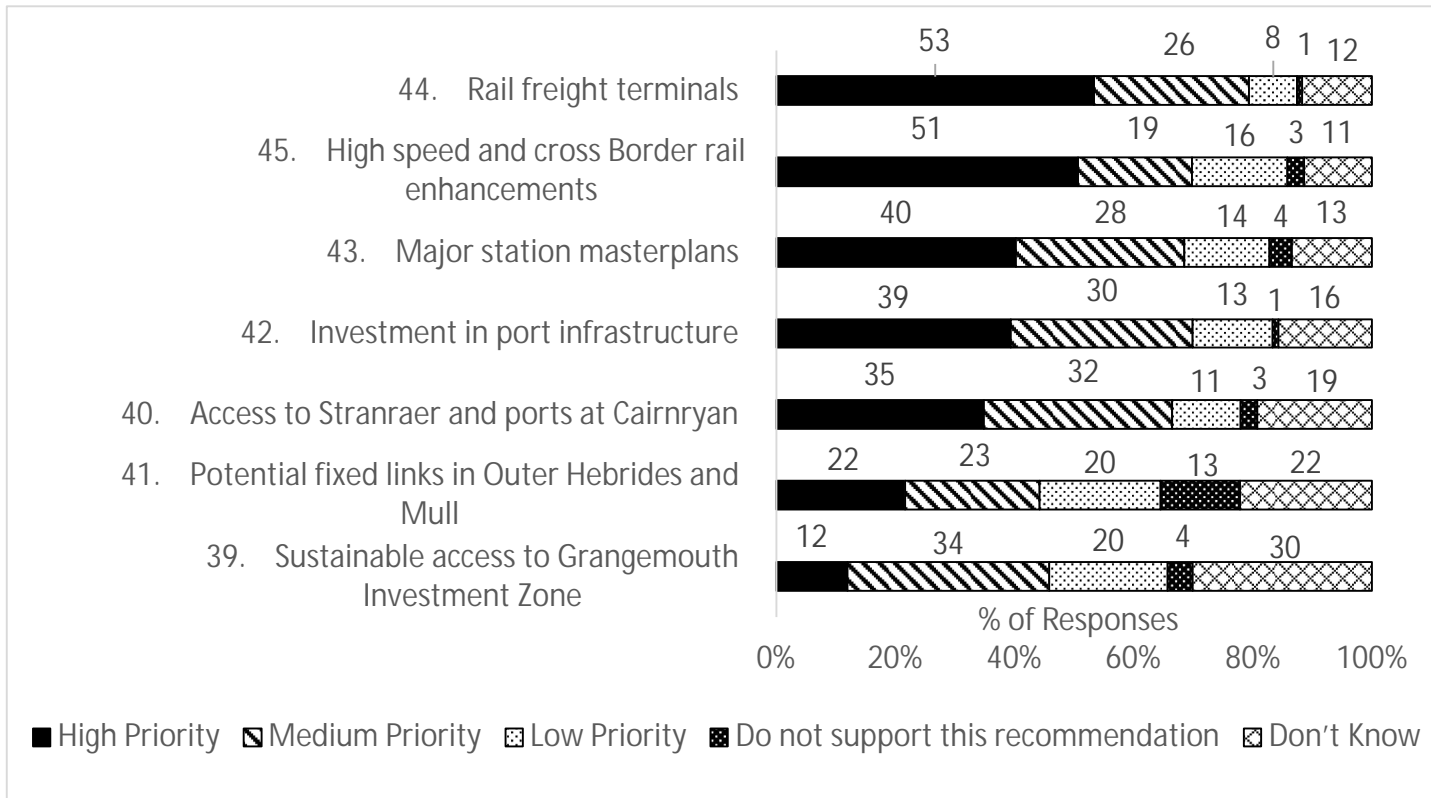


Figure 3.34: Priorities for Strengthening Strategic Connections (%) – Individuals

Base: Individuals (n=227)

Figure 3.34 shows that 53% of individuals stated that recommendation 44: Rail freight terminals was a high priority, whilst 20% stated that recommendation each of recommendation 41: Potential fixed links in Outer Hebrides and Mull and recommendation 39: Sustainable access to Grangemouth Investment Zone were a low priority.



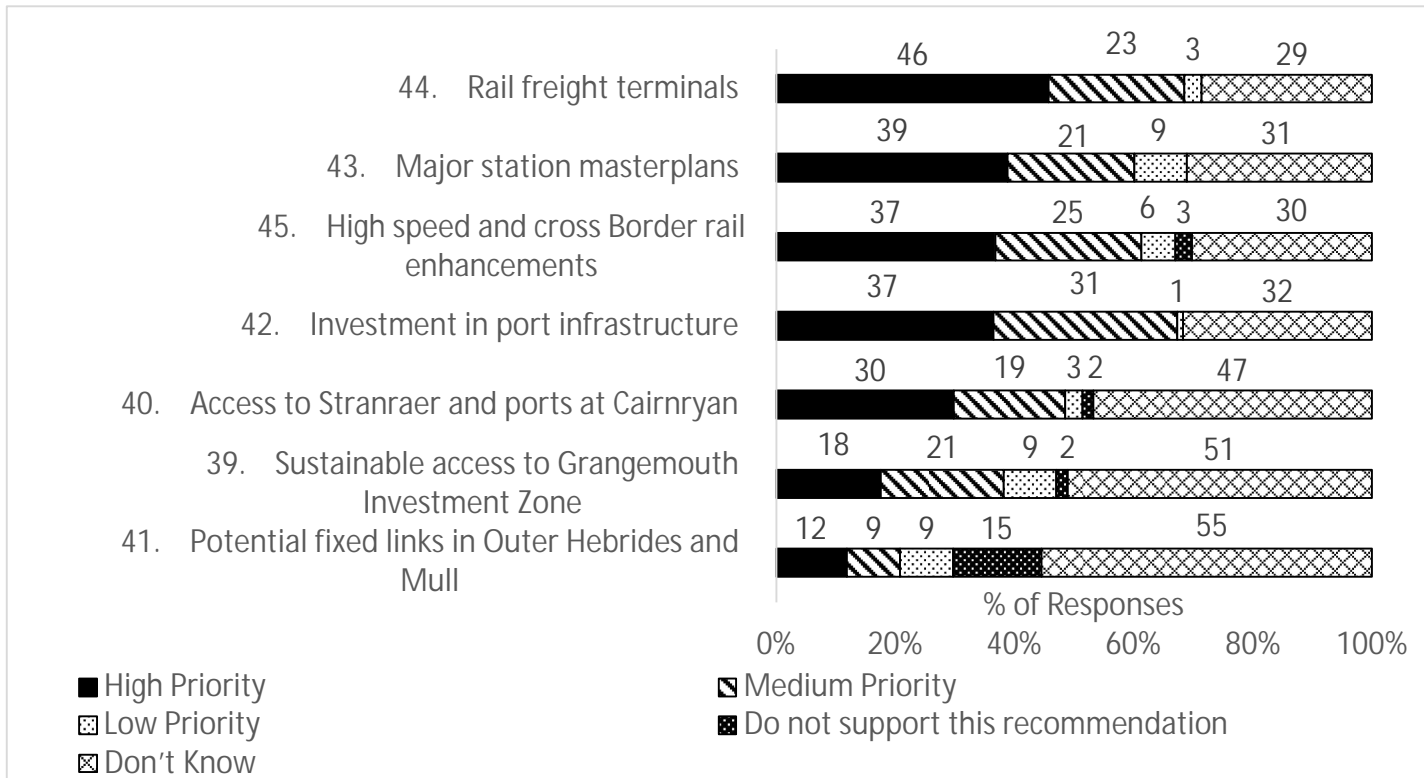


Figure 3.35: Priorities for Strengthening Strategic Connections (%) – Organisations

Base: Organisations (n=112);

Figure 3.35 shows that 46% of organisations stated that recommendation 44: Rail freight terminals was a high priority, whilst 9% stated that each of recommendation 41: Potential fixed links in Outer Hebrides and Mull and recommendation 39: Sustainable access to Grangemouth Investment Zone were a low priority. Furthermore, recommendation 41: Potential fixed links in the Outer Hebrides and Mull received the highest level of do not support this recommendation responses (15%) along with a high level of don't know responses (55%).

One thing to note about the responses to this question is that there were high proportions of don't know from respondents regarding a number of the recommendations and this impacts the remaining proportions of the responses. These were particularly noticeable when respondents were referencing areas not relevant to the recommendation, therefore suggesting that people not located in some of these regions were automatically responding don't know / no opinion.

Figure 3.36 presents individual and organisations views on whether the theme recommendations address the transport needs of the local area.

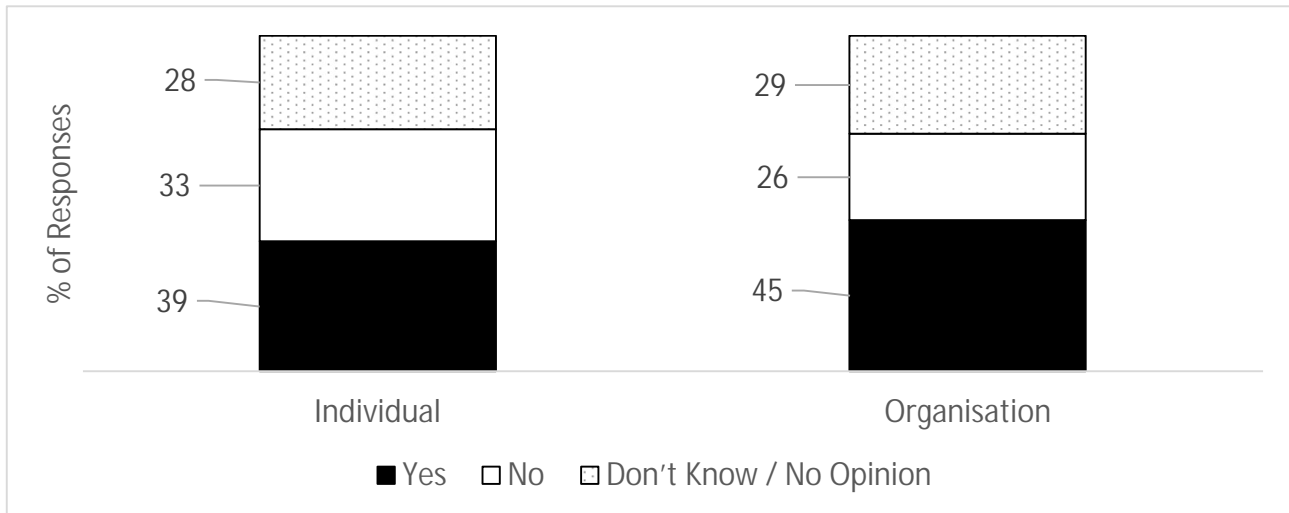


Figure 3.36: Theme recommendations address transport needs of local area (%)

Base: Individuals (n=226); Organisations (n=109)

Figure 3.36 shows that similar proportions of individuals and organisations stated that the recommendations address the transport needs of their local area with 39% of individuals and 45% of organisations saying this. This was also reflected in the proportions of respondents saying they do not address transport needs with 33% of individuals and 26% of organisations. 28% of individuals and 29% of organisations stated don't know / no opinion.

The additional free-text comments provided on the recommendation themes for Strengthening Strategic Connections are summarised and listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 92)
  - Specific lines / areas mentioned: 23% (n=21)
  - Suggests freight. mass transit should be moved from to rail: 17% (n=16)
  - Rail / port / airport / road connections: 12% (n=11)
  - Does not consider the whole of Scotland: 12% (n=11)
  - Comments / suggestions for named locations 12% (n=11)
- Organisations (Base 72)
  - Specific lines / areas mentioned: 21% (n=15)
  - Comments / suggestions for named locations: 21% (n=15)
  - Comment on specific recommendation: 21% (n=15)

### 3.9 Recommendations and Other Scottish Government Policies

Respondents were then asked if prior to the consultation, they were aware of the Scottish policies and Government policy documents to which STPR2 aligns with and supports. The results for individuals are shown in Figure 3.37 and Figure 3.39 and for organisations in Figure 3.38 and Figure 3.40.

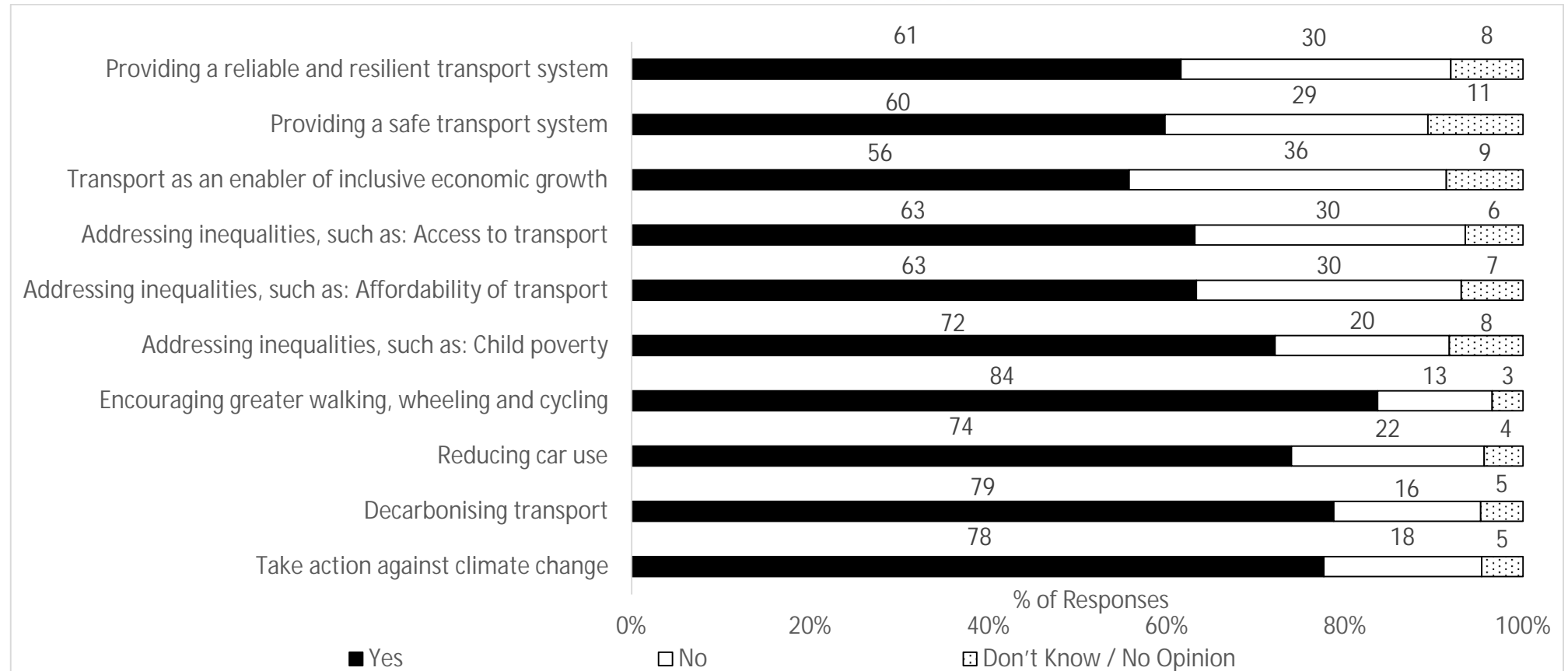


Figure 3.37: Awareness of Scottish policies to which STPR2 aligns with and supports, before the consultation (%) – Individuals

Base: Individuals (n=238)

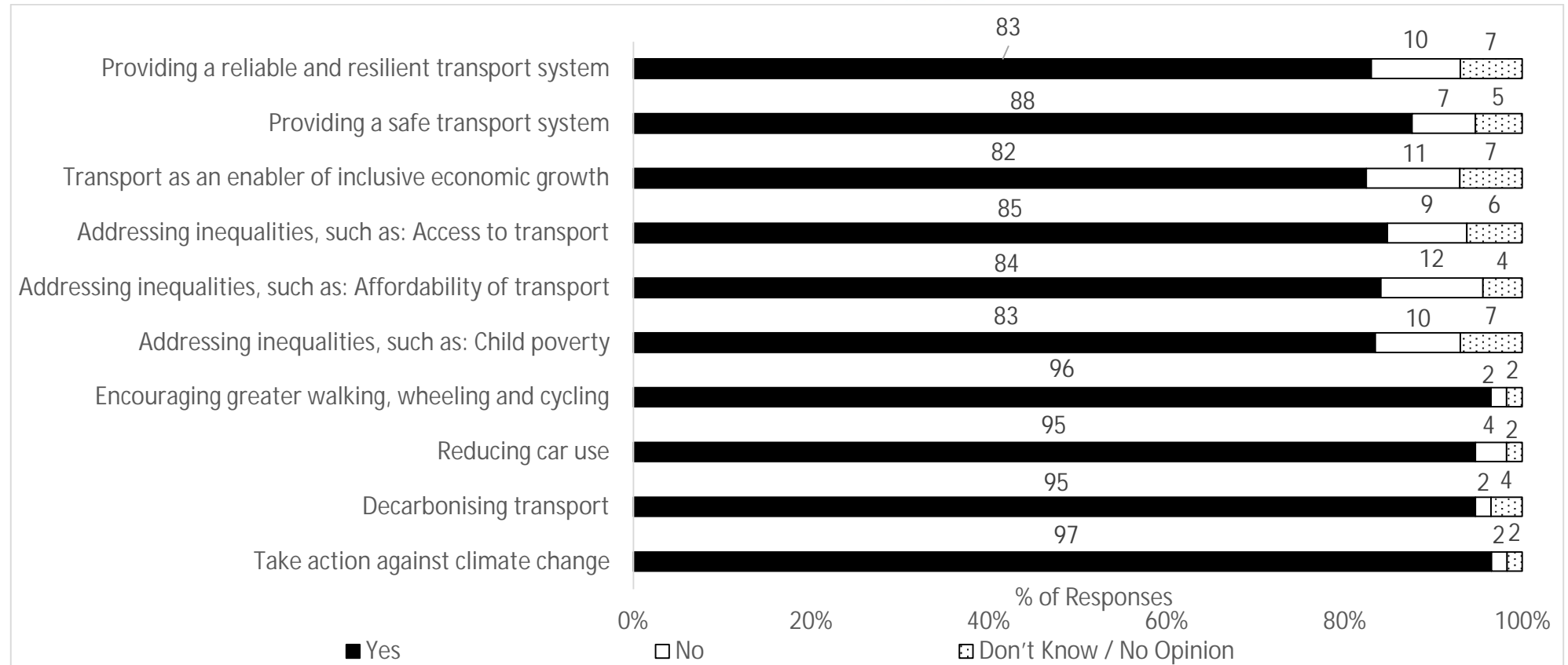
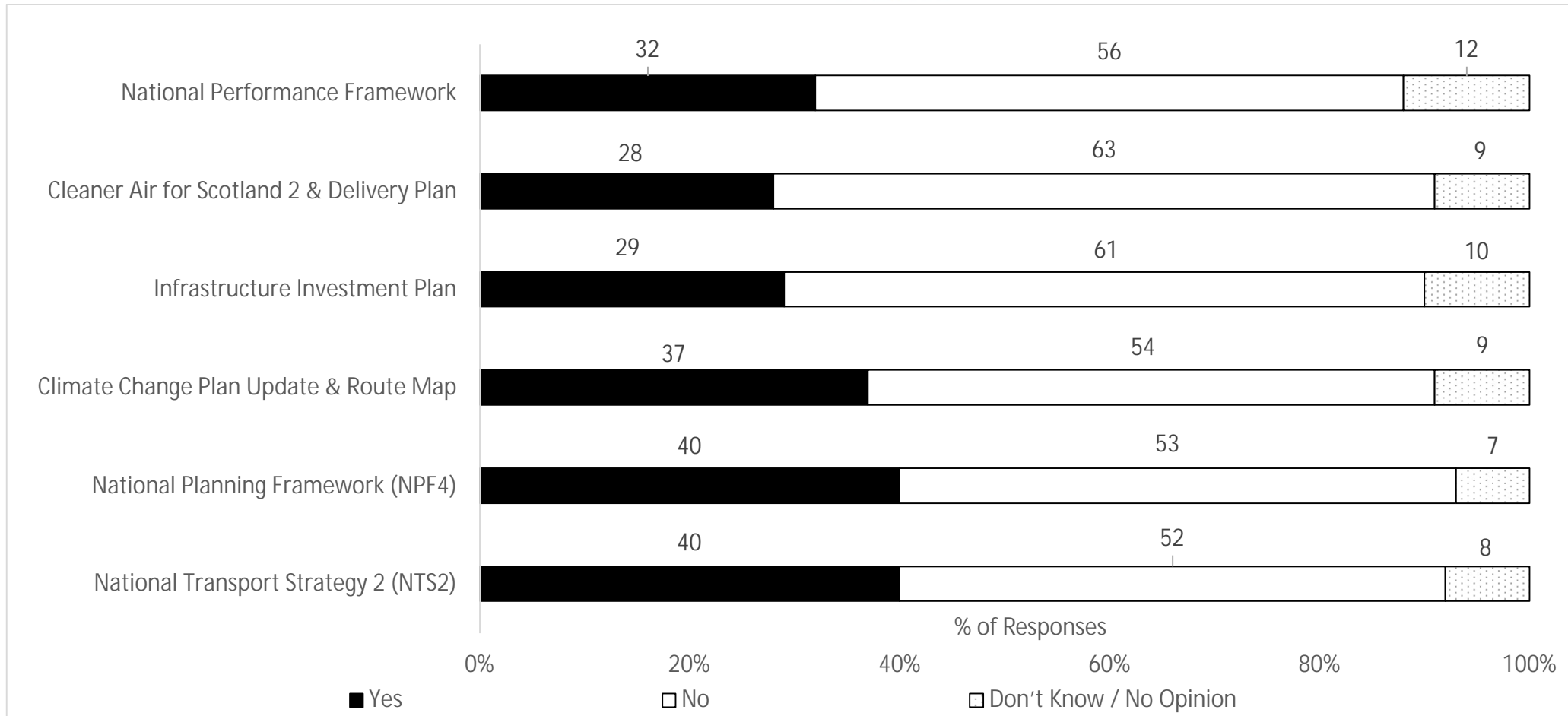


Figure 3.38: Awareness of Scottish policies to which STPR2 aligns with and supports, before the consultation (%) – Organisations

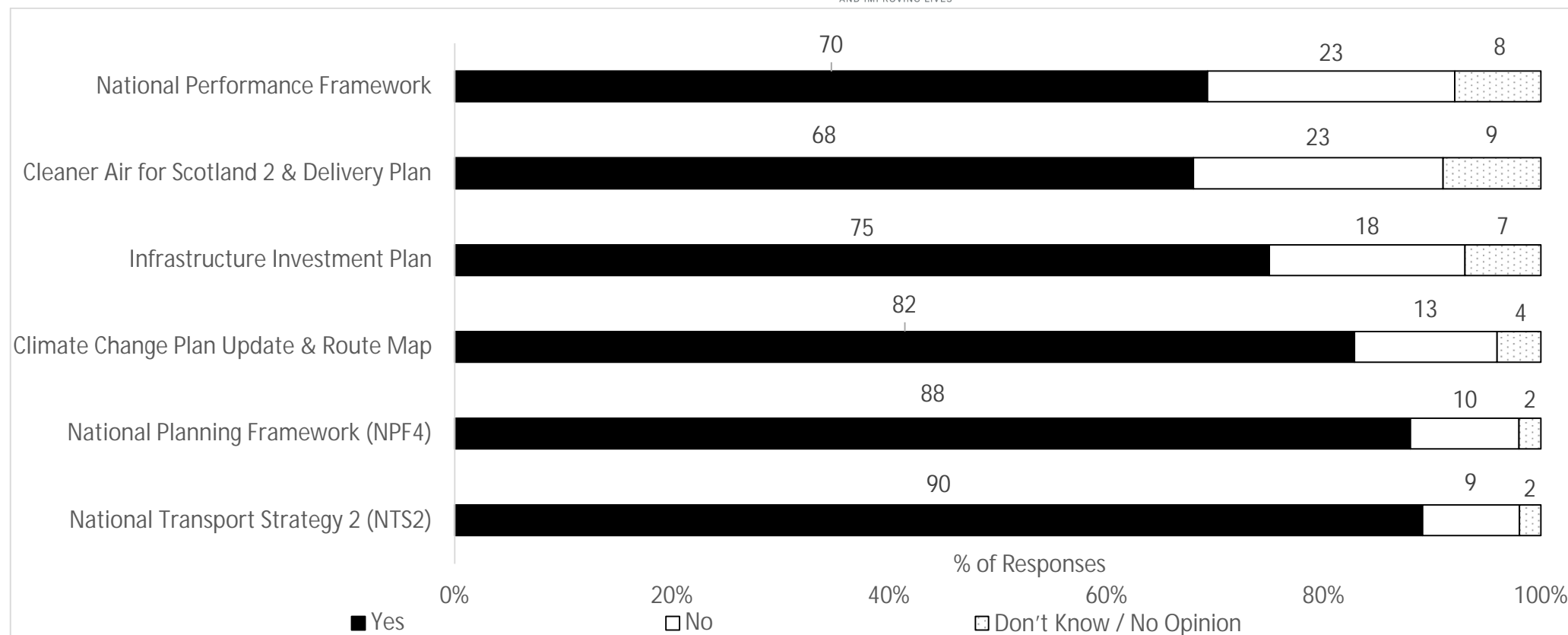
Base: Organisations (n=115)

Figure 3.37 and Figure 3.38 show that fewer individuals were aware of Scottish policies to which STPR2 aligns with and supports, before the consultation (56% or above said they were aware for each) whilst larger proportions of organisations were aware with 82% or more being aware of each Scottish policy to which STPR2 aligns with and supports.



**Figure 3.39: Awareness of Scottish Government policy documents to which STPR2 aligns with and supports, before the consultation (%) – Individuals**

**Base: Individuals (n=231)**



**Figure 3.40: Awareness of Scottish Government policy documents to which STPR2 aligns with and supports, before the consultation (%) – Organisations**

**Base: Organisations (n=115)**

Figure 3.39 and Figure 3.40 show that a small proportion of individuals were aware of Scottish Government policy documents before the consultation with 28% being aware of the Cleaner Air for Scotland 2 & Delivery Plan and 40% each aware of the National Planning Framework and the National Transport Strategy 2. This was in comparison to 68% or above of organisations being aware of the same policy documents to which STPR2 aligns with and supports.

The additional free-text comments provided on the recommendation themes for Contribution to Government Policy are summarised and listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 87)
  - Key to contributing to Government Policy is delivery and implementation of recommendations: 24% (n=21)
  - Does not consider the whole of Scotland: 14% (n=12)
  - STPR2 recommendations do not contribute to Government Policy: 13% (n=11)
- Organisations (Base 65)
  - STPR2 recommendations are a positive contribution to Government Policy: 25% (n=16)
  - Key to contributing to Government Policy is delivery and implementation of recommendations: 20% (n=13)
  - Does not consider the whole of Scotland: 15% (n=10)
  - STPR2 recommendations do not contribute to Government Policy: 15% (n=10)

### **3.10 Draft Strategic Environmental Assessment (SEA) and other draft 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

Respondents were asked a series of questions about the SEA and other draft impact assessments.

#### **3.10.1 Draft Strategic Environmental Assessment (SEA)**

Figure 3.41 presents individual and organisations level of agreement / disagreement with the overall findings of the SEA.



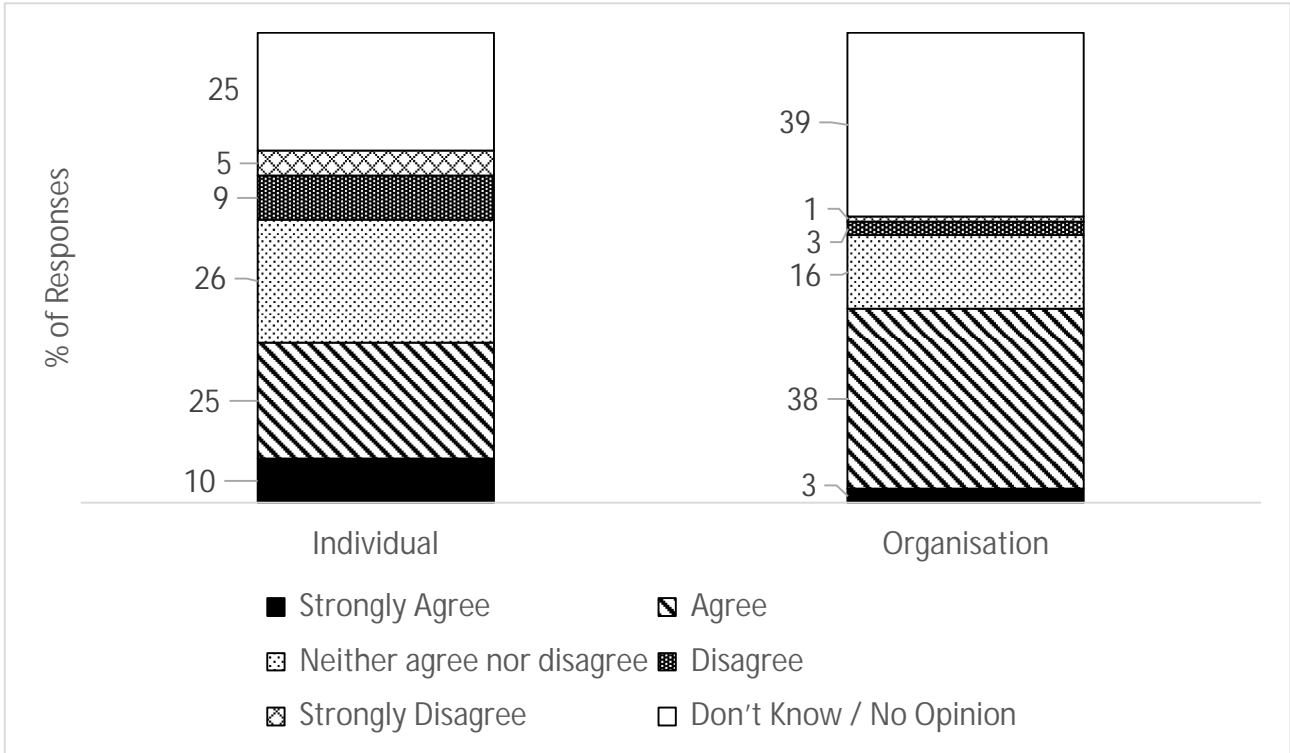


Figure 3.41: To what extent do you agree or disagree with the overall findings of the SEA? (%)

Base: Individuals (n=224); Organisations (n=102)

Figure 3.41 shows that a total of 35% of the individual respondents strongly agreed (10%) or agreed (25%) with the overall findings of the SEA whilst two fifths of the organisations (41%) strongly agreed (3%) or agreed (38%). However 14% of the individuals disagreed or strongly disagreed with the overall findings of the SEA compared to only 4% of the organisations. 25% of individuals and 39% of organisations stated don't know / no opinion.

Figure 3.42 presents individual and organisations views on whether there are any other policies to be considered.

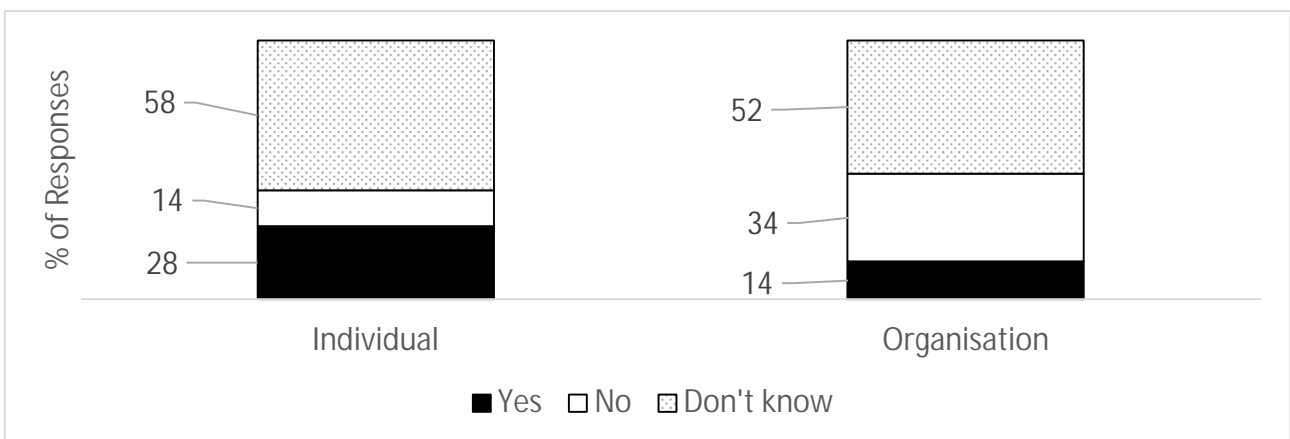


Figure 3.42: Are there other policies to be considered? (%)

Base: Individuals (n=214); Organisations (n=97)

Figure 3.42 shows that 28% of the individual respondents and 14% of organisations stated

that other plans, policies or programmes relevant to STPR2 should be considered, however, a smaller proportion (14%) of individuals but a larger proportion (34%) of organisations said there were no other plans, policies or programmes to be considered. Over half of individual (58%) and organisation (52%) respondents stated don't know / no opinion.

Respondents were able to provide further comment if they said that other plans, policies or programmes relevant to STPR2 should be considered.

The additional free-text comments provided on the Top 10 Additional Plans, Policies and Programmes Relevant to STPR2 That Should be Considered are summarised and listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 55)
  - Suggestions of restoring / reopening closed railways: 15% (n=8)
  - Should consider / improve ferry services (e.g. to Europe and between islands): 11% (n=6)
  - Further consideration about rural areas / remote communities (e.g. impacts of plans on them and improvements needed): 5% (n=3)
  - Need to improve environmental performance of trains / rail network / further decarbonise railways network: 5% (n=3)
- Organisations (Base 20)
  - Other plans/policies/programmes/areas suggested for consideration: 25% (n=5)
  - Suggestions of restoring / reopening closed railways: 10% (n=2)
  - More information needed about SEA plans / SEA path is unclear: 10% (n=2)
  - Need improvements to rail network/suggestions for improvements to services (e.g. provision, frequency, reliability, affordability etc.): 10% (n=2)

Figure 3.43 presents individual and organisations views on whether they had any comments on the SEA baseline data.

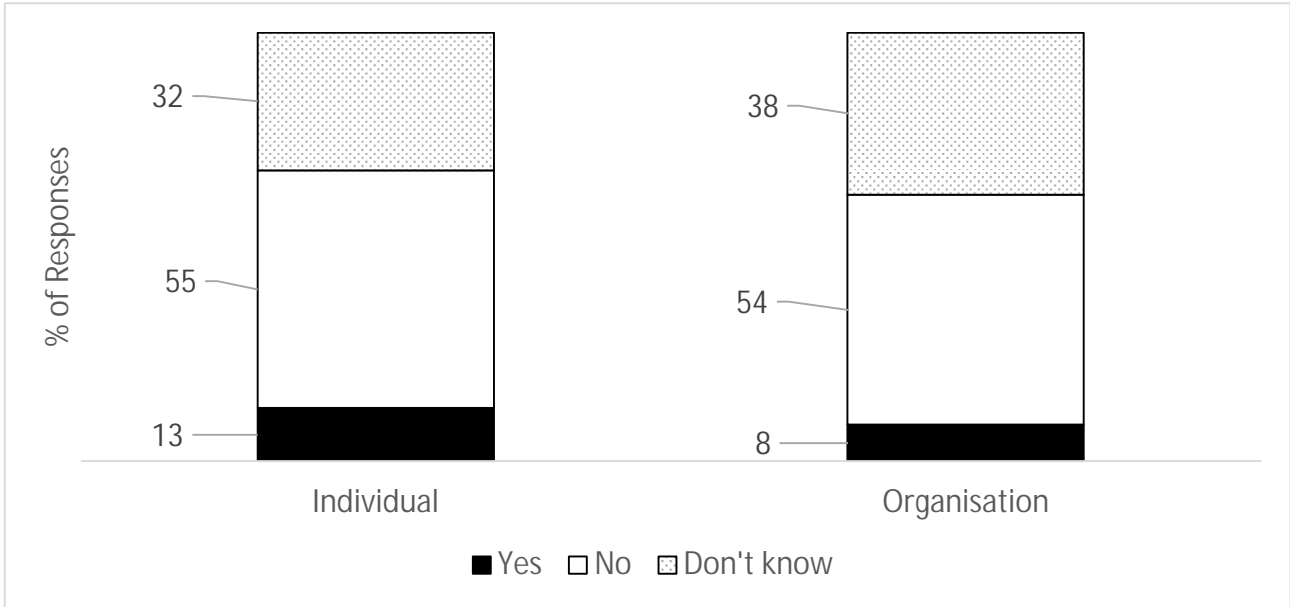


Figure 3.43: Do you have any comments on this baseline data, that sets out the current national and regional baseline environment conditions and future trends in the SEA? (%)

Base: Individuals (n=212); Organisations (n=95)

Figure 3.43 shows that a total of 13% of individuals had comments on the baseline data whilst only 8% of organisations had comments. Over half of both individuals (55%) and organisations (54%) had no further comments on the baseline data. 32% of individuals and 38% of organisations stated don't know / no opinion.

Figure 3.44 presents individual and organisations views on whether any further data should be captured within the SEA.

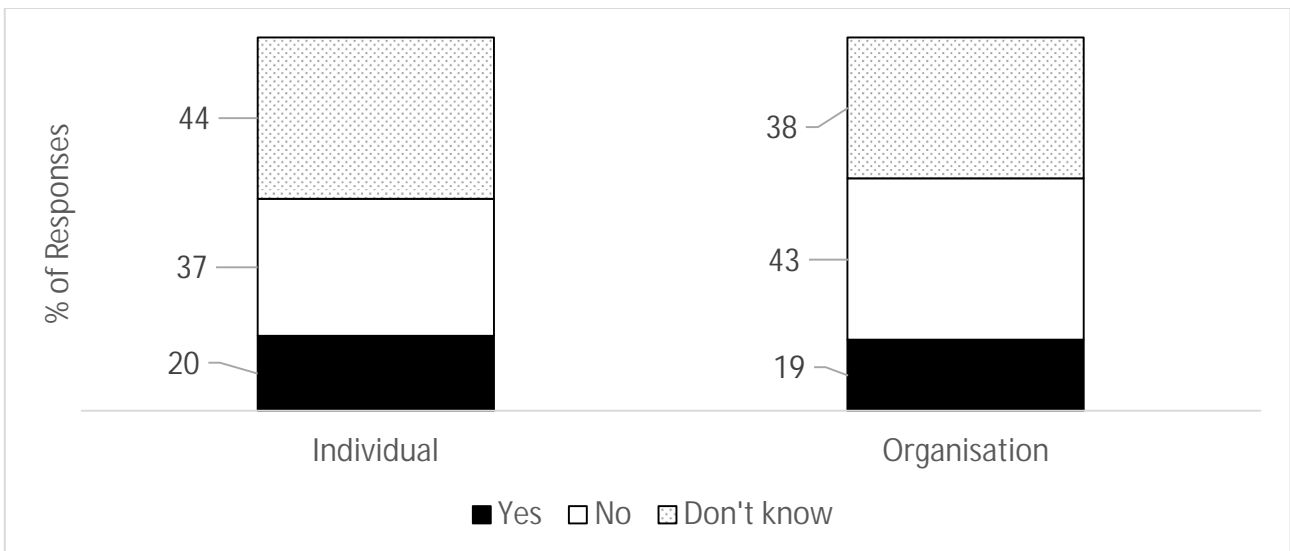


Figure 3.44: Further data to be captured within the SEA (%)

Base: Individuals (n=211); Organisations (n=95)

Figure 3.44 shows that, when asked if there was further data to be captured, 20% of individuals and 19% of organisations said there was, whilst 37% and 43% respectively said there was not. 44% of individuals and 38% of organisations responded stating don't

know / no opinion. Respondents who answered yes, were asked to provide additional details on what further data could be captured.

The additional free-text comments provided for the Additional Comments / Suggestions are summarised and listed below. The percentages presented below are the respective proportion of respondents who provided comment to this question:

- Individuals (Base 39)
  - Consider / improve ferry services (e.g. to Europe, between islands): 10% (n=4)
  - Concerns that the implementation of plans / strategies and if they will come to fruition: 8% (n=3)
  - More information needed about STPR2 plans / plan for delivery is unclear: 8% (n=3)
  - Should support and encourage more use / switch to electric and low emission vehicles: 8% (n=3)
- Organisations (Base 23)
  - Other plans/policies/programmes/areas suggested for consideration: 17% (n=4)
  - Consider / improve ferry services (e.g. to Europe, between islands): 13% (n=3)
  - Concerns that the implementation of plans / strategies and if they will come to fruition: 9% (n=2)
  - More information needed about STPR2 plans / plan for delivery is unclear: 9% (n=2)

### 3.10.2 Draft Equality Impact Assessment

Respondents were given the opportunity to provide comments, if they had any, on the draft Equality Impact Assessment. Thirty-nine comments were provided including comments about the following:

- Road building is bad for equality
- “There is a basic fallacy that road building is good for inclusiveness.” (Individual)
- “They are correct about how building and improving roads will only induce demand and lead to more road traffic, and that the focus should be on active travel and affordable and accessible public transport. ...” (Individual)
- North East of Scotland is being treated unequally
- “Areas of multiple deprivation in Peterhead and Fraserburgh see no benefit from the proposals. How is this equality?” (Individual)
- “Again north east Scotland not being treated equally, need to improve rail links to Ellon, Fraserburgh and Peterhead.” (Individual)
- Disabled or older people are treated unequally by transport services
- “Stop building facilities where passengers are forced to climb stairs!” (Individual)
- “Disability Access – Inch Train Station Access must be included in the Final Report.” (Organisation)
- “There is no provision of public toilets mentioned for parks or travel hubs. No seating for older people or disabled access mentioned” (Individual)
- The cost of public transport contributes to inequality
- “Despite having a theme titled ‘Enhancing access to affordable public transport’ the STPR does not consider interventions regarding the cost of public transport, which is a significant equalities issue.” (Organisation)
- “STPR2 does not consider interventions regarding the cost and fragility of public

transport, which are significant equalities issues. It is important to recognise that these issues are exacerbated in rural areas, where the commercial viability of public transport is more challenging, and therefore the negative impact on equalities is greater.”

(Organisation)

- “The assessment appears overly optimistic regarding the potential impact on specific elements of society, given the outcomes of the SEA detailed above, and considering what is specifically recommended for action within the proposals. Issues such as the cost and availability of public transport are not covered by STPR2 which is a major factor with regards to equalities.” (Organisation)

### 3.10.3 Draft Island Communities Impact Assessment

Respondents were given the opportunity to provide comments, if they had any, on the draft Island Communities Impact Assessment. Thirty-seven comments were provided including the following:

- Ferries for Island Communities
- “Adequate replacement ferries are still required both in terms of capacity and numbers.” (Individual)
- “Have you used CalMac recently?” (Individual)
- “You must involve ferry users and communities in all your decisions.” (Individual)
- Air and Ferry services should be integrated
- “... looking at northern isles ferry links but not complementary air links to the northern isles is a real weakness, as the two modes work together to provide the transport service to the isles.” (Organisation)
- Shetland
- “Shetland ignored in proposals, so findings in Island Communities etc was very partial.” (Individual)
- “In the case of the Shetland Islands, whilst of course the decarbonisation of the NIFS vessels is welcome, the true lifeline services for the vast majority of our population are the inter-island ferries here, rather than those which take us to and from mainland Scotland. These services have been entirely ignored by STPR2. We would reiterate our response to Q37, in which we make the point that Shetland is a group of islands and not an individual island. If the ICIA does not explore the impacts at the level of individual islands, then it is likely that the assessment of STPR2 impacts may not be fully informed.” (Organisation)
- Tunnel to Mull is a bad idea
- “Poor ferry service, and job done by CalMac, the Mull tunnel is totally impractical, proper understanding of island needs and connectivity not understood.” (Individual)
- “Our ferry network is in urgent need of major investment, from which talk of tunnels is a distraction.” (Organisation)
- Rural areas of the Scottish mainland
- “The southwest corner of Scotland feels like an island community.” (Organisation)
- “The impact on rural as well as island communities needs to be taken in to account.” (Organisation)

### 3.10.4 Draft Fairer Scotland Duty Assessment

Respondents were given the opportunity to provide comments, if they had any, on the Fairer Scotland Duty Assessment. Twenty-nine comments were provided including comments about the following:



- Cost of public transport fares is an issue of fairness
- “Affordable transport options are critical for fair work etc - they provide access which otherwise would not be there.” (Individual)
- “Despite having a theme titled ‘Enhancing access to affordable public transport’ the STPR does not consider interventions regarding the cost of public transport, which is a significant issue ...” (Organisation)
- “We note the finding in the report: “Evidence shows that affordability is a key barrier in accessing transport. Interventions should be developed with affordability considerations for those from disadvantaged backgrounds. This includes payment methods and associated costs of travel (for example, costs of maintaining bikes).” Issues such as the cost and availability of public transport are not covered by STPR2 which is a key weakness.” (Organisation)
- Better transport improves life and economic opportunities, such as work
- “All is good, they are completely correct that new and affordable mass transit is the best option for those at a disadvantage in life.” (Individual)
- “Clyde Metro as a recommendation from STPR2 will align well with the Fairer Scotland Duty. It will seek to reduce inequalities of outcome by increasing accessibility to public transport, which will produce more life opportunities for the socio-economically disadvantaged.” (Organisation)
- Welcoming the Assessment in regard to the Duty, and support for the recommendations in response to this
- “The report has admirable depth on the context, and acknowledges the scale of transport poverty, and the major challenges for people living in deprived areas, and disconnected rural areas, in accessing affordable transport. The assessment highlights actions that could partially address existing challenges.” (Organisation)
- “The approach, objectives and questions appear appropriate to the assessment stage and agree further work is required at the subsequent assessment stages to ensure the vision is not lost.” (Organisation)

### 3.10.5 Draft Child Rights and Wellbeing Impact Assessment

Respondents were given the opportunity to provide comments, if they had any, on the Child Rights and Wellbeing Impact Assessment. Thirty-five comments were provided including comments about the following:

- Access to transport infrastructure is a wellbeing issue for children
- “Active travel is extremely important for children, and it is worth looking at how children in the Netherlands are very independent and among the happiest children in the world, which mostly comes down to the fact that they can use a combination of active travel and public transport to go to school, see friends and engage in extracurricular activities, without the worry of being hit by fast moving cars.” (Individual)
- “The impact assessment confirms that the perceived safety, availability, and affordability of public transport are key issues for children and young people, across all parts of Scotland. STPR2 only partly addresses these issues and omits a number of key aspects.” (Organisation)
- Children from remote areas are more likely to be disadvantaged or forced to move away as a result of poor transport
- “... the rights of children growing out in the Southwest with very poor rail and road connections. Along with the limited chance of finding work locally, as most have to move away for education, and never return.” (Organisation)
- “Out of town communities such as old mining towns need to be better connected to the cities to promote better equality.” (Individual)

- Lower speed limits and less speeding motor traffic will benefit children across Scotland
- “All Scottish children should have the right to move around their local area and play in safety. The introduction of 20mph zones will help towards this. They should also be able to travel around their own town, city, country and be restricted by costly fares. The introduction of free bus travel for under 22-year-olds is a wonderful enabler for all young people living in Scotland to get to know their own country, and to widen their horizons.” (Individual)
- “Lower speed limits and more reliable, frequent and affordable public transport must be the priority. Attention to cycling infrastructure should only be pursued after these goals have been met.” (Individual)
- Poor affordability of public transport negatively affects children
- “The CRWIA assessments notes that transport costs are high for young people compared to income. STPR does not include interventions directly tackling this issue (see also Q37).” (Organisation)
- “The assessment references high transport costs for young people compared to income. STPR2 does not include interventions to address this issue.” (Organisation)



## 4 Additional Responses

In addition to the responses provided direct into the Citizen Space portal, a further 72 responses were provided direct to the STPR2 team via e-mail and letter.

A number of these responses (n=10) were handwritten / annotated versions of the Citizen Space questionnaire and therefore were entered into the portal once received so their answers were added to the remaining portal responses. However, the remaining responses were either standalone responses to the consultation or were supplementary responses to a Citizen Space portal response, to be taken into consideration.

All additional responses were analysed using the same thematic coding as the free-text responses provided in the consultation questionnaire, therefore keeping the analysis consistent with those responses.

Responses varied in length from c200-300 words in an email format to multiple paged word or PDF documents with images alongside.

Of the 72 responses either in addition to Citizen Space or as a standalone document, there were a wide range of topics covered, some of which were out of scope for this consultation. There were lengthy submissions supplied which meant that a wide range of the issues highlighted on occasion, were only mentioned by one or two submissions and not by the rest. Additionally, some responses focussed on specific areas / themes in greater detail than others. For this reason, below is a list highlighting the most frequently mentioned themes from the additional responses.

- Rail - Specific lines / areas mentioned: 29% (19 comments)
- Reference to economy in relation to transport / STPR2: 22% (14 comments)
- Should be more focus on rural areas in the priorities / recommendations of STPR2: 20% (13 comments)
- Support for decarbonising public transport: 20% (13 comments)
- Improvement needed to public transport information and ticketing systems: 19% (12 comments)
- Improvements needed to current road network (both local roads and trunk roads) / criticism of existing road infrastructure: 17% (11 comments)
- Reference to environment / climate emergency in relation to transport / STPR2: 17% (11 comments)
- Focus needed on integrated transport networks: 17% (11 comments)
- Reference to social inequalities in relation to transport / STPR2: 15% (10 comments)
- Suggests restoring railways / opening lines (general): 15% (10 comments)
- Suggestions that mass transit should be included in the expansion of Scotland's rail network (general): 14% (9 comments)
- Comment about integration between Scotland and England (e.g. cross-border travel/schemes): 14% (9 comments)
- Comment about low-emission vehicles/electric vehicles / infrastructure: 14% (9 comments)
- Comment on port infrastructure: 14% (9 comments)
- Support decarbonising transport: 14% (9 comments)
- Comment about improved connectivity of islands: 14% (9 comments)
- Support STPR2 process / it reflects the NTS2 priorities and outcomes: 12% (8 comments)
- Improvements needed to road network / infrastructure between urban and rural areas

(e.g. connectivity) : 12% (8 comments)

- Rail should be prioritised more in STPR2 plans: 12% (8 comments)
- Comment about tunnels and bridges: 12% (8 comments)
- Changing behaviours is fundamental: 12% (8 comments)

29% of the additional responses mentioned specific rail lines or areas where rail infrastructure was seen as key, whilst 22% referenced comments in relation to the STPR2 and the economy. 20% stated there should be more of a priority on rural areas.

## 5 Summary

This section identifies key findings from the consultation, aligned with the key themes of the STPR2 analysis.

### 5.1 STPR2 Process

- Less than half (47%) of individuals had some prior knowledge of STPR2 before taking part in the consultation whilst over four fifths (87%) of organisations were aware
- A smaller proportion of individuals (54%) compared to 75% of organisations either strongly agreed or agreed that the STPR2 process reflects the NTS2 priorities and outcomes. 24% of individuals disagreed (14%) or strongly disagreed (10%) about this statement, much higher than organisation respondents (5% and 2% respectively)
- 16% of individuals who provided open comments, gave suggestions about restoring or reopening closed railways whilst 18% of organisations gave comments on concerns that some communities or areas will not be considered / will not benefit / will be left out of STPR2 plans
- Three quarters of individuals strongly agreed (34%) or agreed (42%) that a correct approach to STPR2 was both regional and national. Similarly, over four fifths of the respondents from organisations strongly agreed (34%) or agreed (52%) that it was the correct approach
- 48% of individuals either strongly agreed (11%) or agreed (37%) that this engagement approach allowed them to contribute to STPR2 whilst 67% of organisations said the same (12% and 55% respectively)
- 52% of individuals who provided open comments and 26% of organisations suggested in the free-text comments that further consultation is carried out

### 5.2 Prioritisation of themes

- 37% of the individuals who responded to the consultation put enhancing access to affordable public transport as their top priority whilst 24% of organisations said improving active travel infrastructure was their top priority
- 31% of individuals and 43% of organisations stated they don't know or have no opinion on which was the lowest priority theme. Just over a fifth (23% of individuals and 22% of organisations) stated that strengthening strategic connections was the lowest priority theme

### 5.3 Improving Active Travel Infrastructure

- Connected neighbourhoods was the key recommendation for both individuals and organisations with 70% of individuals (39% strongly agree and 31% agree) agreeing that this recommendation will contribute to improving active travel infrastructure whilst 84% of organisations (43% strongly agree and 41% agree) reported the same
- For both individuals and organisations, the order in which they agreed with the recommendations was the same. Long distance active travel network had the smallest proportion of people agreeing with this recommendation with 56% of individuals and 67% of organisations stating they strongly agreed or agreed with this recommendation
- 64% of individuals and 67% of organisations said that connected neighbourhoods was a high priority recommendation whilst 23% of individuals and 21% of organisations stated that long distance active travel network was of a low priority
- 45% of individuals and 64% of organisations stated that these theme recommendations address the transport needs of the communities they represent

- 23% of organisations who provided open comments stated in the open-ended comments that active travel should be prioritised more in rural areas / on a local scale, additionally 23% of organisations provided comments which referred to the funding of decarbonising transport networks in Scotland
- 16% of individuals who provided open comments supplied free-text comments noting that active travel was not always viable / practical / accessible or reliable

#### **5.4 Influencing Travel Choices and Behaviours**

- Increasing active travel to school was the key recommendation for individuals (39% strongly agreed and 30% agreed), whilst 77% of organisations agreed (35% strongly agreed and 42% agreed) that recommendation 10 - expansion of 20mph limits and zones would contribute to influencing travel choices and behaviours and similarly, behaviour change initiatives was a key recommendation for organisations (36% strongly agreed and 41% agreed)
- Both individuals and organisations highlighted changing road behaviour as their recommendation least favoured out of the five recommendations with 57% of individuals stating this would contribute to the theme (33% strongly agreed and 24% agreed) and 71% of organisations (27% strongly agreed and 44% agreed) that it would contribute to influencing travel choices and behaviours
- Over half of individuals (58%) and organisations (55%) stated that increasing active travel to school was a high priority recommendation. Additionally, 52% of organisations said behaviour change initiatives were a high priority recommendation
- Over two fifths (44%) of individuals and three fifths (62%) of organisations stated that these theme recommendations address the transport needs of the communities they represent. However, almost two fifths (37%) of individuals stated that they do not think they address the transport needs for their local area

#### **5.5 Enhancing Access to Affordable Public Transport**

- Both individuals and organisations agreed on a similar top three recommendations that will contribute to Enhancing Access to Affordable Public Transport, these were:
  - Infrastructure to provide access for all at railway stations (82% individuals and 86% organisations either strongly agreed or agreed)
  - Smart Integrated public transport ticketing (81% individuals and 86% organisations either strongly agreed or agreed)
  - Improved public transport passenger interchange facilities (79% individual and 89% organisations either strongly agreed or agreed)
- The same three recommendations were the highest priority for both individuals and organisations with:
  - 67% of individuals and 61% of organisations saying that Smart, Integrated public transport ticketing was the highest priority
  - 57% of individuals and 64% of organisations saying that infrastructure to provide access for all at railway stations was a high priority
  - 54% of individuals and 58% of organisations saying that improved public transport passenger interchange facilities was a high priority

#### **5.6 Decarbonising transport**

- 82% of individuals agreed (52% strongly agreed and 30% agreed) that decarbonisation of the bus network will contribute, whilst 86% of organisations also agreed (49%

- strongly agreed and 37% agreed)
- A smaller proportion (68%) of individuals agreed (36% strongly agreed and 32% agreed) compared to 85% of organisations (43% strongly agreed and 42% agreed) that zero emissions vehicles and infrastructure transition would contribute to decarbonising transport
- When asked which recommendations are the priority for decarbonising transport, 70% of individuals and 64% of organisations said decarbonisation of the bus network was a high priority
- Both individuals and organisations had the smallest proportion of respondents who said that ferry vessel renewal and replacement and decarbonisation was a high priority (35% of individuals and 28% of organisations)

## 5.7 Increasing Safety and Resilience on the Strategic Transport Network

Recommendations under this theme received varying levels of agreement and disagreement across individuals and organisations although some recommendations received high levels of 'don't know / no opinion'.

Individuals and organisations showed similarly high support for speed management plan and improving active travel on trunk roads through communities. The other recommendations received mixed levels of support between individuals and organisations.

## 5.8 Strengthening Strategic Connections

Recommendations under this theme had mixed levels of agreement across individuals and organisations with rail freight terminals having the highest level of support from both individuals and organisations.

Individuals and organisations showed similarly high support for, high speed and cross border rail enhancements, major station masterplans and investment in port infrastructure. Potential fixed links in the Outer Hebrides and Mull received lower levels of support and the highest level of do not support this recommendation responses along with a high level of don't know / no opinion' responses. When analysing the free-text comments made by those who said this, many of the respondents referenced Mull as the area they were talking about in relation to their given response.

One thing to note about the response to this question was that there were high proportions of don't know / no opinion from respondents regarding a number of the recommendations and this impacts the remaining proportions of the responses. These were particularly noticeable when respondents were referencing areas not relevant to the recommendation, therefore showing that people not located in some of these regions were automatically responding 'don't know'.

## 5.9 Recommendations and Other Scottish Government Policies

Smaller proportions of individuals (56%) than organisations (82%) were aware of each Scottish policies which align with and support STPR2 before the consultation.

Similarly, smaller proportions of individuals than organisations were aware of Scottish Government policy documents before the consultation. 28% of individuals were aware of the Cleaner Air for Scotland 2 & Delivery Plan and 40% of both individuals and organisations were aware of the National Planning Framework and the National Transport Strategy .



## **5.10 Draft Strategic Environmental Assessment (SEA) and other draft impact assessments**

### **5.10.1 Strategic Environmental Assessment (SEA)**

Less than two fifths (35%) of individual respondents strongly agreed (10%) or agreed (25%) with the overall findings of the SEA whilst over two fifths of the organisations (41%) strongly agreed (3%) or agreed (38%). Furthermore, 14% of the individuals disagreed or strongly disagreed with the overall findings of the SEA compared to only 4% of the organisations.

28% of the individual responses stated that other plans, policies or programmes relevant to STPR2 should be considered whilst a smaller proportion (14%) of organisations said the same.

Respondents were able to provide further comment if they said that other plans, policies or programmes relevant to STPR2 should be considered.

13% of individuals and 8% of organisations had comments on the baseline data. Over half of both individuals (55%) and organisations (54%) had no further comments on the baseline data.

### **5.10.2 Equality Impact Assessment**

Respondents were given the opportunity to provide comments, if they had any, on the draft Equality Impact Assessment. Thirty-nine comments were provided including comments about the following:

- Road building is bad for equality
- North East of Scotland is being treated unequally
- Disabled or older people are treated unequally by transport services
- The cost of public transport contributes to inequality

### **5.10.3 Draft Island Communities Impact Assessment**

Respondents were given the opportunity to provide comments, if they had any, on the draft Island Communities Impact Assessment. Thirty-seven comments were provided including the following:

- Ferries for Island Communities
- Air and Ferry services should be integrated
- Shetland
- Tunnel to Mull is a bad idea
- Rural areas of the Scottish mainland

### **5.10.4 Draft Fairer Scotland Duty Assessment**

Respondents were given the opportunity to provide comments, if they had any, on the Fairer Scotland Duty Assessment. Twenty-nine comments were provided including comments about the following:

- Cost of public transport fares is an issue of fairness
- Better transport improves life and economic opportunities, such as work
- Welcoming the Assessment in regard to the Duty, and support for the recommendations in response to this

### **5.10.5 Draft Child Rights and Wellbeing Impact Assessment**

Respondents were given the opportunity to provide comments, if they had any, on the

Child Rights and Wellbeing Impact Assessment. Thirty-five comments were provided including comments about the following:

- Access to transport infrastructure is a wellbeing issue for children
- Children from remote areas are more likely to be disadvantaged or forced to move away as a result of poor transport
- Lower speed limits and less speeding motor traffic will benefit children across Scotland
- Poor affordability of public transport negatively affects children



## Appendix A: Questionnaire

### 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:

**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:

**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:

- Improving active travel infrastructure
- Influencing travel choices and behaviours
- Enhancing access to affordable public transport
- Decarbonising transport
- Increasing safety and resilience on the strategic transport network
- Strengthening strategic connections

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

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

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

- Improving active travel infrastructure
- Influencing travel choices and behaviours
- Enhancing access to affordable public transport
- Decarbonising transport
- Increasing safety and resilience on the strategic transport network
- 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?

Possible response for each recommendation under this theme: Strongly Agree / Agree / Neither Agree Nor Disagree / Disagree / Strongly Disagree / Don't Know No Opinion

Recommendations under this theme:

- Connected neighbourhoods
- Active freeways

- Village-town active travel connections
- Connecting towns by active travel
- Long distance active travel network

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

Possible response for each recommendation under this theme: High Priority / Medium Priority / Low Priority / Do not support this recommendation / Don't Know No Opinion

Recommendations under this theme:

- Connected Neighbourhoods
- Active freeways
- Village-town active travel connections
- Connecting towns by active travel
- Long distance active travel network

**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.

## **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?

Possible response for each recommendation under this theme: High Priority / Medium Priority / Low Priority / Do not support this recommendation / Don't Know No Opinion

Recommendations under this theme:

- Behaviour change initiatives
- Changing Road user behaviour
- Increasing active travel to school
- Improving access to bikes
- Expansion of 20mph limits and zones

**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

- Behaviour change initiatives
- Changing Road user behaviour

- Increasing active travel to school
- Improving access to bikes
- Expansion of 20mph limits and zones

**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.

### **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

Possible response for each recommendation under this theme: High Priority / Medium Priority / Low Priority / Do not support this recommendation / Don't Know No Opinion

Recommendations under this theme:

- Clyde Metro
- Edinburgh & Southeast Scotland Mass Transit
- Aberdeen Rapid Transit
- Provision of strategic bus priority measures
- Highland Mainline rail corridor enhancements
- Perth-Dundee-Aberdeen rail corridor enhancement
- Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement
- Supporting integrated journeys at ferry terminals
- Infrastructure to provide access for all at railway stations
- Investment in DRT and MaaS
- Improved public transport passenger interchange facilities
- Framework for delivery of mobility hubs
- Smart, integrated public transport ticketing

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

Possible response for each recommendation under this theme: High Priority / Medium Priority / Low Priority / Do not support this recommendation / Don't Know No Opinion

Recommendations under this theme:

- Clyde Metro
- Edinburgh & Southeast Scotland Mass Transit
- Aberdeen Rapid Transit
- Provision of strategic bus priority measures
- Highland Mainline rail corridor enhancements

- Perth-Dundee-Aberdeen rail corridor enhancement
- Edinburgh/Glasgow – Perth/Dundee rail corridor enhancement
- Supporting integrated journeys at ferry terminals
- Infrastructure to provide access for all at railway stations
- Investment in DRT and MaaS
- Improved public transport passenger interchange facilities
- Framework for delivery of mobility hubs
- Smart, integrated public transport ticketing

**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

#### **4. Decarbonising Transport**

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

Possible response for each recommendation under this theme: High Priority / Medium Priority / Low Priority / Do not support this recommendation / Don't Know No Opinion

Recommendations under this theme:

- Ferry vessel renewal and replacement and decarbonisation
- Rail decarbonisation
- Decarbonisation of bus network
- Behaviour change and modal shift for freight
- Zero emissions vehicles and infrastructure transition

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

Possible response for each recommendation under this theme: High Priority / Medium Priority / Low Priority / Do not support this recommendation / Don't Know No Opinion

Recommendations under this theme:

- Ferry vessel renewal and replacement and decarbonisation
- Rail decarbonisation
- Decarbonisation of bus network
- Behaviour change and modal shift for freight
- Zero emissions vehicles and infrastructure transition

**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

**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?

Possible response for each recommendation under this theme: High Priority / Medium Priority / Low Priority / Do not support this recommendation / Don't Know No Opinion

Recommendations under this theme:

- Access to Argyll A83
- Trunk road and motorway safety Improvements
- Trunk road and motorway network climate change adaption and resilience
- Trunk road and motorway network renewal for reliability, resilience, and safety
- Enhancing Intelligent Transport Systems
- Strategy for improving rest and welfare facilities for hauliers
- Improving active travel on trunk roads through communities
- Speed management plan

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

Possible response for each recommendation under this theme: High Priority / Medium Priority / Low Priority / Do not support this recommendation / Don't Know No Opinion

Recommendations under this theme:

- Access to Argyll A83
- Trunk road and motorway safety Improvements
- Trunk road and motorway network climate change adaption and resilience
- Trunk road and motorway network renewal for reliability, resilience, and safety
- Enhancing Intelligent Transport Systems
- Strategy for improving rest and welfare facilities for hauliers
- Improving active travel on trunk roads through communities
- Speed management plan

**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

**6. Strengthening Strategic Connections**

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

Possible response for each recommendation under this theme: Strongly Agree / Agree / Neither Agree Nor Disagree / Disagree / Strongly Disagree / Don't Know No Opinion

- Sustainable access to Grangemouth Investment Zone
- Access to Stranraer and ports at Cairnryan
- Potential fixed links in Outer Hebrides and Mull
- Investment in port infrastructure
- Major station masterplans
- Rail freight terminals
- High speed and cross Border rail enhancements

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

Possible response for each recommendation under this theme: High Priority / Medium Priority / Low Priority / Do not support this recommendation / Don't Know No Opinion

Recommendations under this theme:

- Sustainable access to Grangemouth Investment Zone
- Access to Stranraer and ports at Cairnryan
- Potential fixed links in Outer Hebrides and Mull
- Investment in port infrastructure
- Major station masterplans
- Rail freight terminals
- High speed and cross Border rail enhancements

**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

**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
- Decarbonising transport
- Reducing car use
- Encouraging greater walking, wheeling, and cycling
- Addressing inequalities, such as:
  - Child poverty
  - Affordability of transport
  - Access to transport
- Transport as an enabler of inclusive economic growth
- Providing a safe transport system
- Providing a reliable and resilient transport system

**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)
- National Planning Framework (NPF4)
- Climate Change Plan Update & Route Map
- Infrastructure Investment Plan
- Just Transition
- Cleaner Air for Scotland 2 & Delivery Plan
- National Performance Framework

**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?

**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

**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**

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

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

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

## Appendix B: Free-Text Comments

The following is a list of the remaining free text comments and corresponding counts provided by both individuals and organisations.

### STPR2 Process Reflects NTS2 Priorities and Outcomes

#### **General positive response (unclear what referring to)**

- Individuals: 6
- Organisations: 6

#### **General negative response (unclear what referring to)**

- Individuals: 5
- Organisations: 0

#### **Support STPR2 process/it reflects the NTS2 priorities and outcomes**

- Individuals: 2
- Organisations: 13

#### **STPR2 process is complicated/complex/unclear**

- Individuals: 2
- Organisations: 6

#### **Concerns that some communities/areas will not be considered/will not benefit/will be left out of STPR2 plans**

- Individuals: 18
- Organisations: 13

#### **STPR2 plans will only benefit the central belts/areas**

- Individuals: 8
- Organisations: 0

#### **The plans and strategies put forward in the STPR2 should go further/more needs to be done**

- Individuals: 4
- Organisations: 1

#### **STPR2 plans should be implemented as soon as possible**

- Individuals: 3
- Organisations: 1

#### **More time needed to work on STPR2 plans/delay implementation**

- Individuals: 0
- Organisations: 1

#### **Concern about the implementation of STPR2 plans and strategies/that they won't come to fruition**

- Individuals: 8
- Organisations: 6

#### **No prioritisation presented for the proposed STPR2 plans and strategies**

- Individuals: 1
- Organisations: 1

#### **Support the STPR2 plans/focus on public transport in the priorities/recommendations**

- Individuals: 2
- Organisations: 0

#### **Should be more focus on public transport in the priorities/recommendations of STPR2**

- Individuals: 5

- Organisations: 0

**Comment about integration between different public transport modes (e.g. connecting from bus to train)**

- Individuals: 5
- Organisations: 2

**Public transport is not a viable option for some people (e.g. disabled people)**

- Individuals: 1
- Organisations: 0

**Public transport is not always a viable option in rural areas**

- Individuals: 2
- Organisations: 0

**Other comment about public transport/services**

- Individuals: 3
- Organisations: 0

**Comment refers to ferries**

- Individuals: 1
- Organisations: 2

**Support the STPR2 plans/focus on bus network in the priorities/recommendations**

- Individuals: 1
- Organisations: 0

**Should be more focus on bus network in the priorities/recommendations of STPR2**

- Individuals: 4
- Organisations: 3

**Need improvements to bus network/suggestions for improvements to services**

- Individuals: 6
- Organisations: 1

**Other comment about bus network/services**

- Individuals: 1
- Organisations: 0

**Support the STPR2 plans/focus on rail network in the priorities/recommendations**

- Individuals: 0
- Organisations: 3

**Should be more focus on rail network in the priorities/recommendations of STPR2**

- Individuals: 7
- Organisations: 5

**Need improvements to rail network/suggestions for improvements to services**

- Individuals: 4
- Organisations: 1

**Suggests restoring/reopening closed railways**

- Individuals: 21
- Organisations: 2

**Suggests more stations should be opened/improve connectivity**

- Individuals: 13
- Organisations: 5

**Suggest that mass transit should be included in the expansion of Scotland's rail network**

- Individuals: 4
- Organisations: 0

**Other comment about rail network/services**

- Individuals: 5

- Organisations: 0

**Reference to tram/light rail**

- Individuals: 6
- Organisations: 0

**Support the STPR2 plans/focus on active travel infrastructure in the priorities/recommendations**

- Individuals: 2
- Organisations: 2

**Should be more focus on active travel infrastructure in the priorities/recommendations of STPR2**

- Individuals: 5
- Organisations: 3

**Need improvements to active travel infrastructure/suggestions for improvements to active travel**

- Individuals: 2
- Organisations: 5

**Active travel is not a viable option for some people (e.g. disabled people)**

- Individuals: 2
- Organisations: 0

**Active travel is not always a viable option in rural areas**

- Individuals: 0
- Organisations: 1

**Other comment about active travel**

- Individuals: 2
- Organisations: 2

**Do not feel that both a regional and national approach has been taken**

- Individuals: 0
- Organisations: 1

**Concerns about approach taken/unsure about effectiveness of approach**

- Individuals: 2
- Organisations: 2

**Comment about integration between Scotland and England (e.g. cross-border travel/schemes)**

- Individuals: 0
- Organisations: 1

**Comment about connectivity of islands**

- Individuals: 5
- Organisations: 4

**Should be more focus on rural areas in the priorities/recommendations of STPR2**

- Individuals: 1
- Organisations: 3

**Improvements needed to transport provision/services in rural areas**

- Individuals: 1
- Organisations: 0

**Improvements needed to current road network/criticism of existing road infrastructure**

- Individuals: 6
- Organisations: 3

**Improvements needed to road network/infrastructure between urban and rural areas (e.g. connectivity)**

- Individuals: 2
- Organisations: 4

**Comment about low-emission vehicles/electric vehicles/infrastructure**

- Individuals: 10
- Organisations: 2

**Other comment/suggestion about the road network/infrastructure**

- Individuals: 2
- Organisations: 0

**Reference to economy in relation to transport/STPR2**

- Individuals: 4
- Organisations: 2

**Reference to social inequalities in relation to transport/STPR2**

- Individuals: 3
- Organisations: 3

**Reference to environment/climate emergency in relation to transport/STPR2**

- Individuals: 9
- Organisations: 9

**Reference to health/wellbeing/safety in relation to transport/STPR2**

- Individuals: 4
- Organisations: 0

**Full disabled access including for wheelchair users is needed for all transport modes**

- Individuals: 4
- Organisations: 0

**Concern that STPR2 plans will increase journey times/make journeys more inconvenient**

- Individuals: 2
- Organisations: 0

**Negative feedback/criticism provided on a specific scheme/recommendation in relation to transport/STPR2**

- Individuals: 1
- Organisations: 0

**Reference/suggestion about a named locations in relation to transport/STPR2**

- Individuals: 7
- Organisations: 5

**General positive comments on engagement/consultation**

- Individuals: 1
- Organisations: 9

**General criticism of engagement/consultation**

- Individuals: 7
- Organisations: 1

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 7
- Organisations: 6

**Suggest further consultation is carried out/consultation was inadequate**

- Individuals: 9
- Organisations: 8

**Concern that consultation response will not be considered/impact on decisions (e.g. is a tick box exercise)**



- Individuals: 2
- Organisations: 4

**Consultation/materials are unclear/complex/should be simpler**

- Individuals: 4
- Organisations: 5

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 13
- Organisations: 18

**Criticism of government**

- Individuals: 5
- Organisations: 0

**Comparisons to other countries**

- Individuals: 1
- Organisations: 0

Base (n) respondents provided comment: Individuals (n=133); Organisations (n=74)

STPR2 Process from both a regional and national approach

**General positive response (unclear what referring to)**

- Individuals: 0
- Organisations: 0

**Concerns that some communities/areas will not be considered/will not benefit/will be left out of STPR2 plans**

- Individuals: 9
- Organisations: 6

**STPR2 plans will only benefit the central belts/areas**

- Individuals: 8
- Organisations: 0

**Should be more focus on public transport in the priorities/recommendations of STPR2**

- Individuals: 4
- Organisations: 0

**Comment about integration between different public transport modes (e.g. connecting from bus to train)**

- Individuals: 3
- Organisations: 1

**Comment refers to ferries**

- Individuals: 1
- Organisations: 1

**Other comment about bus network/services**

- Individuals: 1
- Organisations: 0

**Should be more focus on rail network in the priorities/recommendations of STPR2**

- Individuals: 0
- Organisations: 3

**Suggests restoring/reopening closed railways**

- Individuals: 6
- Organisations: 3

**Suggests more stations should be opened/improve connectivity**

- Individuals: 0
- Organisations: 4

**Other comment about rail network/services**

- Individuals: 0
- Organisations: 1

**Should be more focus on active travel infrastructure in the priorities/recommendations of STPR2**

- Individuals: 4
- Organisations: 0

**Active travel is not always a viable option in rural areas**

- Individuals: 1
- Organisations: 0

**Agree/support regional and national approach to STPR2/considering both is important**

- Individuals: 50
- Organisations: 57

**Do not feel that both a regional and national approach has been taken**

- Individuals: 6
- Organisations: 4

**Concerns about approach taken/unsure about effectiveness of approach**

- Individuals: 13
- Organisations: 14

**Criticism that there are too many national objectives/not enough regional objectives**

- Individuals: 2
- Organisations: 6

**Criticism that there are too many regional objectives/not enough national objectives**

- Individuals: 1
- Organisations: 2

**Support empowering/enabling local communities/areas to have more influence over policy making**

- Individuals: 1
- Organisations: 1

**Concern about political considerations negatively influencing plans/limiting their effectiveness**

- Individuals: 2
- Organisations: 0

**Comment about integration of plans/schemes between neighbouring regions (e.g. cross-boundary schemes)**

- Individuals: 4
- Organisations: 9

**Comment about integration between Scotland and England (e.g. cross-border travel/schemes)**

- Individuals: 0
- Organisations: 1

**Comment about connectivity of islands**

- Individuals: 3
- Organisations: 0

**Comments about other aspects in relation to regional/national approach**

- Individuals: 4
- Organisations: 12

**Should be more focus on rural areas in the priorities/recommendations of STPR2**

- Individuals: 4
- Organisations: 5

**Improvements needed to current road network/criticism of existing road infrastructure**

- Individuals: 2
- Organisations: 1

**Improvements needed to road network/infrastructure between urban and rural areas (e.g. connectivity)**

- Individuals: 1
- Organisations: 5

**Other comment/suggestion about the road network/infrastructure**

- Individuals: 1
- Organisations: 1

**Reference to economy in relation to transport/STPR2**

- Individuals: 0
- Organisations: 1

**Reference to social inequalities in relation to transport/STPR2**

- Individuals: 1
- Organisations: 1

**Reference to environment/climate emergency in relation to transport/STPR2**

- Individuals: 2
- Organisations: 4

**Reference to health/wellbeing/safety in relation to transport/STPR2**

- Individuals: 0
- Organisations: 1

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 0
- Organisations: 5

**Suggest further consultation is carried out/consultation was inadequate**

- Individuals: 1
- Organisations: 0

**Concern that consultation response will not be considered/impact on decisions (e.g. is a tickbox tick box exercise)**

- Individuals: 1
- Organisations: 0

**Other comment/suggestion (does not fit into codeframecode frame)**

- Individuals: 13
- Organisations: 5

**Criticism of government**

- Individuals: 7
- Organisations: 2

**Comparisons to other countries**

- Individuals: 0
- Organisations: 1

**Don't know/unsure**

- Individuals: 1
- Organisations: 0

**See previous answer**

- Individuals: 4
- Organisations: 3

Base (n) respondents provided comment: Individuals (n=105); Organisations (n=79)

Engagement approach has allowed respondents to contribute to STPR2

**General positive response (unclear what referring to)**

- Individuals: 0
- Organisations: 0

**General negative response (unclear what referring to)**

- Individuals: 2
- Organisations: 2

**Support STPR2 process/it reflects the NTS2 priorities and outcomes**

- Individuals: 0
- Organisations: 4

**Concerns that some communities/areas will not be considered/will not benefit/will be left out of STPR2 plans**

- Individuals: 4
- Organisations: 6

**STPR2 plans will only benefit the central belts/areas**

- Individuals: 1
- Organisations: 2

**Concern about the implementation of STPR2 plans and strategies/that they won't come to fruition**

- Individuals: 2
- Organisations: 4

**Need improvements to public transport/suggestions for improvements to services**

- Individuals: 1
- Organisations: 0

**Comment refers to ferries**

- Individuals: 0
- Organisations: 1

**Should be more focus on bus network in the priorities/recommendations of STPR2**

- Individuals: 1
- Organisations: 0

**Need improvements to bus network/suggestions for improvements to services**

- Individuals: 1
- Organisations: 0

**Other comment about bus network/services**

- Individuals: 1
- Organisations: 0

**Suggests restoring/reopening closed railways**

- Individuals: 1
- Organisations: 0

**Suggests more stations should be opened/improve connectivity**

- Individuals: 2
- Organisations: 2

**Other comment about rail network/services**

- Individuals: 1
- Organisations: 0

**Do not feel that both a regional and national approach has been taken**

- Individuals: 1
- Organisations: 1

**Concern about political considerations negatively influencing plans/limiting their effectiveness**

- Individuals: 1
- Organisations: 0

**Comment about connectivity of islands**

- Individuals: 1
- Organisations: 2

**Should be more focus on rural areas in the priorities/recommendations of STPR2**

- Individuals: 1
- Organisations: 0

**Improvements needed to current road network/criticism of existing road infrastructure**

- Individuals: 0
- Organisations: 3

**Improvements needed to road network/infrastructure between urban and rural areas (e.g. connectivity)**

- Individuals: 0
- Organisations: 1

**Reference to economy in relation to transport/STPR2**

- Individuals: 0
- Organisations: 3

**Reference to social inequalities in relation to transport/STPR2**

- Individuals: 0
- Organisations: 3

**Reference to environment/climate emergency in relation to transport/STPR2**

- Individuals: 0
- Organisations: 2

**Reference to health/wellbeing/safety in relation to transport/STPR**

- Individuals: 2
- Organisations: 1

**General positive comments on engagement/consultation**

- Individuals: 6
- Organisations: 46

**General criticism of engagement/consultation**

- Individuals: 8
- Organisations: 5

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 6
- Organisations: 3

**Suggest further consultation is carried out/consultation was inadequate**

- Individuals: 46
- Organisations: 22

**Concern that consultation response will not be considered/impact on decisions (e.g. is a tick box exercise)**

- Individuals: 15
- Organisations: 26

**Consultation/materials are unclear/complex/should be simpler**

- Individuals: 7
- Organisations: 6

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 12
- Organisations: 13

**Criticism of government**

- Individuals: 3
- Organisations: 2

**Comparisons to other countries**

- Individuals: 1
- Organisations: 1

**See previous answer**

- Individuals: 2
- Organisations: 7

Base (n) respondents provided comment: Individuals (n=88); Organisations (n=85)

Comments on the recommendation themes for Improving Active Travel Infrastructure

**Active travel not always viable / practical / accessible / reliable**

- Individuals: 21
- Organisations: 13

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 17
- Organisations: 40

**Does not consider the whole of Scotland**

- Individuals: 15
- Organisations: 3

**Need safe active travel infrastructure**

- Individuals: 14
- Organisations: 16

**Comments / suggestions for named locations**

- Individuals: 14
- Organisations: 8

**Need connected active travel networks**

- Individuals: 13
- Organisations: 12

**Need segregated active travel infrastructure**

- Individuals: 12
- Organisations: 10

**Refers to protected characteristics**

- Individuals: 12
- Organisations: 3

**Comment refers to weather / climate**

- Individuals: 11
- Organisations: 1

**Specific lines / areas mentioned**

- Individuals: 9
- Organisations: 0

**Focus needed on integrated transport networks**

- Individuals: 8
- Organisations: 10

**Refers to health and wellbeing**

- Individuals: 8
- Organisations: 5

**Active travel should be prioritised more in STPR2 plans**

- Individuals: 7
- Organisations: 10

**Active travel should be prioritised in rural areas / on a local scale**

- Individuals: 7
- Organisations: 22

**Complaint about public transport / suggestion for improvements (e.g. affordability, reliability)**

- Individuals: 7
- Organisations: 3

**More encouragement needed to move away from car / use other modes of transport**

- Individuals: 7
- Organisations: 3

**Improvements needed to pavement and road maintenance to enable/improve active travel**

- Individuals: 6
- Organisations: 6

**Need cycle storage / cycle racks**

- Individuals: 6
- Organisations: 4

**Comment refers to the funding of decarbonising transport networks in Scotland**

- Individuals: 6
- Organisations: 22

**Refers to environment**

- Individuals: 6
- Organisations: 2

**Need education on highway code / change in culture and attitudes towards active travel**

- Individuals: 5
- Organisations: 0

**Cycle infrastructure should be prioritised**

- Individuals: 5
- Organisations: 0

**Comment refers to accessibility of bikes / ebikes / scooters / other**

- Individuals: 5
- Organisations: 2

**Public Transport should be prioritised more in STPR2 plans**

- Individuals: 5
- Organisations: 3

**Public Transport should be prioritised in rural areas / on a local scale**

- Individuals: 5
- Organisations: 1

**Rail should be prioritised more in STPR2 plans**

- Individuals: 5



- Organisations: 0

**Suggests opening more stations**

- Individuals: 5
- Organisations: 1

**Different regions across Scotland have different needs**

- Individuals: 5
- Organisations: 2

**Refers to regional and/or local economy**

- Individuals: 5
- Organisations: 4

**Suggests freight / mass transit should be moved from road to rail**

- Individuals: 4
- Organisations: 0

**Further suggestions to improve rail network**

- Individuals: 4
- Organisations: 0

**Refers to social inequalities**

- Individuals: 4
- Organisations: 4

**Need connected public transport networks**

- Individuals: 3
- Organisations: 1

**Complaint about the lack of upgrades to rail networks**

- Individuals: 3
- Organisations: 0

**Complaint about the lack of upgrades bus networks**

- Individuals: 3
- Organisations: 0

**Supports urgency to decarbonise**

- Individuals: 3
- Organisations: 1

**Recommendations are not in touch with actual needs**

- Individuals: 3
- Organisations: 0

**Consultation is unclear and complex**

- Individuals: 3
- Organisations: 2

**Comment about connectivity of islands**

- Individuals: 3
- Organisations: 0

**Does not address rural and urban connectivity**

- Individuals: 3
- Organisations: 1

**No commitment to deliver schemes / no plans showing how it will be achieved**

- Individuals: 3
- Organisations: 9

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 3
- Organisations: 19

**Changing behaviours is fundamental**

- Individuals: 3
- Organisations: 1

**Too focused on cycle infrastructure**

- Individuals: 2
- Organisations: 4

**Complaint about the lack of upgrades to public transport**

- Individuals: 2
- Organisations: 1

**Comment refers to Light Rail / tram infrastructure**

- Individuals: 2
- Organisations: 3

**Complaint about bus network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 2
- Organisations: 0

**Reference to traffic enforcement measures**

- Individuals: 2
- Organisations: 2

**Plans only benefit the central belts/areas (e.g. wealthiest)**

- Individuals: 2
- Organisations: 4

**Comment on specific recommendation**

- Individuals: 2
- Organisations: 7

**STPR2 plans should be implemented as soon as possible**

- Individuals: 2
- Organisations: 3

**More needs to be done**

- Individuals: 2
- Organisations: 1

**Influencing travel behaviours is difficult**

- Individuals: 2
- Organisations: 2

**Comparisons to other countries**

- Individuals: 2
- Organisations: 1

**Improvement needed to information and ticketing systems**

- Individuals: 1
- Organisations: 0

**All public transport hubs should be easily accessible / step-free**

- Individuals: 1
- Organisations: 0

**Suggests restoring railways / opening lines**

- Individuals: 1
- Organisations: 1

**Suggestions to improve ferry travel**

- Individuals: 1
- Organisations: 0

**Improvements needed to road conditions**

- Individuals: 1
- Organisations: 1

**Recommendations penalise road users**

- Individuals: 1
- Organisations: 0

**Positive reference to speed limits**

- Individuals: 1
- Organisations: 1

**Support decarbonising transport**

- Individuals: 1
- Organisations: 1

**Need equal decarbonisation across rural and urban**

- Individuals: 1
- Organisations: 8

**Improvements needed to road network for safety and resilience**

- Individuals: 1
- Organisations: 1

**Suggest further consultation is carried out/consultation was inadequate**

- Individuals: 1
- Organisations: 4

**Concern that consultation response will not be considered/impact on decisions (e.g. is a tick box exercise)**

- Individuals: 1
- Organisations: 0

**Waste of resources**

- Individuals: 1
- Organisations: 0

**Criticism of government**

- Individuals: 1
- Organisations: 1

**Ferry travel should be prioritised more in STPR2 plans**

- Individuals: 0
- Organisations: 1

**Comment on port infrastructure**

- Individuals: 0
- Organisations: 1

**Roads should be prioritised more in STPR2 plans**

- Individuals: 0
- Organisations: 4

**Improvements needed to road network**

- Individuals: 0
- Organisations: 4

**Local road networks should be a priority**

- Individuals: 0
- Organisations: 2

**Need zero emissions infrastructure**

- Individuals (count): 0
- Organisations (count): 2

**Other suggestions for improved road travel**

- Individuals: 0

- Organisations: 1

**Safety should be priority more in STPR2 plans**

- Individuals: 0
- Organisations: 1

**Specific road names given (regarding safety and resilience)**

- Individuals: 0
- Organisations: 1

**STPR2 recommendations are a positive contribution to Government Policy**

- Individuals: 0
- Organisations: 1

**Key to contributing to Government Policy is delivery and implementation of recommendations**

- Individuals: 0
- Organisations: 1

**Focus on helping Local Authorities contribute**

- Individuals: 0
- Organisations: 3

**Refers to economic opportunities**

- Individuals: 0
- Organisations: 5

**Don't know/unsure/feel unable to comment**

- Individuals: 0
- Organisations: 1

Base (n) respondents provided comment: Individuals (n=131); Organisations (n=97)

Comments on the recommendation themes for influencing travel choices and behaviours

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 29
- Organisations: 21

**Reference to traffic enforcement measures**

- Individuals: 19
- Organisations: 8

**Changing behaviours is fundamental**

- Individuals: 14
- Organisations: 20

**More encouragement needed to move away from car / use other modes of transport**

- Individuals: 13
- Organisations: 11

**Active travel not always viable / practical / accessible / reliable**

- Individuals: 9
- Organisations: 2

**Need safe active travel infrastructure**

- Individuals: 9
- Organisations: 5

**Complaint about public transport / suggestion for improvements (e.g. affordability, reliability)**

- Individuals: 9

- Organisations: 5

**Comments / suggestions for named locations**

- Individuals: 9
- Organisations: 2

**Comment refers to accessibility of bikes / ebikes / scooters / other**

- Individuals: 7
- Organisations: 10

**Positive reference to speed limits**

- Individuals: 7
- Organisations: 13

**Refers to protected characteristics**

- Individuals: 7
- Organisations: 2

**Need education on highway code / change in culture and attitudes towards active travel**

- Individuals: 6
- Organisations: 3

**Does not consider the whole of Scotland**

- Individuals: 6
- Organisations: 5

**Comment refers to weather / climate**

- Individuals: 5
- Organisations: 1

**Public Transport should be prioritised more in STPR2 plans**

- Individuals: 5
- Organisations: 1

**Negative reference to speed limits**

- Individuals: 5
- Organisations: 3

**Active travel should be prioritised more in STPR2 plans**

- Individuals: 4
- Organisations: 0

**Suggests restoring railways / opening lines**

- Individuals: 4
- Organisations: 1

**Need zero emissions infrastructure**

- Individuals: 4
- Organisations: 3

**Focus needed on integrated transport networks**

- Individuals: 4
- Organisations: 1

**Need cycle storage / cycle racks**

- Individuals: 3
- Organisations: 1

**Specific lines / areas mentioned**

- Individuals: 3
- Organisations: 2

**No commitment to deliver schemes / no plans showing how it will be achieved**

- Individuals: 3
- Organisations: 4

**Influencing travel behaviours is difficult**

- Individuals: 3
- Organisations: 2

**Complaint about the lack of upgrades bus networks**

- Individuals: 2
- Organisations: 0

**Roads should not be prioritised**

- Individuals: 2
- Organisations: 1

**Recommendations penalise road users in rural areas**

- Individuals: 2
- Organisations: 2

**Other suggestions for improved road travel**

- Individuals: 2
- Organisations: 1

**Safety should be priority more in STPR2 plans**

- Individuals: 2
- Organisations: 1

**Reduced vehicle volumes will mean safer networks**

- Individuals: 2
- Organisations: 0

**Consultation is unclear and complex**

- Individuals: 2
- Organisations: 0

**Different regions across Scotland have different needs**

- Individuals: 2
- Organisations: 6

**More needs to be done**

- Individuals: 2
- Organisations: 1

**Refers to health and wellbeing**

- Individuals: 2
- Organisations: 0

**Need connected active travel networks**

- Individuals: 1
- Organisations: 0

**Cycle infrastructure should be prioritised**

- Individuals: 1
- Organisations: 0

**Too focused on cycle infrastructure**

- Individuals: 1
- Organisations: 0

**Public Transport should be prioritised in rural areas / on a local scale**

- Individuals: 1
- Organisations: 2

**Need connected public transport networks**

- Individuals: 1
- Organisations: 2

**Improvement needed to information and ticketing systems**

- Individuals: 1

- Organisations: 2

**All public transport hubs should be easily accessible / step-free**

- Individuals: 1
- Organisations: 0

**Complaint about rail network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 1
- Organisations: 4

**Suggests opening more stations**

- Individuals: 1
- Organisations: 0

**Comment refers to Light Rail / tram infrastructure**

- Individuals: 1
- Organisations: 0

**Bus travel should be prioritised more in STPR2 plans**

- Individuals: 1
- Organisations: 0

**Complaint about bus network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 1
- Organisations: 2

**Complaint about ferry travel / the lack of upgrades to ferry travel**

- Individuals: 1
- Organisations: 0

**Suggestions to improve ferry travel**

- Individuals: 1
- Organisations: 0

**Improvements needed to road network**

- Individuals: 1
- Organisations: 3

**Comment about EV vehicles / EV infrastructure**

- Individuals: 1
- Organisations: 1

**Need equal decarbonisation across rural and urban**

- Individuals: 1
- Organisations: 1

**Improvements needed to road network for safety and resilience**

- Individuals: 1
- Organisations: 1

**Recommendations are not in touch with actual needs**

- Individuals: 1
- Organisations: 0

**Hope recommendations and plans are not influenced by lobbyists**

- Individuals: 1
- Organisations: 0

**Suggest further consultation is carried out/consultation was inadequate**

- Individuals: 1
- Organisations: 1

**Comment about connectivity of islands**

- Individuals: 1



- Organisations: 0

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 1
- Organisations: 9

**Waste of resources**

- Individuals: 1
- Organisations: 0

**Refers to regional and/or local economy**

- Individuals: 1
- Organisations: 2

**Criticism of government**

- Individuals: 1
- Organisations: 0

**Comparisons to other countries**

- Individuals: 1
- Organisations: 1

**Active travel should be prioritised in rural areas / on a local scale**

- Individuals: 0
- Organisations: 3

**Need segregated active travel infrastructure**

- Individuals: 0
- Organisations: 3

**Improvements needed to pavement and road maintenance to enable/improve active travel**

- Individuals: 0
- Organisations: 1

**Complaint about the lack of upgrades to public transport**

- Individuals: 0
- Organisations: 1

**Public transport should be nationalised**

- Individuals: 0
- Organisations: 1

**Rail should be prioritised more in STPR2 plans**

- Individuals: 0
- Organisations: 1

**Comment about rail / port / airport / road connections**

- Individuals: 0
- Organisations: 1

**Improvements needed to road conditions**

- Individuals: 0
- Organisations: 1

**Support decarbonising transport**

- Individuals: 0
- Organisations: 1

**Comment refers to the funding of decarbonising transport networks in Scotland**

- Individuals: 0
- Organisations: 9

**Resilience should be priority more in STPR2 plans**

- Individuals: 0

- Organisations: 1

**Specific road names given (regarding safety and resilience)**

- Individuals: 0
- Organisations: 3

**Focus on helping Local Authorities contribute**

- Individuals: 0
- Organisations: 1

**Comment on specific recommendation**

- Individuals: 0
- Organisations: 7

**Refers to environment**

- Individuals: 0
- Organisations: 3

**Concern about accuracy / validity / usefulness of data in relation to transport / travel**

- Individuals: 0
- Organisations: 1

**Don't know/unsure/feel unable to comment**

- Individuals: 0
- Organisations: 1

Base (n) respondents provided comment: Individuals (n=115); Organisations (n=79)

Comments on the recommendation themes for Enhancing Access to Affordable Public Transport

**Comments / suggestions for named locations**

- Individuals: 25
- Organisations: 10

**Comment refers to Light Rail / tram infrastructure**

- Individuals: 24
- Organisations: 13

**Improvement needed to information and ticketing systems**

- Individuals: 23
- Organisations: 18

**Does not consider the whole of Scotland**

- Individuals: 21
- Organisations: 8

**Specific lines / areas mentioned**

- Individuals: 20
- Organisations: 10

**Comment on specific recommendation**

- Individuals: 18
- Organisations: 20

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 18
- Organisations: 28

**Complaint about public transport / suggestion for improvements (e.g. affordability, reliability)**

- Individuals: 15
- Organisations: 16

**Need connected public transport networks**

- Individuals: 11
- Organisations: 9

**Complaint about bus network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 10
- Organisations: 10

**Complaint about rail network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 9
- Organisations: 5

**Complaint about the lack of upgrades to rail networks**

- Individuals: 9
- Organisations: 7

**Suggests restoring railways / opening lines**

- Individuals: 8
- Organisations: 2

**Need cycle storage / cycle racks**

- Individuals: 7
- Organisations: 4

**Suggests opening more stations**

- Individuals: 7
- Organisations: 2

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 7
- Organisations: 12

**Rail should be prioritised more in STPR2 plans**

- Individuals: 6
- Organisations: 3

**Public Transport should be prioritised more in STPR2 plans**

- Individuals: 5
- Organisations: 6

**Public Transport should be prioritised in rural areas / on a local scale**

- Individuals: 5
- Organisations: 7

**Suggests freight / mass transit should be moved from road to rail**

- Individuals: 5
- Organisations: 1

**Bus travel should be prioritised more in STPR2 plans**

- Individuals: 5
- Organisations: 9

**Consultation is unclear and complex**

- Individuals: 5
- Organisations: 0

**Plans only benefit the central belts/areas (e.g. wealthiest)**

- Individuals: 5
- Organisations: 1

**Focus needed on integrated transport networks**

- Individuals: 5

- Organisations: 11

**Refers to economic opportunities**

- Individuals: 5
- Organisations: 7

**Comment refers to accessibility of bikes / ebikes / scooters / other**

- Individuals: 4
- Organisations: 0

**Public transport should be nationalised**

- Individuals: 4
- Organisations: 2

**Comment about rail / port / airport / road connections**

- Individuals: 4
- Organisations: 0

**Complaint about the lack of upgrades bus networks**

- Individuals: 4
- Organisations: 2

**Different regions across Scotland have different needs**

- Individuals: 4
- Organisations: 3

**Comparisons to other countries**

- Individuals: 4
- Organisations: 3

**Comment refers to the funding of decarbonising transport networks in Scotland**

- Individuals: 3
- Organisations: 9

**Waste of resources**

- Individuals: 3
- Organisations: 1

**Refers to protected characteristics**

- Individuals: 3
- Organisations: 5

**All public transport hubs should be easily accessible / step-free**

- Individuals: 2
- Organisations: 7

**Complaint about ferry travel / the lack of upgrades to ferry travel**

- Individuals: 2
- Organisations: 1

**Suggestions to improve ferry travel**

- Individuals: 2
- Organisations: 0

**Improvements needed to road network**

- Individuals: 2
- Organisations: 1

**Recommendations penalise road users in rural areas**

- Individuals: 2
- Organisations: 3

**Need equal decarbonisation across rural and urban**

- Individuals: 2
- Organisations: 3

**Suggest further consultation is carried out/consultation was inadequate**

- Individuals: 2
- Organisations: 0

**General criticism of engagement/consultation**

- Individuals: 2
- Organisations: 1

**No commitment to deliver schemes / no plans showing how it will be achieved**

- Individuals: 2
- Organisations: 3

**More needs to be done**

- Individuals: 2
- Organisations: 1

**Refers to regional and/or local economy**

- Individuals: 2
- Organisations: 7

**Refers to social inequalities**

- Individuals: 2
- Organisations: 5

**Criticism of government**

- Individuals: 2
- Organisations: 0

**Active travel should be prioritised in rural areas / on a local scale**

- Individuals: 1
- Organisations: 1

**Need safe active travel infrastructure**

- Individuals: 1
- Organisations: 0

**Complaint about the lack of upgrades to public transport**

- Individuals: 1
- Organisations: 3

**Further suggestions to improve rail network**

- Individuals: 1
- Organisations: 2

**Comment refers to high speed rail**

- Individuals: 1
- Organisations: 1

**More encouragement needed to move away from car / use other modes of transport**

- Individuals: 1
- Organisations: 3

**Need zero emissions infrastructure**

- Individuals: 1
- Organisations: 2

**Comment about tunnels and bridges**

- Individuals: 1
- Organisations: 1

**Reference to traffic enforcement measures**

- Individuals: 1
- Organisations: 0

**Supports urgency to decarbonise**

- Individuals: 1
- Organisations: 1

**STPR2 recommendations do not contribute to Government Policy**

- Individuals: 1
- Organisations: 0

**Recommendations are not SMART**

- Individuals: 1
- Organisations: 3

**Recommendations are not in touch with actual needs**

- Individuals: 1
- Organisations: 1

**Key to contributing to Government Policy is delivery and implementation of recommendations**

- Individuals: 1
- Organisations: 4

**Concern that consultation response will not be considered/impact on decisions (e.g. is a tick box exercise)**

- Individuals: 1
- Organisations: 1

**Does not address rural and urban connectivity**

- Individuals: 1
- Organisations: 2

**Refers to health and wellbeing**

- Individuals: 1
- Organisations: 1

**Active travel should be prioritised more in STPR2 plans**

- Individuals: 0
- Organisations: 2

**Active travel not always viable / practical / accessible / reliable**

- Individuals: 0
- Organisations: 1

**Ferry travel should be prioritised more in STPR2 plans**

- Individuals: 0
- Organisations: 1

**Comment on port infrastructure**

- Individuals: 0
- Organisations: 1

**Improvements needed to road conditions**

- Individuals: 0
- Organisations: 1

**Other suggestions for improved road travel**

- Individuals: 0
- Organisations: 1

**Specific road names given (regarding safety and resilience)**

- Individuals: 0
- Organisations: 2

**STPR2 recommendations are a positive contribution to Government Policy**

- Individuals: 0
- Organisations: 1

**Focus on helping Local Authorities contribute**

- Individuals: 0
- Organisations: 1

**Comment about connectivity of islands**

- Individuals: 0
- Organisations: 3

**STPR2 plans should be implemented as soon as possible**

- Individuals: 0
- Organisations: 1

**Changing behaviours is fundamental**

- Individuals: 0
- Organisations: 1

**Refers to environment**

- Individuals: 0
- Organisations: 4

**Concern about accuracy / validity / usefulness of data in relation to transport / travel**

- Individuals: 0
- Organisations: 2

**Don't know/unsure/feel unable to comment**

- Individuals: 0
- Organisations: 1

Base (n) respondents provided comment: Individuals (n=136); Organisations (n=87)

Comments on the recommendation themes for decarbonising transport

**Comment about EV vehicles / EV infrastructure**

- Individuals: 24
- Organisations: 20

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 21
- Organisations: 27

**More encouragement needed to move away from car / use other modes of transport**

- Individuals: 12
- Organisations: 14

**Public Transport should be prioritised more in STPR2 plans**

- Individuals: 8
- Organisations: 2

**Complaint about ferry travel / the lack of upgrades to ferry travel**

- Individuals: 8
- Organisations: 1

**Suggests freight / mass transit should be moved from road to rail**

- Individuals: 7
- Organisations: 13

**Further suggestions to improve rail network**

- Individuals: 7
- Organisations: 4

**Need zero emissions infrastructure**

- Individuals: 7
- Organisations: 11

**Support decarbonising transport**

- Individuals: 7
- Organisations: 13



**Suggests restoring railways / opening lines**

- Individuals: 6
- Organisations: 1

**Specific lines / areas mentioned**

- Individuals: 6
- Organisations: 6

**Does not consider the whole of Scotland**

- Individuals: 6
- Organisations: 2

**Refers to protected characteristics**

- Individuals: 6
- Organisations: 0

**Rail should be prioritised more in STPR2 plans**

- Individuals: 5
- Organisations: 3

**Suggestions to improve ferry travel**

- Individuals: 5
- Organisations: 5

**Comments / suggestions for named locations**

- Individuals: 5
- Organisations: 6

**Active travel should be prioritised more in STPR2 plans**

- Individuals: 4
- Organisations: 3

**Comment refers to Light Rail / tram infrastructure**

- Individuals: 4
- Organisations: 1

**Roads should not be prioritised**

- Individuals: 4
- Organisations: 2

**Comment refers to the funding of decarbonising transport networks in Scotland**

- Individuals: 4
- Organisations: 19

**Comment about connectivity of islands**

- Individuals: 4
- Organisations: 2

**Criticism of government**

- Individuals: 4
- Organisations: 1

**Bus travel should be prioritised more in STPR2 plans**

- Individuals: 3
- Organisations: 0

**Ferry travel should be prioritised more in STPR2 plans**

- Individuals: 3
- Organisations: 6

**Recommendations penalise road users in rural areas**

- Individuals: 3
- Organisations: 2

**Support decarbonising public transport**

- Individuals: 3

- Organisations: 8

**Supports urgency to decarbonise**

- Individuals: 3
- Organisations: 3

**Active travel not always viable / practical / accessible / reliable**

- Individuals: 2
- Organisations: 1

**Comment refers to accessibility of bikes / ebikes / scooters / other**

- Individuals: 2
- Organisations: 5

**Public Transport should be prioritised in rural areas / on a local scale**

- Individuals: 2
- Organisations: 5

**Need connected public transport networks**

- Individuals: 2
- Organisations: 2

**Complaint about public transport / suggestion for improvements (e.g. affordability, reliability)**

- Individuals: 2
- Organisations: 1

**Complaint about rail network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 2
- Organisations: 2

**Complaint about the lack of upgrades to rail networks**

- Individuals: 2
- Organisations: 2

**Comment on port infrastructure**

- Individuals: 2
- Organisations: 3

**Other suggestions for improved road travel**

- Individuals: 2
- Organisations: 4

**More needs to be done**

- Individuals: 2
- Organisations: 0

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 2
- Organisations: 5

**Need connected active travel networks**

- Individuals: 1
- Organisations: 0

**Need education on highway code / change in culture and attitudes towards active travel**

- Individuals: 1
- Organisations: 0

**Need cycle storage / cycle racks**

- Individuals: 1
- Organisations: 2

**Suggests opening more stations**

- Individuals: 1
- Organisations: 1

**Complaint about the lack of upgrades bus networks**

- Individuals: 1
- Organisations: 1

**Recommendations penalise road users**

- Individuals: 1
- Organisations: 0

**Recommendations are not SMART**

- Individuals: 1
- Organisations: 0

**Recommendations are not in touch with actual needs**

- Individuals: 1
- Organisations: 0

**Consultation is unclear and complex**

- Individuals: 1
- Organisations: 1

**Suggest further consultation is carried out/consultation was inadequate**

- Individuals: 1
- Organisations: 2

**Comment on specific recommendation**

- Individuals: 1
- Organisations: 10

**No commitment to deliver schemes / no plans showing how it will be achieved**

- Individuals: 1
- Organisations: 1

**Waste of resources**

- Individuals: 1
- Organisations: 0

**Focus needed on integrated transport networks**

- Individuals: 1
- Organisations: 3

**Influencing travel behaviours is difficult**

- Individuals: 1
- Organisations: 0

**Refers to regional and/or local economy**

- Individuals: 1
- Organisations: 8

**Refers to environment**

- Individuals: 1
- Organisations: 4

**Concern about accuracy / validity / usefulness of data in relation to transport / travel**

- Individuals: 1
- Organisations: 0

**Need segregated active travel infrastructure**

- Individuals: 0
- Organisations: 1

**Need safe active travel infrastructure**

- Individuals: 0

- Organisations: 1

**Improvement needed to information and ticketing systems**

- Individuals: 0
- Organisations: 1

**Public transport should be nationalised**

- Individuals: 0
- Organisations: 1

**Comment about rail / port / airport / road connections**

- Individuals: 0
- Organisations: 3

**Complaint about bus network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 0
- Organisations: 2

**Improvements needed to road network**

- Individuals: 0
- Organisations: 4

**Reference to traffic enforcement measures**

- Individuals: 0
- Organisations: 1

**Need equal decarbonisation across rural and urban**

- Individuals: 0
- Organisations: 2

**Reduced vehicle volumes will mean safer networks**

- Individuals: 0
- Organisations: 1

**Improvements needed to road network for safety and resilience**

- Individuals: 0
- Organisations: 4

**Specific road names given (regarding safety and resilience)**

- Individuals: 0
- Organisations: 2

**STPR2 recommendations are a positive contribution to Government Policy**

- Individuals: 0
- Organisations: 1

**Key to contributing to Government Policy is funding / investment**

- Individuals: 0
- Organisations: 2

**Focus on helping Local Authorities contribute**

- Individuals: 0
- Organisations: 1

**General criticism of engagement/consultation**

- Individuals: 0
- Organisations: 1

**Different regions across Scotland have different needs**

- Individuals: 0
- Organisations: 1

**Changing behaviours is fundamental**

- Individuals: 0
- Organisations: 4

**Refers to economic opportunities**

- Individuals: 0
- Organisations: 4

**Comparisons to other countries**

- Individuals: 0
- Organisations: 1

Base (n) respondents provided comment: Individuals (n=117); Organisations (n=87)

Comments on the recommendation themes for Increasing Safety and Resilience on the Strategic Transport Network

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 26
- Organisations: 21

**Roads should not be prioritised**

- Individuals: 16
- Organisations: 10

**Positive reference to speed limits**

- Individuals: 13
- Organisations: 8

**Specific road names given (regarding safety and resilience)**

- Individuals: 12
- Organisations: 16

**Active travel should be prioritised more in STPR2 plans**

- Individuals: 8
- Organisations: 4

**More encouragement needed to move away from car / use other modes of transport**

- Individuals: 8
- Organisations: 3

**Roads should be prioritised more in STPR2 plans**

- Individuals: 7
- Organisations: 7

**Safety should be priority more in STPR2 plans**

- Individuals: 7
- Organisations: 12

**Improvements needed to road conditions**

- Individuals: 6
- Organisations: 1

**Reference to traffic enforcement measures**

- Individuals: 5
- Organisations: 5

**Negative reference to speed limits**

- Individuals: 5
- Organisations: 0

**Comment on specific recommendation**

- Individuals: 5
- Organisations: 14

**Need segregated active travel infrastructure**

- Individuals: 4

- Organisations: 1

**Public Transport should be prioritised more in STPR2 plans**

- Individuals: 4
- Organisations: 0

**Reduced vehicle volumes will mean safer networks**

- Individuals: 4
- Organisations: 2

**Need safe active travel infrastructure**

- Individuals: 3
- Organisations: 3

**Rail should be prioritised more in STPR2 plans**

- Individuals: 3
- Organisations: 1

**Suggests restoring railways / opening lines**

- Individuals: 3
- Organisations: 2

**Suggests freight / mass transit should be moved from road to rail**

- Individuals: 3
- Organisations: 1

**Improvements needed to road conditions for safety and resilience**

- Individuals: 3
- Organisations: 0

**Does not consider the whole of Scotland**

- Individuals: 3
- Organisations: 2

**Comment about connectivity of islands**

- Individuals: 3
- Organisations: 2

**Criticism of government**

- Individuals: 3
- Organisations: 1

**Need education on highway code / change in culture and attitudes towards active travel**

- Individuals: 2
- Organisations: 1

**Comment about EV vehicles / EV infrastructure**

- Individuals: 2
- Organisations: 1

**Improvements needed to road network for safety and resilience**

- Individuals: 2
- Organisations: 3

**Does not address rural and urban connectivity**

- Individuals: 2
- Organisations: 1

**No commitment to deliver schemes / no plans showing how it will be achieved**

- Individuals: 2
- Organisations: 0

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 2

- Organisations: 0

**Refers to health and wellbeing**

- Individuals: 2
- Organisations: 0

**Active travel not always viable / practical / accessible / reliable**

- Individuals: 1
- Organisations: 0

**Need connected active travel networks**

- Individuals: 1
- Organisations: 3

**Comment about rail / port / airport / road connections**

- Individuals: 1
- Organisations: 0

**Complaint about bus network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 1
- Organisations: 0

**Ferry travel should be prioritised more in STPR2 plans**

- Individuals: 1
- Organisations: 0

**Suggestions to improve ferry travel**

- Individuals: 1
- Organisations: 0

**Improvements needed to road network**

- Individuals: 1
- Organisations: 3

**Recommendations penalise road users in rural areas**

- Individuals: 1
- Organisations: 0

**Comment about tunnels and bridges**

- Individuals: 1
- Organisations: 2

**Other suggestions for improved road travel**

- Individuals: 1
- Organisations: 0

**Support decarbonising transport**

- Individuals: 1
- Organisations: 0

**Hope recommendations and plans are not influenced by lobbyists**

- Individuals: 1
- Organisations: 0

**Comments / suggestions for named locations**

- Individuals: 1
- Organisations: 0

**STPR2 plans should be implemented as soon as possible**

- Individuals: 1
- Organisations: 0

**More needs to be done**

- Individuals: 1
- Organisations: 0



**Refers to regional and/or local economy**

- Individuals: 1
- Organisations: 2

**Refers to social inequalities**

- Individuals: 1
- Organisations: 0

**Refers to environment**

- Individuals: 1
- Organisations: 5

**Refers to protected characteristics**

- Individuals: 1
- Organisations: 0

**Concern about accuracy / validity / usefulness of data in relation to transport / travel**

- Individuals: 1
- Organisations: 0

**Don't know/unsure/feel unable to comment**

- Individuals: 1
- Organisations: 4

**Improvements needed to pavement and road maintenance to enable/improve active travel**

- Individuals: 0
- Organisations: 1

**Cycle infrastructure should be prioritised**

- Individuals: 0
- Organisations: 1

**Too focused on cycle infrastructure**

- Individuals: 0
- Organisations: 1

**Complaint about rail network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 0
- Organisations: 1

**Further suggestions to improve rail network**

- Individuals: 0
- Organisations: 1

**Specific lines / areas mentioned**

- Individuals: 0
- Organisations: 1

**Bus travel should be prioritised more in STPR2 plans**

- Individuals: 0
- Organisations: 1

**Complaint about ferry travel / the lack of upgrades to ferry travel**

- Individuals: 0
- Organisations: 1

**Local road networks should be a priority**

- Individuals: 0
- Organisations: 5

**Resilience should be priority more in STPR2 plans**

- Individuals: 0
- Organisations: 5

**Focus on helping Local Authorities contribute**

- Individuals: 0
- Organisations: 1

**Consultation is unclear and complex**

- Individuals: 0
- Organisations: 4

**Changing behaviours is fundamental**

- Individuals: 0
- Organisations: 2

**Refers to economic opportunities**

- Individuals: 0
- Organisations: 2

Base (n) respondents provided comment: Individuals (n=98); Organisations (n=84)

Comments on the recommendation themes for Strengthening Strategic Connections

**Specific lines / areas mentioned**

- Individuals: 21
- Organisations: 15

**Suggests freight / mass transit should be moved from road to rail**

- Individuals: 16
- Organisations: 13

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 13
- Organisations: 14

**Comment about rail / port / airport / road connections**

- Individuals: 11
- Organisations: 10

**Does not consider the whole of Scotland**

- Individuals: 11
- Organisations: 9

**Comments / suggestions for named locations**

- Individuals: 11
- Organisations: 15

**Comment refers to high speed rail**

- Individuals: 10
- Organisations: 4

**Suggests restoring railways / opening lines**

- Individuals: 7
- Organisations: 6

**Comment about tunnels and bridges**

- Individuals: 6
- Organisations: 5

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 5
- Organisations: 6

**Rail should be prioritised more in STPR2 plans**

- Individuals: 4
- Organisations: 3

**Complaint about rail network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 4
- Organisations: 3

**Comment on port infrastructure**

- Individuals: 4
- Organisations: 9

**Comment refers to the funding of decarbonising transport networks in Scotland**

- Individuals: 4
- Organisations: 1

**Comment about connectivity of islands**

- Individuals: 4
- Organisations: 8

**Complaint about ferry travel / the lack of upgrades to ferry travel**

- Individuals: 3
- Organisations: 4

**Comment on specific recommendation**

- Individuals: 3
- Organisations: 15

**Suggests opening more stations**

- Individuals: 2
- Organisations: 3

**Further suggestions to improve rail network**

- Individuals: 2
- Organisations: 3

**Ferry travel should be prioritised more in STPR2 plans**

- Individuals: 2
- Organisations: 10

**Improvements needed to road network**

- Individuals: 2
- Organisations: 9

**Reference to traffic enforcement measures**

- Individuals: 2
- Organisations: 2

**Consultation is unclear and complex**

- Individuals: 2
- Organisations: 0

**Plans only benefit the central belts/areas (e.g. wealthiest)**

- Individuals: 2
- Organisations: 0

**Does not address rural and urban connectivity**

- Individuals: 2
- Organisations: 3

**Waste of resources**

- Individuals: 2
- Organisations: 0

**Criticism of government**

- Individuals: 2

- Organisations: 1

**Don't know/unsure/feel unable to comment**

- Individuals: 2
- Organisations: 1

**Active travel should be prioritised more in STPR2 plans**

- Individuals: 1
- Organisations: 2

**Need safe active travel infrastructure**

- Individuals: 1
- Organisations: 2

**Cycle infrastructure should be prioritised**

- Individuals: 1
- Organisations: 1

**All public transport hubs should be easily accessible / step-free**

- Individuals: 1
- Organisations: 2

**Complaint about the lack of upgrades to rail networks**

- Individuals: 1
- Organisations: 2

**Comment refers to Light Rail / tram infrastructure**

- Individuals: 1
- Organisations: 3

**Bus travel should be prioritised more in STPR2 plans**

- Individuals: 1
- Organisations: 1

**Roads should be prioritised more in STPR2 plans**

- Individuals: 1
- Organisations: 0

**Roads should not be prioritised**

- Individuals: 1
- Organisations: 5

**Local road networks should be a priority**

- Individuals: 1
- Organisations: 0

**Need zero emissions infrastructure**

- Individuals: 1
- Organisations: 0

**Need equal decarbonisation across rural and urban**

- Individuals: 1
- Organisations: 2

**STPR2 recommendations do not contribute to Government Policy**

- Individuals: 1
- Organisations: 0

**Suggest further consultation is carried out/consultation was inadequate**

- Individuals: 1
- Organisations: 1

**Different regions across Scotland have different needs**

- Individuals: 1
- Organisations: 2

**No commitment to deliver schemes / no plans showing how it will be achieved**

- Individuals: 1
- Organisations: 1

**Focus needed on integrated transport networks**

- Individuals: 1
- Organisations: 5

**Refers to regional and/or local economy**

- Individuals: 1
- Organisations: 4

**Refers to environment**

- Individuals: 1
- Organisations: 3

**Active travel should be prioritised in rural areas / on a local scale**

- Individuals: 0
- Organisations: 1

**Need cycle storage / cycle racks**

- Individuals: 0
- Organisations: 1

**Need connected public transport networks**

- Individuals: 0
- Organisations: 4

**Improvement needed to information and ticketing systems**

- Individuals: 0
- Organisations: 1

**Suggestions to improve ferry travel**

- Individuals: 0
- Organisations: 3

**More encouragement needed to move away from car / use other modes of transport**

- Individuals: 0
- Organisations: 1

**Comment about EV vehicles / EV infrastructure**

- Individuals: 0
- Organisations: 1

**Negative reference to speed limits**

- Individuals: 0
- Organisations: 1

**Support decarbonising transport**

- Individuals: 0
- Organisations: 1

**Support decarbonising public transport**

- Individuals: 0
- Organisations: 1

**Improvements needed to road network for safety and resilience**

- Individuals: 0
- Organisations: 1

**Specific road names given (regarding safety and resilience)**

- Individuals: 0
- Organisations: 3

**Key to contributing to Government Policy is delivery and implementation of recommendations**

- Individuals: 0

- Organisations: 1

**Key to contributing to Government Policy is funding / investment**

- Individuals: 0

- Organisations: 1

**Refers to economic opportunities**

- Individuals: 0

- Organisations: 1

**Refers to social inequalities**

- Individuals: 0

- Organisations: 1

**Refers to health and wellbeing**

- Individuals: 0

- Organisations: 1

Base (n) respondents provided comment: Individuals (n=92); Organisations (n=72)

Additional themes / comments provided on the STPR2 recommendations' contribution to Government policy

**Key to contributing to Government Policy is delivery and implementation of recommendations**

- Individuals: 21

- Organisations: 13

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 14

- Organisations: 17

**Does not consider the whole of Scotland**

- Individuals: 12

- Organisations: 10

**STPR2 recommendations do not contribute to Government Policy**

- Individuals: 11

- Organisations: 10

**Recommendations are not SMART**

- Individuals: 6

- Organisations: 2

**Plans only benefit the central belts/areas (e.g. wealthiest)**

- Individuals: 5

- Organisations: 0

**Complaint about public transport / suggestion for improvements (e.g. affordability, reliability)**

- Individuals: 4

- Organisations: 1

**More encouragement needed to move away from car / use other modes of transport**

- Individuals: 4

- Organisations: 6

**Comments / suggestions for named locations**

- Individuals: 4

- Organisations: 4

**Refers to social inequalities**

- Individuals: 4

- Organisations: 8

**Public Transport should be prioritised more in STPR2 plans**

- Individuals: 3
- Organisations: 1

**Comment refers to Light Rail / tram infrastructure**

- Individuals: 3
- Organisations: 1

**Roads should not be prioritised**

- Individuals: 3
- Organisations: 3

**STPR2 recommendations are a positive contribution to Government Policy**

- Individuals: 3
- Organisations: 16

**General criticism of engagement/consolation**

- Individuals: 3
- Organisations: 2

**More information needed about STPR2 plans (e.g. timescales, cost information, more details on plans)**

- Individuals: 3
- Organisations: 9

**Don't know/unsure/feel unable to comment**

- Individuals: 3
- Organisations: 0

**Public Transport should be prioritised in rural areas / on a local scale**

- Individuals: 2
- Organisations: 3

**All public transport hubs should be easily accessible / step-free**

- Individuals: 2
- Organisations: 1

**Rail should be prioritised more in STPR2 plans**

- Individuals: 2
- Organisations: 0

**Complaint about rail network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 2
- Organisations: 1

**Specific lines / areas mentioned**

- Individuals: 2
- Organisations: 1

**Recommendations penalise road users**

- Individuals: 2
- Organisations: 1

**Supports urgency to decarbonise**

- Individuals: 2
- Organisations: 0

**Recommendations are not in touch with actual needs**

- Individuals: 2
- Organisations: 0

**More needs to be done**

- Individuals: 2



- Organisations: 7

**Active travel should be prioritised more in STPR2 plans**

- Individuals: 1
- Organisations: 2

**Need education on highway code / change in culture and attitudes towards active travel**

- Individuals: 1
- Organisations: 0

**Too focused on cycle infrastructure**

- Individuals: 1
- Organisations: 0

**Need cycle storage / cycle racks**

- Individuals: 1
- Organisations: 0

**Comment refers to accessibility of bikes / ebikes / scooters / other**

- Individuals: 1
- Organisations: 1

**Need connected public transport networks**

- Individuals: 1
- Organisations: 0

**Improvement needed to information and ticketing systems**

- Individuals: 1
- Organisations: 0

**Public transport should be nationalised**

- Individuals: 1
- Organisations: 0

**Suggests restoring railways / opening lines**

- Individuals: 1
- Organisations: 0

**Further suggestions to improve rail network**

- Individuals: 1
- Organisations: 1

**Comment about rail / port / airport / road connections**

- Individuals: 1
- Organisations: 0

**Complaint about bus network/suggest improvements needed (e.g. affordability, reliability)**

- Individuals: 1
- Organisations: 1

**Ferry travel should be prioritised more in STPR2 plans**

- Individuals: 1
- Organisations: 1

**Need zero emissions infrastructure**

- Individuals: 1
- Organisations: 5

**Other suggestions for improved road travel**

- Individuals: 1
- Organisations: 1

**Support decarbonising transport**

- Individuals: 1

- Organisations: 0

**Comment refers to the funding of decarbonising transport networks in Scotland**

- Individuals: 1
- Organisations: 2

**Key to contributing to Government Policy is funding / investment**

- Individuals: 1
- Organisations: 9

**Focus on helping Local Authorities contribute**

- Individuals: 1
- Organisations: 1

**Hope recommendations and plans are not influenced by lobbyists**

- Individuals: 1
- Organisations: 0

**Consultation is unclear and complex**

- Individuals: 1
- Organisations: 3

**Suggest further consultation is carried out/consultation was inadequate**

- Individuals: 1
- Organisations: 1

**Concern that consultation response will not be considered/impact on decisions (e.g. is a tick box exercise)**

- Individuals: 1
- Organisations: 0

**Comment about connectivity of islands**

- Individuals: 1
- Organisations: 4

**Different regions across Scotland have different needs**

- Individuals: 1
- Organisations: 6

**Focus needed on integrated transport networks**

- Individuals: 1
- Organisations: 5

**Changing behaviours is fundamental**

- Individuals: 1
- Organisations: 1

**Influencing travel behaviours is difficult**

- Individuals: 1
- Organisations: 0

**Refers to environment**

- Individuals: 1
- Organisations: 5

**Refers to protected characteristics**

- Individuals: 1
- Organisations: 1

**Comparisons to other countries**

- Individuals: 1
- Organisations: 0

**Active travel not always viable / practical / accessible / reliable**

- Individuals: 0
- Organisations: 3

**Comment refers to weather / climate**

- Individuals: 0
- Organisations: 1

**Need safe active travel infrastructure**

- Individuals: 0
- Organisations: 1

**Improvements needed to pavement and road maintenance to enable/improve active travel**

- Individuals: 0
- Organisations: 1

**Complaint about the lack of upgrades to public transport**

- Individuals: 0
- Organisations: 1

**Suggests freight / mass transit should be moved from road to rail**

- Individuals: 0
- Organisations: 1

**Bus travel should be prioritised more in STPR2 plans**

- Individuals: 0
- Organisations: 2

**Complaint about ferry travel / the lack of upgrades to ferry travel**

- Individuals: 0
- Organisations: 3

**Comment on port infrastructure**

- Individuals: 0
- Organisations: 1

**Improvements needed to road network**

- Individuals: 0
- Organisations: 3

**Local road networks should be a priority**

- Individuals: 0
- Organisations: 1

**Comment about EV vehicles / EV infrastructure**

- Individuals: 0
- Organisations: 2

**Reference to traffic enforcement measures**

- Individuals: 0
- Organisations: 1

**Need equal decarbonisation across rural and urban**

- Individuals: 0
- Organisations: 6

**Safety should be priority more in STPR2 plans**

- Individuals: 0
- Organisations: 2

**Resilience should be priority more in STPR2 plans**

- Individuals: 0
- Organisations: 3

**Reduced vehicle volumes will mean safer networks**

- Individuals: 0
- Organisations: 1

**Improvements needed to road network for safety and resilience**

- Individuals: 0
- Organisations: 1

**Comment on specific recommendation**

- Individuals: 0
- Organisations: 2

**Refers to regional and/or local economy**

- Individuals: 0
- Organisations: 7

**Refers to economic opportunities**

- Individuals: 0
- Organisations: 6

**Refers to health and wellbeing**

- Individuals: 0
- Organisations: 3

**Concern about accuracy / validity / usefulness of data in relation to transport / travel**

- Individuals: 0
- Organisations: 1

Base (n) respondents provided comment: Individuals (n=87); Organisations (n=65)

Top 10 Additional plans, policies and programmes relevant to STPR2 that should be considered

**Suggests restoring/reopening closed railways (e.g. Aberdeen - Dyce - Ellon / Fraserburgh / Peterhead)**

- Individuals: 8
- Organisations: 2

**Should consider/improve ferry services (e.g. to Europe, between islands)**

- Individuals: 6
- Organisations: 1

**Need more consideration about rural areas/remote communities (e.g. impacts of plans on them, improvements needed, social isolation, accessibility issues)**

- Individuals: 3
- Organisations: 0

**Need to improve environmental performance of trains/rail network/further decarbonise railway network**

- Individuals: 3
- Organisations: 0

**Other comment/suggestion about the road network/infrastructure**

- Individuals: 3
- Organisations: 1

**Support the plans to take climate action/reduce the impact on the environment/this is important (e.g. should achieve net zero as soon as possible)**

- Individuals: 2
- Organisations: 1

**The Strategic Environmental Assessment (SEA) is not comprehensive enough/does not consider all of Scotland/different circumstances in areas**

- Individuals: 2
- Organisations: 0

**Concern about the implementation of plans and strategies/that they won't come to**

**fruition (e.g. plans sound good but actually need to be implemented to benefit Scotland)**

- Individuals: 2
- Organisations: 0

**More information needed about STPR2 plans/SEA/feel that the plan for delivery is unclear (e.g. timescales, cost information, more details on plans)**

- Individuals: 2
- Organisations: 2

**Need to further consider how to reduce the negative environmental impact on green spaces/wildlife/how to improve green spaces/wildlife (e.g. reversing existing damage)**

- Individuals: 2
- Organisations: 1

**Further consideration is needed about tourism (e.g. off-road parking, use of motorhomes)**

- Individuals: 2
- Organisations: 0

**Need improvements to public transport/suggestions for improvements to services (e.g. provision, frequency, reliability)**

- Individuals: 2
- Organisations: 0

**Need to improve integration between different modes of travel (e.g. connecting from bus to train, bus to cycling)**

- Individuals: 2
- Organisations: 0

**Other comment about bus network/services (e.g. rapid bus transit, nationalising bus services)**

- Individuals: 2
- Organisations: 0

**Need improvements to rail network/suggestions for improvements to services (e.g. provision, frequency, reliability, affordability etc.)**

- Individuals: 2
- Organisations: 2

**Need improvements to active travel infrastructure/suggestions for improvements to active travel (e.g. more walking routes)**

- Individuals: 2
- Organisations: 0

**Consultation/materials are unclear/complex/should be simpler**

- Individuals: 2
- Organisations: 0

**Concern about political considerations negatively influencing plans/limiting their effectiveness**

- Individuals: 1
- Organisations: 0

**Need more consideration/focus to reduce social inequalities across Scotland and addressing the needs of those in disadvantaged areas**

- Individuals: 1
- Organisations: 0

**Suggest more social/leisure facilities in Scotland/regeneration of areas**

- Individuals: 1

- Organisations: 0

**Need to further consider the impact of further road building/new towns/more house-building in Scotland (e.g. is existing infrastructure in place to support this?)**

- Individuals: 1
- Organisations: 0

**Need improvements to freight systems/vehicles to reduce environmental impact/decarbonisation of freight vehicles/infrastructure**

- Individuals: 1
- Organisations: 2

**Should support/encourage more use of/switching to electric/low-emission vehicles/infrastructure**

- Individuals: 1
- Organisations: 0

**Other plans/policies/programmes/areas suggested for consideration**

- Individuals: 1
- Organisations: 5

**Need to improve accessibility of public transport for disabled people**

- Individuals: 1
- Organisations: 0

**Other comment about public transport/services**

- Individuals: 1
- Organisations: 0

**Need improvements to bus network/suggestions for improvements to services (e.g. provision, frequency, reliability, affordability etc.)**

- Individuals: 1
- Organisations: 0

**Need to improve rail access/connectivity across Scotland (e.g. more stations should be opened)**

- Individuals: 1
- Organisations: 0

**Improvement/expansion requested for light rail/tram/subway system**

- Individuals: 1
- Organisations: 0

**Active travel is not a viable option for some people (e.g. disabled people)**

- Individuals: 1
- Organisations: 0

**Other comment about active travel**

- Individuals: 1
- Organisations: 0

**Improvements needed to current road network/criticism of existing road infrastructure (e.g. dualling of roads, connectivity)**

- Individuals: 1
- Organisations: 2

**Concern that plans will increase journey times/make journeys more inconvenient/disagree with discouraging car use**

- Individuals: 1
- Organisations: 0

**Need to consider how to further reduce/discourage car use**

- Individuals: 1
- Organisations: 0

**General criticism of engagement/consultation**

- Individuals: 1
- Organisations: 0

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 1
- Organisations: 1

**Comparisons to other countries**

- Individuals: 1
- Organisations: 0

**Don't know/unsure/feel unable to comment**

- Individuals: 1
- Organisations: 1

**Support the Strategic Environmental Assessment (SEA)/feel it comprehensively considers the potential impacts**

- Individuals: 0
- Organisations: 2

**Should further consider the accessibility/connectivity of islands (e.g. these are more vulnerable to impacts of climate change)**

- Individuals: 0
- Organisations: 1

**Improvements needed to road network/infrastructure in rural areas/remote communities**

- Individuals: 0
- Organisations: 1

**Offer/request to participate in further consultation**

- Individuals: 0
- Organisations: 1

Base (n) respondents provided comment: Individuals (n=55); Organisations (n=20)

Additional comments / suggestions to be captured

**Should consider/improve ferry services (e.g. to Europe, between islands)**

- Individuals: 4
- Organisations: 3

**Other comment/suggestion (does not fit into code frame)**

- Individuals: 4
- Organisations: 4

**Concern about the implementation of plans and strategies/that they won't come to fruition (e.g. plans sound good but actually need to be implemented to benefit Scotland)**

- Individuals: 3
- Organisations: 2

**More information needed about STPR2 plans/SEA/feel that the plan for delivery is unclear (e.g. timescales, cost information, more details on plans)**

- Individuals: 3
- Organisations: 2

**Should support/encourage more use of/switching to electric/low-emission vehicles/infrastructure**

- Individuals: 3



- Organisations: 1

**Need improvements to public transport/suggestions for improvements to services (e.g. provision, frequency, reliability, affordability)**

- Individuals: 2
- Organisations: 0

**Need to improve integration between different modes of travel (e.g. connecting from bus to train, bus to cycling)**

- Individuals: 2
- Organisations: 0

**Other comment about bus network/services (e.g. rapid bus transit, nationalising bus services)**

- Individuals: 2
- Organisations: 0

**Consultation/materials are unclear/complex/should be simpler**

- Individuals: 2
- Organisations: 0

**Support the plans to take climate action/reduce the impact on the environment/this is important (e.g. should achieve net zero as soon as possible)**

- Individuals: 1
- Organisations: 2

**The Strategic Environmental Assessment (SEA) is not comprehensive enough/does not consider all of Scotland/different circumstances**

- Individuals: 1
- Organisations: 1

**Need more consideration/focus to reduce social inequalities across Scotland and addressing the needs of those in disadvantaged areas**

- Individuals: 1
- Organisations: 0

**Suggest more social/leisure facilities in Scotland/regeneration of areas**

- Individuals: 1
- Organisations: 0

**Need to improve awareness/education/achieve cultural change to improve environmental and social responsibility**

- Individuals: 1
- Organisations: 0

**Need to further consider how to reduce the negative environmental impact on green spaces/wildlife/how to improve green spaces/wildlife (e.g. reversing existing damage)**

- Individuals: 1
- Organisations: 1

**Need to further consider the impact of further road building/new towns/more house-building in Scotland (e.g. is existing infrastructure in place to support this?)**

- Individuals: 1
- Organisations: 0

**Need improvements to freight systems/vehicles to reduce environmental impact/decarbonisation of freight vehicles/infrastructure**

- Individuals: 1
- Organisations: 1

**Concern about the uncertainty of plans/policies/programmes/other aspects and how they will impact Scotland**

- Individuals: 1
- Organisations: 0

**Concerns/doubts about the accuracy/usefulness of baseline data (e.g. bias, not considering all aspects, incorrect forecasting)**

- Individuals: 1
- Organisations: 0

**Need to improve access to bus services/connectivity across Scotland (e.g. more stations should be opened)**

- Individuals: 1
- Organisations: 0

**Suggests restoring/reopening closed railways (e.g. Aberdeen - Dyce - Ellon / Fraserburgh / Peterhead)**

- Individuals: 1
- Organisations: 2

**Need improvements to active travel infrastructure/suggestions for improvements to active travel (e.g. more walking routes, cycle paths)**

- Individuals: 1
- Organisations: 0

**Other comment about active travel**

- Individuals: 1
- Organisations: 0

**Improvements needed to current road network/criticism of existing road infrastructure (e.g. dualling of roads, connectivity)**

- Individuals: 1
- Organisations: 1

**Concern that plans will increase journey times/make journeys more inconvenient/disagree with discouraging car use**

- Individuals: 1
- Organisations: 0

**Other comment/suggestion about the road network/infrastructure**

- Individuals: 0
- Organisations: 1

**General criticism of engagement/consultation**

- Individuals: 1
- Organisations: 0

**Support the Strategic Environmental Assessment (SEA)/feel it comprehensively considers the potential impacts**

- Individuals: 0
- Organisations: 1

**Support the plans to improve health and wellbeing/this is important**

- Individuals: 0
- Organisations: 2

**Support the plans to reduce social inequalities/this is important**

- Individuals: 0
- Organisations: 1

**Need more consideration about rural areas/remote communities (e.g. impacts of plans on them, improvements needed, social isolation, accessibility issues)**

- Individuals: 0
- Organisations: 1

**Other plans/policies/programmes/areas suggested for consideration**

- Individuals: 0
- Organisations: 4

**Public transport is not always a viable option in rural areas**

- Individuals: 0
- Organisations: 1

**Need to improve environmental performance of trains/rail network/further decarbonise railway network**

- Individuals: 0
- Organisations: 1

**Offer/request to participate in further consultation**

- Individuals: 0
- Organisations: 2

Base (n) respondents provided comment: Individuals (n=39); Organisations (n=23)

