

National Transport Strategy

1.0 EXECUTIVE SUMMARY

1.1 Transport Scotland are undertaking a review of the National Transport Strategy and associated Strategic Transport Projects Review (STPR) which will:-

- set out an updated vision for what kind of transport system we want for the whole of Scotland over the next 20 years or so and how we plan to get there;
- look at how we can successfully address the strategic challenges facing our transport system and how we can take advantage of any opportunities that present themselves;
- The STPR will set out the key transport investment priorities across all modes;
- The NTS/STPR will be aligned with the emerging policy and legislative landscape in Scotland including the outcomes from the independent planning review, Climate Change Plan, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill.

1.2 A wide programme of engagement across Scotland will be delivered to ensure that transport users also have an opportunity to feed into the NTS review process. Stakeholder consultation workshops will take place in Argyll and Bute on the following dates:-

- Helensburgh – Helensburgh and Lomond Civic Centre, Annexe Room 1 – Friday 3rd May 2019, 1pm-4pm;
- Tarbert – Tarbert Village Hall, Main Hall – Wednesday 8th May 2019, 1-4pm;
- Oban – The Royal Hotel, Blasta Room – Thursday 30th May 2019, 1-4pm;
- Dunoon – Queens Hall, Meeting Room 1 – Wednesday 15th May 2019, 1pm-4pm;

1.3 The initial workshops will focus on local public and private sector stakeholders with an interest in transport and as such, will not be open to the general public. A wider public consultation exercise will also be undertaken and this is likely to be via an on-line survey. Transport Scotland and their NTS / STPR Consultants Jacobs, Aecom will also undertake a workshop for elected members at Kilmory on the 17th June 2019.

- 1.4 As part of the evidence based approach adopted by Transport Scotland, officers from Argyll and Bute Council have been working with Transport Scotland and their consultants to compile a portfolio of evidence in support of additional funding being directed towards transport infrastructure and services via the STPR process. Investment priorities are also being supported via the Council's Rural Growth Deal proposition and Economic Strategy which both have a strong focus on connectivity and enhancing local routes to market.
- 1.5 The NTS Review will work towards a formal public consultation on a draft strategy in early 2019 with a view to publishing the successor strategy in July 2019. The draft STPR is expected in 2020 although specific dates for this have yet to be finalised.

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2.0 INTRODUCTION

- 2.1 In August 2016, Humza Yousaf MSP, the Minister for Transport and the Islands announced that the National Transport Strategy (NTS) and associated Strategic Transport Projects Review (STPR) will be subject to a comprehensive review to develop a successor strategy, one that sets out a compelling vision and investment programme for transport over the next 20 years.
- 2.2 The review of the NTS and STPR will be a collaborative process involving partnership working to develop a robust evidence base. As part of this process a wide programme of engagement across Scotland will be delivered to ensure that transport users and key stakeholders have an opportunity to feed into the NTS / STPR review process.
- 2.3 Officers from Argyll and Bute Council are engaging with Transport Scotland and their associated consultants Jacobs, Aecom via a series of stakeholder engagement workshops and meetings. The Council are also lobbying the Scottish Government for increased investment in transport infrastructure and services via the Rural Growth Deal which has a strong focus on connectivity and routes to market. This work will feed into the NTS / STPR process.
- 2.4 Argyll and Bute Council have prepared a list of key transport interventions required to support economic growth and social inclusion in the region and this is included as **Appendix 1** of this report. This list will form the basis of future discussions with Transport Scotland as part of the Rural Growth Deal and STPR negotiations.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members consider

- (i) Appendix 1 as Top Transport Priorities for Argyll and Bute to support economic growth and social inclusion.
- (ii) Appendix 1 to be used and referred to in pursuing support from Minister of Transport and feed into response to consultation on NTS2/STPR.

4.0 DETAIL

- 4.1 The main aim of the NTS Review will be to build upon the original National Transport Strategy (NTS 2006) and the refreshed NTS 2016 to produce and publish 'NTS2', setting the strategic direction for transport in Scotland over the next twenty years.
- 4.2 The scope of the review will include transport connectivity within Scotland, with the UK and internationally. It is recognised that transport links within Scotland play a key part in attracting inward investment to Scotland.
- 4.3 The review will set out the evidence base for future transport needs including identifying consistent or different needs between rural, coastal, islands, city and urban areas.
- 4.4 It will make recommendations on transport governance, delivering on the recommendations in the NTS Refresh that a full review should set out roles and responsibilities and propose modification if appropriate.
- 4.5 To support the overarching Scottish Government requirement for sustainable, inclusive economic growth, the review will also be aligned with concurrent cross cutting Scottish Government policies. The scope of the review will also address specific issues and opportunities in the context of NTS including:-
 - Climate change
 - Integrations
 - Air quality
 - Resilience
 - Congestion
 - Reducing inequality and increasing accessibility
 - Sustainable and inclusive economic growth
 - Innovation
 - Public Health and wellbeing
 - Behavioural Change
 - Identifying 'game-changing' events or technologies
- 4.6 The Scottish Government is committed to aligning NTS2 with the emerging policy and legislative landscape in Scotland, including the outcomes from the independent planning review, Climate Change Plan, local government review, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill.
- 4.7 In addition to the NTS2, there will also be a review of the associated STPR which will set out the Scottish Governments key transport investment priorities over the next 20 years. This will include a review of the investment projects included in the existing STPR which have not yet been delivered.

- 4.8 Argyll and Bute Council will lobby Transport Scotland for increased investment in local transport infrastructure and services via the NTS/STPR process. The Council are also in the process of negotiating a Rural Growth Deal for the region with the UK and Scottish Governments and this includes a strong focus on connectivity and safeguarding / improving key routes to market.
- 4.9 Appendix 1 includes a list of the top transport priorities for Argyll and Bute, approved at the Environment, Development and Infrastructure Committee on 7th June 2018, to support economic development and social inclusion. It is intended to use this to lobby and pursue support from the Minister of Transport and also feed these priorities into the National Transport Strategy consultation and subsequent STPR Review.
- 4.10 As part of the review of the NTS / STPR, Transport Scotland supported by their consultants will deliver a wide programme of engagement across Scotland to ensure that transport users have an opportunity to feed into the process. Initially, stakeholder consultation workshops will take place in Argyll and Bute on the following dates:-
- Helensburgh – Helensburgh and Lomond Civic Centre, Annexe Room 1 – Friday 3rd May 2019, 1pm-4pm;
 - Tarbert – Tarbert Village Hall, Main Hall – Wednesday 8th May 2019, 1-4pm;
 - Oban – The Royal Hotel, Blasta Room – Thursday 30th May 2019, 1-4pm;
 - Dunoon – Queens Hall, Meeting Room 1 – Wednesday 15th May 2019, 1pm-4pm;
- 4.11 The initial workshops will focus on local public and private sector stakeholders with an interest in transport and as such, will not be open to the general public. A wider public consultation exercise will also be undertaken and this is likely to be via an on-line survey.
- 4.12 Transport Scotland will also undertake a workshop for elected members at Kilmory on the 17th June 2019.
- 4.13 As part of the evidence based approach adopted by Transport Scotland, officers from Argyll and Bute Council have been working with Transport Scotland and their consultants to compile a portfolio of evidence in support of additional funding being directed towards critical transport infrastructure and services via the STPR process.
- 4.14 A draft of the NTS2 is anticipated later in 2019 with the revised STPR to follow in 2020.

5.0 CONCLUSION

- 5.1 Transport Scotland are undertaking a review of the National Transport Strategy and associated Strategic Transport Projects Review (STPR) and

this will include a wide programme of engagement across Scotland.

- 5.2 As part of this process, Argyll and Bute Council will lobby Transport Scotland for increased investment in key local transport infrastructure and services. In support of this, this Council have developed a list of key transport priorities for the region and this is included in **Appendix 1** of this report.
- 5.3 Argyll and Bute Council will also lobby and pursue support from the Scottish Government for increased transport investment via a proposed Rural Growth Deal for the region.
- 5.4 As part of this process Transport Scotland supported by their consultants will deliver a wide programme of engagement across Scotland to ensure that transport users have an opportunity to feed into the process. In Argyll and Bute this will include targeted stakeholder workshops and a member's seminar. There will also be a wider public consultation undertaken on behalf of Transport Scotland.
- 5.5 As part of the evidence based approach adopted by Transport Scotland, officers from Argyll and Bute Council have been working with Transport Scotland and their consultants to compile a portfolio of evidence in support of additional funding being directed towards critical transport infrastructure and services via the STPR process.

6.0 IMPLICATIONS

- 6.1 Policy - The NTS2 will give greater consideration to key policy areas including ferries and aviation which the Council has a current service delivery function.
- 6.2 Financial - The NTS2 offers the opportunity to lobby for improvements to the transport network to be delivered at a national level through the Strategic Transport Project Review which will follow the NTS2 and will be delivered by Transport Scotland.
- 6.3 Legal – The roles and responsibilities work associated with the NTS will consider transport governance.
- 6.4 HR – N/A
- 6.5 Equalities/Fairer Scotland Duty – A number of equality impact assessments will be undertaken as part of the NTS/STPR review.
- 6.6 Risk – Lack of investment in transport services and infrastructure will constrain economic growth in Argyll and Bute.

6.7 Customer Service – None.

Executive Director of Development and Infrastructure, Pippa Milne
Policy Lead Councillor Aileen Morton
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For further information contact: Moya Ingram Strategic Transportation Manager
 01546604190 moya.ingram@argyll-bute.gov.uk

Appendix 1 – Top Transport Priorities for Argyll and Bute

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 (Approved by the Environment, Development and Infrastructure Committee 7/6/18)

Top Transport Priorities Argyll and Bute to support economic growth and social inclusion	Issue	Action
ROADS		
A 82 Trunk Road - Road Upgrade	The A82 is a key economic driver for the West Highlands. There is a need to upgrade the Loch Lomond section of road Tarbet to Inverarnan section.	Ensure that the programme of works identified by the Scottish Government is implemented asap.
A 83 Trunk Road – Road Upgrade	The A83 is the primary transport corridor into much of Argyll from the central belt. There is a need for a comprehensive programme of investment to improve road resilience, safety and journey times.	Produce a clear timetable of actions to deliver identified problem areas including. <ul style="list-style-type: none"> • Strone point (Underway) • Erines • Dunderave • Balmore Rd. Tarbert Need for enhanced capital/maintenance programme to tackle roads vulnerability to flood and frost damage.
A 83 Trunk Road Upgrade – Rest and Be Thankful	Need for permanent solution for R&BT	Action to determine the best “once and for all solution” to address landslip risk public perceptions.
A85 Trunk Road Upgrade - Oban to Tyndrum/Oban Development Road	Relatively slow and busy road seen as a high priority for businesses and other	To identify the range of improvements to reduce journey times and build road

	stakeholders to improve with additional problems relating to congestion and lack of capacity to grow in Oban.	resilience by tackling pinch points. To re-examine the need for the Oban Development Road to address congestion issue and capacity to grow as a town.
Pennygael Bridge Mull - structural repair/replacement required A848	Essential bridge serving the Iona community requiring significant investment.	Need to identify funding to repair/replace the bridge.
A816 Oban to Lochgilphead Road Upgrade	Key link between Oban and Lochgilphead that suffers from a long journey time due to poor quality road with poor carriageway width and alignment.	Identify key aspects of the road that need action to remove pinch points, improve road alignment and excessive bends.
Dunoon – Colintrave – Portavadie Road Upgrade (B836/A8003/B8000)	Key route linking communities across Cowal, Bute and Kintyre (Mid Argyll) with Dunoon also a key timber haulage route.	To look at the feasibility of upgraded road to A road status incorporating physical upgrades to modern carriageway standards i.e. min. 6m wide carriageway with improved alignment to make it a safer and more reliable route.
A848 Salen –Tobermory Upgrade	Key route connecting main settlement on Mull with ferry terminal in need of widening to enable removal of passing places. Added pressure in summer from the success of RET.	Identify funding to enable works to proceed to final design and implementation stage.
Local road network	GAE levels are insufficient to meet expanding road maintenance needs.	To lobby for a revision of the GAE distribution criteria to ensure that areas of sparse population are better financed to maintain their high mileages of rural road networks.

RAIL

West Highland Line between Oban and Glasgow	Excessive journey time in excess of three hours.	Need to lobby the rail investment programme for Control periods 6-7 (2019-2029). Need for a more detailed study to identify scope for journey time reduction. Refurbished 158s due on line in 2019.
Creation of new station at Shandon to service HMNB Clyde – or enhanced public bus service	Reduce reliance on the car and ease movement of personnel to the base that is currently expanding.	Need to lobby the Scottish Government and Scotrail on the need for this new facility or enhanced public bus service.

Oban Integrated Transport Hub	Combination of bus/rail and ferry terminals to ease transport transfer. An added benefit would be to create additional space for vehicle marshalling.	Need to work with Hi Trans and other transport partners to design scheme and attract necessary funding from a range of partners.
FERRIES and PORTS		
Dunoon Town Centre to Gourock Town Centre Ferry Link	Need to improve ferry reliability from town centre to town centre and re-introduce vehicular option.	Continue to lobby Transport Scotland for a successful conclusion of the contract award.
Replacement of Council Ferries/takeover by Scottish Government	Ageing ferries on the Islay Jura route and Appin to Lismore. Loss making service serving four island communities.	Continue to work with and lobby Transport Scotland on the need to ensure the reliability/affordability of our internal ferries.
Extension of Ferry services	Need to make greater use of ferry services at key crossing points. For example, Tarbert -Portavadie ferry.	
Argyll and Bute Council Pier upgrades Fionaphort/Iona, Gigha/Tayinloan and Craignure Pier	Need to upgrade pier to take account of climate change/weather and capacity issues. Creation of berthing facility at Fionnphort.	Undertake STAG for Craignure Pier to assess future operations. Determine affordability of business cases through feasibility studies and attract external funding as necessary.
Improve capacity and resilience of ferry services across the network	Given the impact of RET and the expansion of the whisky and tourism industries there is growing demands on ferry services across Argyll.	Continue to lobby CMAL and Transport Scotland for suitable investment in the ferry network to ensure greater capacity at peak periods and reliability.
ACTIVE TRAVEL		
Helensburgh to Cardross/W. Dunbartonshire cycleway (Regional Route 42)	Need to complete this important route linking Helensburgh, Cardross and Dumbarton allowing active travel opportunities to connect to the main town and link into established routes to Loch Lomond (John Muir Way) and the Three Lochs Way and routes to Glasgow.	Continue to work with landowners to acquire land, design works and implement sections of the route as funding is secured.
Provision of an off-road route for entire length of NCN78, The Caledonia Way, linking Campbeltown to Lochgilphead, Oban and Fort William.	This is a key 'spine' route for the Council area and wider West of Scotland. In addition to the NCN longer distance route, shorter sections of the route are	Continue to work with Transport Scotland (for sections alongside A83/A85/A828 trunk roads & sections on old Connel to Ballachulish Rail Line), Sustrans (as NCN route), local

	heavily used for more local journeys, for example Ardrishaig to Lochgilphead, as well as part of other routes, for example the section from Kennacraig to Tarbert forms part of the popular 5 ferries route.	communities, landowners and other stakeholders.
<p>Pilgrims Way: Iona – Mull – Oban – Tyndrum – St Andrews</p> <p>Entire route should be constructed to a suitable standard for walking and cycling.</p>	<p>This national walking and cycling route linking the international destinations of Iona and St Andrews, while also providing active travel links between local communities, requires significant focus to deliver, particularly given the distance and therefore cost and number of authorities and landowners involved. A&B Council is currently working with local communities in the Fionnphort area of Mull on the development and delivery of a cyclepath route which would provide approximately 1.9km of the route.</p> <p>Within Argyll & Bute the Pilgrims Way would also provide important links within Mull and between Oban and Tyndrum.</p>	<p>Continue to work with local communities, landowners, active travel bodies (e.g. Sustrans), Transport Scotland (for trunk roads, e.g. A85 Oban to Tyndrum) and the Scottish Government to develop and deliver sections of this nationally important route.</p>
Active Travel Islay	<p>Following the successful delivery and positive reaction by local residents, businesses and visitors to the 3 distilleries path on Islay there is a strong desire to build upon this success by the construction of active travel routes linking other key settlements, employers and tourist destinations on Islay.</p>	<p>Work with Islay Community Access Group, local communities, local businesses, active travel groups (e.g. Sustrans, walking groups), landowners and the Scottish Government to develop and implement a network of high-quality walking and cycling routes on Islay. These routes will provide an alternative to the private car for local residents and visitors.</p>
Develop Cycle Tour routes, e.g. 5 Ferries route (Arran / Kintyre Peninsula (Clanaig – Kennacraig – Tarbert) / Cowal Peninsula	<p>There are a number of popular cycle tour routes within Argyll & Bute, most notably the 5 ferries route</p>	<p>Work with local communities, businesses, landowners, active travel bodies (e.g. Sustrans), Transport Scotland (for trunk</p>

(Portavadie – Colintraive) / Bute (Rhubodoch – Rothesay), to provide attractive, high-quality cycle route suitable for families/tourists.	with dedicated ferry tickets available from CALMAC for the route. At present these routes are primarily promoted to keen sportive cyclists as a single day activity, however with each of the routes having a total distance of under 55 miles if correctly developed these would offer an attractive weekend/multi-day activity for families/less dedicated cyclists thereby bringing significant economic benefit to these areas. To be attractive to these groups the route would require to be entirely on high-quality segregated infrastructure or on [perceived as] safe, quiet and low speed minor roads.	roads, e.g. A83 Kennacraig to Tarbert), CALMAC and the Scottish Government to develop and deliver attractive, high-quality walking and cycling touring routes.
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AIR LINKS

Central Belt to Oban Air Service with potential link to Barra.	Need to establish a scheduled flight connection to the central belt to provide a faster transport alternative for local people and businesses together with visitors. Assist the delivery of economic growth in Oban, Lorn, Barra and Lochaber.	Continue to undertake feasibility work on viability of bid, speak to air operators and lobby for subsidy to enable this connection to be established
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