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**DEVELOPMENT OF A LOCAL TRANSPORTATION STRATEGY FOR ARGYLL  
AND BUTE – CONSULTATIVE DRAFT**

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**1. SUMMARY**

- 1.1 The Community Planning Partnership (CPP) has had a key role in developing this new local transport strategy and those partners who have engaged with us have been instrumental throughout the process. We are pleased to present the new strategy in consultative draft form and look forward to receiving any comments the CPP may have.

**2. RECOMMENDATION**

- 2.1 That the Committee note the production of the draft Local Transport Strategy (LTS), the details of the forthcoming consultation process and the timetable for approval.

**3. DETAIL**

- 3.1 Following guidance from the Scottish Executive, the involvement of the CPP was sought in the development of a new LTS for Argyll and Bute. Many of the CPP partners engaged in the process and took part in a series of workshops in late 2005. These workshops gathered the key source material for developing the new LTS and allowed a network of partners to be established.
- 3.2 Throughout the development of the strategy, both the CPP Management Committee and the network of partners were kept up to date with progress. The presentation of this draft document to the CPP brings the process full circle, with a view to the Partnership taking ownership of the final publication.
- 3.3. Over the course of the next few months a wide range of stakeholders will be consulted on the new strategy. This is detailed below:

<b>Date</b>	<b>Action</b>
19/01/07	Publish draft strategy on Council website, including online comments form.
22/01/07	Send draft strategy to CPP network of partners and other stakeholders.
23/01/07 – 06/03/07	Public consultation roadshow throughout the area (see end of this paper for details).
06/02/07	Update CPP Management Committee on draft strategy and process for approval.
02/03/07	Present strategy to CPP Full Partnership meeting and seek endorsement.
06 & 07/03/07	Present strategy to Council Area Committees.
22/03/07	Present strategy to Council Strategic Policy Committee.
25/04/07	Seek final ratification of strategy at full Council meeting.

- 3.4. Members of the CPP are encouraged to attend their local roadshow event to give their views, or to download the draft strategy from the Council website and complete the online comments form.

For further information - please contact Nicola Debnam  
Transportation & Infrastructure  
01546 604120  
22<sup>nd</sup> January 2006

**Roadshow events are as follows:**

**Mull** – 23/01/07, Craignure Village Hall, 11.30am - 6.30pm

**Oban** – 30/01/07, Corran Halls, 11.30am - 6.30pm

**Helensburgh** – 31/01/07, Victoria Halls, 11.30am - 6.30pm

**Bute** – 01/02/07, Rothesay Pavilion, 12.30pm - 6.30pm

**Campbeltown** – 14/02/07, Victoria Hall, 11.30am - 6.30pm

**Dunoon** – 15/02/07, Queens Hall, 11.30 - 6.30pm

**Lochgilphead** – 20/02/07, Community Centre, 11.30am - 6.30pm

**Islay** – 06/03/07, Bowmore Hall, 11.30am - 6.30pm

## LOCAL TRANSPORT STRATEGY – EXECUTIVE SUMMARY

*Moving Forward* sets out plans and policies for transport in Argyll and Bute over the next three years.

The strategy has been developed in the context of national and regional transport policy, as reflected in the new National Transport Strategy and Regional Transport Strategies.

The transport strategy has been broken down into four chapters covering; **Where we are now**, **What we want to achieve**, **The action we will take** and finally **How we will measure our progress**.

### Where we are now

- Most trips within our area take well over 1 hour and any trips outwith the area to major centres such as Glasgow or Edinburgh, on the whole, take over 2 hours. For island residents these journeys take significantly longer.
- The condition of our road network is currently well below the Scottish average, with a significant backlog of essential works. Much of the road network is no longer fit for purpose and weak roads and bridges force weight restrictions to be applied impacting on the local economy.



*Glendaruel Bridge, west Cowal*

- Sustaining viable public transport services is difficult in our remote and sparsely populated area. Many services operate at a low frequency, thus the task of integrating services is rarely easy.
- There is a mix of rail, bus, ferry and air services in Argyll and Bute which go some way to reduce the remoteness of the area, however many of these services are costly to the passenger.
- In many of our towns and villages a lack of “safe” walking and cycling links reduce the opportunities to take part in active travel.
- Safety is a major issue in Argyll and Bute where people have to travel further than elsewhere in the country to access basic services. The accident rate per head of population is amongst the highest in Scotland.
- Traffic volumes in Argyll and Bute are relatively low and in some locations road traffic is actually decreasing.

These challenges have set the framework for the strategy in identifying the things we need to do make transport better for everyone in the area.

### **What we want to achieve**

Working with our partners we have developed a vision for transport in the area along with a number of objectives we want to achieve.

Our vision is to enable a vibrant Argyll and Bute and our objectives are to:

- Encourage a growing and sustainable economy in Argyll and Bute.
- Enhance people's transport experience.
- Manage the effect of transport on Argyll and Bute's rich natural environment.
- Support social inclusion, especially for our remote and island communities.
- Improve journey safety and personal security for everyone in Argyll and Bute.

In order to achieve these objectives, a variety of options are available to us. It is expected that no single option can achieve the objective and that a balanced package of measures will be required.

### **The action we will take**

We have developed an action plan of policies and plans under the following option themes:

#### **Infrastructure**

- Implement programmed approach to road improvements.
- Tackle road maintenance backlog.
- Traffic management.
  
- Ensure all new development supports this strategy.
- Mitigate the effects of climate change on the transport network.



*A816 Carnassarie*

#### **Passenger transport**

- Enhance existing routes.
- Improve travel information.
- Improve booking facilities.
- Encourage integrated ticketing.
- Promote timetable and service integration.
- Improve parking at transport interchanges.
- Support air services.

- Review fare costs.
- Promote demand responsive services.
- Improve interchange facilities.
- Continue Community Transport provision.
- Develop Accessibility Planning.



*Provision of real time information on local and long distance bus services*

### **Freight Transport**

- Develop a freight strategy.
- Encourage modal shift.
- Develop a strategic freight network.
- Identify opportunities for developing freight interchanges.
- Promote improvements to the national strategic transport network within and outwith the area.

### **Sea Transport**

- Improve marine infrastructure / vessels.
- Review transport options for our islands.
- Review ferry network options.
- Improve parking at transport interchanges.
- Review of fare costs.
- Develop improved interchange facilities.

### **Active Travel**

- Develop Travel Plans.
- Promote provision of necessary infrastructure.
- Promote benefits of active travel in terms of health / environmental gain.

### **Safety**

- Improve driver behaviour.
- Review speed limits.
- Support measures to reduce vehicle speed in communities.

### **How we will measure our progress**

We need to be able to judge how effectively the strategy is working, and whether we are achieving our objectives and those of the country as a whole. The annual update to the Action Plan will indicate what we have achieved and where we need to make greater efforts.

The strategy may need to be adjusted to reflect changing circumstances and we have developed a set of indicators that should let us know when our policies and actions need to be altered. This information will be gathered to inform the preparation of the next local transport strategy.