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**Local Transport Strategy Update**

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**1. SUMMARY**

The current Local Transport Strategy (LTS) for Argyll and Bute was endorsed by both the Council and the Community Planning Partnership (CPP) in the spring of 2007, following extensive community consultation. The LTS sets out plans and policies for transport in Argyll and Bute for the period 2007 – 2010 and also indicates future transport aspirations in the region.

The LTS is scheduled to be revised in 2010 however, and the following is an update of progress to date.

**2. RECOMMENDATIONS**

The following paper is an update for noting.

**3. BACKGROUND**

The vision for the current LTS is to enable a vibrant Argyll and Bute and the following objectives were developed to work towards achieving this vision:

- Encourage a growing and sustainable economy in Argyll and Bute;
- Improve people's transport experience;
- Manage the effect of transport on Argyll and Bute's rich natural environment;
- Improve accessibility for all our communities;
- Improve journey safety and personal security for everyone in Argyll and Bute;

An action plan to achieve these objectives was developed through analysis of the current situation in the area, an understanding of the challenges and opportunities present and current transport policy. Securing adequate funding is critical to delivering the action plan and a key function of the LTS is to support funding bids to the Scottish Government.

The LTS is a non-statutory document however, it is considered to provide the following benefits:

- A clear indication of transport policy within Argyll & Bute;
- An opportunity to raise local transport issues and set out future transport aspirations;
- The document aligns transport planning with development planning, community planning, Single Outcome Agreements (SOA's) and other policies;
- Support funding applications for specific transportation projects, which is vital in delivering the action plan;

- The LTS reflects the national and regional transport policies set out in the National Transport Strategy and Regional Transport Strategy;

Regional Transport Partnerships (RTPs) were established in December 2005. Argyll & Bute is included in two of these partnerships;

- Hitrans – covers all of Argyll & Bute with the exception of Helensburgh and Lomond;
- Strathclyde Partnership for Transport (SPT) – Covers Helensburgh and Lomond area;

Following a review of the first set of LTS's the Scottish Government produced a guidance note and this formed the basis of the previous LTS review however, the Scottish Government do not intend to produce any further LTS guidance and the responsibility for this will be passed to RTP's if they wish to do so.

SPT along with its member Council's is in the process of producing guidance with the aim of assisting member Council's produce a simplified LTS which aligns to the NTS, RTS and a range of other policy documents.

Following consultation with their member Council's it is intended that the guidance will be circulated to the Scottish Government who may then take this to the 6 other RTP's for their comments. Hitrans have expressed that they would be supportive of SPT's guidance providing that they are included any consultation process.

Representatives from SPT will be attending the Economy Thematic Group meeting on the afternoon of the 24<sup>th</sup> February 2010 to discuss their guidance.

It is likely that the NTS will be updated shortly and Hitrans have expressed that they are supportive of ABC refreshing their LTS providing that this takes account of the revised NTS. It is however, unlikely that the RTS's will be updated at this stage.

To avoid any abortive work, Argyll & Bute Council intend to wait for SPT's guidance to be finalised prior to progressing with the LTS renewal.

However, before we develop and finalise a new LTS we need assess the success of the current strategy. The current strategy noted that the success of the aspiration/actions contained within it need to be understood in the short (2007-10), medium (2010-2015) and long (2015-25) terms. There was also recognition that these aspirations/actions were dependent on partnership working and factors not in the control of the Council. There is therefore a need to assess the progress of the LTS in the short term taking into account policy developments, partner activities and studies over the last three years.

#### **4. FORWARD PLANNING**

Although there is no national / regional guidance as regards the requirement and development of a new LTS, there are number of major local policy developments and projects that the Council's approach to transport provision and policy needs to recognise:

- The new Economic Development Action Plan
- The forthcoming CPP's Renewable Energy Action Plan
- The work of the new single Local Development Plan
- The CHORD investments

The following sets out a number of themes which are likely to be included within the Council's revised LTS:

### **Infrastructure**

Regular liaison / lobbying with Transport Scotland and Scotland TranServ in connection with improvements to our trunk roads – in particular the A83 landslip at Glen Ogle and the A82.

Road improvements to the 'A' and 'B' class road network including the areas of Lomond, Cowal and Mid Argyll for the benefit of the communities and primary industries.

Maintaining the roads network in accordance with Roads Maintenance and Asset Management Plan.

Progressing the design of major infrastructure projects e.g. Oban Development Road.

### **Passenger Transport**

Continue to develop the public transport network / infrastructure in Argyll & Bute, e.g. – bus, rail, air and sea.

### **Freight Transport**

Continuing to work with local industries, primarily the timber industry (e.g. Argyll Timber Transport Group), to develop the strategic timber transport network and encourage the shipment of timber by sustainable modes,

### **Sea Transport**

Major involvement in the Scottish Governments comprehensive review of ferry services in Scotland.

### **Active Travel**

Continue to encourage sustainable travel, e.g. –

- Working with other Council departments to ensure the needs of pedestrians and cyclists are considered at the planning stage of developments to maximise opportunities for cycling and walking;
- Implementation of travel plans, both for the Council and private companies;
- Continuation of the school travel plan programme;
- Promotion of car sharing website;
- Working with Council initiatives including Process for Change and the Local Authority Carbon Management Plan to achieve a reduction in business and

commuter travel;

## Safety

Continuing to raise road safety awareness across the area through:

- Current local educational involvement including the promotion of an interactive whiteboard resource for use in all our Primary Schools and the introduction of a new S1-2 Secondary resource;
- Involvement in a new national project to develop a replacement for the 'Children's traffic Club in Scotland';
- Involvement in the development and promotion of West of Scotland Road Safety Forum cross boundary publicity campaigns, e.g. 'Hero to Zero' and '20mph Zones';
- Monitoring crash and casualty trends and developing a new annual statistical reporting format;

## 5. CONCLUSION

Argyll & Bute Council's LTS is scheduled to be revised in 2010 and this will take cognisance of SPT's finalised guidance. Further detail on this and the proposed review process for the existing LTS will be brought to a forthcoming PPG meeting.

## 6. IMPLICATIONS

POLICY	The LTS is one of a suite of Council policy documents. It continues to set a direction for future investment in transport.
FINANCIAL	There are no immediate financial consequences to the production of this update. It is important that the LTS Action Plan continues to be seen as the basis for directing funding for future public transport and infrastructure projects.
EQUAL OPPORTUNITIES	Improvements to public transport services will increase opportunities for the disabled, the elderly and those without access to a car.
LEGAL	Whilst there is no statutory basis for the strategy or the Action Plan, it will continue to inform both regional and national transport policy, and has been widely recognised as an example of good practice.

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