



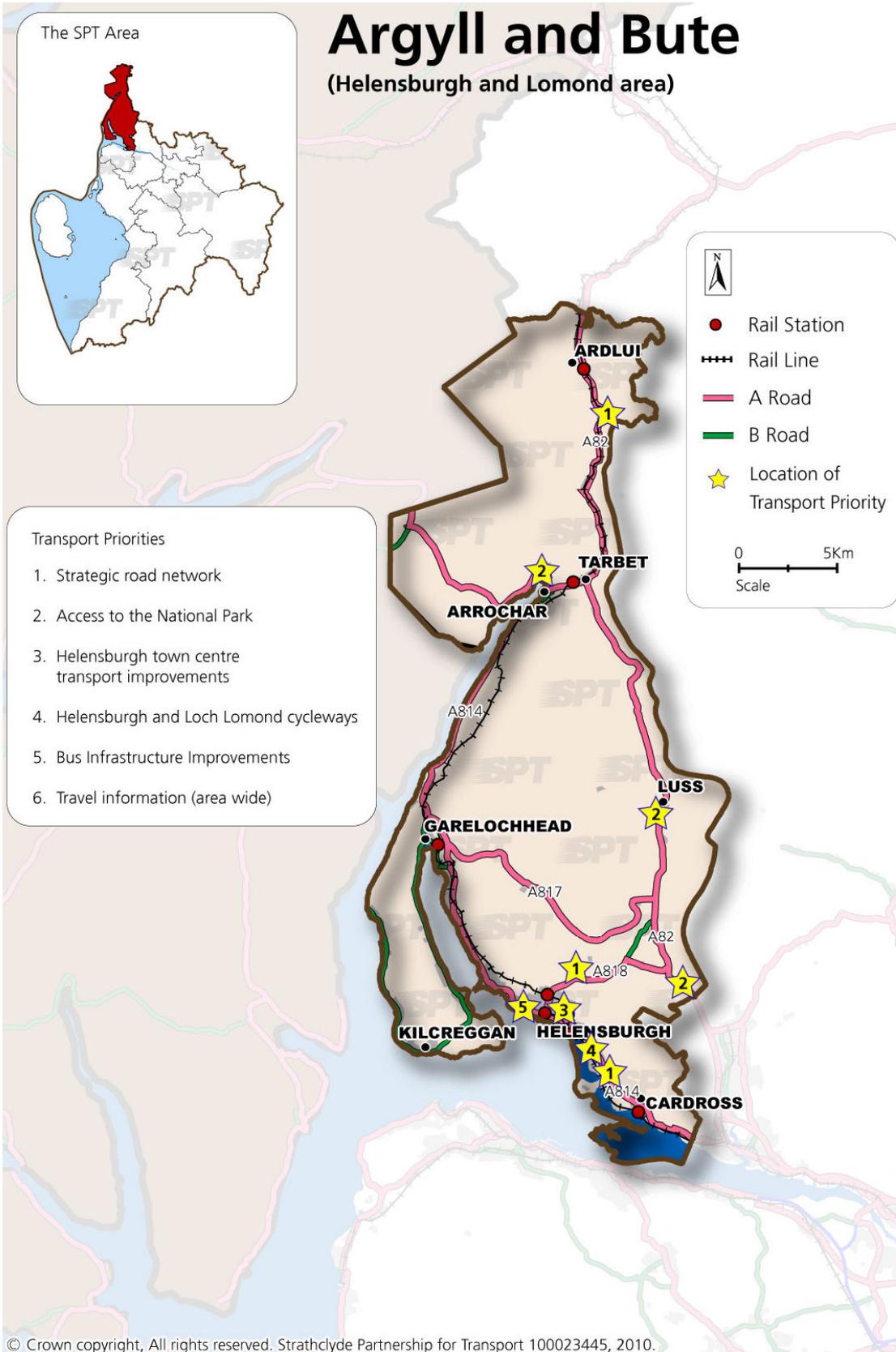
Argyll and Bute

Transport Outcomes Report 2009-11

Update 2010-11



Working in partnership to deliver transport solutions





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1. Shared Priorities

Strathclyde Partnership for Transport (SPT) has a statutory responsibility to improve strategic transport connections across the Strathclyde area, develop the transport network and encourage more sustainable travel choices. SPT's key partners are the twelve Councils that make up the Partnership, one of which is Argyll and Bute.

As a partner in the Argyll and Bute Community Planning Partnership, SPT is committed to working with other Partnership members in the delivery of the Argyll and Bute Single Outcome Agreement (SOA). In 2009 we produced a Transport Outcomes Report (TOR) as a commitment to the SOA by providing a high-level summary of our transport plans for Argyll and Bute over the coming years.

This update report sets out progress against the agreed transport priorities for 2009/10 and identifies the work streams to take these forward in 2010/11 in partnership with the Council and other key stakeholders. The priorities support Local Outcomes, listed in full in Appendix 2. The ability to deliver these

Transport priorities for Argyll and Bute

- Enhancing the Strategic Road network in partnership with Argyll and Bute Council and HITRANS – seeking improvements to the A82 corridor and the A814 and A818. (Meets Local Outcomes VC4, OE4)
- Improving transport access to Loch Lomond and the Trossachs National Park. (Meets Local Outcomes VC7, OE1, OE4)
- Supporting the regeneration of Helensburgh town centre through transport integration and encouraging modal shift. (Meets Local Outcomes VC3, VC7)
- Supporting the development of Helensburgh and Lomond Cycleways. (Meets Local Outcomes VC4)
- Supporting improvements to Bus Stop Infrastructure (Meets Local Outcomes VC3, VC7)
- Improving travel information for residents and visitors. (Meets Local Outcome VC4)

priorities will be constrained by the current economic climate.



June 2010

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2. Progress on Transport Priorities for 2009/10

Argyll and Bute's TOR for 2009/10 identified five transport priorities. The progress made towards achieving these is noted in the table below.

Project	Progress
Enhancing the Strategic Road network *	<ul style="list-style-type: none"> Land negotiation underway in relation to A814 Road Improvements at Keppoch and SPT Capital funding has been approved to take this forward in 2010/11 Realignment of carriageway and improvement works at A818 west of Daligan completed <p>More detail can be found in 4.2</p>
Improving transport access to Loch Lomond and the Trossachs National Park.	<ul style="list-style-type: none"> A technical survey of the loch bed at Arrochar was undertaken in 2008 to determine the suitability of the area for piling for pontoons. The results of this study were inconclusive. Improved Sea Access to Argyll and the National Park is a Category 2 project in SPT's Capital Programme 2010/11 <p>More detail can be found in 4.3</p>
Supporting the regeneration of Helensburgh town centre through transport integration and encouraging modal shift	<ul style="list-style-type: none"> Ongoing support to the Council as part of the CHORD projects (Campbeltown, Helensburgh, Oban, Rothesay and Dunoon regeneration projects) with the emphasis on Helensburgh town centre traffic management and coastal paths <p>More detail can be found in 4.4</p>
Supporting the development of Helensburgh and Lomond Cycleways*	<ul style="list-style-type: none"> Land negotiations are underway for the link between the west end of Cardross and Helensburgh. Helensburgh and Lomond Cycleways Development is a Category 2 project in SPT's Capital Programme 2010/11 <p>More detail can be found in 4.5</p>
Improving travel information for residents and visitors.	<ul style="list-style-type: none"> The new, environmentally friendly, mobile travel centre has been delivered and continues to visit Kilcreggan, Garelochhead, Arrochar and Helensburgh on a five weekly basis <p>More detail can be found in 4.7</p>

* Project received SPT Capital funding in 2009/10



3. How SPT supports Argyll and Bute's SOA

3.1 National and Local Outcomes

The Scottish Government has identified fifteen National Outcomes, nine of which are of direct relevance to SPT and transport in general. These are listed in Appendix 1.

The Argyll and Bute's Single Outcome Agreement identifies sixteen Local Outcomes. SPT considers that its activities can help achieve seven of these. The linkages between the National and Local Outcomes that have a direct impact on transport are shown in Appendix 2.

3.2 Regional and Local Transport Strategy Objectives

SPT's Regional Transport Strategy (RTS) and the Council's Local Transport Strategy (LTS) seek to implement a number of initiatives to deliver projects that benefit the travelling public in Argyll and Bute. The relationship between the LTS and RTS objectives is shown in Appendix 3.

SPT's Delivery Plan sets out transport project intervention areas to guide the development of the SPT Capital Programme and Business Plan. The focus for the first five years of the RTS Delivery Plan (2008/09-2012/13) will be the following strategic priorities (the "Top 6"):

- Plan and provide a "step change" for bus services, standards, and infrastructure
- Revitalising the Subway network
- Improving cross-city and cross-region links on strategic corridors
- Improving access to services including healthcare and education
- Planning and providing transport for the Commonwealth Games 2014, tourism and major events
- Improving sustainable connectivity for business and freight

More information on the strategic priorities can be found in the RTS, available on our website <http://www.spt.co.uk/rts/index.aspx>.

The transport priorities set out in this report have informed SPT's Capital Programme development processes, as illustrated in Appendix 4.

3.3 SPT's transport initiatives and projects in Argyll and Bute

Chapter 6 of this report links the transport related National Outcomes and the Argyll and Bute Local Outcomes to the transport priorities identified by SPT in consultation with Argyll and Bute Council.



4. Transport priorities for Argyll and Bute

4.1 Transport priorities

Following consultation with Argyll and Bute Council (ABC) and a review of the RTS, LTS and SOA, six transport priorities have been identified. These are set out below (*Note: The priorities are not ranked*).

4.2 Enhancing the Strategic Road network in Argyll and Bute

Project Description: There are a number of Strategic Road corridors in the Argyll and Bute area that are within SPT's boundary. These include the A814, A818 and the A82. In order to ensure that journey times are reliable and that connections are maintained, particularly in more rural areas, it is important that improvements are made to the network.

The A82 is the principal road link between west central Scotland and the western Highlands. The current layout of the road is inadequate to meet the needs of residents, business users and tourists. Transport Scotland is taking forward proposals to relieve the bottleneck at Pulpit Rock. SPT will continue to lobby for a wider programme of much needed investment to improve the A82 between Tarbet and Ardlui.

The A818 is the main commuter route from Helensburgh linking to Glasgow via the A82. Major road improvements have been completed on this route west of Daligan. However, the section at Daligan Bends, which has the worst safety record on the route, still needs major improvement. Current proposals involve the realignment of 400m of carriageway in order to bring the majority of the route up to a consistent alignment standard and so considerably reduce the likelihood of future serious accidents.

The A814 is the main link between Dumbarton through Cardross to Helensburgh and on to Arrochar. The main entrance to Keppoch estate is located on a sub-standard bend and in a blind dip. There have recently been a number of serious accidents involving vehicles stopped in the blind dip waiting to turn and others driving with excessive speed when entering the bend. The high volume of through traffic at this location is a major contributing factor to the severity of accidents. It is proposed to improve the alignment over a length of some 360m and improve the sight-lines for both exit and entrance from Keppoch Estate.

Partners: ABC, SPT

Timescales: Work is ongoing subject to land negotiations and feasibility works.

Progress to date: Transport Scotland is taking forward proposals to relieve the bottleneck on the A82 at Pulpit Rock.



Major road improvements on the A818 (west of Daligan) have been completed recently.

The year ahead: Design work and land negotiations for the A818 Daligan Bends work will continue. It is anticipated that Compulsory Purchase Orders will be required to resolve ongoing land issues. This is a Category 2 project in the SPT capital programme for 2010/11.

Land negotiations are continuing in relation to the work on the A814 at Keppoch Estate and SPT funding has been approved to take forward improvement work on the A814 at Keppoch in 2010/11.

4.3 Improving transport access to Loch Lomond and the Trossachs National Park

Project Description: Promoting alternative access to the National Park via Gourock and Dunoon will assist in alleviating congested access "hot-spots" and help spread economic and tourism benefits throughout the Park. There is the opportunity to promote sustainable access to the National Park by bus from Helensburgh and by ferry from Gourock and Dunoon.

A project has been identified to promote access by boat from Arrochar through the National Parks Waterways. The "Three Lochs Trail" will facilitate access from the Clyde to Loch Long, Loch Lomond and Loch Katrine. Argyll and Bute Council, in partnership with the Loch Lomond and Trossachs National Park, has been assisting in the development of the "Arrochar Campus". This project aims to assist in the regeneration and sustainability of Arrochar and the surrounding area, including Tarbet and Succoth. This project seeks to develop a marine access point in Arrochar to enable vessels to berth at the head of Loch Long. This could encourage marine access to Arrochar and the National Park and providing integrated transport opportunities for residents and tourists alike. A suitable location, close to the remains of the former pier in the village centre, has been identified and preparatory works have been carried out in the form of a technical survey of the sea-bed, to determine the suitability of the area for piling for pontoons. The results of this study were inconclusive. The "Arrochar Campus" development will involve the construction of a pontoon, berthing dolphins and associated on-shore access arrangements. A visitor facility including public toilets, showers, a laundrette, drying room and canteen to accommodate ferry passengers and visitors is also proposed.

Investigating the potential access points on the A82 at the western Loch Lomond shore, will also form part of a wider access strategy for the Park. SPT will work with ABC, the Park Authority and others to examine emerging options.

Partners: National Park, ABC, SPT, Scottish Rural Development Programme (SRDP), Arrochar and Tarbet Community Development Trust (ATCDT), Transport Scotland



Timescales: Ongoing

Progress to date: A technical survey of the loch bed at Arrochar has been undertaken to determine the suitability of the area for piling for pontoons. The results of this study are inconclusive.

The year ahead: After securing £614k from the Scottish Rural Development Programme, discussions are ongoing to explore funding options.

4.4 **Supporting the regeneration of Helensburgh town centre through transport integration and encouraging modal shift**

Project Description: Argyll and Bute Council has agreed to an ambitious and forward-looking programme to assist regeneration and economic development in five of its waterfront towns - Campbeltown, Helensburgh, Oban, Rothesay and Dunoon. In November 2008, the Council agreed to allocate more than £30 million to the programme, since named 'CHORD'. The multi-million pound initiative will see major improvements to the town centres and waterfronts of all five towns (only Helensburgh is within the SPT area).

SPT is engaged with Argyll and Bute Council and other partners in a review of transport arrangements within and around the Helensburgh town centre with particular emphasis on traffic management, Park and Ride as well as coastal path improvements. A Park and Ride study has been undertaken to consider options to improve commuter travel to Glasgow. The needs of local people, businesses, commuters and visitors will be considered as part of this initiative. Other potential initiatives include enhancements to bus infrastructure and services and improved public transport integration.

The Helensburgh CHORD project comprises two schemes:

- Helensburgh town centre - developing a more sustainable traffic management scheme in the town centre to support economic regeneration.
- Helensburgh west bay - redevelopment of the West Bay Esplanade between Colquhoun Square and William Street, linking it to the town centre to create an environment suited for leisure strolling with a string of 'event points' along the shore and for much better access by customers to the many local and varied local shops, restaurants, cafes and bar on West Clyde Street.

Partners: ABC, SPT, local community groups

Timescales: Ongoing

Progress to date: Public scoping meetings have been held

The year ahead: Scoping studies will be undertaken to identify viable options for Park and Ride and improved access to public transport eg bus stop improvements.



4.5 Supporting the development of Helensburgh and Lomond Cycleways

Project Description: This project will boost road safety for cyclists through the provision of a segregated cycleway. The project will involve construction of around 4.3km of cycleway network within Helensburgh and Lomond. The aim is to link railway stations in the area with cycle routes to encourage modal shift and improve integrated access to the National Park by rail and by cycling. Two major routes, from Helensburgh to Garelochhead and Balloch to Helensburgh, have recently been completed. Land acquisition issues have delayed the final link between Dumbarton and Helensburgh and consequently costs have risen, resulting in a shortfall in existing funds. ABC has submitted a funding bid to make up this shortfall and enable the completion of this final "missing link" in the strategic network of cycle routes from Loch Lomond, along the Clyde, to Glasgow city centre. Following public consultation, the focus will initially be on completing the section of the route linking the west end of Cardross to Helensburgh.

Partners: ABC as the Roads Authority, SPT, Loch Lomond and the Trossachs National Park.

Timescales: Land negotiations are being led by ABC and it is anticipated that Compulsory Purchase Orders may be required.

Progress to date: Two major routes from Helensburgh to Garelochhead and Balloch to Helensburgh have been completed. Land negotiations are underway for the link between the west end of Cardross and Helensburgh.

The year ahead: Completion of land negotiations.

4.6 Improvements to Bus Stop Infrastructure

Project Description: Within Argyll and Bute, 28% of households do not have access to a car and therefore rely on alternative modes of transport to get to work or to access services such as visiting the doctors or shops. As such, it is vital to improve public transport access in the area. This is set out in the Council's Local Transport Strategy "Moving Forward" which identifies within its Action Plan a key objective to 'improve passenger transport infrastructure e.g. provision of bus-bays, bus shelters, turning circles, bus boarders to make it easier for those with mobility difficulties to access public transport. This also aligns to one of SPT's top regional priorities - to "plan and provide a 'step change' for bus services, standards, and infrastructure". At present Argyll and Bute has 1,248 registered bus stops (188 of which are in the area covered by SPT). A limited programme to introduce raised kerbs is underway to improve access to bus services by people with mobility impairment. Helensburgh is Argyll and Bute's largest town, serving one third of the population of the Council area and a significant number of residents commuting daily to Glasgow and there is an opportunity to roll-out a wider programme of bus stop access improvements (shelters/tactile paving/raised kerbs). Providing this bus infrastructure will help to improve access to employment opportunities in the wider region.



Partners: SPT, ABC

Timescales: Ongoing

Progress to date: An initial scoping exercise to review the current condition of bus stop infrastructure has been carried out

The year ahead: ABC will identify a priority list of strategic bus stops access improvements in conjunction with SPT. There are also opportunities to upgrade bus stop infrastructure within Helensburgh as part of the development and roll-out of the CHORD programme detailed in section 4.4 above.

4.7 Improving travel information for residents and visitors

Project Description: SPT has successfully operated a mobile travel centre for a number of years providing public transport information for people in remote rural and inaccessible communities in Strathclyde.

A new mobile travel centre became operational in January 2010. The replacement vehicle is low floor, DDA compliant and has an improved modern interior. As the vehicle is required to travel to and from remote locations throughout the SPT area, it has been designed to be highly efficient in both power consumption and communications.

Other features of the new vehicle include:

- Hybrid Technology – to promote a new standard for the bus sector in the provision of alternatively powered vehicles.
- Solar powered technology - making the vehicle as green as possible, with optimised fuel efficiency and a minimum “carbon footprint”.
- Easy wheelchair access and a comfortable welcoming area with heated or air-conditioned environment, as appropriate.
- “Ferry lift” for access to island communities.
- Broadband multi-user internet connectivity
- Direct online access to Traveline

The provision of this new vehicle will assist SPT to extend the quality of public transport travel information provision

Partners: SPT

Timescales: Ongoing

Progress to date: A new mobile travel centre became operational in January 2010. The mobile travel centre visits Kilcreggan, Garelochhead, Arrochar and Helensburgh on a five-weekly basis.

The year ahead: The new mobile travel centre will continue to visit Kilcreggan, Garelochhead, Arrochar and Helensburgh on a five-weekly basis. SPT will investigate the potential for the mobile travel centre to visit Cardross on a regular basis.



5. SPT in Argyll and Bute: SPT's Delivery Plan

SPT's core activities in Argyll and Bute and throughout the West of Scotland are:

Planning the regional transport network - analysing and planning the transport network across all modes to ensure it meets the region's needs.

Delivering regional projects - project management and delivery.

Operating the Subway network - operation, maintenance and future development.

Ferry services – providing and planning services.

Delivering school transport - acting as an agent for member Councils.

Promoting developments on the rail network - promotion and development of rail projects, in conjunction with Transport Scotland.

Developing integrated ticketing initiatives - ZoneCard and others

Addressing transport affordability - through the Strathclyde Concessionary Travel Scheme and other regional/national initiatives.

Making journeys safer - planning and providing safety and security initiatives on the transport network.

Providing bus infrastructure - operating, managing and developing bus stations and managing and maintaining bus shelters and stops.

Providing travel information to the public - through marketing, education, providing travel information points, timetables, and innovative technology.

Supporting bus services - where socially necessary.

Providing Demand Responsive Transport - MyBus

Promoting "Smarter Choices" and modal shift - encouraging sustainable travel.

Promoting equality - to assist those who experience difficulties more than most when using the transport network.

Developing walking and cycling initiatives – encouraging active travel.

Connecting freight - through the Freight Quality Partnership, encouraging more sustainable transfer of freight.

Integrating transport - across modes, such as Park and Ride and interchanges and through timetabling, and with land-use and community plans.



6. SPT's commitments to Argyll and Bute Council to meet Regional Transport Strategy Outcomes

The tables on the following pages detail SPT's commitments to ABC in 2009/11. These set out projects and initiatives, grouped under the four RTS outcomes. Each commitment is aligned with the Scottish Government's National Outcomes, the RTS strategic priorities and objectives, and Argyll and Bute's Local Outcomes. Many of these activities are ongoing commitments reflecting SPT's core activities. A progress update is provided against each commitment that received SPT Capital Funding 2009/10.

The capital projects referenced in the following tables are those that are categorised as Category 1 within the Capital Programme and are committed spend in 2010/11. Category 2 and 3 elements are not included.¹

Projects / initiatives that will require funding after 2010/11 are dependent on future capital allocations. We look forward to discussions with ABC and Argyll and Bute CPP regarding this.

¹ The SPT Capital Programme has three categories for projects which are dependant on the project state of readiness to deliver. These categories are as follows:
Category 1 Ready to begin
Category 2 Almost ready but needs more work
Category 3 Project requires significant development or is planned to commence in future years

6.1 Delivering “Improved Connectivity”

This table highlights SPT’s commitments to Argyll and Bute Council that work towards delivering **improved connectivity** across Argyll and Bute and the west of Scotland.

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
<p>Developing the mass transit network - Working on the development of a mass transit network which meets the needs of the travelling public.</p>	<p><i>Economy, Transport and Land-use Planning</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Environmental Impact L – VC4, OE1, OE2</p> <p>N – Public Services L – FL3</p>	<p>SPT capital funded projects</p> <ul style="list-style-type: none"> We will develop and consult on the West of Scotland Conurbation Public Transport Study (WoSCPTS), a multi modal examination of the future for transport in the Glasgow conurbation, looking at network developments throughout the area, including Light Rail and Bus Rapid Transit. The study will take account of interchange needs from trips starting outside the study area, including Argyll and Bute. L – OE4 <p>Progress: Study is complete and sets out transport interventions required in the short, medium and long term.</p> <p>Capital funding has been approved for SPT to take forward Transport Schemes Development in 2010/11</p> <p>Ongoing activities</p> <ul style="list-style-type: none"> SPT will develop the Regional Connections Transport Study (RCTS) in consultation with key stakeholders. The RCTS is multi-modal study examining the future transport network for the SPT area outside the Glasgow conurbation. The study area includes Helensburgh and Lomond. L – OE4 We will make our modelling and transport planning resources available to ABC.
<p>Improving access to key gateways – Improving regional transport connections to national and international networks by air, sea, rail or road.</p>	<p><i>Effectiveness and Efficiency</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environmental Impact L – VC4, OE1, OE2</p> <p>N – Public Services</p>	<p>Ongoing activities</p> <ul style="list-style-type: none"> We will work in partnership with BAA and Infratil to develop proposals for improving access to the airports by more sustainable modes through the on-going support in relation to the roll out of the Glasgow Airport Surface Access Strategy 2009-13 and the development of the Prestwick Airport Surface Access Strategy. L – OE4 We will work with ABC and partners to improve ferry services, vessels, infrastructure and piers. e.g. access at Helensburgh, Kilcreggan, Gourock and Arrochar piers. L – OE4

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
		L – FL3	
<p>Improving cross-city and cross-region links on strategic corridors – Improving connections across the west of Scotland by improving reliability, journey times and penetration of the transport network.</p>	<p>Excellent Transport System</p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Healthier Lives L – VC7, FL3</p> <p>N – Crime L – VC7, OE4</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Environmental Impact L – VC4, OE1, OE2</p> <p>N – Public Services L – FL3</p>	<p>SPT capital funded projects</p> <ul style="list-style-type: none"> We will, in partnership with ABC, HITRANS and Transport Scotland, develop plans to improve the strategic road network including the A814, A818 and the A82, including Pulpit Rock. L – VC4, OE4 <p>Progress: Land negotiation underway in relation to realignment of carriageway on the A814 at Keppoch. Improvement works at A818 west of Daligan completed.</p> <p>Capital has been approved for the Council to A814 Road Improvements at Keppoch.</p> <p>Ongoing activities</p> <ul style="list-style-type: none"> We will work with Transport Scotland to develop cross-Glasgow rail links in line with the Strategic Transport Projects Review the WoSCPTS and the emerging Regional Connections Study. L – VC4, OE4
<p>Improving sustainable connectivity for business and freight – Encouraging efficient transport connections to business locations by addressing congestion across all modes and encouraging the transfer of freight from road to more sustainable modes.</p>	<p>Effectiveness and Efficiency</p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Healthier Lives L – VC7, FL3</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, E4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Environmental Impact L – VC4, OE1, OE2</p>	<p>Ongoing activities</p> <ul style="list-style-type: none"> SPT, Freight Transport Association and other stakeholders will continue to progress the national and SPT Freight Action Plans through the Strathclyde Freight Quality Partnership. L – VC3, VC4

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
		N – Public Services L – FL3	
<i>Planning and providing transport for the Commonwealth Games 2014, Tourism, and Major Events – Ensuring good transport connections for the Games, tourism, and for other major events.</i>	<i>Excellent Transport System</i>	N – Business L – VC3, VC4, VC7, OE4 N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2 N – Healthier Lives L – VC7, FL3 N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4 N – Environment L – VC3, VC7, OE1, OE2, OE4 N – Environmental impact L – VC4, OE1, OE2 N – Public Services L – FL3	<i>Ongoing activities</i> <ul style="list-style-type: none"> • We will work in partnership with ABC and the National Park Authority to promote the development of better transport links to the Loch Lomond and Trossachs National Park through supporting bus services, examining the potential for sea access at Arrochar and participating in the Park Overseeing Group and delivery/co-ordination groups and forums. L – VC7, OE1, OE4 • Through involvement in the Commonwealth Games committees, we will work to develop transport solutions for the Games and for legacy projects.

6.2 Delivering “Access for All”

This section of the table highlights SPT’s commitments to Argyll and Bute Council that work towards delivering **access for all across Argyll and Bute and the west of Scotland**.

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
<p>Planning and providing transport for regeneration areas – <i>Ensuring transport plays its part in helping the regeneration of town centres and other areas across Argyll and Bute and the west of Scotland.</i></p>	<p><i>Economy, Transport and Land-use Planning</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Crime L – VC7, OE4</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Public Services L – FL3</p>	<p>Ongoing activities</p> <ul style="list-style-type: none"> SPT will continue to work in partnership with ABC as part of the CHORD project to take forward on proposals regeneration of Helensburgh town centre and West Bay. This will include developing proposals for improved bus, rail and park and ride infrastructure, along with traffic management measures and enhanced coastal path provision. L – VC3, VC7
<p>Improving access to services, including healthcare and education – <i>Helping people access the services they need including education and health.</i></p>	<p><i>Access for All</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Crime L – VC7, OE4</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p>	<p>Ongoing activities</p> <ul style="list-style-type: none"> We will continue to work with the Council’s School Travel Planners to produce School Travel Plan Guidance to develop consistent standards for school travel planning across the SPT area. L – FL3 We will continue with the development of a School Travel Information Website. L – FL3 We will continue working with NHS Greater Glasgow and Clyde on specific projects to improve transport links to hospitals that serve residents of Argyll and Bute. L – VC4, FL3 We will conduct an audit of public transport information signage and walking and cycling

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
		<p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Environmental Impact L – VC4, OE1, OE2</p> <p>N – Public Services L – FL3</p>	<p>routes linking healthcare facilities and key transport locations.</p> <ul style="list-style-type: none"> • A pilot scheme to provide personal journey plans to patients through the appointment system is underway at Gartnavel Hospital. If this is successful we will examine the potential to roll this out to other sites. • SPT will work in partnership with ABC and other stakeholders to take forward the Access to Healthcare Action Plan, including improved public transport access, information and interchange. L – VC4, FL3
<p>Improving socially necessary public transport, including Demand Responsive Transport and Community Transport– <i>Delivering transport to ensure transport opportunities for all and intervening to ensure that socially necessary bus services are maintained when not commercially viable.</i></p>	<p><i>Access for All</i></p>	<p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Healthier Lives L – VC7, FL3</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Crime L – VC7, OE4</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Public Services L – FL3</p>	<p>SPT capital funded projects</p> <ul style="list-style-type: none"> • We will supply new smaller vehicles to SPT's contracted operators of some DRT services, to increase accessibility. L – VC4, VC7 • SPT is investing in Adaptable Buses suitable for: <ul style="list-style-type: none"> – home-to-school transport – a local service in the evenings and Sundays – DRT and potentially vocational transport for schools and colleges during the day. <p>L – VC4, VC7 Progress: New buses have been purchased for use on DRT and socially necessary bus services. These are more fuel-efficient, have accessible low floors, can carry up to four wheelchairs and are also small enough to navigate narrow streets and rural roads.</p> <p>Capital funding has been approved to purchase additional DRT/Subsidised buses in 2010/11</p> • We will continue to pursue the integration of the booking processes for the fleet of vehicles currently used to provide travel to school and for connections between schools, additional needs provision, community transport initiatives, health care transport schemes, social work transport, demand responsive services, and taxi operations. L – VC4, VC7, FL3 <p>Capital funding has been approved for SPT to take forward shared services in 2010/11</p> <p>Ongoing activities</p> <ul style="list-style-type: none"> • We will continue support for new and existing socially necessary bus services, within the available budget, including services 302 (Helensburgh - Arrochar - Carrick Castle), 305

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
			<p>(Luss to Alexandria Train Station), 306 (Helensburgh to Alexandria Train Station) and 316 (Helensburgh to Coulport/Garelochhead) L – VC4, VC7</p> <ul style="list-style-type: none"> • We will continue to deliver established Demand Responsive Transport (DRT) services for Argyll and Bute such as the MyBus services M10 and R950 (Lomond). L – VC4, VC7 • We will continue to administer the bookings for the M106 Cowal MyBus service on behalf of ABC. L – VC4, VC7 • We will implement DRT and Community Transport improvements in Argyll and Bute. L – VC4, VC7 • SPT will work with ABC to roll out standards for the provision of Community Transport and to improve the co-ordination of booking processes. L – VC4, VC7 • Throughout the west of Scotland, including Argyll and Bute, we will host a Community Transport Forum to encourage the implementation of vehicle quality checks, training support and offer guidance, to Community Transport operations. L – VC4, VC7
<p>Improving connections for rural areas – Working towards improved service levels and transport provision for rural areas.</p>	<p><i>Access for all</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Public Services L – FL3</p>	<p>Ongoing activities</p> <ul style="list-style-type: none"> • We will work with partners to develop proposals which make better use of the waterway network for transport and regeneration purposes. L – VC4 • SPT and other stakeholders will continue to progress the SPT Rural Areas Action Plan L – VC3, VC4 <p><i>(Also see improving socially necessary transport, including DRT and Community Transport)</i></p>

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
<p>Promoting equality, including making journeys safer and addressing transport affordability – <i>Ensuring that people can access a transport network that is accessible, safe, affordable and free from crime.</i></p>	<p><i>Access for All / Safety and Security</i></p>	<p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Healthier Lives L – VC1, VC6</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Crime L – VC7, OE4</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Public Services L – FL3</p>	<p>Ongoing activities</p> <ul style="list-style-type: none"> • We will continue joint revenue protection exercises between SPT, Strathclyde Police and operators across all modes. • We will continue to work with Strathclyde Police to improve the detection and prevention of anti-social behaviour and petty crime on the bus network in Argyll and Bute. • We will continue to deliver attractive ticket options such as the Daytripper ticket. L - OE4 • We will work with Community Planning partners to support equalities events by providing transport information and supporting equalities initiatives in Argyll and Bute, subject to resources. L-VC3

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6.3 Delivering “Reduced Emissions”

This section of the table highlights SPT’s commitments to Argyll and Bute Council that work towards **reduced emissions** across the Council area and the west of Scotland.

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
<p>Encouraging modal shift to sustainable modes – <i>Working with partner organisations to encourage modal shift away from single occupancy vehicles.</i> <i>Promoting active travel.</i> <i>Encouraging the use of public transport for at least part of a journey.</i> <i>Helping to standardise parking controls.</i> <i>Encouraging a shift to more sustainable fuels and improved fuel efficiency.</i></p>	<p><i>Modal Shift</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Healthier Lives L – VC7, FL3</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Environmental Impact L – VC4, OE1, OE2</p> <p>N – Public Services L – FL3</p>	<p>SPT capital funded projects</p> <ul style="list-style-type: none"> SPT will promote and encourage more “environmentally friendly” bus solutions, including: <ul style="list-style-type: none"> Investing in 22 new adaptable, low emission buses to undertake traditional bus work, demand responsive transport, welfare and special needs transport. Funding a pilot scheme to convert 2 buses to hybrid power <p>Progress: Conversion of first vehicle is complete Capital funding has been approved to continue with this pilot project in 2010/11</p> Investing in a new mobile travel centre with low emissions, improved accessibility and broadband equipped. Conducting trials of a battery powered electric minibus and van in partnership with a Glasgow based company. Working in partnership with member Councils to integrate the fleet of demand responsive services, additional needs provision, social work and community buses to maximise efficiency and improve coordination. L - OE2 <ul style="list-style-type: none"> SPT will work with ABC and other member Councils to develop a Regional Parking Action Plan to achieve parking controls and manage demand. L – OE2 Capital funding has been approved for SPT to develop a Parking Strategy in 2010/11 <p>Ongoing activities</p> <ul style="list-style-type: none"> We will support the Council in encouraging modal shift and developing a sustainable traffic management scheme in Helensburgh, enhancing pedestrian movements , to complement work being undertaken as part of the CHORD project (See 4.4) Where appropriate and feasible we will promote Park and Ride at rail stations including at Craigendoran and Cardross (in partnership with ABC and other partners) L - VC4, OE2, OE4 We will examine options for bus-based Park and Ride along the A82 corridor. L –

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
			<p>OE4</p> <ul style="list-style-type: none"> • We will promote the introduction and replacement of cycle facilities at train and bus stations. L - OE2 • Through a working group, including ABC and other partners, we will further develop options for a river bus on the Clyde. L – VC4 • We will support ABC in the promotion of cycle paths and walking routes, including the Helensburgh to Dumbarton Cycleway L – VC4 • We will support the Loch Lomond 4B's (Boats, Boots, Bike and Bus) initiative to encourage sustainable access to the National Park • We will identify opportunities to improve pedestrian and cycling routes to key transport interchanges.
<p>Promoting 'Smarter Choices', travel planning and active travel – <i>Encouraging more sustainable travel in partnership with ABC and other agencies.</i></p>	<p><i>Environment and Health</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Healthier Lives L – VC7, FL3</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Environmental Impact L – VC4, OE1, OE2</p> <p>N – Public Services L – FL3</p>	<p>Ongoing Activities</p> <ul style="list-style-type: none"> • SPT will support ABC in the production of travel planning case studies. L- OE2 • SPT, with partner organisations, will hold awareness events to promote sustainable travel and travel planning. L- OE2 • SPT will promote and manage the Travel Plan Builder website as a tool to encourage organisations to develop travel plans. L- OE2 • SPT will promote and manage, in conjunction with Liftshare, the SPT JourneyShare website. L - VC4, OE2

6.4 Delivering “Attractive, Seamless, Reliable Travel”

This section of the table highlights SPT’s commitments to Argyll and Bute Council that work towards delivering **attractive, seamless, reliable travel** within the Argyll and Bute area and across the west of Scotland.

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
<p>Plan and provide a 'step-change' for bus services, standards and infrastructure - <i>Addressing the challenges of quality, reliability integration with other modes, information and service provision.</i> <i>Ensuring the bus industry meets its obligations to passengers.</i> <i>Creating an optimum bus network, developing Quality Partnerships / Contracts.</i> <i>Setting standards for new and existing infrastructure.</i></p>	<p><i>Effectiveness and Efficiency / Modal Shift</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Crime L – VC7, OE4</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, E1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Environmental Impact L – VC4, OE1, OE2</p> <p>N – Public Services L – FL3</p>	<p>SPT capital funded projects</p> <ul style="list-style-type: none"> We will implement a programme of bus shelter upgrades in Argyll and Bute. Capital funding has been approved to continue this programme in 2010/11 <p>Ongoing Activities</p> <ul style="list-style-type: none"> We will work with ABC to identify opportunities for improvements to bus infrastructure in the part of Argyll and Bute within SPT’s area. SPT will establish a Bus Forum in accordance with the recent Scottish Government initiative. SPT will seek to improve the provision of public bus services and vehicle standards. SPT will publish revised information standards during 2010.
<p>Revitalising the Subway network – <i>Develop plans for revitalising the Subway network.</i></p>	<p><i>Excellent transport system</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Crime</p>	<p>SPT Capital funded projects</p> <ul style="list-style-type: none"> We will develop plans for modernisation of the Subway. Progress: This work is ongoing. Capital funding has been approved for SPT to continue developing Subway modernisation plans in 2010/11

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
		<p>L – VC7, OE4</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Environmental Impact L – VC4, OE1, OE2</p> <p>N – Public Services L – FL3</p>	
<p>Improving interchange between modes – <i>Developing plans to ensure the smooth transfer of passengers between modes at interchanges.</i></p>	<p><i>Excellent Transport System</i></p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Crime L – VC7, OE4</p> <p>N – Sustainable Places L – VC3, VC4, VC7, FL3, OE1, OE4</p> <p>N – Environment L – VC3, VC7, OE1, OE2, OE4</p> <p>N – Public Services L – FL3</p>	<p>Ongoing Activities</p> <ul style="list-style-type: none"> • We will develop proposals for further improving interchange across Argyll and Bute and the west of Scotland. L – VC4, VC7

RTS Strategic Priority	Main RTS Objective	Contributes to National (N) ¹ and Local (L) ² Outcomes	SPT commitments to ABC for 2009/11, the Local Outcome that it meets, 2009/10 capital projects progress update and 2010/11 approved capital projects
<p>Improving travel information – Through the provision of improved travel information, use of the internet, “real time” information at bus stops and development standards for information.</p>	<p>Excellent Transport System</p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Crime L – VC7, OE4</p> <p>N – Public Services L – FL3</p>	<p>SPT capital funded projects</p> <ul style="list-style-type: none"> We will review the availability of ‘Travel Points’ and the Mobile Travel Centre in Argyll and Bute, to help provide up-to-date information for public transport users, in partnership with ABC and other organisations including VisitScotland. L – VC4 Capital funding has been approved to provide travel information points at additional locations throughout the SPT area, where required, in 2010/11 We will introduce electronic public transport information (Bus Information Display System) at additional locations throughout the SPT area Capital funding has been approved to provide Bus Information Display Systems at additional locations in 2010/11 <p>Ongoing activities</p> <ul style="list-style-type: none"> We will develop our modal shift marketing campaigns to increase awareness of local travel options. L - OE2 We will develop guidance on the use of the new Traveline “My Bus Stop” facility which aims to promote personalised bus service information at a range of locations such as local libraries. L – VC4 The new mobile travel centre will continue to visit Kilcreggan, Garelochhead, Arrochar and Helensburgh on a five-weekly basis. We will investigate the potential for the mobile travel centre to visit Cardross on a regular basis. L - OE2
<p>Developing integrated ticketing – Embracing innovative technologies such as ‘Smartcard’, and the development of a ‘One-day ZoneCard’.</p>	<p>Excellent Transport System</p>	<p>N – Business L – VC3, VC4, VC7, OE4</p> <p>N – Employment Opportunities L – VC3, VC4, VC7, FL3, OE2</p> <p>N – Inequalities L – VC4, VC7, FL3</p> <p>N – Crime L – VC7, OE4</p> <p>N – Public Services L – FL3</p>	<p>SPT capital funded projects</p> <ul style="list-style-type: none"> We will work in partnership with Transport Scotland to develop a Smartcard system for the SPT area. L – VC4 Progress: This is being progressed through plans for the replacement of the Subway ticketing system and a proposal for a smartcard integrated ticketing system for other modes. Capital funding has been approved to allow SPT to continue to develop Smartcard integrated ticketing in 2010/11 <p>Ongoing activities</p> <ul style="list-style-type: none"> As part of the wider development of Smartcard, we will review the number of ticket outlets to ensure wider coverage We will continue with on-line ticket sales for ZoneCard and Daytripper.

¹ Refers to transport related National Outcome as shown in appendix 1

² Refers to Local Outcome as shown in appendix 2. Those Local Outcomes in bold relate to the those defined as key Local Outcomes in relation to National Outcomes in the Argy

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7. Conclusion

The programme of projects and initiatives set out in this report makes a contribution towards delivering the Single Outcome Agreement between Argyll and Bute CPP and the Scottish Government. Delivery requires commitment from all partners. We believe this programme will make a positive contribution over the short, medium and long term for those who work in, visit or are residents of Argyll and Bute.

Contacts

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Appendix 1: Transport related National Outcomes

Transport underpins the delivery of many National Outcomes since it provides connectivity for people and business. Transport is directly relevant to nine of the fifteen National Outcomes.

National Outcomes which relate directly to transport.

National Outcome <i>(The National Outcomes which have no direct transport relevance are included for completeness)</i>
We live in a Scotland that is the most attractive place for doing business in Europe.
We are better educated, more skilled and more successful, renowned for our research and innovation.
Our young people are successful learners, confident individuals, effective contributors and responsible citizens.
Our children have the best start in life and are ready to succeed.
We realise our full economic potential with more and better employment opportunities for our people.
We live longer, healthier lives .
We have tackled the significant inequalities in Scottish society.
We have improved the life chances for children, young people and families at risk.
We live our lives safe from crime , disorder and danger.
We live in well-designed, sustainable places where we are able to access the amenities and services we need.
We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others.
We value and enjoy our built and natural environment and protect it and enhance it for future generations.
We take pride in a strong, fair and inclusive national identity.
We reduce the local and global environmental impact of our consumption and production.
Our public services are high quality, continually improving, efficient and responsive to local people's needs.

The **key words** in the table above are those identified by the Scottish Government. These **key words** are used in the main tables in Section 5 when relating SPT's activities in Argyll and Bute to the National Outcomes.



Appendix 2: Links between National and Local Outcomes

The Argyll and Bute SOA identifies three community planning themes, under which sit sixteen Local Outcomes. We have identified that SPT activities can help achieve seven of Argyll and Bute's sixteen Local Outcomes. These themes and Local Outcomes are shown in the table below. (*Local Outcomes to which SPT's activities do not directly contribute are also listed for completeness*)

Theme 1 – Vibrant Communities	
Safe supportive communities with positive culture and sense of pride in the area	VC1
Well balanced demographically with young people choosing to stay or move to the area	VC2
Vibrant local economy that is based on core attributes of the area, flexible and open to new opportunities	VC3
Well connected economically and socially	VC4
A sense of history with a view to the future	VC5
Housing that is appropriate and affordable with local people able to participate in the housing market	VC6
High quality public services and leisure / community facilities that attract people to settle in Argyll and Bute	VC7
Theme 2 – Outstanding Environment	
High quality environment that is valued, recognised and protected	OE1
The environment is respected as a valued asset that can provide sustainable opportunities for business	OE2
A high quality image and identity that is recognised and appreciated globally	OE3
An area that is accessible, yet retains its remote character	OE4
Theme 3 – Forward Looking	
Communities that are culturally rich with a desire to excel	FL1
Proactive communities where local people and organisations look for and create opportunities	FL2
Dynamic public sector with more delivery of high quality 'professional' services from Argyll and Bute	FL3
Partnership working across all sectors to coordinate developments, market Argyll and Bute and remove constraints	FL4
Communities that encourage life long learning	FL5

(Note: Note: ABC SOA Local Outcomes reference numbers are used to link ABC to SPT activities in section 6 of this report)



In Appendix 1 we identified those National Outcomes which have a direct relevance to transport. In the table below we have included the nine transport related National Outcomes and the Local Outcomes to which they relate. The linkages between the National and Local Outcomes are identified in the Argyll and Bute SOA. The linkages between the transport related National Outcomes and Argyll and Bute's Local Outcomes are shown below.

National Outcome (Transport Related)	Argyll and Bute Local Outcome <i>(Local Outcomes to which SPT's activities do not directly contribute are also listed for completeness)</i>
business	VC3, VC4, VC7, FL4, OE4
employment opportunities	VC2, VC3, VC4, VC6, VC7, FL2, FL3, FL4, FL5, OE2, OE3
healthier lives.	VC1, VC6, VC7, FL3
inequalities	VC1, VC4, VC6, VC7, FL3
crime	VC1, VC7, OE4
sustainable places	VC1, VC3, VC4, VC6, VC7, FL2, FL3, FL4, FL5, OE1, OE4
environment	VC1, VC3, VC5, VC6, VC7, FL4, OE1, OE2, OE3, OE4
environmental impact	VC4, FL2, OE1, OE2
public services	VC1, VC7, FL3, FL4

The references used above refer to Argyll and Bute's Local Outcomes. Those in **bold** are key Local Outcomes, those in normal text are associated Local Outcomes. Local Outcomes with no direct relevance to transport are in grey text and listed for completeness.

The National Outcomes referred to are those that have a specifically transport focus.



Appendix 3: Local and Regional Transport Strategy Objectives

The table below shows the relationship between ABC Local Transport Strategy Objectives and SPT's Regional Transport Strategy Objectives

Local Transport Strategy Objectives	Key Words (from RTS)	Regional Transport Strategy Objective
Safety - Improve journey safety and personal security for everyone in Argyll and Bute	<i>Safety and Security</i>	To improve safety and personal security on the transport system
Environment – manage the effect of transport on Argyll and Bute's rich natural environment	<i>Modal Shift</i>	To increase the proportion of trips undertaken by walking, cycling and public transport
Integration – Improve people's transport experience	Excellent Transport System	To enhance the attractiveness, reliability and integration of the transport network
Integration – Improve people's transport experience	<i>Effectiveness and Efficiency</i>	To ensure the provision of effective and efficient transport infrastructure and services to improve connectivity for people and freight
Accessibility - Improve accessibility for all our communities	<i>Access for All</i>	To promote and facilitate access that recognises the transport requirements of all
Environment – manage the effect of transport on Argyll and Bute's rich natural environment	<i>Environment and Health</i>	To improve health and protect the environment by minimising emissions and consumption of resources and energy by the transport system
Economy - Encourage a growing and sustainable economy in Argyll and Bute.	<i>Economy, Transport and Land-use Planning</i>	To support land-use planning strategies, regeneration and development by integrating transport provision

SPT also has two organisational objectives to ensure our effectiveness as an organisation:

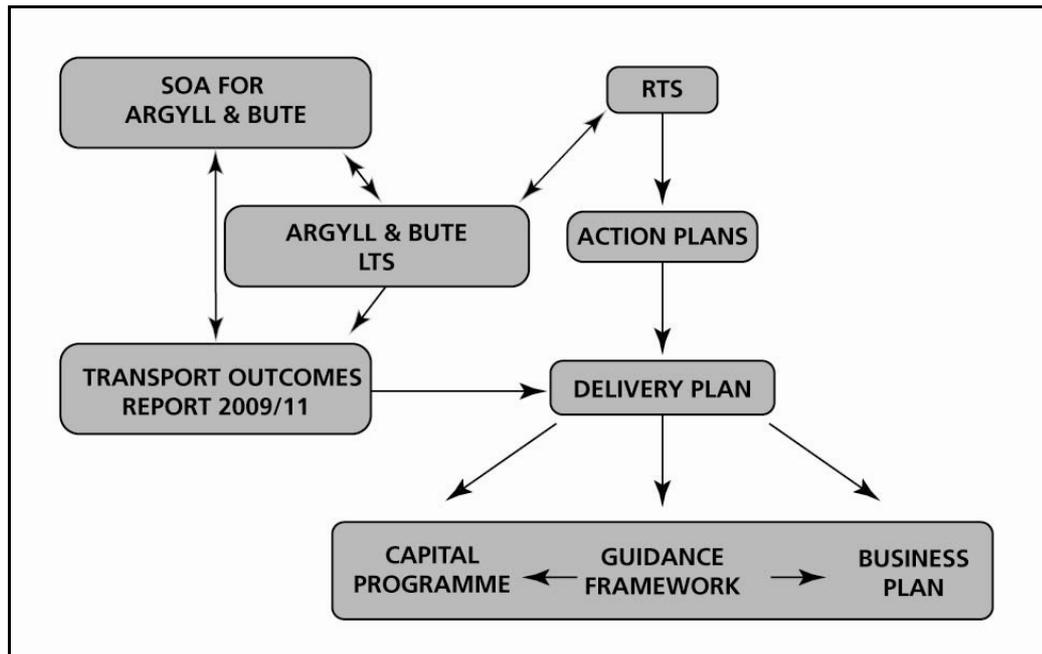
Corporate Management: To provide effective and efficient management of the Partnership's people and resources.

Pursuit of Excellence: To provide a high level of service based on the needs and expectations of customers.



Appendix 4: SPT's Delivery Plan Framework

The RTS Delivery Plan Guidance Framework (2008/09-2012/13) comprises SPT's Capital Programme and Business Plan and includes projects and intervention areas that support member Councils' SOAs and are identified in SPT's 2009/11 Transport Outcomes Report for each Council. The relationship between the RTS Delivery Plan and this Argyll and Bute Transport Outcomes Report 2009/11 is represented in the diagram below.



SPT will work to deliver the transport priorities and detailed commitments described in this report. The transport priorities set out in this report will inform SPT's Capital Programme development process.