

Report To: Safe Sustainable Communities Committee

Date 3 May 2011

Report By: Corporate Director Regeneration and Environment

**Report No
SSC/ECS/IM/11.82**

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Subject: Local Transport Strategy 2011 - 2016

1.0 PURPOSE

- 1.1 The purpose of this report is to seek Committee approval of the attached Local Transport Strategy 2011 – 2016 for Inverclyde.

2.0 SUMMARY

- 2.1 The Local Transport Strategy 2011 – 2016 (LTS) sets out the Council's vision of improving the existing transport system within Inverclyde.
- 2.2 The LTS 2011 – 2016 is developed from the previous Local Transport Strategy: Inverclyde LTS 2000.
- 2.3 The aim of the LTS 2011 – 2016 is to ensure that transportation within the area of Inverclyde grows in a sustainable manner that contributes to economic growth whilst protecting the environment. The LTS 2011 – 2016 is designed to promote social inclusion, improve safety and integrate the various modes of transport.

3.0 RECOMMENDATIONS

- 3.1 That the Committee approves the Local Transport Strategy 2011 - 2016
- 3.2 That the Committee approves publication of the Local Transport Strategy 2011 - 2016

Ian Moffat
Head of Environmental and Commercial Services

4.0 BACKGROUND

- 4.1 The LTS 2011 – 2016 is a non statutory document that has been developed in accordance with Scottish Government Guidance. The LTS 2011 - 2016 outlines the framework for delivering, at local level, the objectives of the National Strategy 2996 issued by the Scottish Government and the Regional Transport Strategy for the West of Scotland 2008 - 2021 prepared by Strathclyde Partnership for Transport (SPT).
- 4.2 The LTS 2011 – 2016 aims to address the transport related challenges associated with sustainable development through providing solutions which promote social inclusion, bring economic benefit and reduce environmental impact.
- 4.3 In accordance with the Scottish Government's guidelines a Strategic Environmental Assessment (SEA) has been carried out as part of the preparation of this LTS. The SEA assesses the environmental impact of the policies, plans, strategies and actions proposed in the LTS. The SEA has been through a rigorous consultation process. The responses received have been assessed, and the SEA and LTS amended to offer the most positive impact and outcome for the Inverclyde environment. A Scottish Transport Appraisal Guidance (STAG) process has also been carried out to assess the success that each of the strategy options identified in the LTS would achieve.
- 4.4 From the four possible options identified in the LTS 2011 – 2016 to address the Council's priority objectives, the recommended way forward is to extend and diversify the transport infrastructure to provide more travel choice, in particular the development of walking, cycling and the public transport infrastructure.
- 4.5 The LTS 2011 – 2016 puts forward measures to improve road safety and wider public safety
- 4.6 The Council's commitment to sustainability is further reflected in the encouragement of freight transportation by rail and water wherever possible. Similarly, the LTS 2011 – 2016 takes into account the Climate Change (Scotland) Act 2009, the Road Traffic Reduction Act and the Government's Carbon Emission Targets.
- 4.7 The LTS 2011 – 2016 links with Inverclyde Council's Single Outcome Agreement.
- 4.8 The LTS 2011 – 2016 recognises Inverclyde Council's proposed new Parking Strategy and the proposed development of Park and Ride facilities within Greenock town centre.

5.0 DEVELOPMENT OF THE LTS 2011 - 2016

- 5.1 The LTS 2011 - 2016 is a dynamic document, and in accordance with the Scottish Government's guidelines it will be updated annually to reflect and incorporate changes in transport needs and policies.
- 5.2 The LTS 2011 – 2016 incorporates an Action Plan (pages 113 to 132). As an LTS is a dynamic document, the Action Plan gives a snapshot in time that shows the Council's achievements and aspirations in terms of transportation. The Action Plan is also an indicator of how the Local Transport Strategy fits in with other Council policies and strategies, such as the Single Outcome Agreement, the Corporate Plan, the Local Plan, the Community Plan 2008 – 2018 and the Glasgow and Clyde Valley Structure Plan 2006.
- 5.3 Partnership working provides a basis for pooling resources and funding to allow the completion of major projects. The Action Plan within the LTS 2011 – 2016 indicates potential funding sources and delivery partners for each individual action.

5.4 It can be seen from the Action Plan that the Council is actively pursuing many of the desirable actions recommended in the Plan.

For example:-

- the annual capital investment in roads, footways, bridges and lighting;
- the introduction of asset management plans for roads, footways, bridges, lighting and street furniture to optimise maintenance resources;
- the creation and implementation of a Flood Action Plan to reduce the effects of flooding on the roads infrastructure;
- the development of the parking strategy for Greenock town centre;
- park and ride facilities;
- the introduction of 20 mph speed restriction zones in appropriate residential areas;
- the creation of safer routes to schools and school travel plans;
- the on-going programme of creating quality bus corridors by providing raised kerbs at bus stops to assist with access to buses;
- the recent construction of the new bus station in Greenock and the proposed upgrading to Port Glasgow bus station; and
- the extensions of the N75 National Cycleway;

6.0 PROPOSALS

6.1 The recommended integration of modes of transport will maximise the transportation potential of the area, reduce carbon emissions and improve access for all.

6.2 The LTS 2011 – 2016 proposes a gentle but persistent change of direction on the environment of the Inverclyde area, and considers that this will offer the most significant benefits overall in the long and short term future.

7.0 IMPLICATIONS

7.1 Financial: The LTS is a non-statutory document giving direction to the Council's future transport strategy in terms of efficiencies and environmental issues.

Project costs and funding sources will be submitted for Committee's approval on an annual basis through the Council's Capital Programme and Grant Aided roads related projects.

FINANCE

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
N/A					

Financial Implications – Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A					

7.2 Legal: There are no legal implications as this is a strategy document.

8.0 CONSULTATION

8.1 The LTS has been through extensive consultation processes and examination of local issues, problems and opportunities particular to the Inverclyde area as required for a document of this nature. These consultations are detailed in the document.

8.3 Legal Services have been consulted on this report.

8.4 Finance Services have been consulted on this report.

9.0 EQUALITIES

9.1 The LTS compliments the Council's Equality Agenda

10.0 CONCLUSION

The LTS 2010 – 2016 proposes a gentle but persistent change of direction, generally maintaining the road system, improving trouble spots, steadily introducing improvements and developing alternative sustainable and socially inclusive modes of transport.

ATTACHMENTS

- (i) Local Transport Strategy 2011 – 2016;
- (ii) Strategic Environmental Assessment; and
- (iii) Post Adoption Statement.