

EAST AYRSHIRE COUNCIL

SPECIAL DEVELOPMENT SERVICES COMMITTEE – 20 JUNE 2006

SCOTTISH EXECUTIVE CONSULTATION ON A NATIONAL TRANSPORT STRATEGY FOR SCOTLAND

Report by Executive Director of Development and Property Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is to:-

- (i) Advise the Committee that the Scottish Executive has published a Consultation Document for a National Transport Strategy.
- (ii) Invite Members to comment on the issues raised in the Consultation Document.
- (iii) Advise the Committee that the Strathclyde Partnership for Transport (SPT) will put together a full response to the Scottish Executive following discussions with its constituent members, including East Ayrshire.
- (iv) Request the Committee to delegate the Executive Director, after consultation with the Chair, to endorse the SPT response and/or to forward a response from East Ayrshire Council if there are any issues not covered in the SPT response.

2. BACKGROUND

2.1 With the new national framework for the delivery of major transportation schemes now in place, the Scottish Executive intends to develop a National Transport Strategy (NTS) to be published later this year. The NTS will “guide transport policy formulation and investment over the next 20 years by all those involved in Scottish transport. It will act as a reference point for all who wish to contribute to transport policy planning or practice. It will also guide the preparation of the new regional transport strategies”.

3. THE CONSULTATION PROCESS

3.1 The Scottish Executive has published a Consultation Document which lays out the background and purpose of the NTS, the main issues to be addressed and proposals for the implementation and monitoring of the strategy.

3.2 Copies of the document will be placed in the Members’ Lounge and further copies can be obtained from the Head of Roads & Transportation if required. Free copies can also be ordered from Blackwell’s Bookshop in Edinburgh (Telephone 0131 622 8283) or accessed on the Scottish Executive’s website: www.scotland.gov.uk

3.3 The Consultation Document poses 65 questions on which the Scottish Executive is seeking views, and these are reproduced in Appendix 1 of this report.

3.4 The closing date for responses is 13 July 2006.

3.5 Officers and Members of East Ayrshire Council are also involved in the consultation process within the SPT to draft a full SPT response to the Scottish Executive on the issues.

4. LEGAL IMPLICATIONS

4.1 None

5. FINANCIAL IMPLICATIONS

5.1 None

6. POLICY IMPLICATIONS

6.1 The NTS will provide the basic framework for the Regional Transport Strategy for the West of Scotland which is currently being drafted by SPT. It will also guide the new 2006-2010 Local Transport Strategy (LTS) for East Ayrshire, for which local consultations are currently in progress.

7. COMMUNITY PLANNING IMPLICATIONS

7.1 In developing the NTS, the Scottish Executive is endeavouring to put in place a set of policies to develop “a transport system that is compatible with economic growth, sustainable development, equality, social inclusion and health improvement principles”.

8. RECOMMENDATIONS

8.1 The Committee is recommended to:-

- (i) Note that the Scottish Executive has published a Consultation Document for a National Transport Strategy.
- (ii) Invite Members to comment on the issues raised in the Consultation Document.
- (iii) Note that the Strathclyde Partnership for Transport (SPT) will put together a full response to the Scottish Executive following discussions with its constituent members, including East Ayrshire.
- (iv) Delegate to the Executive Director, after consultation with the Chair, to endorse the SPT response and/or to forward a response from East Ayrshire Council if there are any issues not covered in the SPT response.

James Lavery
Executive Director of Development and Property Services
6 June 2006
SG/SC/YK - FV

BACKGROUND PAPERS

Nil

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APPENDIX 1

Consultation 1

Are: facilitate economic growth; promote accessibility; promote choice and raise awareness of the need for change; promote modal shift; promote new technologies and cleaner fuels; manage demand; reduce the need for travel; and promote road safety the right goals for transport in Scotland?

Consultation 2

Do consultees consider that the aim, vision and objective need to be amended, for example to reflect Scottish Ministers' expectation to see Health Improvement at the heart of Scottish Executive policy?

Consultation 3

Are there areas of work in relation to local/regional transport that would merit the national dissemination of best practise examples? If, so what are they and who would be best placed to lead this?

Consultation 4

What issues must this NTS address, to ensure that the Strategic Projects Review (SPR) which will follow it is as effective as possible? For example, should the NTS identify key transport corridors, or key types of investment which are most effective at growing the economy, to inform the SPR? If so, which ones?

Consultation 5

Do we have the balance of investment right between spending on new and existing infrastructure and other non-infrastructure activities and between different modes of transport? If not, how should it change over time?

Consultation 6

To what extent should transport spending be targeted specifically at areas with significant potential for regeneration? How should transport spending be balanced between regeneration areas and other key areas, such as rural Scotland?

Consultation 7

What further steps need to be taken in Scotland to facilitate the development of international connectivity both by air and by sea?

Consultation 8

Do consultees consider that there are issues relating to cross border connectivity by rail and road, and within devolved competence, that the Strategy should consider?

Consultation 9

What view to consultees take on whether there is a need for a faster Scotland to London rail service, to provide an alternative to flying in the long term?

Consultation 10

How do we ensure that all local authorities spend their Grant Aided Expenditure allocation for roads on local roads? Do consultees think anything more needs to be done to ensure appropriate management, maintenance and operation of the Trunk Road Network?

Consultation 11

What are the issues relating to the management and maintenance of the road and rail networks over the long term that the Strategy should address?

Consultation 12

What should the NTS say about freight, bearing in mind that a freight strategy is under development? In particular, what should the NTS say about meeting the different needs of freight and passengers on the road and rail network, and how to balance these competing demands?

Consultation 13

What, if anything should the NTS be saying about skills, bearing in mind the leading role that the Sector Skills Councils have in reducing skills gaps and shortages in the public and private sectors and the role of Transport Scotland has in promulgating good practice across the industry? Is it right to integrate skills issues into the NTS?

Consultation 14

Bearing in mind that investment in new transport infrastructure is not covered in the NTS, as it will be addressed in the forthcoming Strategic Projects Review, what specific steps, if any does the NTS need to set out to support tourism?

Consultation 15

What are the key barriers to developing effective Demand Responsive Transport and how should they be overcome? For example, legislative, regulatory or operational barriers?

Consultation 16

Where are there examples of particularly good practice in demand responsive transport?

Consultation 17

Is accessibility planning something that should be considered for local or regional transport strategies in Scotland? If so, should it be compulsory, or (as at present), one of a suite of possible approaches?

Consultation 18

How can we improve the accessibility of public transport to disabled people? For example, how far should concessions be extended for disabled people?

Consultation 19

How do we make sure that transport operators and drivers follow best practice in dealing with older people, with disabled people and other groups who may have difficulties with transport? For example, should it be a condition of funding that such best practice is demonstrated?

Consultation 20

What more could be done through transport means to tackle social exclusion in rural areas?

Consultation 21

What do we need to consider in reflecting on the future of the lifeline aid and ferry network?

Consultation 22

What more should be done to ensure that there are connections from outlying estates to towns and cities?

Consultation 23

Are there any specific areas or events in Scotland where transport particularly well or particularly poorly supports access to cultural opportunities? Are there any specific societal groups disproportionately disadvantaged in accessing cultural activities because of transport issues?

Consultation 24

Should travel plans be required of all 'larger' employers? If so, how should we define 'larger' and should Travel Plans be required of all public bodies such as local authorities and Health Boards to show public sector leadership on this issue?

Consultation 25

What should the relative roles of the Executive, regional transport partnerships and local authorities be in increasing the uptake and how might it be ensured that travel plans required of developers under the planning system are systematically enforced?

Consultation 26

Should we be investing in 'smart measures' to promote modal shift? If so, what degree of investment is required; what measures are most effective; and what should be the role of the Scottish Executive (for example, promotion of the concept, sharing best practice, running a scheme of funding others to run a scheme)?

Consultation 27

Is there a need for a single national travel awareness “brand” that the Executive, RTPs and local authorities could all use? If so, what should it be?

Consultation 28

We want to promote walking and cycling as healthy, sustainable ways to travel – what more should be done in this regard?

Consultation 29

How can the NTS maximise its contribution to improving the health of the nation?

Consultation 30

How do we make buses more attractive for people to use, and therefore allow them to make the choice to take the bus rather than using their car? How do we ensure that the quality of the travelling experience is made a priority by bus operations?

Consultation 31

Is there a need for change in how the bus industry operates, or are the current arrangements working? If so, what should this change be?

Consultation 32

How do we make rail more attractive for people, and therefore allow them to make the choice to take the train rather than use their car?

Consultation 33

What else should be done at a national level to support improvements in travel information? How do we capitalise on the potential opportunities created by new technologies – such as 3G mobile phones – to improve the provision of travel information?

Consultation 34

Do you consider that we need to change the cost of public transport fares and, if so what changes should be brought in?

Consultation 35

If you support lower fares, would such reductions need to be funded by tax revenue, or are there schemes which consultees consider could pay for themselves through modal shift (i.e. because more people would be travelling, albeit paying somewhat lower fares)?

Consultation 36

How can we promote integrated ticketing between different operators?

Consultation 37

How do we promote additional modal shift from road freight to rail and waterborne freight?

Consultation 38

How do we ensure that people are safe, and feel safe, and feel safe, on public transport, at stations and bus stops, and while travelling by foot, bike or car? For example, what needs to be done to tackle anti-social behaviour on public transport and on our roads?

Consultation 39

Within a UK market, what, if anything, should Scotland specifically do to promote the uptake of biofuels?

Consultation 40

Where are the commercial opportunities for biofuels in Scotland? What, if anything, is the role for the public sector in supporting commercial biofuels developments? Are there down-sided of an increased bio-fuel market in Scotland?

Consultation 41

Within the context of a UK regulatory framework, what more, if anything, should be done to make motor vehicles in Scotland cleaner to run?

Consultation 42

Where are the potential gains in terms of new transport technology in Scotland? How do we capture the potential economics benefits of developing them in Scotland? What, if anything, is the role for the public sector in supporting the development of such new technologies?

Consultation 43

What needs top be done to ensure that parking policy – on – street parking, bus and rail park and ride and so on – is more effective in managing demand and promoting modal shift?

Consultation 44

How might park and ride schemes best be developed to further encourage modal shift and reduce congestion? How should enhancements be funded and what should pricing policies be?

Consultations 45

Should we pilot new approaches to improving demand management on the truck road network? If so, which approaches should we pilot (for example, bus priority measures, multiple occupancy vehicle and heavy goods vehicles preference, meeting, more park and ride) and do you have views about where and when they should be piloted?

Consultation 46

Given the difficulties in managing demand for road space by other means, do consultees agree that, in principle, national and/or local road pricing in Scotland could be an effective way to manage demand?

Consultation 47

Does the Executive need to do more to build support for road pricing? Should there be funding made available to local authorities and regional transport partnerships which wish to promote local/regional road pricing schemes. If so, what model should be used to provide such funding?

Consultation 48

What should be the objectives of any future national road pricing scheme? For example:

- Should it primarily be concerned with cutting congestion levels?
- Or should it also reflect environmental concerns about CO₂ and other emissions?
- Should it be a means by which, in Scotland, we try to achieve our aspiration of stabilising road traffic volumes at 2001 levels by 2021 (see Chapter 4)?
- Should it aim to reflect better the true cost of motoring (including the costs to other people, the economy and the environment), or should it cost about the same to drive overall as at the moment?

Consultation 49

If there were no UK-wide national road pricing scheme, should a Scotland-only scheme be considered?

Consultation 50

Do consultees support the inclusion of surface transport in any future CO₂ emissions trading mechanisms? What impact could this have on transport's emissions of CO₂?

Consultation 51

What more, if anything, needs to be done to ensure that transport considerations are taken into account in the location decision, for example of health services and schools?

Consultation 52

What contribution can broadband and flexible working practices make to reducing individuals' need to travel? What else should be done to reduce the need to travel?

Consultation 53

We are tackling road safety and are on track to meet our targets. But is there more that should be done at the national (rather than local) level?

Consultation 54

What more can be done to make our streets safer and more pleasant places to be?

Consultation 55

What issues should be considered in implementing the NTS following its publication later in 2006?

Consultation 56

Do consultees consider that “traffic intensity” is likely to be useful overall indicator of our success with the forthcoming NTS? If not, what alternative(s) would be preferable?

Consultation 57

Are the indicators outlined for each transport goal useful? If not, what alternative(s) would be preferable?

Consultation 58

Are consultees content that the target of quadrupling cycle use should now be reviewed? What, if anything, might replace it (for example, local authority – level targets on the DfT model)?

Consultation 59

Are there other measures which should be considered in Scotland which would move us towards the target to stabilise road traffic volumes at 2001 levels by 2021, recognising that significant fiscal measures would have to be agreed by the UK Government?

Consultation 60

Do consultees agree with the proposals to:

- Continue to have stabilisation of road traffic as a high level aspiration;
- Use indicators measuring modal shift to measure how our modal shift policies are working; and
- Redirect our efforts more clearly at the environmental and congestion issues which underpin the traffic stabilisation aspiration, by:
 - Considering new transport-related target(s) for CO₂ (see further below); and
 - Continuing to monitor congestion trends on our trunk roads as at present, and considering what further measures might be required.

Consultation 61

Do consultees have any views on the idea of a move to regional traffic reduction targets in place of a national target?

Consultation 62

Given the difficulties with the national traffic stabilisation aspiration target, do consultees agree that realistic, deliverable milestones towards its delivery cannot be put in place at present?

Consultation 63

Do consultees agree that setting a level of contribution for reductions in Scotland's CO₂ emissions which are directly linked to the impact of our policies in areas which are devolved would be the best measure of the Scottish Executive's effectiveness in tackling transport emissions?

Consultation 64

What specific reduction level(s) for CO₂ should be put in place for transport?

Consultation 65

Do consultees have any views about the timing or scope of reviews of the NTS?