The Highland Council
Comhairle na Gàidhealtachd

LOCAL TRANSPORT STRATEGY 2010/11 – 2013/14

RO-INNLEACHD CÒMHDHAIL IONADAIL 2010/11 – 2013/14

TRANSPORT, ENVIRONMENTAL AND COMMUNITY SERVICES

SEIRBHEISEAN CÒMHDHAIL, ÀRAINNEACHD IS COIMHEARSNACHD

August 2010

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Foreword by Councillor John Laing, Chairman Transport, Environmental & Community Services Committee

Transport affects all sectors of society. It is important for business and travel and the movement of goods and passengers. It influences markets, the economy, job opportunities and the quality of life across the full spectrum of the population. Within the Highlands, with its unique culture, climate and coastline, and with its extreme weather, rugged topography and low density population transport presents a particular challenge for all service providers as well as those organisations responsible for the provision of infrastructure on the transport network.

The next 3 years, with its anticipated severe economic downturn, will present a difficult challenge to those of us involved in Transport; and it is against this economic background that I present the Council's latest Local Transport Strategy. Over this period all opportunities and avenues will be explored as the Council strives to retain the quality of our network. I would, therefore, urge all of you involved in transport to work more closely together to reduce the impact of these economic pressures, through greater efficiency, improved integration, and the sharing of knowledge and skills to ensure that the quality of our network is undiminished and in this way provides the best possible service for our customers, the travelling public.

For those of you who have taken the time to comment on this document I would thank you for your interest and for your valuable contribution and with the large response I am heartened that the document reflects a wide selection of you the public.

I would commend the strategies contained in this document to you and I would hope we can all work together for the greater good of transport in the Highlands.

Councillor John Laing
Chairman
Transport, Environmental & Community Services

Executive Summary

Geàrr-chunntas Gniomhach

Purpose

This Local Transport Strategy sets the direction for transport in the Highlands at a local level for the next 3 years covering financial years 2011/12, 2012/13 and 2013/14.

The strategy will guide policy and investment on transport within Highland Council and also within partner bodies involved in the delivery of transport infrastructure and transport services throughout the Highland area.

Unique Highland Area

The Highlands are distinctive within the UK with their unique culture, extreme weather patterns and rugged topography and with a long and exposed coast line. In consequence the Highlands contain a unique transport network which requires its own individual solutions.

The Moray Firth journey to work catchment is fairly typical of urban areas throughout the UK with high volumes of traffic along with delays and congestion during commuter periods. These need to be addressed to remove barriers to development in this growing area. These are principally on the A96 and A9 trunk road corridors. However, outwith the Moray Firth area there are many scattered rural communities with a low density of population. These are rural areas with high car dependency. Many of these communities are economically fragile and geographically remote such as Caithness, Wester Ross and Lochaber, where sustainability of the population and economic development is a constant struggle. These areas require unique transport solutions and are treated sensitively within the strategy.

Principal Themes - at the heart of the LTS are the themes of:

- safety
- sustainability
- economic development
- integration

All of these themes are contained in national and regional transport strategies and they are again reflected in this local strategy. One of the key issues in relation to these strategies is the lack of integration and overlap between and among these strategies as they cascade down through their hierarchy. For example, in terms of the national Trunk Road network, many of the Highland Council Trunk roads are of low national priority in a Scottish context whereas in regional and local terms they are extremely high priority but meanwhile these areas of the network suffer from low investment. This lack of integration creates a tension between the various agencies and a similar problem exists in terms of the rail and air network. This issue impacts on the quality of the network and the integration of services and timetables across all modes of transport. The tone of the Local Transport Strategy is set by the above principal themes but at the heart of the document are the Core Policies which are:

Core Policy

CP1 Development Management
CP2 Road Improvement Schemes
CP3 Road Maintenance
CP4 Pedestrian and Cycle Network
CP5 Bus
CP6 Community Transport
CP7 Council Transport
CP8 Rail
CP9 Air
CP10 Ferry
CP11 Parking
CP12 Travel Plans
CP13 Freight Transport
CP14 Development Guidelines
CP15 Road Safety
CP16 ITS & Traffic Management

These policies will all serve to guide investment and the maintenance of our transport services and infrastructure across all modes of transport.

Existing Transport Network - Retention of Quality

Set at the heart of the local transport strategy is the need to maintain the existing transport network both in terms of quality of infrastructure and also in terms of the network of services which utilises this infrastructure. The maintenance backlog for the road fabric and structure is likely to become an ever more significant issue and asset management strategies will attempt to minimise the impact of reduced funding. Bridges and structures are a key link on the road network within the Highland area since there is little opportunity for diversions throughout much of the network. The quality of our bridges stock will need constant monitoring if this is not to become an increasing issue in network management. Also, in terms of transport service providers, the integration of operators is of key importance as the frequency of service is generally low and an opportunity for alternative modes of transport is limited. Timetable integration across modes and the provision of facilities at Transport Interchanges is of vital importance to both local residents and visitors alike. Integral to this network are the arterial links to the south, both in terms of rail, air and road and although the Highland Council in itself does not have responsibility for these links to the Central Belt they are of vital importance to the economic wellbeing of the entire area. With the exception of the A9 Trunk Road the road network to the south has not seen much investment for many decades. In particular, the A82, which is not only a North / South link but also East / West link is strategically very important to a wide area of the West Highlands & Islands. The Highland railway network is also lacking in recent upgrades and has not changed for many years. There is a need for improved more reliable journey times and improved rolling stock on the rail link to the south.

Cost effective bus services in rural areas are critical if we are to provide the maximum level of service for the lowest supported cost. However, the rural transport network is very thin and many rural areas do not even have access to public transport. Many rural residents are entirely dependent on the private car. Availability of fuel for vehicles in remote areas is becoming ever more critical and with increased regulation and the introduction of bio-fuels this is an area which requires vigilance to ensure that these remote rural, fragile areas do not lose their connectivity and access to transport.

Against a background of economic decline over the next 3 years with the availability of funding much reduced, there is a need to identify smarter, more efficient, clever ways of working and it is hoped that IT and intelligent transport systems can be utilised to maximum effect to ensure that the quality of the existing transport network does not decline over the next few years.

Sustainability

One of the keys to sustainability in transport is active travel and public transport. Active travel through walking and cycling is energy efficient, cost effective, and health promoting. Public transport is efficient where load factors are high and has the opportunity of reducing congestion on the road network. The Council envisages the promotion of active travel and public transport within the sector of commuter travel where demand flows are concentrated and major reductions to the carbon footprint can be obtained. Central to the Council's strategy for sustainability is the removal of barriers to cycling and walking and the development of an efficient public transport network within urban networks. A further opportunity for sustainability is in relation to Freight where there is a continual need to maximise opportunities by moving freight from road to rail or sea and provide freight transfer facilities where these are cost effective with in the overall transport network. This will create economies of scale for the bulk movement of transport and at the same time remove the pressure and damaging effect of HGVs from the road network.

Interventions

Investment in smart signs, real time information, park and ride and intelligent traffic management will all assist in improving the network. There is a clear need for closer working among all of the various transport agencies. Modelling land use at a national, regional and local level in association with the planning authority will assist integration of planning strategy in terms of land allocations. These models can assist and optimise locations for development to identify best use of available capacity. Models and micro-simulation will also be used for testing developments and for options appraisal to identify best solutions for investment in the network.

The Council's Capital programme as contained in the Appendices contains the Council's identified investment in the Transport network for the next 3 years.

Developer Engagement

There is a strong synergy between the Local Transport Strategy and the Planning Authority's Highland wide Local Development Plan and associated local plans. These Development Plans guide land use strategy and set the pattern for future traffic generation and attraction in the years ahead. Transport and the capacity of the network is a key feature of these plans and there are strong links between the Local Transport Strategy and these documents. Within the Moray Firth area in particular, and to a lesser extent in other areas of the Highlands, there is an opportunity for developer engagement on infrastructure improvements and there is the need to work closely with these developers on interventions to enhance capacity of the network where this is required. This will also assist in the introduction of active travel through cycling and walking networks within and to new developments where these opportunities arise.

Integrated Working

In anticipation of increasing pressure arising from the economic downturn it will be ever more important for all transport service providers and network infrastructure providers to work together. Co-operation among organisations will be essential with common goals and objectives to work towards. There are a large number of transport service providers in all modes of transport across the Highland area and there are also a large number of organisations responsible for the provision of infrastructure on which transport services operate. This is a complex web of links which regularly overlap and there is no single organisation responsible for co-ordinating all their activities. Currently integration of all these organisations and services can only be achieved by persuasion, encouragement and negotiation.

Transport plays a key role in the economic development of the Highland area and it is important that the overall network of transport links throughout the Highland area is retained and improved where possible and also that transport links with the south

are strengthened and enhanced and it is this that is the main focus of the local transport strategy within this document.

1 Introduction

Ro-ràdh

The Highland Council Local Transport Strategy has been prepared to set the framework for transport policy and decisions for the next three year period, 2011 - 2014. The objectives and proposals also aim to guide decision making beyond this period.

The Local Transport Strategy nests within the framework of both the National and Regional Transport Strategies both of which are set out in the policy section of this document.

To develop the Local Transport Strategy there is a need to consider what the National objectives mean in the context of the Highland Council area, considering at a more detailed level the problems encountered in the Moray Firth area, in towns and villages, and in the key transport corridors between settlements. Some of the problems addressed at a regional and national level will have local impact as well. This document seeks to provide policy and guidance to address the problems we see as most important to Highland, not only from a transport perspective but the decisions necessary to allow the community to function well across all areas.

A Strategic Environmental Assessment has been prepared and has informed the Strategy. Work has also been carried out on an Equalities Impact Assessment.

2 Background to the Highland Council Local Transport Strategy

2.1 Introduction

This chapter considers the background and setting for the Highland Local Transport Strategy (LTS) and in particular examines the uniqueness of the Highland area in relation to its transport network. Some of the distinctive features which set it apart from the rest of the UK are as follows:

- Remoteness within the UK and Europe
- Fragile rural economy
- Culture, climate and topography
- Dispersed low density population
- Seasonal variations
- Sparse network with long diversions
- Single track roads
- Cost and distribution of fuel

The Highland Council area may also be considered as two distinct zones in terms of many transport issues

- Rural Highland Area
- Moray Firth Journey to Work Catchment

2.2 Policy Integration

Key issues

- There is a fundamental link between land use and transport
- Land use policy/transport policy integration for

  i) negotiations on appropriateness of development in key locations so that it supports key transport policies

  ii) to enable contributions to transport infrastructure and streetscape improvements
- Enforcement of travel plans
- Guidelines/standards for developers
- Updates to Scottish Planning Policy

The relationship between the Development Plans for Highland and the Local Transport Strategy is critical for the delivery of aspirations within both. The Local Transport Strategy takes cognisance of commitments and requirements set out in

the Structure Plan and the emerging Highland wide Local Development Plan, and shares these objectives. Further work has been undertaken on a Masterplan for the A96 Corridor which sets out transport requirements in principle: The LTS takes account of these in developing priorities for the next plan period.

The LTS provides a framework to guide the relationship between new developments and transport needs. This expresses the need to secure funding commitment from developments where they have an impact on the transport infrastructure, such as requiring additional cycle/walking facilities; public transport infrastructure such as bus stops/shelters; public transport services, junction improvements/traffic signals; and new road links.

Travel Plans can contribute to reducing car dependent travel in urban areas. The Council is drawing up its own Travel Plan and will seek to encourage other employers to do so. This should set out a programme to achieve a mode shift, and also monitor progress. New developments are required to complete a travel plan at the planning application stage. The Regional Transport Partnership, HITRANS, is currently assisting major employers, such as the NHS, with the development of their Travel Plans.

In addition there are a number of related policy documents which have an impact on or are impacted upon by the LTS and these documents should be read together and not taken in isolation in order to ensure an integrated approach to transport.

Key policy documents include:

- Highland wide Local Development Plan, forthcoming Area Local Development Plans, as well as the existing Structure Plan and Local plans
- National Transport Strategy
- HITRANS Regional Transport strategy
- Strategic Transport Projects Review
- Community plan
- Highland Single Outcome Agreement
- Strengthening the Highlands
- European Policy
- SG Planning policy document and planning guidance
- Designing Streets
- Roads and Transport Design Guidelines for New Development
- Inverness City Vision

The policy framework and responsibilities are outlined in Appendix D.

2.3 Rural Accessibility

Key issues

- Rural areas – cost of travel by all motorised modes
- Lack of investment in some settlements, partly due to accessibility – particularly where locally significant routes are substandard due to maintenance budget limitations
- Impact on tourism access across Highland
- Distance to nearest petrol station

There are a number of features of the Highland area which create problems and challenges in terms of transport meeting wider needs. Many of these issues experienced in Highland are not typical of the rest of Scotland and therefore need unique solutions to meet the wider aspirations of the area.

Many rural and remote communities are experiencing a declining population, partly due to lack of local employment opportunities, but also the difficulty in connecting to other areas. In some locations, house prices are out of step with the employment opportunities available due to holiday home/second home ownership. , thus drawing the move away from such rural areas for those of working age.

A further feature is the local demography. In areas where the average age of the population is increasing this presents its own transport pressures as people become less mobile, less independent and more reliant on public transport of some form.

In some locations there is no alternative mode or route choice, and therefore keeping certain roads open and maintained to a required standard is critical to a community. The decline in economic activity in some remote locations has had an impact on employment opportunities, and this is partly as a result of access to market for companies in remote areas. In transport terms the lack of sufficient connections to other locations, for all modes, is the main issue for remote areas.

The Highland Council has identified many areas within its boundary as “fragile”. These “fragile areas” are defined as communities ‘being in decline or in danger of decline’ as a result of certain fragility indicators, which are unemployment, population decline and accessibility. This also serves as an accessibility index, as the indicator includes calculation of the proximity of the population to key services, Post Office, School, Food Shop, GP surgery and Petrol Station, measuring the proportion more than 20 minutes drive away; and the numbers more than 1.5 hours from the main town/city.

Furthermore, the Highland Council delivers services across an area with the lowest population density of all UK local authorities. Overall, Highland has only 8 people per square kilometre, falling to 2 per square kilometre in Sutherland, compared with 66 people per square kilometre in Scotland as a whole. Front line services are decentralised for effective delivery, and it is believed additional costs of some £12m per annum are incurred in delivering services to the 26% of the population who live in "supersparse" areas[1].

For the larger settlements of Inverness, Fort William and Culloden the average distance travelled to work is below the national average of 13km and Highland average of 18km. This is to be expected given the greater availability of employment and education opportunities available within larger centres. The average distances for settlements within the proximity of larger centres are generally above the national and Highland average. For example, the average distance travelled to place of work or study by people in Aviemore and Nairn is 20km and 23km respectively, in part a possible reflection of the ready access available to Inverness. The table below however shows that across Highland as a whole, accessibility to public transport is lower and car dependence is higher than the average for Scotland. Therefore those without cars in the largely rural areas have exacerbated rural social exclusion. Some of the key services are not present in small communities therefore necessitating lengthy journeys.

Table 1 Accessibility indicators for Highland and Scotland[2]

	% of households (2005/06)			
	People who drive every day	**1 or more cars**	**Greater than 14 mins to nearest bus stop**	**Less frequent than 1 per hour bus service**
Highland	**47%**	**78%**	**9%**	**20%**
Scotland	**41%**	**68%**	**3%**	**4%**

Additionally much of the road network across rural areas is characterised by winding single carriageway roads with passing places, resulting in relatively long journey times. The rail network is also limited and some communities are dependent on ferries.

1 The Cost of Supersparsity, Highland Council and Argyll and Bute Council, 2004, http://www.highland.gov.uk/yourcouncil/highlandfactsandfigures/deprivationandfragility/

2 Transport across Scotland in 2005 and 2006: some Scottish Household Survey results for parts of Scotland" (2007) (http://www.scotland.gov.uk/Publications/2007/11/29142052/0)

2.4 Moray Firth Journey to work area

Key issues

- Inverness congestion
- A82 trunk road and junction delays through the City Centre
- A96/A9/A82 connectivity through Inverness
- Trunk Link Road and the crossing of the River Ness and Canal
- A96 corridor Inverness – Nairn development; growth/congestion
- Inverness traffic growth on Main Distributor routes
- Inshes hub growth and congestion
- Canal Bridges protocol
- Public transport delay
- Commuter and tourist peak traffic congestion
- Congestion and increasing traffic through Nairn
- Air quality in city centre streets

In very strong contrast with the rural areas, there has been high population growth in Inverness, its surrounding area and in particular along the Inverness – Nairn corridor (A96). This pattern is projected to continue as further land is identified for development. During the last 30 years the Inverness city region population has grown by almost 32,000, with the expectation that a further 30,000 people will be housed in the corridor over the next 30 plus years.

2.5 Traffic Flow Characteristics

The road and public transport networks exhibit many characteristics that are unique to the Highland area, including:

Key Issues

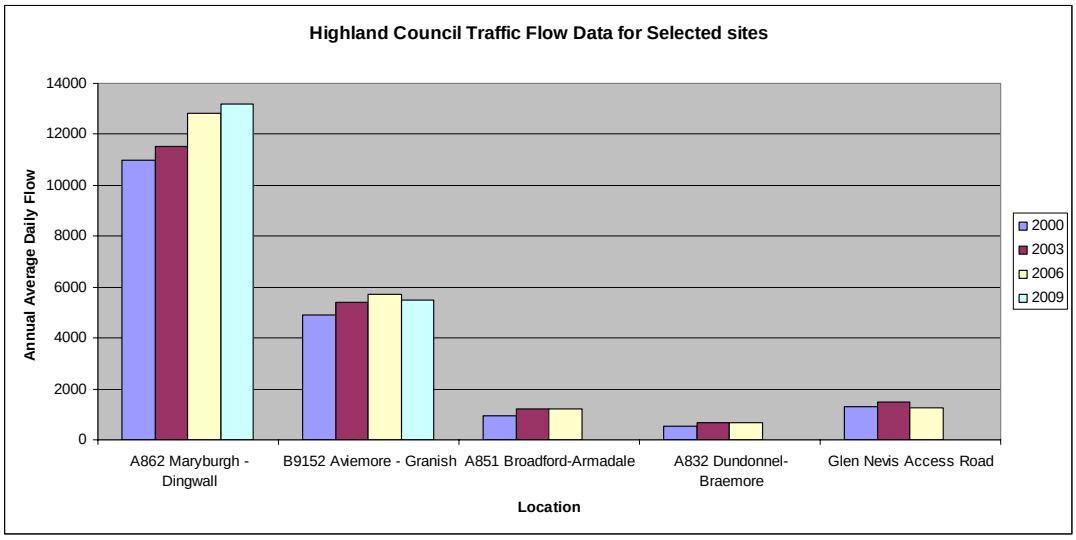
- Significant seasonal fluctuations
- Weather variability and disruption
- Journey reliability
- Long diversions
- Single track roads
- Contrasting growth in urban and rural areas

At the national level the total volume of traffic on Scotland's roads has increased steadily, with rises of 12.4% between 2000 and 2008. However, against this general increase there was a slight reduction between 2007 and 2008. Latest forecasts suggest road traffic in Scotland will grow by 22% between 2005 and 2015.

On Trunk roads in Highland, there was an increase of 13% in traffic flows from 2000 to 2008, compared to all Scottish trunk roads where there was an increase of 15% for the same period. For local authority roads growth was slightly higher than the national average in Highland at 15% compared to 11% nationally (3).

Figure 2.2 illustrates a sample of the road traffic data collected by the Highland Council. The different monitoring sites show the variation in growth across the area. This data shows the variation in growth between different sites across the Highland Council Area. While some routes have experienced steady growth like the A862 at Dingwall, traffic flows on other roads like the A832 at Dundonnel have been more static. Many locally important links experience very low daily flows. For example the average daily flow on the A831 at Cannich is about 350 vehicles per day.

Figure 2.2 Annual Average Daily Flow – Selected Sites

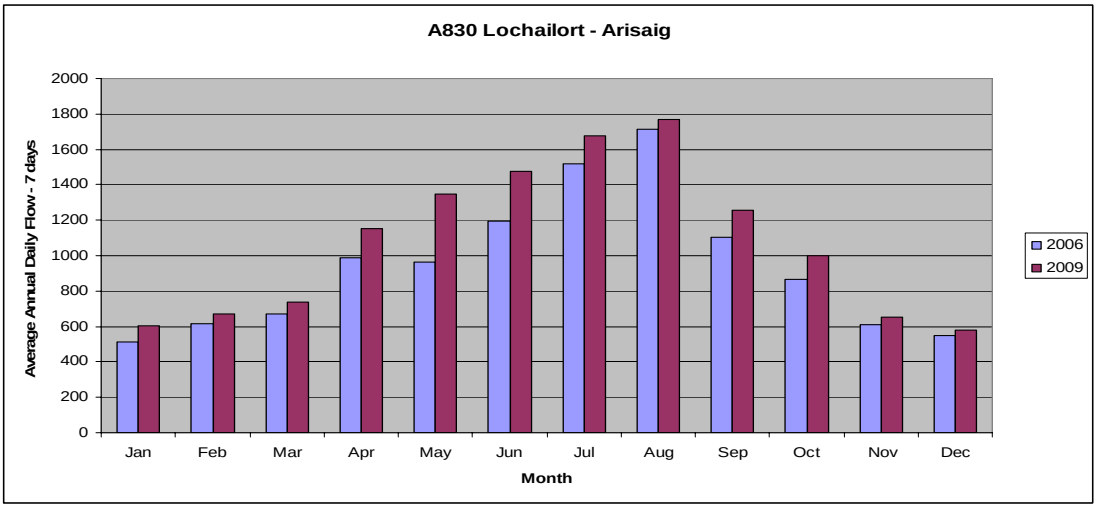


Seasonal Variation

Almost all main routes in Highland display significant seasonal variation. An example of this seasonality is demonstrated by traffic flow recorded on a section of the A830 between Lochailort and Arisaig where August flows are over three times the volume of January flows.

3 Scottish Transport Statistics No. 27 (2009)

Figure 2.3 Seasonal Traffic flows A830 Lochailort - Arisaig



Another particular feature of traffic in the Highlands in relation to fluctuations is the impact of weather. For example, following wet weather in the summer there is a gravitation of tourist traffic towards urban centres with increased use of town and city centre car parks. Conversely during warm sunny weather there can be an exodus of traffic out of towns and towards the local rural tourist attractions and beaches.

In winter the weather can be changeable and during periods of heavy snowfall or flooding from rainfall journey time reliability becomes unstable and on occasions roads may be impassable or closed which can result in very long diversions since the overall network is thin. This can also occur as a result of road accidents, as a road may be closed for extensive periods due to a fatality and police investigations. These factors all add to the uncertainty with travel throughout the Highlands.

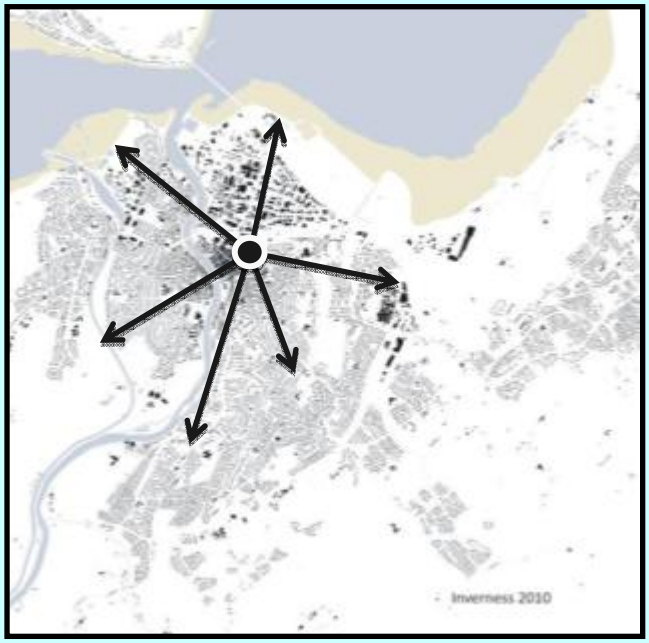
A particularly innovative solution which has assisted in some areas during the winter is the webcams which have been installed at key locations on the trunk road network. These can be examined on the web prior to travel to determine weather conditions and snowfall at particular locations such as Drumochter and Braemore junction.

The prevalence of single track roads is particularly unique to the Highlands and these sections have low capacity thresholds, high accident rates and require extended visibility for safe travel. These roads are difficult for visitors to drive on and also create problems for HGVs and touring coaches. In addition these roads tend to be of historic construction being built over peat with poor ground conditions and many of their bridges and retaining walls have poor structural capability.

Inverness

Inverness Spider Network

The Inverness Spider Network has been developed as part of a wider **Inverness City Vision** which portrays the kind of city that Inverness can be, and describes the necessary ingredients in terms of quality of streets, buildings, spaces and much more.



The 'spider' is a way of thinking about streets and links for pedestrians and cyclists. The 'spider' links the centre of Inverness to every neighbourhood in the city, providing a choice of high quality pedestrian and cycle routes, allowing youth, families and older people to travel around easily and safely. This aspiration requires that we have a good look at the streets and walks we have, to see if the user experience can be enhanced through public realm improvements, public art and integrated thinking about transport and design. Key features of the 'spider' include:

- Priority streets for better transport, pedestrian and cycling accessibility;
- Improved legibility & ease of movement for locals and tourists alike;
- Carbon emission reduction;
- Health & social benefits;
- Strategic infill/ edge developments;
- Improve transport links particularly at key junctions around Inverness and promote A96-A9 link and the west link across the river and canal.

Figure 2.4 and Figure 2.5 illustrate changes in traffic recorded at monitoring sites in and around Inverness. Particular growth has been experienced on main routes around the immediate centre and to the South and East where there has been significant development in recent years. Monitoring sites on the A9, the main route carrying strategic traffic north and south of Inverness, show steady growth of between route 50% and 70%, from 2000 to 2009. There has also been significant growth on A96, the main route east of Inverness towards Nairn and Aberdeen, over this period. Where the A82 runs through the centre of Inverness traffic volumes have been fairly constant since 2000, which is probably due to the route being at or near capacity much of the time.

Figure 2.4: Annual Average Daily Flow – Inverness Trunk Roads

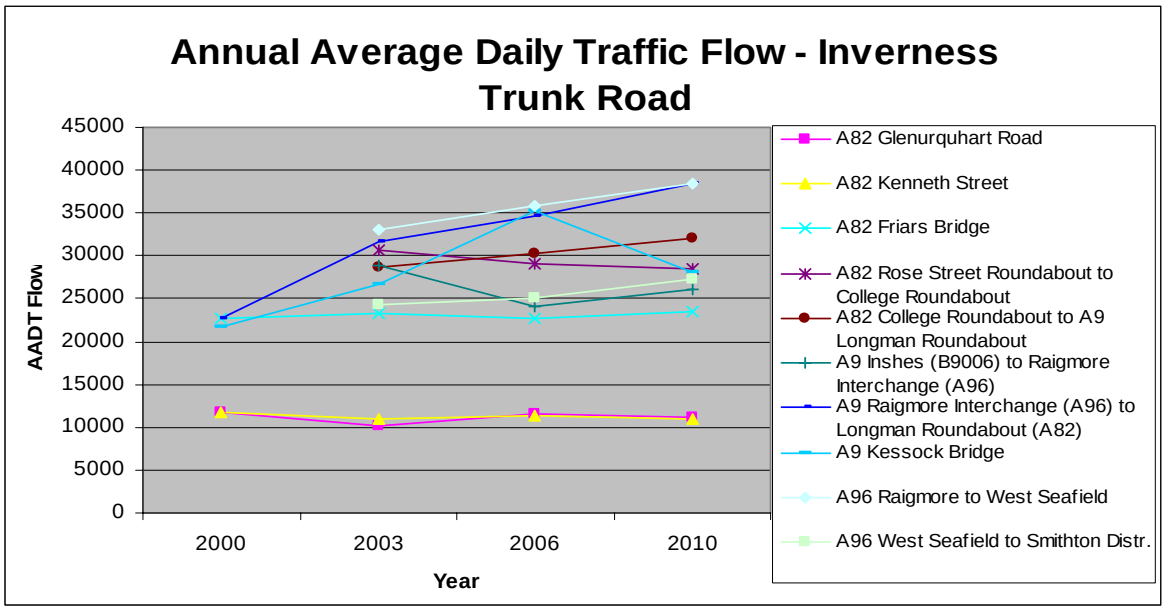
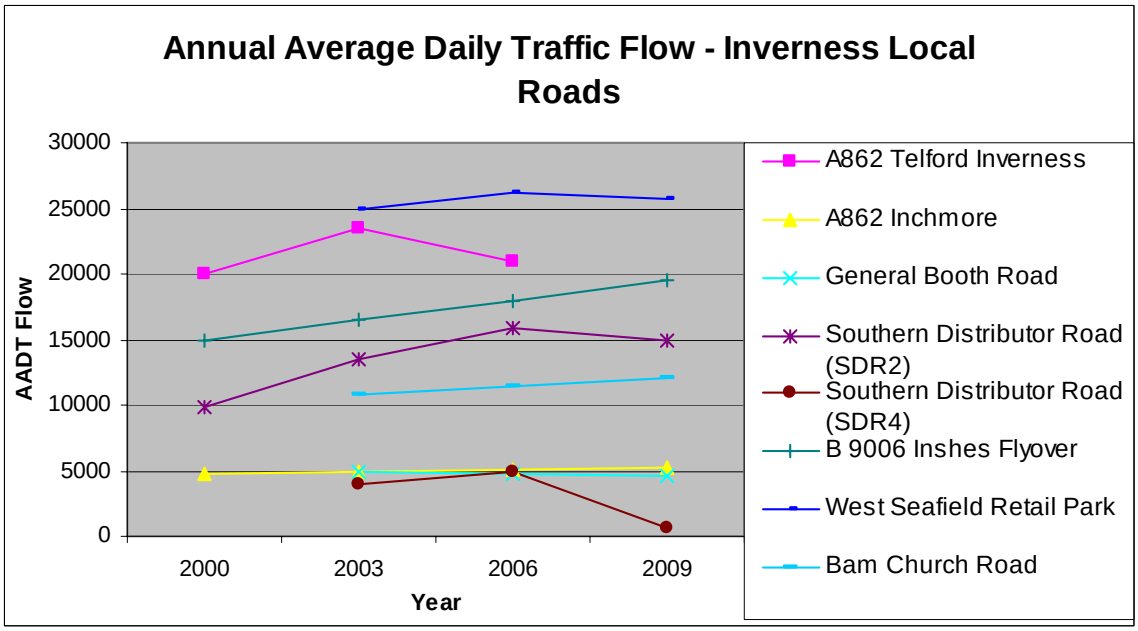


Figure 2.5: Annual Average Daily Flow – Inverness Local Roads



A96 Corridor Inverness - Nairn

The A96 corridor between Inverness and Nairn is recognised as a growth corridor within the Council's Development Plan, with new development being established in the last few years. There is expected to be considerable growth in this area in forthcoming years. This is expected to increase the population by 30,000 in this area by 2037. Access to Inverness Airport is also along the A96 approximately nine miles east of Inverness.

Traffic data along this route shows substantial growth along some sections of the route; between Smithton and Balloch there has been a 44% increase between 2000

and 2006. The volume drops significantly beyond the West Seafield Retail Park (c.10,000 vpd), and then again east of the Smithton roundabout, by another 10,000 vehicles. Flows into the retail park itself are also high, with a peak of over 38,000 vehicles per day having been recorded.

Trunk Road A9

Flows on the A9 were more consistent with general growth patterns, with growth on all sections south of Aviemore, and at Aviemore itself, of 44% from 2000 to 2006. The stretch of the A9 at Inverness also experienced growth of 50% over the same period. The section of the A9 north of Inverness has flows of up to 33,000 vehicles per day but further north there has been less traffic growth particularly north of Dornoch Bridge, where low daily flows are consistent with the level of population. However, with the potential for development of marine energy in the Pentland Firth and other renewable developments this route is likely to become increasingly important for commercial and business connections to the south.

Local Road - Inverness Southern distributor

The east end of the southern distributor has experienced growth in excess of 10% per annum as a result of house building and other development to the south of the Southern Distributor Road (B8082).

Local Road - Inshes Roundabout

For a number of years now Inshes roundabout has experienced increasing congestion and long queuing on the approach legs. On the approach from the Southern Distributor Road, a 55% increase in traffic flow was recorded between 2000 and 2009 while the Inshes Flyover recorded an increase of 30% from 2000 to 2009.

2.6 Road Safety

Key I*ssues*

- Children
- Drivers Aged 17 – 25
- Seatbelts
- Rural Roads
- Speed
- Motorcycles

These key issues are where the Council directs its resources, with particular attention to the education of young people and the protection of the vulnerable road user.

In 2000, Highland Council signed up to the national road safety targets set out in the Department for Transport document 'Tomorrow's Roads: Safer For Everyone', which laid out the way forward for road safety for the 10 year period to 2010. These national targets were:

- A reduction of 40% in the number of people killed or seriously injured
- A reduction of 50% in the number of children killed or seriously injured
- A reduction of 10% in the slight casualty rate based on the 1994 1998 averages.

By 2009 Highland Council had already improved on these milestones as outlined below:

Category	Target Reduction	Scottish Average	Highland
Fatal and serious road casualties	40%	49%	54%
Fatal and serious child casualties	50%	69%	80%
Slight casualty rate	10%	37%*	23%*

(*2008 Figures)

To put this in context, there were 25 fatal accidents, 101 serious accidents and 490 slight injury accidents on Highland roads in 2009. These resulted in 31 deaths, 127 serious casualties and 787 slight casualties.

For road safety to be effective, there is a need for cooperation across the various disciplines which combine to form the four 'Es' of Road Safety: education, engineering, enforcement & encouragement.

Education

Various road safety education, training and publicity initiatives are available to children from pre-school age through to school leavers. The packages used for pre-school and primary children include:

- **Children's Traffic Club -** Pre school education resource available to all children in Highland
- **Street Sense 1 & 2** - Road safety education resources available in all Highland primary schools
- **Road Safety Magic Shows** - Road Safety Magic show aimed at primary 1-3
- **Walk to School Week** - Walk to school week is an event run twice a year to encourage walking to school

- **Junior Road Safety Officers** - Peer education scheme where primary 6-7 pupils disseminate road safety messages within the school – 60% of schools have a JRSO.
- **Scottish Cycle Training Scheme** - Road Safety Scotland resource to train pupils in the theory and practice of cycling on the road. – 79% of Highland schools participate.

For senior pupils and school leavers, the packages used are:-

- **Pass Plus** – Post test driver training scheme where Highland Council offer a grant to students completing the course (1393 young drivers have applied to this scheme and 917 have successfully competed from 2005 to June 2010)
- **Driving Ambition -** Multi Agency event involving the Council's Road Safety Team and partners, aimed at S5-S6 pupils
- **Crash Magnets** - Road safety education resource for S4-S6 pupils available in all secondary schools in Highland
- **Your Call** - A road safety education resource aimed at S1-S3 pupils available in all secondary schools in Highland
- **Road Safety Theatre Tours** – Four road safety plays each targeted at a different audience; Primary 6, Secondary 1, Secondary 5/6 and older drivers
- **Young driver parents evenings** - Multi agency event involving Highland Councils Road safety team and partners aimed at parents of young drivers
- **College talks** - Delivered throughout Highland to young apprentices by the Northern Constabulary and the Highland and Island Fire and Rescue Service
- **BSM packages** – "Signal" and "Ignition" are used by some Youth Groups in Highland
- **Youth Diversion projects** - The Council's Road Safety Team contributes to the youth diversion programme run by the Highland and Islands Fire and Rescue Service

Engineering

As well as education, engineering has a vital role in road safety and this takes a number of forms.

School travel plans have been prepared by about 60% of Highland schools. These plans set out the aims, objectives and targets of the school in providing sustainable, safe and healthy travel to school. The plan is also used to identify any current issues and concerns on the school route. Safer Routes to School funding is used to provide engineering solutions to these problems. These can include secure cycle storage, improved road crossings, cycle paths and traffic calming.

Engineering measures are also used to target specific sites which have a history of higher than average accident levels with identifiable patterns which can be treated with a view to reducing road casualties. In Highland the accidents tend to be very

scattered rather than concentrated at a particular location and are predominantly on rural routes. Recently route strategies have been used to target problem routes where there are no clusters.

Safety auditing is also used as a safety tool on new schemes where the identification of safety issues prior to opening can greatly enhance the performance of the scheme in safety terms.

Speed

Vehicle speed is one of the major concerns expressed by local communities and is a contributory factor in many accidents. To reduce the risk at schools, some form of 20mph speed limit has been introduced, particularly the use of part-time 20mph limits which operate at the times when children are arriving or leaving school. 20mph limits are also being introduced in town centres and residential areas with a history of accidents. Highland Council is a partner in the Northern Camera Partnership which is active throughout the Highland area with the objective of keeping vehicle speeds within the statutory limits. The areas covered by the Partnership will be reviewed on a regular basis to reflect changing priorities and take cognisance of Members and local concerns.

Motorcycles

Motorcycling is an important leisure activity in the Highlands which is also to be encouraged as a means of more sustainable transport. However motorcycle accidents are a key concern with 9 fatal accidents, 27 serious accidents and 70 slight accidents resulting in 10 fatal casualties, 29 serious casualties and 76 slight casualties (2009). The majority of these accidents occurred on larger motorcycles accounting for over 75% of the accidents. Northern Constabulary as partners are the lead agency running the “Bike Safe” and “Bike Aid” programs with financial support from Highland Council. The aim of these projects is to encourage riders to travel safely and improve their riding skills.

2.7 Transport Modes

Walking / Cycling Networks

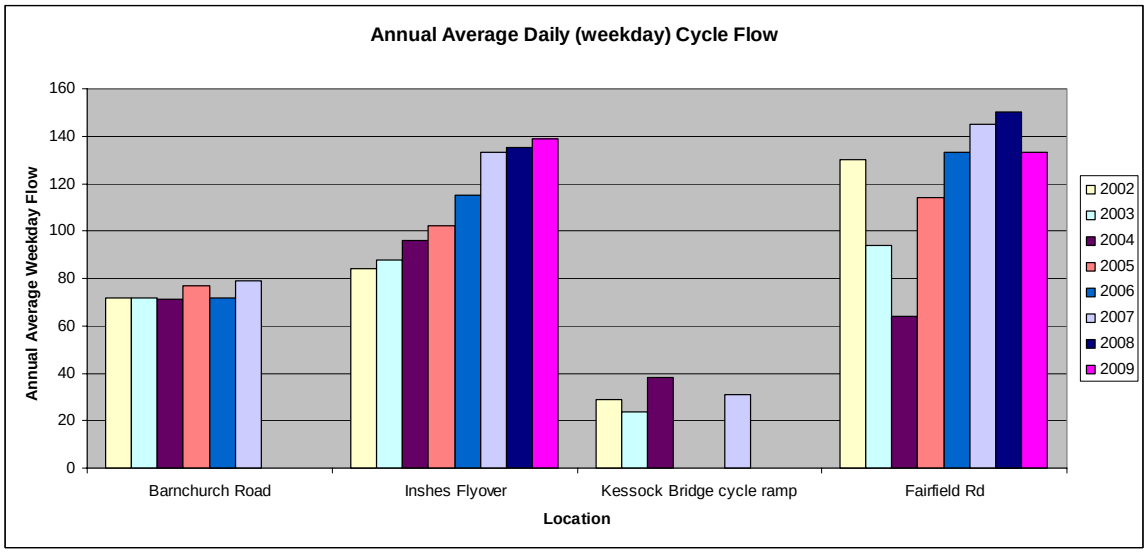
Key Issues

- Build on existing high levels of active travel (walking/cycling) in key areas
- Some overlap with road safety problems and perception of danger
- Lack of routes for walking / cycling in both urban and rural areas
- Lack of pedestrian space on urban streets

Walking and Cycling

Cycling data from a number of automatic monitoring stations around Inverness is shown in Figure 2.6. The locations are typical routes for journeys to work. Between 2002 and 2009 cycling numbers generally increased, with the pattern indicating cycling increasing as a mode for journeys to work. Although flows are lower in winter months, the annual average has consistently increased at Inshes Flyover, nearly doubling since 2000. Barn Church Road and the cycle route on the Kessock Bridge show a sustained average since 2002 when counts started. Fairfield Road has had larger fluctuations with low flows in 2004, followed by consistent growth until 2008.

Figure 2.6: Cycle flow data 2000-2009



Data from the most recent census shows that for journeys to place of work or study (for those aged 16 to 74), cycling in Inverness accounted for 6% of all trips, and in Nairn 7% - both of which are well above both the Scottish average of 1% and the Highland average of 3%. The same data shows that walking to the place of work or study is relatively high in the Highland area, with an overall average in Highland of 16% of trips, compared to the Scottish average of 14%. Across Highland this varies from as low as 5% of trips for Conon Bridge up to 31% in Grantown on Spey.

To improve on these levels, further encouragement of cycling and walking is seen as a particularly valuable part of the development of the transport strategy.

Public Transport

Key issues

- Lack of bus priority in urban areas including Inverness and other locations
- Lack of integrated ticketing – barrier to use of public transport

- Awareness of information – barrier to use of public transport
- Limited accessibility to public transport for people with disabilities
- Ferry services essential to some communities – revenue support required
- Integration between ferry services and other public transport
- Ferry services expensive for local residents
- Need for more flexible / demand responsive transport in rural / remote areas
- High cost of supporting some public transport services
- High cost as a barrier to modal shift
- Lack of AM peak services into Inverness from some commuter towns
- Use of Development Management to ensure public transport is an attractive alternative
- Lack of competition for contracts

Bus

The number of travellers using bus transport in Highland is 8% compared to the national average of 14%. There is significant variation between different settlements. A number of notable exceptions include Grantown-on-Spey (2%), Tain (4%), Alness (5%) and Culloden (15%). Overall in Highland, 25% of households do not have access to a car. In Badenoch and Strathspey this was 19%.

The Council encourages integration between bus services and other public transport modes but it has no power to enforce integration between services, except by specifying tendered bus service timetables. The Council negotiates with operators to seek improvements in integration where possible. There are, however, many constraints, for example:

- Adjusting train timetables is complex on our mostly single track rail network
- Bus timetables have to take account of drivers' hours regulations, with their requirements for breaks and daily rest
- There may be conflicting demands for connections with both train and long-distance bus services with different timings
- There may be local needs such as travel to school or work which prevent connections with longer distance services from being made.

Connections are therefore designed into the network where possible on both commercial and tendered bus routes. Some examples are:

- Buses from various parts of north and west Sutherland meet trains at Lairg, and after the fourth train was introduced between Wick and Inverness, the bus timetable was adjusted to make the connection.
- Buses connect with trains at Fort William to enable an early morning Mallaig-Inverness journey and an evening return.
- Local tendered bus services connect with inter-urban buses at Tain and Fort William.
- Different local services connect with each other, such as at Aviemore and Broadford.

Integration Case Study: Caithness

Successes and constraints can both be demonstrated by the Wick / John O'Groats / Thurso triangle. With the growth of Wick as a shopping centre, there is a demand for travel from the Pentland Firth coast to Wick, and the Council has supported Stagecoach in revising the timetables of the tendered Thurso – John O'Groats route and the commercial Wick – John O'Groats route so that several connections are provided during the day. We are currently working to improve connections between both of these routes and Pentland Ferries at Gills Bay. However, other connections are also desirable on these routes:

- With trains at both Thurso and Wick
- With buses to/from Inverness at Castletown and Wick
- With ferries at Scrabster

It is simply not possible to provide all of these connections effectively with limited resources. Adjusting the timetable to meet one will result in another being broken. Some of the long distance routes leave Caithness in the early morning and return in the evening, when few local buses are running. The first bus from John O'Groats to Thurso connects with a train on school holidays but not on schooldays as to do so would lengthen the day for 54 Thurso High School pupils, some of whom already have a journey of over an hour each way. More frequent services may help address this but there are currently no resources available. Studies of other locations show similar difficulties.

Rail

Rail use on Highland routes grew 22% between 2004 and 2009, with notable increases north and west of Inverness as a result of the introduction of Invernet commuter services in 2005 and fully implemented in 2008 with the new North Highland Lines timetable providing four trains daily to Wick and Kyle. A number of stations in Easter Ross saw passenger usage double over the period. Footfall figures for Inverness broke through the 1 million mark for the first time in 2008/09 as a result of 28% overall growth in the previous four years.

In terms of public transport, the train accounts for, on average, 1 to 2% of the mode split across the different settlements. This is slightly lower than the national average of 3% which is to be expected given the coverage of the rail network in Highland.

HITRANS has been investigating the potential for improving public transport links between rail and bus services at ferry terminals.

Ferry

Corran Ferry carries among the highest levels of traffic of any ferry in Scotland and brings in sufficient revenue to cover its costs. There are issues with the replacement cost for the reserve vessel and its lifespan and there are difficulties in chartering a private vessel to cover this crossing. This is due to the unique quarter loading nature of the ferry terminals.

In contrast the rural ferries such as at Knoydart, Cromarty/Nigg and Camusnagaul are operated under contract to the Council at significant cost, and with low patronage there is little opportunity to make these economically sustainable in the long term. Ferries to Raasay and the small Isles are operated by Caledonian MacBrayne under contract to the Scottish Government.

Ferries are essential to many rural communities and for this reason are called lifeline ferries and the Scottish government is currently carrying out a Review of all Ferries in Scotland including the Council's ferries.

Aviation

Key Issues

- Links from Inverness to International Hub Airports (London Heathrow, London Gatwick, Manchester)
- Role of air services in economic development of the area
- Integration with other modes

Within the Highland Council area services are centred at Inverness and Wick airports (Figure 21). Between 2002 and 2006 passenger growth at Inverness Airport averaged 15%. However, total passenger figures have declined slightly in recent years with the predominance of cross-border UK services at Inverness meaning that it bore the brunt the national downturn in air traffic. Wick Airport has also experienced significant growth until recently with over 25,000 passenger movements during 2008/09.

2.8 Freight

Key Issues

- Freight congestion in urban areas
- Freight access to rural areas/access to market for goods
- Freight movement general – trunk roads, A82, A9, A96
- Freight movement – Inverness in particular access to A9
- Expand volume of freight moved by rail

Rail freight

In 2009 an estimated 25,080 lorry loads were removed from Highland roads, with commodities including supermarket goods, alumina and ingots, oil, potatoes, MOD traffic and cement consigned to rail. This figure reverses an earlier trend of decline following the cessation of parcels services. In particular, the Russell Freight terminal at Inverness Railway station has been successful in taking HGVs servicing local supermarkets off the A9 and other local roads.

Water freight

Freight traffic tonnage at Highland ports, comparing 2003 to 2000, was up for Cromarty Firth, no change for Inverness, up slightly for Scrabster, and a decline at Glensanda, all against a Scottish national picture of a decline since 2000. Only two of the Highland ports have tonnage volumes over 1,000 per annum[4].

There is increasing timber being carried by sea. In particular the new Spud leg barge operated by JST services has brought new opportunities to the timber transport market taking timber transport off the road. This is currently operating at Glenelg and there may be opportunites to use this infrastructure at Raasay. The approved Integrated Freight Terminal at Corpach is likely to be successful and has the potential for taking heavy traffic off the road network.

4 *HIE Transport Provision and Trends in the Highlands and Islands 2005*

2.9 Parking / Park and Ride

Key Issues

- Demand for parking
- Demand management through parking controls – residents parking schemes
- Park & Ride for urban areas
- Tourism and Seasonality

Parking Policy

The Highland Council has developed a parking policy to cover areas where parking impacts on traffic congestion and there is a need to manage parking where supply and space are at a premium. The introduction of parking controls in towns/built up areas is to be considered at each location individually. Currently there are parking charges in:

- Inverness
- Fort Augustus
- Fort William
- Aviemore
- Portree

Residents parking scheme areas are in place in some parts of Inverness to control commuter parking. Extending this to further areas may become necessary as growth around the city continues. Such restrictions would be complementary and necessary to support a park and ride scheme for Inverness as this is taken forward.

In relation to car travel reduction and increased public transport usage there are likely to be opportunities in the Inverness area for the introduction of Park & Ride in association with new development. Careful consideration of new developments in the Inverness area is required through Planning Authority consultation to maximise these opportunities. Proposals for park and ride include requirements for complementary bus priority measures on the routes into the City Centre.

Successful implementation of a scheme is likely to require the support of Transport Scotland as the trunk road authority as well as developers and local bus operators.

2.10 Road Network Maintenance

Key issues

- Development of asset management strategies to facilitate a structured, long term approach to road maintenance.
- Isolation of rural areas – lack of funding for road maintenance an issue on locally significant and other routes where there may be no alternative access (in particular on the north and west coast)
- Maintenance budget limits – unable to prevent decline of the overall network roads not up to acceptable standards/failing roads.
- Nature of Highland geography and topography plus climate conditions means high cost of winter maintenance.

Road Asset Management Plan

All Scottish Councils are participating in a Society of Chief Officers for Scotland (SCOTS) project to develop a common framework for Road Asset Management Plans (RAMP). The Highland Council published its first RAMP in March 2010 and more information on road infrastructure assets can be found in the document on the Council website (5).

Further development of the RAMP and implementation of asset management strategies will provide a structured, long term approach to planning optimal maintenance and eventual renewal of road infrastructure.

Council Infrastructure Assets and Responsibilities

The Highland Council is responsible for the largest, non-trunk, locally adopted road network in Scotland. The road network consists of a wide range of items including, but not limited to; carriageways, footways, footpaths, cycle routes, structures, street lighting, drainage and signs.

As Roads Authority, the Council maintains the locally adopted road infrastructure contained in the list of adopted roads which can be found on the Council website (6). Other road infrastructure assets may be owned by various services within the Council, such as Housing & Property, but are not maintained as a public road.

Infrastructure assets owned and maintained by others include:

5 The Highland Council Road Asset Management Plan
http://www.highland.gov.uk/yourenvironment/roadsandtransport/assetmanagement.htm

6 The Highland Council List of adopted Roads
http://www.highland.gov.uk/yourenvironment/roadsandtransport/roads/listofadoptedroads.htm

- Trunk roads and footways/paths which are the responsibility of Transport Scotland;
- unadopted, private roads, footways, footpaths, cycle routes and car parks which are the responsibility of the relevant owners;
- privately owned road structures, e.g. Network rail bridges;
- utility infrastructure within the road boundary which is owned and maintained by the relevant company, e.g. Scottish Water, BT, Transco.

The Council is also responsible for harbours and coastal defences, although not exclusively as some are owned privately.

Some of the significant infrastructure asset quantities which the Council are responsible for, are detailed below:

- Length of coastline – 4,900km (including islands)
- 6730km/4182 miles of locally adopted road
- 1400 bridges (span greater than 3 metres) and 700 structural culverts (up to 3 metres)
- 1000 retaining walls
- 48,800 lighting columns
- 2.020 feeder pillars
- 2,600 internally illuminated signs
- 100 car parks
- 108 harbours, piers and slipways

Of the 7,681km of road in the Highland Council area, 951km is trunk road and the responsibility of Transport Scotland, with just under 6,730km within the Highland Council's responsibility. The table below shows the split of how much is principal road including the urban/rural proportion. These figures are for length of Adopted Road 2009:

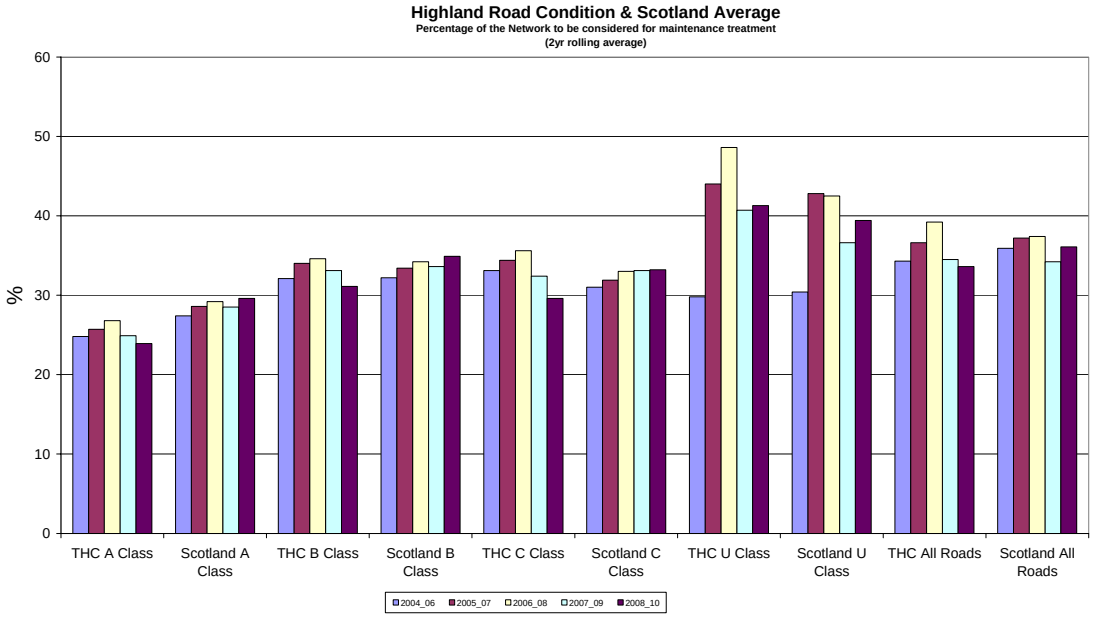
Table 2.1 Length of Adopted Road 2009

All Highland Council	***Km***
Principal road	
Urban	**74.3**
Non urban	**1313.8**
Sub total	**1388.1**
Non principal road	
Urban	**934.2**
Non urban	**4407.2**
Sub total	**5341.4**
Total	**6729.5**
Total urban	**1008.5 (15.0%)**
Total rural	**5721.0 (85.0%)**
Trunk road lengths	***951***
Total length	**7680.5**

The Highland Council's responsibility to maintain a substantial amount of road length, some of which is subject to extreme weather conditions and on remote mountain and rural routes, puts pressure on available budgets. This limits the amount of maintenance work that can be carried out each year. The chart below shows the percentage of the network programmed for maintenance work in each two year period. Whilst all councils across Scotland have budget limits, this chart illustrates that for Highland the proportion of the network which can be maintained to an acceptable standard is falling behind the Scottish average. The Council has participated in a Society of Chief Officers for Transportation in Scotland (SCOTS) project to calculate the backlog of road maintenance in Scotland. An important aspect of the project was to determine the investment levels required to maintain the network at its current state, improve the network over a specified period and to estimate what will happen to the network at current spending levels.

This issue is of particular concern in Highland where much of the rural network provides lifeline routes to communities, as there is no alternative route, or method of transport.

Figure 2.7 Highland Road Condition and Scotland Average 2004-10



In the 2000 Local Transport Strategy, the Highland Council set a target to increase the annual road maintenance budget by £6 million, in order to at least sustain the road network in the condition it was at that time. The amount required, at 2000 levels, to address the backlog of maintenance work was identified as requiring an £8.5 million increase in the annual budget. Spending has increased from £11.95m base in 1999/2000 to £16.8m in 2007/8, which is only an increase of £4.92m falling behind even the lower aim of maintaining 2000 conditions.

2.12 Conclusions and implications of analysis of issues for strategy

This section illustrates how the Highland Council area faces many challenging and contrasting transport issues. While in some areas there is the need to manage growing localised congestion in other areas the priority is for transport infrastructure to support accessibility requirements of remote and rural areas. The Highland Council must continue to promote investment in its infrastructure to support community and economic development, whilst safeguarding its unique environment.

3 Local Transport Strategy Objectives

3.1 Introduction

The demand for transport is created by the need to access locations for services, business, employment, education, leisure and social activities. Transport is normally a means to an end, and not an end in itself.

The LTS therefore supports the aims set out in the Council's "Strengthening the Highlands" programme, and ultimately works towards achieving the outcomes set out in the Single Outcome Agreement.

A number of specific objectives for transport have been developed, to assist in focusing effort on transport investment. This section sets out these objectives, and how they have been arrived at.

3.2 The Highland Council LTS Vision

Through its Local Transport Strategy, the Highland Council seeks to enable and facilitate sustainable development and economic growth; support, include and empower communities through transparent decision-making, and establish an integrated transport network which supports safe and sustainable environments in which people can live, work and travel.

3.3 LTS Objectives

The LTS objectives are as follows:

- Economy: Provide a transport network to enable sustainable economic growth, noting the very different conditions between urban and rural locations and addressing the remoteness factor facing Highland trips to the rest of the UK .
- Social Inclusion: Facilitate travel to enable economic/social involvement and improve access/travel choices to essential services for those without access to a private car
- Environment: Manage/reduce the impacts of transport on the natural and built environment;
- Health: Increase levels of cycling and walking to promote health improvement and modal shift;
- Road Safety: Continue to improve road safety, addressing locations where road accidents are above average levels;
- Personal Safety: Address issues of perceived safety and personal security particularly where they are a barrier to walking, cycling and public transport

- Policy Integration: Identify policy overlap across Council services, and with other public bodies (e.g. NHS), maximise benefits and minimise contradiction;
- Investment integration: Identify benefits and opportunities of combined transport procurement for all Council services
- Traffic reduction: Where appropriate consider targets for reducing traffic, although noting the variation in conditions and requirements between rural and urban areas

3.4 How the LTS objectives have been developed

In developing the LTS objectives, the following has been taken into account:

- The context for the LTS, that is, issues and opportunities, and the policy framework within which the LTS sits (Section 2)
- Progress on the previous LTS, and the identification of areas where further progress is required (Appendix B)
- Consultation with officers across the Highland Council and through public Ward Forums which has been ongoing throughout the development of the draft LTS. (Appendix A)
- The Strategic Environmental Assessment of the Highland LTS which has included comments on objectives and sub-objectives

Analysis has been undertaken of what the National objectives mean in the context of Highland locations, considering at a more detailed level the problems encountered in towns and villages, in Inverness and along key transport corridors between them. Some of the problems addressed at a regional and national level will have local impact as well.

The table below sets out the national objectives and alongside the regional objectives for HITRANS, with the local transport strategy objectives in the third column. Where appropriate, local transport strategy sub-objectives have been set out to define requirements in slightly more detail.

National Transport Objectives	**Regional Transport Objectives**	***Highland Local Transport Strategy objectives***	***Local Transport Strategy Sub objectives***
Promote Economic Growth	Enable the region to compete and support growth	**Economy**: Provide a **transport network to enable sustainable economic growth**, noting the very different conditions between urban and rural locations growth and counter the remoteness factor in UK journeys	• Tackle **congestion** at key points to provide a **more efficient transport** system • Tackle pinch points and upgrade of Locally Significant Roads • For larger urban areas, providing for and creating the conditions to encourage a shift to **more sustainable modes**; and discourage the dependence on private car for travel • For rural and remote areas, facilitating improvements to public transport / travel services to enable continued economic involvement.
Promote Social Inclusion	Enable people to participate in everyday life	**Social Inclusion**: Facilitate travel to **enable economic/social involvement** and improve access/travel choices to essential services for those without access to a private car	• Improve and maintain **road conditions** (maintenance) particularly for routes which are lifeline connections. • Improve/maintain transport **connections to rural communities** • Improve/maintain **connections to islands** (within Highland Council Area) • Improve **accessibility in larger/growing urban areas** for non car modes, particularly in areas of social deprivation • Promote the conditions through new design / implement changes to existing residential areas which **enable efficient public transport**

National Transport Objectives	**Regional Transport Objectives**	***Highland Local Transport Strategy objectives***	***Local Transport Strategy Sub objectives***
Protect Environment and Improve Health	Manage the impacts of transport on the regions natural and built heritage assets	**Environment**: Manage/reduce the **impacts of transport on the natural and built environment**;	• To protect and, where possible enhance the natural environment including designated sites and protected species (on a local, national and international level), and to conserve and enhance the existing environment where possible • To promote the use of brownfield sites and the sustainable use of local sites and resources. The local ground environment and any high quality agricultural land will be protected and enhanced where possible. • To prevent the deterioration of the water environment (including ground and surface waters) and any associated protected sites and flood plain areas. • To protect and enhance the current air quality of the highland area. • To reduce energy consumption and contribute towards a more sustainable transport infrastructure through a reduction in greenhouse gas emissions. • To protect and enhance existing infrastructure and promote more sustainable transport. • To protect and, where appropriate, enhance the historic environment of the highlands. • To protect and, where possible enhance the landscape and visual amenity of the highlands. • To minimise noise and vibration related to the transport network, and to protect sensitive receptors from excessive noise and vibration levels.

National Transport Objectives	**Regional Transport Objectives**	***Highland Local Transport Strategy objectives***	***Local Transport Strategy Sub objectives***
	Improve the health of the region's people	**Health**: Increase **levels of cycling and walking**	• Promote the development of **walkable neighbourhoods** through the promotion of travel awareness and internal design of new and existing developments • Promote walkable neighbourhoods through preferred location of new development within existing settlement networks and specifically to prioritise brownfield development, wherever possible, to continually safeguard greenfield sites. • Promote higher **levels of cycling** through travel awareness and the provision and maintenance of appropriate infrastructure • Support where possible objectives of Scottish Government's Obesity Route Map
Improve Safety	Improve safety and security	**Road Safety**: Improve **road safety for people and wildlife** addressing locations where road accidents are above average levels; **Personal Safety**: Address real and perceived issues relating to **safety and personal security** particularly where they are a barrier to walking, cycling and public transport	• Reducing fatalities • Reducing all accidents • Providing education to school age children on road safety • Providing seminars and training to motorcyclists • Providing seminars and training to younger new drivers • Removing perceived barriers to active travel
Improve Integration – across mode and policy area e.g. social services and education; development planning process		**Policy integration**: Identify and clarify areas of **policy overlap across Council and public body services,** (e.g. NHS), to minimise contradiction and maximise benefits and streamline policy implementation **Investment integration**: Identify benefits and opportunities of **combined transport procurement** for all Council services	• Improve Interchange facilities between transport modes to improve journey experience and encourage modal shift • Improve availability of real-time information for all transport users • Promote delivery of an integrated transport network through development management process

National Transport Objectives	**Regional Transport Objectives**	***Highland Local Transport Strategy objectives***	***Local Transport Strategy Sub objectives***
Road Traffic Reduction Act *aspirational target set at National level, no mandatory requirement*		**Traffic reduction**: Where appropriate, consider **targets for reducing traffic and associated congestion** alongside measures to promote sustainable modes and manage networks more efficiently , although noting the variation in conditions and requirements between rural and urban areas	• Improve strategic transport planning for new development and improve core networks for active and public transport • Encouraging the use of public transport and active travel • Encouraging flexible working • Encouraging the implementation of green travel plans

4 Local Transport Strategy for Highland – Core Policies & Programme

4.1 Introduction

This section of the LTS sets out the *core policies* on transport within the Highland Council area. The core policies have been developed in response to the analysis of issues and problems, consultation, and specifically, to support the LTS objectives (set out in Section 3).

The Core Policies will be delivered through the Council's policies reflected in the Capital and Revenue Programme, the Council's Local Development Plans, and but also in partnership with other agencies. The Council's funding programme is shown in Appendix B.

Each of the core policies contributes to meeting certain objectives of the LTS. Appendix D3 shows how each policy statement relates to specific objectives.

Delivering the schemes and strategy is expected to be through a combination of local authority funding, central government funding, and developer funding through Section 75 agreements. The detailed programme of activity for Highland will be agreed on an annual basis.

Core policies are set out under the following headings, although some of the outcomes of measures implemented will meet more than one policy objective. Core policy statements are set out for:

- CP1 Development Management Contribution to Transport
- CP2 Road Network – Part 1 Road Improvement Schemes
- CP3 Road Network – Part 2 Road Maintenance
- CP4 Pedestrian and Cycle Network
- CP5 Bus
- CP6 Community Transport
- CP7 Council Transport
- CP8 Rail
- CP9 Air
- CP10 Ferry
- CP11 Parking
- CP12 Sustainable Travel Planning
- CP12 Freight
- CP13 Design Guidelines for New Developments
- CP14 Road Safety
- CP15 Intelligent Transport Solutions & Traffic Management

CP1: Core Policy Statement: Development Management

LTS Policy No 1:

- The Council will seek to develop an integrated approach to transport and land-use planning through close inter-service working and coordination between the LTS and the Highland wide Local Development Plan
- The Council will seek developer contributions to mitigate problems generated by the development and enhance the capacity of the network where forecasting indicate overloading of transport links arising from new development.
- The Council will require any new significant travel generating developments to submit a Transport Assessment and appropriate mitigation proposals including where required a contribution to public transport for at least 3 years.
- The Council will develop a strategic transport model covering the Inverness journey to work area to test major transport interventions and assess the impact of new development

INTRODUCTION

Transport & Land Use Integration

There is a close relationship between land use and the need to travel and the Roads Authority will work closely with the Council's planning authority and the Cairngorm National Park on planning matters which impact on the transport network. Detailed consideration should be given to the impact of development proposals on the transport network. The location, layout and design of new development should maximise opportunities for supporting sustainable transport modes. Significant travel generating developments require the submission of a Transport Assessment and proposals for appropriate mitigation measures. In the more rural areas, new development should help address the particular constraints on accessibility which affect these communities. Securing the provision of appropriate transport infrastructure is essential for the economic and social development of the area.

Development Management Contribution to Transport

Guideline Principles:

- All developments should make an appropriate contribution towards transport infrastructure and/or services related to the development, to ensure that the required improvements are in place in time to take account of the impacts of the development.

- The Council will encourage developments **to locate** adjacent to sites where there is good existing active travel and public transport provision.

- Improvements to the transport network shall be sought in accordance with government guidance, the Structure Plan, the various Local Plans, Development Briefs, and as established through developer-funded Transport Assessments.

- The Council will require to agree the scope of transport assessments with each applicant at an early stage in the application process.

- In the first instance the Council will consider whether necessary improvements can be achieved through the use of conditions attached to the grant of planning permission. If a legal agreement is required it will be sought in an appropriate, transparent and equitable manner.

- Contributions shall be used to provide improvements to public transport, the road network, traffic management, pedestrian and cycle routes/facilities, accessibility infrastructure or any other such improvements required as a result of the development.

- Developers should take into account the likely requirement for a contribution when preparing and costing proposals. Early discussion with the Council is encouraged, such as via the Planning and Development Service's Pre-application Advice Service for Major Developments, although sufficient detail of development proposals will be required before the Council will agree to a meeting.

- Notwithstanding the assessment criteria in this Core Policy, where a development proposal requires a Transport Assessment, or is subject to a master-planning exercise, this should provide a basis for addressing transport impacts and be used to inform the type and level of contribution required.

Transport Requirements arising from new developments

The key priority in assessing any proposal is to ensure that sufficient major infrastructure is in place (or has the capacity) to accommodate the development. This means the provision of (or major upgrading works/expansion to) roads, bridges or other such infrastructure; public transport infrastructure/public transport support; active travel and other Council projects. This may be required either within or outwith the development site and conditions and/or legal agreements will be secured accordingly. Where there are transport improvement projects that the Council is committed to delivering, contributions towards such projects will be sought where

there is a clear relationship with the development proposal. This could include bus priority schemes, wider area cycle improvements or other improvement projects.

Applicability - Developer contributions to major infrastructure projects will be required for major development and for small scale development where a contribution formula is in place on an area wide basis. Developers may be required to enter into an agreement to pay up-front costs for new bus services or to underwrite a new service for a stated period. Contribution to an existing council project is likely to be a requirement for all major retail, residential, leisure or commercial developments where there is a clear relationship between the new development and the transport scheme.

General Transport Requirements - Whether or not there is a requirement for major improvements it is likely that the surrounding network will require upgrading to accommodate the development proposal. The types of improvements required include:

- Road Improvements (Carriageway and Footways)
- Traffic Signals
- Traffic Calming Measures
- Pedestrian/Cycle Routes
- Safer Routes to School
- Bus Stops/Shelters/Real Time Information/Bus Boarders/Buildouts
- Extension/Enhancement of bus services
- Measures to increase rail use
- Park & Ride
- Travel Plan
- Traffic Management
- Traffic Regulation Orders/Stopping-up Orders

Moray Firth Transport Model

The Highland Council in partnership with Transport Scotland is developing a strategic transport model covering Inverness and wider Moray Firth area. This regional model sits within a national hierarchal approach to strategic transport and land use planning. The model will become an essential part of the long term development strategy for the area, and will be used to test transport proposals, inform the ongoing preparation of Local Development Plans, transport strategies and for development management purposes. It will be used by Transport Scotland, Developers as well as the Council to predict future transport generation and interventions to ensure continued efficiency of the network.

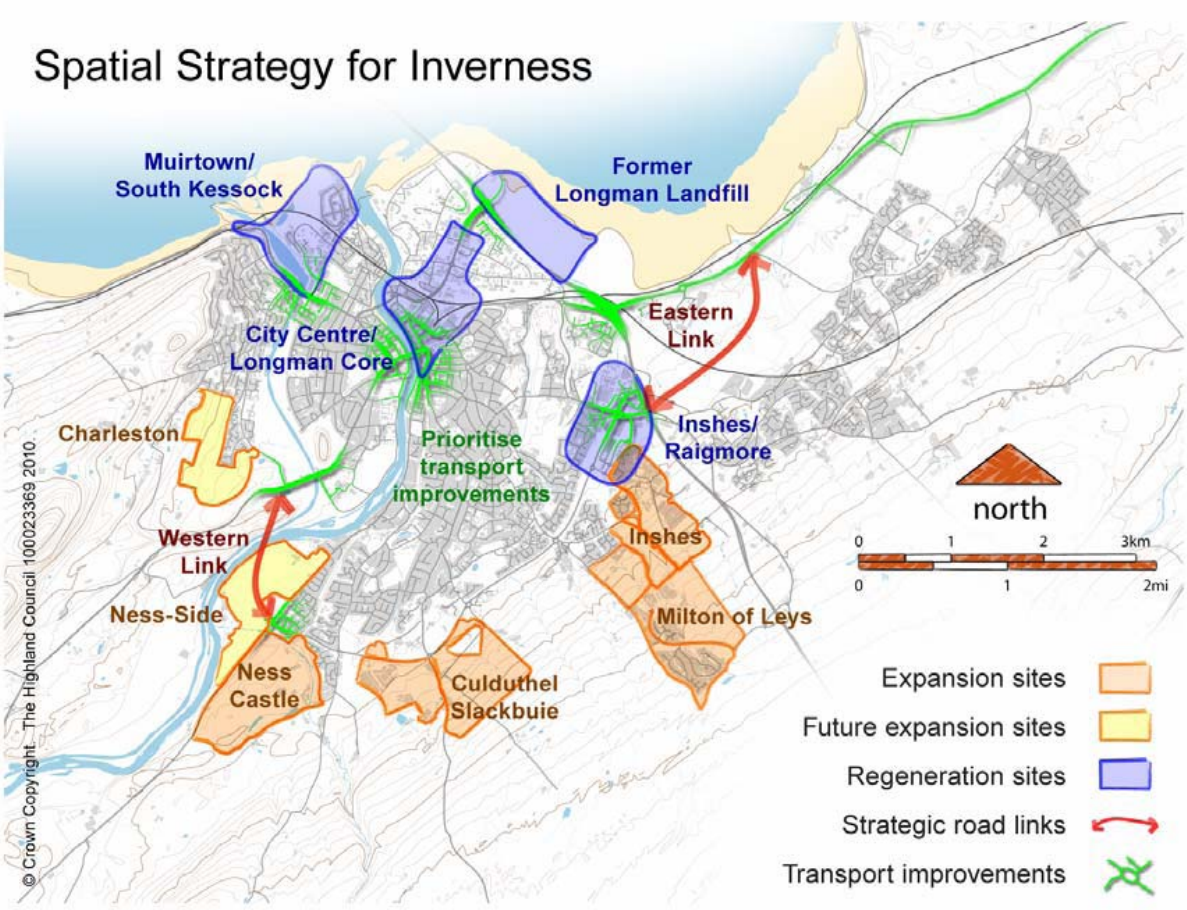


Fig 4.1 Spatial Strategy for Inverness – Highland wide Local Development Plan 2010

In order to achieve sustainable growth in Inverness and within its journey to work area in terms of local transport issues, an integrated approach between transport and land-use planning is required. The Highland Council is in the process of developing the Highland wide Local Development Plan (HwLDP) concurrently with the Local Transport Strategy which will be adopted as supplementary guidance to the HwLDP. The HwLDP considers the transport implications for each of the major development sites. New development should also take cognisance of the core policies set out in Chapter 4 of this document.

CAPITAL PROGRAMME INVESTMENT

- Kinnairdie Link Road (Dingwall) - £1,100,000 - Developer Contribution in 2011/12 and 2013/14
- Inshes Roundabout (Inverness) - £3,000,000 - Developer Contribution in 2012/13
- Trunk Link Road West section (Inverness) - £5,000,000 - Developer Contribution in 2014/15
- Park and Ride - £350,000 - Developer contribution in 2013/14
- Cycling infrastructure - £262,000 - Developer Contribution commencing 2012/13

CP2: Core Policy Statement: Road Network Part 1 - Road Improvement Schemes

LTS Policy No 2:

- The Council will seek to make cost effective improvements to the Council road network through its own capital budget, developer contributions and any other external funding opportunities which may become available during the timeframe of the LTS.
- The Council will continue to lobby for improvements to the strategic trunk road network which will benefit economic development in the Highlands, in particular those schemes set out in the STPR.

The aim of this part of this core policy is to improve the operational quality of the road network the Highland Council is responsible for.

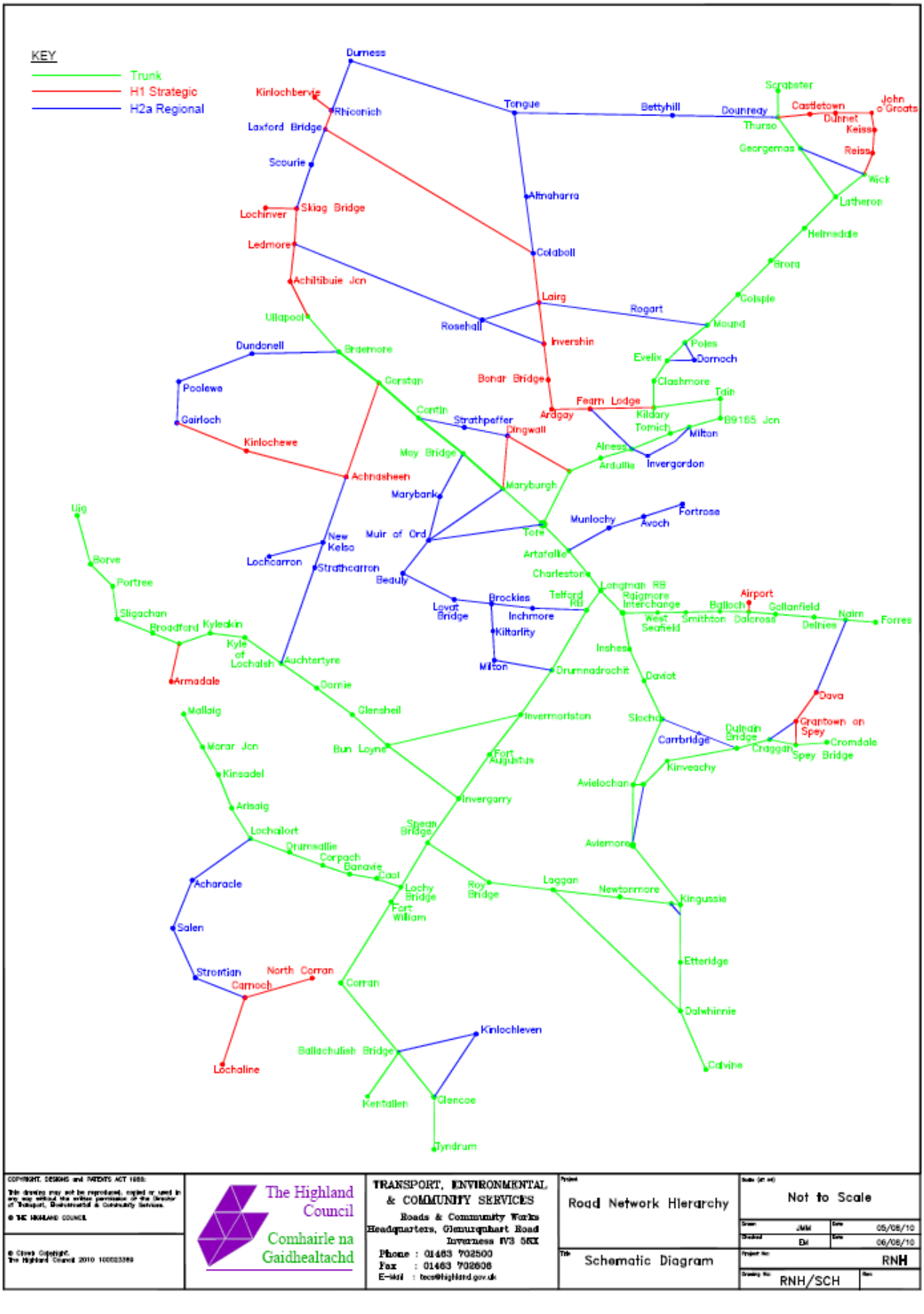
The Council will look to develop schemes which meet the objectives it has set out within this document. The Council will seek to make improvements through its own capital budget allocation, through developer contributions, Section 75 agreements and through any other funding opportunities which may come forward during the LTS period. European Regional Development Fund objectives match some of the weaknesses and opportunities of transport issues in Highland and will continue to be a source of funding, but its level has been significantly diminished.

Schemes developed are likely to tackle congestion, address road safety problems and reduce the impact of traffic on local communities and the environment. New scheme developments will usually have some overlap with work proposed to benefit pedestrian/cycle and public transport networks.

In addition to aiming to improve the local network, The Highland Council will support and jointly lobby for improvements to the strategic trunk road network with its regional partners.

The following diagram (Figure 5.1) sets out the Highland Council roads hierarchy.

Figure 5.1 Highland Roads Hierarchy



Core Road Network - Locally Significant Roads

In developing the Regional Transport Strategy, HITRANS defined the Locally Significant Network (7) as part of the assessment of the region's overall transport network. The Locally Significant Network connects communities to their local centres and onwards to the Regional Centres and National Gateways. The Locally Significant Network makes up a large part of the region's entire network, and a significant proportion of these roads are the only connection that a community has. In most cases any given road is the only connection between communities and Local Centres, Regional Centres and National Gateways. The lack of an alternative route, particularly in the west, is a key factor that differentiates the region from many other areas across Scotland.

The Strategic Network makes up the principal links between Regional Centres and the National Gateways of Scotland. The Regional Network connects Local Centres to Regional Centres. These links therefore ensure that communities centred around Local Centres and their hinterlands are able to access services and functions. This principle has been clearly established in the Regional Transport Strategy, and the Local Transport Strategy follows the same principle by the Highland Council taking its responsibilities for the local road network. In addition to meeting its own responsibilities for the local network, the Highland Council will support and jointly lobby for improvements to the strategic road network with its regional partners.

The Highland Local Transport Strategy sets the framework for responsibilities for both maintenance of the road network condition, including bridges and structures, and for improvements to the operational quality of the network. The operational quality includes schemes which are designed to tackle congestion, improve safety and improve connections.

Trunk Road Priorities

Although all Trunk roads in the Highlands are important the key routes which figure highly in the Governments STPR strategic transport document are the A82, A9, and the A96. These are all significant for the future wellbeing of the Highlands and their improvement and upgrading are a high priority for the economic development of their wide catchments and to redress the remoteness of the Highland area within the UK

The A96 corridor has a detailed Masterplan set out for development along the route and associated upgrades are anticipated with any developments.

7 HITRANS Regional Transport Strategy
http://www.hitrans.org.uk/Strategy/documents/HITRANS_finalRTS.pdf

The Highland Council will seek improvements to these routes in conjunction with the Trunk road authority Transport Scotland. Further work on detailed requirements and funding for taking forward schemes will be developed and discussed with Transport Scotland. As discussed in Section 2, improvements to the A9, A82 and A96 have been prioritised for investment by Transport Scotland in its Strategic Transport Projects Review (STPR). Improvements to the A82 and the A9 need to be included in Transport Scotland's design programme such that they will be able to satisfy demand and create opportunities for new jobs.

Table 5.1 Trunk road priorities

(As identified in Strategic Transport Projects Review 2008)(8)

A96 Inverness to Nairn	Dualling proposals; Nairn Bypass; Masterplan for development through the corridor Inverness to Nairn
A82	Upgrades to road standard
A9	South of Inverness dualling
Inverness Trunk Link Road	Link road from A96 to A9 Link road from A9 to A82
A9 / A82 / A835 / A87 / A887	Road Safety Improvements

Much of the Trunk Road network is of strategic importance to The Highland Council Area and consideration should be given by the Trunk Roads Authorities to improving the following sections of their network.

- A82/A830 through Fort William
- A82 pinch points / junction improvements Inverness to Fort William
- A9 Berriedale
- A99 Keiss
- A9 Tomich, Evanton, Rosskeen & Skiach Junctions
- A87 Breakish
- A87 Portree – Sligachan
- A887 Torgoyle

Local Road Network

There are also still a number of bottlenecks on the Council's strategic road network where the road is of single track with passing place standard or structures on the route may be subject to height or weight restrictions. Among the routes which would benefit from improvements are the A890 (Lair – Strathcarron), A832 (Slattadale -

8 Scottish Government: Strategic Transport Projects Review http://www.transportscotland.gov.uk/files/documents/projects/StrategicProjectsReviewEtc/STPR_-_summary_leaflet_-_FINAL_-_10_December_2008.pdf

Kerrysdale), A832 (Moy Bridge) A836 (Bettyhill), A838 and A861 (Drynie Hill). The Council will consider a number of proposals subject to available funding. Some schemes are already included in the Council's Capital Programme.

Optimise the Contribution from Planning and Development Management

Provision for road improvements will be considered in all planning applications and new developments through the Transport Assessment process, assessing the impact of the development on the existing transport infrastructure. The Highland Roads and Transport Guidelines for New Developments is currently being updated and will set out infrastructure requirements that developments need to comply with. They will also have to take account of the requirements set out in the settlement Active Travel Audits and Masterplans.

CAPITAL PROGRAMME INVESTMENT

- Kinnairdie Link Road (Dingwall) - £1,100,000 - Developer Contribution in 2011/12 and 2013/14
- Inshes Roundabout (Inverness) - £3,000,000 - Developer Contribution in 2012/13
- Trunk Link Road West section - £5,000,000 - Developer Contribution in 2014/15

CP3: Core Policy Statement: Road Network Part 2 - Road Maintenance

LTS Policy No 3:

- Through the development of the Road Asset Management Plan (RAMP), the Council will utilise asset management techniques which encourage a more structured and strategic approach to the management of its network.
- The Council will establish levels of service for road maintenance which are achievable within the budgets made available.
- The Council will establish priorities for road maintenance expenditure through assessment of various factors including the Road Hierarchy, the Scottish Road Maintenance Condition Survey (SRMCS) and inspections by qualified staff.
- The Council will seek to maintain the quality of the local road network for which it is responsible.
- The Council may seek developer contributions to upgrade the network where there is significant additional traffic generation from new development

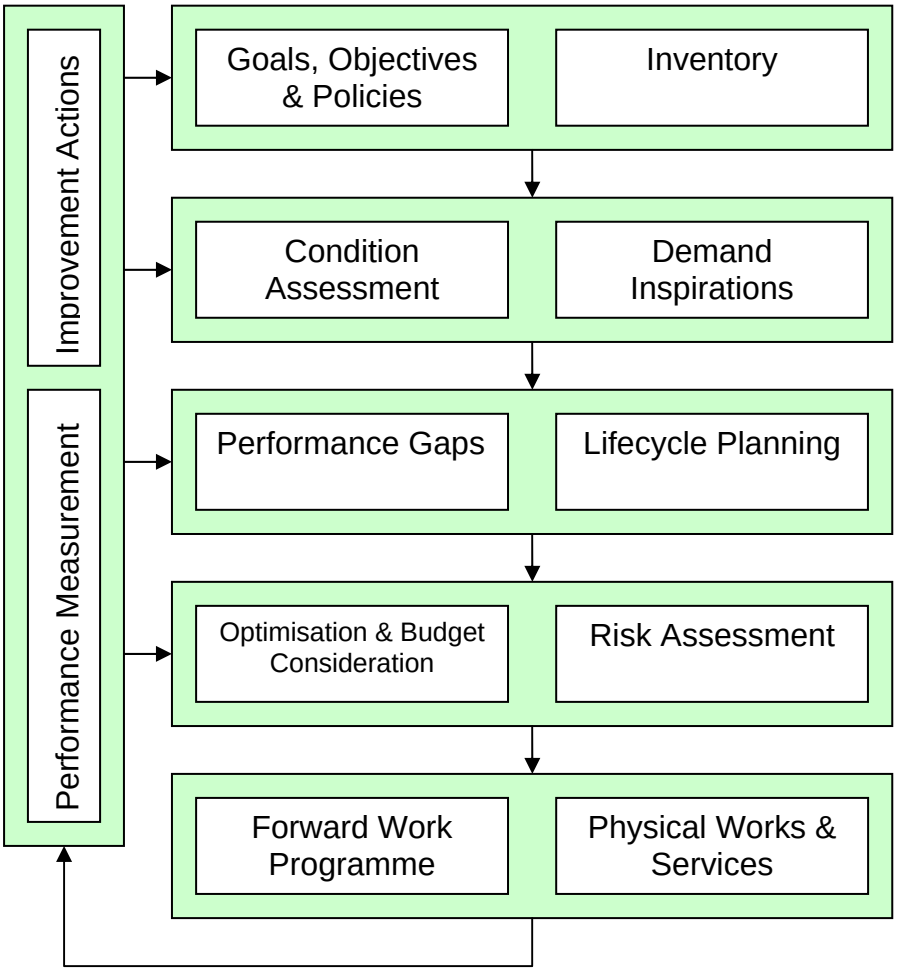
As one of the projects in its Corporate Improvement Programme, The Highland Council has adopted a corporate approach to asset management and developed a Corporate Asset Management Plan (CAMP). The CAMP identifies several sub-plans, including the Road Asset Management Plan (RAMP), as key documents to enable delivery of the Council's corporate objectives. Utilising asset management techniques will encourage a move towards a long term, structured approach to management of the infrastructure network.

The Council is participating, along with all of the other Councils in Scotland, in the Society of Chief Officers for Transportation in Scotland (SCOTS) four year project to develop a common framework for Road Asset Management Plans. The Council has published its first Road Asset Management Plan for 2010/2011 which gives more detail on the prioritisation of maintenance expenditure. Through the application of asset management, the Council is working towards collecting appropriate inventory, undertaking condition assessments and developing levels of service to enable informed and justifiable decisions to be made. Through the asset management process the Council will set the levels of service for routine maintenance on infrastructure assets that are achievable within budgets made available. The asset management process is set out in Figure 5.2.

The results from the Scottish Road Maintenance Condition Survey (SRMCS) are used in the decision making process for road maintenance expenditure. Locally

based, qualified road inspectors carry out safety and condition surveys to identify critical safety defects, which require emergency action, and progressive deterioration which can be repaired as part of a longer term maintenance programme. The inspectors also investigate defects reported by the public and take appropriate action. Bridges are also regularly inspected and the findings used to prioritise repairs. The Highland Council seeks to prevent further deterioration to the road network and reduce the amount of the network which should be considered for maintenance treatment.

Figure 5.2 Asset Management Process



The Council has a winter maintenance policy which operates on a priority basis to ensure as far as reasonably practicable that roads remain available for use in adverse conditions.

An element of emergency response is also expected to be necessary as extreme conditions can produce unexpected problems. This will need to be decided on an annual basis.

CP4: Core Policy Statement: Pedestrian and Cycle Network

LTS Policy No 4:

- The Council will establish in partnership with HITRANS a series of Active Travel Transport Masterplans for all the main settlements within Highland
- The Council will seek to ensure that opportunities for encouraging walking and cycling through the development management process are maximised
- The Council will expect developers to take into account the recommendations and priorities identified in the Active Travel Masterplans within their Transport Assessments
- The Council will continue to work in partnership with Transport Scotland and SUSTRANS to develop the National Cycle Network within Highland.
- The Council will adopt a collaborative approach to encouraging walking and cycling with different Highland Council services and other public agencies
- The Council will continue to support schools in delivering School Travel Plans and improving infrastructure within the Safer Routes to School framework.
- The Council will seek to extend and upgrade the cycle network and improve cycle parking facilities where possible at its own premises and through the planning process.

INTRODUCTION

Good quality pedestrian and cycle networks are recognised as a critically important part of the transport network. Further, the individual personal health benefits of more active travel is strongly promoted by health professionals. Therefore providing a good quality network to encourage people to walk and cycle more, and do so confidently and safely is a key priority of the Highland LTS.

The Council recognises that by providing suitable facilities more people can be encouraged to use these two modes for shorter journeys and therefore assist in reducing congestion in urban areas. Good quality links should also contribute to road safety and reduce accident levels. The Council also recognises the role of encouraging more active travel in tackling high levels of obesity and other preventative health problems (9).

Investment in pedestrian and cycle core networks is important in meeting Local, Regional and National Transport Strategy objectives. The priority focus will be to

9 Preventing Overweight & Obesity in Scotland : A Route Map (2010)

http://www.scotland.gov.uk/Resource/Doc/302783/0094795.pdf

facilitate trips to work and education. However, it is recognised that all improvements to pedestrian/cycle networks will help encourage increased levels of walking and cycling.

IMPROVEMENTS

The Council will seek to improve pedestrian and cycling facilities where possible through a number of strands of work:

- Working in partnership with other Organisations with a role in promoting walking and cycling
- Developing Active Travel Audits and Masterplans to establish core networks and priorities for targeting investment in the main settlements and ensuring new development provides suitable infrastructure
- Inverness City Vision
- Safer Routes to School
- Core paths network access strategy
- Design requirements / standards for new development
- Improvement schemes to include good design for pedestrians/cyclists

Partnership

The Council will continue to work in partnership with Transport Scotland and SUSTRANS to develop the National Cycle Network within Highland. It will also work with other organisations like Living Streets and Cycling Scotland to promote walking and cycling initiatives where possible. The 2010 Cycling Action Plan For Scotland (10) has set the ambitious target of increasing the number of all journeys taken by bike in Scotland to 10% within by 2020. The Council will support the Scottish Government where it can within its own area to help work towards meeting this objective.

Active Travel Transport Masterplans

Within all main settlements a masterplanning exercise has/will be undertaken which establishes a core network, prioritises areas and routes for investment and considers future needs for walking, cycling networks and access to public transport. Those settlements being:

- Inverness
- Fort William
- Nairn
- Aviemore
- Dingwall
- Alness / Invergordon

10 Cycling Action Plan For Scotland (2010) http://www.scotland.gov.uk/Resource/Doc/316212/0100657.pdf

- Tain
- Thurso
- Wick
- Aviemore

For the development of an active travel masterplan a number of tasks are undertaken, including:

- A review of relevant policy issues relevant to the location, such as the Development Plan;
- Identification of significant zones for existing and future development, including residential; education; shopping; business; industrial and parking;
- Site visits to gather information in relation to the existing transport network and establish a baseline in terms of routes, facilities, signage and identify barriers to active travel, interchange and public transport; and
- Identification of existing transport issues and problems and potential solutions.

Developers will be expected to take account of the improvements proposed by the Council's Active Travel Masterplans in their Transport Assessments and provide on and off site improvements where appropriate (see Appendix E to this document).

Safer Routes to School

The Council is committed to supporting schools in delivering School Travel Plans, which will be part of the framework for providing *Safe Routes to School.* Proposals for improvements will also come through the sustainable transport Masterplanning exercise which should identify what improvements are needed to encourage more walking and cycling particular for journeys to school.

Core Path Network.

Under the Land Reform (Scotland) Act 2003, the Highland Council, as the Access Authority, has a statutory requirement to produce a Core Path Plan to cover its area, which has now been adopted for Highland.

Core Paths as a system will satisfy the basic path needs of local people and visitors for recreation and for getting about and will provide links to the wider path systems within the area. They are particularly important close to where people live and comprise a mixture of existing paths with some new paths linking together to form an overall paths network. Often these paths will already be in use and they can comprise many different sorts of paths ranging from tracks worn into natural ground to high-specification constructed paths.

Links to new developments and improved links to existing residential areas, towns and villages, are important and will be taken forward in the requirements placed on developers at design stages of new development.

The Core Paths System needs to cater for all types of users - walkers, cyclists, horse riders, people with disabilities, etc. They form a key part of outdoor access provision and have grown out of consultations with local communities, land managers and other key stakeholders

Core Paths Access Strategy
The key aims of the core paths access strategy are:

- To provide access opportunities which reflect local character and provide clear economic, environmental and social benefits compatible with the themes of the Community Plan.
- To encourage local communities and access user groups to work with land managers and occupiers in the development of better facilities to support and sustain the rural economy.
- To develop a comprehensive access network for a wider range of user abilities and interests.
- To remove barriers and build links so that everyone is able to enjoy and explore the Highlands to the best of their ability.

INTEGRATION

Development proposals should take cognisance of Active Travel Masterplans prepared by the Council and implement recommendations where appropriate in line with the scale and nature of development proposed. Active Travel design issues will also be included in the Council's updated "Road & Transport Guidelines for New Developments". This document together with other national guidelines such as Cycling by Design (11) will set out requirements to ensure that new development is well served by the most sustainable modes and in particular ensure that

- New developments incorporate a street layout and form which is walkable to services within ½ mile, i.e. by providing shorter pedestrian and cycle routes where possible. New development should also connect into and enhance existing walking networks and provide direct links to public transport.
- Major developments are located where they can be more easily accessed by non-car modes, i.e. public transport, walking and cycling.

11 Cycling By Design – 2010; http://www.transportscotland.gov.uk/reports/road/cycling-by-design

- The design of entrances and access routes into major developments considers those arriving on foot/cycle and by public transport.
- Cycle parking facilities are provided as per the standards detailed in 'Cycling by Design'

The Council will also support active travel by promoting new design guidance and actively promote training for planners, engineers, Travel Plan co-ordinators and road safety officers.

Increasing Cycle Parking Facilities

The lack of convenient and secure cycle parking and the fear of theft is a deterrent to people cycling. Short stay cycle parking is relatively easy to install and very cost effective.

The Council will:

- Look to improve cycle parking provision at key sites as part of its Travel Plan.
- Continue to develop a cycle parking installation programme for schools and further education establishments through Travel Plans and the Safer Routes to School Programme.
- With developers promote the installation of short and long stay cycle parking at key trip attractors in each settlement, through Travel Plans and the development management process.

CAPITAL PROGRAMME INVESTMENT

The Council's capital programme includes the following:

- £75k per year from 20010/11 – 2013/2014
- Cycling Walking and Safer Streets – £375k per year (Part) subject to Scottish Government grant)

CP 5: Core Policy Statement: Bus

LTS Policy No 5:

- The Council will measure accessibility from all settlements to a range of essential services and use this information for assessing support to tendered bus services.
- The Council will develop provision of bus priority measures as a means of improving the attractiveness of bus travel in the more congested areas and providing a viable alternative to the car.
- The Council will seek to ensure that locations with potential for introducing bus priority measure are protected from development.
- The Council will secure developer contributions where required to provide high quality bus services to new developments from the date of opening.
- The Council will seek to ensure that new developments are located to be accessible by bus as far as practicable
- The Council will promote Quality Partnerships with the commercial bus operators, including accessibility standards and service frequencies.
- The Council will adopt a Public Transport Information Strategy which will ensure that clear and comprehensive multi-modal information is available in a variety of formats.
- The Council will maintain cost effective levels of public transport, including demand responsive transport where appropriate, to ensure accessibility to essential services.
- The Council will work with bus operators to enhance bus services above a basic level where these can be successful in providing alternatives to car-based transport.
- The Council will install bus real-time information across Inverness and the surrounding area to help encourage increased patronage by improving the reliability of services and passenger confidence.

INTRODUCTION

Bus services are provided under the Transport Act 1985. Some of these bus services are provided commercially by private operators; generally these are in urban areas or on inter-urban or long distance strategic routes. Other services, usually in the more rural areas or in evenings and Sundays, are financially supported by the Council through a tendering process. The Council stipulates the timetable, vehicle type, and fare scale of these tendered services but has no such powers over commercial services.

Public transport provides a key link for people without access to private transport ensuring they have access to all essential services. This ensures they have the opportunity to be economically active, and also allows older people to continue to live at home in their own communities. This is relevant for those in rural and remote locations as well as those in larger and growing urban areas.

Particularly in rural areas, there is a common perception that “everyone has a car”. This is simply not true. There will always be non-drivers in a community – principally but not exclusively the young, disabled or elderly – and transport can enable them to get jobs, socialise, live independently and remain in their home community rather than going into a nursing home.

In urban locations and on inter-urban routes public transport is able to provide a more sustainable and efficient form of transport than the car, especially where the road network is congested at peak times. Provision of bus services, bus priority, real time information and park & ride systems can be effective in reducing congestion and associated local air pollution, as well as reducing total vehicle miles and harmful emissions.

Bus usage in Highland reached 6.6 million passenger journeys in 2008/9, an increase of 5% on the previous year. Although the greatest use of bus services is by local people, public transport is also increasingly significant for tourism, with a significant percentage of visitors to the Highlands travelling without a car. Services in Skye show a particularly marked summer peak in usage, and some seasonal services are specifically designed for the tourist market. This helps to support a vital sector of the Highland economy.

From the late 1990s until recently, the Council has been able to make use of increased funding for rural transport to support a significant increase in the network, including flexible services such as dial-a-buses and subsidised taxis, which are available to the general public by pre-booking and are designed as substitutes for bus services in areas of low population where conventional scheduled services would not be appropriate. Funding constraints will now require a stricter assessment of need, but the Council will continue to support both fixed and flexible services as appropriate to the locations.

IMPROVEMENTS

Infrastructure

The series of Active Travel Audits and Masterplans developed in partnership with HITRANS (See Appendix E) set out the existing public transport network in each of the main towns within Highland and establish those areas where improvements to the service provision and infrastructure can be made in particular in relation to potential areas of new development identified within the Local Plan. On those key

bus routes which are subject to delays and there is a need to improve journey reliability the Council will seek to provide bus priority measures, through its own funding, developer contributions (Section 75) or through other grants that may become available during the LTS period.

On all routes the Council will seek to improve bus stop infrastructure, ensuring that there are safe and convenient stopping points as far as practicable, and that bus stops and shelters adjacent to new developments are provided or funded by developers, and are accessible and conveniently located.

In addition to aiming to improve the bus infrastructure on the local road network the Council will support and jointly lobby for improvements to the Trunk Road network with Transport Scotland and developers.

The Council will prioritise bus shelter provision on key routes, terminals and interchanges, with the aim of developing a good and consistent standard of shelter at the main bus stops. We will also upgrade bus stops, particularly on high frequency urban routes, to improve accessibility for wheelchair users.

Although no funding for transport interchanges is identified at present, we will seek to provide or improve transport interchanges in town centres and at railway stations and ferry terminals as opportunities arise.

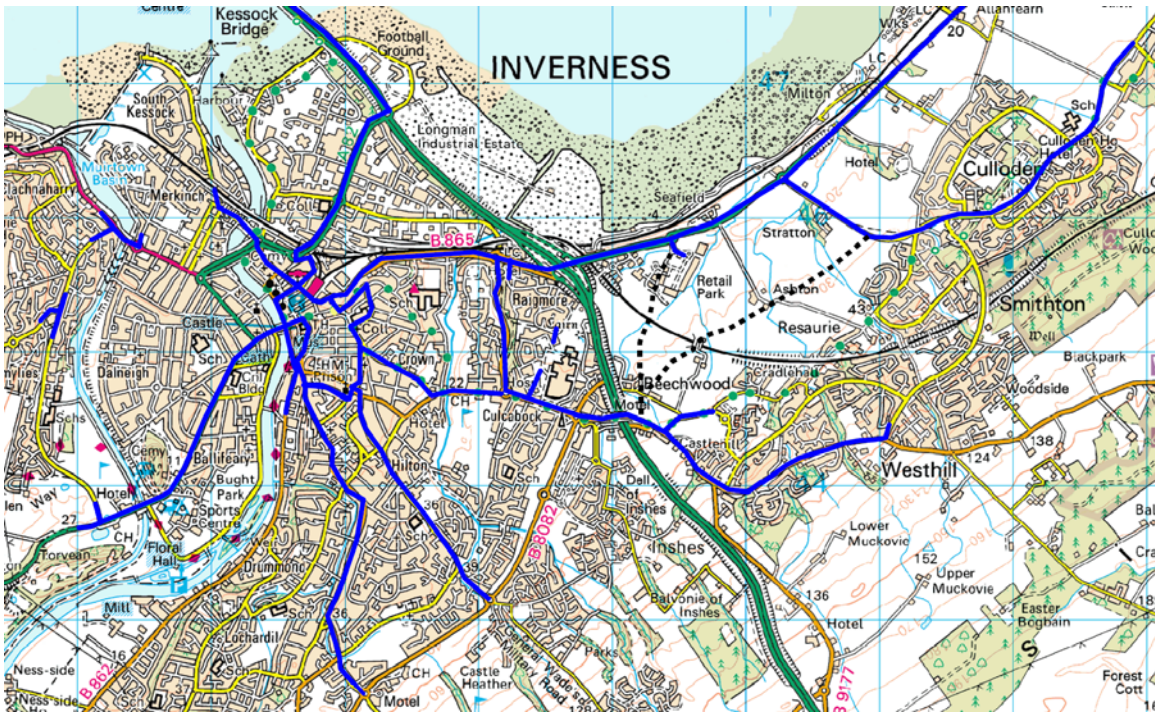


Figure 5.3: Bus priority key routes Inverness

Figure 5.3 identifies a number of key junctions and corridors where there is potential for bus priority measures in Inverness, and shows illustrative routes for bus priority

corridors along desire lines within Inverness East and Campus expansion areas. Bus gates via Raigmore Hospital and Raigmore Estate onto Millburn Road are under consideration. Junction priorities will also be provided where possible throughout the City Centre and at other locations where services regularly experience delays.

Consideration should also be given by the Trunk Road Authority to establishing bus priority at the following locations:

- Fort William – along and at main junctions on A830 and A82
- A82 – Fort William to Inverness – all canal bridges utilising Real Time Information systems.
- Nairn – A96 trunk road junctions with local roads/exit onto trunk road
- Trunk roads – all strategic routes provide important public transport connections and should be safeguarded for public transport priority in future where needed, particularly on the edges of and at major junctions through towns.

Information

The Council is actively supporting HITRANS in tendering for a new timetable database which will enable significant improvements in the quality of bus stop information as well as supporting the production of timetable booklets, leaflets and electronic information. The Council has doubled the number of bus stop timetable notices in the last 4 years and will continue to expand this provision.

The Council in partnership with HITRANS is introducing Real Time Information across Inverness and the surrounding area with at stop displays being installed at a number of the key locations. Developers may be expected to fund these as part of their bus infrastructure provision serving new developments as appropriate.

The Council will use tools available from Traveline to publicise public transport options to Council buildings and events, and to promote public transport to staff and members of the public as part of their Green Travel Plan.

A Public Transport Information Strategy is in preparation.

Supported bus services

The Council has a statutory duty to decide where bus services are required which are not provided commercially.

In assessing need, we will consider accessibility to employment and to essential services, as well as levels of car ownership and current usage of public transport services. HITRANS have procured a model which maps and measures accessibility from communities to the main employment and service centres, and we will use this in determining the need for public transport from rural areas to towns.

Local accessibility (e.g. to village shops, GPs' surgeries, etc) is critical for many people without their own transport, so we will continue to take this into account in determining the need for local bus, dial-a-bus and subsidised taxi services. Local transport services are often designed around specific local conditions, and the Council involves communities in determining the service levels required.

In the more populated areas, public transport is able to provide other benefits, notably modal shift to buses and trains as well as traffic reduction, helping to reduce congestion and air pollution.

Where new developments generate demand for new or enhanced bus services, contributions from developers will be sought, so that the required transport can be in place as the development comes into use.

All existing Council public transport contracts expire on 31 December 2011. Early in 2011, prior to tendering, we will be consulting all Community Councils and other interested parties on the service specifications for the next contracts. We normally invite tenders for a range of service options on most routes, so that social benefit and value for money can be compared and the most effective network awarded within the budget available.

We will develop guideline standards for the desired level of service to different sizes of community and types of route. These must have some flexibility to take account of actual levels of usage and value for money, but we would expect to consider desirable frequencies and journey times for local trips and for trips to the main towns in the locality.

Fares must remain affordable or the network will lose both its function of providing accessibility to those people without alternatives and its attraction as an alternative to the private car. The Council will maintain a maximum fare scale on its tendered services. (Where only a small percentage of a service is tendered, such as evening journeys, we generally follow the commercial operator's fare scale.)

INTEGRATION

A frequent comment made in responses to the Local Transport Strategy consultation was about lack of integration between bus services or between different transport modes. The Council will encourage integration although it has no power to enforce integration between services, except by specifying tendered bus service timetables, but we do negotiate with operators to seek improvements in integration where possible.

Integration is not a matter of timetabling alone but also of information provision and ticketing. The Council supports the production of comprehensive timetable guides which show all modes as well as some key connections. Internet journey planning allows passengers to find complicated multi-modal journeys, and the Council supports the development of Traveline and Transport Direct websites.

The Council will work with operators and HITRANS to develop appropriate multi modal or multi operator tickets for long distance through journeys or freedom of travel in a defined area. On the tendered network, the Council will continue to require contracted operators to accept other contracted operators' tickets to allow return journeys.

Quality Partnerships

The Transport (Scotland) Act 2001 provides a basis for statutory Quality Partnerships between Councils and bus operators. These can include vehicle accessibility standards, bus priority measures and minimum frequencies. Although in recent years the commercial bus operators have made significant investment in services without a Quality Partnership in place, and Highland Council and HITRANS have assisted them in this, we now believe that a statutory Partnership would place such improvements on a firmer footing and we will aim to make such an agreement during the lifetime of the Strategy. This will support the aims of the Strategy in improving bus service speed, reliability and accessibility. Although fare levels cannot be part of a statutory Partnership agreement, we would also seek to encourage attractive fare levels for both occasional and regular bus users.

All buses over 23 seats will, by law, have to be accessible to wheelchair users by 2015, and coaches by 2017, and we will work with operators of both commercial and tendered services to secure a progressive increase in the number of accessible vehicles in operation.

Development Management

A close relationship between the Local Transport Strategy and the Council's Local Development Plans is essential. Regarding buses this includes two key priorities:

1. to ensure that locations with potential for bus route priorities are protected from development, so that, for example, land is not built on if it would be useful for road widening in order to provide a bus lane;
2. to ensure that new developments are located to be accessible by bus as far as practicable, and securing funding from developers to enable developments to be adequately served by bus.

At smaller developments, bus accessibility may require only the provision of a bus stop and shelter with an information display. At larger developments a new route or route extension, along with off-site bus priority measures, may be needed, and the

design of internal routes to enable effective penetration of the development by bus will be considered. The Council will determine what nature and level of provision is appropriate to each development. In general the aim will be to support the introduction of a service which would grow to be commercially viable, or in more rural areas to become a sustainable part of the Council's tendered network. Where developments are built in stages over a period of years, the need for support can be more prolonged than for a commercial development with a single opening date, but an adequate level of service is beneficial from the early stages so that the first occupants of the development have a viable public transport option available to them.

Local Development Plans will identify where contributions from a number of separate developers can contribute to an enhanced public transport provision which would be required for the total volume of new building in the area but could not be supported by any individual development.

The Council's updated 'Roads and Transport Guidelines for New Development' will provide more detail of what is required from developers.

CAPITAL BUDGET INVESTMENT

A capital budget of £75,000 per year is available for provision of new bus shelters and bus stop infrastructure. Investment at bus stops which are relevant to new developments will be funded from developer contributions.

Park & Ride - £1,060,000 in 2013/14

REVENUE BUDGET INVESTMENT

Current annual budgets are:

Bus service contracts (incl. subsidised taxis)	£2, 926,360
Public Transport publicity	£ 30,000
Bus shelter cleaning	£ 22,000

These allocations are all subject to Review over the 3 year period.

CP 6: Core Policy Statement: Community Transport

LTS Policy No 6:

- The Council will continue to support cost effective Community Transport projects both financially and also with advice and training.
- The Council will develop Service Level Agreements with funded Community Transport operators and will seek to ensure stability of funding.
- The Council will design transport contracts to allow Community Transport operators to tender where appropriate.

INTRODUCTION

Community Transport is a diverse sector which depends on volunteers and voluntary organisations (several of which employ staff) to provide various types of flexible transport in many communities. Voluntary organisations are also allowed to provide scheduled services on a non-profit-making basis, and the Transport Act 2009 has broadened the scope for this by relaxing some of the Section 19 and Section 22 Permit regulations from the Transport Act 1985.

The Council supports Community Transport projects through a system of grant aid derived from the Scottish Government's former Rural Community Transport Initiative. Existing grant agreements run until March 2011. Agreements after that date will be made in accordance with the principles of the Council's Voluntary Sector Compact.

There is no prescription of the form which Community Transport projects should take. As these depend on the interests of volunteers, the interests and abilities of local community members are absolutely vital to the success of any project. However, the projects which the Council supports can be broadly classified in two groups: community car schemes and minibus organisations. In addition to projects providing transport directly, we also support local transport forums which provide a voice for transport users in their area and support for community transport providers.

LEADER funding was secured in 2009 for volunteer and staff training in relation to community transport provision. This is available to groups regardless of whether they receive other financial support from the Council.

IMPROVEMENTS

The Council will continue to work with Community Transport organisations to assist them in assessing needs, applying for funding from a range of sources, and ensuring

high standards of operation. We will continue to develop and support training for staff and volunteers of CT organisations. Subject to availability of funding, we will support the establishment of new CT organisations in areas which are not currently served.

The Council will develop Service Level Agreements with all CT projects which we support financially.

While recognising that not all CT operators will be geared up to tender for contract work, we will support those who do wish to take up this option. We will ensure that tender invitations for passenger transport, where appropriate, are designed to allow CT operators to compete for work.

A longer term objective of the Council (see Part 2) is to develop integrated working between the Council and other agencies such as the NHS, where shared services can give efficiencies. This may open up future opportunities for inter-agency support of some CT projects.

HITRANS have a strategy covering Community and Health Transport, and has involved representatives of the health service in its work. It is hoped that this will enable the development of innovative services and jointly supported operations.

MONITORING

Supported CT projects submit regular statements of work done (e.g. number of passengers carried, mileage operated) along with their funding claims, and this will continue, so that we can assess value for money of projects.

As CT projects very often provide less tangible benefits to their users, such as social contact for otherwise isolated people, and enabling independent living, it is also intended to develop a methodology for measuring social return on investment, thus bringing broader community benefits into the evaluation of this sector.

REVENUE BUDGET INVESTMENT

Grants for Community Transport projects: £501,961 annual budget including Council match funding for LEADER.

- LEADER training: £84,415
- T2E: £40,000 annual budget.

CP7: Core Policy Statement: Council Client Transport

LTS Policy No 7:

- The Council will provide home to school transport in accordance with the legal requirements.
- The Council will review Social Work transport provision in order to ensure that resources are targeted where most needed.
- The Council will promote co-ordination and integration of different transport functions in order to improve efficiency and service quality.
- The Council will improve standards of driver and escort training to ensure safety and improve the quality of service provided to passengers with special needs.

INTRODUCTION

As well as supporting public and community transport services, the Council provides transport for users of other Council services, notably schools and Social Work.

School transport

School transport provision follows the requirements of the Education (Scotland) Act 1980 (as amended). Essentially pupils are entitled to free transport to and from school, depending upon their age and distance from their designated school. In some cases, entitlement may also be given on grounds of road safety, additional support needs or Gaelic or denominational education. The Council's school transport policy is available on the Council website and is updated from time to time.

The Council has around 700 school transport contracts transporting a total of around 13,000 pupils daily. Transport is provided predominantly by private sector contractors, although there is some in-house provision using Council-owned vehicles. Where possible, public and school transport contracts are integrated. This provides better value for money and in some areas increases the level of public transport provision above what would otherwise be possible. As with public transport, contracts are awarded for five years, with the current contracts expiring in December 2011.

The administration of school transport was brought into the Council's Transport Co-ordination Unit in summer 2009. The Education, Culture and Sport Service remains responsible for school transport policy.

Social Work transport

Users of Social Work services such as day care are separately assessed for transport need, following the relevant Social Work Service policy for adults or children. As with school transport, there is a mix of private sector and in-house provision, but in the case of Social Work transport a much larger proportion of transport is provided using Council vehicles.

Transport is also arranged for various purposes for looked-after children, family contact being a major example, in accordance with the Children Act 1995. Once again, this is provided by a variety of means.

The overall scale of Social Work transport is much smaller than that of school transport, but the nature of it is much more diverse as it caters for a wide range of needs.

Administration of Social Work transport is currently done at the level of individual centres or care teams, but this is currently being reviewed.

IMPROVEMENTS

School transport

The Council is in the process of reviewing all school transport contracts to ensure efficient utilisation of vehicles, better route planning where required, and equitable application of the entitlement policy.

The Council will publish guidance for pupils and parents, setting out both the standard of service which they can expect and the behaviour which is expected of pupils using school transport. The Council will also issue pupil passes (at present, passes are issued by contractors on some routes) and driver ID badges.

The Council will carry out risk assessments of walking routes where safety concerns have been raised, using a recently developed process based on the Local Authority Road Safety Officers' Association (LARSOA) guidelines. This will be used to decide whether transport needs to be provided on safety grounds.

The Transport Co-ordination Unit will monitor the operation of school transport contracts to ensure contract compliance and reliability. Operators of contracts carrying pupils with additional support needs will also be monitored to ensure that their standard of service is appropriate to the needs of their passengers (such as securing wheelchairs safely). Training programmes for drivers and escorts will also be implemented.

The progressive increase in availability of accessible vehicles will enable more pupils with disabilities to use mainstream transport along with their peers.

Social Work transport

The Council is thoroughly reviewing the organisation of Social Work transport with the objective of improving the efficiency of it. It is anticipated that the Transport Co-ordination Unit will take on the planning and organisation of Social Work transport, although the Social Work Service would remain responsible for policy.

Integrating Social Work transport with other aspects of transport provision is expected to bring several benefits:

- Enabling Social Work staff to concentrate more fully on their core duties
- Bringing transport professionalism into the planning and procurement of this transport sector
- Improving efficiency through better vehicle utilisation, so that several needs can be combined into one vehicle working at different times of day
- Ensuring consistent and appropriate standards of operation through monitoring of contracts.

As needs in this sector are very diverse, a demand responsive transport scheduling system will be procured to enable day to day scheduling of vehicles. The same system may also be used to manage bookings for the Council's public dial-a-bus and subsidised taxi contracts.

The Council will also keep entitlement to Social Work transport under review, to ensure that limited resources are targeted towards the people and areas that most need them.

In-house vehicles

The Council manages a fleet of minibuses, people carriers and cars for pupil and client transport. Some of these are under-used, and work is being done to examine ways of co-ordinating the utilisation of these vehicles, which may allow the size of the fleet to be reduced while retaining the same level of service.

An integrated approach to provision of all Council transport functions is likely to may open up new opportunities to develop inter-agency working, particularly with the Health Service, and the Council would be keen to pursue this.

The Highland Council is committed to assisting the voluntary sector by giving them access to Council minibuses. The vehicle will only be released provided the following conditions are met;

a. If the group is performing a function on behalf of THC. In this instance then a financial charge will not normally apply.

b. If the group is carrying out a function that is ancillary to the Educational, Social and Recreational responsibilities of THC. In such cases financial charges will be levied to recover the running costs of the vehicle.

MONITORING

All contracts will be monitored periodically to ensure reliability and contract compliance.

Costs of school transport contracts are monitored, and will be further analysed as the network is reviewed and efficiencies sought.

Social Work transport provision will also be analysed and monitored to ensure that appropriate standards of service are provided and that efficiency gains are being achieved.

CAPITAL BUDGET INVESTMENT

As all Social Work vehicles are leased there is no requirement for a capital budget

REVENUE BUDGET INVESTMENT

The current annual budget for home to school transport is £11,430,189.

There is currently no single budget for Social Work transport but the annual cost is around £1,100,000. This includes both taxis (£600,000) and Council-owned minibuses (£500,000) but does not include wage costs for Council minibus drivers as they mostly have other duties apart from driving and their driving hours are not separately identified. Costs of escorts could also be added to this figure.

CP8: Core Policy Statement: Rail

LTS Policy No 8:

- The Council supports the delivery of projects identified within the Strategic Transport Projects Review including; Highland Mainline rail improvements (Edinburgh/Glasgow – Inverness) and Aberdeen - Inverness
- The Council will seek to improve interchange facilities to enable easier transfer between different transport modes such as cycling and walking at railway stations.
- The Council will continue to encourage public transport operators to improve timetable integration so that services provide connections between bus/ferry and rail where possible
- The Council in partnership with Network Rail / First ScotRail / Transport Scotland and HITRANS will continue to identify where the rail network serving the Highlands can be improved.

INTRODUCTION

The rail network in Highland is set out in Figure 7.1. Following the Railways Act 2005, Scottish Ministers now have responsibility for the majority of rail powers in Scotland including:

- Transfer of the SRA's powers to manage and monitor the performance of ScotRail services
- Sole responsibility for securing future ScotRail franchises
- Power to take long term, strategic decisions about future investment
- Power to fund and specify where resources are targeted by Network Rail on track maintenance and investment in Scotland
- Responsibility for safety and the licensing of railway operators remains reserved to UK Ministers.

The 2008 Strategic Transport Projects Review identified several projects which would improve the rail network and level of service within Highland including;

- Highland Mainline improvements between Inverness and Perth which would improve rail network capacity for passengers and freight, increase service frequency and reduce journey times

- Aberdeen – Inverness rail improvements including reduced journey times and an hourly service including a new station at Dalcross

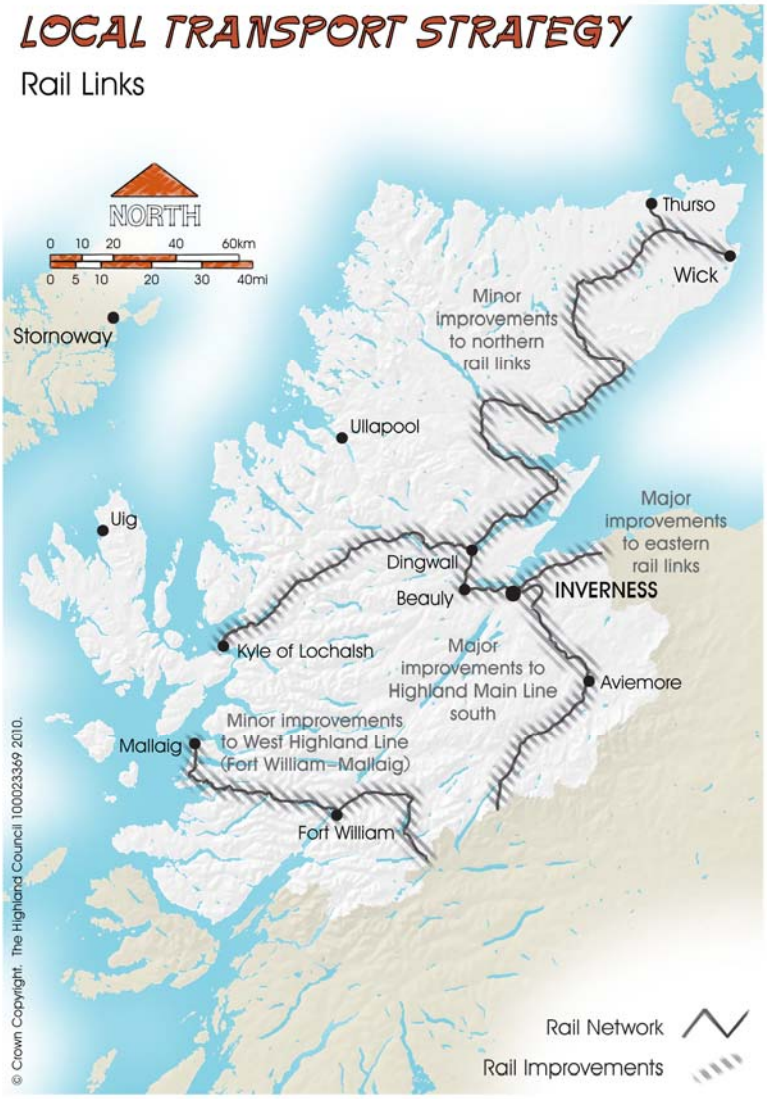


Figure 7.1: Highland Rail Network

IMPROVEMENTS

The Highland Council will also promote improvements in partnership with HITRANS to support the development of the rail network and service provision within Highland.

Following the success of Invernet I (Overall growth on Highland routes = 22% from 2004-2009) the Council and HITRANS will continue to lobby Network Rail for further improvements to the rail network and railway stations. Improvements to journey times and service frequency on all the train lines on the Highland rail network will assist and encourage rail travel which provides the only form of public transport to some remote communities. The development of designs for upgrading the rail

network such as proposed for Conon Bridge Railway Station will assist opportunities for investment should funding become available.

Further measures can be provided which encourage the use of rail travel, such as good pedestrian and cycle connections to rail stations; cycle parking facilities; improved personal safety measures and security; and information and integration with other modes. The Council will also seek to promote and encourage improvements at and to stations, through contributions from its own funding, developer contributions (Section 75) or through other opportunities that may become available during the LTS period.

There is the potential for the development of Park and Ride at rail stations in conjunction with Network Rail. This may be possible at those stations where car parking is currently available such as at Aviemore, Nairn, Dingwall and Muir of Ord. Secure sheltered cycle parking should also be provided to encourage cycle based park and ride with rail.

Further work will be carried out to identify specific needs for stations on the network and service improvements.

INTEGRATION

Where possible any major new developments should be located where they can be served efficiently by public transport including rail. Future planning and rail policy require integration to improve efficiency and sustainability in transport.

To encourage integration, the quality of infrastructure at rail stations should be of the highest quality and access to ticketing, timetable data and services should be simple and user friendly for all potential travellers whether they are accessing the information via the internet or through printed information.

The Council will continue to work with public transport operators across all modes to improve connections and integration where possible.

A study led by HITRANS is currently seeking to identify improvements in integration between rail and bus links at ferry terminals.

CAPITAL PROGRAMME INVESTMENT

The Council's capital programme includes the following:

- Conon Bridge Railway Station parking and footpaths - £100,000 in 2012/13

CP9: Core Policy Statement – Air

LTS Policy No 9:

- The Council will continue to recognise the importance of air services which provide a key link in the transport network and are vital to the economic wellbeing of the Highlands
- The Council will continue to back the Scottish Government funded Air Discount scheme which operates in parts of Sutherland and Caithness and lobby for extensions to this worthwhile scheme where opportunities arise.
- The Council in partnership with HITRANS will continue to lobby for the retention of Airport landing slots at London Gatwick for Inverness air services and for the reinstatement of landing slots at London Heathrow
- The Council will continue to back HIAL in its endeavors to secure direct links between Inverness Airport and European hub/s
- The Council will seek to work with other agencies to manage the environmental impact of vital air links to, from and around the Highlands and Islands.
- The Council will continue to support innovative air services such as sea planes as an efficient means of air travel in the Highlands and Islands

INTRODUCTION

In the Highlands and Islands air links form a crucial part of the transport network and are essential for economic activity, providing fast access to the main population centres and Government in the south-east of the UK. They also provide invaluable inter-regional links to islands within neighbouring local authorities providing opportunities for trade and commerce that may not otherwise exist.

In recent years Inverness has experienced significant passenger growth with increased popularity of air travel on discount air lines and charter air services to European destinations. This increased activity is reflected in the economic growth of the leisure and tourist market in the Highlands and Islands and is recognised and supported where possible

IMPROVEMENTS

The Highland Council along with HITRANS as part of air route development strategy have set out the strategic and regionally important network within the Highlands and Islands area. The Highland Council will support and jointly lobby for improvements to this strategic air network with its regional partners.

The preservation of existing services from Inverness to hub airports at Gatwick and Manchester and the re-introduction of slots at Heathrow are of particular importance to the areas economy as they provide opportunities for increasing international tourism and business within the Highlands. Businesses in Inverness and surrounding area recognise these air links to the south as essential for the economic sustainability of the Highland area.

The Council will continue to explore opportunities for the introduction of scheduled air services to Broadford Airstrip in Skye. The key element of success in this area is the sourcing of suitable aircraft to comply with CAA landing requirements and the quality and standards of the existing runway and statutory support services. This will require constant monitoring as new aircraft are designed and come in to production.

In relation to areas where there are no runway facilities the council will continue to work with operators of seaplanes to explore opportunities of new scheduled or charter services and will provide pontoons as necessary in sheltered sea lochs to assist with terminal landing facilities.

Air Discount Scheme

The Council will continue to back the residents fare reduction scheme which is in place for air services to and from Wick, benefiting residents of Caithness and northwest Sutherland. This Air Discount Scheme provides a 40% reduction on the core air fares to and from this area.

Environmental Assessment

Any significant increase in air traffic frequency should be assessed in terms of its impact to noise and local and regional air quality. Where new physical development is required, sensitive design and sustainable materials should be used, where possible. Environmental assessments of individual schemes should be undertaken where appropriate to identify impacts and mitigation measures.

INTEGRATION

Integration with public transport at airport terminals should be maximised to provide multi-modal links. A key element in access to airports is bus and taxi services linking the air terminal to adjacent urban centres. A regular and frequent quality bus service is essential to secure the continued attractiveness of air services and assists in reducing parking demand. Combining parking with bus services via integrated ticketing to improve the complete journey can assist the whole journey experience and will continue to be explored by the Council.

In addition, opportunities for improving the provision of real-time information on arrivals and departures of air services and linked bus services should be developed at transport interchanges and via the internet.

CAPITAL PROGRAMME INVESTMENT

The Council's capital programme includes the following:

- Pontoons - £375,000 (part) in 2012/13

CP10: Core Policy Statement – Ferries

LTS Policy No. 10

- The Council will continue to support essential ferry services to remote communities which are not directly supported by Scottish Government.
- The Council will continue to manage, maintain and improve Ferry Terminals under its control and ownership.
- The Council will support the introduction of Road Equivalent Tariff (RET) to all ferry services within, and with links to, the Highland area
- The Highland Council will support and jointly lobby for improvements to the strategic and regional ferry network with its regional partners

INTRODUCTION

Within the Highland Council area ferries are an integral part of the transport network and are vital for economic sustainability of island communities and communities in remote peninsulas. They provide essential links to services for these remote communities and also provide for transport of goods and freight to these distant locations.

Figure 9.1 sets out the network of ferry services currently operating within the Highland Council area and also services to neighbouring islands. Work to maintain and improve the links between Highland islands and the mainland is essential to economic sustainability of the islands.

The Highland Council along with HITRANS have set out the strategic and regionally important links to both the islands within the Highland Council area and the wider island links.

IMPROVEMENTS

The Scottish Government has introduced a pilot Road Equivalent Tariff (RET) fares system for passengers, cars and commercial vehicles travelling on ferry services to the Western Isles and Coll/Tiree. The pilot began in October 2008 and will run until spring 2011. Early indications are that the scheme has been successful and has led to a significant increase in traffic.

The Highland Council will continue to provide subsidy to essential ferry services to remote peninsulas which are not supported directly by the Government.

The Highland Council will support and jointly lobby for improvements to the strategic and regional network with its regional partners, in particular the development of a new ferry route between Mallaig and Lochboisdale.

The Scottish Government has commenced a review of the structure of the Scottish ferry network, looking at other issues such as provision of vessels and infrastructures and frequency of services as well as routing. The development of commuter ferry services will assist job opportunities. The development of daily return trips will reduce transport and access costs avoiding the need for overnight stays. Also tourist type cruises linked to essential travel will assist the development of tourism in these highly scenic areas.

The Highland Council sees importance in the development of short sea shipping routes and faster vessels to reduce sea journey times to assist economic growth and further development in these fragile areas.

The Council will continue to maintain those ferry piers and terminals which are in Council ownership as a key requirement of the ferry network and will make appropriate charging for their use to cover some of the Revenue costs.

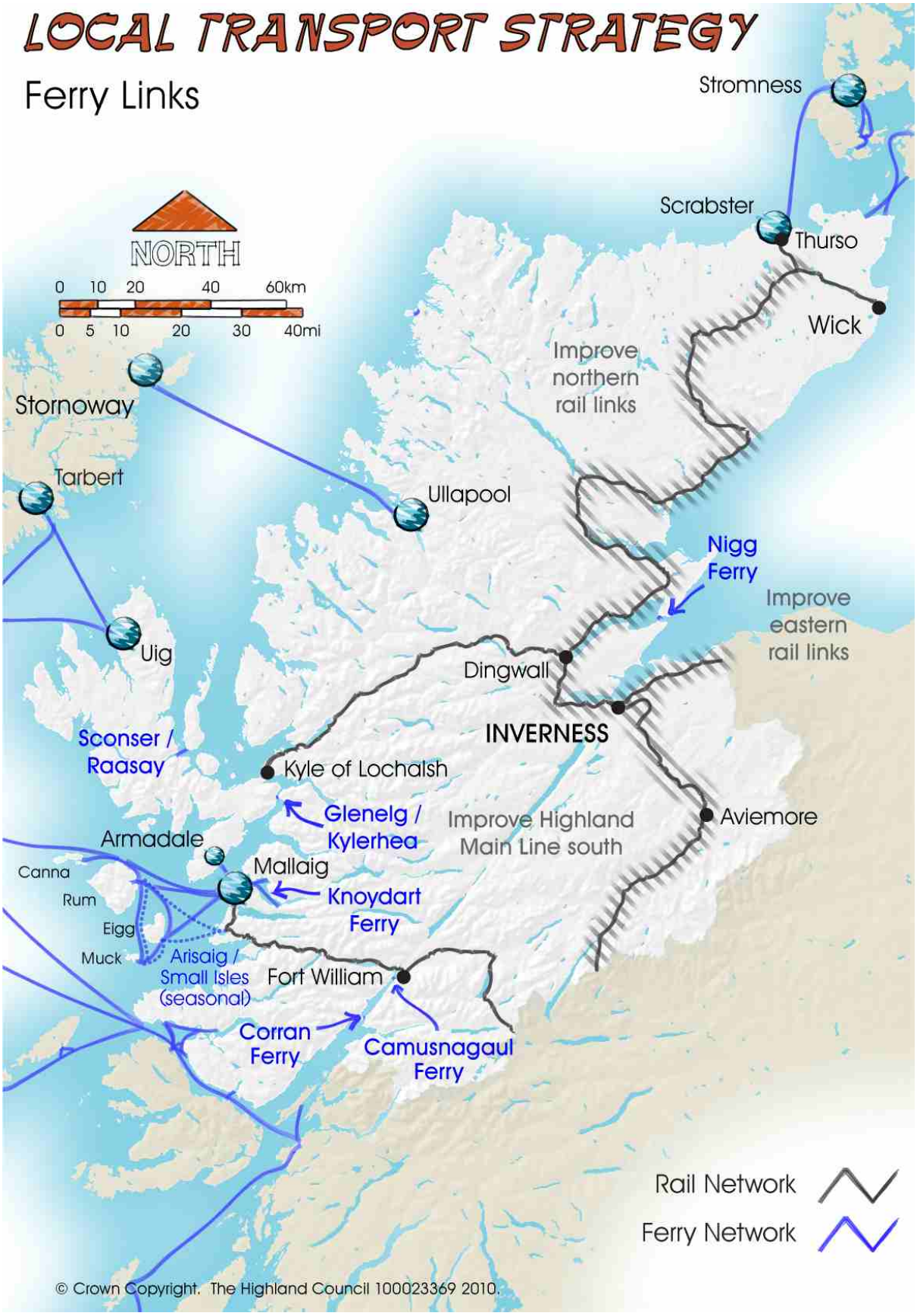


Figure 9.1 Ferry Network

INTEGRATION

Integration with other public transport at ferry terminals should be maximised to provide multi modal links. Infrastructure, information and integration with bus / rail services is required, and appropriate timetables will be developed and encouraged for use by the Highland Council in partnership with service providers.

CAPITAL PROGRAMME INVESTMENT

The Council's capital programme includes the following:

Sconser Ferry Terminal - £3.5m in 2015/16 onwards

CP11: Core Policy Statement – Parking

LTS Policy No 11:

- Traffic management requirements will determine parking infrastructure and parking charging needs.
- Parking charging will apply and be introduced as a means to ration parking spaces where demand exceeds supply and will be cost effective.
- Parking charging rates where this applies will favour shoppers and visitors to urban centres and discourage commuter car travel to help reduce congestion and encourage sustainable transport.
- The Council will have a tourist friendly approach to parking.
- The Council will continue to work with Transport Scotland and other partners to deliver Park and Ride sites on the A9 (North) and A96 approaches into Inverness
- The Council will work to promote existing facilities as suitable for Park and Ride, Park and Stride and car sharing alternatives to help alleviate congestion in urban areas.
- The Council will ensure that sufficient Disabled parking bays will be available in public parking areas and will introduce Orders to allow enforcement.

INTRODUCTION

Highland Council Parking Policy established in 2006 has the following objectives:

- To aid traffic management;
- To encourage and support business and shopping activities in all city, town and village areas;
- To be cost effective;
- To reduce demand for long term parking while increasing short term parking opportunities;
- To support alternative modes of transport and relieve congestion; and
- To direct the public's view and perception of parking charges such that they are not viewed as pernicious charges but as good traffic management.

The policy is set out in the following principles:

- Parking should consider the needs of all users including shoppers, residents, business users, disabled vehicle users, tourist and foreign visitors, motorcycles and pedal cycles;
- Parking should be considered on an area wide basis taking account of all parking facilities including off-street parking, on-street parking and private parking;
- Infrastructure enhancements should be promoted to make parking attractive and user friendly by upgrading facilities and equipment considering the needs of people with mobility impairment. Efforts should be made to improve safety and personal security standards in parking areas;
- Enforcement should be provided to improve turnover of parking spaces whilst adopting a customer friendly style by allowing a 10 min period of grace at the start of any parking period;
- Charging should be determined by traffic management needs to ration excess demand for available spaces in areas where there is insufficient parking;
- Alterations to a charging regime or new charging should only be considered following a full parking survey which will assess the extent of any traffic problem and allow assessment of charging options;
- Charges should be levied and time limits imposed so as to maximize the use of space available. Where demand for parking exceeds supply, demand can be regulated and reduced by raising the level of parking charges. However, care should be taken not to raise charges to levels which might discourage vehicle users from visiting an area. Charging levels should be set to ensure that there are always 15% empty spaces available.
- Charging for parking should not undermine the viability of business areas or adversely affect local roads or the environment;
- Alterations to parking management arrangements should not be made without adequate public consultation;
- Short term parking should have priority over long term parking; and
- Parking arrangements should make due allowance for disabled vehicles, motor cycles and pedal cycles and pedestrian movements.
- New parking sites will minimise land-take wherever possible, particularly on greenfield land. The provision of new facilities within settlements should be directed to derelict or vacant sites where viable. Environmental assessments of individual schemes should be undertaken where appropriate to identify impacts and mitigation measures. Where cleaner technologies can be applied (e.g. renewable fuel sources for ticketing machines), this will be explored.

Park and Ride

The principle and potential demand for park and ride for Inverness has been considered with recommendations for sites on all approaches to Inverness. The most likely sustainable sites lie to the north and east of Inverness but this will require

complementary bus facilities with appropriate fare levels and priority bus measures to allow buses to bypass congestion areas.

Although there will be an attractive fare level for bus travel to the City Centre there will be no charging for parking at the Park & ride site. The principles set out in the parking policy are necessary to support park and ride, in particular setting charging to discourage long term commuter parking in the city centre.

Funding
Income from parking charges can be used to fund the cost of setting up and managing on and off street parking areas. The policy states that new parking charges (areas) are self financing and not an additional cost burden to the council.

The Council proposes to progress provision of park and ride, with associated bus priority. Successful implementation of a scheme is likely to require the support of Transport Scotland, as the trunk road authority, and local bus operators and developers.

Residential development parking standards.
Parking standards for new developments including residential areas are contained in the Council's '*Roads and Transport Guidelines for New Developments'* which is the process of being updated and will supersede previous documents.

Parking standards are being revised in line with Government policy and to support other policy objectives. Parking provision is not a demand led approach, but the setting of maximum parking standards will support the overall objective of limiting car use and encourage travel by public transport. A parking assessment will be included in any Transport Assessment process.

CAPITAL PROGRAMME INVESTMENT

The Council's capital programme includes the following:

Park & Ride - £1.06m in 2013/14

REVENUE BUDGET ACCOUNT

Income £1.2m Surplus £ 0.5m

CP12: Core Policy Statement – Sustainable Travel Planning

LTS Policy No 12:

- The Council will seek to lead by example by developing Travel Plans for 15 of its premises through funding from the Energy Saving Trust
- The Council has set ambitious targets to reduce business travel CO_2 emissions through its revised Carbon Management Plan
- The Council encourages video and telephone conferencing where possible to assist in meeting its targets
- Travel Plans will be required for new developments at planning application stage where a Transport Assessment is required

Highland Council Green Travel Planning

To manage business travel emissions and associated costs, the Highland Council has developed green travel actions through the **revised Carbon Management Plan** (2009). The Council has set a target to reduce business travel CO_2 emissions by 12% by 2012 from 2007/08 levels.

The target was set at this level, to work towards achieving the 42% emissions reduction by 2020, stipulated by the Climate Change Act (Scotland) 2009.

The following green travel actions were developed:

A Travel Plan Co-ordinator has been employed to manage business travel and promote sustainable transport modes.

A **Business Travel Hierarchy** has been developed and embedded across the organisation by way of a communication strategy. The Travel Hierarchy is a simple step-by-step guide, which helps staff consider whether travel is absolutely necessary and whether other modes or alternatives are suitable.

Travel budgets have been reduced by 10% in one financial year and 7% in the subsequent year.

Green Travel web pages have been developed on the Highland Council web site to ensure staff and public can access information on sustainable travel.

Video and telephone conferencing are encouraged and their usage at Council sites is monitored.

Vehicle contracts are being altered so that cars leased or hired to the Council have a fuel efficiency rating limit. Employees are also instructed to request the most fuel efficient car available in the category they require and the most appropriate size of car for their business purpose.

To balance the tighter management of business travel, staff active travel incentives have been reviewed. The Bike to Work scheme which enables staff to purchase a bike at a reduced rate has been run three times with 1,380 new bikes purchased. The Council cycle rate of 12 pence per mile will be raised to the HMRC recommended rate of 20 pence per mile through the Harmonisation of Terms and Conditions process.

Funding from the Energy Saving Trust secured the development of **travel reports** for fifteen Highland Council sites. These reports detailed a wide range of best practice recommendations for developing guidance, policy, actions and training on green travel planning at the sites. As a result of the plans, cycle storage and lockers have been installed at sites, sustainable travel information has been disseminated to staff, bus stops, timetables and signage have been improved and car parks have been more effectively managed.

Green Travel Planning in the Highlands

The Highland Council has a responsibility to promote and encourage green travel planning for the public sector and businesses in Highland. Continued work is undertaken with HITRANS, the statutory body for public transport. The Council supports HITRANS in encouraging green travel planning for all major public sector employers in the Highland area.

Travel Plans can contribute to achieving an increase in the number of journeys taken by sustainable modes. The plans should set out the current mode share of walking, cycling, public transport, private car, and set a programme of interventions which should see a shift to more use of active travel modes. Ideally targets should be set and monitored.

Travel Plans will be required with new developments at planning application stage where a Transport Assessment is required.

CP13: Core Policy Statement – Freight Transport

LTS Policy No 13:

- The Council will support measures to achieve a relocation of freight transport from the road network to the rail network or water transport
- The Highland Council will seek to identify suitable locations for lorry parking in and around major urban centres.
- The Council will invest in its road network to remove or improve weight restrictions which exist on many bridges and also other bottlenecks.
- The Council will continue to Support the Highland Timber Transport Forum in its endeavours to reduce the impact of timber lorries on fragile low class roads
- The Council will support measures to introduce freight transfer facilities at the road/rail interface and road/sea interface.

INTRODUCTION

The movement of freight is particularly important to the local economy of the Highland area. A significant element of the local economy is based on the export of raw materials and goods, and the cost of importing goods has a significant impact on the cost of living in the area. The import and export of freight by road can also put additional pressure on sub-standard roads. The opportunity for freight transfer facilities should be encouraged wherever possible

IMPROVEMENTS

Active rail freight terminals already exist at Fort William, Lairg, Georgemas and Inverness and there are proposals for the development of new freight terminals at Corpach and Invergordon. The Inverness rail freight transfer facility for containers developed by JG Russell Haulage has been highly successful in removing supermarket goods from parts of the road network and it is hoped that this can be developed and extended. There is potential for developing timber freight transfer facilities in Caithness or Sutherland to assist in the harvesting and transport of timber from the Flow Country.

In terms of timber transport there are other new initiatives such as tyre pressure moderation which are reducing the damage impact of Forestry Lorries on rural roads. Also, the introduction of the innovative Spud leg barge has allowed the transport of timber from remote areas directly by sea without the need for transport on the minor road network.

Consideration will be given to prioritising maintenance where access roads are important for freight movement

The Highland Council will seek to identify suitable locations for lorry parking in and around Inverness in particular in order to reduce illegal parking.

FUNDING

The Highland Council will work with its regional partners through HITRANS and Highlands and Islands Enterprise to develop a more efficient freight transport network. Also, the Council will through their lifeline road programme will assist freight movement by removing bottlenecks which are restricting HGV travel on low class road. European funding will be beneficial in supporting this initiative.

There are also many bridges which are subject to a weight restriction. Where possible, the Council, through its Lifeline Bridges programme will invest in the bridges to maintain access remove weight restrictions or reduce the weight restriction impact of HGV vehicles. This will assist the economy of the area by allow the more efficient transport of essential goods and services and also provide for agriculture and fishing which is heavily dependent on large vehicle transport.

Where national funding is required the Council will provide support to companies where appropriate, in their application for the Freight Facilities Grant.

CAPITAL PROGRAMME INVESTMENT

The Council's capital programme includes the following:

- Lifeline roads (part) £5.25m in 2012/13 and subsequent years.
- Lifeline Bridges (part) £14.0m in 2013/14 and subsequent years

CP14: Core Policy Statement – Design Guidelines for New Developments

LTS Policy No 13:

- The Council will use the *Roads and Transport Guidelines for New Developments* to guide decision making on appropriate planning applications
- For 4 houses or less the Council will use the *Access to Single Houses and Small Housing Developments* to guide decision making on planning applications
- The Council will ensure that developers provide good walking cycling and bus infrastructure within their development with satisfactory connections and integration to existing transport infrastructure
- Developers will provide Transport Assessments and Green Travel Plans with all planning applications relating to significant new developments
- The Council will secure contributions from developers to fund new transport infrastructure and services to mitigate the transport impact arising from any new development
- The Council will provide Active Travel Master Plans to assist and guide Developers and others in providing the necessary transport infrastructure for sustainable development.

All new developments will provide good connectivity to the public transport network and provide cycling infrastructure and footpaths to allow easy access to local facilities and services and encourage sustainable travel.

The Council will maintain and provide developers with updated design guidance for all new developments. This will include including standards for adoptable roads and requirements for all modes of transport including walking, cycling, public transport and parking standards.

A new document entitled '*Roads and Transport Guidelines for New Developments'* is currently (2010) being produced. This will be used for advice to the planning authority on all transport matters. The new document reflects the requirements of *'Designing Streets'* which covers government policy relating to the layout and form of new development areas.

Another new document entitled *'Access to Single Houses and Small Housing Developments'* provides guidance for housing in the countryside and small infill sites in existing residential areas where new adopted roads are not required. This will be used by developers for location, layouts and design of new small housing developments.

Any roads which may require adoption as part of a development will require formal Roads Construction Consent from the Council and advice will be contained within the *Roads and Transport Guidelines for New Developments'* on the standards required.

All relevant structures requiring adoption will require formal Technical Approval from the Council and advice will be provided on this where required.

All developments will use best SUDS design practice in their drainage design.

All developments requiring adoption of roads will require a full independent safety audit with the developer being responsible for all consequential remedial or mitigation works.

All developments with significant transport implications will require a full Transport Assessment carried out in accordance with:

- Transport Assessment & Implementation: A Guide
- Scottish Government: Scottish Planning Policy: 2010.
- Scottish Executive: Planning Advice Note: PAN 75 - Planning for Transport

All developments will ensure no net detriment in respect of flooding of the development, any adjacent property or the transport network.

Where a development impacts on the capacity or safety of the adjacent road network the developer will fund appropriate mitigation measures or contribute to mitigation to achieve no net detriment.

Developers will provide good access to public transport and also to cycle paths and footpaths from first use of the development to encourage and support sustainable travel. The Council will develop Active Travel Master Plans for all urban areas to help identify a co-ordinated and integrated network for which Developer contributions may be sought. Some of these Active Travel Master Plans are detailed in the Appendices.

The Council will provide, where appropriate, pre-application advice to developers on all roads and transport matters.

Guidance is made available in an accessible format on the Council website to assist prospective developers in designing satisfactory solutions.

CP15: Core Policy Statement - Road Safety

LTS Policy No. 15

- The Council will continue to work with other relevant agencies to improve road safety in Highland
- The Council will seek to achieve or better the Scottish 2020 road safety targets for casualty reduction
- The Council will continue to investigate the causes of accidents and focus accident reduction measures on the worst sites and routes
- The Council will seek to introduce 20mph speed limits in main shopping areas and work towards introducing 20mph limits in targeted residential areas
- The Council will promote road safety education to all road users, particularly children and young drivers, through education, training and publicity using current national best practice methods
- The Council will encourage an increase in the number of trips to and from school by sustainable modes such as walking and cycling
- The Council will support the police in their work on speed enforcement and in the promotion of motorcycle safety
- The Council will support the work of the safety camera partnership and will assist where appropriate

Scotland's Road Safety Framework to 2020

For the first time, Scotland has its own road safety framework *entitled 'Go safe on Scotland's Roads its Everyone's Responsibility: Scotland's Road Safety Framework to 2020.'* This framework aims to improve road safety in Scotland over the next decade and beyond, and articulates Scotland's Road Safety vision:

"*A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced.*"

The Scottish Government believe that this is an ambitious vision that is capable of being shared by all.

In order to achieve this vision the framework sets out the following new Scottish Road Safety Targets:

Target	2015 milestone % reduction	2020 target % reduction
Persons Killed	30	40
Persons seriously injured	43	55
Children (aged <16) killed	35	50
Children (aged<16) seriously injured	50	65

Scottish Road Safety Targets (Targets based on the 2004 to 2008 average)

In addition Scotland will continue with the previous 10% reduction target in the slight casualty rate to 2020

This equates to the following provisional targets for Highland Council:-

Target	2004 to 08 Average (persons)	2015 Milestone (persons)	2020 Target (persons)
Persons Killed	28	20	17
Persons seriously injured	160	91	72
Children (aged <16) killed	2	1	1
Children (aged<16) seriously injured	12	6	4

It is acknowledged that these targets will be particularly challenging, given the significant reductions in casualty levels already achieved since 2000. Any further reduction will therefore require significant work to maintain this decrease in casualty numbers.

In order to achieve the targets the Scottish Government priority areas have been set as:

- Leadership
- Rural Roads
- Sharing Intelligence and Good Practice
- Drink Drive
- Children
- Seatbelts
- Drivers Aged 17 – 25
- Speed.

Due to the challenging nature of these new targets the Council has recognised that it will be unable to achieve the required casualty reductions on its own. To meet these challenges the Council, along with other like-minded bodies, has formed the

Highland Road Safety Working Group (HRSWG) which consists of the following agencies:

- Northern Constabulary
- Highlands and Island Fire and Rescue Service
- Scottish Ambulance Service
- Driving Standards Agency
- British Red Cross
- Transport Scotland
- Bear Scotland
- TranServ Scotland

The HRSWG has mapped all the initiatives delivered by each agency to the new Scottish Road Safety Framework so that resources are not being wasted as we have a co-ordinated approach to meeting the new targets. It is this partnership approach which will be instrumental in achieving the targets set out in the new Scottish Road Safety Framework.

The Council will take the lead on a number of the initiatives outlined in the action plan particularly in the education and engineering fields.

The Council will continue to use the road safety educational resources available to ensure that children and young people in Highland receive the minimum level of road safety education at school and will embrace any new technology that can be used to further reduce accidents and promote more sustainable travel methods.

The Council will also continue with the implementation of the Safer Routes to School program to address all aspects of the journey to and from school and encourage pupils where possible to choose a more active and green form of travel. This will include the use of incentive schemes to encourage this.

The Pass Plus scheme will also be supported to help young and inexperienced drivers gain more confidence in their driving at an early stage. The council part-fund these lessons to encourage uptake of the scheme.

Low cost engineering will also be used to reduce accidents but this will also have to be more innovative to achieve the targets set in the framework. The accident locations on highland roads are now very scattered and there is a need to target the route or a particular accident type on a route to maintain the required accident reduction. Particular emphasis will be given to areas where there is a higher than average vulnerable road user involvement. This will include motorcyclists.

The speed of traffic on our roads is the basis of many complaints and the council is taking a proactive approach by introducing a rolling program of 20mph speed limits

in our town centres and in residential areas where there is an accident history. This will assist with speed reduction in urban areas and will also encourage walking, cycling and community life to flourish. In the rural areas there will also be a speed limit review of “A” and “B” class roads with a higher than average accident rate.

Disabled Parking

The Council are working towards formalisation of all disabled parking bays in the Highlands to ensure compliance with the Disabled Persons Scotland Act 2009 in terms of Traffic Regulation Orders, signing and marking.

CAPITAL PROGRAMME INVESTMENT

The Council’s capital programme includes the following:

- 20mph zones - £75k per year from 20012/13
- Cycling Walking and Safer Streets – £375k per year (subject to Scottish Government grant)

CP16: Core Policy Statement – Intelligent Transport Systems & Traffic Management

LTS Policy No. 16

- The Council will continue to provide and develop traffic control systems to ensure the effective operation and management of the local road network in accordance with the hierarchy of transport modes.
- The Council will install bus real-time information across Inverness and the surrounding area to help encourage increased patronage by improving the reliability of services and passenger confidence and explore extending real time to other areas.
- The Council will integrate its traffic signal control system and other ITS solutions (SCOOT, RTPI, Live- eye Cams, Car Park Management) through the installation of an Urban Traffic Management Control Database
- The Council will utilise the UTMC system to deliver bus priority at appropriate locations and improve the efficiency of the urban network.
- The Council will seek to reduce unnecessary traffic movements in Inverness by providing advance web based car park monitoring information and signing.
- The Council will develop a new multi modal transport information website for the Highland Council area incorporating web cams and variable message signing where appropriate.
- The Council will work with Transport Scotland to ensure effective and integrated management of the local and strategic transport network within The Highland Council area.

INTRODUCTION

Intelligent Transport Systems (ITS) is the umbrella term used to refer to information and communications technologies deployed in transport infrastructure and vehicles to assist in the management of the road network, integration between different transport modes and the provision of real-time transport information. In an area as diverse as the Highlands and Islands, ITS solutions can be used to not only help deliver a more integrated transport system but also increase passenger confidence in public transport, help reduce congestion and improve journey times.

The Council is currently responsible for the maintenance of 110 traffic signal installations.

IMPROVEMENTS & INTEGRATION

Urban Traffic Management Control (UTMC)

To ensure that the use of the transport network is optimised in Inverness and other towns in the Highlands, there is an increasing need to actively manage the road network so that it can meet the wide ranging needs of different modes and continue to operate safely and efficiently. By applying more strategic management of traffic across Inverness using advanced monitoring and control systems, real time information on traffic conditions can be relayed to the public as well as officers managing the network. This data can then be used to modify traffic signal timings so as to maximise capacity and reduce delays to public transport by giving priority to late running vehicles.

The Council is in the process of installing a UTMC database which will facilitate the integration of the existing SCOOT traffic control system with other ITS solutions such as real-time bus and car park information, journey time information and CCTV images of live transport conditions.

Information from this system will be made available to the public via a new transport website which will cover all transport modes. It will contain real-time information on bus, rail, air and ferry services within the area, details of forthcoming roadworks and other events which will help allow travellers to make informed travel choices before and after their journey.

The benefits of this co-ordinated approach to traffic management should bring tangible improvement to the overall traffic flow in and around Inverness.

These ITS solutions will require to be integrated with Transport Scotland systems on Trunk Roads to ensure they are comprehensive across Inverness where the Trunk road forms the arterial base for the overall road network.

Real-Time Passenger Information (RTPI)

The Highland Council is currently installing real-time bus information across services in Inverness and the surrounding area. This will enable the provision of real-time passenger information signs at bus shelters and major destinations such as Raigmore Hospital and Inverness College. Real-time information will also be available via the internet and SMS solutions and the same data will enable late running bus services priority at traffic signals on main public transport corridors

The availability of this technology will help encourage the use of public transport by improving journey time reliability and provide real-time information that will enable more integration between different transport modes. By keeping transport operators and passengers informed in real-time it will help improve fleet management and

enable more informed travel choices. As an example of this in operation, the Council hopes to provide Caledonian Canal Bridge Operators in Inverness with access to this live data to help them minimise the impact of bridge openings on bus services.

CAPITAL PROGRAMME INVESTMENT

The Council's capital programme includes the following:

- Real-time passenger Information System across Inverness and its integration with Urban Traffic Management Control database - Currently being implemented 2010/2011

5 Monitoring and Evaluation

5.1 Any strategy must have an appropriate monitoring framework to assist in the evaluation of progress towards objectives set within the strategy. Within Transport no single organisation has overall control due to the many modes of transport, the multiplicity of service providers, as well as many organisations responsible for transport infrastructure. Also investment funding comes from many sources and achieving objectives will therefore be difficult. However, this Chapter of the LTS sets out a monitoring framework to monitor progress on the strategy.

5.2 It is important that the Council monitors progress on achieving targets through appropriate indicators in order that it strives to achieve its goals. This will allow the Council to assess the effectiveness of its investment in transport and reassess the position as necessary to realign direction should the trends dictated by the external environment alter. Monitoring and evaluation of the Highland LTS should link with monitoring and evaluation efforts across the Council, the region and nationally. New data collection should be kept to a minimum, and existing data sources held both internally to the Highland Council, and by partners, should be drawn on as far as possible to avoid significant resource expenditure and duplication of effort. In particular, Scottish Transport Statistics[12], and work developing baseline information by HITRANS and Highlands and Islands Enterprise (HIE), will be particularly useful.

5.3 In developing this draft monitoring framework, the local outcomes identified in the Single Outcome Agreement for the Highland Council area, and The Programme for the Highland Council, have been reviewed to ensure consistency. However, it is important to ensure that indicators set within the LTS are directly related to transport. Indicators which could potentially be influenced by a range of other factors (e.g. health improvement in general as reflected in obesity rates per population) are important to be aware of, but should not be viewed as directly determined by transport policies and interventions.

5.4 Furthermore, the Strategic Environmental Assessment of the Highland LTS has recommended a baseline database for climatic factors and set targets for reducing greenhouse gas emissions in line with the Climate Change (Scotland) Act 2009. The monitoring requirements of the Strategic

12 http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/TablesPublications/ScottishTransportStats

Environmental Assessment process will be incorporated into the LTS monitoring framework.

5.5 Highland Council will develop a baseline to inform the monitoring of progress against objectives and indicators, and annual monitoring will be carried out and reported on in an Annual Progress Report.

The table below sets out the draft objectives and related indicators for the Highland LTS.

Core Policy No	Core Policy	Objective	Key Strategic Target/s	Indicator Measure/ Monitor
1	Development Management	Policy and Investment integration	Reducing travel generation from new development	Developer investment in network Traffic data Scottish Household Survey
2	Road Improvement	Tackling pinch points on Locally significant Roads	Locally Significant Road and Trunk Road capital investment	Journey time comparison Safety Indicators
3	Road Maintenance	Improve and maintain Road Conditions	Highland Road Condition Survey	SCRMS and Staff inspections
4	Active Travel	Removing barriers to active travel	Increase length of cycle tracks Walking and cycling mode share	Asset register Census data Scottish Household Survey
5	Bus	To improve the accessibility to non car modes. Improve quality of bus services and encourage their use	Service availability (frequency and routes) Journey times Passenger Numbers	Timetable comparison, Real-time information and passenger survey data
6	Community Transport	To improve the quality of community transport and encourage its use	Service availability (frequency and routes) Passenger Numbers	Service comparison and passenger survey data
7	Council Transport	Investment Integration: Identify benefits and opportunities of combined transport procurement for all Council Services	Service integration and efficiency	Evidence of improved service efficiency and quality
8	Rail	To improve the quality of rail travel and encourage its use	Rail journey time reductions Service Frequency Number of rail passengers	Timetable comparison and passenger survey data
9	Air	To improve the availability of air links and frequency	Frequency and destinations of air services	Timetable comparison and passenger survey data
10	Ferry	To improve the quality of ferry	Service availability (frequency and	Timetable comparison and

		services and encourage their use	routes) Passenger Numbers	passenger survey data
11	Parking	Ensure spaces are available for shoppers, visitors and business within urban centres	Supply to meet LTS parking objectives	Survey car park usage at peak times
12	Travel Plans	Policy Integration Traffic Reduction: where appropriate consider targets for reducing traffic	Reduced Travel through travel planning	Monitoring of Highland Council Travel Plan, School travel plans & other travel plans
13	Freight	To promote efficient movement of freight by encouraging transfer of goods from road to rail and sea.	Additional freight transfer facilities and reduce the number of bridges with weight restrictions.	No of facilities. Bridge asset register.
14	Design Guidelines	Ensure developments provide for sustainable travel and achieve no net detriment on the transport network	Ensure no capacity issues arise from new development. Ensure all developments are linked to existing public transport, cycle networks and footpath networks	Developer investment in the transport network
15	Safety	To improve safety on the transport network	Achieve national casualty reduction targets. Reduce fatalities by 5% per year Perceived safety	Data on Road Accidents Scottish Transport Statistics
16	ITS & Traffic Mgmt	To improve management of network and information available to users	Traffic flows Journey times Information provision	UTMC database Real-time information Online travel information