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| Report to: | Enterprise Services Committee |
| Date of Meeting: | 19 March 2013 |
| Report by: | Executive Director (Community and Enterprise Resources) |

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| Subject: | Local Transport Strategy |
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ outline the content of the Local Transport Strategy Consultative Draft and to seek approval to undertake a final consultation exercise

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) note the contents of this report
- (2) that approval is granted to undertake a final consultation exercise on the Local Transport Strategy Consultative Draft
- (3) that approval is granted to the Executive Director, Community and Enterprise Resources to make amendments to the Strategy following consideration of consultation exercise

3. Background

- 3.1. Our last Local Transport Strategy was formally adopted during the summer of 2006. Since publication significant progress has been made in relation to the delivery of its policy and actions and overall progress towards achievement of its objectives. The aim of the new Strategy is to build upon these achievements and to set out a longer term integrated transport strategy for South Lanarkshire.
- 3.2. The Strategy encompasses all of the functions undertaken by Roads and Transportation Services and sets out our policy, actions and priorities for the future. Specifically the Strategy reflects the shift in focus to our core functions of managing and maintaining our existing infrastructure. As well as this it demonstrates how transport can assist with economic recovery and the development of a more sustainable future.
- 3.3. The Strategy has been developed to meet the main objectives set out by the Scottish Government in relation to transport and to complement other key National, Regional and Local/Council Strategies and Plans.

- 3.4. The Strategy will inform the Council's transport investment for the next 10 years and will form an important source of information for stakeholders, including partner organisations, funding providers and members of the public.
- 3.5. It is anticipated that the policies and actions contained in this new Strategy will continue to be instrumental in justifying and securing external funding from a variety of sources including Scottish Government, Strathclyde Partnership for Transport, Sustrans and the Scottish Government Air Quality Fund.
- 3.6. A full copy of the current Local Transport Strategy (LTS) Consultative Draft is available in the Members Library. A link to the Strategy can be found at <http://intranet.southlanarkshire.gov.uk/downloads/download/569/local-transport-strategy>. The individual policies and actions are summarised in Appendices 1 and 2 of this report.

4. Objectives

- 4.1. The LTS has been developed by analysing both National and Local Travel Statistics and through problem identification arising from several consultation exercises discussed later in section 10. The following objectives have subsequently been developed:-
 1. Improve quality and safety for all by maintaining and improving road and footway infrastructure
 2. Alleviate the impacts of traffic, congestion and traffic growth throughout South Lanarkshire, which adversely affects the economy and environment
 3. Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development
 4. Improve health and wellbeing by facilitating and encouraging active travel, through the development of attractive, safe and convenient walking and cycling networks
 5. Promote accessibility, to key services, job opportunities and community facilities through the development and influencing of public transport improvements
 6. Mitigate, adapt and manage the effects of climate change, including flooding, on transport infrastructure and communities

5. Outcome Indicators

- 5.1. Following the identification of the above objectives outcome indicators have been developed. These, indicated below, will assist in the monitoring of the extent to which objectives, outlined in brackets, have been achieved.
 1. Traffic growth rates will be monitored annually, through the Council's automated traffic counter sites. An overall reduction will be sought in the number of sites experiencing traffic growth, and in particular those currently above the predicted National Road Traffic Forecasts. (Objectives 2 and 3).
 2. Traffic congestion will be monitored using data from the Scottish Household Survey and a reduction in congestion will be sought (Objectives 2 and 3).

3. Contribute to the achievement of the Scottish Government national road safety casualty reduction targets for 2020. The targets are, from a base of the average for 2004 to 2008, for a 40% reduction in fatal casualties and a 55% reduction in serious casualties amongst all age groups by 2020. For children the national target is a 50% reduction in fatalities and 65% reduction in serious casualties (Objectives 1 and 4).
4. Continued improvement in the condition of South Lanarkshire Council's road and footway network as measured through the national Road Condition Index performance indicators. (Objectives 1 and 3)
5. An increase will be sought in the mode share of adults travelling to work / education by active or public transport using data from the Scottish Household Survey (Objectives 2, 4 and 5).
6. A baseline of walking and cycling levels in South Lanarkshire will be established using a cordon of automated counters and an increase will be sought. This data will be compared to that gathered by the Scottish Household Survey (Objectives 2 and 4).
7. An increase will be sought in the mode share of children travelling to school by active or public transport using data from the annual Sustrans Hands Up Survey (Objectives 2, 4 and 5).
8. We will reduce the number of properties at risk from flooding (Objective 6)

5.2. The achievement of the objectives and in turn the outcome indicators is not only influenced by the actions that the Council pursue, but also by a number of outside factors, ranging from national economic trends, the actions of others and even the changing climate and weather conditions. It is therefore important that when the outcome indicators are used for monitoring purposes consideration is also given to the achievement of the individual actions the Council is directly responsible for.

6. Themes/Actions

6.1. Using the Integrated Strategy approach context, policy and actions have been developed for the various individual service areas and transport modes under the broad themes of:-

- Maintenance and Asset Management
- Road Safety
- Economy
- Sustainable Transport
- Environment

6.2. The specific policy and actions proposed for each of the themes are detailed in Appendix 1 and Appendix 2 respectively. The actions have different timescales associated with their delivery, however, the timescales for delivery are generally within a 10 year lifetime and will form part of an overall Action Plan which will be monitored annually.

- 6.4. An annual review of the Outcome Indicators will also be carried to refine and further develop the Action Plan as well as Resource and Service Plans. In addition it will also inform the monitoring of wider Council Strategies including the Council Plan 'Connect' and the South Lanarkshire Single Outcome Agreement (SOA).

7. Employee Implications

- 7.1. There are no employee implications associated with this paper and the proposed consultation and revisions will be resourced by existing officers.

8. Financial Implications

- 8.1. Funding sources for the delivery of the actions are not set out within the Strategy as this will change year on year through the development of the annual Resource and Service Plans. It is clear that the extent to which policies can be successfully pursued and actions fulfilled is directly linked to the levels of funding available.
- 8.2. External sources of funding and partnership working will be critical to the Council being able to deliver much of the Action Plan. Many of these funding sources are not guaranteed funding streams and often rely on the Council successfully bidding for, and match funding, specific schemes.
- 8.3. Sources from which the Council has been successful in gaining funding from recently include the Scottish Government, Sustrans, Strathclyde Partnership for Transport and Transport Scotland. We will continue to work in partnership with these bodies to secure essential funding to deliver mutually beneficial policies and projects.

9. Other Implications

- 9.1. There are no risks associated with this report.

10. Equality Impact Assessment and Consultation Arrangements

- 10.1. During Summer 2011 an online survey was undertaken to identify key issues for the new LTS to consider. Results found that improving the condition of existing roads and footways should be the strategy's top priority. This was followed by improvements to public transport and improvements to road safety. There was also widespread support for improvements in sustainable and active travel. A further consultation as part of the Local Development Plan preparation was undertaken during Autumn 2011 and similar results emerged.
- 10.2. Across both exercises we received approximately 1350 responses indicating what the public wished to prioritise and road maintenance was identified as the top priority. Cognisance was also taken of the most recent Residents Survey (circa 4,000 responses) and the Council's Customer Satisfaction Survey (circa 12,000 responses) which again highlighted improvements to the condition of existing roads and footways as being the most important area to focus on.
- 10.3. The Local Transport Strategy is being assessed in terms of the Environmental Assessment (Scotland) Act, 2005 for the Strategic Environmental Assessment (SEA) of Council plans, programmes, policies and strategies and Environmental Report has been produced. This was screened and scoped in house and consultants AECOM were engaged to produce the report

- 10.4. In order to finalise the Strategy, further consultation will be required, and it is proposed to undertake a final six week consultation following approval by the Enterprise Services Committee. At the same time the SEA Environmental Report will be undergo its statutory six week consultation.
- 10.5. A full equalities impact assessment will be undertaken following consideration of responses received from the consultation exercise.

Colin McDowall
Executive Director (Community and Enterprise Resources)

22 February 2013

Link(s) to Council Objectives and Values

- Improve the road network and influence improvements in public transport
- Develop a sustainable Council and Communities
- Improve the quality of the physical environment
- Improve community safety
- Improve and maintain health and increase physical activity
- Provide vision and strategic direction
- Achieve efficient and effective use of resources

Previous References

Enterprise Resources Committee 21 September 2005, Local Transport Strategy

List of Background Papers

- Local Transport Strategy Consultative Draft

Contact for Further Information

If you would like to inspect the background papers or want further information, please contact: - Colin Park, Roads and Transportation Services

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Appendix A

LTS Draft Policies

| Chapter | Section | Policy No | Description | Related Indicator(s) |
|----------------------------------|---------------------------------------|-----------|---|----------------------|
| Maintenance and Asset Management | Road Maintenance and Asset Management | LTP1 | The Council will monitor road network condition, in association with its partners and prioritise infrastructure improvement schemes by means of a criteria based scoring system. | 4 |
| | | LTP2 | The Council will continue to comply with and where possible exceed its statutory obligations with regard to routine maintenance. | 4 |
| | | LTP3 | The Council will continue to develop the Roads Asset Management Plan (RAMP). | 4 |
| | | LTP4 | The Council will seek to move from the current situation, where the deterioration of its road and footway network has been halted, to one where the condition is continuously improving. | 4 |
| | | LTP5 | The Council will seek to reduce the cost of public liability claims. | 4 |
| | Bridges and Structures | LTP6 | The Council will ensure that the bridges for which it is responsible meet current safety and load-bearing standards. | 4 |
| | Street Lighting | LTP7 | Co-ordinate with other programmes, e.g. the Roads Investment plan. | 3, 4 |
| | | LTP8 | Prioritise the works by means of a criteria based scoring system, e.g. presence in crime hot-spot. | 3, 4 |
| | | LTP9 | Minimise vandalism by installing suitably robust equipment in potentially problematic areas. | 3, 4 |
| | | LTP10 | Continue to take advantage of technological development in materials including longer lamp lives, L.E.D. units etc. | 3, 4 |
| | Traffic Signals | LTP11 | Co-ordinate with other programmes e.g. the Roads Investment Plan. | 3, 4 |
| | | LTP12 | Continue to take advantage of technological advances and developments including the use of extra low voltage L.E.D. units and queue reduction measures. Aids to assist the visually impaired will be provided at all new and upgraded facilities where possible and as funding permits. | 3, 4, 5, 6 |

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| | | LTP13 | Prioritise the replacement of outdated equipment and new installations by the use of a criterion based scoring system. | 3, 4 |
| | | LTP14 | The Council will ensure that a high quality traffic signal maintenance system is in place to ensure the safe operation of junctions and pedestrian crossings. | 3, 4 |
| | Winter Maintenance | LTP15 | Provide a standard of service on its public roads which will permit safe passage of vehicles and pedestrians on main routes appropriate to the prevailing weather conditions. | 3 |
| | | LTP16 | Establish a pattern of working which will minimise delays, and diversions due to winter weather as far as is reasonably practical. | 3 |
| | | LTP17 | Respond to cases of serious hardship during extended periods of severe weather. | 3 |
| Road Safety | Road Safety | LTP18 | The Council will seek to reduce the number and severity of casualties within South Lanarkshire and contribute towards the achievement of the 2020 national casualty reduction targets. | 3 |
| | | LTP19 | The Council will assess road safety enquiries and target resources and improvements where 3 or more injury accidents are occurring in the previous 3 years or on routes that have a higher rate than the national average. | 3 |
| | | LTP20 | The Council will seek to improve residents' perception of safety when accessing public transport infrastructure under their responsibility. | 3 |
| | | LTP21 | The Council will support and encourage driving at 20mph or below in residential areas and outside schools. | 3 |
| Economy | New Developments | LTP22 | The Council will require that major new developments are accessible by walking, cycling and public transport. | 2, 5, 6, 7 |
| | | LTP23 | The Council will require that the transport implications of major development to be set out in a Transport Assessment and for minor developments within a Transport Statement. | 2, 5, 6, 7 |
| | | LTP24 | The Council will require the preparation, implementation and monitoring of Travel Plans for major developments as part of planning/legal agreements. | 2, 5, 6, 7 |
| | | LTP25 | The Council will require either the direct provision of transport infrastructure by developers and landowners, or contributions towards the cost in whole or in part of transportation works to be provided by others including the Council itself. | 2, 4, 5, 6, 7 |
| | | LTP26 | The Council will require that all new developments consider the principles of Designing Streets | 3, 5, 6, 7 |

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| | Parking and Demand Management | LTP27 | There will be an ongoing assessment of all waiting and loading times to ensure that they are appropriate and support the economic wellbeing of the area. | 2 |
| | | LTP28 | The Council will use its powers to control on street parking to balance parking supply and demand, to ensure the unimpeded flow of traffic, to support economic vitality and to improve road safety. | 2 |
| | Traffic Growth | LTP29 | The Council will seek to achieve a reduction in the rate of traffic growth on its road network. | 1, 2 |
| | | LTP30 | The Council will ensure that developers introduce measures to mitigate the traffic impacts of new developments on the new road network. | 1, 2 |
| | New Road Infrastructure | LTP31 | The Council will support new roads infrastructure where it is proven that it will ease congestion on the existing road network and / or provide opportunities for the improvement to the local economy or the provision of an improved sustainable transport network. | 2, 4 |
| | | LTP32 | <p>The Council will investigate and determine solutions for the following locations that are, or are expected to, experience transport related problems:</p> <ul style="list-style-type: none"> • Stewartfield Way • Lanark Town Centre • A726 and Greenhills Road, East Kilbride • Cathkin • Downiebrae Road / Farme Cross • M8/M73/M74 /- Raith Interchange (Transport Scotland) • Stonehouse | 2, 4 |
| | Freight | LTP33 | The Council will encourage developers to consider rail as an alternative to road for moving freight. Where road transportation is the only viable option, we will encourage best practice to be pursued. | 1, 2, 4 |
| | | LTP34 | Where there is a risk of the road network being excessively damaged as a result of a development such as mineral extraction, windfarm construction, infill etc. the Council will require the applicant, prior to consent being granted, to enter into a legal agreement with the Council to regulate those matters that cannot be regulated by the imposition of planning conditions. Legal agreements may cover the annual cost of maintaining the road surface, the routing of haulage vehicles or any other matter arising from the establishment or operation of the development. | 1, 2, 4 |

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| | | LTP35 | Where works have taken place on a development and the road has been excessively damaged and no agreement is in place, the Council will reserve the right to either enter into a retrospective agreement with the operator, to cover the cost of repair and ongoing maintenance of the road surface throughout the life of the development, or take legal steps to recover such costs | 1, 2, 4 |
| | | LTP36 | In town centres, if it becomes necessary to improve and/or regulate service access to shops and businesses the town centre forum will agree the restrictions that are to be imposed. Thereafter, the legal process will be initiated by the Council in consultation with freight delivery companies. | 1, 2, 4 |
| Sustainable Travel | Walking and Cycling | LTP37 | The Council will aim to increase the proportion of journeys that are made on foot in South Lanarkshire. | 5, 6, 7 |
| | | LTP38 | The Council will contribute towards the achievement of the national cycling target of 10% of all trips being made by bike by the year 2020. | 5, 6, 7 |
| | | LTP39 | The Council will actively support and encourage children to travel actively with the aim of increasing the proportion of journeys that are made to school on foot or by bike. | 6, 7 |
| | Public Transport | LTP40 | We will actively support and encourage the development of public transport with the aim of increasing the proportion of journeys that are made by bus and by rail. | 2, 5 |
| | | LTP41 | We will seek to improve the quality of bus services through and in partnership with SPT. | 2, 5 |
| | | LTP42 | We will support and encourage multi modal journeys that allow the convenient interchange between rail, bus, car and cycle. | 2, 5 |
| | | LTP43 | We will support the introduction of new and improved rail services and infrastructure. | 2, 5 |
| | Inclusive Mobility | LTP44 | We will recognise and support the needs of people with disabilities when designing new transport schemes or replacing existing infrastructure. | 5, 6, 7 |
| | Low Carbon Vehicles | LTP45 | The Council will support the introduction of low carbon vehicles as a sustainable alternative to internal combustion vehicles. | Objective 6 |
| Environment | Air Quality | LTP46 | The Council will continue to monitor and work to meet statutory requirements as appropriate. | Objective 6 |
| | | LTP47 | The Council will continue to integrate air quality considerations into its strategic policies and plans. | Objective 6 |

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| | Flood Risk Management | LTP48 | Flood Risk Assessments (FRA) and Sustainable Urban Drainage Systems (SuDS) will be provided by Developers to support their Planning Application. This will include a FRA independent check and SuDS independent check. Future maintenance of SuDS apparatus will also be identified and agreed with the Council | 8 |
| | Light Pollution | LTP49 | <p>The Council will continue to lobby the Scottish Government whenever possible to carry out the following:</p> <ul style="list-style-type: none"> • Define light pollution as a statutory nuisance and draw up regulations which would enable local authority environmental health officers to deal with it (having taken advice from a qualified lighting engineer); • Introduce new regulations, through land use planning legislation, to allow planning authorities to control exterior lighting; • Ensure any planning policy statements will address light pollution and acknowledge the importance of the dark; and, • Ensure that the policies and operations of all government departments and public agencies take account of the need to tackle light pollution. | 4 |

Appendix B

LTS Draft Actions

| Chapter | Section | Action No | Description | Related Indicator(s) |
|----------------------------------|---------------------------------------|-----------|---|----------------------|
| Maintenance and Asset Management | Road Maintenance and Asset Management | LTA1 | Implement the Roads Investment Plan for road and footway improvements. | 4 |
| | | LTA2 | Prioritise and undertake repairs to reported road defects. | 3, 4 |
| | | LTA3 | Work with Scottish Local Authority partners / SCOTS to develop an asset management plan and valuation of assets. | 4 |
| | Bridges and Structures | LTA4 | Continue the bridge strengthening programme by completing one major bridge improvement per year. | 4 |
| | | LTA5 | Continue upgrading vehicle containment capability at bridges with substandard parapets by completing upgrades at two locations per year. | 4 |
| | | LTA6 | Complete the assessment of privately owned bridges by 2015. | 4 |
| | | LTA7 | Strengthen one privately owned bridge per year over a 15 year programme. | 4 |
| | Street Lighting | LTA8 | Continue an annual programme of street lighting improvements. | 3, 4 |
| | Traffic Signals | LTA9 | Continue an annual programme of traffic signal improvements. | 3, 4 |
| | | LTA10 | We will ensure that traffic signal faults are responded to within the set timescales and monitor our performance in meeting these timescales. | 3, 4 |
| | Winter Maintenance | LTA11 | Update annually and implement the Winter Maintenance Procedures and Resources document. | 3, 4 |
| | | LTA12 | Following receipt of adverse winter conditions forecast treat 50% of the road network on a precautionary basis. | 3, 4, |
| | | LTA13 | Following receipt of adverse winter conditions forecast treat 5% of the footway network on a precautionary basis. | 3, 4 |
| | | LTA14 | During severe weather conditions treat secondary and extreme (road) routes as resources permit. | 3, 4 |

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| | | LTA15 | During severe weather conditions treat (footway) accessibility routes and the rest as resources permit. | 3, 4 |
| Road Safety | Road Safety | LTA16 | The Council will deliver prioritised road safety improvements at identified accident locations / routes / areas. | 3 |
| | | LTA17 | Continued promotion of road safety education and training initiatives. | 3 |
| | | LTA18 | Continue the programme of street lighting improvements. | 3 |
| | | LTA19 | Deliver prioritised traffic signal and pedestrian crossing maintenance improvements and new installations. | 3 |
| Economy | New Developments | LTA20 | The Council will require that all Transport Assessments are submitted for checking and approval, to ensure that all requirements have been satisfied in relation to national guidance and policies. | 2, 4, 5, 6, 7 |
| | | LTA21 | The Council will monitor the implementation of Travel Plans for developments and will carry out enforcement through the planning process. | 1, 2, 5, 6, 7 |
| | Parking and Demand Management | LTA22 | The Council will review Traffic Regulation Orders (TROs) in areas where parking causes safety and/or congestion issues. | 2 |
| | | LTA23 | The Council will ensure that all TROs are accessible to the public through the Council's internet site. | 2 |
| | Traffic Growth | LTA24 | The Council will operate a long term traffic monitoring programme and produce an annual traffic monitoring report. | 1, 2 |
| | New Road Infrastructure | LTA25 | Subject to availability of funding and support from partner organisations, the Council will develop the following road schemes and prepare preliminary designs and programmes for implementation. <ul style="list-style-type: none"> • Stewartfield Way Enhancement • Cathkin Relief Road • Lanark Gyratory • Downiebrae Road Upgrade • A726 and Greenhills Road, East Kilbride widening | 2, 3, 4 |
| | | LTA26 | The Council will support the development and implementation of the following Transport Scotland and developer's road schemes :- <ul style="list-style-type: none"> • M8/M73/M74 Improvements - Raith Interchange (Transport Scotland) | 2, 3, 4 |

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| | | | <ul style="list-style-type: none"> Stonehouse Link / Relief Road (Development led) | |
| | | LTA27 | The Council will monitor the number of heavy goods movements, through the long term traffic monitoring programme and produce a report every three years. | 1, 2, 4 |
| Sustainable Travel | Walking and Cycling | LTA28 | The Council will seek to extend our cycling network including further development of the National Cycle Network and development of the local South Lanarkshire network. | 3, 5, 6, 7 |
| | | LTA29 | Specific routes will be identified and prioritised for implementation. | 3, 5, 6, 7 |
| | | LTA30 | The Council will increase the number of schools that develop travel plans. | 1, 2, 6, 7 |
| | Public Transport | LTA31 | We will, in conjunction with SPT, implement prioritised public transport infrastructure improvements. | 1, 2, 5 |
| | | LTA32 | Where necessary we will implement Quality Partnerships, in partnership with bus operators and SPT to improve the quality and frequency of bus services. | 1, 2, 5 |
| | | LTA33 | We will investigate the further provision of park and ride facilities in South Lanarkshire to facilitate sustainable multi modal journeys. | 1, 2, 5 |
| | Inclusive Mobility | LTA34 | We will install transport facilities that are safe and convenient to use for all road users, including those with disabilities. | 5, 6, 7 |
| | Low Carbon Vehicles | LTA35 | We will develop a network of 'fast' charging stations in Council car parks throughout South Lanarkshire to facilitate public electric vehicle charging. | Objective 6 |
| | | LTA36 | We will investigate the provision of 'rapid' charging stations at strategic locations to extend the range of electric vehicles. | Objective 6 |
| | | LTA37 | We will require the provision of electric vehicle recharging infrastructure in all new developments. | Objective 6 |
| Environment | Air Quality | LTA38 | Draft Action Plan measures have been identified through the Air Quality Steering Group in an attempt to reduce road transport pollution at the Whirlies AQMA and in the surrounding area. These actions will be monitored and evaluated to determine their impact on air quality at the AQMA. | Objective 6 |
| | | LTA39 | Recent air quality reports concluded that an Air Quality Management Areas (AQMA) would require to be would be declared at Main Street, Rutherglen and other potential AQMAs would require Detailed Assessments to be carried out including assessment of PM10 and NO2 at Hamilton town centre and NO2 in Lanark town centre and Main Street, Uddingston. | Objective 6 |
| | | LTA40 | The Council operate their continuous monitoring equipment in the areas which | Objective 6 |

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| | | | are most likely to be closest to breaching the 2010 objectives for PM10. | |
| | | LTA41 | <p>Consideration is given to the deployment of additional monitoring sites along the new M74 extension to inform future review and assessment of air quality.</p> <p>Monitoring of traffic flows and speeds to be carried out to assess the impact of the M74 completion to ensure that the predicted impacts on air quality are realistic and do not breach air quality objectives.</p> | Objective 6 |
| | Flood Risk Management | LTA42 | Following receipt of a Heavy Rainfall Warning, South Lanarkshire Council will invoke the procedures outlined in the “Response to Flooding” document to assess and maintain the ‘at risk’ flood sites identified in the document. The River Clyde Multi-Agency Incident Response Guide will be used to provide a Council response to significant flooding from the River Clyde. | 8 & Objective 6 |
| | Light Pollution | LTA43 | Install luminaires with good optical control that minimise light pollution and trespass by directing the light downwards and into the areas to be lit. | 4 |
| | | LTA44 | Minimise electricity costs by not over-lighting, using energy-efficient light sources, turning off some lights when they are not required, e.g. after midnight every second light in some car parks., and by installing L.E.D. or dimmable luminaires in new developments whenever possible. | 4 |
| | | LTA45 | A preference for post mounted luminaires rather than post top will be pursued wherever possible as post top designs are inherently inefficient and emit excessive amounts of light into the upper hemisphere. | 4 |