

## APPENDIX D1: POLICY INTEGRATION

The LTS is not a stand alone document – it relates to, informs and is informed by policies across the local authority, such as the Highland wide Local Development Plan, and across the region and nationally.

Moreover, the LTS relates to the issues and policy priorities for non-transport sectors, in particular health, social inclusion, economic development and environmental sustainability.

This Appendix sets out the policy context for the LTS, as well as the roles and responsibilities for transport in the Highland Council area and wider region.

### Roles and responsibilities in transport

The Highland Council is but one stakeholder in the highly complex matrix of transport provision, as can be seen from the following table.

**Table 1 Roles and responsibilities in transport in the Highland Council area**

Organisation / Sector	Roles
National Government	<ul style="list-style-type: none"> <li>• Overall public investment levels, fiscal and excise duties</li> <li>• Rail regulation</li> <li>• Vehicle design standards</li> <li>• Aviation</li> </ul>
Scottish Government	<ul style="list-style-type: none"> <li>• Technical and safety standards and regulation</li> <li>• Health Standards and pollution regulation</li> <li>• Ferry Support</li> <li>• Highlands &amp; Islands Airports</li> </ul>
Transport Scotland	<ul style="list-style-type: none"> <li>• Trunk road programme</li> <li>• Rail policy and support</li> <li>• Concessionary fares</li> </ul>
Northern Constabulary	<ul style="list-style-type: none"> <li>• Traffic Law enforcement</li> <li>• Road safety</li> </ul>
Scottish Natural Heritage	<ul style="list-style-type: none"> <li>• Grants for footpaths</li> <li>• Access rights</li> </ul>
Ferry Companies	<ul style="list-style-type: none"> <li>• Vessels and service operation, ferry terminals</li> </ul>
Network Rail	<ul style="list-style-type: none"> <li>• Rail infrastructure</li> </ul>
Airlines	<ul style="list-style-type: none"> <li>• Planes and service operation</li> </ul>
Train Operators	<ul style="list-style-type: none"> <li>• First Scotrail, East Coast, Virgin, Passenger Rail Services and rolling stock use</li> </ul>
HIAL	<ul style="list-style-type: none"> <li>• Operation of airports</li> </ul>
Rolling Stock Leasing Companies	<ul style="list-style-type: none"> <li>• ROSCO's</li> </ul>
Road Haulage Companies	<ul style="list-style-type: none"> <li>• Freight movement by road</li> </ul>

**Organisation / Sector**  
Rail Freight Companies

**Roles**

Direct Rail Services, D B Schenker, Freightliner,  
GB Railfreight, Colas Rail

Bus Companies  
Trust Ports

British Waterways Board

Businesses

Community Councils

Community and Voluntary  
Groups

Community Transport operators

Individuals

The Highland Council

HITRANS

Highlands and Islands  
Enterprise

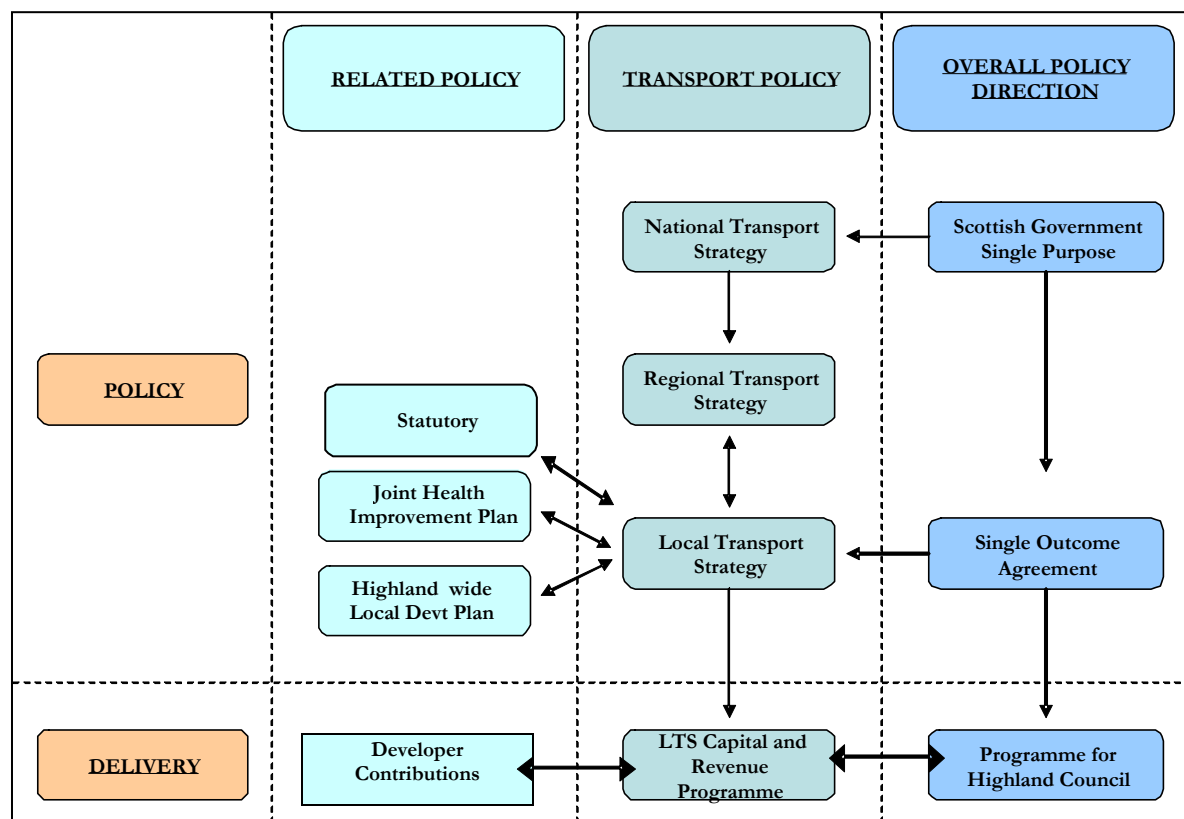
Highlands and Islands  
Partnership Programme

- Vehicles and bus services
- Ferry terminals
- Freight transport
- Operation and maintenance of Caledonian Canal
- Supply and transport of goods & services
- Company Cars
- Workplace parking
- Access by customers
- Tourism businesses depend on movement of people
- Representing their communities' interests in roads and transport issues
- Representing their groups' interests in roads and transport issues. Provision of transport on a voluntary basis
- Vehicles and transport services (group transport, social car schemes)
- Purchase, maintenance and use of private cars, bicycles, motor cycles
- Choice of travel mode and consumers
- Non-trunk road network, investment, construction and maintenance
- Bus network financial support, information and bus shelters
- Co-ordinated travel guides
- Traffic Management
- Long distance footpaths and cycleways
- Road standards and design for local roads
- Traffic signing
- School and Social Work Transport
- Structure Plan and Local Plans
- Council owned ferries/terminals
- Council owned airstrips
- Regional Transport Strategy
- Economic development of the region
- European funding

**The LTS in the wider policy framework**

The following diagram summarises the context for the LTS in terms of policy relationships and hierarchies.

**Figure 1 The LTS and wider policy framework**



### Government Overarching Policy

In 2007, the Scottish Government established a national, single purpose, reflecting a shift in emphasis to *what* needs to be achieved, as opposed to *how* it should be achieved. This purpose is “to create a more successful country where all of Scotland can flourish through increasing sustainable economic growth”<sup>1</sup>. It is supported by five Strategic Objectives as follows:

- A Wealthier and Fairer strategic objective to enable businesses and people to increase their wealth and allow more people to share fairly in that wealth

<sup>1</sup> Scotland Performs, 2007, <http://www.scotland.gov.uk/About/scotPerforms>

- A Smarter strategic objective to expand opportunities for people in Scotland to succeed from nurture through to life long learning ensuring higher and more widely shared achievements
- A Healthier strategic objective is to help people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to health care.
- A Safer and Stronger strategic objective is to help local communities to flourish, becoming stronger, safer places to live, offering improved opportunities and a better quality of life.
- A Greener strategic objective is to improve Scotland's natural and built environment and the sustainable use and enjoyment of it.

A series of national outcomes has been developed (15 in total) reflecting the Government's five strategic priorities.

Clearly these have links to transport policy as transport is the key to services, whether by bus, car, foot or cycle. Improving these links benefits people through their right to access services, but also by working both with schools, education authorities and health authorities to encourage more active travel. Economic vitality of locations throughout Highland is also dependant on good transport communications across all modes, seeking to optimise modes for purpose, and overcome congestion on transport routes.

### **Government Transport Policy – National Transport Strategy**

Scotland's National Transport Strategy (NTS) was published in 2006, and sets out the Scottish Government's policy priorities on transport. The five strategic outcomes for transport are:

- Promote Economic Growth
- Promote Social Inclusion (Accessibility)
- Protect Environment & Improve Health
- Improve Safety
- Improve Integration

## **Scottish Transport Projects Review (STPR)**

The Scottish Government's transport agency, Transport Scotland, has identified a series of priorities for investment over the next 20 years, known as the Scottish Transport Projects Review (STPR)<sup>2</sup>. The STPR supports the aims and objectives within the National Transport Strategy (above). This review has identified several significant areas of investment within or affecting the Highland Council area, in particular the following:

- Rail Service Enhancements between Aberdeen and Inverness
- Rail Enhancements on the Highland Main Line between Perth and Inverness
- A9 – upgrading from Dunblane to Inverness
- Upgrading A96 to dual carriageway between Inverness and Nairn
- A82 Targeted Road Improvements
- Road Safety improvements in North & West Scotland
- Strategic P&R (inc Dalcross)

## **HITRANS Regional Transport Strategy**

HITRANS (the Highlands and Islands Transport Partnership) is the statutory Regional Transport Partnership for the region, of which The Highland Council is a constituent member. The Regional Transport Strategy 2008 (RTS) is a statutory plan produced by the Partnership that sets out the objectives and a programme of action to improve transport in the HITRANS area<sup>3</sup>. The HITRANS area covers the following local authority areas: Orkney, Moray, Highland, the Western Isles, and Argyll and Bute. There are inevitably some overlaps with schemes and measures which are locally as well as regionally important.

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<sup>2</sup> Strategic Transport Projects Review (STPR), published 2008,  
<http://www.transportscotland.gov.uk/stpr>

<sup>3</sup> The Transport Strategy for the Highlands and Islands, Final Strategy, April 2008  
[http://www.hitrans.org.uk/Strategy/documents/HITRANS\\_finalRTS\\_April2008v4.pdf](http://www.hitrans.org.uk/Strategy/documents/HITRANS_finalRTS_April2008v4.pdf)

## **Community Plan**

Community Planning is a statutory requirement (Local Government in Scotland 2003 Act). Community Planning is a strategic process that enables the local authority to work with the community and other agencies to plan, provide and promote the wellbeing of the community. The Highland Community Planning Partnership Comprises the following partners:

- The Highland Council
- Highlands and Islands Enterprise
- NHS Highland
- Scottish Natural Heritage
- Northern Constabulary
- Communities Scotland
- Highland and Islands Fire Brigade
- Representatives from the private sector
- Representatives from the voluntary sector

A Community Plan was developed for 2004-07<sup>4</sup>. For transport, the Community Plan has established the following aims:

- More people choosing to live, work and learn in Highland – and able to do so;
- Individuals and communities feel they are dealt with equitably; and
- Highland having the infrastructure to keep it at the forefront of modern rural regions.
- The LTS will assist in taking these forward, with the Council having a significant role in the responsibility for transport development.

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4 Community Plan for Highland, 2004/07,  
<http://highlandlife.net/content/download/536/3208/file/PR04%20-%20147%20-%20k%20-%20Community%20Plan%20for%20Highland.pdf>

## **Highland Single Outcome Agreement**

Following on from the Government's Single Purpose, all local authorities in Scotland have produced Single Outcome Agreements. The second Highland Single Outcome Agreement was signed in July 2009. This identifies the local outcomes which contribute to the 15 national outcomes set by the Scottish Government. It sets the strategic framework for policy delivery for the Council across all areas of responsibility – moreover, it is key to prioritising Council spending. Whilst the outcomes cut across areas of social and economic wellbeing, there are significant transport factors in delivering the agreement.

In particular there are actions in local outcomes 10.A and 10.1 which will be taken forward through the LTS:

- Increase the number of community transport schemes supported (10.A)
- Increase the availability of buses. (10.1)
- Increase the number of people using the bus network. (10.1)
- Increase use of public transport in and around Inverness. (10.1)
- Increase investment in lifeline roads and bridges in the Highlands. (10.1)

## **The Programme of the Highland Council 2009-11**

This Programme sets out the aims of The Highland Council Administration, and specific commitments over 2009-11<sup>5</sup>. Overall, the Administration aims to:

- Make the Highlands one of Europe's leading regions
- Create sustainable communities with more balanced population growth and economic development across the Highlands; and
- Build a fairer and healthier Highlands.

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<sup>5</sup> Strengthening the Highlands: The Programme of the Highland Council 2009-11, <http://www.highland.gov.uk/NR/rdonlyres/936C2237-D201-4A4A-92D9-FD683F1BD544/0/strengtheningthehighlands.pdf>

The Programme contains a total of 93 commitments across five main themes, and a further 18 actions to work with the Scottish and UK Governments. This includes 45 new or enhanced actions and six new commitments to take to Government. Those with particular relevance to transport are listed below.

## **Figure 2 The Highland Programme – themes of direct relevance to transport**

### **Economy Theme**

- We will invest £54 million over the next three years to maintain the quality of our road network and carry out improvements to our lifeline roads and bridges.
- We will work with the bus operators to enhance, develop and promote the bus network in both rural and urban areas, improving the quality, frequency and accessibility of buses.
- We will promote the development of an integrated transport network.
- By 2009, we will implement an agreed £6m programme of traffic management and streetscape improvement measures in Inverness City Centre and will consider other arrangements which will reduce traffic congestion and improve the quality of the environment.
- We will work with the Scottish Government, Transport Scotland and HITRANS to improve road safety and journey times on the trunk road network serving the Highlands, in particular by upgrading the A9, A96 and A82 to provide economic benefits and sustainability.
- We will work with the Scottish Government and Transport Scotland to have the Inverness Trunk Link Road included in the trunk road programme, with the objective of completing the Eastern Section by 2012/13, to provide access to the UHI Inverness campus site, and the River and Canal crossing by 2015.
- We will work with Highlands and Islands Airports, HITRANS, and Highlands and Islands Enterprise to attract new and enhanced air services into the Highlands at all airports and will continue to work to safeguard Inverness to Gatwick flights, campaign to reinstate the Inverness to Heathrow flights and to develop Wick airport.
- We will work with partners to improve local, national and freight rail services including shorter journey times.

### **Environment Theme**

- We will prepare a green travel plan for the Council, and work with the Scottish Government to encourage and promote green travel plans for our public sector partners, and all businesses and developments across the Highlands.
- We will work with our Local Access Forums to draw up and implement a system of Core Path Plans for the Highlands.

### **Efficiency Theme**

- Continue to pursue best value for our residents and service users, seeking efficiencies in the way we work and continuously review the Council's spending programmes. We will modernise our services to achieve an annual 2% efficiency savings target.

## **European Policy**

The European Regional Development Fund, programme for Highlands and Islands Scotland recognises the challenges faced by Highland areas,



peripherality, insularity, low population density and a widely dispersed enterprise base. The programme identifies a number of transport issues and opportunities. The ERDF has and will continue to be an important part in contributing to improving transport connections across Highland. In total £11.9m has been committed to Highland transport improvements since the first LTS was produced.

### **Road Traffic Reduction Act 1997**

Under the Road Traffic Reduction Act 1997 (RTRA) the Council is required to prepare a report containing an assessment of local road traffic in the area and a forecast of growth in those levels. In the recent National Transport Strategy the Scottish Government has stated that there is no mandatory requirement for setting targets for road traffic reduction, although Councils should consider whether they are appropriate in specific areas.

### **Rail - Scotland Route Utilisation Strategy 2007**

This strategy has been developed for Scotland's railways over the next 10 years. A range of measures has been identified to make effective and efficient use of the existing railway capacity and to develop additional capacity. These measures have been selected on the basis of their value for money across the 10-year period of the strategy and are largely consistent with the National Transport Strategy.

### **Scottish Planning Policy (SPP)**

SPP supports the national transport aims through the integration of land use, economic development, environmental issues and transport planning. It recognises that the planning system is a key mechanism for integration. The policy proposes that local planning should prioritise action on walking, cycling, public transport and motorised modes, plan for those whose mobility is impaired and deal with the needs of freight. Two sister documents should be read in conjunction with this SPP: Planning Advice Note 75: Planning for Transport and Transport Assessment and Implementation: A Guide.

## **Highland Development Plans**

The Planning (Scotland) Act 2006, made significant changes to the framework for the planning system. A Highland wide Local Development Plan will come forward to replace the Structure Plan as well as parts of existing Local Plans. Until this Local Development Plan is approved, the Structure Plan provides the statutory strategic development plan for the Highland Council area. Local Plans will gradually be replaced by 'Area Local Development Plans', of which there will be three, replacing the eight at present.

## **Structure Plan**

The Highland Council Structure Plan 2001<sup>6</sup> vision is founded on three principles of sustainable development, which are:

- supporting the viability of communities;
- developing a prosperous and vibrant local economy; and
- safeguarding and enhancing the natural and built environment.

Coherence between the Local Transport Strategy and the existing Structure Plan is illustrated in Appendix D2.

## **Local Plans**

Local plans are at various stages of development and implementation across Highland. The relationship between these policies and the LTS is critical. Local plan issues are reflected in the transport strategy and it is important the Local plans have reference to all the core policies of the transport strategy. Reference is made in the transport statements where local plan and development management decisions are critical in supporting the transport policy.

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<sup>6</sup> The Highland Structure Plan 2001,

<http://www.highland.gov.uk/yourenvironment/planning/developmentplans/structureplan/thehighlandstructureplan.htm>

### **Supplementary Guidance/Masterplans**

A critical mechanism for implementing planning policy and ensuring the provision of appropriate infrastructure, including transport, is through more detailed planning guidance for development design and layout, and through Masterplans for specific areas. These are developed separately to this document, but support the aims of this transport strategy.

An update to Highland's current "Road & Transport Guidelines for New Developments" document will provide guidelines for the design and construction of new development-associated roads within The Highland Council area, in particular covering: parking standards; Homezone principles, carriageway construction specifications; Road Safety Audit procedures. The new document will reflect the requirements of '*Designing Streets*' which details government policy on the layout and form of new developments.