

REPORT TO: ENVIRONMENTAL SERVICES COMMITTEE ON 20 FEBRUARY 2008

SUBJECT: SECOND MORAY LOCAL TRANSPORT STRATEGY (MLTS2) UPDATE AND STRATEGY SCENARIO OPTIONS

BY: DIRECTOR OF ENVIRONMENTAL SERVICES

1. REASON FOR REPORT

- 1.1 To provide the Committee with updates on the situation with key policies and the scoping of the Strategic Environmental Assessment (SEA) for the Second Moray Local Transport Strategy
- 1.2 To present a range of strategy scenario options for consideration by the Committee.
- 1.3 To seek approval for the adoption of the Integrated Transport Strategy option to enable further progress with the Second Moray Local Transport Strategy.
- 1.4 This report is submitted to Committee in terms of Section E(13) and E(18) of the Council's Administrative Scheme relating to functions as Roads Authority and to prepare Local Transport Strategy for consideration by the Full Council.

2. RECOMMENDATION

2.1 The Committee is invited to

- (i) **note the contents of Appendix 1 that sets out the appraisal of a range of strategy scenario options.**
- (ii) **approve the adoption of the Integrated Transport Strategy scenario option in order to enable further progress on the Second Moray Local Transport Strategy.**

3. BACKGROUND

Previous Committee Items

- 3.1 On 30 May 2007 the Environmental Services Committee approved delegation to the Director of Environmental Services to undertake the development of the Second Moray Local Transport Strategy (para 17 of the minute refers).
- 3.2 On 15 August 2007 the Environmental Services Committee was presented with a progress report on the First Stage consultations and approved a series of key objectives (para 24 refers).

Policies Situation Update

- 3.3 The Draft Regional Transport Strategy (RTS) was approved by the Board of HITRANS on 23 March 2007 and was submitted to the Transport Minister at

the end of March 2007. A 'Proposed Delivery Plan' has been presented as a separate accompanying document. The Director of Hitrans has stated in a recent report to the HITRANS Board that it is anticipated that the Scottish Government will not be in a position to confirm spending commitments relative to the regional transport strategies until completion of the Strategic Spending Review.

3.4 On December 10 2007 the Independent/Conservative Administration unveiled a number of priorities for the next three to four years, namely: Flood Alleviation; Educational Attainment; Care of Older People; Community Safety; Affordable Housing; Rural Development; Elgin Traffic Management; and Economic Development and Tourism.

3.5 There are a number of transport related elements within these key priorities:

- identify and encourage adequate transport links within and outwith Moray to serve business and tourism;
- work with other agencies to reduce the number of serious road accidents in Moray by focussing on young drivers, drunk drivers and speeding motorists;
- develop and implement a strategy for traffic management in Elgin that will be the basis for provision of a quicker, safer and more reliable transport system in and around Elgin while accommodating future development;
- work with Hitrans (the regional transport partnership) and be supportive of any public initiatives to raise awareness of the need for an Elgin Bypass;
- monitor, and accelerate where we can, infrastructure projects that emanate from transport studies and assessments;
- monitor the construction of the Reiket Lane Railway Bridge and ensure completion on target;
- work with Hitrans to improve the transport infrastructure and make every effort to encourage and facilitate the use of alternative forms of transport to the private car.

Strategic Environmental Assessment Scoping Update

3.6 The Strategic Environmental Assessment Scoping Report for MLTS2 was submitted on 2 October 2007 to the Scottish Government 'SEA Gateway' for the Statutory 35 day consultation period with the Consultation Authorities (Scottish Natural Heritage, Scottish Environmental Protection Agency and Historic Scotland).

- 3.7 Some of the key points arising from the comments from the Consultation Authorities are shown below:
- 8 week consultation period for the SEA Environmental Report for the Second Moray Local Transport Strategy
 - Strategy scenarios will need to be presented and assessed
 - Additional list of relevant plans and programmes to be considered in the SEA Environmental Report
 - Need to identify suitable indicators
- 3.8 The SEA Scoping Report has already been placed on the Council web site. The Consultation Authority comments and responses will be posted on the Council web site.

Strategy Scenario Options

- 3.9 In accordance with the Scottish Transport Appraisal Guidance (STAG) a range of strategy scenarios have been considered for the Second Moray Local Transport Strategy. A Technical Note setting out the review of approaches by other public bodies and appraisal of the seven options listed below is attached at **Appendix 1** to this report.

Scenario	Description
1	Baseline
2	Do minimum
3	Focus on road safety
4	Focus on mode change
5	Focus on main settlements and strategic transport corridors
6	Focus on road infrastructure
7	Integrated transport

- 3.10 A series of criteria (complementary to STAG and SEA) has been used for the appraisal. The criteria used included: economy; environment; safety; integration; social inclusion and accessibility; public acceptability; and additional funding. This methodology is consistent with the Scottish Transport Appraisal Guidance (STAG) and fulfils the requirement for a single assessment to be undertaken of alternative strategies at an appropriate level in accordance with STAG. The appraisal results are set out in table 3 in the Technical Note at **Appendix 1** to this report.

- 3.11 The strategy scenario considered to best meet the appraisal criteria is scenario 7, the Integrated Transport Strategy scenario. This strategy scenario will support the national, regional and local transport policy objectives. This is a balanced approach characterised with targeted enhancement of the road network, new infrastructure to support economic development, investment in public transport, funding for road safety, cycling and walking.
- 3.12 A review of the work undertaken by various local authorities and regional transport partnerships shows a wide range of approaches to the development and consideration of strategy scenario options.

4. SUMMARY OF IMPLICATIONS

(a) Corporate Development Plan/Community Plan/Service Improvement Plan

This report contributes to:

CDP Environmental Programme 4 Transport
SIP 3 Local Transport Strategy

(b) Policy and Legal

Moray Council is required to prepare a new three-year Local Transport Strategy. The process of developing the Second Moray Local Transport Strategy is required to follow the STAG process and meet the requirements of the SEA Regulations.

The National Transport Strategy was published in December 2006 and the Hitrans Regional Transport Strategy was submitted to the Transport Minister at the end of March 2007. Despite the Regional Transport Strategy not yet being approved it is important that the process of developing the Second Moray Local Transport Strategy is moved forward.

The transport related elements within the eight key priorities agreed by the Moray Council Administration will be fully recognised within the Second Moray Local Transport Strategy.

The adoption of a strategy option is necessary to enable work to proceed.

(c) Resources (Financial, Risks, Staffing and Property)

There are no resource implications at this stage. The emerging Second Moray Local Transport Strategy will support future external funding bids for investment for transport in Moray. The development of the Second Moray Local Transport Strategy will assist in prioritising bids for capital resource in future capital programmes.

(d) Consultations

The Head of Development Services, Principal Solicitor (Conveyancing), and Principal Accountant have been consulted. Comments received have been incorporated in this report.

5. CONCLUSION

- 5.1 The Hitrans Regional Transport Strategy (RTS) was submitted to the Transport Minister at the end of March 2007. The RTS has not yet been approved by the Scottish Government.**
- 5.2 The Coalition's eight key priorities include a number of transport related elements. These priority elements will be fully recognised in the emerging Second Moray Local Transport Strategy.**
- 5.3 The appraisal of the seven strategy scenario options shows that the Integrated Transport Strategy approach provides the most effective strategy framework to meet the local, regional and national transport objectives. The Committee is invited to approve the adoption of the Integrated Transport Strategy approach in order to enable further work to proceed with the Second Moray Local Transport Strategy.**

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Background Papers: Environmental Services Committee Reports
30 May 2007, 15 August 2007
SEA Scoping Report (Ironsides Farrar)
Technical Note – Strategy Scenarios (Halcrow)

Web page http://www.moray.gov.uk/moray_services/page_51327.html

Ref: