

Welcome & Housekeeping

Agenda

Item	Time
Welcome & Housekeeping	13.00 – 13.10
NTS2 Update	13.10 – 13.15
STPR2 Progress	13.15 – 13.30
Introduction to Breakout Session	13.30 – 13.35
Breakout Session	13.35 – 14.45
Feedback & Plenary	14.45 – 15.05
Next Steps	14.05 – 15.10

Safety Moment - Charging EVs at home without a driveway...



- **Highways Act:**
 - ...should ensure all necessary means to give adequate warning of danger of wires across highway.
- **Options include:**
 - Cable Protector.
 - Pavement drainage channels.
 - Grants for installing EV charging points.
 - Lobby local authority to install charging points.
 - Owner pays for instalment of kerbside charger by council-approved contractors.



Introductions - STPR2 Key Contacts

Argyll and Bute Work Package Manager - Gordon Blair

Argyll and Bute Deputy Work Package Manager - Michael Rice

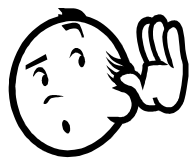
Transport Scotland Argyll and Bute Lead Officer - Geoff Duke

STPR2 Project Director - Stuart Turnbull

STPR2 Project Manager - Neil Halket

Purpose of Session

- Provide an update on STPR2 progress to date, including emerging themes for the Argyll & Bute region
- Capture your views on **options**
 - Facilitate communication and collaboration
 - Consider **options** to address the identified problems and opportunities
- Let you know what we will be doing next



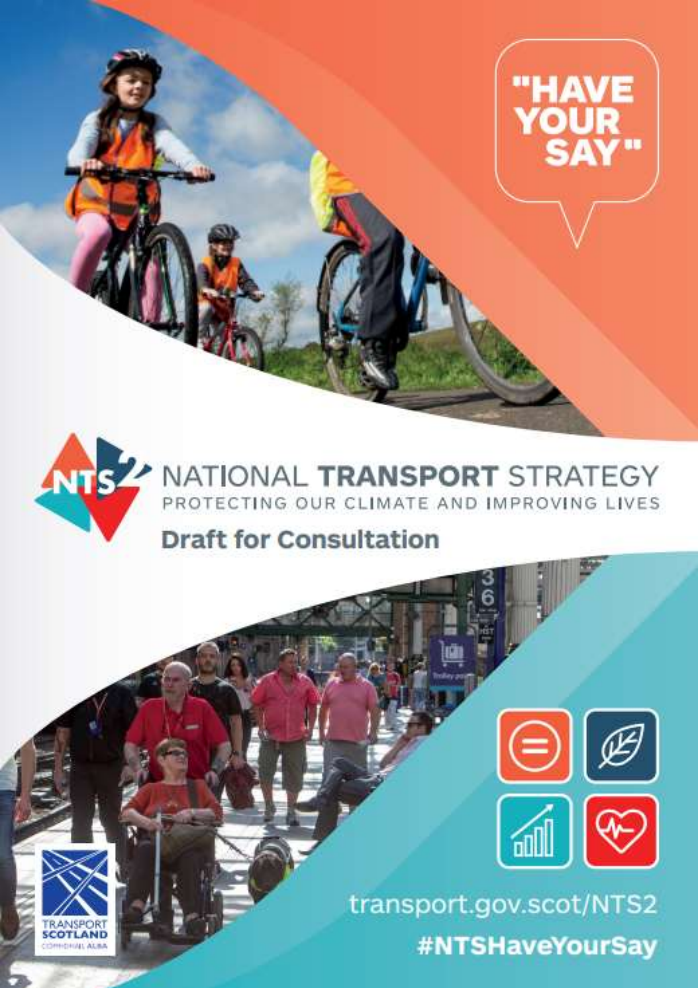
Above all, we are here to listen

NTS2 Update

NTS2 Update


The Scottish Government has published the draft National Transport Strategy (NTS) for consultation.

Public consultation closed midnight on 23 October 2019.




"HAVE YOUR SAY"

NTS2 NATIONAL TRANSPORT STRATEGY
PROTECTING OUR CLIMATE AND IMPROVING LIVES
Draft for Consultation



transport.gov.scot/NTS2
#NTSHaveYourSay

 TRANSPORT SCOTLAND
COMHAIAL ALBA

The poster features a top section with a photograph of children on bicycles and a speech bubble containing the text "HAVE YOUR SAY". Below this is the NTS2 logo and the title "NATIONAL TRANSPORT STRATEGY" with the subtitle "PROTECTING OUR CLIMATE AND IMPROVING LIVES" and "Draft for Consultation". The bottom section shows a photograph of a diverse group of people walking on a city street, with a person in a wheelchair in the foreground. To the right of the photograph are four icons: a balance scale, a leaf, a bar chart, and a heart with a pulse line. At the bottom right, the website "transport.gov.scot/NTS2" and the hashtag "#NTSHaveYourSay" are displayed. The Transport Scotland logo is in the bottom left corner of the poster.



NATIONAL TRANSPORT STRATEGY
PROTECTING OUR CLIMATE AND IMPROVING LIVES



The Vision and Outcomes Framework (Section A)

Our Vision

We will have a sustainable, inclusive and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.



Promotes equality

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all



Takes climate action

- Will adapt to the effects of climate change
- Will help deliver our net-zero target
- Will promote greener, cleaner choices



Helps our economy prosper

- Will get us where we need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation



Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

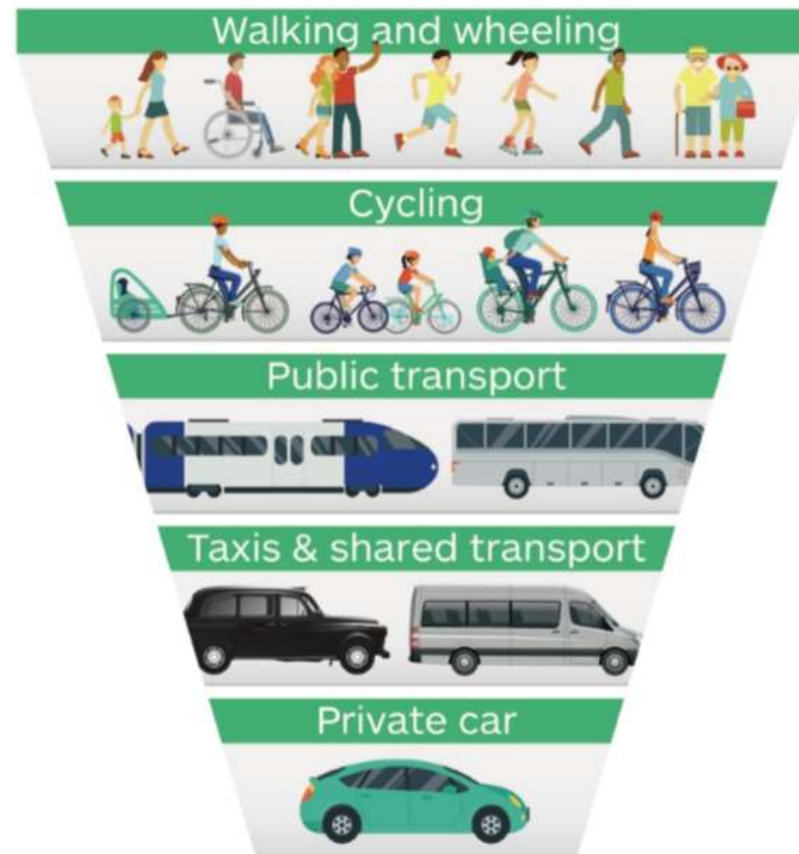


NATIONAL TRANSPORT STRATEGY
PROTECTING OUR CLIMATE AND IMPROVING LIVES



The Sustainable Transport Hierarchy

Prioritising Sustainable Transport

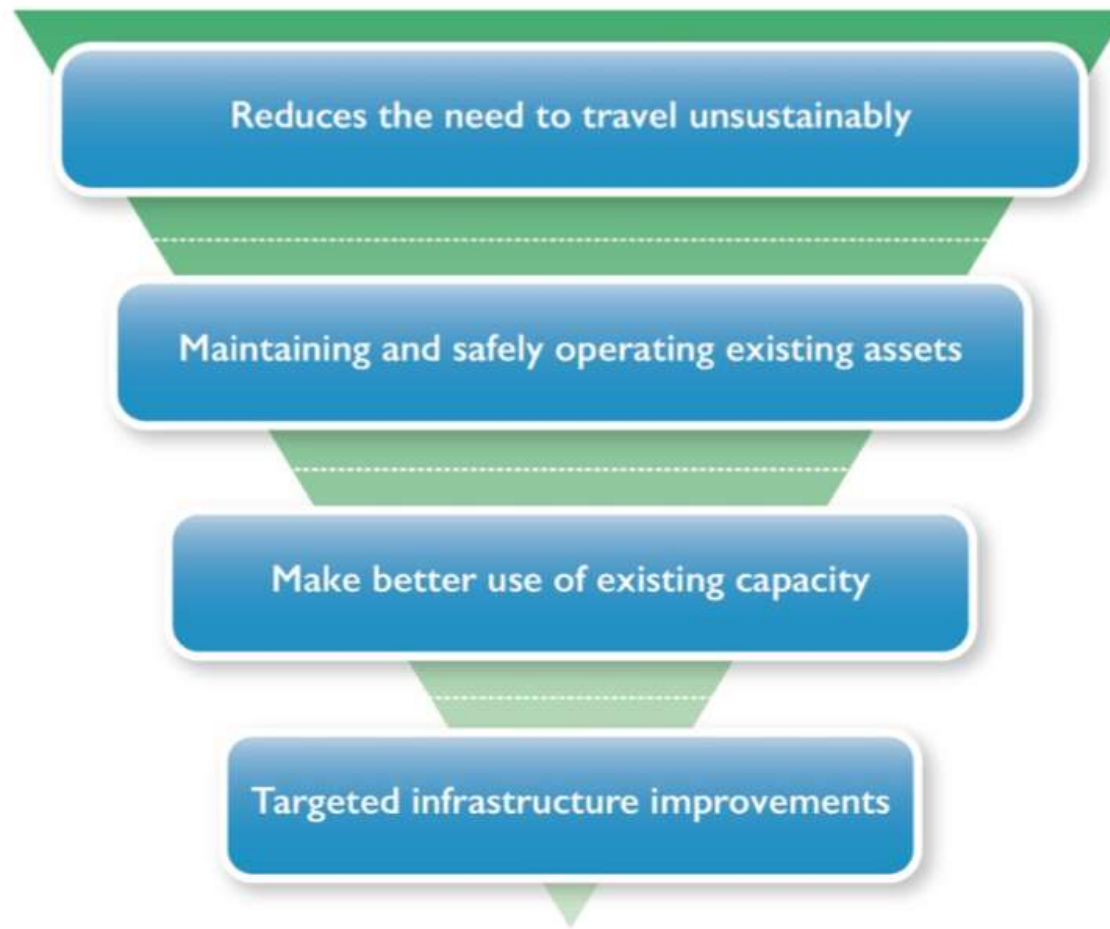




NATIONAL TRANSPORT STRATEGY
PROTECTING OUR CLIMATE AND IMPROVING LIVES



The Sustainable Investment Hierarchy



STPR2 Progress

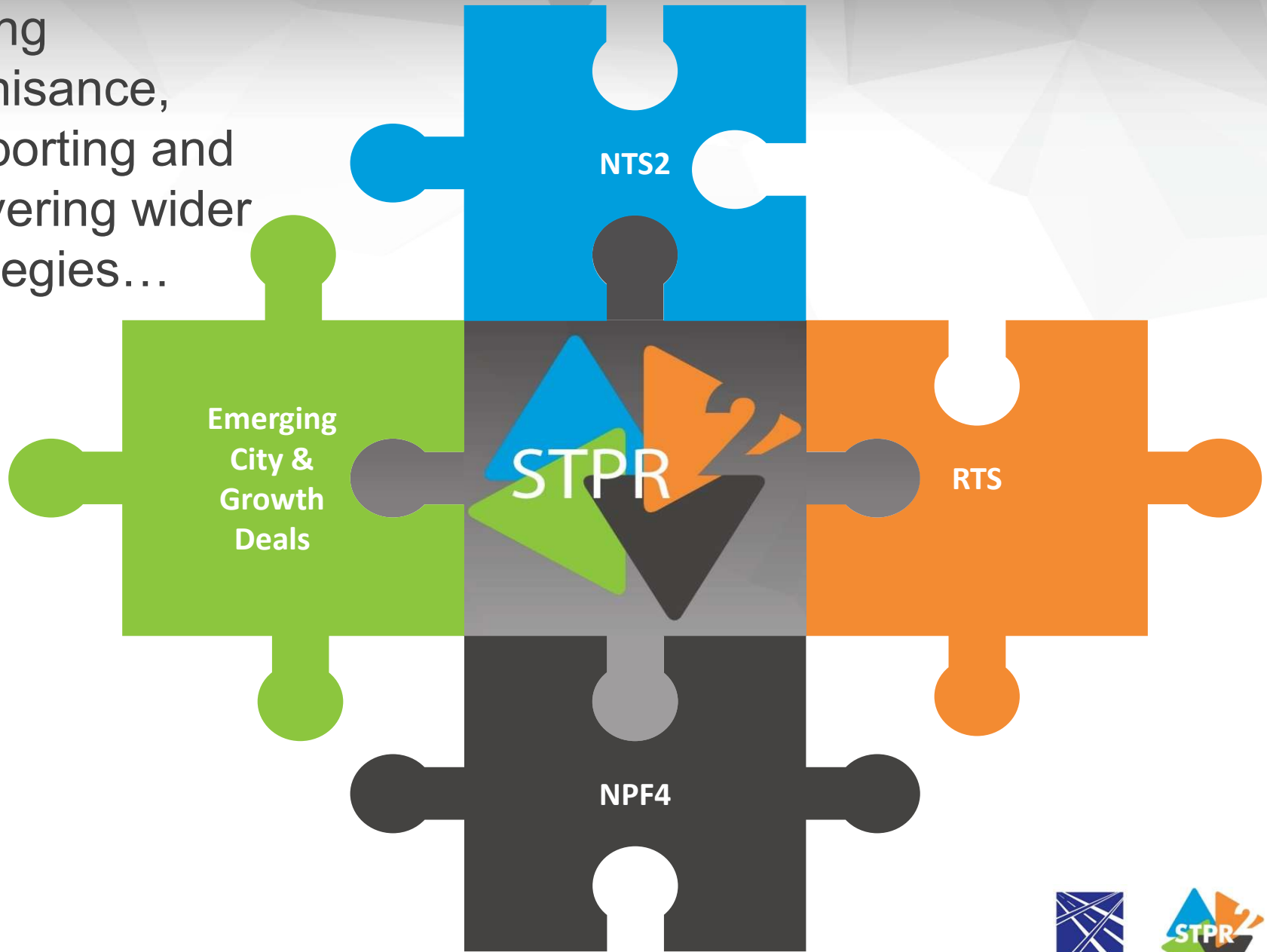
STPR2 Aims

- Conduct a Scotland-wide evidence-based review of the performance of the strategic transport network across all transport modes
- Fundamentally support Scotland's Economic Strategy, including inclusive growth
- Identify outcomes and priorities that are defined in the emerging NTS2
- Make recommendations for potential transport investments for Scottish Ministers to consider as national investment priorities in an updated 20-Year (2022-2042) Infrastructure Investment Plan for Scotland

STPR2 Scope













- Examination of the strategic transport network
- Technical work follows STAG process – Evidence based + Objective led process
- Consider/review STPR1, Emerging Growth Deals
- Work within NTS2 / NPF4
- Consider regional and national issues
- Carry out accompanying legislative assessments
- Multi-modal and not just about infrastructure

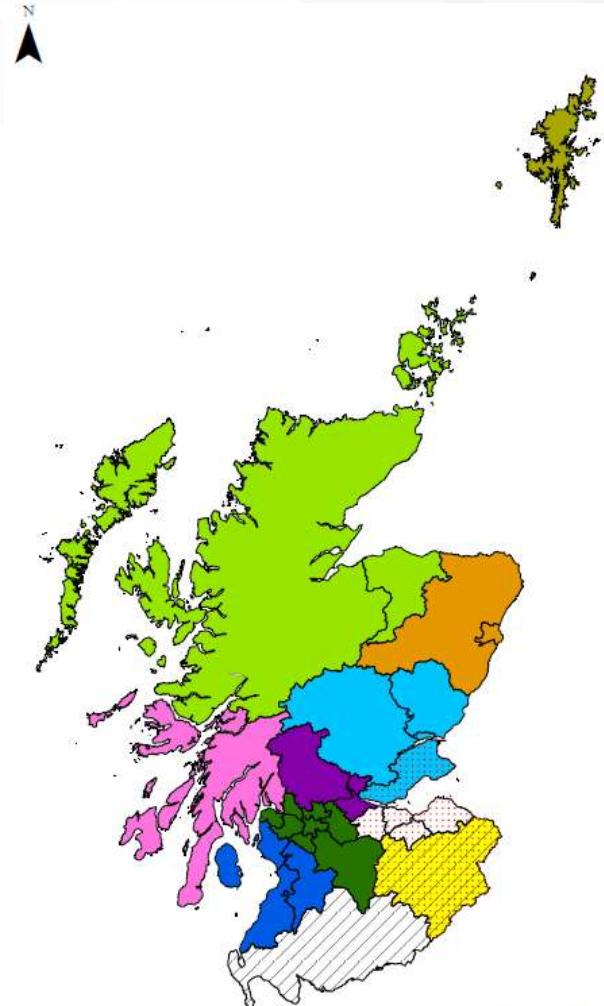
Taking
cognisance,
supporting and
delivering wider
strategies...



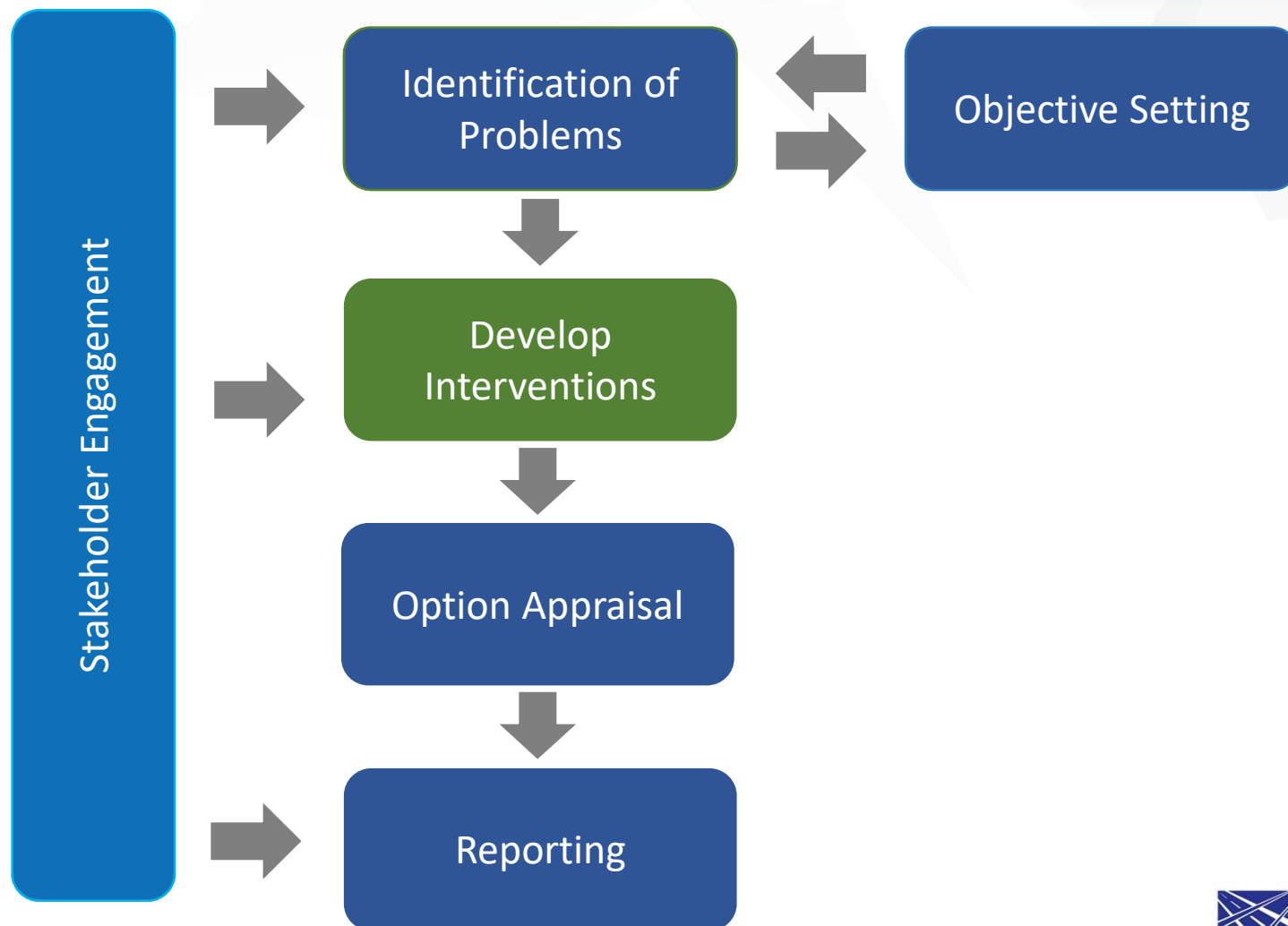
A Regional Approach

LEGEND

-  Local Authority Boundaries
- Regional Transport Working Groups
-  North East Scotland Region
-  Highlands and Islands Region
-  Shetland's Transport Partnership Region
-  Argyll and Bute Region
-  Tay Cities Region
-  Forth Valley City Region
-  Glasgow City Region
-  Ayrshire Growth Deal Region
-  Scottish Borders Region
-  Edinburgh and South East Scotland City Region
-  South of Scotland Region

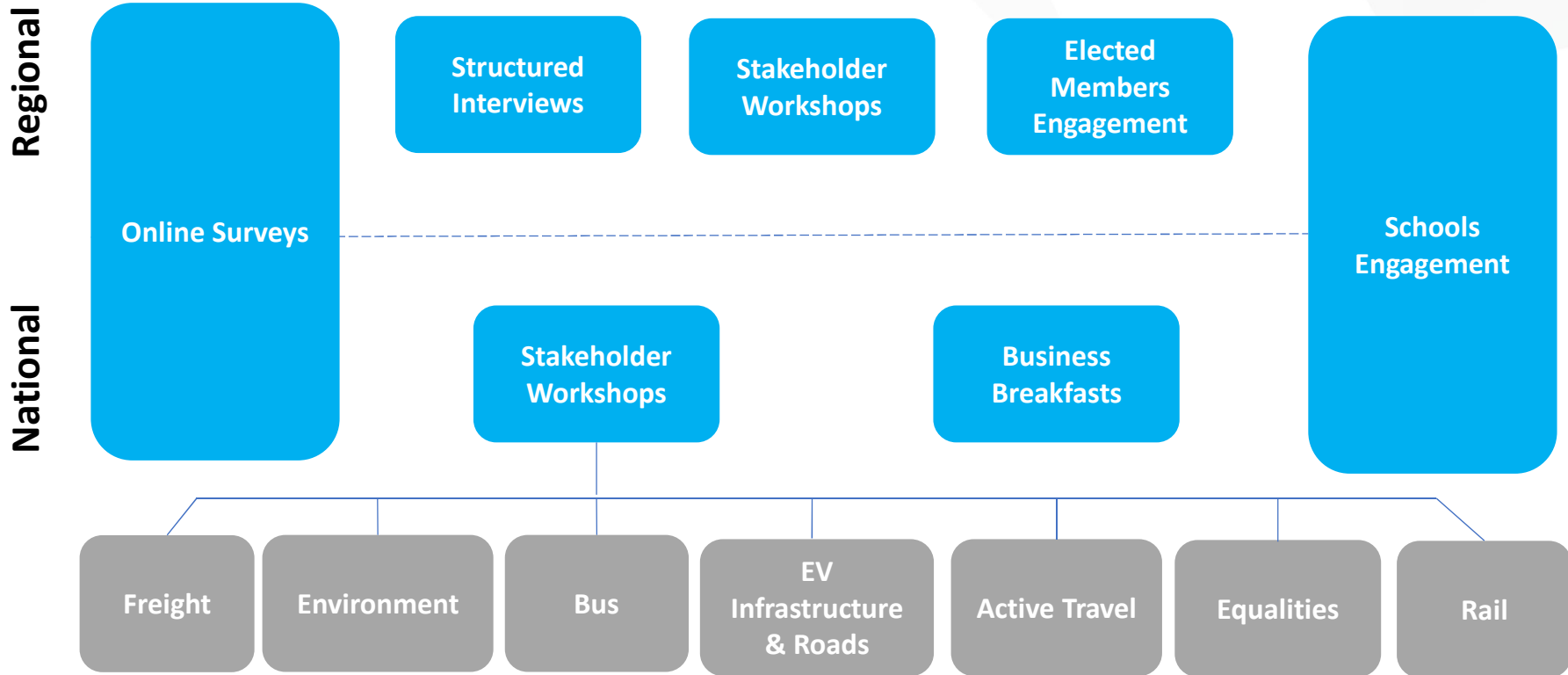


STPR2 Approach (STAG)



Engagement – An Overview

STPR2: Public & Stakeholder Engagement Strategy



Wider Integrated Impact Assessments



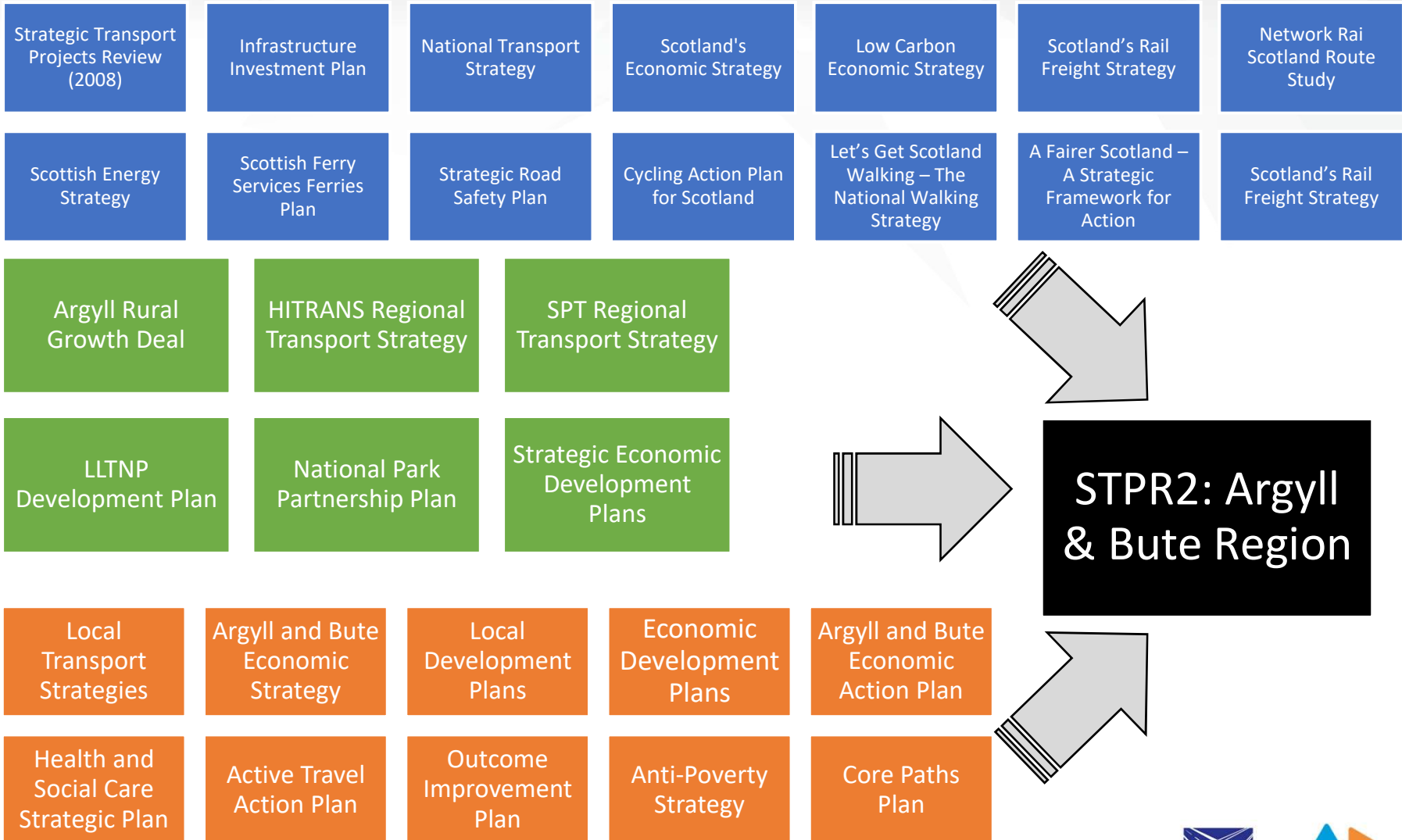
Engagement – Argyll & Bute

Organisations represented at workshops

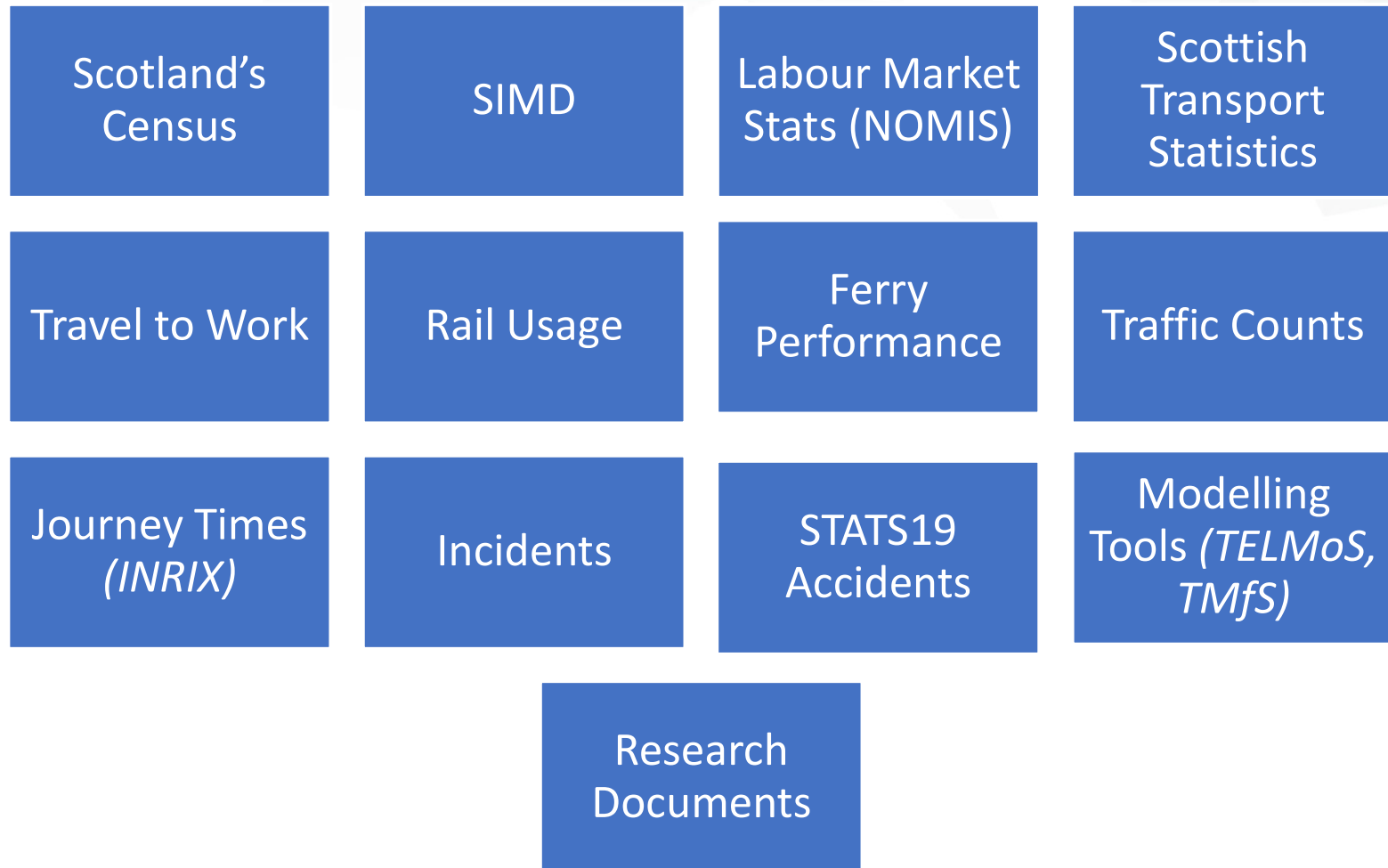
Argyll & Bute Council
Argyll & the Isles Tourism Co-operative
Argyll Timber Transport Group
Cowal Fixed Link Working Group
Cowal Transport Forum
Developing the Young Workforce
Hebridean Air Services (& airtask)
HIAL
Highlands and Islands Enterprise
HITRANS
LLTNP
Mid Argyll Chamber of Commerce
Network Rail
Peter Mckerral and Co Ltd

Police Scotland
Road Haulage Association
Scottish Ambulance Service
Scottish Enterprise
Scottish Forestry
SPT
The Bute and Cowal Area Community
Planning Group
Timberlink Shipping
Transport Scotland
University of Stirling
VisitScotland
West Coast Motors
Western Ferries

Policy Review



Data Analysis – Example of Sources



Data Analysis: Digital Spine

Data Dashboards



Problems & Opportunities

- Problems and Opportunities captured in spreadsheet, categorised by mode and themed
- Key themes identified from: stakeholder engagement policy / report and data review.



Ref	Problem	Source	Detailed Source	Location / Route	Pan-Regional?	Category	Theme	Detailed Theme
1	Finding and progressing a permanent solution for the Rest & Be Thankful	Workshop	Helensburgh	A83 R&BT	No	Road	Resilience	Diversionsary Routes
2	A83 Rest & Be Thankful long term solution required	Workshop	Helensburgh	A83 R&BT	No	Road	Resilience	Diversionsary Routes
3	Road maintenance	Workshop	Helensburgh		No	Road	Quality	Asset Maintenance
4	Cars queuing for ferries at Oban (using Network Rail land - temporarily)	Workshop	Helensburgh	Oban	No	Ferry	Capacity	Station Car Parking
5	Access to region (A82 / A83)	Workshop	Helensburgh	A82 / A83	Yes	Road	Connectivity	External Connections
6	Lack of charging points (incl. on islands)	Workshop	Helensburgh		Yes	Multimoda	Technology	
7	Resilience of infrastructure and services - delays/long journey times; Rest & Be Thankful; reputational damage; increasing demand & tourism	Workshop	Helensburgh	A83 R&BT	No	Road	Resilience	Diversionsary Routes
8	Rest & Be Thankful	Workshop	Helensburgh	A83 R&BT	No	Road	Resilience	Diversionsary Routes
9	Degeneration of roads, particularly at road edges	Workshop	Helensburgh		No	Road	Quality	Asset Maintenance
10	Lack of lights in night time driving	Workshop	Helensburgh		No	Road	Quality	Passenger Comfort / Convenience
11	Rest & Be Thankful section and detour route	Workshop	Helensburgh	A83 R&BT	No	Road	Resilience	Diversionsary Routes

Key Themes

Sustainability of communities

Attracting skills, visitors and businesses

Connectivity

Travel Times

Resilience

Safety

Environment

Sustainable travel

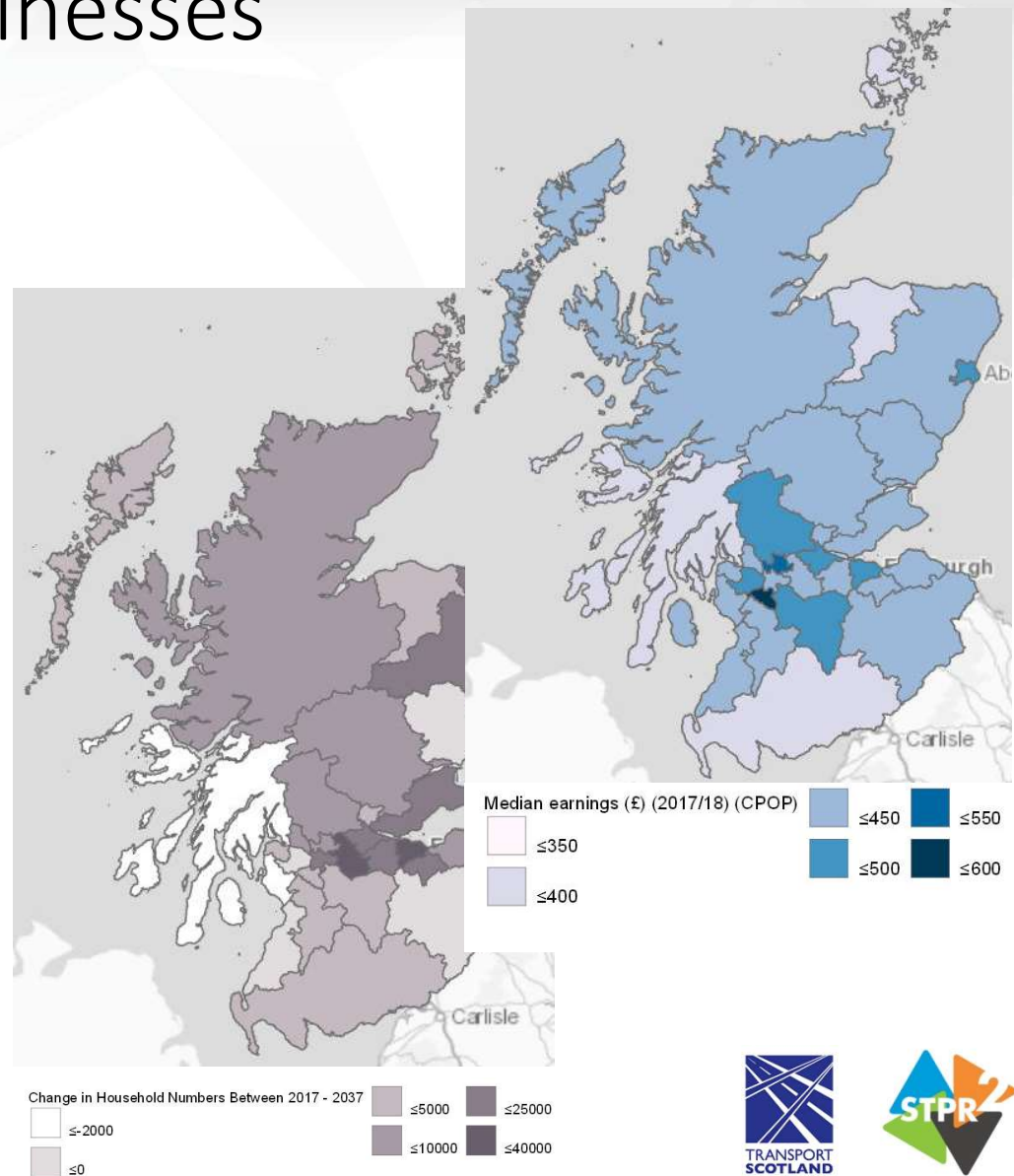
Sustainability of Communities / Attracting Skills, Visitors & Businesses

Source: Data Evidence e.g.

- NRS Population Estimates
- TMfS Population Forecast Data
- CPOP Fragility Index
- ASHE

Source: Engagement e.g.

- Declining & ageing population
- Higher levels of outward migration vs inward migration - younger people moving out of the region
- Lack of higher education opportunities for over 16s
- Lack of high skilled/higher paying jobs (underemployment)



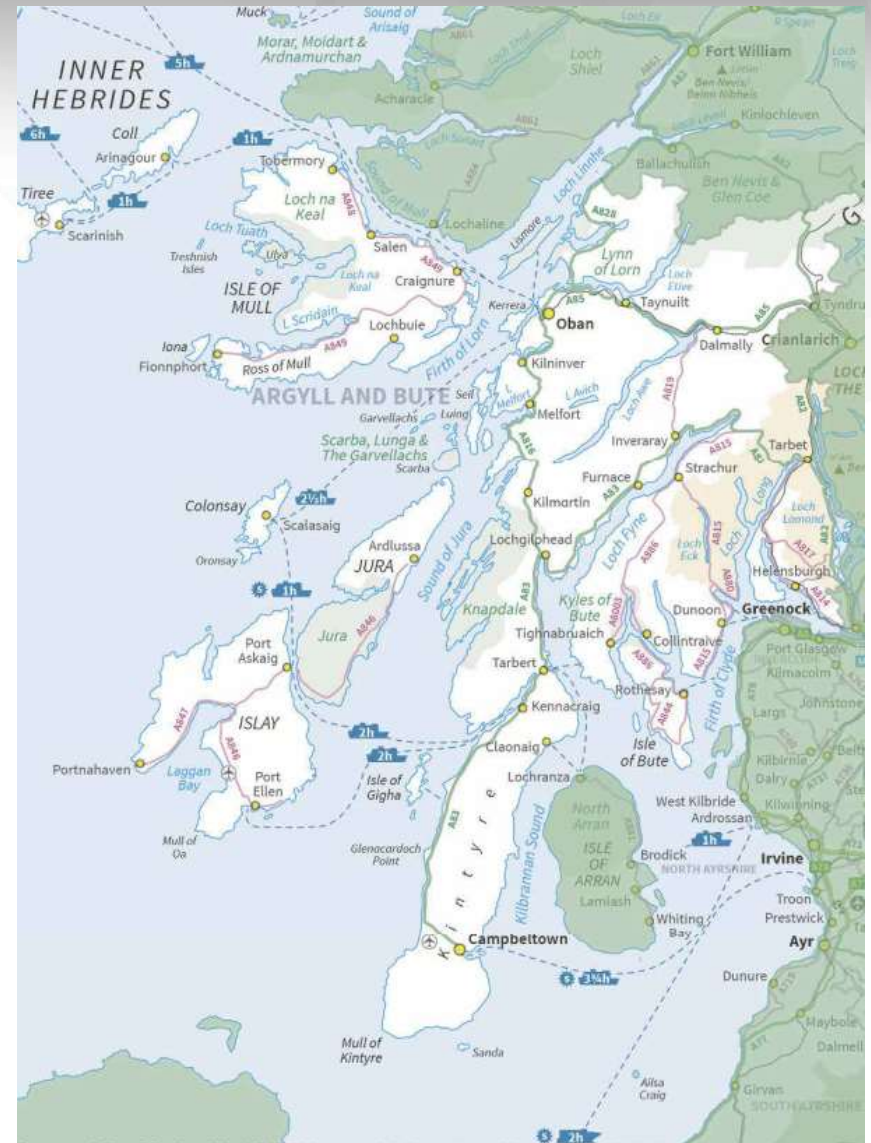
Connectivity

Source: Data Evidence e.g.

- Current infrastructure provision
- OFCOM Broadband Connectivity Data
- OFCOM 4G Digital Connectivity Data

Source: Engagement e.g.

- Long / disproportionate journey times
- Low levels of digital connectivity, particularly in 'rural' areas
- Limited access to superfast broadband – creates barriers to business, exacerbates need to travel



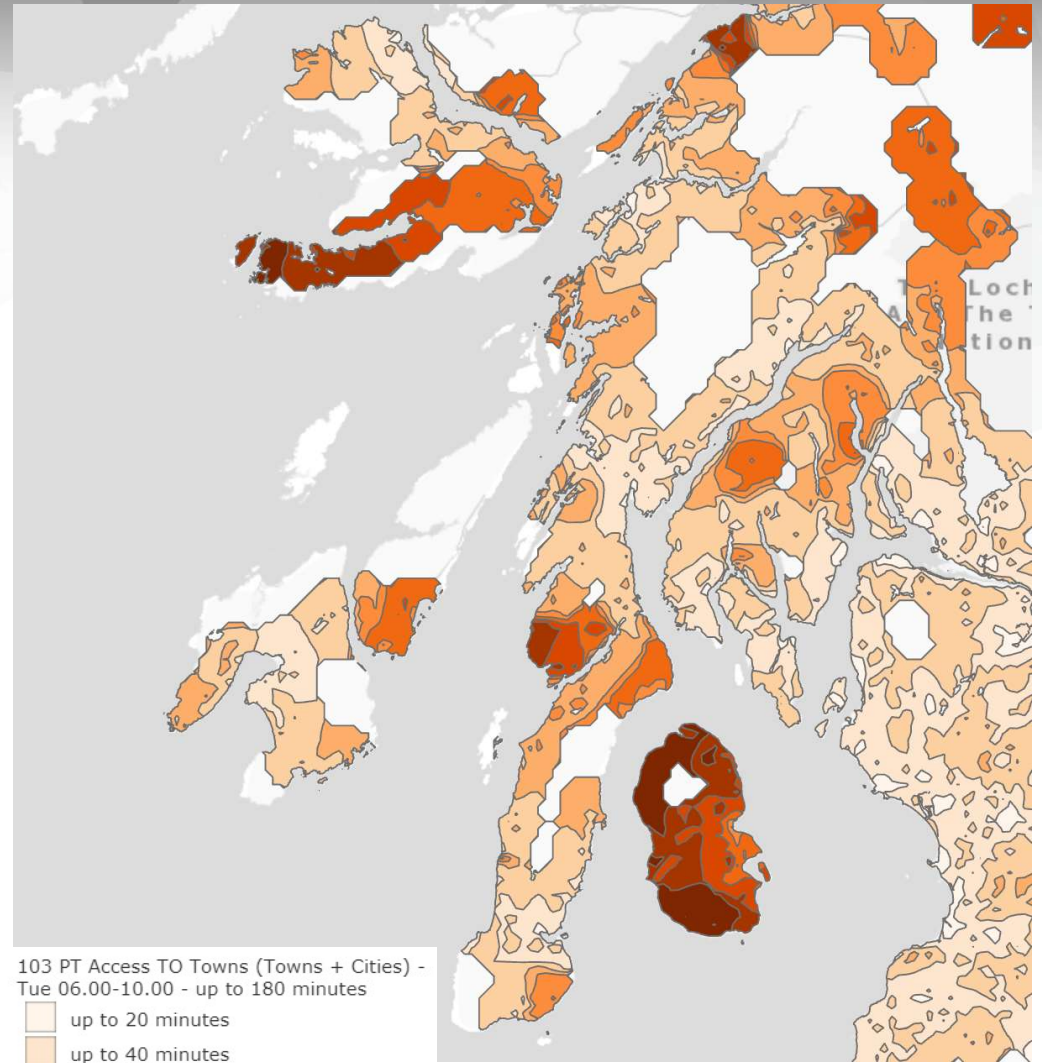
Travel Times

Source: Data Evidence e.g.

- Journey time information (INRIX)
- Rail / Bus / Ferry Timetable information

Source: Engagement e.g.

- Long / disproportionate journey times by car
- Longer journey times using PT compared to car
- Seasonal variations in journey times – additional delays during ‘tourist’ season
- Instances of poor interchange between PT modes resulting in longer journeys



Resilience

Source: Data Evidence e.g.

- Diversion Routes
- Restrictions / Closures Frequency & Durations (IRIS)
- Ferry Performance Data

Source: Engagement e.g.

- Lack of suitable diversion routes
- Lengthy delays / travel distances during periods of restrictions / closures
- Ferry cancellations on several routes
- Impacts on NHS referrals for A&B patients travelling to NHS Greater Glasgow & Clyde area



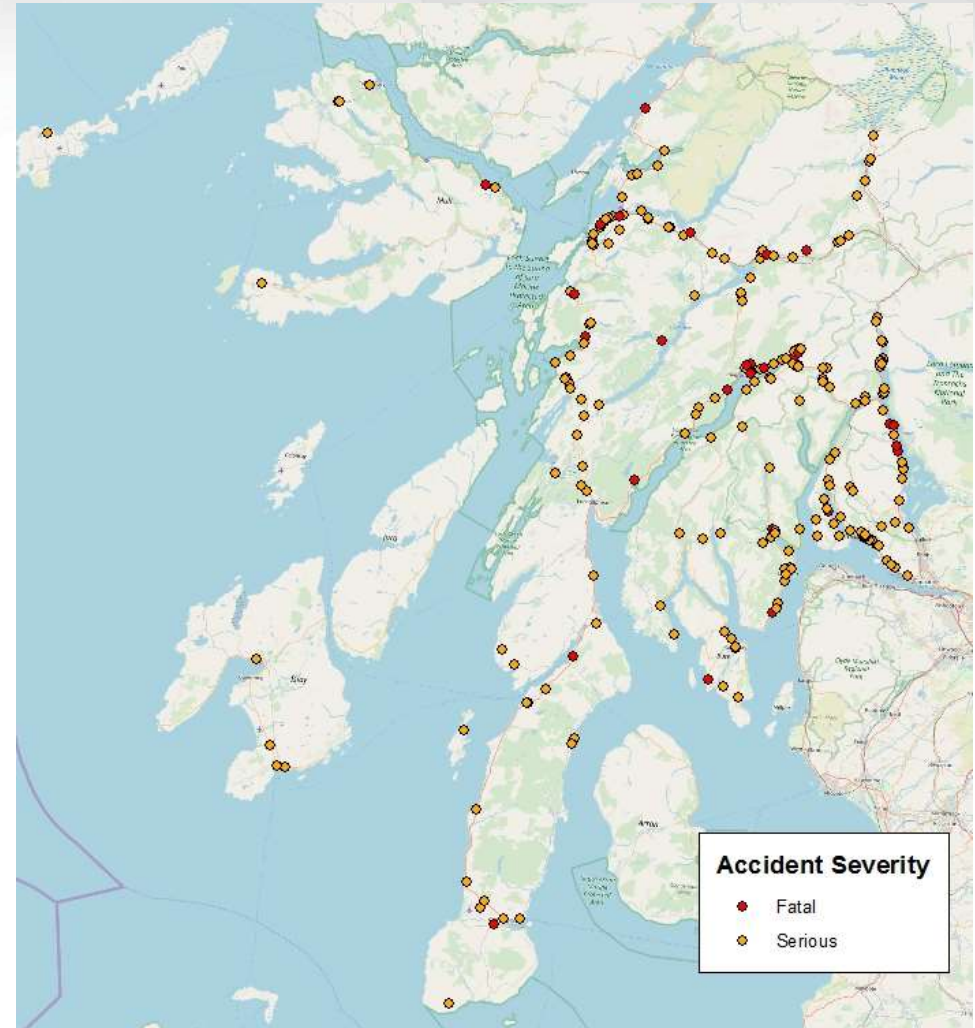
Safety

Source: Data Evidence e.g.

- STATS 19 Accident Data
- Accident Risk (EuroRAP)
- OFCOM 4G Digital Connectivity Data

Source: Engagement e.g.

- Driver frustration
- Poor digital connectivity across A&B, particularly in 'rural' areas



Sustainable Travel/Environment

Source: Engagement e.g.

- Further promotion of outdoor activities, building on active travel
- Increase capacity for cycles on trains
- Improve bus services to better align with user needs
- Flexible travel options, e.g. DRT/ taxi, MaaS
- Boost digital connectivity – reducing the need for travel
- Reduce carbon emissions particularly from tourism-related travel
- Use of the region's natural resources to contribute towards national sustainability targets.



Options

Sustainable Investment Hierarchy

Consider Sustainable Investment Hierarchy, which will be used to inform national budgetary decision-making - thinking beyond infrastructure.



Definition of Strategic Options

“Any transport project that materially contributes to Scottish Government / Transport Scotland policies and strategies, will be considered within the scope of STPR2.

Specifically, this will include:

- Any transport project that plays a significant part in supporting the four draft NTS2 priorities and related outcomes;
- Projects or groups of projects related to transport networks owned, operated and funded directly by Transport Scotland;
- Passenger and freight access to ports and airports of national significance, and
- The inter-urban bus and active travel networks and principal corridors within urban areas.”

Break Out Session (70 mins)

Discussion on Options

- Use Post-It Notes to write down your Top 3 Options.
- Things to consider:
 - Does the option address any of the key themes identified?
 - Does it align with the NTS Vision and Outcomes?
 - Where does it sit on the Sustainable Investment Hierarchy?
 - Funding, Policy, non-infrastructure and non-transport options
 - Can the option be considered 'strategic'?

Feedback & Plenary (20 mins)

Next Steps

- Online Survey
 - Support to promote Online Survey welcome
- Schools Engagement
- Further engagement?

Programme

Work Package	Programme
Network Performance Identification of Problems and Opportunities	Spring/Summer 2019
Objective Setting	Autumn 2019
Develop Options (Long List)	Autumn/Winter 2019
Appraisal of Options	Spring/Summer 2020
Technical Reporting	Winter 2020

