

Local Transport Strategy

Frequently asked Questions

What is the Local transport Strategy?

Local Transport Strategies (LTS) are comprehensive plans, which look at the transport needs of the area and set out a way forward to deliver those needs through short, medium and long-term transport interventions. They set out how transport can improve our safety and health, support our local economy, protect our environment and reduce carbon emissions and pollution. They describe the strategies used to influence, fund road maintenance, and create improvements and source additional funds from the Scottish Government.

LTS can consider improvements to all major forms of transport whether under the control of local councils or not. The Strategy can influence partner organisations to improve their infrastructure or service delivery.

The Council wishes to understand the views of all users, residents, communities and partners who use the various modes of transport over the network or have a role to play in supporting or providing transport options either by mode (for example bus and community transport) or provides associated infrastructure.

Who produces the Local transport Strategy and what are the arrangements for producing and approving the current Strategy?

Local councils in Scotland are responsible for their local roads and transport in their area, so East Lothian Council is responsible for the production of the Strategy following consultation.

Why have you produced a new Local Transport Strategy now and how long will it last?

In Scotland, there is no statutory requirement to produce a Local Transport Strategies (LTS) as there is in England and Wales, however, the preparation of a LTS is considered good practise, laying out the Councils proposals and direction of travel. The LTS is being produced now to be aligned with the adoption of the Local Development Plan and is proposed to be reviewed and refreshed in 2024.

What are the Council's priorities for the Local Transport Strategy (LTS)?

The Local Transport Strategy has been designed to support the Council's Plan to provide for "an even more prosperous, safe and sustainable East Lothian, with a dynamic and thriving economy, that enables our people and communities to flourish". The LTS focuses on enabling economic competitiveness and growth, by delivering reliable and efficient transport networks; reducing transport's emissions of carbon dioxide and other greenhouse gases through reducing the dependency on the cars. This will be achieved through a range of measures but will include encouraging people to switch to public transport, cycling or walking when practical.

How does the Council's intend to deliver the Local Transport Strategy (LTS)?

In association with the local Transport Strategy, the Council has developed four associated plans and strategies to assist in the delivery of key themes under the strategy. The Active Travel improvement Plan looks to increase walking and cycling in East Lothian and increase the number of people choosing to walk or cycle and provide the necessary infrastructure to facilitate this. The Parking Management Strategy is to encourage modal shift and improve the performance of our towns and villages by applying a balance parking supply that meets

demand. The Road asset management plan is to provide a suite of maintenance strategies that and the Road safety plan is to identify the scale and character of collisions and work with partners to reduce casualties on our roads through, education, enforcement and engineering interventions.

Why is transport important in East Lothian?

At a local level, Transport plays a major role in connecting communities, assisting people into the job markets, transporting goods and services and facilitating economic growth, but also regular active travel through cycling and walking helps health and well-being. Some key facts that are appropriate to consider are:

Passenger cars produce nearly 60% of all CO2 emissions from road transport in the UK, compared with just 5% from buses.

If drivers switched just one in twenty five of their car journeys to bus or coach, it would mean one billion fewer car journeys per year.

Every £1 of public investment in road maintenance provides between £2 of wider economic benefits.

Bus commuters generate £64 billion in economic output every year.

What sources of evidence has been used to shape the strategy development and what has already been done as part of the review?

A pre-consultation exercise held in 2012. Through questionnaire responses and five workshops, this provided key stakeholders and partners with an opportunity to shape the scope of the review.

In brief, the key points that came out of the pre-consultation exercise are as follows:

- The overall feedback highlighted the importance of bus services to users, communities and public sector service providers (e.g. health).
- Community transport will not be able to provide transport alternatives on any significant scale.
 - Town centre parking supply remains an issue for some communities.
- There is limited potential for further savings in other areas of the Council's public transport budgets.

What else does the Local Transport Strategy influence?

The LTS has been developed to:

- Promote the availability and use of sustainable means of travel so reducing the reliance on the car.
- To promote integration between different modes of transport, which benefits individuals and communities ability to access job markets and essential services especially for those people who do not have use of a car.

- To maintain the transport network to a suitable standard that meets the needs of all users, to mitigate against traffic congestion and extended travel times by increasing modal shift to public transport and active travel options and also increasing capacity, where appropriate by improving infrastructure for people who might otherwise travel by car.
- Provides economic opportunities by improving access to towns and villages by improving public transport chances increases access options to employment sites and provides bus services to new housing sites.
- To reduce the dependency of the car and environmental impact of traffic so reducing air pollution and greenhouse gases.
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How does this Strategy link with the Local Development Plan?

The Local Development Plan has provided a vast amount of technical evidence and related information on the effects of land use planning throughout East Lothian. To appreciate the impacts of development the Council commissioned Transport Consultants to undertake a Transport Appraisal utilising the Musselburgh and Tranent Traffic Model (MTTM) and Strategic Regional Multi modal Model (SRM12) to establish deficiencies in the transport Networks. The outputs from these studies underpins many of the proposals contained in the LTS.

How much will it cost East Lothian Council to implement the strategy?

Exact costs will be determined though further project development and design works, however, over a 5 year period budgets could be in the region of £50m for maintenance and renewals, £5m for new transport infrastructure, £3m for parking improvements, £10m for active travel and £1m for road safety interventions.

How much does the Council currently spend on local Roads and Transport?

The Council currently invests £7.4m in road renewals and maintenance. (See asset management FAQ)

Where does the money come from for all these improvements?

Most finance for improvements comes directly or indirectly from the East Lothian Council, with some additional funds from the Scottish Government. New development is expected to contribute towards the costs of reducing the impacts they have on transport networks through developer contributions. Other means of funding especially new funding streams from Transport Scotland and their agencies will be explored.

If there is only limited money, how can we choose between different initiatives?

First and foremost major investment must be justified through detailed assessment and analysis to conclude the effectiveness of the proposal and that they must also be affordable, give good value for money and be deliverable. There is, for example, no point in identifying transport schemes that cannot be delivered due to the environmental designations of the land through which they would pass or that the communities in which they will be set support the introduction of parking charges. Similarly, potential interventions must have broad support from the public and local politicians. In preparing the strategy, we have already undertaken considerable consultation on the major interventions through the Local development plan;

however, other areas of potential change are being consulted on now. It is particularly important that any improvements need to address the goals laid down in the strategy and there may be various technical means of achieving this. Having a clear and concise basis for what we want to achieve, helps the councils prioritise expenditure on improvements.

Are other local authorities also reviewing their Local Transport Strategies?

East Lothian Council is not alone in reviewing their Transport Strategies. Currently, Transport Scotland are undertaking a National review and the City of Edinburgh is looking to review their Local Transport Strategy shortly.

How will East Lothian Council decided on the outcome of this Consultation and what are the next steps?

Given the scope of the consultation, a report will be prepared by officials to identify priorities and key outcomes from the process. Feedback through the consultation process will be taken into account in the final drafting of the strategies and associated plans before coming back to Council for further scrutiny, debate and adoption subject to agreement.

Will Road and Transport Services be affected by this consultation.

We are not proposing any major changes immediately. The evolution of local transport will adapt over time with the roads and transport service preparing delivery plans to initiate projects to move East Lothian transport forward. There is also significant partnership working needed and engagement with Communities to meet the aims and objectives of the strategy and associated plans.

When will the Council implement any changes?

The findings of the consultation and amended Local Transport Strategy will be reported to Council early summer of 2018. It will then be necessary to design work plans to deliver the strategies and the timescale for this will depend on the nature of the changes approved by Council and the lead-time necessary for their implementation.

How will we measure success?

The Council has included a section within the local Transport Strategy describing key performance indicators to permit the monitoring and evaluation the effectiveness of strategy. It is proposed to set up arrangements to monitor and evaluate the effectiveness of the strategy as part of Council business.

What were the consultation arrangements for the plan?

Consultation is to be conducted in March and April 2018.

How do I comment on the Local Transport Strategy Review?

Our preferred method to receive comments is through completion of the on-line electronic questionnaire – see:

http://www.eastlothian.gov.uk/download/meetings/id/19548/07_east_lothian_council_local_transport_strategy

<http://www.eastlothian.gov.uk/download/meetings/id/19535/2518> east lothian local transport strategy-active travel improvement plan

<http://www.eastlothian.gov.uk/download/meetings/id/19536/2618> east lothian local transport strategy-parking management strategy

<http://www.eastlothian.gov.uk/download/meetings/id/19537/2718> east lothian local transport strategy-road asset management plan

<http://www.eastlothian.gov.uk/download/meetings/id/19538/2818> east lothian local transport strategy-road safety plan

(Please note that there is no requirement to register or log-in to the portal to respond through the on-line questionnaire).

Paper copies of the questionnaire are also available on request by phoning the number below.

Copies of the questionnaire and the public consultation documents will also be available in libraries, and in Council buildings (Brunton Hall, Musselburgh and John Muir House, Haddington).

Please return your completed questionnaire by post, by email to the address below or by handing in at a library or Council Office

If you have any queries, please contact us using these details:

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