

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE -  
28 JANUARY 2002**

**REPORT ON: LOCAL TRANSPORT STRATEGY MONITOR**

**REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION**

**REPORT NO: 10-2002**

## **1 PURPOSE OF REPORT**

- 1.1 This Report seeks to inform the Committee on the progress to date on implementing the Local Transport Strategy.

## **2 RECOMMENDATIONS**

- 2.1 It is recommended that Committee:
- a Note the findings in the Local Transport Strategy Annual Monitoring Report (copies are available in the Members Lounges).
  - b Authorise submission of the Annual Monitoring Report to the Scottish Executive at an appropriate date.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 There are no direct financial implications arising from this Report. Each item within the Strategy has its own financial requirements and as projects are progressed, approvals for expenditure are brought to Committee on a case by case basis.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

- 4.1 The Local Transport Strategy, in looking to fulfil Government guidance and continue current good practice within the city, picks up a number of key themes in pursuing the efficient use of resources, limiting levels of pollution, notably vehicle emissions, meeting local needs locally, pursuing access to facilities, services and goods is not achieved at the expense of the environment and are accessible to all, and health is protected through steps to improve and create pleasant environments.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

- 5.1 The Local Transport Strategy has social inclusion as one of its main objectives and agenda items for redress within transport networks and initiatives within the city. It aims to ensure accessibility for all, to as many facilities as possible and to deliver initiatives to move towards this over the period through to 2011.

## **6 BACKGROUND**

- 6.1 Dundee Local Transport Strategy was produced in October 2000 following a request by the Scottish Executive. The focus of the Local Transport Strategy is on the Local Authority's plans for a three year time period. It should, however, be recognised that

the timescales for reversing unsustainable transport policies is a long term task and the Council's strategies set out visions looking ten and twenty years ahead.

- 6.2 Within the Scottish Executive guidance on the preparation of Local Transport Strategies, it requires the identification of measurable and achievable, yet challenging performance indicators and targets for all of these time periods. These targets are therefore reviewed on an annual basis.

## **7 TARGET APPRAISAL**

- 7.1 The LTS contains 42 specific targets, each target with its own individual completion date. These completion dates range from year 2001 to year 2021. For each of the 42 targets the same specific information has been supplied:

- 1 Progress made towards achieving target.
- 2 Action required to achieve target.
- 3 Any issues that may prevent target being met.

The full report gives details of progress made for each individual target (copies are available in the Members Lounges).

In addition, a confidence rating of whether the target will be achieved has been given for each target. This confidence rating has enabled progress to be summarised as follows:

- 8 targets unlikely to be achieved.
- 11 targets likely to be achieved with increased actions required.
- 24 targets likely to be achieved if current progress is continued.

(NB 43 confidence ratings have been given, as target No 22 has been given two separate ratings).

- 7.2 It can be seen that of the forty two targets contained in the Strategy, it is expected that over half will be met within the timescale if current progress is maintained. A significant number of targets are unlikely to be met in the timescales set, given the resources currently being allocated. This reflects the "challenging" nature of targets as required by the Scottish Executive. The identification of failure to achieve progress on targets is an important feature of this monitoring exercise as it assists the Local Authority in defining priorities for future action and policy. However, for the targets unlikely to be achieved in the majority of cases lack of finance has been identified as a crucial factor.

## **8 CONCLUSION**

- 8.1 Progress is being made towards achieving the significant majority of targets, but for those targets that are unlikely to be met a lack of finance is the major obstacle.

## **9 CONSULTATIONS**

- 9.1 The Chief Executive, Director of Finance, Director of Support Services and Director of Corporate Planning have been consulted and are in agreement with the contents of this report.

## **10 BACKGROUND PAPERS**

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Mike Galloway  
Director of Planning & Transportation

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Keith Winter  
Policy & Regeneration Manager

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Iain Sherriff  
Roads and Transportation Manager

14 January 2002

KW/SP/EJ

Dundee City Council  
Tayside House  
Dundee