

Item:

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Report to Partnership Meeting of 4 April 2008

LOCALLY SIGNIFICANT ROADS STUDY

SUMMARY

The locally significant roads study has been drafted and will be available for Members at the meeting. It identifies 33 routes from the network in the Regional Transport Strategy with priority for investment and potential for ERDF grant aid. The ERDF Programme Review Group is keen to use this methodology for a £3 million programme of grant aid for locally significant roads.

RECOMMENDATIONS

HITRANS should work with Member Councils to bring forward the projects in our priority list for ERDF assistance.

HITRANS should liaise with Zetrans and SPT to extend the methodology to Shetland and Arran.

DETAIL

1. At the Partnership Meeting on 13 April 2007 it was agreed to undertake a number of studies from the 2007/8 budget including the development of an investment strategy for enhancing the network of locally significant roads identified in the Regional Transport Strategy.
2. The brief for the study required a short desk top review of previous work by HITRANS on locally significant/lifeline roads; the development of objectives for the investment strategy; the identification and prioritisation of interventions to enhance the links of the locally significant road network including a workshop with Permanent Advisers; and an assessment of the social and economic benefits deriving from the prioritised interventions.
3. Tribal Consulting were appointed in June 2007 to undertake this work. The desk top review of previous work and the objectives for the investment strategy were agreed by the Permanent Advisers when they met on 22 June 2007. It was agreed that the objectives should follow Priority 3 of the current Highlands and Islands ERDF programme in order to maximise grant aid to the network, and will focus on the sustainable growth of peripheral and fragile communities.

4. The workshop was held at the end of August 2007. It was agreed that each route on the network would be scored in terms of the fragility of the communities served; the severity of transport constraints currently affecting the route; and the potential impact on communities and businesses of the interventions to address these constraints. A good deal of information was required to be provided by staff of Partner Councils particularly regarding the condition of each route on the network and the nature and cost of enhancements. Considerable work and discussion has taken place over the winter culminating in a final meeting of the Permanent advisers on 14 March 2008 to agree the outcomes of the Tribal report.

5. A total of 69 routes (see table 1 below) comprise the locally significant road network in the Regional Transport Strategy. Of these we agreed that 21 serve areas of low economic and social fragility and do not meet the objectives described in 3 above. A further 15 routes are currently fit for purpose and are not requiring enhancement. Therefore the prioritisation has concentrated on the remaining 33 routes.

ROUTE	SCORE
B8007 Salen to Kilchoan	12
A855 Portree to Uig via Staffin	12
A896 Kinlochewe to Strathcarron	12
B8011 Garynahine to Uig	11
B8073 Tobermory to Salen via Calgary	12
A964 Kirkwall to Clouston	11
A846 Feolin Ferry to Kells	10
B8035 Mull	10
B844 Kilninver to Cuan Ferry	10
B8000 Millhouse to Newton	10
A 837 Ledmore to Invershin	10
Achiltibuie road	10
A858 Carloway to Leurbost	10
A858 Carloway to Barvas	10
A839 Rosehall to Lairg	9
A884 Strontian to Lochaline	9
A897 Melvich to Helmsdale	9
A 836 Bettyhill to Rhiconich	9
B8024 Tarbert to Inverneill	9
A880 Ardbeg to Kilmun	9
B828 Hell's Glen to rest and be thankful	9
A865 Clachan to Trumisgarry	9
A832 Braemore Junction to Gairloch	8
A836 Tongue to Lairg	8
B8025 Kilmartin to Tayvallich	8
A859 Rodel	7
A888 Castlebay to Northbay	7
B8045 Point Ramsay to Kilcheran	7
B8004 Acharacle to Ardtoe	6
A847 Bridgend to Portnahaven	6
B840 Cladich to Ford	6
B8060 Lemreway to Balallan	6
Benbecula link road	5

6. The first four routes in the table above have been approved for ERDF funding.
7. The ERDF Programme Review Group, comprising Council Conveners etc, has agreed that £3 million of ERDF should be ring fenced for future applications for locally significant road improvements subject to a maximum individual grant of £350K and a maximum intervention rate of 20%. This funding will also include schemes from Shetland and Arran.
8. The Review Group would like to agree a programme of schemes for the £3 million based on the HITRANS fragility methodology. This programme would need to be established before the September 2008 round of applications for ERDF and the programme will need to be delivered during the period 2009 to 2012.

Points for consideration

- £3 million of grant at 20% intervention would give a programme of £15 million over the financial years 2009/10 to 2012/13. Councils would need to allocate £12 million of match funding over this period. We should consider entering discussions with Councils to see if they can bring forward funding for routes in our priority list.
- HITRANS should liaise with Zetrans and SPTe over the next few months to agree a programme based on the fragility criteria for Shetland and Arran

Report by: Dave Duthie
Designation: Partnership Director
Date: 27 March 2008

HITRANS Table 1:

LOCALLY SIGNIFICANT ROAD NETWORK STUDY – 2007

ROAD LINKS

Below are the links on the locally significant road network as identified in the Regional Transport Strategy (Figure 4.3 Network Hierarchy)

ARGYLL AND BUTE

Mull

- B8073 Tobermory to Salen (via Calgary)
- B8035 Gruline to Uluvait

Lorn

- B8045 Port Ramsay to Kilcheran (Lismore)
- B844 Kilninver to Cuan Ferry

Mid Argyll

- B8025 Kilmartin to Tayvallich
- B840 Cladich to Ford (Loch Awe)

Cowal

- B828/839 Hells Glen to Rest and be Thankfu
- Ardbeg to Loch Eck via Glen Finart
- B836 Glen Lean
- B8000 Millhouse to Newton

Jura

- A846 Feolin Ferry to Keils

Islay

- A847 Bridgend to Portnahaven

Kintyre

- B842 Campbeltown to Southend
- B842 Kennacraig to Campbeltown
- B8024 Tarbert to Inverneill (Knapdale)

COMHAIRLE NAN EILEAN SIAR

Lewis

- B8060 Lemreway to Balallan
- A858 Garynahine to Stornoway

- B8011 Garynahine to Uig
- A858 Lower Barvas to Garynahine
- Achmore to Leurbost
- B895 Newmarket to North Tolst (Ness)
- A866 Stornoway to Portvoller (Point

Harris

- B887 Bunavoneader to Hushinish
- Rodel to A859

Nort Uist

- A865 Clachan to Trumisgarry

Barra

- A888 Castlebay to Northbay

HIGHLAND

Caithness

- A836 Thurso to John O' Groats
- B876 Castletown to Wick

Sutherland

- A897 Melvich to Helmsdale
- A836/838 Bettyhill to Rhiconich
- A837 Tongue to Lairg
- A894 Laxford Bridge to Inchnadamph
- A839 Lairg to The Moun
- A837 Ledmore Junction to Invershin
- A839 Rosehall to Lairg

Easter Ross

- Tain to Portmahomack
- B9175 A9 to Nigg
- A832 Fortrose to Cromarty
- B9176 Struie Hill (Alness to Ardgay)

Wester Ross

- A890 Strathcarron to Auchtetyre
- Achiltibuie
- A896 Kinlochewe to Strathcarron
- A832 Braemore Junction to Gairloch

Skye

- A850 Skeabost to Sligachan via Dunvegan
- A855 Portree to Uig via Staffin
- A851 Broadford to Armadale

Lochaber

- B8004 Acharacle to Ardtoe
- A884 Strontian to Lochaline
- B8007 Salen to Kilchoan (Ardrnamurchan)

Inverness

- A831 Beaully to Glen Affric
- B851.861/2 East Loch Ness side (Inverness to Fort Augustus)

MORAY

- A940 Forres to Grantown on Spey
- B9010/9102 Forres to Marypark (A95)
- A939 Tomintoul to Cockbridge (The Lecht)
- B9008/9/14 Tomintoul to Keith
- A941 Dufftown to Rhynie (Cabrach)
- B9040 Burghead to Lossiemouth

ORKNEY

Mainland

- A961 St Margaret's Hope to Burwick
- A964 Kirkwall to Clouston
- A966 Finstown to Dounby via Tingwall
- A957 Cairston to Twatt
- A960 Kirkwall to Skail

Eday

- B9063 Backaland to Calfsound

Hoy

- B9047 Linksness to Hackness (South Walls)

Rousay

- B9064 Westness to Wasbister

Sanday

- B9069/70 Stove to Northwall and Scar

Shapinsay

- B9058 Edmonstone to Newlot

Stronsay

- B9062 Odie to Millgrip

Westray

- B9066 Rapness to Broughton and Langskail

