



HITRANS ANNUAL REPORT 2016/17



FOREWORD

2016/17 has been an exciting year for HITRANS with some excellent results and interesting challenges. It has also seen us approach the end of a Council term and it is important to note the appreciation of all involved with our organisation for the efforts of our Council Board Members. Particular thanks go to our Chair, Cllr James Stockan and Vice Chair, Cllr John MacKay. We wish Cllr Audrey Sinclair our best wishes as she steps down as an elected member after her exemplary service to Highland Council and more recently with HITRANS.

We have worked with our partner Councils to deliver an innovative shared services project delivering a step change in the availability and quality of information on passenger transport services across the region. The HiTravel project has seen HITRANS take on this responsibility across the area with Julie Cromarty our Public Transport Information Officer delivering a Bus Investment Fund supported project whose successes include the delivery of real time passenger information screens, 250 high quality information poles/displays, solar powered epaper real time displays, bus shelter poster displays and key interchange wifi hotspots.

Active Travel has been a real success story in 2016/17 with several new initiatives implemented by the team in collaboration with key partners including Sustrans and our five partner local authorities.

One of the key challenges for business is to effectively access markets and opportunities across the globe and the Highlands and Islands relies on our links to the world to service our outward facing economy. The reintroduction by British Airways of flights from Inverness to London Heathrow and KLM taking over the Inverness to Amsterdam service has delivered massively well for the region. This is evidenced by the surge in passenger growth through Inverness and we welcome this and the continued success of other carriers and routes including EasyJet, FlyBe and Loganair.

At a research and project level we have continued to work innovatively with partners in Scotland and across the European Union to deliver meaningful improvements in transport services within the Highlands and Islands. As lead partner in the SPARA 2020 project we have been working with partners from Sweden,

Norway, Ireland and Australia as well as other Scottish partners (UHI and RGU) on the delivery of this project funded through the Northern Periphery and Arctic Programme.

During 2016-17 we received planning permission for Inverness Airport (Dalcross) station and finalised the Business Case, while continuing to work with partners to close the funding gap and to ensure strategic fit with the Aberdeen to Inverness project.

We participated in the Far North Line Review Team, announced by Cabinet Secretary Fergus Ewing at our successful Rail Stakeholder Conference, carrying out research on freight prospects and bus connectivity on the corridor. Separately we began scoping work on an internal sleeper service from Caithness to Central Scotland. On freight, specifically we commissioned Branchliner research into unlocking the Flow Country, including a seminar and study tour.

With partners in Highland Council we began investigating options for road/rail solum sharing in the rockfall area on the Kyle Line, and with Transport Scotland we sought to understand through the Train2Ride workstream, the views of those taking their bikes on West Highland (and Inverness sleeper) to understand trends and the ability of the railway to provide capacity.

We continued to advance the Platform4Change agenda and worked with ScotRail and Highland Council on Inverness Station Improvements, while advancing the Platform4Change agenda and looking to new station opportunities in the growing east Inverness area.

We also continued to work on the outline of a Masterplan -Oban Hub- for the railway pier to ensure efficient rail and ferry operations as they go through a period of significant growth.

We continue to work with operators and Transport Scotland to support the development of our ferry services. The Ferries Plan set out some truly ambitious plans for improving these networks and we will work with partners to support their development from proposal to fruition.

Working with partners at Transport Scotland, Orkney Islands Council, ZetTrans and Shetland Islands Council we have made real progress on key issues relating to internal travel in Orkney and Shetland as well as for planning for the next Northern Isles Ferry Service contract tender.

Bus services are the backbone to our public transport system providing vital access to employment, education, health and leisure services and connecting with other modes. In 2016/17 HITRANS has helped improve intelligent transport information systems building on our existing real time information provision. We have supported the development of innovative new projects and through our HiTravel transport information project we are delivering positive results and rolling out at bus stop information at more and more locations. This has seen the number of stops with information on display more than double in the Highland Council area and our plans will see similar impacts in the other Council areas in the coming years.

We would like to thank our many public and private partners for their support in making 2016/17 such a successful year and look forward to building upon this in the year ahead.

Ranald Robertson
HITRANS Partnership Director



Ranald Robertson
Partnership Director

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BOARD, ADVISORS AND STAFF

The HITRANS Board comprises a Councillor from each local authority area covered by the partnership and 3 non-council members appointed in a personal capacity by the Board and approved by the Minister for Transport following open advertisement and selection. The Board has appointed a group of professional advisers who play an important role, working with the executive team, in developing strategy. The executive team report to the Board.

BOARD

Cllr James Stockan, Chair (Orkney Islands Council)
Cllr John MacKay, Vice Chair (Comhairle Nan Eilean Siar)
Cllr John Cowe, (Moray Council)
Cllr Robert G MacIntyre (Argyll and Bute Council)
Cllr Audrey Sinclair (Highland Council)
Wilson Metcalfe
Prof David Gray
Okain MacLennan

STAFF TEAM

Ranald Robertson (Partnership Director)
Katy Cunningham (Office Manager)
Neil MacRae (Partnership Manager)
Fiona McInally (Active Travel Officer)
Frank Roach (Partnership Manager)
Julie Cromarty (Travel Information Officer)
Jayne Westbrook (EU Project Officer)

ADVISORS

Gavin Barr (Orkney Islands Council)
Fraser Grieve (Scottish Council for Development and Industry)
Fergus Murray (Argyll and Bute Council)
Iain MacKinnon (Comhairle Nan Eilean Siar)
Malcolm MacLeod (Highland Council)
Tony Jarvis (Highlands and Islands Enterprise)
Nicola Moss (Moray Council)
Pip Farman (NHS)

THE REGIONAL TRANSPORT STRATEGY

The Transport Scotland Act 2005 placed the preparation of the Regional Transport Strategy as the first duty of the Regional Transport Partnerships. The Strategies are strategic high level documents that focus on the transport strategies necessary to support Government's key objectives and the single outcome agreements of the constituent local authorities.

HITRANS strategic vision and objectives as included in the Strategy link very closely with those of Government. The Strategy identifies the links between Government's aims and those of HITRANS and its constituent Councils.

The core of the Strategy can be viewed as 10 horizontal themes applying to the whole region which aim to:

- Promote the long-term development of walking and cycling.
- Prepare a sub-strategy for investment in the region's bus services.
- Enhance aviation connections between islands and peripheral areas and national gateways.
- Improve the region's community and demand responsive transport provision.
- Increase efficiency of urban travel by tackling congestion, reducing car use on short journeys, and improving public transport.
- Assist freight transport to shift from road to less environmentally damaging modes.
- Develop a programme of investment to improve the locally significant rural road network.
- Prepare a sub-strategy for investment in ports and ferries.
- Develop initiatives to reduce the cost of travel.
- Develop ways to reduce the climate change impact of transport in the region.

The Strategy also identifies policy for the transport network. Priority action is required:

- To reduce journey times and increase journey reliability on our three strategic corridors linking the western parts of the region to Glasgow; the north of the region and the Inner Moray Firth to central Scotland; and Inverness to Aberdeen.
- And on the regional network to improve the Orkney inter isles services; to improve the Western Isles spinal route and sea crossings; and to reduce journey times and increase reliability on the roads on Mull; the road between Oban and Lochgilphead; the roads to north west Sutherland and Wester Ross; and on the Moray Firth coastal route.

HITRANS are required to measure the success achieved in delivering the core aims and objectives of the Regional Transport Strategy. To this end we have developed a monitoring and evaluation framework that has been approved by Audit Scotland to show progress across a range of key performance indicators. This framework is detailed in full at the end of the annual report.

HITRANS are updating the Regional Transport Strategy. A public consultation on the Main Issues Report was undertaken in Summer 2016 and the draft Strategy consultation followed in 2017.

SUPPORTING LOCAL OUTCOME IMPROVEMENT PLANS

As a statutory community planning partner HITRANS works across our five CPP areas to provide transportation support to the process. The work of CPPs continues to evolve and Single Outcome Agreements are now to be replaced with Local Outcome Improvement Plans that will enable priority areas to be identified and addressed by Partners.

The modern transport system that is detailed in the Regional Transport Strategy will support a smarter community through better access to learning opportunities. The Strategy and the joint working of the Partnership, its Councils and Community Planning partners will help people across the Highlands and Islands to sustain and improve their health, ensuring faster, more reliable, and more affordable access to healthcare, and greater opportunities to lead an active lifestyle through active travel access to local services and facilities. HITRANS is actively engaging in the SOA process covering each of the five Community Planning Partnerships in our region.

EUROPEAN FUNDING

NORTHERN PERIPHERY AND ARCTIC PROGRAMME- SPARA 2020 PROJECT



Smart Peripheral and Remote Airports 2020 (SPARA2020)

is a Northern Periphery and Arctic Programme area project aimed at addressing some of the special needs of the smaller civilian airports in the region. This three year €2.4 million project brings together a range

of public authorities, academic institutions, airports, SMEs, and specialists to focus on the challenges of airports serving remote and peripheral areas. The project partner was notified of the success of the application in February 2015 and this followed the completion of an initial preparatory project in 2014.

The Northern Periphery and Arctic Programme 2014-2020, is funded by the ERDF, and more generally aims to help peripheral and remote communities on the northern margins of Europe to develop their economic, social and environmental potential.



Northern Periphery and Arctic Programme
2014-2020



SPARA2020 has been designed both to address the region's needs, but also to explore issues that have resonance beyond Northern Europe, and to develop outputs that will deliver enduring benefits after the project concludes in September 2018. The project commenced in June 2015.

HITRANS are the lead partner in the project. Other Scottish partners include the University of the Highlands and Islands and Robert Gordon University whilst Sweden is well represented with Trafikverket (The Swedish Transport Administration), Sundsvall Timrå Airport and Storuman Municipality. The North West Regional Assembly (NWRA) of Ireland will represent airports such as Donegal and Ireland West (Knock) in the project. Molde University in Norway and the University of Sydney in Australia are the other project partners.

The project budget allocation is listed in the table below:

Partner	Budget
The Highlands and Islands Transport Partnership (HITRANS)	€494,253.21
University of the Highlands and Islands (UHI)	€350,216.16
Robert Gordon University (RGU)	€180,797.00
Trafikverket (Sweden)	€250,008.58
Sundsvall Timrå Airport (Sweden)	€357,143.00
Storuman Municipality (Sweden)	€379,871.00
North and West Regional Assembly (Ireland)	€234,306.80
Molde University (Norway)	€115,500.48
University of Sydney (Australia)	€60,000.00

The project includes work on Innovative Technologies to improve airport performance and control cost. These involve a close examination of Remote Air Traffic and Remote Security technologies as well as distributed training, benefitting in essence from broadband and communication technology advances. With the support of Eurocontrol the project will also examine the business case for Airport Collaborative Decision Making (lite), as suited to the smaller airport (and budget) context

Mindful of aviation's carbon footprint two work strands have been developed to foster more sustainable energy use in the sector. Low carbon fuel airport surface access demonstrator trials are being developed by HITRANS in partnership with their member Councils, Energy Savings Trust and Highlands and Islands Airports at airports in the Highlands and Islands. These are designed to be low carbon exemplar projects on how to decarbonise links from the airport to its local population centre and it is hoped this will include support for electronic bus operation on airport service, EV car hire and EV / Hybrid Taxi roll out to serve airports. The business case for offering biofuels to incoming aircraft at the region's airports will be examined in some detail learning from some pioneering work at Karlstad Airport in Sweden.

Based upon the recognition that the performance of many peripheral airports' scheduled traffic is structurally constrained by their small catchment size, significant budget has been assigned to examining non-aeronautical sources of income and diversification of roles for these facilities. A whole gamut of possibilities will be examined and best practice will be publicised and disseminated, and some more in depth pilot projects will be undertaken. Optimising an airport's role as an employment cluster will be explored extensively. The locations selected for these activities are Ireland West (Knock), Donegal, Inverness and Oban.

The project also intends to examine in some detail the distinct socio-cultural role that airports play in the Northern Periphery and Arctic area and to refine and improve economic impact assessment methodologies of SPARA airports with a view to better guide future public investment. This will include studies led by RGU at airports in Ireland, Scotland and possibly Sweden.

RESEARCH AND STRATEGY DEVELOPMENT

The Regional Transport Strategy (RTS) and an associated RTS Delivery Plan set out the key priorities, proposals and interventions required to support successful implementation and realisation of the Strategy's Vision and Objectives. Each year the Partnership approves an annual Business Plan which sets out the Partnership's key delivery priorities for the financial year concerned.

The Business Plan details the projects the Partnership is involved in and an update is reported to the Partnership Board which meets five times per annum. These projects link to the aims of the strategy and the Annual Report provides a report of performance against objectives, targets and performance indicators as outlined in the Regional Transport Strategy.

During 2016/17 the Business Plan set out a wide range of regional, local regional and national scale projects that have been delivered. These include:

- Ongoing development, monitoring and refresh of the RTS
- CHFS Ferry Service Booking Constraint Monitoring
- Skye Air Service Development
- Orkney Internal Air and Ferry Study / Routes and Services Methodology
- Real Time Passenger Information
- Bus Priority Measures
- Branchliner Project Development
- Inverness Airport (Dalcross) Station Development
- HiTravel Shared Service Travel Information Project
- Local Authority Bus Investment Fund Support
- West Lochaber National Smart and Integrated Ticketing Programme Project
- East Inverness Bus Improvement Corridor Project
- Inverness Campus Community Links Project
- Fort William to Ballachulish Community Links Project / National Cycle Network 78 Project
- Smarter Choices Smarter Places Project Support
- SPARA 2020 Northern Periphery and Arctic Area Project
- EU Project Development (G-PaTRA, INCLUSION, INSTRUcT, INSIEME)



In addition to the above projects, the Active Travel partnership with Sustrans during 2016/17 has secured a grant allocation of £100,000 per annum from the national Community Links programme to support the development and provision of Active Travel projects across the region during 2016/17. During 2016/17 projects delivered under this programme include:

- Regional Active Travel Strategy
- Moray Active Travel Hub Feasibility Study
- Active Travel Workplace Challenge
- Cycle Counters
- Cycle Shelters
- Cycle Stands
- Cycle Lockers
- Kirkwall to Stromness Active Travel Route Study
- Active Travel Maps
- Active Travel Facilities at Transport Hubs

In addition to its principal focus on developing and delivering the RTS through work on the Research and Strategy Delivery Programme a significant proportion of staff time and resource was committed to supporting Community Planning engagement and activity in all five partner Council areas.



In accordance with revised Ministerial direction in 2008, the Regional Transport Strategy is a “high level” strategy. Reporting on the approved RTS Monitoring Framework, consisting of 22 defined Indicators, is reported annually within the Partnership’s Annual Report. A review of the RTS Monitoring Framework is being undertaken alongside review and updating of the RTS which will have a focus of 2016 – 2036 once completed. The RTS will align with all relevant national and local strategies and Action Plans/Programmes, including the recently reviewed National Transport Strategy. The setting of targets or milestones, which will require to be agreed with partner Councils, Transport Scotland and other relevant delivery partners or agencies, will be considered as part of this process.

Further information on the Partnership’s activity, the Regional Transport Strategy and our Revenue and Strategy Delivery Programme work can be obtained by visiting our website www.hitrans.org.uk.

EQUALITIES SCHEME

HITRANS as the Transport Partnership for the Highlands and Islands has statutory duties to have an Equalities Scheme and take very seriously engagement in matters relating to equality. Since the Partnership was established at the beginning of 2006, we have made significant progress in adopting and implementing policies in the human resources area which have equalities of opportunity enshrined within them. In addition, a major theme throughout our Regional Transport Strategy is the need for equality of access to transport facilities and services and through these to jobs, health care, education, shopping and social activities.

We have a statutory duty to publish an equalities scheme under legislation covering Race, Gender and Disability and we chose to introduce a single scheme addresses what we intend to do in these areas. It also addresses our proposals in other areas as well, for example age, religion/belief and sexuality.

We have chosen to combine these commitments in one equalities scheme rather than publish a series of individual schemes addressing specific legal duties but we have made it clear in the scheme which sectors of society should benefit from our proposals. The publication of this scheme is not the end of our duty to promote equal opportunities but simply the beginning. We hope that stakeholders and service users find this scheme informative and we welcome constructive feedback with a view to its improvement.

STAKEHOLDER ENGAGEMENT

ACTIVE TRAVEL ADVISORY GROUP

The Active Travel Advisory Group (ATAG) meets twice per year. The Group is attended by local authority transport officers, Sustrans, Cycling Scotland, cycle campaigners, access officers, and representatives from the health sector and transport operators.

The group has been engaged in the Active Travel Town Audit/ Masterplan process and acts as a forum for those interested in the greenest form of transport to share ideas and expertise at a regional level.



FERRY CONSULTATION ARRANGEMENTS

The Scottish Government tasked the Regional Transport Partnerships to put in place arrangements to provide consultative mechanisms between the operator, users and public agencies for the ferry network serving the Clyde, Hebrides, and Northern Isles.

The first line of consultation is between island groups and the ferry operator (Tier 1), with three second tier committees largely concerned with longer term planning and route development. The arrangements are now well established and the Tier 1 groups meet two to three times per annum.

There are five ferry user groups. These are:

- Clyde (Arran Bute, Cumbrae and Cowal including Kilcreggan)
- Argyll (Mull, Iona, Lismore, Coll and Tiree, Barra and South Uist, Colonsay, Islay and Gigha)
- Hebrides (Barra, the Uists, Lewis and Harris)
- Raasay, Skye and the Small Isles, Ardnamurchan and Mull
- Orkney Transport and Travel Forum

AVIATION CONSULTATION GROUP

Our strategy for aviation is to enhance connectivity within the region and to our national gateways; to increase links with countries outside the UK; to retain the London services particularly through Heathrow and Gatwick; and to manage the

environmental impact of aviation on the region without adversely affecting economic growth and sustainability of our communities.

To help us take forward these strategic aspirations HITRANS has established the Aviation Consultation Group with membership drawn from representatives of our key aviation stakeholders. The Group is chaired by HITRANS Board Member Wilson Metcalfe who brings a wealth of practical real world experience to the Group.

RAIL STAKEHOLDER ENGAGEMENT

HITRANS runs three tiers of Rail Forums.

The Rail Advisory Group (RAG) is the working group consisting of representatives from HITRANS, Network Rail, First ScotRail, Passenger Focus, Transport Scotland and local authority transport officers. This body meets 2 times per year and directly informs HITRANS policy and workstreams.

The Rail Stakeholder Group (RSG) acts as the umbrella group for wider industry, public sector, voluntary and heritage interests and features formal presentations from leading industry figures in a conference style format.

The Rail Users Group (RUG) covers the voluntary rail user groups for the rural North Highland and West Highland Lines. Chaired by Robert Samson of Passenger Focus, this forum enables the views of the members of the groups to engage with HITRANS in twice yearly meetings. Their views are then taken by Passenger Focus to the Rail Advisory Group.

FREIGHT FORUM

Meeting yearly the HITRANS Freight Forum (HFF) draws together local authority representatives, logistics providers and users of freight services. The Forum concentrates on practical Highland issues, and has involved visits to new freight infrastructure and terminals. It was involved in the Lorry Parking and Whisky Logistics Studies.

TRANSPORT COORDINATORS GROUP

The HITRANS Transport Coordinating Officers Group (HITCOG) is formed of officers from HITRANS and local authority transport officers and aims to deal with technical issues and share good practice in relation to the management and delivery of passenger transport coordination across the Highlands and Islands. The group meets two or three times each year.



BUDGET

BUDGET PERFORMANCE STATEMENT FOR THE YEAR ENDED 31 MARCH 2016

The Partnership's financial results for the year, compared against budget, are as shown below.

BUDGET PERFORMANCE STATEMENT FOR THE YEAR ENDED 31 MARCH 2017

2016/17			
	Budget £000	Actual £000	Variance £000
Staff costs	359	365	6
Property costs	22	23	1
Travel and subsistence costs	36	32	(4)
Administration and meeting costs	32)	34)	2)
Research and strategy development costs	948	816	(132)
Publicity costs	10	12	2
European projects costs	-	66	66
Support services	40	37	(3)
Gross expenditure	1,447	1,385	(62)
Government grants	(1,140)	(819)	321
Other grants	(100)	(119)	(19)
Other income	-	(247)	(247)
Constituent Council requisitions	(207)	(200)	7
Gross income	(1,447)	(1,385)	62
Net expenditure	-	-	-

Overall the budget balanced for both years, 2015/16 and 2016/17. The main variations from budget during the year were as follows:

- Included in research and strategy development costs is expenditure of £0.147m for the East Inverness Bus Improvement Corridor Project, £0.056m for Community Links Projects and £0.092m for the Hi-Travel Project. All of these projects are funded by Scottish Government grants. The bulk of the underspend relates to a Community Links Project, the North Bridge link at the University of the Highlands and Islands Inverness Campus, which was originally timetabled for completion in 2015/16. The original award of funding for this project has been withdrawn and replaced by a more ambitious application for a multi sustainable travel mode bridge with Highlands and Islands Enterprise taking the lead and providing the match funding. Included in other income is £0.245m of third party contributions to project work.
- The overspend on European projects relates to costs incurred on Smart Peripheral and Remote Airports 2020 (SPARA), the majority of which will be recovered next financial year from grant due from Europe.
- The budget for other grants relates to a grant from Sustrans for cycling project work.

All government grants in respect of 2016/17 were received in the financial year with the exception of the grant from the Community Links Project, the North Bridge now not being progressed through HITRANS.

The Partnership's underspend on the 2016/17 revenue budget was £7,000 which the Partnership intend to use as a commitment towards the jointly funded 'smart cities' transport projects between Highland Council, HITRANS and the European Regional Development Fund.

PUBLIC SERVICES REFORM (SCOTLAND) ACT 2010 SUSTAINABLE ECONOMIC GROWTH STATEMENT HITRANS 2016/17

INTRODUCTION

Section 32(1)(a) of the Public Services Reform (Scotland) Act 2010 provides that as soon as reasonably practicable after the end of each financial year each listed public body must publish a statement of the steps it has taken during the financial year to promote and increase sustainable growth through the exercise of its functions.

HITRANS, as a statutory Regional Transport Partnership, is a listed body within the Act. This statement is intended to fulfil the requirement of the Act in relation to Sustainable Economic Growth. This statement should be read in conjunction with the statement on Efficiency, Effectiveness and Economy and the financial information provided on the HITRANS website that are also required by the Act.

GOVERNMENT PURPOSE AND PERFORMANCE FRAMEWORK

The Government in 2015 updated its Economic Strategy as originally published in November 2007 and updated in 2011. This sets out the Government's priorities including an overarching framework for how we aim to achieve a more productive, cohesive and fairer Scotland. It forms the strategic plan for existing and all future Scottish Government policy. Creating greater prosperity and fairness is a shared national endeavour. Only by working in partnership with the wider public sector in Scotland, the third sector, trade unions, businesses and communities, will we be able to create a society where the benefits of economic

growth are shared more equally and where future economic growth is stronger and more sustainable.

The purpose of the Scottish Government and its partners remains to make Scotland a more successful country, with opportunities for all to flourish, through increasing sustainable economic growth.

Scotland's Economic Strategy focuses on the two mutually supportive goals of **increasing competitiveness** and **tackling inequality** and our approach to delivering this is underpinned by four priorities for sustainable growth.

SUSTAINABLE ECONOMIC GROWTH

HITRANS primary function is to produce and implement its Regional Transport Strategy. The Strategy was approved in 2008 and the monitoring framework put in place to identify our success in working with partners towards achieving its Objectives. The vision for transport is to enhance the region's viability, enhancing the region's place and competitiveness, and thereby attracting and retaining people in the region and making the Highlands and Islands a more attractive place in which to live, to work and conduct business, and to visit.

Transport has long been recognised as a significant contributor to sustainable economic growth. The HITRANS Regional Transport Strategy was developed in conjunction with our five Member Councils.

The principal ethos in setting and determining the Regional

Transport Strategy has therefore been to encourage and permit sustainable economic growth.

THE PARTNERSHIP APPROACH TO SUSTAINABLE ECONOMIC GROWTH THROUGH DELIVERY OF OUR RTS

HITRANS is committed to working with all sectors and interests within transport in adding value to the transport services delivered across the region.

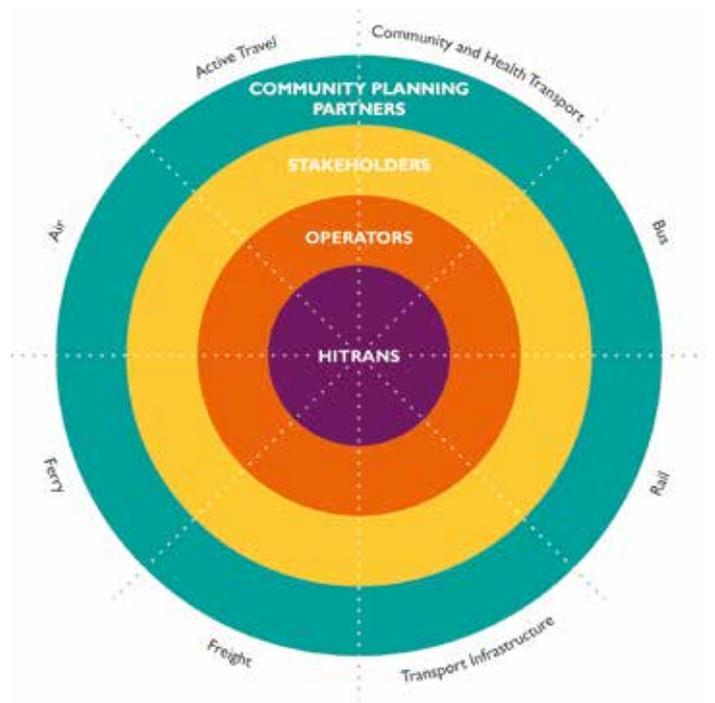
The partnership has identified eight areas in which it would aim to work towards improving services. These are listed in the table below:

Area	Description
Active travel	Walking, cycling
Community and health transport	Third sector transport, social and health transport, car sharing schemes
Bus	Supported and commercial bus services, and taxis
Rail	Passenger and freight rail services
Transport Infrastructure	Roads (both trunk and local), Rail Infrastructure, Airports, Ports, Harbours, and Ferries
Freight	Cross modal, road, rail, ferry, air and sea
Ferry	Supported and commercial ferry services, national and local
Air	Supported and commercial air passenger services, including charter and freight

In each area HITRANS seeks active participation from the 5 partner Councils, our Community Planning Partners, Stakeholders, Operators, Permanent Advisors and the Partnership Board. HITRANS encourages its Community Planning Partners, Stakeholders and Operators to participate in policy development and delivery options appraisal. Operators in particular are encouraged to interact not only within their individual area of expertise but across the 8 areas and are given the opportunity individually to discuss issues with Board Members. This allows HITRANS the greatest opportunity to learn from their knowledge and experience and maximising our effectiveness in delivering sustainable economic growth.

HITRANS wishes to ensure maximum effective involvement of all groups and has devised, in each service area, mechanisms and structures that ensure that each group's views are heard and their input valued in ensuring the Partnership delivers improved transport services across the region. HITRANS has formed and continues to develop advisory and consultative groups both within and between linked transport areas, to promote improved integration across the Highlands and Islands. Regular meetings of these groups are arranged to obtain valuable input and provide information on developments and proposals.

The chart below diagrammatically reflects the approach HITRANS is taking to achieve this aim.



During 2016/17 HITRANS has continued implementing a number of initiatives that have improved efficiency, effectiveness and economy and these are outlined below, following on from our actions the previous year.

SHARED SERVICES

Smart management of accommodation and supplies and shared administration functions

HITRANS moved office from Inverness Airport to Ardross Terrace in the city centre in December 2013. The office achieves a lower annual rental by square metre and provides extra space including a meeting room that has reduced the cost incurred by HITRANS in hiring meeting rooms. The office has provided room for growth within the staff team which has been facilitated through additional funding in partnerships with Sustrans, the five partner Councils and EU funding.

By improving our IT systems, we have been able to move to Voice over Internet Protocol phones that allow the deployment of direct dial numbers for each member of staff at a low cost.

In 2013/14 we reinstated the fifth Board meeting to allow better governance of the unaudited accounts sign off but made this a single day Board Members only meeting with Telephone and Video Conferencing available to Members. This meant a saving of £1,500 when compared to previous years when 5 Board meetings took place. From 2017, a trial of having all Inverness meetings take place on a single day basis is underway to understand if any cost saving achieved represents best value overall.

We have managed travel expense costs by increasing our use of telephone and video conferencing equipment to reduce the cost of traveling to meetings.

HITRANS is a member of Scotland Excel and gains from the resultant efficiencies that joint purchasing of supplies across the public sector in Scotland brings to our partnership.

LEGAL, FINANCIAL AND HR SERVICES

HITRANS has service level agreements covering Legal, HR, and Financial services with two of our member Councils with de minimis costs unchanged since 2008/09. The services provided are outlined below.

Legal and HR Services

Legal and HR services are provided by Comhairle nan Eilean Siar. Legal Services include legal advice, contractual advice, and provision of clerking for the Board. HR Services include drafting and review of HR policies and procedures, monitoring any changes in legislation, and support in dealing with staff matters. Day to day routine HR matters are managed directly by HITRANS employees. The quality of support is excellent and rates are considerably lower than comparative rates in the private sector. The cost of this service in 2016/17 was £8,000.

Financial Services

Financial services are provided by The Highland Council. Services covered include invoice and payment processing, financial ledger, regular reporting to the HITRANS Board, internal audit, liaising with external audit, budget preparation and control, pension fund management, accountancy and audit support for EU projects and investment management. The quality of support is excellent, and again, rates are considerably lower than in the private sector. The cost of this service in 2016/17 was £19,612.

Sustainable Development

HITRANS has carried out active travel audits of all the key settlements across the region in partnership with the five authorities in the HITRANS area and provided the results to the partner authorities. The central provision of these services has saved the partner authorities significant costs in developing an effective methodology and undertaking individual audits when compared with the local development option. HITRANS and partner Councils have used the outputs from the Audits as a basis for developing projects that offer external support ERDF funding.

PARTNERSHIP WORKING

European Projects

HITRANS was involved in the delivery of European Projects during 2016/17 which each achieved efficiencies and economies while working towards improvements in the effectiveness of delivery of transport services and related infrastructure within the Highlands and Islands and at wider national and international levels.

In the Northern Periphery and Arctic area HITRANS secured funding initially for a preparatory project but ultimately for a full application as a partner in the SPARA 2020 project to help prepare a main project application for this project which has as its focus the development of Smart Peripheral Airports.

We are leading this project and will work with partners in Ireland, Sweden and Norway as well as other Scottish partners. This project has secured €494,253.21 for HITRANS over the next three years. This figure should not be looked at in isolation as SPARA 2020 is a strong collaborative project that will bring a total budget spend in the Highlands and Islands of €1,025,266.37 as HITRANS work closely with University of the Highlands and Islands and Robert Gordon University on initiatives within the project targeted at locations in the region. This project has attracted a 65% ERDF intervention rate.



Sustrans Partnership

Our innovative partnership initiative with Sustrans has continued in 2016/17 following its introduction the previous year. This has seen HITRANS and Sustrans pool resource to fund an Active Travel Officer embedded within the HITRANS team with a budget to deliver Active Travel policy and projects in the region. The value of this project represents an annual investment of £150,000 which includes £100,000 from Sustrans. The post also allows HITRANS to focus much more closely on Active Travel and investigate funding opportunities such as ERDF and Community Links.

During 2016/17 projects delivered under this programme include:

- Regional Active Travel Strategy
- Moray Active Travel Hub Feasibility Study
- Active Travel Workplace Challenge
- Cycle Counters
- Cycle Shelters
- Cycle Stands
- Cycle Lockers
- Kirkwall to Stromness Active Travel Route Study
- Active Travel Maps
- Active Travel Facilities at Transport Hubs

Risk Management

To support our development of sound management of risk a formal Risk Management Strategy has been developed and implemented by HITRANS. The Strategy describes the constituent parts of good Risk Management, our overriding Risk Management Aims, the range of risks we face, the processes we will put in place, and the actions we are taking. During 2016/17 HITRANS has created, updated and monitored its associated Risk Register identifying the key risks, associated controls and actions needed to minimise the impact of risk on the activities of the Partnership.

Equalities

In undertaking all our activities HITRANS has fully considered equalities issues as required through our statutory body status as defined in the Race, Equality, Disability Equality and Gender Equality legislation. We have set up a system and are ready to take feedback on transport related equality issues from our Member Councils and Advisory Groups as has been agreed as the most appropriate means of capturing these issues. In addition promote the discussion of any issues at each of our regular Permanent Advisors Meetings, and ensure that the equality impacts of any proposals and actions by the Partnership as reflected in Board Reports are brought to the attention of the Board when they meet.

HITRANS

Public Reforms Act Information

Period covering 01/04/2016 - 31/03/2017

1)	Public Relations Statement			
	Category	Supplier	External costs - invoiced	Supplier Total
	Orkney Transport Guide Summer 2016 Advertising	Orkney Islands Council	£102.00	
	Orkney Transport Guide Winter 2016 Advertising	Orkney Islands Council	£102.00	£204.00
	Issuing, Drafting and Writing services	Gordon Fyfe	270.00	
	Issuing, Drafting and Writing services	Gordon Fyfe	240.00	
	Issuing, Drafting and Writing services	Gordon Fyfe	210.00	
	Issuing, Drafting and Writing services	Gordon Fyfe	180.00	
	Issuing, Drafting and Writing services	Gordon Fyfe	210.00	£1,110.00
	Active Travel Leaflet	J Thomson Printers	800.00	
	Shiel Buses Leaflet	J Thomson Printers	130.00	£930.00
	HITRANS Website Support	Velocity Design Ltd	70.00	
	Airport Artist Impression	Velocity Design Ltd	3,360.00	
	HITravel Promotional Material	Velocity Design Ltd	109.20	
	HITRANS Website Support	Velocity Design Ltd	75.00	
	HITRANS Website Support	Velocity Design Ltd	1,000.00	
	HITRANS Website Support	Velocity Design Ltd	1,000.00	£5,544.20

2)	Overseas Travel			
	Reason	Origin / Destination	No. Employees/Members	Travel Costs
	NPP SPARA 2020 lead partner meeting - funded by EU Project	Sundsvall Sweden, May 2016	2	£970.16
	NPP SPARA 2020 lead partner meeting - funded by EU Project	Akureyri, Iceland, September 2016	2	£482.76
	NPP SPARA 2020 lead partner meeting - funded by EU Project	Molde, Norway, November 2016	3	£612.46
	Interreg VB Project G- PaTRA Meeting - funded by EU Project	Amsterdam January 2017	1	£550.77
	NPP SPARA 2020 lead partner meeting - funded by EU Project	Copenhagen, Denmark, February 2017	3	£743.27
	Total			£3,359.42

3)	Hospitality & Entertainment			
	Date	Reason	Cost	
	Total		£0.00	

4) External Consultancy				
	Supplier	Project / Service	Total	Supplier Total
	ANSONS CONSULTING LTD	Prof Services re PASF workshops	£10,000.00	
	AECOM	HITRANS Regional Active Travel Strategy	£11,607.00	
	AECOM	Skye Airport	£8,950.65	
	AECOM	Dalcross Station	£350.00	
	AECOM	Fess for prof services	£1,733.41	
	AECOM	Bus Investment Fund - Inverness	£6,373.65	29,014.71
	Eyland Skyn	Preparation draft RTS Refresh	6,735.40	
	Gordon Fyfe	PR Board / Newsletter Support	£1,110.00	
	Helen Stirling	Active Travel Maps	£2,000.00	
	J L M Consulting	Cairngorm Connection	£2,370.60	
	J M P Consultants Ltd	Inv/Nairn PTP-Prof Services	£66,667.00	
	J M P Consultants Ltd	Ft Wm LCTT Hub	£5,000.00	£71,667.00
	Peter Brett Associates Llp	Argyll and Bute Internal Ferry Services	£6,000.00	
	Reference Economic Consultants	ADS Research	£14,080.00	
	Reference Economic Consultants	Branchliner	£575.00	£14,655.00
	Roy Pedersen	West Coast Scoping Study	£3,073.00	
	Systra	Fort William LCTT Hub	£10,000.00	
	Total		156,625.71	

5) Payments in Excess of £25,000				
	Payee	Commodity / Service Description	Amount	
	J M P Consultants Ltd	Inverness / Nairn Personal Travel Planning - 100% reclaimed Smarter Choices Smarter Places Fund	66,667.00	
	Network Rail Infrastructure	Carbon Clever Dalcross Station	79,233.00	
	Trueform Engineering Ltd	Gullwing Shelter; Flight Shelter - 50% reclaimed TS Bus Investment Fund	68,025.00	
	Trapeze Group Uk	Initial supply and install database - 50% reclaimed TS Bus Investment Fund	51,318.00	
	J M P Consultants Ltd	Inv/Nairn	£66,667.00	
	Total		£331,910.00	

6) Members or employees who received remuneration in excess of £150,000				
	Nil return.			

REGIONAL TRANSPORT STRATEGY MONITORING AND EVALUATION

HITRANS developed a monitoring and evaluation framework for the Regional Transport Strategy.

Introduction

- This report sets out the updated transport indicators for the RTS, grouped under each of the six transport objectives.
- Data is presented for each, together with comparisons to the Scotland-level and to other areas.
- This provides a present baseline to be considered against in subsequent years, and through the progress of any particular projects or initiatives.
- It has been possible to identify some aspects to consider as a focus for HITRANS in respect to the data that has been compiled and considered.

Regional Transport Strategy: Vision and Objectives

- *Vision: to delivery connectivity across the region which enables sustainable economic growth and helps communities to actively participate in economic and social activities*
- **High level objectives:**
 - Support sustainable economic growth across the whole region
 - Reduce barriers to participation in employment, learning, social, leisure, health and cultural activities through the region
- **Transport objectives:**
 - Reduce journey times and improve reliability and resilience
 - Improve safety of transport and travel
 - Tackle capacity constraints
 - Improve the quality and accessibility (availability, affordability, information and integration) of travel
 - Protect the environment and mitigate adverse impacts of transport and travel
 - Increase physical activity and participation to improve health and well-being

TRANSPORT OBJECTIVE:
 Reduce journey times and improve reliability and resilience

Indicator	HITRANS area	Statistical	Other areas
1	The number of people using buses – by RTP area (includes Zetland), % change over 1 yr / % change over last 5 yr	2015/16 – 14M passenger journeys in HITRANS (+Zetland) area –8% compared to prior year –2% compared to 5 yrs ago	NE, C&T: 0% compared to prior year –5% compared to 5 yrs ago
1	Vehicle kilometers by region for local bus services – by region (includes Zetland)	2015/16 – 31 in HITRANS (+Zetland) area +7% compared to prior year –21% compared to 5 yrs ago	NE, C&T: 0% compared to prior year –4% compared to 5 yrs ago
2	Percentage of all roads – Road – by LA	2015/16: A&B 15%, E5 7%, H 9%, M&N, O 7%	Aberdeen 4%, D&G 20%, P&K 8%, S 10%, S 6%
3	Percentage of all roads – Arterial – by LA	2015/16: A&B 40%, E5 3%, H 3%, M 3%, O 2%	Aberdeen 27%, D&G 34%, P&K 27%, S 3%
12	Scotland passenger journeys to/from other regions (i.e. outside Scotland) – by LA (rail)	2015/16: A&B – 27 – change on prior yr – 37% H – 95 – change on prior yr – 28% M – 14 – change on prior yr – 28%	A&B 28%, change – 37% A&Bh 5%, 0% P&K 74, –7%
13	Scotland passenger journeys within the region (i.e. Scotland) by LA (rail)	2015/16: A&B – 5,368 – change on prior yr – 4% H – 3,345 – change on prior yr +2% M – 859 – change on prior yr 0%	A&B 3,878, change – 3% A&Bh 1,430, –3% P&K 3,322, +7%
14	ORR passenger usage of stations across region – by station	All stations 3,583,326 entry / exits in 2015/16, down 0% on 2014/15. Greatest growth: Kildonan +7%, Inverhin +4%, Achrafeloch +3%, Altrincham +3% Greatest decline: Acton +3%, Loch D’Outward –2%, Scotstoun –2%, Central Ferry – 2%, Glasgow –2%, Bannockburn –2%, Ardgay –2% Other stations: Avonmore +2%, Digh 0%, Fort William –7%, Inverness 0%, Oban +7%, Thurso –5%, Wick –8%	2015 (000s): Aberdeen 3,469 (-7%), Edinburgh 11,213 (-9%), Glasgow 8,752 (-27%)
15	Terminal passenger through Scottish Airports	2015 (000s): Barra 12 (0%), Benbecula 32 (-3%), Campbelltown 8 (-2%), Inverness 668 (-9%), Inverness 4,627 (-9%), Kirkwall 20 (-2%), Stornoway 225 (-2%), Tiree 20 (-12%), Wick John D’Groats 24 (-4%)	2015 (000s): Aberdeen 3,469 (-7%), Edinburgh 11,213 (-9%), Glasgow 8,752 (-27%)
16	Passengers on domestic routes to/from region’s airports	2015 compared to prior yr (% change) Drivers: GLA-CAL (+12%), A&B-SYY (-12%), A&B-WIC (-12%), A&B-KCI (-12%), A&B-KCI (-12%) Inverness: P&K-BEN (-9%), GLA-TRE (-9%), GLA-LEF (-8%), P&K-KCI (-8%), GLA-ROD (-8%), GLA-KCI (-8%), GLA-SYY (+2%), GLA-KCI (+2%), EDI-SYY (+2%), EDI-SYY (+2%)	2015 compared to prior yr (% change) Drivers: GLA-CAL (+12%), A&B-SYY (-12%), A&B-WIC (-12%), A&B-KCI (-12%), A&B-KCI (-12%) Inverness: P&K-BEN (-9%), GLA-TRE (-9%), GLA-LEF (-8%), P&K-KCI (-8%), GLA-ROD (-8%), GLA-KCI (-8%), GLA-SYY (+2%), GLA-KCI (+2%), EDI-SYY (+2%), EDI-SYY (+2%)
17	Foreign and domestic traffic by port, inwards and outwards – by port	Total traffic 2015 (thousand tonnes) (% change on 2014): Glasgow 5,557 (+2%), Other West Coast 566 (-18%), Orkneys 3,545 (+22%), Dumfries 282 (+4%), Inverness 566 (+22%), Other East Coast 62 (+7%)	Total traffic 2015 (thousand tonnes) (% change on 2014): Aberdeen 3,469 (-7%), Edinburgh 11,213 (-9%), Glasgow 8,752 (-27%)
18	Total passengers and vehicles carried by operator – by operator	2015 Passengers (thousands) (% change on 2014): CalMac 4,627 (-9%), Northlink 298 (+1%), Orkney Ferries 325 (-2%), A&B-C 42 (+2%), HC 22 (+22%) 2015 vehicles (thousands) (% change on 2014): CalMac 4,249 (+8%), Northlink 37 (+4%), Orkney Ferries 87 (+2%), A&B-C 36 (+9%), HC 259 (0%)	Passengers 52,733 (-4%) Vehicles 52,621 (-2%)

**TRANSPORT
OBJECTIVE:**
*Reduce journey
times and
improve
reliability and
resilience*
OVERVIEW

- Bus passenger journeys recovered over the last year in HITRANS area (+8% compared to -2% Scotland)
- Bus vehicle KMs increased 3% compared to prior year in HITRANS area (compared to -1% Scotland)
- Between 3% (Orkney) and 15% (Argyll & Bute) of all roads are categorised RED in terms of condition (7% Scotland)
- Mix of increases / declines in rail passengers and air passengers
- Significant uplift in port traffic for Orkney (+243%) and Inverness (+19%) while decline at Glensanda (-12%, 'other West coast' (-18%) and Cromarty Firth (-84%) compared to prior year; and contrasting with -2% for Scotland as a whole
- Small variation in passenger carryings on ferry services, as high as +12% on Highland Council service; uplift in vehicles on CalMac (+6%), Northlink (+4%) and Argyll & Bute Council services (+9%)

**TRANSPORT
OBJECTIVE:
Improve
safety of
transport
and travel**

Indicator	HITRANS 2016	HITRANS 2015	2014/15	2013/14
B. Percentage of all roads – Red – by LA	Review 2015/16: ABB 15%, ES 3%, H 3%, M 4%, O 3%	7%	Abshire 4%, D&G 11%, PRK 6%, B 20%, S1 6%	
F. Percentage of all roads – Amber – by LA	Review 2015/16: ABB 40%, ES 31%, H 32%, M 42%, O 18%	19%	Abshire 11%, D&G 14%, PRK 10%, B 37%, S1 3%	
20. Reported accidents by local authority	Review 2015: M 14, ES 3, H 35, O 11, ABB 27, HITRANS 733 Change as 2014: M -3%, ES -14%, H -1%, O -5%, ABB +28% 5 yr change: M -47%, ES -34%, H -20%, O -35%, ABB -17%	EA/N Change as 2014: -4% 5 yr change: -28%		
21. Reported casualties by severity by local authority (K24)	Review 2016 K24 ABB 73, ES 5, H 100, M 51, O 7 Change as 2015: ABB +10%, ES 2%, H +3%, M -3%, O +60% (7mm1 to 7)	1,189, -1%		
33. Adults (16+) – who used a local bus services in the past month – percentages who agreed with each statement by LA and by RTP	Review 2016: I feel personally safe and secure on the bus during the day (agreed): ABB 100%, ES no data, H 92%, M 83%, O no data. HITRANS 91% I feel personally safe and secure on the bus during the evening (agreed): ABB 62%, ES no data, H 61%, M 53%, O no data. HITRANS 67%		Nontrans 91% Tactica 91%	
34. Adults (16+) – who used rail services in the past month – percentages who agreed with each statement – by LA and by RTP	Review 2014: I feel personally safe and secure on the train during the day (agreed): ABB 67% HITRANS 91% I feel personally safe and secure on the train during the evening (agreed): ABB 73% HITRANS 76%		Nontrans 91% Tactica 91%	

TRANSPORT
OBJECTIVE:
*Improve safety
of transport
and travel*
OVERVIEW

- Between 3% (Orkney) and 15% (Argyll & Bute) of all roads are categorised RED in terms of condition (7% Scotland)
- Reduction in reported accidents in all areas in 2015 compared to 2014 with the exception of Argyll & Bute (+18%). Decrease in all areas compared to 2010, by as much as -56% in Orkney.
- Increase in KSIs across all areas in 2016 compared to 2015, follows period of overall decline. Perhaps "normal" variation?
- Drop off between adults using the bus that feel safe and secure from daytime to evening of 91% agreeing (daytime) to 67% agreeing (evening). The evening rate of 67% compares unfavourably to Nestrans and Tactran areas, which have 76% and 71% agreeing respectively. On rail the drop off is from 95% to 79%, with the evening comparing more favourably to Nestrans and Tactran areas, which stand at 76% and 71% respectively.

TRANSPORT OBJECTIVE: Tackle capacity constraints

Indicator	Performance	Key Messages	Scotland	Other Issues
11	Scotland passenger journeys within the region (i.e. south Scotland) – by LA	Increase	<p>2015/16: ABB -37 - change on prior yr: -13% H -56 - change on prior yr: -10% M -14 - change on prior yr: -10%</p> <p>2015/16: ABB -1,308 - change on prior yr: -4% H -1,345 - change on prior yr: +2% M -339 - change on prior yr: 0%</p> <p>All stations 1,078,326 entry/ exits in 2015/16, down 3% on 2014/15. Growth: Glasgow +7%, Inverness +4%, Aberdeen +3%, Aberdeen +3%, Great Glen +1%, Lochailort +1%, Lochailort +1%, Strathclyde +1%, Other stations: Aviemore +2%, Elgin 0%, Fort William -2%, Inverness 0%, Oban -1%, Thurso -9%, Wick -8%</p>	<p>8,465, change on prior yr: 9%</p> <p>ABC 286, change -5% ABB 1,420, -1% FRK 74, -7%</p> <p>ABC 1,374, change -9% ABB 1,420, -1% FRK 1,121, -9%</p>
12	Scotland passenger journeys within the region (i.e. Scotland) by LA	Increase	<p>2015/16: ABB -1,308 - change on prior yr: -4% H -1,345 - change on prior yr: +2% M -339 - change on prior yr: 0%</p>	<p>276,314, change on prior yr: +2%</p>
14	DRP passenger usage of stations across region - by station	None	<p>All stations 1,078,326 entry/ exits in 2015/16, down 3% on 2014/15. Growth: Glasgow +7%, Inverness +4%, Aberdeen +3%, Aberdeen +3%, Great Glen +1%, Lochailort +1%, Lochailort +1%, Strathclyde +1%, Other stations: Aviemore +2%, Elgin 0%, Fort William -2%, Inverness 0%, Oban -1%, Thurso -9%, Wick -8%</p>	<p>ABC 286, change -5% ABB 1,420, -1% FRK 74, -7%</p> <p>ABC 1,374, change -9% ABB 1,420, -1% FRK 1,121, -9%</p>
18	Total passengers and vehicles carried by operator - by operator	None	<p>2015 Passengers (thousands) (% change on 2014): CalMac 4,827 (-1%), NorthLink 598 (-2%), Dornay Ferries 245 (-2%), ABB 142 (-1%), HC 12 (-12%) 2015 Vehicles (cars, commercial and buses) (thousands) (% change on 2014): CalMac 1,607 (+6%), NorthLink 57 (+4%), Dornay Ferries 85 (+1%), ABB 36 (-6%), HC 209 (0%)</p>	<p>2015 Passengers (thousands) (% change on 2014): 7,786 (-1%) 2015 Vehicles (thousands) (% change on 2014): 2,702 (-1%)</p> <p>Passengers SC: 733 (-4%) Vehicles SC: 632 (-5%)</p>
19	Expenditure on transport within the Scottish Ministers' responsibility, and expenditure	None	<p>2015/16 Capital and Current: 466, million Compared to prior yr: +12% 5 yr change: +2%</p> <p>2015/16 Central Govt. Support to transport industries: 41,023 million Compared to prior yr: +12% 5 yr change: +3%</p>	<p>2015/16 Capital and Current: 466, million Compared to prior yr: +12% 5 yr change: +2%</p> <p>2015/16 Central Govt. Support to transport industries: 41,023 million Compared to prior yr: +12% 5 yr change: +3%</p>
20	Expenditure on transport controlled by local authorities	None	<p>2015/16 total controlled by Local Authorities: 4,659 million Compared to prior yr: 0% 5 yr change: -6%</p>	<p>2015/16 total controlled by Local Authorities: 4,659 million Compared to prior yr: 0% 5 yr change: -6%</p>

TRANSPORT
OBJECTIVE:
*Tackle capacity
constraints*
OVERVIEW

- Rail passenger journeys to/from outwith Scotland down by between -13% and -28% compared to prior year, and which compares to -3% for Scotland as a whole.
- Rail passenger journeys within Scotland starting/ending in Highlands and Islands shown minor variation compared to prior year.
- Significant variation in passengers through rail stations across the region. Of the larger stations, Thurso and Wick show greatest decline on prior year of -9% and -8% respectively.
- Expenditure on transport within Scottish Ministers responsibility up 21% compared to prior year, and +31% compared to five years ago.
- Expenditure on transport controlled by local authorities static in 2014/15 compared to prior year and down 6% compared to five years ago.

**TRANSPORT
OBJECTIVE:
Improve the
quality and
accessibility
(availability,
affordability,
information
and
integration)
of travel (2)**

Reference	HITRANS 2016	2016 percentages	2016 percentages	2016 percentages
14	Car/van commuters could you use public transport for journey to work	2016 percentages A&B 34%, E5 50%, H 28%, M 20%, O 22%	HETRANS 27%	2016 percentages A&B 40%
18	Number of bikes available for private use by households	2016 percentages – 3+ bikes household A&B 20%, E5 28%, H 28%, M 33%, O 21%	HETRANS 27%	2016 percentages A&B 28%
19	Frequency of walking in previous 7 days: walking as a means of transport at least once in the last seven days	2016 percentages A&B 40%, E5 33%, H 63%, M 20%, O 43%	HETRANS 37%	2016 percentages A&B 60%, Zebrans 59%, Tactran 63%
20	Use of local bus services – at least once per fortnight or once per month	2016 percentages A&B 27%, E5 18%, H 20%, M 21%, O 17%	HETRANS 21%	2016 percentages A&B 42%
21	Adults (25+) views on the convenience of public transport in their areas, at least 'fairly convenient'	2016 percentages A&B 80%, E5 74%, H 63%, M 74%, O 67%	HETRANS 68%	2016 percentages A&B 85%, Zebrans 71%, Tactran 70%
22	Adults views on satisfaction with public transport 2016, at least 'fairly satisfied'	2016 percentages A&B 79%, E5 62%, H 59%, M 50%, O 69%	HETRANS 58%	2016 percentages A&B 72%
23	Adults (25+) who used a local bus services in the past month – percentages who agreed with each statement	2016 percentages Buses are on time: A&B 92%, H 69%, M 55% HITRANS 75% Buses are clean: A&B 98%, H 65%, M 69% HETRANS 84% Finding out about routes and times is easy: A&B 88%, H 76%, M 65% HETRANS 78% Fares are good value: A&B 70%, H 70%, M 68%, HETRANS 71%	HETRANS 58%	2016 percentages Buses are on time: Neutrans 63%, Tactran 77% Buses are clean: Neutrans 83%, Tactran 80% Finding out about routes and times is easy: Neutrans 85%, Tactran 84% Fares are good value: Neutrans 55%, Tactran 67%
24	Adults (25+) who used rail services in the past month – percentages who agreed with each statement	2016 percentages Trains run to time: A&B 88%, HETRANS 85% Trains are clean: A&B 84%, HETRANS 83% Finding out about routes and times is easy: A&B 93%, HETRANS 84% Fares are good value: A&B 84%, HETRANS 57%	HETRANS 57%	2016 percentages Trains run to time: Neutrans 82%, Tactran 87% Trains are clean: Neutrans 77%, Tactran 88% Finding out about routes and times is easy: Neutrans 95%, Tactran 93% Fares are good value: Neutrans 50%, Tactran 44%

TRANSPORT
OBJECTIVE:
*Improve the
quality and
accessibility
(availability,
affordability,
information and
integration)*
OVERVIEW

- Number of people using buses in HITRANS area up 8% compared to prior year (static compared to five years ago). This compares to -2% in Scotland (and -5% compared to five years ago).
- Bus vehicle KMs up 3% on prior year, but down 11% compared to five years ago. This compares to -1% and -5% for the last year and compared to 5 years ago for Scotland.
- Lower levels of making use of concessionary travel entitlement in the region compared to Scotland. Between 4% and 13% have used at least 2-3 times per week compared to 28% for Scotland.
- Walking on journey to work consistently higher across HITRANS area. Cycle to work high in Highland and Moray. Bus share lower across the board. Significantly higher car passenger rate in Moray (12%) and Argyll & Bute (8%) compared to 5% for all Scotland.
- 27% of households have 2+ bikes available, compared to just 18% for Scotland.
- Lower levels of public transport is 'fairly convenient' – 61% in Highland, 67% in Orkney, and 66% for HITRANS as a whole, compared to 82% for Scotland.
- Bus satisfaction – high scores in Argyll & Bute: buses are on time 92%, buses are clean 98%, finding out about routes and times is easy 88%, fares are good value 78%. Compares to 71%, 84%, 78% and 72% for all of HITRANS and 74%, 79%, 83% and 61% for Scotland.

TRANSPORT OBJECTIVE:
Protect the environment and mitigate adverse impacts of transport and travel (1)

Indicator	Key facts	HITRANS area	Trends	Other areas
1	The number of people using buses - by RTP area (includes Zetland) - % change over last 5 yr / % change over last 5 yr	2005/16 - 1.4M passenger journeys in HITRANS (i-Zetland) area -48% compared to prior year -6% compared to 5 yrs ago	-2% compared to prior year -5% compared to 5 yrs ago	NE, C & T: -6% compared to prior year -5% compared to 5 yrs ago
2	Vehicle kilometers by region for local bus services - by region (includes Zetland)	2005/16 - 31 in HITRANS (i-Zetland) area -4% compared to prior year -21% compared to 5 yrs ago	-1% compared to prior year -5% compared to 5 yrs ago	NE, C & T: -6% compared to prior year -4% compared to 5 yrs ago
3	Private cars per 1000 population	2005: A&B 4.2, E5 4.7, H 4.8, M 4.5, O 4.5	4.4	Abshire 5.1, D&G 4.9, P&K 4.5, B 5.1, Sh 5.4
11	Scotland passenger journeys to/from other regions (i.e. north Scotland) - by LA	2005/16: A&B -27 - change on prior yr: -37% H -98 - change on prior yr: -88% M -14 - change on prior yr: -88%	0, 406, change on prior yr: -1% -1%	A&B 388, change -45% A&B 31, 0% P&K 74, -7%
12	Scotland passenger journeys within the region (i.e. Scotland) by LA	2005/16: A&B -4,168 - change on prior yr: -4% H -4,155 - change on prior yr: -5% M -559 - change on prior yr: -8%	178,121, change on prior yr: -12% 17 -12%	A&B 1,878, change -9% A&B 3,410, -3% P&K 1,122, -7%
14	CRB passenger usage of stations across region - by station	All stations 3,670, 306 entry / exits in 2005/16, down 28% on 2014/15 Greatest growth: Killbuckan +77%, Inverhin +45%, Auchincloch +30%, Altrabowie +10% Greatest decline: Acharak -35%, Loch Eil Outward -24%, Scotscaber -24%, Corrie Ferry -21%, Galkie -21%, Beasdale -21%, Ardgar -20% Other stations: Aulmore +2%, Dight 0%, Fort William -1%, Inverness 0%, Oban +7%, Thurso -9%, Wick -8%		
21	Passenger journeys made under discretionary fare schemes	Requires data	2005/16 buses: 145, 37 -5% compared to prior year -2% compared to 5 years ago	
22	Employed adults (16+) not working from home - usual method of travel to work - walking / driver van(car) / passenger car/van / bicycle / bus / rail / other	2006 percentages Walking: A&B 54, E5 52, H 53, M 53, O 51 Cycle: A&B 0.5, E5 0.4, H 0.5, M 0.4, O no data Bus: A&B 2.85, H 3, M 3, O 5 Driver: A&B 86, E5 76, H 65, M 57, O 64 Car passenger: A&B 85.4, H 5, M 31, O 3 HITRANS: walk-14, cycle 5, bus 4, driver 62, passenger 7	Walking 12 Cycle 3 Bus 10 Driver 62 Car passenger 5	Netrans: walk 21, cycle 4, bus 8, driver 68, passenger 5 ZetTRANS: walk 8, cycle no data, bus 4, driver 75, passenger 1 Tactran: walk 55, cycle 3, bus 21, driver 63, passenger 5

**TRANSPORT
OBJECTIVE:
Protect the
environment
and mitigate
adverse
impacts of
transport and
travel (2)**

Indicator	HITRANS data	Substan- d	Other notes
24. Car/van commuters could you use public transport for journey to work	Increase 2005 percentages ABB 34%, ES 30%, H 28%, M 40%, O 30% HITRANS 31%	45%	Neistrens 37%, Zeirans 38%, Tactran 41%
25. Number of cars available for private use by household	Increase or fluctuate 2005 percentages with 3+ cars available: ABB 21%, ES 20%, H 33%, M 20%, O 20% HITRANS 19%	30%	Neistrens 30%, Zeirans 43%, Tactran 29%
26. Frequency of driving Driving every day	Reduce 2005 percentages ABB 36%, ES 38%, H 32%, M 21%, O 43% HITRANS 30%	42%	Neistrens 38%, Zeirans 38%, Tactran 47%
27. Car occupancy	Increase 2015/16 ABB 1.28, ES 1.41, H 1.35, M 1.33, O 1.42 HITRANS 1.32	1.49	Neistrens 1.47, Zeirans 1.51, Tactran 1.50
28. Use of local bus services – at least once per fortnight or once per month	Increase 2005 percentages ABB 27%, ES 20%, H 20%, M 27%, O 17% HITRANS 20%	43%	Neistrens 34%, Zeirans 10%, Tactran 38%
29. Pupils in full time (school) education - usual mode of travel to school	Increase with 2005 increase (2 / car) 2005 percentages: Walking: Highland 27% HITRANS 44% Cycle: Highland 18% HITRANS 28% Bus: Highland 35% HITRANS 29% Car: Highland 21% HITRANS 21%	Walking 33% Cycle 1.4%	Walking: Neistrens 31%, Zeirans 20%, Tactran 54% Cycle: Neistrens 18%, Zeirans 18%, Tactran 60 data Bus: Neistrens 20%, Zeirans 39%, Tactran 37% Car: Neistrens 14%, Zeirans 17%, Tactran 20%
30. SUSTRANS head up survey	Increase active Decrease 2005 Walk: ABB 34%, ES 40%, H 37%, M 43%, O 30% Cycle: ABB 3%, ES 3%, H 3%, M 5%, O 4% Scooter/Skate: ABB 1%, ES 0.4%, H 2%, M 1%, O 1.5% Park & Stride: ABB 8%, ES 2%, H 4%, M 8%, O 4% Driven: ABB 15%, ES 20%, H 14%, M 21%, O 20% Bus: ABB 20%, ES 54%, H 23%, M 17%, O 33%	Car: 10%	Walk: ABB 31%, ABBH 40%, DMG 20%, P&K 11%, SD 44%, S 23% Cycle: ABB 4%, ABBH 3%, DMG 2%, P&K 4%, SD 2%, S 2% Scooter/Skate: ABB 1%, ABBH 3%, DMG 2%, P&K 4%, SD 4%, S 4% Park & Stride: ABB 2%, ABBH 3%, DMG 2%, P&K 4%, SD 4%, S 4% Driven: ABB 13%, ABBH 21%, DMG 2%, P&K 17%, SD 17%, S 30% Bus: ABB 14%, ABBH 21%, DMG 20%, P&K 14%, SD 17%, S 40%
31. Atmospheric concentrations of nitrogen dioxide and PM10 recorded at Air Quality Monitoring Stations	Reduce Nitrogen dioxide @ Inverness Telford St 2014 micrograms per cubic metre: 33 Compared to prior year: 0% Compared to 5 yrs ago: 0% Particulates @ Inverness Telford St 2015 micrograms per cubic metre: 9 Compared to prior year: -23% Compared to 5 years ago: -16%		Nitrogen dioxide @ Perth High Street 2014 micrograms per cubic metre: 32 Compared to prior year: 0% Compared to 5 yrs ago: -3% Particulates @ Perth High Street 2015 micrograms per cubic metre: 23 Compared to prior year: -7% Compared to 5 years ago: -30%
32. Plug-in cars, vans and quadricycles licensed	Increase 2017 Q1 ABB 73, ES 20, H 14, M 16, O 136 Change since prior year: ABB + 90%, ES + 43%, H + 17%, M + 44%, O + 60%	5,095 Change since prior year: 50%	

TRANSPORT
OBJECTIVE:
*Protect the
environment and
mitigate adverse
impacts of
transport and
travel*
OVERVIEW

- Bus passenger journeys recovered over the last year in HITRANS area (+8% compared to -2% Scotland)
- Cars per 1,000 population higher in HITRANS local authority areas compared to Scotland, but lower than in other remote and rural areas.
- Rail passenger journeys to/from outwith Scotland down by between -13% and -28% compared to prior year, and which compares to -3% for Scotland as a whole.
- Walking on journey to work consistently higher across HITRANS area. Cycle to work high in Highland and Moray. Bus share lower across the board. Significantly higher car passenger rate in Moray (12%) and Argyll & Bute (8%) compared to 5% for all Scotland.
- Higher levels of 'driving every day' in Eilean Siar (58%), Highland (52%) and Moray (51%) compared to Scotland (42%). Argyll and Bute is down at 36%, while Orkney is similar to Scotland at 43%.
- Car occupancy 1.52 average in HITRANS area compared to 1.49 in Scotland.
- Significant increases in the numbers of plug-in cars and vans in the region. In 2017 increases between +43% Eilean Siar and +64% in Moray, and compared to +55% for Scotland.

**TRANSPORT
OBJECTIVE:
Increase
physical activity
and
participation to
improve health
and well-being
(1)**

Indicator	HITRANS aims	Justified	Other aims	
5	Concessionary fare passes issued to older and disabled people	2015/16 60+ ABB 5, 195, ES 7, 274, H 54, 459, M 2, 123, O 5, 692		
7	Wheelchair accessible taxi/private hire vehicles	2015: ABB 6, ES 2, H 35, M 11, O 1		
11	Passenger journeys made under concessionary fare schemes	Relevant data	2015/16 Buses: 146, 37 -4% compared to prior year -4% compared to 5 years ago	
12	Possession of a concessionary fare pass, and use in the past month	2016 at least 3-3 times per week: ABB 37%, ES 8%, H 5%, M 53%, O 4%	2016 at least 3-3 times per week: ABB 37% Mettrans 27% Zemans 7% Tactran 14%	
21	Employed adults (16+) not working from home - usual method of travel to work - walking/driver/walk/cycle/passenger/cab/taxi/bicycle/bus/trail/other	2016 percentages Walking: ABB 35, ES 11, H 11, M 11, O 11 Cycle: ABB 5, ES 4, H 7, M 4, O no data Bus: ABB 3, ES 7, H 3, M 7, O 1 Driver: ABB 66, ES 25, H 63, M 57, O 64 Car passenger: ABB 8, ES 4, H 5, M 11, O 3 HETRANS: walk 11, cycle 5, bus 1, driver 62, passenger 7	2016 percentages Walking 12 Cycle 3 Bus 10 Driver 81 Car passenger 5	2016 at least 3-3 times per week: Mettrans: walk 11, cycle 4, bus 8, driver 68, passenger 5 ZemTRANS: walk 9, cycle no data, bus 4, driver 95, passenger 8 Tactran: walk 16, cycle 1, bus 11, driver 63, passenger 5

**TRANSPORT
OBJECTIVE:**
Increase physical activity and participation to improve health and well-being (2)

Indicator	HITRANS base	Target	2016 status
25. Number of cars available for private use by household	2005 percentages with 2+ cars available: ABB 33%, ES 38%, H 31%, M 30%, O 30% HITRANS 27%	20%	Neutram 38%, Zetram 41%, Tactran 29%
26. Frequency of driving Driving every day	2005 percentages: ABB 16%, ES 18%, H 15%, M 15%, O 15% HITRANS 10%	42%	Neutram 18%, Zetram 18%, Tactran 17%
28. Number of bikes available for private use by households	2005 percentages ABB 20%, ES 18%, H 18%, M 21%, O 20% HITRANS 21%	2005 percentages 28%	2016 percentages Neutram 26%, Zetram 28%, Tactran 27%
29. Frequency of walking in previous 7 days, walking as a means of transport at least once in the last seven days	2005 percentages ABB 40%, ES 37%, H 45%, M 30%, O 40% HITRANS 37%	2005 percentages 49%	2016 percentages Neutram 56%, Zetram 53%, Tactran 50%
35. Pupils in full-time (school) education - used multi-modal method of travel to school	2005 percentages: Walking: Highland 12% HITRANS 4% Cycle: Highland 8% HITRANS 8% Bus: Highland 2% HITRANS 2% Car: Highland 7% HITRANS 2%	Walking: 12% Cycle: 7-14% Bus: 2% Car: 20%	Walking: Neutram 15%, Zetram 20%, Tactran 14% Cycle: Neutram 1%, Zetram 2%, Tactran no data Bus: Neutram 2%, Zetram 5%, Tactran 2% Car: Neutram 24%, Zetram 27%, Tactran 28%
36. SUBSTRANS head up survey	2005 Walk: ABB 34%, ES 40%, H 30%, M 45%, O 30% Cycle: ABB 7%, ES 7%, H 7%, M 5%, O 4% Scooter/Skate: ABB 1%, ES 0 4%, H 2%, M 1%, O 0 5% Park & Stride: ABB 8%, ES 2%, H 2%, M 8%, O 4% Drivers: ABB 1%, ES 10%, H 1%, M 2%, O 20% Bus: ABB 20%, ES 14%, H 11%, M 2%, O 20%	2005 percentages Walk: ABB 34%, ES 40%, H 30%, M 45%, O 30% Cycle: ABB 7%, ES 7%, H 7%, M 5%, O 4% Scooter/Skate: ABB 1%, ES 0 4%, H 2%, M 1%, O 0 5% Park & Stride: ABB 8%, ES 2%, H 2%, M 8%, O 4% Drivers: ABB 1%, ES 10%, H 1%, M 2%, O 20% Bus: ABB 20%, ES 14%, H 11%, M 2%, O 20%	Walk: ABB 53%, ABB 50%, DMG 30%, PBK 41%, SB 44%, S 21% Cycle: ABB 4%, ABB 3%, DMG 4%, PBK 4%, SB 4%, S 4% Scooter/Skate: ABB 2%, ABB 1%, DMG 2%, PBK 4%, SB 4%, S 4% Park & Stride: ABB 2%, ABB 1%, DMG 2%, PBK 4%, SB 4%, S 4% Drivers: ABB 2%, ABB 2%, DMG 2%, PBK 2%, SB 2%, S 2% Bus: ABB 21%, ABB 21%, DMG 21%, PBK 21%, SB 21%, S 40%

TRANSPORT
OBJECTIVE:
*Increase
physical
activity and
participation to
improve health
and well-being*
OVERVIEW

- Lower levels of making use of concessionary travel entitlement in the region compared to Scotland. Between 4% and 13% have used at least 2-3 times per week compared to 28% for Scotland.
- Walking on journey to work consistently higher across HITRANS area. Cycle to work high in Highland and Moray. Bus share lower across the board. Significantly higher car passenger rate in Moray (12%) and Argyll & Bute (8%) compared to 5% for all Scotland.
- More households with 2+ cars available in the region, 33% compared to 29% for Scotland. Highest level is in Eilean Siar at 38% and Orkney at 36%.
- Lower levels of people walking in the last 7 days as a means of transport. Ranges from 33% in Eilean Siar to 65% in Highland, and this compares to 69% for Scotland. (The figure is 57% for all of HITRANS area.)

Conclusions

- **Monitoring suggests a focus on:**
 - Maintaining growth in bus passengers; holding bus service KMs
 - Urgent attention on condition of some roads
 - Planning for the significant uplift in traffic at some ports, particularly shore-side facilities
 - Continued efforts around promoting road safety
 - Consideration of factors that are influencing feelings around safety and security on public transport, particularly in the evenings
 - Redressing decline on the Far North Line
 - Campaign for extension of Concessionary Travel Scheme to be eligible on local transport services available to HITRANS residents – rail, local ferry, local air, community transport
 - Intensifying effort to promote cycling for those particularly that already have a bike at home
 - Understand the success factors in positive feelings on bus services in Argyll & Bute, what can be learned and shared
 - Support for the increases in plug-in vehicles, charge infrastructure – expansion of network, maintenance and charging for charging

Key / Notes

Indicator	Notes
16	Airport codes: ABZ – Aberdeen, KOI – Kirkwall, SYV – Stormoway, WIC – Wick John O’Groats, GLA – Glasgow, BQQ – Barra, BEB – Benbecula, CAL – Campbelltown, INV – Inverness, ILY – Islay, TRE – Tiree
17	1. Other West Coast ports are: Troon, Ardishaig, Corpach, Stormoway, Kyle of Lochalsh, Girvan, Kirkcubright, Port Askaig. 2. Other East Coast ports are: Scrabster, Wick, Gills Bay, Buckie; Fraserburgh; Inverlithing, Scalloway.
19	Capital includes: new construction and improvements, Forth Replacement Crossing, Capital Maintenance. Current includes routine and winter maintenance, network strengthening and improvements, other, design, build, finance, operate payments. Central Govt. support to transport industries includes HIAL, CalMac, Scottish Canals, Rail Services, Northlink, BSOIG, Freight Facilities Grant, Major public transport projects, National Concessionary Travel Schemes (incl smartcards), other (includes subsidies for the Community Transport Association, piers, harbours, road safety, safer routes to schools)
20	Includes construction, road maintenance, road lighting, parking, network and traffic management, concessionary fares, contributions to passenger transport, school crossing patrols
Local Authorities	A&B – Argyll & Bute, H – Highland, M – Moray, E5 – Eilean Siar, O – Orkney, AbC – Aberdeen City, AbSh – Aberdeenshire, D&G Dumfries and Galloway, P&K – Perth and Kinross, SB – Scottish Borders, S – Shetland



The Highlands and Islands Transport Partnership (HITRANS)
Rear Section, Second Floor, 6/7 Ardross Terrace, Inverness IV3 5NX

Phone - 01463 719002 Email – info@hitrans.org.uk

