HITRANS REGIONAL TRANSPORT STRATEGY

Consultation Report

Report

March 2007

Prepared for:

HITRANS

Prepared by:

Steer Davies Gleave
68-70 George Street
Edinburgh
EH2 2LR

+44 (0)131 226 9500
www.steerdaviesgleave.com

Contents   Page

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to
Minister\consultation report docs\Draft RTS_Consultation report - March.doc

≡ steer davies gleave   **Contents**

TABLES

APPENDICES

A   HITRANS RTS STAKEHOLDER CONFERENCE ATTENDEE LIST

**B   SCOTTISH EXECUTIVE/TRANSPORT SCOTLAND FORMAL
RESPONSE TO THE DRAFT RTS**

**C   SUMMARY OF FULL SET OF CONSULTATION RESPONSES TO
DRAFT RTS**

**D   STRATEGIC ENVIRONMENTAL ASSESSMENT CONSULTATION
AUTHORITY RESPONSES**

E   MINUTE OF HITRANS PARTNERSHIP MEETING 23 FEBRUARY 2007

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to
Minister\consultation report docs\Draft RTS_Consultation report - March.doc

2   ☰ steer davies gleave

1.   INTRODUCTION

1.1   Consultation is an important and ongoing part of the development of the HITRANS Regional Transport Strategy (RTS). The Scottish Executive's guidance to Regional Transport Partnerships on the preparation of Regional Transport Strategies states:

Meaningful and effective engagement with regional stakeholders and the wider public should have a significant bearing on the overall direction of the RTS.[1]

1.2   This report details the consultation that has fed into the development of the draft RTS, and the final RTS submitted to Scottish Ministers in March 2007.

This report

1.3   The structure of this report reflects the order of the consultation carried out to date:

- Section 2 reports the detailed consultation with stakeholders that was carried out in February and March 2006, much of which fed into the RTS Issues Report.
- Section 3 reports the outputs of Stakeholder Conference, held on 13th October 2006, during which invited stakeholders were asked to discuss and provide feedback on emerging options and action programmes as part of the draft RTS.
- Section 4 reports on other consultation that has been carried out with representatives of Scottish Ministers, Transport Scotland and other bodies.
- Section 5 reports on the public and stakeholder consultation that has been carried out between November 2006 and February 2007.

---

[1]   Scotland's Transport Future: Guidance on Regional Transport Strategies, March 2006, http://www.scotland.gov.uk/Resource/Doc/95492/0023112.pdf

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

2. CONSULTATION – REGIONAL WORKSHOPS FEB/MARCH 2006

Introduction

2.1   This section provides a summary of the consultation undertaken during February and March 2006 to inform the development of the Regional Transport Strategy. The consultation involved running focussed workshops with the following groups:

- **8th February 2006, Edinburgh**: Key Strategic Stakeholders, including First ScotRail, Highland Rail Partnership (HRP), Network Rail, Highland Timber Transport Group, National Park Authorities, Highlands and Islands Partnership Programme, Initiative at the Edge, CalMac, Highlands and Islands Enterprise (HIE), Scottish Executive, The AA Motoring Trust.
- **21st February 2006, Stornoway**: Western Isles Stakeholders, including Stornoway Port Authority, Comhairle Nan Eilean Siar, Lews Castle College, Western Isles Enterprise, Northern Constabulary, Voluntary Action Barra and Vatersay (VABV), Fjord Seaboard Scotland. (Plus, Institution of Highways & Transportation (IHT) meeting in the evening.)
- **28th February 2006**, Ardrishaig: Argyll & Bute Stakeholders, including Argyll & Bute Council, Local Councillors, Chamber of Commerce, NHS Argyll & Clyde, Passenger Focus, VisitScotland. (Plus, meeting with Argyll & Bute Council Strategic Management Team).
- **13th March 2006**, Elgin: Moray Stakeholders, including Moray Council, Highland and Islands Enterprise Moray, Grampian Police.
- **14th March 2006**, Kirkwall: Orkney Stakeholders, including Orkney Council, Highlands and Islands Airports Limited (HIAL), Aberdeen and Northern Marts, Orkney Ferries, Isbister Bros Ltd., Northern Constabulary, Visit Orkney, National Farmers Union (NFU) Scotland, Orkney Auction Mart, Scottish Executive Environment and Rural Affairs Department, Northlink Ferries, Orkney Enterprise. (Plus, IHT meeting in the evening.)
- **29th March 2006**, Dingwall: Highland Stakeholders, including Highland Council, Inverness, Nairn, Badenoch and Strathspey Enterprise (INBSE), Community Transport Association, Lochaber Enterprise, Badenoch & Strathspey Community Transport Company, Passenger Focus.

2.2   Howard Brindley (HITRANS) and Naomi Coleman (Steer Davies Gleave) facilitated each session, and all followed a similar format, namely:

- Overview and nature of the Regional Transport Partnership.
- Intentions and purpose for a Regional Transport Strategy.
- Context setting and discussion on the problems, constraints and opportunities for the region.
- Objectives for the Strategy.
- Potential solutions / interventions to be considered for inclusion in the Strategy.

2.3   The remainder of this section provides a summary of the workshops and draws out the key issues.

≡ steer davies gleave

Key findings from the consultation

2.4   The remainder of this section provides a summary of the key findings that emerged from the Strategy workshops. It is set out under the following headings for clarity, although it must be recognised that there is connectivity between the issues and that many of them impact upon one another:

- Connectivity:
    - Roads.
    - Rail.
    - Sea.
    - Air.
- Impact on residents.
- Impact on business.
- Impact on tourism.
- Focus for the Regional Transport Strategy.

Connectivity

2.5   Connectivity was a key theme that arose within the consultation, and there was general agreement that there is a need for improved connectivity and transport links both within the Highlands and Islands and from the region to the rest of Scotland and beyond. It was generally felt that the links, the quality of them and the ease of connectivity will shape the development of the area as *"it is a key driver"*. At present it was felt that there are severe failings with regards to connectivity.

2.6   The issue of connectivity was seen to encompass the cost, capacity, frequency, timing and reliability of transport, all of which impact on how accessible an area is and is perceived to be. All groups were in agreement that these issues are of great importance for all those who live in, work in and visit the region.

2.7   It was generally agreed that there is a need for better integration of transport services to achieve improved connectivity, including fast public transport services to central Scotland. A number of groups felt that limited access is one factor that deters in-migration into the area.

The region's roads

2.8   The quality of the roads within the Highlands and Islands was an issue that arose in every workshop. It was generally felt that there was a need for significant investment in the roads and that the poor quality of them has significant impacts for the users (discussed under the headings of impacts for residents, businesses and tourism). The roads mentioned in each workshop as being in particular need of improvement were:

- **Moray:** the A9 is considered a priority as are better links to it. The A95 and A82 are also considered priorities and it was noted that abnormal freight loads are unable to use the A95.
- **Orkney:** again, the A9 was seen as a priority.
- **Highlands:** priority roads in need of improvement are the A9, A96 and A82.

- **Western Isles:** improvements to the Spinal Route are seen as most pressing. It was noted that the "*Spinal route needs to be a real spine*".
- **Argyll and Bute:** A82 is in need of upgrading and the A816 and A85 also require work.

2.9 The most commonly mentioned roads in need of maintenance / upgrades were the A82 and A9. In addition to these strategic routes, it was also felt that there is a need to improve the quality of more rural roads. During the workshop in Edinburgh it was suggested "*the region has a lot of risky roads – rural roads that are unsafe. Most fatal accidents occur on rural single carriageway roads."*

2.10 A number of groups also discussed a need to produce a road / route hierarchy, which would be useful in terms of prioritising maintenance and upgrades. It was noted that the region often misses out on spending for such works due to the low volume of traffic that travels on them, which is considered by the Scottish Transport Appraisal Guidance (STAG) in funding assessments. The group held in Edinburgh (consisting of national stakeholders) questioned the suitability of this: "*surely STAG should be flexible enough to take account of this?"*

2.11 It was generally felt that improvements to the roads were required if the aim of the Strategy is to encourage economic growth: "*if the Strategy is to advance the economy, then the roads will not be able to cope with the increased traffic demand that this could ensue."*

Rail

2.12 A number of the workshops discussed the potential of transferring some road freight onto rail and it was generally felt that there was the potential for this, which would help resolve some of the road issues. At the workshop in Argyll and Bute it was noted that the potential could be realised through investment south of Inverness and provision of further freight transfer facilities. However, at present infrastructure was considered inadequate – the Moray workshop concluded that rail is inflexible and the Highlands workshop attendees stated that "*the rail alternative, due to long journey times, is felt to be secondary to the road*" for journeys north and west of the Highlands.

2.13 Rail travel was also considered to be lacking, it was noted that good services were required to attract tourists to the region. This was discussed especially in relation to short trips, which are less common within the region due to the difficulties / perceived difficulties in accessing it.

Sea

2.14 Ferry travel was considered most significant by Argyll and Bute, Orkney and the Western Isles, as would be expected. An attendee at the Argyll and Bute event stated "*a ferry is simply like a bus service for those living on the islands. The Strategy should be saying this.*"

2.15 One of the Orkney workshops concluded that ferry services need attention in terms of type of vessel, crossing times and frequency of services. There was general agreement on the need to replace the Orkney internal ferry vessels. A particular issue was the

Sound of Harris route, upon which the service is only able to operate during daylight hours due to safety restrictions. This obviously limits the availability to undertake business and to be able to return within the same day, especially within the winter months when daylight hours are few.

2.16   Another issue that arose was the conflicting needs of the different user groups. For example, those moving livestock would prefer a long sea route and shorter drive time as the cost of transporting livestock on the mainland is expensive, and a longer ferry crossing would be a cheaper route to the Aberdeen Marts. In comparison, passengers desire shorter / faster crossing.

2.17   The cost of ferry travel was also considered a significant issue and at one of the Argyll and Bute workshops it was noted that "*the cost of ferries is not affordable and there are real issues of affordability and low incomes on the islands.*" One haulier stated that it costs £1,400 to get a load from the Islands to the Continent. Half of this cost was attributable to the crossing of The Minch to the mainland.

2.18   A further issue is the need to integrate ferry services with public transport services.

Air

2.19   The workshop attendees felt that air travel to and within the region is important in terms of supporting business and encouraging tourism, as is good access to the region's airports. Those areas more reliant on air travel also noted the importance of air travel for the local communities, and the Orkney workshop noted that "*internal ferries and air services are lifelines for communities*".

2.20   The cost of air travel was discussed as being a key issue. These high costs restrict local users and it was generally felt that they also act as a deterrent for tourists, especially for those on short breaks, who tend to rely on air travel.

2.21   The timing of air services was also discussed in some of the workshops. At one of the Western Isles sessions it was revealed that the priority for the air network is to facilitate the ability to undertake a day's business away from the Islands (or on them).

Impact on residents

2.22   The impacts of the above issues were discussed in relation to the region's population; in particular, the limited and high cost of public transport and fuel.

2.23   It was noted that the geography of the region, dispersed pattern of settlements/development, and limited public transport means that people must travel long distances to work and normally by car. At present the public transport services are not sufficient for such journeys as they are not frequent enough, are costly and do not enable interchange opportunities. Therefore the "*quality of public transport and affordability need to be addressed*".

2.24   The issue of social inclusion was seen as "*crucially important for the strategy*" and specific issues raised in relation to this were:

- ▪ **The aging population and the need for access to services** – it was noted

that the aging population is more likely to rely on public transport services which are declining, whilst the need for access to services is increasing.

- **Access to health services** – it was felt that there is a need for better integration between health services and transport planning. Access to hospitals offering Consultant Surgeries (rather than cottage hospitals) was noted as a particular issue.

- **The opportunities for community transport / flexible transport** to fill the gaps in public transport provision – at the Highland's workshop it was noted that "*public transport can't meet the needs of the west of the Highland. Community transport can meet this need and communities themselves can lead on this.*"

2.25 Fuel poverty was also mentioned as a specific issue for the region's residents, and the fact that fuel costs are much higher on the Islands compared to the mainland.

Impact on businesses

2.26 The impact of the transport issues on business (primarily road freight) was the focus of many of the discussions and was seen as a particularly significant issue, given the region's need for increased economic development.

2.27 There was general agreement that businesses require reliable journeys and good access to the market, however this is not felt to be the case at present. The road network was felt to be limited – many roads are too narrow for the HGVs, which are getting even larger, and the roads are poorly maintained. The groups noted that these issues present increased safety issues and increase the risk of accidents. The delays caused by these subsequently impact on reliability (through road closures and increased congestion for example), all of which increases costs for businesses and the attractiveness of areas for inward investment / development.

2.28 Specific issues mentioned within the workshops were:

- **Moray:** 11% of traffic on the A95 is freight traffic and the proportion is even higher on the A96, and is rising. The A96 is a high-load route for timber traffic and large loads are unable to use the A95.
- **Argyll and Bute:** Hauliers do not use the A82 as it is unsuitable. Tour buses do not use the A816 because of the state / nature of the road.
- **Highlands:** there is a need to dual the A9, A96 and A82.

2.29 The poor quality of the roads and the impact on the timber industry was discussed within the Edinburgh workshop (with national stakeholders). The group felt that the quality of the roads was currently curtailing the development of the Scottish timber industry, to the extent that it costs the Scottish economy £100 million per annum.

2.30 The high cost of fuel was also mentioned as a constraint to businesses, as was the introduction of European legislation. The latter was described as bringing "*harsh challenges for peripheral areas*", as compliance with it can necessitate significant relative costs for small operators / businesses. In one of the Orkney workshops it was said that this has created a potential justification for higher levels of subsidy.

Impact on tourism

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

6

steer davies gleave

2.31   Tourism is of great importance to the region and the aspirations to grow tourism were discussed in a number of the workshops. It was noted that "*a successful tourism strategy needs good public transport services locally*" and that the needs of tourists are similar to local residents in terms of transport – tourists undertake a lot of travel between nodes, therefore there is significant demand and desire for a more integrated transport network.

2.32   It was generally felt that tourism would benefit from integrated ticketing and that improvements to services would encourage tourists to travel in other ways than the car. Better connectivity could also attract more tourists to the area and it was felt that improvements to air travel (cost and frequency) would be especially effective at encouraging more short trips. "*The trend for tourism is towards short breaks and it is in this respect that the Highlands fall down.*"

Focus of the Regional Transport Strategy

2.33   There was agreement that the Strategy should focus on economic growth, however the encouragement of sustainable travel was also considered significant, and there was some discussion about how to avoid conflicts between the two issues.

2.34   One attendee in the Moray workshop commented that "*the availability and price of fuel in twenty years time is uncertain and so we need to be aiming for a sustainable transport network that is not reliant on the availability of fossil fuel.*" In another workshop it was noted that there was a need to place the environment high up on the agenda with the Strategy containing 'softer measures', such as encouraging the provision of bio-diesel at petrol stations.

2.35   Conflict between the two issues of economy and environment was also evident in one of the Western Isles workshops in which it was suggested that it may be more appropriate to "*manage the impacts on the environment*" as oppose to "*minimising the impacts on the environment*". This was in recognition of the fact that the desire to grow economic activity across the region might result in environmental impacts, for example through increased travel demand.

2.36   The Scottish Transport Appraisal Guidance methodology was also discussed by some of the groups, and there was some feeling that the appraisal was not entirely suitable for the region. At the Edinburgh workshop (with national stakeholders) an attendee noted that some schemes will enable economic benefit whilst others will be justified on failing criteria or to meet social needs - "*there is a need to reconcile the two so that the Strategy can prioritise between schemes with these diversified goals.*"

Schemes and initiatives

2.37   Specific, as well as more general, transport options and interventions emerged from discussions at the series of workshop sessions.

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

steer davies gleave

7

3.   STAKEHOLDER CONFERENCE OCTOBER 2006

Introduction

3.1   A Stakeholder Conference was held in the Drumossie Hotel in Inverness on Friday 13th October 2006. Stakeholders who had participated in workshops during the course of the Strategy development were invited to participate in this session. In total 49 delegates attended (a list is provided at Appendix A).

3.2   Registration was from 09:30 and the conference commenced at 10:00 with an overview of the work that has been carried out so far – the presentation used is appended in Appendix B. The conference also comprised two workshop sessions.

3.3   The three parallel one-hour workshops in the morning focussed on the Network Programme. The workshop facilitators reported back to the audience after the session before lunch.

3.4   The afternoon workshop was a two-hour long session in which the delegates where split into four themed groups. These workshops focussed on the cross-cutting / horizontal themes. Each group had covered two themes with an hour to discuss each. The conference closed with a round up of the day and an overview of what will happen next.

3.5   The conference provided an opportunity for the stakeholders to provide their opinion on the emerging Strategy. Outputs from the conference have fed into the draft Regional Transport Strategy, in advance of public consultation in November 2006.

3.6   It should be noted that the conference workshops consisted of in-depth discussion on details of the Draft RTS and RTS briefing papers that were issued to delegates beforehand. So as not to lose the importance of detailed comments, discussions from each workshop have been reported here as they were recorded on the day.

AM workshop sessions

Introduction

3.7   The first session was concerned with the programme for the Strategic and Regional Network. The aims of the session were:

- Testing of the emerging programme of options.
- Sign-up to outline programme.
- Comment on the outcome of options.

3.8   More specifically the tasks in the workshop were to:

- Facilitate a general discussion and answer any questions in respect to the development of the network and network assessment.
- Provide an overview of the programme.
- Discuss each corridor in respect to:
    - are the options appropriate;

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

8

$\equiv$ steer davies gleave

- should other options be added to the list and what is the rationale for inclusion of these other options;

- explore what the options would deliver in both a transport and a wider sense; and

- explore if other options needs to be packaged together with one another to deliver the benefits and when a non-transport and/or non-infrastructure option (like demand management) would offer synergies.

3.9 The following section summaries the key points discussed at each workshop.

Group 1 (Facilitator: Howard Brindley)

A82

- Tarbet – Inverarnan – short term.
  - Higher priority than rest of the route to Fort William.
  - Should include cycle routes in feasibility stage.

Highland Main Line

- £55 million required for Inverness – Ladybank section.
- Need to coordinate with other RTPs.
- Incremental journey time improvements.

A9 (South)

- Increase lorry speed limits.
- Be more specific about dual carriageway options.
- Inadequacy of A82 diverts traffic to the A9.

Inverness airport and flights

- Terminal building and runway extension – medium term – dealing with growth.
- Cycle parking at the airport.

Inverness – Aberdeen rail

- Hourly clockface timetable should be an aspiration – include good connections across Aberdeen.
- Gauge enhancements Elgin –Inverness.

A96

- Nairn and Keith bypasses.
- Route action plans to generate smaller schemes which would fit into longer term objectives.
- How do schemes contribute to the primary objective? Spatial impact of economic development.
- What do we want these roads to do? Bus priority / park & ride in short term. Demand management in short term, including cycle routes.

- Deal with pinch points first. Several buses on route.

Far North Line

- Speed improvements especially level crossings and loops (short term).
- Ensure provision for freight.

A85

- Extend trunk road to Oban ferry terminal.

A941 / A95

- Aspiration for modern 2-track road Keith and Elgin – Aviemore.

Barra airport

- New generation Twin Otter replacement – Scottish Executive lease to operator?
- Beach landing suits all wind directions.

Oban and Fort William Rail

- Increase journey speed.
- Oban commuter service, increased Fort William service.

Raasay ferry terminal

- Short term (as Orkney).

Western Isles Spinal Route

- Some delivery in medium term (and long term).

All Regional Network road schemes

- Some delivery in the medium and long terms.
- B9008 – include Tomintoul – Ballindalloch (for Elgin) in regional network.

Group 2 (Facilitator: Ranald Robertson)

A82

- Cost grouping of A82 options.
- Ballahuilish to Fort William enhancements rather than Corran Ferry to Fort William.
- Tarbet to Fort William should be Tarbet to Ballahuilish.
- A82 to A9/A96 should read Fort William to Inverness.
- [Better descriptions of interventions and Rannoch Moor and Corran Ferry should be Tarbet to Fort William route enhancements.]

Highland Main Line and Inverness – Aberdeen Line

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

10

≡ steer davies gleave

- Identify future freight gauge enhancement needs on both lines.
- Add Orton loop as network link to facilitate hourly Aberdeen to Inverness service.

A83

- Better definition of A83 pinch points on south of Tarbert and Inveraray to Lochgilphead road.
- Park & Ride facility consideration at Oban.
- Air services – add Oban to national gateway.

Group 3 (Facilitator: Tony Jarvis)

A82

- Crianlarich – bus interchange. Needs to be incorporated into design.
- Short term quick wins – pinch points (interface between parties).
- Tarbert – Fort William – important sections needed as soon as possible.
- Need to consider costs for projects.
- Issue of alternative routes.

Highland Main Line

- Change EARL to airport access.
- Not just time, but also journey facilities – rolling stock / quality.
- Early morning access at both ends – Inverness & Edinburgh / Glasgow. This could be a quick win.

A9 (South)

- Rail improvement could assist (at margins).
- Encourage commercial traffic onto rail.
- Aspire to dual all of route.

Inverness airport

- Look at helicopter as option – could be costly.

Inverness – Aberdeen

- Should have hourly rail service – with track improvements.
- Twin track at each end – big service benefit for commuting service.
- (Maybe tram option)
- Need for Nestrans/HITRANS cooperation.
- Why do bus / other measures have to wait for bypasses?

A9 (North)

- Berriedale – in the Community Plan.

Far North Line

- Need reference to journey time improvements.
- Issue of cycling / public transport linkages.

Western Isles Spinal Route

- Need to rationalise service provision.
  - Improvement in services / reduction elsewhere!

Other links / options

- Why are Tiree flights deemed suitable?
- Options for transport on canals should be considered.
- Links to Jura.
- Orkney container terminal is nationally important.

PM workshop session

Introduction

3.10 The afternoon workshop session was about the cross-cutting or horizontal themes. The aims of this session were to:

- Gain stakeholder involvement in the capturing of issues.
- Develop sign-up to the objectives/aspirations for each theme.
- Gain involvement in the formulation of options.
- Undertake a group assessment of options in respect to the Strategy Objectives.
- Comment on the outcomes of options.

3.11 More specifically the tasks of the workshop were to answer:

- What the key issues and opportunities are in respect to each theme?
- What should the region be aspiring to and are the objectives fitting?
- What options and interventions would deliver the objectives and deal with the identified issues?
- How effective would the options be and what they deliver in outcome terms?

Group 1 – Active travel & congestion and urban transport issues

Active travel

3.12 Discussing how the horizontal themes are presented in relation to each other in the draft RTS, it was suggested an extra link line was needed between Active Travel and Community Transport, with consideration of a possible link to Ferries.

3.13 **Key issues:**

- Active Travel is often a part of multi-modal journeys – e.g. all bus journeys involve some walking as part of the journey.

$\equiv$ steer davies gleave

- Loch Lomond Access Strategy – Active Travel needs to be treated as an essential part of it.
- Inverness Bus and Rail Stations - scheme shortly to be implemented for free bicycles available for public loan.

3.14   **Main areas of attention:**

- Work journeys.
- Education.
- Tourism – especially 'green' tourism – for example, Highlands and Islands is an important location for mountain biking.

3.15   **Barriers to active travel:**

- **Safety** – motor traffic – weather / darkness / wind
- **Facilities** – footpaths – lighting / continuity / information – absence of cycle storage / changing rooms / lockers – inadequate facilities for bikes on trains and buses.
- **Attitudes** – perception – cars = success / Active Travel = failure - needs to be culture change to counteract this
- **Information -** much exists for car users, a great deal of it in the public domain, however, not enough for Active Travel modes – Active Travel needs to be treated as a primary mode, not just added in as an afterthought. Information needed, e.g. for one-way journeys - a strong point for Active Travel, especially for leisure travel – bus to one place / walk / bus or train from another place – limited by poor information.
- **Design** – cycle routes should be central to e.g. school location, as in Denmark.
- **Perception** of opportunities and barriers to travel, including distances and gradients, quite different for car users than for Active Travel - e.g. Active Travel journeys need to be prepared for (appropriate clothing and information etc).
- **Support networks** are needed for Active Travel (equivalent of AA) – e.g. rescue services if left behind by train, or 'get-you-home' for illness or accident. There is one operated by ETA but more needed.
- **Cautionary Note** – beware of over-promotion of Active Travel to unprepared people (e.g. children) who might be put off by the experience and not wish to try Active Travel again.

3.16   **Positive features of Active Travel:**

- **Integration** of Active Travel into statutory core path process.
- **Small-scale** improvements can be critical – new research shows big benefits for small cost.
- **Planning process** – Active Travel at last being accepted – e.g. Western Isles spine route for non-motorised traffic.
- **Low cost** compared with cars – but this is counterbalanced by car users' perception of car running costs which can seem low once basic decision to run a car has been taken. Also, special gear for cycling can be expensive so need to justify perceived costs for more than occasional trips.
- **Low / no emissions / no pollution** - little or no consumption of non-renewable

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

☰ steer davies gleave

13

resources compared with cars.

- **Economic benefits** – over short distances can compete very favourably with motorised modes – time savings. Reduction in renewable resource consumption economic / renewable resource benefits.

- **Health benefits** – physical exercise for Active Travel has health benefits for heart and obesity problems and is important for a healthy lifestyle.

- **Participation** – Active Travel does not need a driving licence (1 million adult Scots do not have one) – few barriers to travel - almost everyone can participate – helps generate a sense of 'belonging' to a place.

- **Safety** – Active Travel modes are inherently safe – danger comes from interaction with motorised modes.

- **Environment** – very environment-friendly.

3.17   **Positive action points for active travel:**

- **Identify Inadequate links** – identify links between places in HITRANS area which have potential to be used for Active Travel but where the necessary infrastructure is currently inadequate or non-existent.

- **Identify Active Travel as 'travel' not 'transport'** – ensure awareness of need to consider movement of people and goods rather than just vehicles.

- **Land Reform Act** – must be Active Travel Forums – Community Planning. Integrate Active Travel into all areas of activity.

- **Public Information** – should be high profile for Active Travel.

- **Infrastructure** – "Fitness for Purpose" criteria should be applied.

- **Disability access** – Active Travel can equally apply but with additional requirements.

- **Equestrian access** – fast-growing sector – can be significant in certain areas.

Congestion and urban transport issues

3.18   **Locations where problems currently arise:**

- **Inverness** – supposed to be 'Gateway' location, but gateway is shut a lot of the time. Risk of small incidents causing gridlock. City centre being killed by transport problems.

- **Elgin** – HGVs a particular problem – new expansion areas. Big change is that congestion is no longer just peaks, now occurs all day.

- **Visitor Areas** – seasonal problems – can have negative impact on tourism.

- **Ferry terminals** – localised and seasonal problems.

3.19   **Possible solutions – Inverness:**

- **Congestion Charge** – local one unlikely to be practical.

- **Parking controls** – need better enforcement.

- **Park and Ride** – needs infrastructure for bus priorities to succeed.

- **Multi-operator ticketing** – also cross-city through tickets – operators' willingness to introduce these compromised by Office of Fair Trading's lack of understanding of public transport requirements.

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

14   ☰ steer davies gleave

- **Retail Park Link** – need for good link between City and the Retail Park but this requires full infrastructure upgrade e.g. bus lanes, bus priorities at junctions, footpath access etc. Shopping lockers are a way of making Active Travel modes more attractive at out of town shopping centres.

3.20 **Possible solutions – general:**

- **Incentives to employers** for introducing responsible solutions.
- **Personalised Travel Plans** – can encourage mode switch away from cars.
- **More responsible use of cars** – should not be used for short journeys, or where there are feasible public transport alternatives. Cars should not be used unthinkingly.
- **Integrate Government policies** – for example, support expressed in one policy area for encouraging active travel and public transport does not square with the rigid requirement to provide car parking spaces in new development – more car parking encourages more vehicles which mean more congestion. Start with fundamental revision to the Planning Review to remove discrepancies of this type.

Group 2 – Mainstream passenger transport, and community and health transport

Mainstream Passenger Transport

3.21 **Setting Scope and Group Discussion:**

- In terms of the scope of the Theme it was felt that paragraph 2.2 of the summary paper on this theme [distributed at the conference] should highlight the importance of school transport in underpinning the public service network. Even commercial services only operate as a direct result of the existence of home to school transport.

3.22 **Key issues and opportunities in respect to theme:**

- Where a common set of quality / service standards is developed (paragraph 2.9) the group felt it was important to ensure this is consistent across the area. The expectation of the group members was that this would in practice be a minimum level and not a one size fits all as there are going to be comparable communities with different levels of service as a result of their proximity or otherwise to routes serving larger settlements like Inverness. Colin Craig summed this up by suggesting "any service level needs to be intelligent".
- The group discussion moved on to the difficulties of providing public services and school services where a barrier is created by the fact both sectors need services in the 0900 period so meeting both needs would require two drivers and two buses. It is accepted that people do not like sharing transport with schools and there are safety concerns in any case.
- The group discussed the objectives (paragraphs 2.10 and 2.11) and the key comment made was that our objectives must chime with National objectives as laid out in the NTS.
- An issue raised in the discussion is the short term nature of funding for subsidised services. The "Heather Hopper" service in the Cairngorms was cited which has been funded for 1 year only. It was agreed that although this was not typical

longer term stability of funding would let operators invest more in buses and rail rolling stock as well as service levels.

- Paragraph 2.10 – Timetabling for effective interchange between services **and modes**.

- Paragraph 2.11 – Improve efficiency and effectiveness of passenger transport. CTA representative commented that the high fare levels are an issue for some services.

3.23 **The options and interventions detailed were agreed to be correct**:

- The suggestion was made that school times should be retimed to allow the same buses and drivers to serve both markets. This would represent better value for money for taxpayers and money saved could be invested in vehicle quality and improved services.

- It was agreed that the private sector has a fundamental role to play in this sector.

- The group agreed that re-regulation was not the answer for improving services. Instead strong Quality Partnerships should be developed with a clear commitment from the Public and Private sectors to work in partnership to deliver a clear set of targets within defined limits. It was agreed that the existing legislation allows for this even where it might be prudent to allow some services to operate along a route to a different set of standards, for example where express coaches operate DDA compliant coaches not low floor buses.

- Even without QP there are opportunities for greater private sector investment. For example if park and ride is developed in Inverness this could attract private funding, potentially towards the development through "Development Gain" and through service investment and enhancement by operators. It was pointed out that services from Ferrytoll were frequent and fares were lowered as a loss leader.

- The issue of "Development Gain" was accepted as a major opportunity to secure further investment in transport services and infrastructure throughout the region and it was suggested that local authorities must be consistent across the region in securing these benefits to the transport infrastructure.

TABLE 3.1   PASSENGER TRANSPORT OPTIONS

Option	Enable the region to **compete** **and** **support** **growth**	Enable people to **participate** in everyday life	Improve the **health** of the region's people	Improve **safety** and security	Manage the impacts of transport on the region's **natural and built heritage assets**
Park & Ride and bus priority	✓	✓	✓	✓	✓
Integrated ticketing	✓	✓	✓	✓	✓
Interchange	✓	✓	✓	✓	✓
Integrated timetable	✓	✓	✓		✓
Bus quality partnership	✓	✓		✓	✓
Targeted support	✓	✓	✓		
(Green) Travel Plans			✓✓	✓	✓
Rail service enhancement	✓	✓		✓	✓

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

16

≡ steer davies gleave

Community and Health Transport

3.24   **Setting the Scope and Group Discussion:**

- The group suggested the Scope should identify the role this sector plays in facilitating Social Inclusion.

- Under paragraph 3.2 someone asked that as well as highlighting the role played by the sector in land based transport (flexible feeder services) mention should be made to other modes where community transport has worked. The sector has played a part in delivering ferry services too in Ardnamurchan and a project is being developed for Jura with possible RCTI support.

3.25   **Key issues:**

- The main issues discussed by the group as an issue was the uncertainty of funding which is exacerbated by services not benefiting from Concessionary Travel.

- It was agreed that long term security of funding would be beneficial as this would build confidence in services. The minimum funding period for services should be three years and ideally would not be less than five years.

3.26   **Options:**

- The group discussed the various options and some comments were made.

- It was suggested (by CTA) that the Western Isles did not represent a good example for a Demonstration Project. A better example and base to build from might be the work being developed by the Inverness and Nairn Transport Forum.

- It was agreed that any demonstration project should go forward under the lead of HITRANS as they could provide a bridge between the different funding bodies and might be best placed to bring an element forward an element of integration between the project and mainstream passenger transport.

- In considering how Community and Health Transport sits alongside Mainstream Transport the issue of the physical accessibility of coaches was raised. Stagecoach is operating a number of coaches with wheelchair lifts which although it satisfies DDA does not really help mobility impaired people as the lift can only carry people in a wheelchair (for health and safety reasons) and can only take one person per coach. It was agreed that in order to save Community Transport and Health services operating along the same route as these mainstream services what we need is a different kind of coach that allows easy access for all. The development of this was added to the options.

TABLE 3.2   COMMUNITY AND HEALTH TRANSPORT OPTIONS

Option	Enable the region to <u>**compete**</u> **and support** <u>**growth**</u>	Enable people to <u>**participate**</u> in everyday life	Improve the <u>**health**</u> of the region's people	Improve <u>**safety**</u> and security	Manage the impacts of transport on the region's <u>**natural and built heritage assets**</u>
Baseline review	**Could advance all**				
Demonstration project	✓	✓	✓	✓	
Monitoring and evaluation	✓	✓	✓		
Alternative funding		✓		✓	
Training	✓	✓	✓	✓✓	✓
Standards	✓	✓	✓	✓	✓
Sharing (resource and knowledge)	✓	✓	✓	✓	✓
Integration					
Interchanges	✓	✓			✓
Car sharing (lift)	✓	✓		✓	✓
Car sharing (community)		✓	✓	✓	
New multi-purpose bus	✓	✓		✓	✓

3.27   Discussion of Other Themes

- Active Travel:
  - There is a need to spend more on cycle paths. This proposal led to some discussion and it was agreed that cycle paths should be in addition to the existing roadspace however at times where these have been provided they are over engineered. Funding should provide maximum benefit and as much cycle path as possible.
  - The line of cycle routes should be as short as possible and should not be placed alongside the road if a better and shorter route exists off line.
  - Active travel must be included in travel plans.

Group 3 – Freight Transport and Waterways

Freight transport

Key issues

3.28   The key objective should be to push infrastructure improvements north and west.

3.29   Not enough is known of the origin and destination of freight and therefore it is not

≡ steer davies gleave

possible to promote an effective strategy without this information.

3.30   The varying needs of different types of freight should be identified in the strategy. The industry was split into bulk, heavy vehicle and container, and small goods.

3.31   Road User Charging was raised. There was general support for the introduction of Road User Charging for Freight (equally applied to ferries) but with differential tariffs to ensure that the Highlands and Islands were not disadvantaged. In general the group thought the tariff should be established to reduce net transport costs to the region and thus provide economic benefit.

Objectives

3.32   It was felt that the second bullet point should be removed [in the summary paper on this theme distributed to the conference], and replaced by the need to include 'optimise modal shift opportunities' as there was no point in promoting modal shift if it was at a cost to overall cost and the regions economy.

Options

3.33   Reviewing capacity and schedules of vehicle services should only be undertaken as part of a comprehensive review.

3.34   There was little understanding of how a Freight Innovation Fund (FIF) might operate under State Aid Rules. It was felt better to look for a review of grant funding to better fit with the market need. There was a view that a FIF could perhaps fund Trials outwith state aid constraints.

Ports, ferries and waterways transport[2]

Key issues

3.35   In the market section second bullet point, it was felt better to say 'services aim for compromise operationally between the various market needs'.

3.36   It was felt that as in other countries, ferries, road and rail sectors should be controlled by a single organisation to maximise the opportunities for integration.

3.37   Under operational issues, the comment 'up to 2030' should be removed as this was an ongoing requirement based on the lifespan of vessels. In the last bullet point it was the 'service' that was at risk, not the 'network'.

3.38   In other issues (5.6) first bullet point, it is important to recognise that ports provide opportunities other than simply transport related. It can be a focal point for industrial development, container management, leisure activities, as well as general freight movement.

---

[2]   Comments in this section should be considered in the context that the group included no island residents, the Operations Director of CalMac, and a representative from British Waterways Board.

3.39   In terms of ferries, security was identified as a future key issue which may significantly impact on the cost and effectiveness of ferry services and coastal shipping in general.

Opportunities

3.40   Scapa Flow was viewed to raise an opportunity of enhanced coastal shipping if developed effectively, putting the region nearer to the international hub, rather than at the end of the line as at present.

Options

3.41   It was felt that origin and destination studies should be undertaken to identify how canals could play a greater role in the market.

Group 4 – Locally significant network and road maintenance, and Aviation

Locally significant network and road maintenance

- Irrespective of network (i.e. local, regional, strategic, trunk or not), all roads are significant in the region. This should be reflected in the RTS text.
- There is damage to roads where they do not come up to the 6m wide standard. Issues include consolidation of verges, bridge improvement, and weight restrictions on many single track roads.
- Extra maintenance money (£60m) has been made available.
- Additional monies will be needed.
- Winter maintenance - more integrated operation on road gritting is required from regions, especially on safety, sharing machinery etc. Greater working together on these issues will benefit all.
- Private sector involvement was discussed, with concerns raised over a cost risk. Is ERDF funding an option for new roads?
- Survey of roads needed (local network).

Aviation

- Air services – there is a cost issue. With ADS (Air Discount Scheme) there has been 60% take up of seats. ADS is of no benefit to tourism / business interests. Intervening in cost or schedules – PSO required.
- Social inclusion – health service and education provision. Air Ambulance Service or dedicated medical services to small islands. Various operators working in partnership to provide better services.
- Operating costs of helicopters are more expensive than fixed wings. Fixed wings deemed safer although greater infrastructure costs.
- Should ADS be raised to 50%?
- Fuel surcharges and insurance costs should decrease.
- Mail and papers restrict passengers – more integration required.
- Replacement – there is nothing on market to replace existing SAAB 140s and Jetstream 41.
- Extending Kirkwall airfield – no business case appraisal has been done yet.

≡ steer davies gleave

- Loganair franchise up for renewal in 2007.

- Longer operating day depends on fire cover shifts.

- Extending small air services using existing facilities e.g. Oban to Inverness / Islay. Market for internal flights e.g. the Glasgow to Inverness train carries 100,000 passengers per year.

- Potential for aircraft maintenance etc. being examined at Inverness.

- "Son" of Route Development Fund expected.

- Definition of environmental tax on lifeline services.

TABLE 3.3   ASSESSMENT OF OPTIONS AGAINST STRATEGY OBJECTIVES

Option	Enable the region to **compete** **and** **support** **growth**	Enable people to **participate** in everyday life	Improve the **health** of the region's people	Improve **safety** and security	Manage the impacts of transport on the region's **natural** **and built** **heritage** **assets**
Airport infrastructure	✓	✓	-	-	-
Developing services	✓	✓	-	-	-
Integration between services	✓	✓	-	-	✓
Use of helicopters	-	✓	-	-	-
PSO for new or endangered routes	✓	✓	-	-	-
Developing air cargo	✓	-	-	-	-

Other comments

3.42   Outside of the workshop sessions, some other comments were made, and are reported here:

- Buckie to Aberdeen should be identified in the RTS Regional Network.
- Consultation should be carried out with the established Highland Youth Forum.

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

$\equiv$ steer davies gleave   21

4. TARGETED CONSULTATION

Introduction

4.1 A number of meetings were called to invite stakeholders involved in specific fields of transport with the aim of identifying issues that relate especially to these fields.

Aviation

4.2 A meeting was held on 17 May 2006 with representatives from British Airways; Loganair; Eastern Airways; Highlands and Islands Airports; Highlands and Islands Enterprise; and the Scottish Executive. Statistics were tabled on the contribution of aviation to the regional economy and the prospects for growth. Key issues discussed were:

- Route development particularly from Inverness to link the region with other parts of the UK and also to provide internal air routes to Skye and the Argyll islands not currently served.

- Schedule improvements to provide a day's business at each end of the route.

- Retention of an early morning and late evening service to Gatwick with good interlining for passengers and air cargo.

- Environmental impacts of aviation.

- Capital expenditure requirements at the region's airports including better public transport at Inverness and the future of the beach landing strip at Barra.

Ports and Waterways

4.3 A meeting was held on 1 June 2006 with representatives from Cromarty Firth Port Authority; Inverness Harbour; British Waterways; Scrabster Harbour; Orkney Harbours; Moray harbours; CalMac; and Highlands and Islands Enterprise. Information was provided on the contribution of ports to the region's economy. Key issues discussed were:

- The increasing size of vessels on the coastal trade and the reducing number of the region's ports able to accommodate these.

- The development of a container transhipment hub at Scapa Flow.

- The potential for investment in container handling facilities at key ports in the region with associated integration with road and rail haulage.

- The need for financial support to new infrastructure.

- The environmental benefits of removing freight traffic from roads by improved coastal shipping.

Transport and the Health Service

4.4   A meeting was held with the NHS North of Scotland Planning Group at Dundee on 12 May 2006 attended by directors or their representatives from NHS Grampian; NHS Highland; NHS Orkney; and NHS Western Isles. It was agreed to maintain dialogue with this group as the Regional Transport Strategy develops and to consider joint research and collaboration in the development of Demand Responsive Transport in the region.

Active Travel

4.5   On 4 April 2006 a meeting was held with representatives of cycling and walking interests in the region. It was agreed to establish an "Active Travel Advisory Group" which would be supported by HITRANS but would have its own constitution. This Group was formally established on 22 June 2006 and has contributed to the horizontal measure on active travel in the Draft Regional Transport Strategy.

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

24

steer davies gleave

5.   STATUTORY PUBLIC AND STAKEHOLDER CONSULTATION

Introduction

5.1   The draft Regional Transport Strategy was publicised for comment in November 2006 and the consultation closed in February 2007. More than 180 commented on the strategy and the comments covered a wide range of issues. In addition three petitions were submitted, two for the Far North Line improvement (533 signatures) and one for Inverness Trunk Link Road (680 signatures).

5.2   A formal response from the Scottish Executive and Transport Scotland was received during this period, and HITRANS met with Transport Scotland to discuss these in more detail. The formal feedback is appended in Appendix B.

Key comments raised during consultation

5.3   A summary of the key comments grouped by topic areas is listed below with a complete record of submissions provided in Appendix C. Furthermore, a more detailed summary of responses from the statutory Strategic Environmental Assessment Consultation Authorities is appended in Appendix D.

Environmental aspects

- In the current objective on 'Environment' to replace the word 'manage'. Suggestions included 'minimise emissions and consumptions of resources and energy, with particular reference to climate change and environmental impact' or 'minimise emissions and consumption of resources'
- Reflect the National Transport Strategy outcome of reducing emissions from transport
- Strategic Environmental Assessment adverse environmental impacts needs to be considered in the final RTS
- One respondent (SEPA) concluded that if accessibility impacts on population and human health were to be taken out many options in the draft RTS will have a significant negative impact on the environment
- The RTS should mention Scottish Executive's aspirational traffic stabilisation target, and how RTP will work with local authorities to help reduce traffic
- The RTS need to include the role of renewable energy, alternative fuel sources and biofuels

Health

- Refer to more partnership working with the health sector
- Revise objectives to recognise national policy on improving health and reducing inequalities in health

Partnership working, strategies and objectives

- Need to demonstrate greater evidence of partnership working in particular with other Regional Transport Partnerships
- Need to refer to National Transport Plan

- Need to refer to Highland Tourism Strategy

- Need more on tourism

- Demonstrate how RTS has taken into account land use and demographic change

Monitoring and evaluation

- Need to have a plan in place to measure and monitor progress

Demand management

- There should be no Demand Management in Fochabers bypass option

- Should mention maximum parking car parking standards

- Need to make a reference to road user charging

- Do not like Quality Contracts

Disability issues

- Need to have a sub-strategy to meet the needs of disabled people

- Ferries and buses needs to be accessible

Public transport (including bus, rail and air)

- More details on bus measures, policy and greater analysis or audit of the bus network

- Need to mention coach travel

- Specific points on public transport information and working with Traveline Scotland

- More emphasis on bus priority especially in Inverness

- Need full audit of CT and DRT and more emphasis on the role of DRT

- Further rail issues mentioned

- Need more measures on the West Highland Line

- Need to put more emphasis on rail

- Need more emphasis on multi-modal ticketing

- Standardise the concessionary fare entitlements across modes

- Need more emphasis on Park and Ride

- Improvements of Wick Airport to include GPS landing aid and extension to the runway

- To include light aviation in the RTS

Active travel

- Need an objective to complete National Cycle Network in the HITRANS area

- Include a policy stating that an Active Travel audit should be carried out on any proposal

- Should widen criteria for areas subject to Active Travel audits

- Mention developer contributions could be used for active travel improvements

Ports and ferries

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

26

steer davies gleave

- Need more emphasis on ports and ferries, especially for Western Isles
- Need to recognise the importance of ferries for communities
- National Concessionary Card scheme to include provision of island ferry travel
- Establish a Ferry Discount Scheme
- Improve efficiency and effectiveness of waterborne transport

Freight

- Need more emphasis on rail freight and significant investments for it to grow
- Recognise the transportation of bulk freight through Argyll and Bute
- Move freight from road to rail and sea
- Increase the capacity of rail freight
- Encourage timber transport by rail and sea
- Work together with Timber Transport Group to leverage project funding through Strategic Timber Transport Scheme

Locally significant roads and road maintenance

- Give greater emphasis on locally significant roads and maintenance
- Need to recognise that there is a backlog of maintenance in other regions than the north and west

Far North

- Greater attention needed to Far North, Caithness and Sutherland
- Specific measures for the Far North Line
- Journey aspiration of 2.5 hours between Wick and Thurso
- Improvements needed for A9/A99 North

A82

- The factors affecting A82 has not been fully understood and the RTS needs to be reviewed in this regard

Response to the consultation

5.4 A number of changes have been made to the draft Regional Transport Strategy following the consultation. The response to consultation comments was discussed at a HITRANS Partnership meeting on 23rd February 2007. A minute of this meeting is appended in Appendix E.

5.5 The changes made following comments from the main stakeholders are listed below:

5.6 The **Scottish Executive** response has suggested a number of changes:

- The Strategy must make clear how it will help reduce emissions from transport in the region. A new horizontal measure for the environment has been introduced to cover this point.
- A commitment to develop a strategy for the region's bus network has been

included in the horizontal measure on public passenger transport.

- A context section has been added to the strategy to reflect linkages with other policy documents including the National Transport Strategy and the National Planning Framework, and also collaboration with other RTPs on A82, Fife rail, Aberdeen to Inverness corridor and ferries.

- The horizontal measures have been brought forward to precede the transport network section of the strategy to reflect the status of these overarching policies.

- The detailed interventions have been removed from the main body of the strategy and included as an annex. This will allow the Minister to determine the strategy with its objectives and policies whilst continuing the discussion on the detailed action programme of interventions.

- A consultation report will be included as one of the documents which accompanies the strategy

- A section on delivery and monitoring has been included.

5.7 The Councils also suggested changes. In some cases, these comments constituted new options that would have to be subject to the assessment process applied to all other options in the RTS development process. These have therefore not been incorporated into the final RTS at this stage, but have been retained for assessment during the first year of the RTS (2007/08). This list is contained in Appendix A5 in the final RTS.

5.8 Some comments from Councils have been incorporated into the RTS, as follows:

- **Argyll and Bute** asked for more emphasis to be placed on modal shift of freight to sea and rail particularly for timber transport, which has been incorporated within the horizontal sub-strategies. Argyll has also suggested that we develop a region wide accessibility model and this has been incorporated into a new bus strategy policy within the passenger transport horizontal measure.

- **CnES** asked for a ferry discount scheme to be introduced and for consistency of concessionary fares across modes. This has been included in a new horizontal measure under the cost of transport and travel. Frequency and reliability of ferries, new routes and facilities at Uig will be covered in the ferry services review under the horizontal measures.

- **Orkney** (response was a cross-organisational one including NHS Orkney) asked for early action on investment in the links at most risk on the inter isles ferry network. This is included in the existing R15a option within the Action Programme. They have also asked for rationalisation of the concessionary fares scheme to include ferries, and reference to this is made within a new horizontal sub-strategy on costs of transport and travel. The horizontal measures have also been amended to include accessibility improvements for disabled travellers and innovative solutions for car sharing in rural areas.

- **Moray** has confirmed the importance of the A941/A95 link in the action programme and have suggested some textual corrections to the description of this route. Park and Ride and demand management are confirmed for Elgin in association with the A96 by-pass but should be excluded at Fochabers – existing RTS options reflect these issues. Short sea freight shipping has been emphasised within the horizontal measures. Public transport connections to Inverness Airport from the east should be included in the action programme – this will be examined in the new bus strategy for the region, to which the RTS makes a commitment.

- **Highland** has asked for the context section to include EU and national policies and also key sub regional plans and strategies such as the Inner Moray Firth plans

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

28

≡ steer davies gleave

for growth and the Caithness Strategy addressing the area's imminent economic turn down. The issues section of the report has been strengthened to reflect the distinctive nature of the region which makes transport provision here unique. A number of textual changes are listed, most significant of which are more detailed descriptions of the interventions in Annex A.

5.9 **HIE** has made a substantial response and will be an important partner in lobbying for the resources to implement the strategy. The issues section of the strategy and the horizontal themes have been amended to include specific reference to the need to reduce transport costs to island communities and to make a step change in provision of ferry services because of the inhibiting effect both these have on island economic development. Also included is the fragility of the Caithness economy and the economic importance of upgrading connectivity to this area. The horizontal themes have been increased to include one on the cost of transport and one on the environmental impact of transport.

5.10 **NHS North of Scotland Planning Group** has asked for a multi agency approach to delivering the health objectives which should stress improving health and removing inequalities in health. Strongly supportive of active travel solutions in the strategy and rural community transport initiatives. Would like to see more research into effective interventions and wishes to work collaboratively with HITRANS in delivering the strategy.

5.11 **SEA Gateway** has noted that potential impacts on Natura sites will be consider and mitigated at the design stages of interventions. SEPA has asked for Area Waste Plans to be included in the context section. SEPA has also asked for a summary table to identify mitigation measures where potentially negative environmental effects are identified in the assessment of interventions. This will be addressed in the final Environmental Statement for the approved RTS (post-Ministerial approval). In addition, the responsibility for environmental mitigation has been incorporated within the new horizontal sub-strategy of environmental impacts.

5.12 Many of the individual responses were concerned with specific issues. There was a substantial correspondence, including two petitions, from Caithness. There was a strong concern to improve connectivity to the area and advance interventions on the A9/A99 north corridor. There was also pressure to include the Dornoch Firth rail crossing. There was a petition from the Liberal Party in Inverness to bring forward the A82 –A96 link into the short term period of the action programme.

5.13 To address these concerns road improvements have been included in all three programme periods for the A9/A99 north route action plan. Route enhancement of the Far North rail line has been included in the programme. On the understanding that Highland Council can complete scheme preparation during 2008-11, the A82 – A96 link has been brought forward to commence delivery at the Inshes end of the link in the short term. However the economic case for the Dornoch rail crossing is extremely negative and clearly is contrary to treasury capital spending guidelines. It has not been included, and this decision was ratified by the full HITRANS Partnership at a meeting on 23rd February.

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

steer davies gleave

29

≣ steer davies gleave

APPENDIX A

HITRANS RTS STAKEHOLDER CONFERENCE ATTENDEE LIST

A1. ATTENDEE LIST

APPENDIX: TABLE A1.1 HITRANS RTS STAKEHOLDER CONFERENCE ATTENDEES: 13TH OCTOBER 2006

Organisation	Name
Highland Council	Alex Sutherland
HIENT	Tony Jarvis
Highlands & Islands Active Travel Forum	Peter Leslie
Cycling Scotland	Erl Wilkie
Paths For All	Rona Gibb
Walking Moray	Rebecca Kail
HCC	Stuart Campbell
The Road Haulage Association	Phil Flanders
Freight Transport Association	Gavin Scott
SEPA	Cerian MacInnes
Cairngorms National Park	Andrew Harper
Highland Wellbeing Alliance	Barbara Gear
Calmac	Phil Preston
British Waterways	David Lamont
Stagecoach	Scott Pearson
Stagecoach	Bob Hall
Stagecoach	Jim Gardener
Stagecoach	Grant Simpson
Citylink	Graeme Hoggan
Passenger Focus	Robert Samson
CTA	Sheila Fletcher
INTRANS	Jim McCreath
Passenger Focus	Richard Ardern
Inverness Chamber	Roy Pedersen
Scotland Transerv	Ian Ross
HIAL	Nat Anderson
Scottish Executive	Douglas Forson
HIE - Initiative at the Edge	Hugh Donaldson
Orkney Enterprise	Ken Grant
Orkney Enterprise	Craig Spence
HIE	Stuart Robertson
HITRANS	Charlie King
HITRANS	Andrew Capes
Argyll & Bute Council	Dave Duthie
Highland Council	David Summers
Moray Council	George Borthwick

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

≡ steer davies gleave   Appendix

HITRANS	Howard Brindley
SCDI	Iain Duff
Comhairle nan Eilean Siar	Murdo Gray
HITRANS	Ranald Robertson
Moray Council	Roma Hossack
Moray Council	Peter Findlay
HITRANS	Wilson Metcalfe
Argyll & Bute Council	Duncan MacIntyre
SDG	Naomi Coleman
Highland Council Policy Unit	Alison Clark
West Coast motors	Colin Craig
Scottish Ambulance Service	Linda Kennedy
SDG	Ingrid Gjorv

≡ steer davies gleave

≡ steer davies gleave

APPENDIX B

SCOTTISH EXECUTIVE/TRANSPORT SCOTLAND FORMAL RESPONSE TO THE DRAFT RTS

αβχδεφγηιφκλμ

Enterprise, Transport & Lifelong Learning Department

John Ewing

Head of Transport Group

Victoria Quay

Edinburgh EH6 6QQ

Telephone: 0131-244 0629

Fax: 0131-244 0463

john.ewing@scotland.gsi.gov.uk

http://www.scotland.gov.uk

Howard Brindley
HITRANS Co-ordinator
Building 25
Inverness Airport
IV2 7JB

February 2007

Thank you for submitting the HITRANS draft Regional Transport Strategy (RTS) for further, detailed Scottish Executive and Transport Scotland comment during the public consultation stage. This is designed to facilitate smooth development towards final Ministerial approval.

We would like to acknowledge the effort that has gone into developing your strategy, in what is recognised as a testing timescale. Whilst we are pleased to note that HITRANS has broadly followed the RTS Guidance, there remain some issues outlined in this letter and attachments where we would seek amendments. In doing so, we would also ask you to take account of some emerging national issues, namely to:

- categorise proposed interventions mindful of national and regional boundaries;
- temper national project aspirations with a need for realism on the likely availability of funds and project resources;
- recognise that regional proposals should also be prioritised mindful of resources, especially in light of what may well prove to be a challenging spending review;
- make linkages between objectives and proposed interventions more obvious; and
- appraise options (STAG or equivalent) before commitments on particular interventions are made.

We appreciate that due to time constraints some elements of the development of the RTS are being carried out in parallel to the public consultation. It may be that some of the points raised here are currently being addressed, for example regarding prioritisation, but we have erred on the side of caution and based our comments on the strategy as received. We would also ask that the comments within this letter and attachments should be taken as being without prejudice to ongoing discussions on the viability and funding of individual projects.

1

αβχδεφγηιφ αβχδε αβχ α

Synergy with other strategies

The HITRANS strategy is consistent with the main high level objectives in the National Transport Strategy (NTS). It is also broadly consistent with the strategic outcome of improving journey times and connectivity and, to a lesser extent, consistent with the strategic outcome of improving affordability, accessibility and quality. The one strategic outcome that is not really addressed in the strategy is in reducing emissions from transport. It would be useful to reflect on this given the pressures which exist on transport from an environmental perspective.

Whilst the strategy states that it will fully consider section 5 of the Transport Scotland Act 2005 on the formulation and content of regional transport strategies, the strategy does not specifically explain how it intends to meet these objectives in practice.

Although the strategy sits well with the Freight Action Plan, Scotland's Railways and indeed the Executive's wider aims, particularly, growing the economy, there are concerns as to how the strategy will provide a bus network that will meet its objectives. While recognising the challenges of the geography of the HITRANS area, there is a need for greater clarity and analysis of the current bus networks in the area (see Annex A for more detail).

The HITRANS strategy does not directly refer to specific Development Plan provisions although the coverage does reflect much of the transport issues, policies and proposals contained in relevant planning documents. It would be beneficial if that linkage was made more apparent. Connectivity is of particular importance in rural areas. The strategy makes much of this, but given that the National Planning Framework (NPF) highlights this, specific reference should be made to the NPF.

We would expect any adverse environmental impacts identified in the SEA Environmental Report to be taken into account in the final draft of the RTS. We would also ask to see clear evidence of RTP collaboration/consultation regarding cross-border issues and interventions e.g. with NESTRANS, TACTRAN and Shetland Transport Partnership to ensure best overall fit.

Rationale and Objectives.

Transport Scotland is currently refreshing STAG which has identified the importance of SMART initial objectives. The linkage between those objectives and the proposed interventions is not, however, particularly clear. Clarification of how the high level objectives flow to SMART objectives and then to proposed programmes to deliver these objectives would improve the strategy. We would expect the strategy to demonstrate how the objectives will be achieved by the proposed intervention - particularly important when it comes to prioritisation.

Feasibility of delivery including financial implications.

In order for an RTS to meet delivery requirements, delivery agents should be identified for each planned intervention; additional transport functions that the RTP will itself need to deliver the strategy should be identified; statutory obligations should be incorporated and a high priority placed on the fulfilment of them; and, priority should be given to interventions that the RTP and its

αβχδεφγηιφ αβχδε αβχ α

constituent councils can themselves deliver. In addition, agreed interventions should have estimated costs and an implementation plan. Finally, it is important that the way in which projects are listed should not at the outset assume the intervention which will be appropriate.

It might be useful here if we propose a national categorisation of interventions which we consider are best delivered at the national, regional and local level. The NTS and its sub-strategies set out the national strategic outcomes we want our transport network to deliver and Transport Scotland's role regarding that network. They also set out a number of potential interventions that Ministers would like to see implemented, subject to consideration in the Strategic Transport Projects Review (STPR) and demonstration of value for money and affordability. The Regional Transport Strategies set out regional objectives and interventions that will contribute towards and complement these outcomes. We all now need to work together to prioritise the possible interventions and clarify how these can be funded and delivered. Transport Scotland would want to be involved from an early stage in, and take forward delivery of, any proposed interventions which impact upon the strategic trunk road and rail networks and Transport Group would want to be involved in those that have impacts on ferry, air or bus networks at a strategic level.

Our initial thinking on a national categorisation of interventions is as follows:

- *National Category (A)*: Largely national benefits which make a significant contribution towards the NTS, e.g. investment to reduce rail journey times or congestion on trunk roads linking our city regions. We would want the RTP to be aware of and supportive of these interventions, but would expect to take the lead on prioritisation, delivery and funding.

- *Regional and National Category (B)*: A mixture of regional and national benefits, e.g. improvements to a trunk road / local road junction that will both reduce congestion on the trunk road and improve safety on the local road, movement of a station closer to a hospital that also improves the performance of the rail network. On these, we would expect to work with the RTP. Generally Transport Scotland would anticipate taking the lead on delivery, wherever the intervention is to either the trunk road or the rail network, so as to integrate fully with the overall network programme of work, but we would expect the RTP to work with us to steer the work and share its funding.

- *Regional positive Category (C)*: Largely local and regional benefits, with positive or neutral national impacts, e.g. enhancing a bus rail interchange, or park and ride near to a trunk road or rail station. We would want to be aware of and supportive of these (i.e. ensure we were content with the impacts on traffic flows, passenger numbers etc), but would see the RTP as taking the lead.

- *Regional negative Category (D)*: Largely local and regional benefits, with negative national impacts, e.g. additional station stops or junctions that would reduce intercity or inter-region journey times, or add to congestion. We could not support these and would propose they were not prioritised or included within the RTS.

Some examples of the categorisation of the emerging proposals within your Strategy, as considered by Transport Scotland, are given in Annex B to this letter.

αβχδεφγηιφ αβχδε αβχ α

It is unlikely that all proposed interventions in any of these categories can realistically be taken forward. Category A would only be taken forward if identified as a priority intervention by the STPR. We would also anticipate that interventions within Category B could emerge from the STPR, though it is likely that these will have lower priority than those in Category A, as the National Transport Strategy indicates that longer intercity and inter-region journeys are the priority for our strategic transport network.

The RTS is intended to be a high level document and we suggest specific interventions should be included as an appendix to the RTS. In line with original guidance, investment and business plans including specific interventions would follow thereafter focusing on delivery.

Strategy development process.

The draft RTS does not yet demonstrate sufficient evidence that it has been developed through strong partnership working and that this has been planned for in its implementation. It should be demonstrated that all statutory consultees have been properly consulted, businesses in the region and other interested parties have been adequately consulted and that neighbouring RTPs have been involved. There should also be evidence that the results of the consultation have been taken into account.

Monitoring and Evaluation.

We would expect to see a Delivery Plan setting out timescales and milestones for delivery of interventions matched by robust monitoring, reporting and review mechanisms. Some further work on SMART outcome targets is also likely to be required.

Overall

HITRANS is to be congratulated for making significant progress with the development of its strategy. We appreciate that the RTS is still evolving and, therefore, hope you find the feedback within this letter and attached annexes to be constructive and useful. Transport Group and Transport Scotland officials are more than happy to provide clarification on any of the issues raised and to engage in constructive discussion to assist in progress towards submission of a final strategy by 31 March 2007, which can receive Ministerial approval.

Yours sincerely

JOHN EWING
Head of Transport Group

Encs.

αβχδεφγηιφ αβχδε αβχ α

Annex A: Detailed comments from Scottish Executive Transport Group on individual interventions within the RTS.

Bus.

In line with the Bus Action Plan and as confirmed in David Patel's letter of 19 December, it is essential that there is a strong bus component in all of the RTSs. We therefore welcome the recognition given in the RTS to the contribution of bus services. However, we note the terms of Appendix B, paragraph B1.22 which records that there is a fairly limited and incomplete understanding of the passenger transport supply and demand around the region. We do of course recognise that the RTS is work in progress but we are concerned that there is only limited analysis of the current bus networks in the area – what is working and why, gaps in provision or the need for changes.

As regards bypasses, we welcome the recognition of the importance of bus priority and park & ride. However, it is important also to recognise the importance of bus priority measures in responding to urban congestion, for example in Inverness. Given the importance of working in partnership with bus operators, the RTS should also set out what is intended in relation to partnership working, including expanding the limited references to the use of quality measures such as Quality Partnerships (or, if appropriate, Quality Contracts).

Planning.

The strategy needs to take Development Plans and Scottish Planning Policies into account up front with the likes of community planning and Government programmes such as Smart Successful Scotland. That said there is no reference to specific DP provisions though the problems, constraints and opportunities pick up on similar issues identified in the DPs of constituent planning authorities including the National Parks. The strategy clearly states that DPs etc have been taken into account in developing objectives, options and priorities. Concerns with some of the content such as table 2.3 in that current indications are that the likes of Orkney are seeing a significant increase in population, paragraph 5.3 should include NSAs and item S6a (p46) shows the proposed dualling of the A96 as having a negative impact on natural heritage though there are no significant natural heritage interests along the current route.

While on the evidence of paragraphs 1.12 and 3.5, the National Planning Framework is not among the strategic documents which have informed the preparation of the draft strategy, a general reference to the Framework is to be found at paragraph 4.9. In paragraph 2.14, reference to the Inner Moray Firth being served by the West Highland Line is clearly wrong.

Although the overall Objectives are satisfactory, option generation appears to virtually ignore land use and demographic change, and it is noted that at paragraph 4.20 the growth effects of change on the road network has been subjectively assessed. This may be to do with current coverage of TMfS but we would have expected modelling to give objective indicators. What then follows is a collection of aspirational schemes which is assessed against various factors, which is disappointing as we would expect issues and their assessment to generate proposals, not the other way around. SPP17 is quoted at various places including paragraphs 4.32 and 5.9 on mode hierarchies, although

αβχδεφγηιφ αβχδε αβχ α

maximum parking standards do not seem to get a mention although H30e mentions a parking strategy for main urban areas.

Consistency with NTS and wider aims.

There is no specific mention of Scottish Executive's aspirational traffic stabilisation target and how the RTP will work with local authorities to reduce traffic. This could be linked back to para 2.28, 2.44 for example. There is no mention of the National Cycle Target.

Active travel in the region is not referred to in Table 2.4. Cycling and walking facilities have not been addressed and not much emphasis on promoting more sustainable tourism or active travel for local people. The National Cycle Network (NCN) should be mentioned for example in figure 4.1 and in the network section. There is a very large part of the NCN in the HITRANS region, including routes 1, 7, and 78. There are several hundred miles of the route which are regionally important. In the package of network options, the NCN is not mentioned, notwithstanding active travel being number 1 in the horizontal themes. There are parts of the network still to be completed in the Region (for example between Oban and Fort William). Table 5.3 does not mention the NCN either.

There seems to be no real reference to SMART measures - other than vague references to travel behaviour change programme. For example, car sharing schemes in rural areas have the opportunity of saving fuel costs for people, a critical issue in isolated communities, while also reducing emissions. H30e could mention emissions i.e. consideration of parking policy that encourages low emission vehicles.

Monitoring and evaluation.

Overall the RTS has a reasonable analysis of transport conditions and trends in the region but requires an improved evidence base. Objectives also need to be 'SMART'. Furthermore, financial implications and monitoring & evaluation are not considered in the draft strategy, although this is required in the RTS Guidance.

It was difficult to develop an understanding of the RTS, particularly the option development and appraisal / sifting chapters, although the supporting documents were very helpful in clarifying the process that had been taken.

In paragraph 1.8 the issue of monitoring is briefly touched on, only to highlight that the previous RTS version did not carry out this task very well. No monitoring or evaluation indicators are identified or arrangements to develop them described. These are not areas identified for further work.

The strategy should include a plan for measuring and monitoring progress towards its achievement. Monitoring should, in particular, track progress against and achievement of objectives, targets and performance indicators adopted in the strategy (*Guidance*, paragraph 128). It was suggested that RTPs reflect any national transport indicators adopted by the NTS in their regional indicators (*Guidance*, paragraph 129). Now that the NTS is out, the final version of RTP Strategies should include such a plan, and a set of regional indicators. It would be best to consider a number of points (such as whether suitable data are, or might become, readily available, and how informative the results might be) before choosing your final set of indicators.

αβχδεφγηιφ αβχδε αβχ α

Annex B: Detailed comments from Transport Scotland on individual interventions within the RTS

As you know, Transport Scotland are responsible for both policy and delivery relating to the Scottish rail and trunk road networks, and concessionary fares and integrated ticketing work. This means there are a number of areas where Transport Scotland's interests will interact with your own, and where we need to work together to ensure a joined up approach. Transport Scotland is keen to engage with you in a way that will maximise the synergies and avoid any conflicts of interest between national and regional priorities. This annex sets out some more detailed comments on these areas.

Strategic network options for priority links.

A82 corridor (road). We see the options presented here as falling into category B, given that much of the traffic on this route is travelling within the region, and those wanting to travel between Inverness and Glasgow would usually travel via the A9 instead.   As you know, we have provided a route action plan for this road from Tarbert to Fort William that identified a number of these options, and we have already commenced on a number of those actions, such as a bypass at Crianlarich and improvements at Pulpit Rock. It was not clear to us from that study that further improvements as set out in options S1b, c, d and f were a high priority or provided value for money. The STPR will provide a further analysis of the whole of this corridor, and will inform where further interventions in future should be pursued.

Option S1e, a link road between the A82 and the A9/A96, also appears to us to be within Category B. This is obviously a key project in terms of local and strategic traffic movements within Inverness. We appreciate the importance of this route and we will continue to liaise closely with Highland Council on the outcome of the current STAG study. We will also pay close attention to any recommendations that may be made in your final strategy as to the preferred status and priority of this route.

Option S2a, improving journey time and frequency improvements on the Highland main line (rail), we consider to be Category A, as it is a key link from Inverness to Edinburgh and Glasgow. This was also highlighted as a priority within Scotland's Railways. Encouraging freight to transfer from the A9 to rail along this route will also have benefits.

Options S3a and S3b, improvements to the A9 Inverness to Edinburgh road, we consider Category A. The work we have done to date within the Route Improvement Strategy Study for the A9 between Perth and Blair Atholl would lead us to believe that S3b, partial dual carriageway sections (2+1 track sections), provides considerably better value for money than S3a, full dual carriageway from Inverness to Perth. Again, we anticipate that the STPR will assess this corridor and whether this conclusion still holds.

Option S4a, a surface access strategy to deliver better integration, we would see as Category B, with a mixture of regional and national benefits. On the Inverness to Aberdeen rail line, we would see

αβχδεφγηιφ αβχδε αβχ α

option S5c, journey time improvements and hourly departures, as category A, whilst we would see options S5a, commuter services Elgin-Inverness, and S5b, a new station at Dalcross for Inverness airport, as category B. We would be willing to support the category B options, where these did not have a detrimental impact on the Inverness to Aberdeen journey times by both road and rail. On the A96 road route, we would see S6e, dual carriageway throughout, and S6f, partial dual carriageway, as category A. As with the A9, we anticipate that partial dual carriageway is the most appropriate intervention, but would want the STPR to assess this. We would see the other interventions on the A9 - S6a, dual carriageway Inverness to airport, and S6b, c and d, bypasses at Fochabers, Elgin and other settlements, as being category B. We would also be interested in the extent to which road improvements might detract from the attractiveness of rail along this corridor. We would also expect the findings of the Aberdeen to Inverness multi-modal corridor study being undertaken at the moment to inform this work, and the STPR's consideration of this corridor.

In general, we welcomed the discussion on this corridor of how future developments anticipated in the local structure plan might interact with transport demands going forward. We would be keen to see more consideration of the integration of land use planning and transport needs throughout the strategy.

We would consider the options proposed for improving the A83, the A9 North, and the A85 link to the A82, as category B. The enhancements to the Oban and Fort William rail line (option S10b) we would also consider category B.

Option S8a, a new station at Conon Bridge on the Far North Line, might be either Category C or D, depending on the impact it has on journey times from Inverness to Thurso / Wick. We would be able to support a proposal that did not lengthen the overall journey time (i.e. category C).

Option S12a, commuter rail service to Inverness on the Kyle line, we would consider as Category C, as long as it did not have knock on implications for the mainline routes.

We would consider S13a, Elgin to Craigellachie A941 road improvements, as category C, and S13b, A95 road improvements, as Category B.

Regional network options.

In terms of the regional network options that you propose in table 5.2, we would consider these as all being category C, relating to local road improvements.

Horizontal theme options.

In terms of horizontal theme options, we would see Transport Scotland having a lead role in H28c, development of direct rail services between Inverness and Edinburgh airport, and H33a, multi-modal operator ticketing system. We would also want to work with you on H33e, hub and spoke interchange network, including infrastructure, where this relates to rail, and on H33j, rail service enhancement / frequency increase - incremental programme of improvements to the region's rail network.

We might have expected a horizontal action on rail freight to be included here, and we are concerned that the statement at B1.16 is an oversimplification, which may prevent consideration of potential

αβχδεφγηιφ αβχδε αβχ α

opportunities for rail freight. We might also have expected more emphasis and discussion around the benefits of multi-modal operator ticketing.

We welcome H32a on locally significant network and road maintenance, as we consider the ongoing management of our road assets, both local and trunk, is key to their ability to support many of the other objectives within the strategy, although it is often given less attention than new investment. It might be appropriate for the final strategy to give greater emphasis to this issue.

αβχδεφγηιφ αβχδε αβχ α

APPENDIX C

SUMMARY OF FULL SET OF CONSULTATION RESPONSES TO DRAFT RTS

Number	Name	Organisation	Geographical area	Subject	Summary of response	To be addressed in RTS	Action
1	Phil Flanders	Road Haulage Association Ltd	Whole region	Freight	Have no specific comments to the strategy		
2	June Love	Dounreay Stakeholder Group	Caithness and Sutherland	Rail, air and road	Rail: Link at Dornoch, high quality service at Wick Airport, improvements to A99 and new crossing at Berriedale	Rail: Link at Dornoch Air: High quality service at Wick Airport Road: Improvements to A99	
3	Anthony Lennon/John Whyte		Caithness and Sutherland	Rail	Rail: Link at Dornoch and upgrade to Far North Line	Rail: Link at Dornoch and upgrade to Far North Line	See doc for more detail
4	H Donaldson	Iomairt aig an Oir/Initiative at the Edge	Remote areas of Highlands and Islands	Ferries, community transport and local partnerships	Ferries: Lochboisdale - Mallaig, islands off islands. Working in partnership to develop options for all modes of transport.	Ferries: Lochboisdale - Mallaig, islands off islands. Working in partnership to develop options for all modes of transport.	
5	Roy Gibson	MSP	Rural areas	Rail	Rail: Wick/Thurso to Inverness and Aberdeen to Perth.	See how value of investment for tax payers money, and public service in rural areas	
6	Scilla Aitchison		Caithness and Sutherland	Evidence not to build the crossing	Evidence not to build the Dornoch crossing		
7	Derek Bedford	HIE Moray	Moray	Road	Road: A96 dualling from Inverness to Elgin, bypasses at Fochabers and Keith, dualling to Inverurie. Shorter time for design and feasibility. A95 and A941 upgraders speeded up.	Road: A96 dualling from Inverness to Elgin then dualling to Inverurie. Shorter time for design and feasibility. A95 and A941 upgraders speeded up.	
8	Bert Macleod	FSB	Caithness and Sutherland	Rail, air and road	Rail: Link at Dornoch. Air travel: Upgrade to service at Wick Airport. Road: A99 improvements and Berriedale Braes as priority	Rail: Link at Dornoch. Air travel: Upgrade to service at Wick Airport. Road: A99 improvements and Berriedale Braes as priority	
9	Tim Cockerill	Dornorch Forest District	Caithness and Sutherland	Road	Road: A9 and other roads used by timber traffic	Road: A9 north and other roads used by timber traffic	
10	Jack Moodie	Orkney Disability Forum	Orkney	Rail and community transport	Rail: Reduce journey time on Far North Line (link at Dornoch and Scrabster). Community transport: Disputing statement in doc, give funding to taxi firms to upgrade to accessible vehicles	Rail: Reduce journey time on Far North Line (link at Dornoch and Scrabster). Community transport: Disputing statement in doc, give funding to taxi firms to upgrade to accessible vehicles	
11	George Bruce		Caithness and Sutherland	Rail, air and road	Urgent improvements to all modes (rail, road and air)	Urgent improvements to all modes (rail, road and air) in Caithness	
12	David Fraser	Glen Urquhart Community Council	Fort William to Inverness	Road	Road: A82 Fort William to Inverness	Feels the factors affecting the A82 have not been fully understood or evaluated and the strategy needs to be reviewed in this regard	See doc for more detail
13	Andrew Gunn	Latheron, Lybster and Clyth Community Council	Caithness and Sutherland	Public transport	Bus: Timetable and improvements to buses	Bus: Timetable and improvements to buses	
14	Sandy Brunton		West Highlands	Road	Road: A83 and A819, A84 and A85 (narrow roads)	Need to acknowledge that A82 is not the only way into the west highlands and other access roads suffer similar problems.	

	Name	Organisation	Area	Mode	Comment	Response	Notes
15	Alistair Clyne	Fife Council	Fife Council	Road	New multi-modal crossing to replace Forth Road Bridge	Need to acknowledge the impact the journeys from the North of Scotland has on Fife when passing through to Edinburgh. New multimodal crossing to replace Forth Road Bridge	
16	Annie Ingram/Derek Leslie and Pip Farman	NHS/North of Scotland Planning Group/Health Network	Whole region	Community transport and health	Multi agency approach, community transport and active travel.	Emphasise the need for a multiagency approach to ensure collaborative working and synergy between public and other agencies in both the prioritation and influencing/the delivery of the programmes of work and to securing health input to the process.	See doc for more detail
17	Sid Patten	Scottish Salmon Producer's Organisation	Whole region	Road and ferries	Improved transport network in particular ferries and roads in most areas of west coast and islands	Improved transport network in particular ferries and roads in most areas of west coast and islands	
18	Chris Thompson	HITRANS Active Travel Advisory Group	Whole region	Active travel	Re-writing of active travel (given example text)		See doc for more detail
19	Colin Howden	Transform Scotland	Whole region	Sustainable transport	Negative to the RTS due to the lack of consideration to sustainable tranport options		See doc for more detail
20	Frank Roach	Highland Rail Partnership	Whole region	Rail	Rail: Bring services to modern standards, additional passing loops to improve capacity and performance at Dalcross, between Inverness and Muir of Ord on the Far North Line and three locations on the Highland Main Line in Room for Growth	Detailed feedback to RTS	See doc for more detail
21	D M Macaulay	HIE Innse Gall	Outer Hebrides	Rail, air and road	Ferries: improve service between mainland and Outer Hebrides (Stornoway - Ullapool and inter island routes). Discount scheme. Roads: Improve islands roads, fixed links OH and mainland. Air: New services (London)	Ferries: improve service between mainland and Outer Hebrides (Stornoway - Ullapool and inter island routes). Discount scheme. Roads: Improve islands roads, fixed links OH and mainland. Air: New services (London). Transport service systems should plan for and ensure optimum operational flexibility.	
22	John Yellowlees	First ScotRail	Whole region	Rail	Have no specific comments to the strategy		

	Name	Organisation	Area	Mode	Comment	Response
23	Peter Cockhead/Rab Dickson	NESTRANS	NESTRANS region	Rail and joint working	Rail: Imoprovements need to take into account aspirations for Inverness-Aberdeen Inter City. Greater integration between health and transport planning. Joint working between HITRANS, NESTRANS, TACTRAN and Cairngorm NPA. Freight: Close liaison between FQP and other freight groupings.	Rail: Imoprovements need to take into account aspirations for Inverness-Aberdeen Inter City. Greater integration between health and transport planning. Joint working between HITRANS, NESTRANS, TACTRAN and Cairngorm NPA. Freight: Close liaison between FQP and other freight groupings.
25	William D Brown	Caithness West Community Council	Caithness and Sutherland	Rail	Rail: Link at Dornoch	Rail: Link at Dornoch
26	Elizabeth Cameron	Berriedale and Dunbeath Community Council	Caithness and Sutherland	Road	Road: Berriedale Braes	
27	Sandy Cook	Living Streets Scotland	Whole region	Active travel	Active travel: Walkability test, do 'Active Travel Infrastructure Audits' in all areas used by walking. Infrastructure Audits for streets, public space and footways.	Active travel: Walkability test, do 'Active Travel Infrastructure Audits' in all areas used by walking. Infrastructure Audits for streets, public space and footways.
28	David M Edes		Whole region	Air travel	Air travel: Light and general aviation to be included.	Air travel: Light and general aviation to be included.
29	R J Arden	Friends of the Far North Line	Whole region	Rail	Rail: RETB signalling replacement, train crossing facility at Lentran and Dalcross	Rail: RETB signalling replacement, train crossing facility at Lentran and Dalcross	See doc for more detail
30	Roy H Fox	Scottish Provincial Press Ltd	Kessock Bridge	Road	Road: Separated junction at south end of Kessock Bridge	Road: Separated junction at south end of Kessock Bridge
31	Colin Sutherland	Latheron, Lybster and Clyth Community Council	Caithness and Sutherland	Road	Road: A9 north, A99	Road: A9 north, A99. Table 4.2 tick safety for A9. Table 5.1 A9 to aspire to Modern 2 track standard for whole length. Disagree with bypasses have a negative impact on natural and built heritage assets.
32	A C March		Caithness and Sutherland	Rail	Rail: Improvements to Far North Line and The Georgemas Chord	Rail: Improvements to Far North Line and The Georgemas Chord
33	Duncan Martin		Argyll and Bute	Road	Road: A85 and A84	Road: A85 and A84 form Crianlarich to Stirling to be included as strategic route and reasess the priorities in light of this
34	Jean Norburn		Caithness and Sutherland	Rail	Rail: Link at Dornoch and upgrade to Far North Line	Rail: Link at Dornoch and upgrade to Far North Line
35	Fred Parker	Alba Venture Consulting Ltd	Whole region	Rail and road	Road: A9 and A96 dual carriageway all way. Better snow clearance system. Rail: Better links from Aberdeen to Inverness with Inverness airport station. Funding from MoD	Road: A9 and A96 dual carriageway all way. Better snow clearance system. Rail: Better links from Aberdeen to Inverness with Inverness airport station. Funding from MoD

#	Name	Organisation	Area	Mode	Comments		
36	John Partridge	Strathspey Railway Company Ltd	Cairngorms National Park, Grantown and Spey	Rail	Rail: Extension to Grantown on Spey	Rail: Extension to Grantown on Spey	
37	M Pickthall		Inverness Airport	Public transport	Public transport: Improve public transport to Inverness airport		
38	Margart Scott	Aultbea Community Council	Inverness to Gairloch via Achnasheen	Road	Road: Extend classification of Regional Road Network from Poolewe to Inverness	Road: Extend classification of Regional Road Network from Poolewe to Inverness	
39	Clem Sim	Lochboisdale Amenity Trust	Lochboisdale - Mallaig	Ferry	Ferry: Lochboisdale - Mallaig	Ferry: Lochboisdale - Mallaig	
40	Doreen Sinclair		Orkney/Inverness	Public transport	Public transport: better signage for bus stops and more information, disabled entry at Inverness Bus Station	Public transport: better signage for bus stops and more information, disabled entry at Inverness Bus Station	
41	Marie and Gavin Smith		Inverness A9/A96/A82	Road	Road: A82 to A9/A96 link road to be brought forward	Road: A82 to A9/A96 link road to be brought forward to an earlier start date	
42	Martin Thain		Banffshire/Moray	Rail, road and public transport	General: More attention to Buckie and Keith. Public transport: Better bus services to train station (Lossiemoth and Buckie), Dyce station to airport. Rail: Reconnection Dufftown line from Keith Town to Keith Junction.	General: More attention to Buckie and Keith. Public transport: Better bus services to train station (Lossiemoth and Buckie), Dyce station to airport. Rail: Reconnection Dufftown line from Keith Town to Keith Junction.	See doc for more detail
43	Jim Towers		Whole region	Active travel	Negative to the RTS due to the lack of consideration to sustainable tranport options	Negative to the RTS due to the lack of consideration to sustainable tranport options	See doc for more detail
44	Sandy Ritchie	Moray Council	Moray	Road, park and ride, waterway transport	Road: A941 and A95. Waterway transport: More emphasis on this mode. Public transport: Aberdeen - Inverness diverting to Inverness Airport. Some more specific comments to the RTS	Road: A941 and A95 to include pedestrian safety. Waterway transport: More emphasis on this mode. Public transport: Aberdeen - Inverness diverting to Inverness Airport. Some more specific comments to the RTS	See doc for more detail
45	Anna MacConnell	Caithness Partnership	Caithness and Sutherland	Rail, air and road	Rail: Link at Dornoch. Road: A9 north and A99. Air: Wick Airport improvements	Rail: Link at Dornoch. Road: A9 north and A99. Air: Wick Airport improvements	
46	Alex Adrian	The Crown Estate Scottish Marine Estate	Coastline	Agree with the RTS	Have no specific comments to the strategy		
47	John L Anderson	Kincraig & Vicinity Community Council	Kincraig & Vicinity	Rail, road	Road: A9 dual carriageway. Rail: Improvement to freight	Road: A9 dual carriageway. Rail: Improvement to freight	
48	Robert Andrew	Stagecoach Scotland	Whole region	Public transport	Public transport: Specific reference to P&R	Public transport: Specific reference to P&R	See doc for more detail
49	Coreen Campbell	Caithness Voluntary Group and Rural Transport Initiative	Caithness and Sutherland	Community transport	Community transport: More on this	Community transport: More on this	

50 Coreen Campbell	The Royal Burgh of Wick Community Council	Caithness and Sutherland	Rail, air, road and community transport	Road: A99 for safety. Rail: Link at Dornoch. Air: GPS Landing Aid at Wick Airport and extension of runway. Community transport: Receive continuation funding	Road: A99 for safety. Rail: Link at Dornoch. Air: GPS Landing Aid at Wick Airport and extension of runway. Community transport: Receive continuation funding
51 William Calder	Scrabster Harbour	Caithness and Sutherland	Agree with the RTS	Have no specific comments to the strategy	
52 George Bruce	Caitness Chamber of Commerce	Caithness and Sutherland	Rail, air and road	Road: Higher priority of S9a, road noth of Dornoch, and Latheron and Wick. Rail: Link at Dornoch. Air: Modern landing aids	Road: Higher priority of S9a, road noth of Dornoch, and Latheron and Wick. Rail: Link at Dornoch. Air: Modern landing aids at Wick Airport
53 A C Christie	The Far North Line	Caithness and Sutherland	Rail	Rail: Link at Dornoch	Rail: Link at Dornoch
54 Janetta Christie	The Far North Line	Caithness and Sutherland	Rail	Rail: Link at Dornoch and upgrade to Far North Line	Rail: Link at Dornoch and upgrade to Far North Line	Petition 121 signatures
55 John T R Barnes	Friends of the West Highland Lines	West Highlands	Rail	Rail: Misrepresents and ignores West Highland Lines. Public transport: fails to address a fully integrated PT network. Road: Too much emphasis on road projects	Rail: Misrepresents and ignores West Highland Lines. Public transport: fails to address a fully integrated PT network. Road: Too much emphasis on road projects. Specific comments to the RTS.	See doc for more detail
56 G A Church		Inverness	Active travel	Active travel: A82 and A862 paths for walking and cycling	Active travel: A82 and A862 paths for walking and cycling. Specific detail in doc.	See doc for more detail
57 Dr R W Crawford		Caithness and Sutherland	Rail and road	Rail: Link at Dornoch, the Georgemas Chord passing loop/level crossing. Road: A9 improvements to Dornoch and Helmsdale, in addition to A897 Helmsdale Mevich, A836 Melvich - Strathy, bridge over entrance to Loch Eirboll.	Rail: Link at Dornoch, the Georgemas Chord passing loop/level crossing. Road: A9 improvements to Dornoch and Helmsdale, in addition to A897 Helmsdale Mevich, A836 Melvich - Strathy, bridge over entrance to Loch Eirboll.	
58 John Crowden	Castletown and District Community Council	Caithness and Sutherland	Rail, air and road	Rail: Link at Dornoch and upgrade to Far North Line. Road: Higher priority for Berriedale Braes, A99 Latheron to Wick. Air: GPS landing system at Wick Airport.	Rail: Link at Dornoch and upgrade to Far North Line. Road: Higher priority for Berriedale Braes, A99 Latheron to Wick. Air: GPS landing system at Wick Airport.	
59 A Hyland	Heldon Community Council	Moray	Rail and road	Road: A9 and A96 immediate improvements, more frequent passing places. Public transport: Bus stop at Dalcross Airporton route from Aberdeen to Inverness. Rail: Upgrade of rail network to transfer freight. Consider bypasses, A9 and A96 before 2012.	Road: A9 and A96 immediate improvements, more frequent passing places. Public transport: Bus stop at Dalcross Airporton route from Aberdeen to Inverness. Rail: Upgrade of rail network to transfer freight. Consider bypasses, A9 and A96 before 2012.	

#	Name	Organisation/Role	Area	Mode	Comment	Comment	Notes
60	Alan Forsyth		Inverness	Active travel	Active travel: Segregated cycle and foot path along A9 between Glackmore towards Tore	Active travel: Segregated cycle and foot path along A9 between Glackmore towards Tore	
61	D Gallant		Argyll and Bute	Rail, road and ferry	Many comments about all modes, in summary widening of some road sections, no dualling, favour rail schemes and better ferry services over road projects and air service improvements.	Many comments about all modes, in summary widening of some road sections, no dualling, favour rail schemes and better ferry services over road projects and air service improvements.	See doc for more detail
62	Dr I A Glen	Geographer/economist representative at HRP meetings	Caithness and Sutherland	Rail	Rail: Link at Dornoch. Weakness in freight and tourism. Need to consider climate change more.	Rail: Link at Dornoch. Weakness in population distribution, freight and tourism. Need to consider climate change more and not focus on roads and air transport.	
63	David Goodship		Inverness	Active travel	Active travel: Safe cycle route on A862 Beauly to Inverness	Active travel: Safe cycle route on A862 Beauly to Inverness	
64	Kathleen Goodship		Inverness	Active travel	Active travel: Safe cycle route on A862 Beauly to Inverness	Active travel: Safe cycle route on A862 Beauly to Inverness	
65	Tony Grant	Sustrans	Whole region	Active travel	Review of policy test to reflect environment. Active travel: Completion of NCN, all proposed strategic network interventions are assessed for active travel opportunities, programme of commuity links, cycling/walking strategies for major communities (pop 5000+), assess all Core Path Plans for sustainable transport, support cycle carriage on all PT	Review of policy test to reflect environment. Active travel: Completion of NCN, all proposed strategic network interventions are assessed for active travel opportunities, programme of commuity links, cycling/walking strategies for major communities (pop 5000+), assess all Core Path Plans for sustainable transport, support cycle carriage on all PT	
66	John Green	The Caithness Committee of the Highland Council	Caithness and Sutherland	Rail, air and road	Road: A9 north, A99 Latheron - Wick and Wick - John O'Groats, and timber transport routes. Air: GPS landing system and longer runway at Wick Airport. Rail: Link at Dornoch, Halkirk Chord and additional passing loops/upgraded signalling and level crossings. Ports: Scrabster as international gateway. Community transport: Expansion of CT. Recognise the significance of climate change.	Road: A9 north (north of Dornoch), A99 Latheron - Wick and Wick - John O'Groats, and timber transport routes rebuilt to modern standards. Air: GPS landing system and longer runway at Wick Airport. Rail: Link at Dornoch, Halkirk Chord and additional passing loops/upgraded signalling and level crossings. Ports: Scrabster as international gateway. Community transport: Expansion of CT. Recognise the significance of climate change.	See doc for more detail

#	Name	Organisation	Region	Topic	Comment	Comment	Note
67	K Harman		Whole region	Rail and public transport	Public transport: Better integration between rail and bus. Rail: Improvements to Far North Line rolling stock, link at Dornoch	Public transport: Better integration between rail and bus. Rail: Improvements to Far North Line rolling stock, link at Dornoch	
68	Irene Hendrie	Dunnet and Cainsbay Community Council	Caithness and Sutherland	Road	Road: A9 Berriedale Braes corring, A99 Latheron - Wick	Road: A9 Berriedale Braes crossing to be brought forward to short term, A99 Latheron - Wick top priority for upgrading.	
69	Andrew W Howard	Moray Estates	Inverness	Road (mainly agree with RTS)	Road: A82 deprioritised, investment in A96	Road: A82 deprioritised, investment in A97	
70	R J Arden		North region	Rail	Rail: Major invenstment Inverness - Aberdeen (Dalcross - Inverness double track or passing loop). Increased capacity for passenger and freight on the and Far North Line, RETB and Lentran loop, extend freight gauge enhancement to Invergordonnew chord at Georgemas and Dornoch.	Rail: Major invenstment Inverness - Aberdeen (Dalcross - Inverness double track or passing loop). Increased capacity for passenger and freight on the and Far North Line, RETB and Lentran loop, extend freight gauge enhancement to Invergordonnew chord at Georgemas and Dornoch. Freight: vital to include rail to take account of expected major changes in freight flows nationwide.	
71	P D Cheyne		Whole region	Active travel	Halt spending on roads and reduce CO2 emissions	Halt spending on roads and reduce CO2 emissions	See doc for more detail
72	M A Langridge		Inverness	Active travel	Active travel: Cycle routes on A95, A9,	Active travel: Cycle routes on A95, A9,	See doc for more detail
73	Charlotte Wright	Lochaber Enterprise	West and Central Highlands	Public transport and ferry	Public transport: Enhanced transport links. Ferry: Futher development and rationalisation of Mallaig port is a priority.	Public transport: Enhanced transport links. Ferry: Futher development and rationalisation of Mallaig port is a priority.	
74	Mark Hancock		Inverness	Active travel	More emphasis on social inclusion, walking and cycling. RTS not environmentally sustainable. Rail: new station at Raigmore interchange in Inverness.	More emphasis on social inclusion, walking and cycling. RTS not environmentally sustainable. Rail: new station at Raigmore interchange in Inverness.	See doc for more detail
75	Alastair Scott		Whole region	Active travel	Cycling given higher priority.	Cycling given higher priority.	
76	Alistair A Roy		Caithness and Sutherland	Rail	Rail: Link at Dornoch	Rail: Link at Dornoch	
77	Mark W Norton	Dornoch Rail Link Action Group	Caithness and Sutherland	Rail	Rail: Link at Dornoch and upgrade to Far North Line	Rail: Link at Dornoch and upgrade to Far North Line	Petition
78	John and Margaret Moore		Caithness and Sutherland	Rail	Rail: Link at Dornoch and upgrade to Far North Line	Rail: Link at Dornoch and upgrade to Far North Line	
79	Ken Brookman	St Margaret's Hope Pier Trustees	Orkney	Ferry	Ferry: Include a recommendation that all ferry companies are recognised for the service they provide to the communities and are supported accordingly.	Ferry: Include a recommendation that all ferry companies are recognised for the service they provide to the communities and are supported accordingly.	

80 Iain MacDonald	The Highland Council	Skye	Ferry	Ferry: Uig to be upgraded and to be included as a local centre.	Ferry: Uig to be upgraded and to be included as a local centre.	
81 Hamish Mackenzie	Tarbart Community Council	Central Highland	Road	Road: RTS ignores the state of the roads in Easter Ross, need urgent upgrade of A9, A96 and A82.	Road: RTS ignores the state of the roads in Easter Ross, need urgent upgrade of A9, A96 and A82.	
82 Katherine MacKenzie	Torridon and Kinlochewe Community Council	Central Highland	No comment	No comment		
83 Murdo MacLennan	Western Isles Enteprise	Western Isles	Road and ferry	Ferry: Need to be recognised as extensions to the road network, discount scheme. Road: Fixed link between OH and mainland.	Ferry: Need to be recognised as extensions to the road network, discount scheme. Road: Fixed link between OH and mainland. The RTS should have a level of flexibility making it capable to change if there is a change in social and market conditions.	
84 Rebecca Kail	Highland Cycle Campaign	Highland	Active travel	A long response to the whole RTS, too much to summarise.	A long response to the whole RTS, too much to summarise.	See doc for more detail
85 James and Rebecca Kail		Whole region	Active travel	A long response to the whole RTS, too much to summarise.	A long response to the whole RTS, too much to summarise.	See doc for more detail
86 Michael Leslie		Whole region	Active travel	Active travel: Cycle improvements. Improve crossing at Waterloo Place.	Active travel: Cycle improvements (to take bikes in trains, buses etc). Improve crossing at Waterloo Place.	
87 Andrew McCracken		Whole region	Rail	Rail: Improvements to Far North Line, Kyle Line, Aberdeen - Inverness and Highland Main Line	Rail: Improvements to Far North Line, Kyle Line, Aberdeen - Inverness and Highland Main Line. For detailed comments see the reponse.	See doc for more detail
88 J R Lipa	Thurso Community Council	Caithness and Sutherland	Rail and road	Road: A9 north. Rail: Link at Dornoch, improvements to passenger rolling stock at the Far North Line.	Road: A9 north, some schemes to be brought forward. Rail: Link at Dornoch, improvements to passenger rolling stock at the Far North Line, some schemes to be brought forward.	

89 Anna MacConnell	Caitnness Transport Forum	Caithness and Sutherland	Rail, road, air, community transport and sea transport	Road: A99 for safety, upgrade Wick to Thurso. Budget for timber transport routes. Rail: Link at Dornoch, direct chord to Thurso and new station at Halkirk, minor improvements/changes. Air: GPS Landing Aid at Wick Airport and extension of runway. Sea transport: Scrabster as international gateway, Wick harbour to develop freight potential. Community transport: Extension of CT to Dial a Ride service.	Road: A99 for safety, upgrade Wick to Thurso. Budget for timber transport routes. Rail: Link at Dornoch, direct chord to Thurso and new station at Halkirk, minor improvements/changes. Air: GPS Landing Aid at Wick Airport and extension of runway. Sea transport: Scrabster as international gateway, Wick harbour to develop freight potential. Community transport: Extension of CT to Dial a Ride service.	
90 Phil McGarry	National Union of Rail, Maritime and Transport Workers	Caithness and Sutherland	Rail	Rail: Link at Dornoch and upgrade to Far North Line. Prioritise rail over road schemes and halt growth in air travel.	Rail: Link at Dornoch and upgrade to Far North Line. Prioritise rail over road schemes and halt growth in air travel.	
91 John M Melling		Whole region	Sustainable transport			
92 Dr John McCormick	Scottish Association for Public Transport	Whole region	Public transport	Public transport: Integrated public transport network to be key priority to address climate change. Rail: Link at Dornoch and additional loop at Lentran on Far North Line. Increase frequency on West Highland Lines. Freight: By rail.	Public transport: Integrated public transport network to be key priority to address climate change. Rail: Link at Dornoch and additional loop at Lentran on Far North Line. Increase frequency on West Highland Lines. Freight: By rail.	
93 Derrick Milnes	Thurso and Wick Trade Union Council	Caithness and Sutherland	Rail	Rail: Link at Dornoch, Georgemas Chord, signalling and line upgrade of Far North Line	Rail: Link at Dornoch, Georgemas Chord, signalling and line upgrade of Far North Line	Petition 26 responses
94 H J Rand		Caithness and Sutherland	Rail	Rail: Far North Line improvements	Rail: Far North Line improvements	
95 James G Rennie	Skeabost and District Community Council	Skye	Road	Road: A87 upgrade	Road: A87 upgrade	
96 Marjory Rodger	Confederation of Passenger Transport UK	Whole region	Public transport	Public transport: Reference opportunities resulting from commercial bus networks in populated areas, P&R. Higher priority for bus schemes.	Public transport: Reference opportunities resulting from commercial bus networks in populated areas, P&R. Higher priority for bus schemes.	See doc for more detail
97 W G Ross	Dornoch Area Community Council	Caithness and Sutherland	Rail	Rail: Link at Dornoch	Rail: Link at Dornoch	
98 R J Ruane	Inverness Rowing Club	Inverness	Road	Road: A82 to A9/A96 link road to be brought forward	Road: A82 to A9/A96 link road to be brought forward	
99 Robert Samson	Passenger Focus	Whole region	Rail	Have no specific comments to the strategy		
100 Donald Shiach	Kirkhill and Bunchrew Community Trust	Inverness	Active travel	Active travel: Walking and cycling section between Bunchrew - Clachnaharry and A833/A862 junction to Beauly.	Active travel: Walking and cycling section between Bunchrew - Clachnaharry and A833/A862 junction to Beauly.	

#	Name	Organisation	Region	Topic	Comment	Comment (response)	Notes
101	Elisabeth Shiach		Inverness	Active travel	Active travel: Cycle route between Inverness and Beauly.	Active travel: Cycle route between Inverness and Beauly.	
102	R A Stewart		Whole region	Active travel	Active travel: RTS failing to take walking and cycling into account.	Active travel: RTS failing to take walking and cycling into account.	See doc for more detail
103	K A Sutherland	Railfuture Scotland	Whole region	Rail	Rail: Link at Dornoch and update to the Far North Line	Rail: Link at Dornoch and update to the Far North Line	See doc for more detail
104	Steve Walker	Scottish Citylink	Whole region	Public transport	Public tranpsort: P&R, RTS to give clear guidance on to LA about responsibility of stop infrastructure and information requirements. More positive about Quality Partnerships and greater priority to improvements to bus services.	Public transport: P&R, RTS to give clear guidance on to LA about responsibility of stop infrastructure and information requirements. More positive about Quality Partnerships and greater priority to improvements to bus services. Specific comments to sections in RTS.	See doc for more detail
105	James Weir	Inverlochy and Torlundy Community Council	Central Highland	Road	Road: A82 improvements		
106	Steve Wykes	Motorcycle Action Group	Whole region	Road and safety	Include motorcycling in the strategy and enhanced safety for motorcyclists.	Include motorcycling in the strategy and enhanced safety for motorcyclists.	
107	R W Youngson	Nairn Suburban Community Council	Whole region	Support the strategy	Have no specific comments to the strategy		
108	Danny Alexander	Highland Liberal Democrats	Inverness	Road	Road: A82 to A9/A96 link road to be brought forward	Road: A82 to A9/A96 link road to be brought forward	
109	B A Church		Inverness	Active travel	Active travel: Footbridge across Beauly River in the approporiate area of the Railway Bridge/Old Ferry House	Active travel: Footbridge across Beauly River in the approporiate area of the Railway Bridge/Old Ferry House	
110	R Doake		Caithness and Sutherland	Rail	Rail: Link at Dornoch	Rail: Link at Dornoch	
111	R Lochhead	MSP Moray	Moray	Road, public transport and sustainable transport	Road: A96 dualling, bypasses at Fochabers and Elgin, A95 upgrade. Public transport: Improved bus services. Rail: Improved rolling stock. Active travel: Promotion of cycle routes and walking.	Road: A95 upgrade. Public transport: Improved bus services. Rail: Improved rolling stock. Active travel: Promotion of cycle routes and walking.	
112	Blair Fletcher	Argyll and Bute Council	Argyll and Bute	Road and ferry	Road: No recognition in RTS for the transportation of bulk freight in A&B. Ferry: Improvement to efficiency and effectiveness of water borne transport.	Road: No recognition in RTS for the transportation of bulk freight in A&B. Ferry: Improvement to efficiency and effectiveness of water borne transport.	
113	George C Dunnett	Caithness Business Club	Caithness and Sutherland	Rail and road	Road: A9 and A99 improvements, A836 upgrading. Rail: Link at Dornoch and improvements to Far North Line. Air: Landing aid and longer runway.	Road: A9 and A99 improvements, A836 upgrading. Rail: Link at Dornoch and improvements to Far North Line. Air: Landing aid and longer runway.	

#	Name	Organisation	Area	Topic	Comment	Comment	Notes
114	Eric Guthrie	TACTRAN	Whole region	Rail and road	Rail: Detailed consultation between HITRANS, TACTRAN and Transport Scotland regarding upgrades to services on the Highland Main Line	Rail: Detailed consultation between HITRANS, TACTRAN and Transport Scotland regarding upgrades to services on the Highland Main Line	
115	Alex Macaulay	SESTran	Whole region	Support the strategy	Have no specific comments to the strategy		
116	Ian Shanks	BT	Whole region	Flexible working	Flexible working		
117	W M Sutherland	The Sutherland Partnership Transport Group	Caithness and Sutherland	Rail and road	Rail: Link at Dornoch. Road: A9 improvements, address the single track roads in Sutherland.	Rail: Link at Dornoch. Road: A9 improvements, address the single track roads in Sutherland.	
118	Frank Roach	Highland Rail Partnership	Whole region	Rail	Rail: Kinussie Commuter service, mention rail freight. Have no specific comments to the strategy	Rail: Kinussie Commuter service, mention rail freight. Comments on the speed map. Specific comments to the RTS.	See doc for more detail
119	Nigel Wunsch	Network Rail	Whole region	Rail			
120	Chris Thompson	Moray Council	Moray	Road	Map	Include the options described in the map	See map for details
121	Sam MacNaughton	The Highland Council	Highland	Road	Long response to the whole report.	Long response to the whole report.	See docs for more detail - separate doc from 8th February
122	Malcom MacLeod	The Highland Council	Highland	Public transport	Public transport: P&R.	Public transport: P&R.	See doc for more detail
123	Per Janet Mowat	Halkirk District Community Council	Caithness and Sutherland	Rail, air, road and ferry	Road: A9, A99 and A836 upgrade to be given priority. Air: GPS landing system at Wick Airport. Rail: Re-open Halkirk station, new chord to allow trains to travel directly to Thurso. Ferry: Scrabster to be recognised as an international gateway.	Road: A9, A99 and A836 upgrade to be given priority. Air: GPS landing system at Wick Airport. Rail: Re-open Halkirk station, new chord to allow trains to travel directly to Thurso. Ferry: Scrabster to be recognised as an international gateway.	
124	William A Mowat	Caithness Area TEC Services	Caithness and Sutherland	Road	Road: A9 higher priority for Berridale Braes	Road: A9 higher priority for Berridale Braes	
125	Donald Mackay	Councillor Thurso Central Ward	Caithness and Sutherland	Road	Road: A9 higher priority for Berridale Braes, A99 upgrade.	Road: A9 higher priority for Berridale Braes, A99 upgrade.	
126	Ian Thorburn	Inverness Airport Business Park Ltd	Inverness	Road	Road: A96 to be prioritised over A9 and A82	Road: A96 to be prioritised over A9 and A83	
127	Steven Rodger	Holm Community Council	Inverness	Rail and road	Road: Completion of the Southern Distributor Road to be prioritised. Rail: What is being done to improve rail transport?	Road: Completion of the Southern Distributor Road to be prioritised. Rail: What is being done to improve rail transport?	

	Name	Organisation	Region	Mode	Comment	Response	Notes
128	Murdo Gray	Western Isles Council	Western Isles and Skye	Road and ferry	Road: Tunnel linking Western Isles to the mainland. Ferry: Mallaig - Lochboisdale, Uig pier improvement, A835 - Stornoway sea crossing.	Road: Tunnel linking Western Isles to the mainland. Ferry: Mallaig - Lochboisdale, Uig pier improvement, A835 - Stornoway sea crossing. The strategy must have greater emphasis on the cost of transport, recognise the need to maintain local autonomy in relation to local transport issues, recognise the importance of ferries for the community, National Concessionary Card scheme including the provision for island ferry travel. Support for a Ferry Discount Scheme.	See doc for more detail
129	Sandy Cumming	HIE	Whole region	Rail, road, ferry and air transport	Too long to summarise	Too long to summarise	
130	Tim and Veronica Newman	East Nairnshire Community Council	Moray	Public transport	Public transport: Bus links between Nairn and Moray to Dalcross Airport	Public transport: Bus links between Nairn and Moray to Dalcross Airport	
131	Fiona Clarke		Whole region	Active travel	Active travel: Should be embedded in all initiatives for development regardless of mode. Cycle route between Beauly and Inverness	Active travel: Should be embedded in all initiatives for development regardless of mode. Cycle route between Beauly and Inverness	
132	Raymond Green		Whole region		Document too technical to be able to be commented on	Document too technical to be able to be commented on	
133	Campbell Cooper		Caithness and Sutherland	Rail, freight	Rail: Link at Dornoch, passing loop/level crossing/signalling upgrades. Freight: Move freight from A9 to rail	Rail: Link at Dornoch, passing loop/level crossing/signalling upgrades. Freight: Move freight from A9 to rail	
134	Ferga Perry		Inverness	Active travel	Active travel: Cycle route between Inverness and Beauly.		
135	Rhona Patterson	Strathisla Community Council	Moray	Road	Road: Prefer dualling over 2+1 for safety reasons, bypass Keith, Fochabers, Elgin and Nairn, more passing places on narrow minor roads.	Road: Prefer dualling over 2+1 for safety reasons, bypass Keith, Fochabers, Elgin and Nairn, more passing places on narrow minor roads.	
136	Bob Shearer		Inverness	Road	Road: A82 to A9/A96 link road to be brought forward	Road: A82 to A9/A96 link road to be brought forward	
137	Mick Heath	Scottish Natural Heritage	Inverness	Active travel	Active travel: Cycle route between Inverness and Beauly (along Beauly Firth).		

#	Name	Organisation	Region/Location	Category	Comment	Comment
138	Dave du Feu	SPOKES The Lothian Cycle Can	Whole region	Policy	Proposed new policy: Every intervention funded by the RTP - wether public transport, road, traffic, soft or other interventions - will be audited to ensure it incorporates relevant cycle and walk facilities and opportunities, and that it does not worsen conditions for cyclists or pedestrians.	Proposed new policy: Every intervention funded by the RTP - wether public transport, road, traffic, soft or other interventions - will be audited to ensure it incorporates relevant cycle and walk facilities and opportunities, and that it does not worsen conditions for cyclists or pedestrians.
139	Fraser Murray			Public transport	Public transport: Improve bus services between Grantown-On-Spey to Inverness.	Public transport: Improve bus services between Grantown-On-Spey to Inverness.
140	Roy Dobson			Public transport and active travel	Public transport: P&R sites at major approaches to Inverness, safe cycle and car parking along bus routes. Active travel: Safer cycle routes on A862 and A96, cycle route network in Inverness, enable to bring bike on the train, join up of cycle and bus travel	Public transport: P&R sites at major approaches to Inverness, safe cycle and car parking along bus routes. Active travel: Safer cycle routes on A862 and A96, cycle route network in Inverness, enable to bring bike on the train, join up of cycle and bus travel
141	Stewart Maclean	A82 Partnership		Road	Road: Change Delivery of Pulpit Rock to short term	Road: Change Delivery of Pulpit Rock to short term
142	David Reid	Regional Officer - Scotland, The Chartered Institute of Logistics & Transport (UK)			The policy group has not had the opportunity to discuss the strategy	
143	Brigid Primrose		Inverness	Active travel	Active travel: Cycle route between Beauly to Inverness and A832 Muir-of Ord to Tore	Active travel: Cycle route between Beauly to Inverness and A832 Muir-of Ord to Tore
144	David MacGregor		Grantown to Aviemore	Public transport	Public transport: Better bus service between Grantown and Aviemore in evenings and weekends, and bus service between Grantown and Inverness on the weekends	Public transport: Better bus service between Grantown and Aviemore in evenings and weekends, and bus service between Grantown and Inverness on the weekends
145	Mike Johnston		Argyll and Bute	Road, public transport and ferries	Road: Prioritise Tarbert-Inveraran over Crianlarich by pass. Ferries: Revise the use of ferries, look at high speed ferries as used in Greece. Public transport: Improve PT to enable better interchanges between modes.	Road: Prioritise Tarbert-Inveraran over Crianlarich by pass. Ferries: Revise the use of ferries, look at high speed ferries as used in Greece. Public transport: Improve PT to enable better interchanges between modes.
146	Donald R Mackintosh		Caithness and Sutherland	Rail	Rail: Link at Dornoch, more sidings and loops to increase capacity to move freight.	Rail: Link at Dornoch, more sidings and loops to increase capacity to move freight.
147	Simon Armstrong	Timber Transport Forum	Whole region		Have no specific comments to the strategy	
148	Richard Brown			Active travel	Active travel: Greater encouragement to cycle to and from the towns and villages in the region	Active travel: Greater encouragement to cycle to and from the towns and villages in the region

149 Chris Bell	Stirling Council		Public transport	Public transport: Lack of specific reference to coach service	Public transport: Lack of specific reference to coach service
150 Roy E Godfrey		Caithness and Sutherland	Rail	Rail: Link at Dornoch and improvements to the Far Nort Line	Rail: Link at Dornoch and improvements to the Far Nort Line
151 Jean McLennan	MS Branch in Caithness	Caithness and Sutherland	Community transport	CT: Obtain funding to run the minibus which can accommodate for more than one wheelchair user	CT: Obtain funding to run the minibus which can accommodate for more than one wheelchair user
152 Stuart Goodall	ConFor	Whole region	Freight	Freight: More explicit reference to the Scottish Executive's Freight Action Plan for Scotland Action #14. Enable to get co-funding through Strategic Timber Transport Scheme if HITRANS and Timber Transport Group work together to leverage project funding.	Freight: More explicit reference to the Scottish Executive's Freight Action Plan for Scotland Action #14. Enable to get co-funding through Strategic Timber Transport Scheme if HITRANS and Timber Transport Group work together to leverage project funding.
153 Hugh M Oliver		Caithness and Sutherland	Rail	Rail: Link at Dornoch	Rail: Link at Dornoch
154 Dave Thompson	Fixed Links Action Group	Inverness	Road	Road: Complete the Inverness Trunk Link Route/Bypass with a fixed link over or under the Caledonian Canal at Tomnahurich	Road: Complete the Inverness Trunk Link Route/Bypass with a fixed link over or under the Caledonian Canal at Tomnahurich
155 Alan Rees	Scottish Accessible Transport All	Whole region	Disabled	More analysis on the incidence fo disability and the mobility needs of disabled people is needed, develop a sub strategy on meeting the needs of disabled people	More analysis on the incidence fo disability and the mobility needs of disabled people is needed, develop a sub strategy on meeting the needs of disabled people
156 John Thorne	Cairngorms National Park		Public Transport, active travel	Public transport: Improve buses for the area. Active travel: Integrate walking and cycling.	Public transport: Improve buses for the area. Active travel: Integrate walking and cycling.	See doc for more detail
157 Sandra Falconer	Mobility and Access Committee f	Whole region		Would like to work with HITRANS to develop a comprehensive understanding of the transport needs of people with disabilities.	Would like to work with HITRANS to develop a comprehensive understanding of the transport needs of people with disabilities.
158 Graham Neville		Moray	Road	Specific comments see doc		See doc for more detail
159 Cerian MacInnes	SEPA	Whole region		Specific comments see doc		See doc for more detail
160 Lyn Leet		Caithness and Sutherland	Rail and road	Rail: Link at Dornoch. Road: A9 Loth to near Helmsdale and parts of A99 to Wick	Rail: Link at Dornoch. Road: A9 Loth to near Helmsdale and parts of A99 to Wick
161 Jacqueline A P Lennie	St Andrew's and Deerness Comm	Caithness and Sutherland	Ferry	Ferry: Lack of regional network public transport system at the Gills Bay Ferry Terminal in Caithness	Ferry: Lack of regional network public transport system at the Gills Bay Ferry Terminal in Caithness
162 Hazel Flett	Kirkwall Community Council	Caithness and Sutherland	Rail	Rail: Link at Dornoch	Rail: Link at Dornoch

163	Mark Wringe		Whole region	Public transport	Better connectivity between public transport services, upgrade of rolling stock to make journey more comfortable	Better connectivity between public transport services, upgrade of rolling stock to make journey more comfortable	
164	John MacDonald	Community Transport Associatio	Whole region	Community Transport	CT: More detail of specific measures for people with disabilities, HITRANS to consider how they can help ct organisations to develop a social enterprise and deliver their services with greater independence.	CT: More detail of specific measures for people with disabilities, HITRANS to consider how they can help ct organisations to develop a social enterprise and deliver their services with greater independence.	
165	Les Morgan	Findhorn and Kinloss Community	Inverness	Public transport	Public transport: Improve bus services Aberdee - Inverness to call at Inverness Airport	Public transport: Improve bus services Aberdee - Inverness to call at Inverness Airport	
166	Malcom Wield	Forestry Commission Scotland	Whole region		The Highland Timber Transport Forum should be more strongly referred to, link physical activity to walking in the forest. Some more braod comments are made in the doc.	The Highland Timber Transport Forum should be more strongly referred to, link physical activity to walking in the forest. Some more braod comments are made in the doc.	See doc for more detail
167	Mike Lunan		Caithness and Sutherland	Rail and road	Rail: Replace RETB and upgrade the signallign system and reinstate the loop or double track through Lentran. Road: A99 Latheron to Wick	Rail: Replace RETB and upgrade the signallign system and reinstate the loop or double track through Lentran. Road: A99 Latheron to Wick	
168	Nigel Brooks	Loch Lomond and the Trossachs	Whole region	Active travel and freight	Mainstream passenger transport: Recognise the use of MSPS by visitors. Active travel: Improve opportunities for cycling via the national and regional network. Freight: Encourage timber freight by rail and reword Appx B16	Mainstream passenger transport: Recognise the use of MSPS by visitors. Active travel: Improve opportunities for cycling via the national and regional network. Freight: Encourage timber freight by rail and reword Appx B17	Clarify 1.12 to National Park Plan
169	Donna Stewart	UKAEA	Caithness and Sutherland	Road, rail and air	Improve infrastructure for all modes of transport	Improve infrastructure for all modes of transport	
170	Jim Cameron	Loganair	Whole region	Air travel	Evaluate the impacts and outcomes of the Air Discount Scheme (ADS), ensure this scheme is continuing	Evaluate the impacts and outcomes of the Air Discount Scheme (ADS), ensure this scheme is continuing	
171	Caroline Crawford		Inverness	Active travel	Active travel: Cycle route between Beauly to Inverness	Active travel: Cycle route between Beauly to Inverness	
172	Eleanor Scott	MSP Highlands and Islands	Whole region	All modes	Too long to summarise	Too long to summarise	See doc for more detail
173	Bob Hemingway		Inverness	Active travel	Active travel: Cycle route between Beauly and Inverness, A9 north from Culbokie turnoff to Foulis turnoff. A82 Drumnadrochit to Fort Augustus and Inverness.	Active travel: Cycle route between Beauly and Inverness, A9 north from Culbokie turnoff to Foulis turnoff. A82 Drumnadrochit to Fort Augustus and Inverness.	

174 Martin Jones	South Cowal Community Council	West coast	Ferry	Ferries: Mention Clyde ferries and wider trans-Clyde ferry services.	Ferries: Mention Clyde ferries and wider trans-Clyde ferry services.	
175 Margaret Davidson	A82 Working Group		Road and active travel	Road: A82 North substantial investment. Active travel: Cycle route on same section	Road: A82 North substantional investment. Active travel: Cycle route on same section	
176 Ken Grey	Cromarty Firth Port Authority		Marine transport	Marine transport: Incorporate sea and waterway tranpsort more into the strategy	Marine transport: Incorporate sea and waterway tranpsort more into the strategy	
177 Colin J T Mackenzie	The Highland Timber Transport (	Whole region	Road	Road: RTS fails to address inadequacy of the most fragile roads often used by timber transport, look at other countries how they have solve the issue. Freight: enable more timber to be transported by rail and sea/water. Active travel: Create cycle routes along road network	Road: RTS fails to address inadequacy of the most fragile roads often used by timber transport, look at other countries how they have solve the issue. Freight: enable more timber to be transported by rail and sea/water. Active travel: Create cycle routes along road network	
178 Chris Stuart		Whole region	Road and active travel			
179 Jeremy Baster	Orkney Islands Council	Whole region	General comments to the strategy	The strategy to include spatial factors and cumulative benefits when prioritising the schemes, make concessionary fares entitlements the same across the region, more accessible buses in Orkney and develop innovative solutions to solve transport problems for the less affluent.	The strategy to include spatial factors and cumulative benefits when prioritising the schemes, make concessionary fares entitlements the same across the region, more accessible buses in Orkney and develop innovative solutions to solve transport problems for the less affluent.	See doc for more detail
180 William Watt	Wick Harbour Board	Caithness and Sutherland	Marine transport	Marine transport: Enhance harbour infrastructure in Caithness, freight by sea and waterways	Marine transport: Enhance harbour infrastructure in Caithness, freight by sea and waterways	
181 Ruth Macleod	Muirtown Community Council	Inverness	Road	Road: A82 to A9/A96 link road to be brought forward, southern bypass to be a tunnel/aqua-duct.	Road: A82 to A9/A96 link road to be brought forward, southern bypass to be a tunnel/aqua-duct.	

182	David Reid	Regional Officer - Scotland, The Chartered Institute of Logistics & Transport (UK)	Whole region		General comments about the strategy, limited analysis of the global climate changes, better examination of the relationship between the RTS and complementary strategy and policy framework, explain the processes and the criteria adopted to approve projects, and the RTP should be clear about which projects are being put forward for consideration as part of the Executive's Strategic Transport Projects Review and where development funding is required to improve project definition.	General comments about the strategy, limited analysis of the global climate changes, better examination of the relationship between the RTS and complementary strategy and policy framework, explain the processes and the criteria adopted to approve projects, and the RTP should be clear about which projects are being put forward for consideration as part of the Executive's Strategic Transport Projects Review and where development funding is required to improve project definition.
183	John Thomson	Scottish Natural Heritage	Whole region	Rail	Rail: Improve strategic rail links to neighbouring areas to help reduce the need for short haul flights. Horizontal themes could also include innovative measures to reduce transport demand such as distance working etc	Rail: Improve strategic rail links to neighbouring areas to help reduce the need for short haul flights. Horizontal themes could also include innovative measures to reduce transport demand such as distance working etc

≡ steer davies gleave

APPENDIX D

STRATEGIC ENVIRONMENTAL ASSESSMENT CONSULTATION AUTHORITY RESPONSES

Context

The Strategic Environmental Assessment (SEA) process is being applied to the HITRANS RTS, under the SEA Regulations[3] which require that the environmental consequences of certain plans and programmes are identified and assessed during their preparation and after their adoption. An Environmental Report, a key output of the SEA process, was submitted to the SEA Gateway in December 2006. Responses have now been received from the statutory SEA Consultation Authorities Scottish Environmental Protection Agency (SEPA), Scottish Natural Heritage (SNH) and Historic Scotland (HS). These bodies are referred to as SEPA, SNH and HS respectively throughout the remainder of this summary note.

Summary of key points made by Consultation Authorities

Overview

In general, the Consultation Authorities did not raise any major concerns relating to the Environmental Report or the SEA process as applied to the HITRANS RTS. Some key issues were raised, specifically relating to:

- a concern that the overall assessment that "there will be some negative impacts on the environment" is perhaps an over simplification. The assessment demonstrates that there will be a range of impacts on the environment, both positive and negative, however, if human and other social impacts are excluded then none of the proposals result in a significant positive impact on the environment but a number do result in a significant negative impact (it is agreed that there will be increased accessibility and connectivity); and
- how any negative impacts will be mitigated.

A summary of the key points raised in the consultation responses is provided in the sections below. Action is required in the final stages of the RTS development to take account of the issues raised.

Relationship with other plans and programmes

The consultation authorities are satisfied with the additional policies reviewed however SEPA would have liked to see the Area Waste Plans reviewed as well. Following comments at the Scoping stage, it was decided that the Area Waste Plans were not relevant to a strategic level transport strategy such as this and this was highlighted in the response to consultation comments in Annex A of the Environmental Report.

Baseline environment

The consultation authorities are generally satisfied with the level of detail provided in the baseline section however SEPA notes that the Indicative River and Coastal Flood Map (Scotland) has now become available and should be used to inform the final strategy. This interactive map had not been published at the time of writing the Environmental Report.

---

[3]   Scottish Statutory Instrument 2004 No. 258 - The Environmental Assessment of Plans and Programmes (Scotland) Regulations 2004.

SEPA suggested that the RTS should aim wherever possible to develop on vacant and derelict land rather than on Greenfield sites and that transportation infrastructure may be ideal development for such land.

Environmental appraisal of alternatives

The consultation authorities are satisfied with the assessment of high level alternatives. SEPA did however query the assessment of alternatives shown in Tables 4.1 and 4.2 and state that further clarification / justification of this process may be required.

The 'without plan scenario'

SEPA noted that in this section they would expect to see an assessment of the likely evolution of the wider environment without the implementation of the RTS. The Environmental Report focuses on the likely impacts resulting from population evolution. It is however noted that this assessment is carried out in Annex B but perhaps greater consistency in the presentation of this information would have been beneficial.

Assessment of Environmental effects

It was noted that greater description of the RTS component proposals would have enabled a better understanding of the possible effects.

SEPA noted that all physical developments, such as road works, are likely to have at least a short term negative impact against water, geology and soils and that, depending on the extent of development, proposals which result in long term modifications to the water environment could be considered as significant. SEPA lists a number of schemes which they would expect to have a significant impact on water, geology and soils:

- Modern 2-track standard Inverness – Glasgow;
- Dual carriageway options between Inverness and Perth;
- Variations of the above option including schemes to provide dual carriageway sections;
- Dual carriageway options on A96;
- Variations of the above options, including schemes to provide dual carriageway sections; and
- Fixed links on the sounds (Western Isles spinal route).

It was also identified that all such schemes could have knock on impacts on biodiversity. SEPA was satisfied with the assessments made in relation to local air quality, greenhouse gas emissions and noise.

In terms of Natura sites, SNH commented that it will be important to ensure that any adverse effects on these areas are identified before particular projects become 'locked in' to the strategy. Habitats Regulations require that there are no adverse effects on the integrity of such sites.

Historic Scotland noted that the assessment in Annex C tended to focus on the positive impacts of the historic environment through reductions in traffic. This assessment could identify more clearly the schemes that are likely to adversely impact the historic environment.

Mitigation and monitoring

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to Minister\consultation report docs\Draft RTS_Consultation report - March.doc

Appendix

≡ steer davies gleave

SEPA note that it would have been helpful to set out all mitigation measures in a way that clearly identifies the measures that are required, when they would be required and who will be required to implement them. They suggest that this is included in the post-adoption statement and provided a suggested format for presenting this information. Historic Scotland also noted that it was not clear how the mitigation measures proposed would be implemented and suggested some additional mitigation measures for the historic environment as follows:

- The inclusion of a policy commitment in the RTS to ensure that proposal / project level mitigation measures are taken forward as the strategy is implemented.
- The inclusion of more specific mitigation measures for proposals / projects taken forward through the RTS e.g.
    - any schemes with the potential to affect scheduled ancient monuments and / or their settings, listed buildings and their settings and gardens and designed landscapes and their settings should be subject to formal screening to determine whether an EIA is required.
    - as part of the planning application process the Council should consider whether or not the scheme requires consultation under the General Development Procedure Order (GDPO).

Some suggested alterations to the indicators were suggested by SEPA in order to make them more effective.

SEPA commented that one way that HITRANS may wish to consider addressing mitigation would be by including specific environmental policies in the strategy. Doing this, would clearly demonstrate how environmental considerations have been taken into account and integrated into the RTS.

Historic Scotland also suggested that mitigation could be achieved through inclusion of environmental protection policies in the RTS.

Consultation responses

SEPA welcomed the way in which the Consultation Authorities responses were taken into consideration when developing the Environmental Report and considers this to be good practice.

Next steps in SEA process

A final step in this stage of the SEA process is to produce an **Environmental Statement**, as soon as is reasonably practical after the adoption of the final HITRANS RTS. This Statement should set out how the findings of the Environmental Report and the consultation feedback have been taken into account in the RTS. Thereafter, it is the responsibility of HITRANS to ensure that the mitigation measures and processes proposed are applied throughout the implementation of the RTS, and that environmental impacts are monitored. SEA is essentially an ongoing process throughout the lifetime of the RTS.

steer davies gleave

APPENDIX E

MINUTE OF HITRANS PARTNERSHIP MEETING 23 FEBRUARY 2007

HI TRANS

THE HIGHLANDS AND ISLANDS STRATEGIC TRANSPORT PARTNERSHIP

Minute of Meeting held in the Glynhill Hotel, Renfrew on Friday 23 February 2007 at 9.30am.

PRESENT	Mr Charlie King (Chairman) – Highland Council
	Mr Robert Sclater (Vice Chairman)– Orkney Islands Council
	Mr Donald Manford – Comhairle nan Eilean Siar
	Mr Len Scoullar – Argyll and Bute Council
	Mr Wilson Metcalfe
	Mr Donald MacNeill
IN ATTENDANCE	Ms Naomi Coleman – Orkney Islands Council
	Mr Sam MacNaughton – Highland Council
	Mr Mike Mitchell – Highland Council
	Mr Sandy Ritchie – Moray Council
	Mr Murdo Gray – Comhairle nan Eilean Siar
	Mr Dave Duthie – Argyll and Bute Council
	Mr Frank Roach – Highland Rail Partnership
	Mr Howard Brindley – HITRANS
	Mr Ranald Robertson – HITRANS
	Mr Douglas Forson, Scottish Executive
	Mr David Summers – HIPTF
	Mrs Deborah Andrew - SDG
APOLOGIES	Mrs Roma Hossack – Moray Council
	Mr Alan Burgess – Moray Council
	Mr Duncan MacIntyre – Argyll and Bute Council

MINUTES

HITRANS   1   The Minute of Meeting of 8 December 2006 was **approved.**

Arising from consideration of this item it was agreed:

(1)   **that, following the takeover of BA Connect Routes by Flybe, representations would be made to the Department of Transport expressing concern at the potential loss of traffic that could arise; and**

(2)   **to note that HIAL were intending to increase office rents for property at Inverness Airport and efforts continue to be made to arrange a meeting with Mr Inglis Lyon, Chairman of HIAL.**

FINANCE

Revenue Budget Monitoring 2006/07	2	The Partnership Treasurer submitted a Report detailing the revenue position for HITRANS to 31 January 2007. The Report stated that income and expenditure was broadly in line with the budget out-turn target and that, based on the financial performance to date, it was predicted that at the end of the financial year the budget would deliver a small underspend of approximately £12K. the Report further stated that clarification was being sought from the Scottish Executive with regard to the availability of carrying forward any underspend to 2007/08

It was agreed:

(1)   to note the revenue monitoring position for HITRANS for the period to 31 January 2007; and

(2)   that the Partnership Co-ordinator and the Treasurer would ensure that there would be maximum spend in relation to the budget 2006/07.

Revenue Budget 2007/08	3	The Partnership Co-ordinator submitted a Report detailing the draft budget for 2007/08. The Report detailed HITRANS projected running costs and work programme for 2007/08 and the income from partner Councils and the Scottish Executive which would cover these costs. The Report further stated that the funding from Council contributions that had been agreed by the Partnership and were based 50% on voting rate and 50% on population share.

It was agreed:

(1)   to note the Report;

(2)   that the Partnership Co-ordinator would confirm whether members should claim allowances directly from HITRANS; and

(3)   that HITRANS would fund up to 95% of the cost of the Highland Rail Partnership and that consideration would be given to including the Highland Rail Partnership within HITRANS.

CAPITAL PROJECTS

Capital Programme 2007/08	4	The Transport Development Officer submitted a Report detailing HITRANS Capital Programme for 2006/07. The Report highlighted progress with the various capital projects being delivered by the Partnership and gave a summary of expenditure on the Public Transport Projects Programme.

It was agreed:

(1)   to note the Report: and

(2)   that outstanding invoices in relation to the 2006/07 Capital Programme should be forwarded to the Transport Development Officer.

Accessible Bus Programme – Additional Ring Fenced Funding	5	With reference to item 3 of the Minute of Meeting of 8 December 2006 the Transport Development Officer submitted a Report indicating that the bid for additional funding to purchase accessible buses had been successful and the Scottish Executive had awarded £1 million additional ring fenced funding in 2006/07 for the delivery of accessible buses to enter public service throughout the HITRANS area. The Report further stated that an Accessible Bus Partnership Programme had been agreed with Public Transport Officers at each of the partner Councils in order to deliver the Programme within the tight timescales.

It was agreed to note the Report.

PORTS AND FERRY'S

Ferry Users
Consultation
Procedures

6   The Partnership Co-ordinator submitted an update in relation to Ferry Users Consultation procedures. Members were informed that the consultation paper produced by HITRANS had been circulated to the Shipping Advisory Consultative Committee for comments and had been agreed with minor amendments.

It was agreed that:

(1)   the Partnership Co-ordinator would forward a response on behalf of HITRANS to the Scottish Executive in relation to Ferry Users Consultative procedures taking on board the comments made by the Partner Authorities;

(2)   Castlebay and Lochboisdale would be represented on both the Hebrides and the Argyll and Small Isles Consultation Group;

(3)   in the event that VisitScotland do not take a seat on the Consultation Group they would be substituted with another appropriate organisation; and

(4)   the Partnership Co-ordinator would call the first meetings of the Tier 1 Consultation Groups.

RESEARCH

HITRANS Research
Programme 2007/08

7   The Partnership Co-ordinator submitted a Report detailing the research programme for 2006/07. The Report stated that the research budget included a further £200K from the Executive for producing the Regional Transport Strategy together with contributions of £11K to Moray Council towards the Elgin Traffic Model and £12.5K to be spent on Strategic Sea Crossings Research with the Shetland Partnership. The Report further stated that the Scottish Executive had awarded £130K in the current financial year for feasibility studies which would prepare the way for future capital projects. Details of each project were highlighted in the Report.

It was agreed to note the Report.

REGIONAL TRANSPORT STRATEGY

Regional Transport
Strategy –
Response to
Consultation

8   The Partnership Co-ordinator submitted a Report indicating that over 180 responses to the consultation on the draft Regional Transport Strategy had been received. The Report highlighted the comments from the Scottish Executive Transport Group and Transport Scotland in relation to individual interventions within the strategy.

It was agreed:

(1)   to note the comments received in relation to the consultation on the draft Regional Transport Strategy;

(2)   that the Strategy would include alternative options to the Dornoch Rail Crossing in order to achieve the same time savings at less cost;

(3)   that the Partnership Co-ordinator would respond to the letter from Mr John Ewing, Head of Transport Group following receipt of comments by the Principal Advisors.

Regional Transport Strategy – Final Draft	9	The Partnership Co-ordintor submitted a Report detailing the revised draft of the Regional Transport Strategy which had been amended following the responses to the Consultation exercise. The Report further detailed a list of new interventions that Partner Authorities had suggested which had not been included with the Strategy Action Programme and Members were asked to consider these interventions.

It was agreed that:

(1) **the Partnership Co-ordinator would write to the Partner Local Authority Chief Executive's to indicate how their Authorities comments had been incorporated into the Regional Transport Strategy;**

(2) **the Foreword/Executive Summary would have a clear explanation of the core Strategy;**

(3) **Permanent Advisors would be asked to forward detailed comments on the Strategy by Friday 2 March 2007**

OTHERS

Partnership Chief Executive	10	The Partnership Co-ordinator updated Members on progress with the appointment of a Chief Executive for HITRANS. Members were informed that short-leeting of candidates had taken place and interviews would be held during March 2007.

It was agreed to note the Report.

Dunoon – Gourock Ferry	11	Members discussed the ferry services from Gourock – Dunoon. It was emphasised that a high quality fast passenger service should be provided on this route which should link into the public transport network.

It was agreed that the Partnership Co-ordinator, in consultation with Mr Dave Duthie would indicate to Cal Mac and the Scottish Executive HITRANS support for a high quality passenger service link between Gourock – Dunoon.

AOCB	12	**It was agreed:**

(1) **to note the executive's proposals to Demand Responsive Transport through grants to the Regional Transport Partnership from 2008/09. COSLA would be meeting the Minister on 15 March 2007 when these proposals would be discussed and the matter would be reported back to the next meeting;**

(2) **to note the discussions which had taken place at the meeting of Regional Transport Partnership Chairs and the Minister in Shetland in January 2007. The next meeting of Partnership Chairs and the Minister would take place in Perth on 29 March 2007.**

CONTROL SHEET

Project/Proposal Name: HITRANS DRAFT REGIONAL TRANSPORT STRATEGY

Document Title: Consultation Report

Client Contract/Project Number:

SDG Project/Proposal Number: 206623

ISSUE HISTORY

Issue No.	Date	Details
3	**8.3.2007**	**Draft Consultation report post Draft RTS consultation period**

REVIEW

Originator: Naomi Coleman

Other Contributors: Deborah Andrew, Ingrid Gjorv, Howard Brindley (HITRANS)

Review By: Print: Deborah Andrew

                               Sign: Electronic review

DISTRIBUTION

Clients: Howard Brindley (HITRANS)

Steer Davies Gleave: Deborah Andrew

\\Valentino\Work\Projects\206600 - 6699\206623 HITRANS RTS\Reporting\outputs\post consultation\post consultation\final docs to members\final to

Minister\consultation report docs\Draft RTS_Consultation report - March.doc

≡ steer davies gleave   **Control Sheet**