Item:
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HI TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

Report to Partnership Meeting 5 February 2018

PARTNERSHIP

Regional Transport Strategy Update

Purpose of Report
To invite Members to consider a proposal to update the HITRANS Regional Transport Strategy.

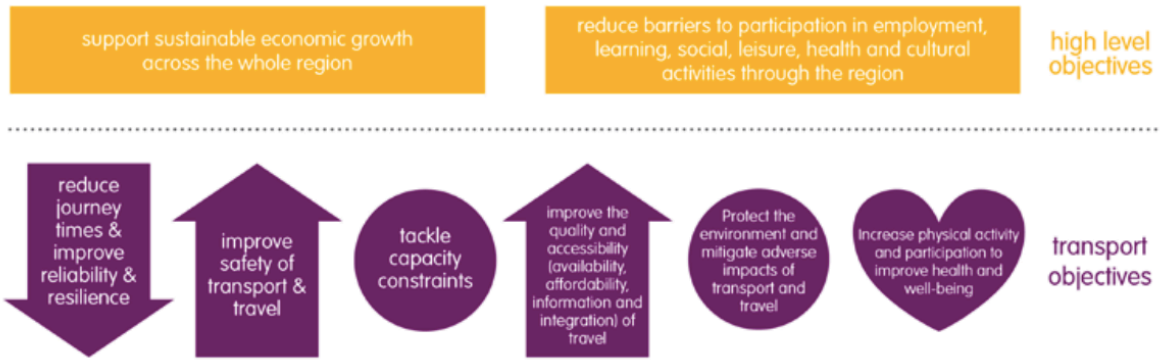
Background
HITRANS original Regional Transport Strategy was approved by Scottish Ministers in July 2008. During 2016 / 2017 HITRANS consulted initially on a Main Issues Report and then published a draft updated Strategy in May 2017. Following further statutory public consultation, a final version of the Strategy was approved by Members at the HITRANS Partnership Meeting in September 2017. However, on seeking Ministerial approval for the updated Strategy, officers were advised that any approval would not be forthcoming until after the National Transport Strategy itself had been updated.

The National Transport Strategy 2 was published in February 2020 setting out the vision for Scotland's transport system for the next 20 years. The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing, each with three associated outcomes.

HITRANS updated Regional Transport Strategy
HITRANS updated Regional Transport Strategy, sets out a vision ***to deliver connectivity across the region which enables sustainable economic growth and helps communities to actively participate in economic and social activities.***

The RTS objectives were also updated as set out below. They were underpinned by two high level objectives which were to;

- Support sustainable economic growth across the whole region
- Reduce barriers to participation in employment, learning, social, leisure, health and cultural activities throughout the region



A copy of the updated Strategy approved by members can be found on the HITRANS website at the following link.
https://hitrans.org.uk/Documents/Draft_Regional_Transport_Strategy_2018.pdf

Also attached as an appendix to this report are 5 plans from the updated RTS highlighting the strategic priorities by each partner Local Authority area.

National Transport Strategy 2 & Strategic Transport Projects Review 2
The Scottish Government published a new National Transport Strategy in February 2020 with a vision supported by four priorities: reducing inequalities; taking climate action; helping deliver inclusive economic growth; and improving health and wellbeing. The strategy outlines the Scottish Government response to the Climate emergency, committing Scotland to an ambitious statutory target of net-zero greenhouse gas emissions by 2045.

Central to our update of the RTS will be outlining how we intend to address regional challenges and opportunities for transport within our area whilst realising the Scottish Governments

Overarching the policies, the Sustainable Travel and Investment Hierarchy which prioritises the most sustainable modes and utilisation of existing assets has been imbedded into the decision making process.

Other new Local and National Policy and Strategy
In addition to NTS2 and STPR2, there are several other documents published at both a local and national level which have a material impact on both the context and priorities of the Regional Transport Strategy.

These include the following;

- Islands (Scotland) Act 2018 and National Islands Plan – The updated RTS included an island proofing review of the Delivery Strategy but was published prior to the first National Islands Plan in 2019.

- Transport (Scotland) Act 2019

- Climate Change Plan Update, December 2020 and National Transport Strategy Delivery Plans, including commitments to undertake Island Connectivity Plans and a national Aviation Strategy

- National Planning Framework 4

- A number of key Local transport and planning documents including the updated CNES Local Transport Strategy and several Local Development Plans

Impact of Covid-19
While it is much too early to consider what even some of the short to medium term impacts of the Covid-19 pandemic will be, updating the strategy at this time offers an opportunity to establish regional priorities for securing a green recovery on a path to net zero.

Regional Transport Strategy Update
In order to take cognisance of the National Transport Strategy 2 and reflect on both the significant changes to the wider policy framework and the impacts of the pandemic on transport priorities within our region it is proposed that HITRANS officers commence a proportionate update of the Regional Transport Strategy. A number of other Regional Transport Partnerships are currently in the process of updating their Strategies.

Updating the strategy at this time also offers an opportunity for HITRANS to set out a potential role for the Partnership (building on the opportunities set out in recent reports presented to the Board) at a time when Transport Scotland has just begun a review of transport governance.

However, while some of the wider policy framework has developed since HITRANS last consulted through its Main Issues Report and draft RTS, it is felt that there is not a need to undertake a repeat public consultation on the strategic transport priorities of the area given the comprehensive exercise undertaken by Transport Scotland in developing STPR2 just last year.

Rather, it is proposed that we initially develop an update of Regional Transport Strategy that includes the following elements:

- A review of the vision, high level and sub objectives
- A review of the draft delivery plan, STPR2 options and priorities within the context of local, regional and national policy changes since 2017.
- Set out a vision of what HITRANS can offer as a Regional Transport Partnership within the context of a national review of transport governance.

This work would enable a draft updated Strategy to be developed which would then be published for public consultation prior to the submission of a final version to Scottish Ministers seeking their approval.

Recommendation
Members are invited to approve;

1. That HITRANS officers further develop proposals for updating the Regional Transport Strategy in conjunction with Partnership Advisors as part of the Business Plan for 2021/22
2. Take a further report back to a future Partnership meeting setting out the more detail the scope and timetable to update the Regional Transport Strategy.

<u>RTS Delivery</u>

Impact - Positive

Comment – The work to refresh the Regional Transport Strategy seeks to update the Delivery Plan

Policy

Impact - Positive

Comment – This work helps set new policies and objectives for HITRANS that are relevant to the framework within which the Partnership now sits.

Financial

Impact – Positive

Budget line and value – Funding for finalising the Regional Transport Strategy Update has been identified in the HITRANS Business Plan 2021/22.

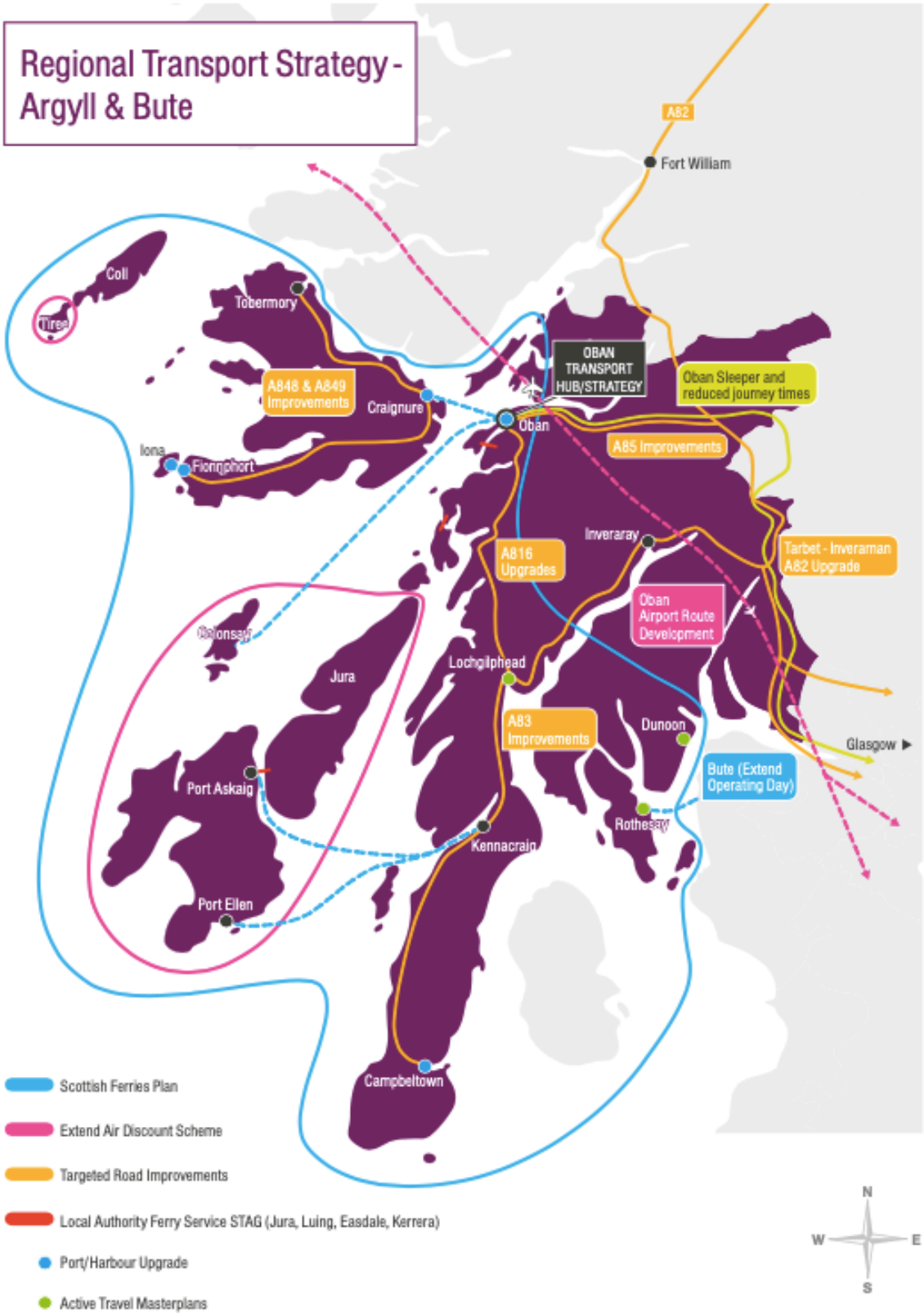
Equality

Impact – Positive

Comment – Updating the Regional Transport Strategy offers an opportunity to address both transport and wider inequalities across the region

Report by: Neil MacRae
Designation: Partnership Manager
Date: 27th January 2021

Appendix 1:


Regional Transport Strategy - Argyll & Bute
A82
Fort William
Coll
Tiree
Tobermory
A848 & A849 Improvements
Craignure
OBAN TRANSPORT HUB/STRATEGY
Oban Sleeper and reduced journey times
Oban
Iona
Fionnphort
A85 Improvements
Inveraray
A816 Upgrades
Tarbet - Inveraman A82 Upgrade
Oban Airport Route Development
Colonsay
Jura
Lochgilphead
A83 Improvements
Dunoon
Glasgow
Bute (Extend Operating Day)
Port Askaig
Rothesay
Kennacraig
Port Ellen
Campbeltown
Scottish Ferries Plan
Extend Air Discount Scheme
Targeted Road Improvements
Local Authority Ferry Service STAG (Jura, Luing, Easdale, Kerrera)
Port/Harbour Upgrade
Active Travel Masterplans
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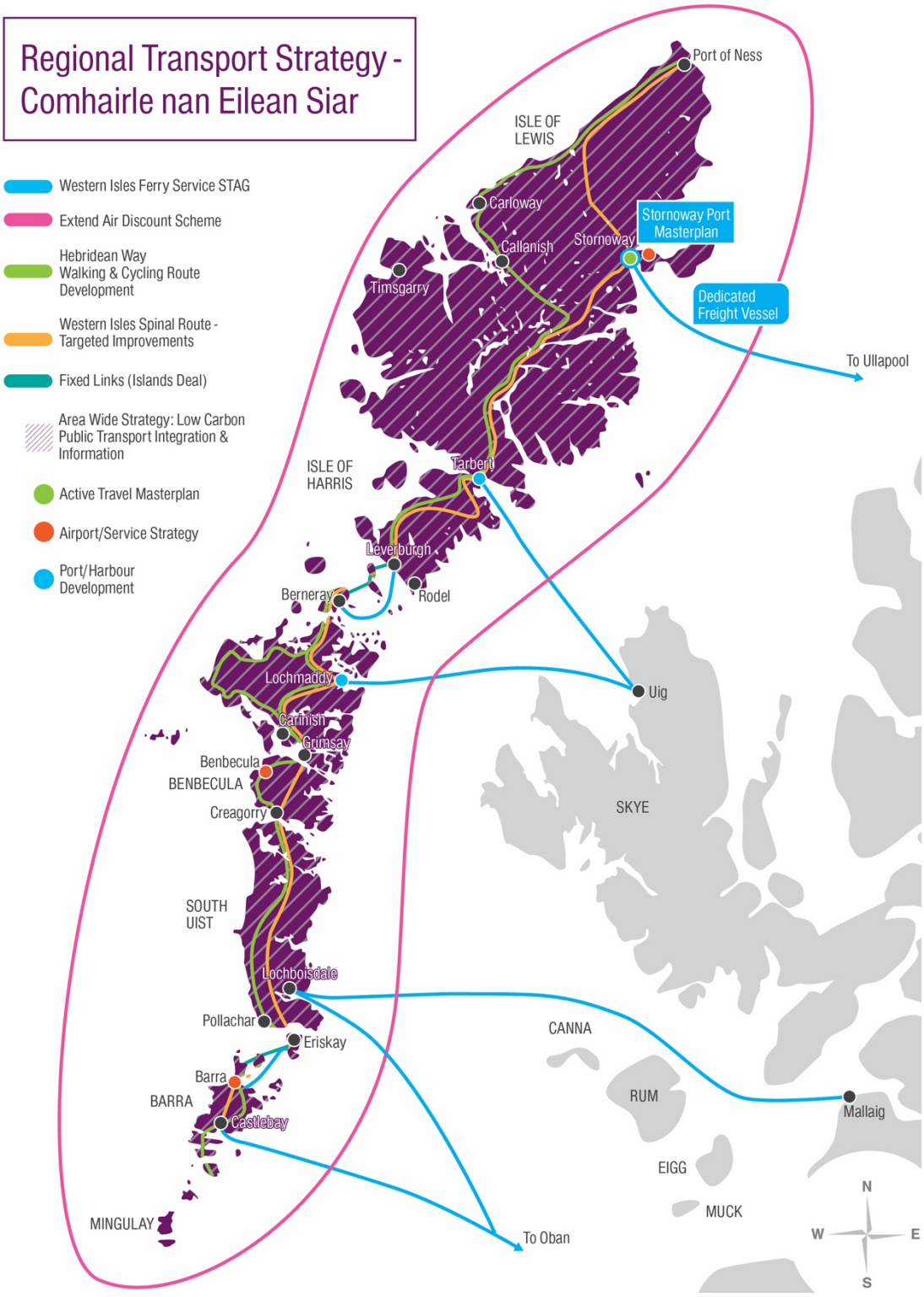
Regional Transport Strategy - Comhairle nan Eilean Siar
Western Isles Ferry Service STAG
Extend Air Discount Scheme
Hebridean Way Walking & Cycling Route Development
Western Isles Spinal Route - Targeted Improvements
Fixed Links (Islands Deal)
Area Wide Strategy: Low Carbon Public Transport Integration & Information
Active Travel Masterplan
Airport/Service Strategy
Port/Harbour Development
Port of Ness
ISLE OF LEWIS
Carloway
Callanish
Stornoway
Stornoway Port Masterplan
Timsgarry
Dedicated Freight Vessel
To Ullapool
ISLE OF HARRIS
Tarbert
Leverburgh
Rodel
Berneray
Lochmaddy
Uig
Carinish
Grimsay
Benbecula
BENBECULA
Creagorry
SKYE
SOUTH UIST
Lochboisdale
Pollachar
Eriskay
CANNA
Barra
BARRA
RUM
Mallaig
Castlebay
EIGG
MUCK
MINGULAY
To Oban
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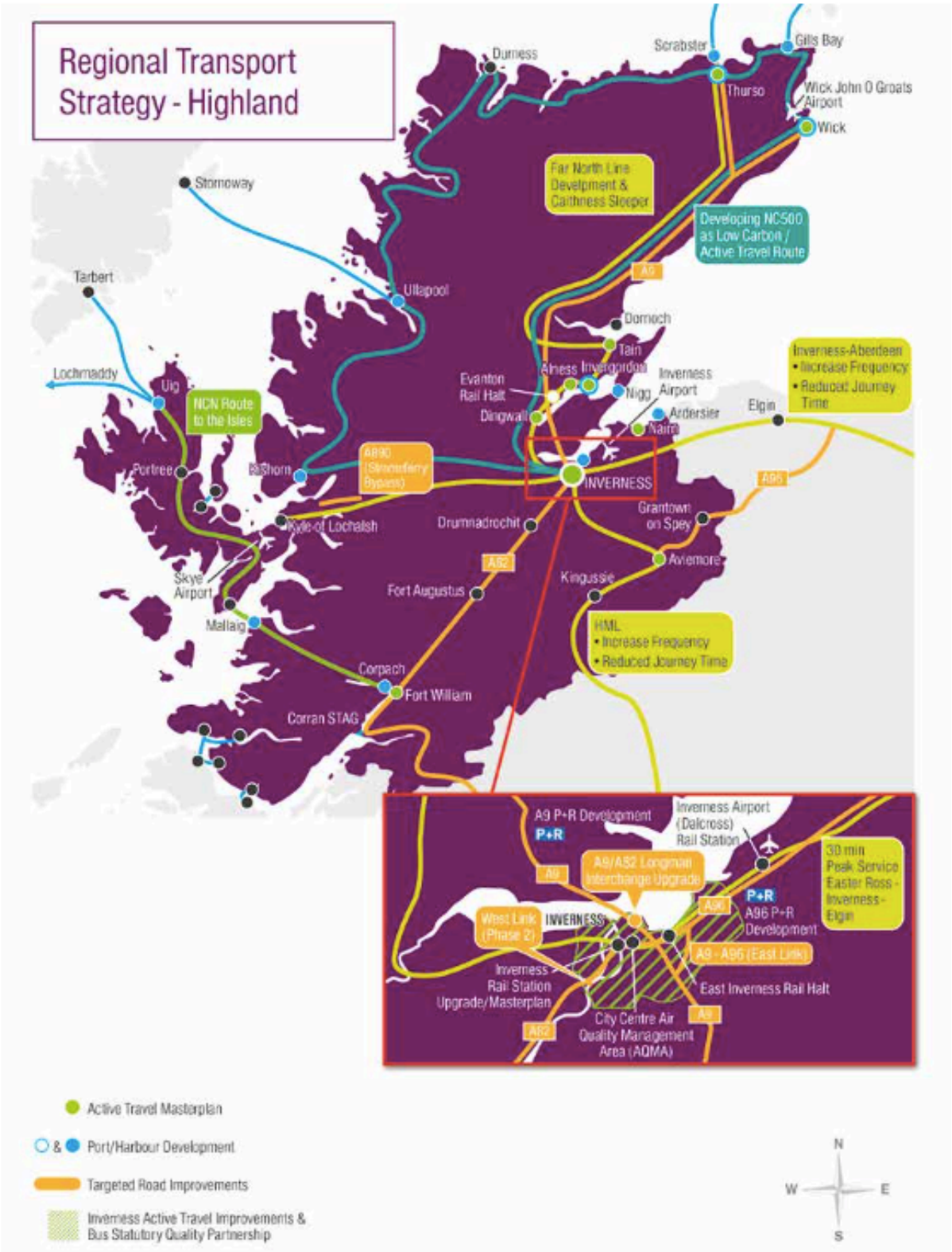
Regional Transport Strategy - Highland
Durness
Scrabster
Gills Bay
Thurso
Wick John O Groats Airport
Wick
Far North Line Development & Caithness Sleeper
Developing NC500 as Low Carbon / Active Travel Route
Stornoway
Tarbert
Ullapool
A9
Dornoch
Tain
Alness
Invergordon
Inverness Airport
Nigg
Ardersier
Nairn
Evanton Rail Halt
Dingwall
Inverness-Aberdeen
• Increase Frequency
• Reduced Journey Time
Elgin
Lochmaddy
Uig
NCN Route to the Isles
A890 (Stromeferry Bypass)
Portree
Kyle of Lochalsh
INVERNESS
A96
Grantown on Spey
Drumnadrochit
A82
Aviemore
Kingussie
Skye Airport
Fort Augustus
Mallaig
HML
• Increase Frequency
• Reduced Journey Time
Corpach
Fort William
Corran STAG
A9 P+R Development
P+R
Inverness Airport (Dalcross) Rail Station
A9/A82 Longman Interchange Upgrade
30 min Peak Service Easter Ross - Inverness - Elgin
A96
P+R
A96 P+R Development
West Link (Phase 2)
INVERNESS
A9 - A96 (East Link)
Inverness Rail Station Upgrade/Masterplan
East Inverness Rail Halt
City Centre Air Quality Management Area (AQMA)
Active Travel Masterplan
Port/Harbour Development
Targeted Road Improvements
Inverness Active Travel Improvements & Bus Statutory Quality Partnership
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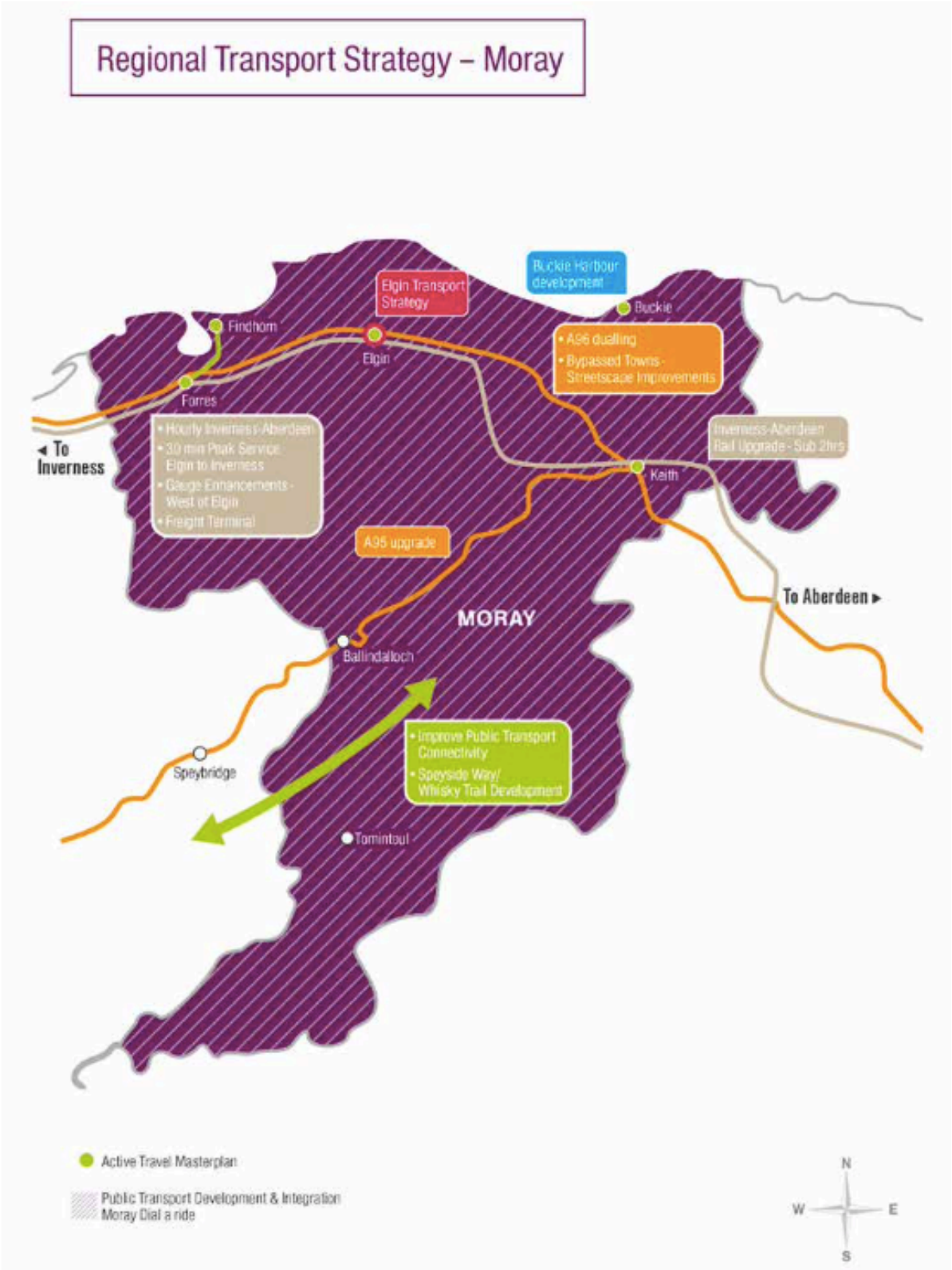
Regional Transport Strategy – Moray
Buckie Harbour development
Elgin Transport Strategy
Buckie
Findhorn
Elgin
• A96 dualling
• Bypassed Towns - Streetscape Improvements
Forres
• Hourly Inverness-Aberdeen
• 30 min Peak Service Elgin to Inverness
• Gauge Enhancements - West of Elgin
• Freight Terminal
Inverness-Aberdeen Rail Upgrade - Sub 2hrs
◄ To Inverness
Keith
A95 upgrade
To Aberdeen ►
MORAY
Ballindalloch
• Improve Public Transport Connectivity
• Speyside Way/ Whisky Trail Development
Speybridge
Tomintoul
Active Travel Masterplan
Public Transport Development & Integration
Moray Dial a ride
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Regional Transport Strategy - Orkney
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NORTH RONALDSAY
PAPA WESTRAY
WESTRAY
SANDAY
ROUSAY
EDAY
STRONSAY
EGILSAY
WYRE
Tingwall
To Lerwick
Heart of neolithic Orkney: Strategy for Sustainable Access
SHAPINSAY
Lerwick
Hatston
Stromness
Strommess-Kirkwall Active Travel Route
Kirkwall
Houton
Access to new Balfour Hospital
Scapa Flow Low Carbon Hub
To Aberdeen
HOY
BURRAY
FLOTTA
St Margaret's Hope
Mainland Airports
SOUTH RONALDSAY
Burwick
Road Equivalent Tariff or Equivalent Ferry Fares
Low Carbon Strategy
Extend Air Discount Scheme
Active Travel Masterplan (& Island Core Paths)
Airfields
Ports/Harbours
Implementation of Orkney Inter Island Transport Study (STAG)
Gill's Bay
John O' Groats
Scrabster
Thurso
Georgemas Freight Terminal
Caithness Sleeper
Improved Public Transport Connectivity South (Bus & Rail)
Wick