

Consultation Survey

Below is the proposed response to the Hitrans Draft Regional Transport Strategy.

1. Do you agree or disagree with the RTS Vision?

Agree

2. Please provide any comments on the RTS Vision and / or explain your response above should you wish.

Moray Council agrees with the vision. In addition, access to health and education as well as economic and socially valuable activities should be stated.

3. To what extent do you agree with **RTS Strategy Objective 1**: "To make a just transition to a post-carbon and more environmentally sustainable transport network"?

Agree

4. To what extent do you agree with **RTS Strategy Objective 2**: "To transform and provide safe and accessible connections between and within our city, towns and villages, to enable walking, wheeling and cycling for all"?

Agree

5. To what extent do you agree with **RTS Strategy Objective 3**: "To widen access to public and shared transport and improve connectivity within and from / to the region"?

Agree

6. To what extent do you agree with **RTS Strategy Objective 4**: "To improve the quality and integration of public and shared transport within and from / to the region"?

Agree

7. To what extent do you agree with **RTS Strategy Objective 5**: "To ensure reliable, resilient, affordable and sustainable connectivity for all from / to our island, peninsular and remote communities"?

Agree

8. To what extent do you agree with **RTS Strategy Objective 6**: "To improve the efficiency, safety and resilience of our transport networks for people and freight and adapt to the impacts of climate change."?

Agree

9. Please indicate how important you consider each RTS Strategy Theme to be.

Strategy Theme 1: Transforming our communities and reducing the impact of transport upon them

Quite Important

Strategy Theme 2: Connecting our communities

Very important

Strategy Theme 3: Enhancing public transport connectivity to / from: (i) Inverness; (ii) our sub-regional centres; and (iii) Scotland's other cities and beyond

Very important

Strategy Theme 4: Improving the integration, quality of and access to public and shared transport

Quite important

Strategy Theme 5: Providing connectivity that supports our island and peninsular communities

Important

Strategy Theme 6: Improving the efficiency of transport networks and supply-chains and reducing their impact on our communities

Very important

Strategy Theme 7: Improving the safety, reliability and resilience of our road and rail networks

Very important

Strategy Theme 8: Facilitating sustainable visitor travel demand

Quite important

Strategy Theme 9: Decarbonising our transport, mitigating the effects of climate change

Important

Strategy Theme 10: Embracing new technologies

Quite Important

Strategy Theme 11: Reducing the cost of travel, particularly for those most in need

Important

Strategy Theme 1: Transforming our communities and reducing the impact of transport upon them. Improving the public realm and mobility within settlements by reducing the dominance of the private car and maximising opportunities for walking, wheeling and cycling.

Policy ST1a The RTS supports the principle of reallocating road space, including parking, from general traffic. This should support placemaking to shape improved walking, wheeling and cycling opportunities in our communities as a means to promote safe active travel and encourage use of active travel modes. Reallocation of road space should avoid any negative impacts on bus services. Policy ST1b Where traffic in settlements is reduced by investment in road infrastructure, road space reallocation should be undertaken as an integral component of that investment.

Agree, where appropriate

Policy ST1c The RTS supports the principle of traffic calming and speed limit reductions and enforcement where this is the wish of our communities, including on the Trunk Road network.

Agree, noting that this should be within the context of an evidence basis, national guidance and best practice, including affordability.

Policy ST1d The RTS supports measures to reduce road-based severance in our communities.

Agree

Policy ST1e The RTS recognises the challenges presented by the impacts of increasing abnormal load movements across the region. It calls for a coordinated approach to be taken to ensure that appropriate planning and mitigation is put in place as part of the planning process for new developments that will generate such movements.

Agree

Policy ST1f The RTS supports greater consistency (in 'like-for-like' locations) of parking management across our region, including payment mechanisms, parking information and enforcement.

Partially disagree – a 'one size fits all' approach even in like-for-like locations does not recognise the wider context of the different strategic approaches to parking management and enforcement and the differing local contexts. Synergies can, and should, still be sought where possible. Collaboration for consistency on information provision and (where there is an agreed fit) use of technology is supported.

Policy ST1g The RTS supports the principle of improving the management and enforcement of traffic and parking around schools, including School Streets (a road outside a school with temporary restriction on motorised traffic at school drop-off and pick-up times).

Agree – Like many authorities, the management of traffic around schools is a matter that is regularly raised by residents, and work has been ongoing for a number of years in Moray to identify mitigations. Moray has trialled School Streets in two locations and has learning in this area – collaboration across the region on this topic would be supported.

Policy ST1h The RTS supports the prioritisation of new development in locations that are in proximity to key services and already well-served by active travel and public transport.

Agree – and noting that where development is necessary in other areas, that transport needs continue to be a high priority in terms of the necessary infrastructure to enable development.

Policy ST1i The RTS supports the local delivery of public services, including health and education, and other day-to-day retail and personal services (e.g., banking) which minimise the need to travel.

Agree

Policy ST1j The RTS supports the integration of active travel, public transport and shared mobility into the planning of all new developments. New development proposals should be required to outline how they will connect into the local active travel and public transport networks.

Strongly Agree

Policy ST1k The RTS supports the concept of ‘infrastructure first’ in relation to major developments across our region.

Agree

Policy ST1l The RTS recognises the centrality of environmental considerations, particularly biodiversity enhancements and nature networks, within the planning and decision making process.

Agree

Strategy Theme 2: Connecting our communities Facilitating walking, wheeling and cycling within settlements and improving active travel connections between them.

Policy ST2a The RTS supports transformational investment in the improvement of our existing active travel networks to make these accessible to all.

Agree

Policy ST2b The RTS supports the reinstatement and expansion of a network of strategic and local traffic free / quiet walking, wheeling and cycling routes to connect communities across and beyond our region.

Agree

Policy ST2c: The RTS supports the expansion of the National Cycle Network to all parts of the region.

Agree

Policy ST2d Our active travel infrastructure should be designed to a high standard in accordance with the most up-to-date best practice and regionally appropriate design standards (as this evolves) to meet the needs of all users.

Agree – we would particularly highlight the need for regionally (and locally) appropriate design standards that reflect both predicted usage of active travel infrastructure and the rural environment in which it sits, rather than a standard nationwide approach driven by city/urban needs.

Policy ST2e The RTS supports the integration of active travel and public transport connections within our communities.

Agree

Policy ST2f The RTS promotes the adoption of measures outlined in the Sustainable Travel to Stations Strategy with respect to access to railway stations.

Agree

Policy ST2g The RTS seeks the implementation of initiatives which widen access to bicycles and e-bicycles, including e.g., promoting ownership, expansion of bicycle share and hire and provision of new 'first mile, last mile' cycling opportunities.

Agree

Policy ST2h The RTS supports the upgrade and new provision of bicycle parking and facilities at all public buildings, transport interchanges and key on-street locations within the region.

Agree

Policy ST2i Our active travel network should be developed, presented and promoted in a more coherent, recognisable and integrated way for regular, occasional and new users of the network, including visitors.

Agree

Strategy Theme 3: Enhancing public transport connectivity to / from: (i) Inverness; (ii) our subregional centres; and (iii) Scotland's other cities and beyond Distance, topography, geography and low population density currently limit public transport connectivity within much of the region. This Strategy Theme is focused on improving public transport connectivity for journeys within, to and from the region through expanding the transport network, providing additional connections and making journeys quicker.

Policy ST3a The RTS supports measures to reduce social exclusion for those without access to a car.

Agree

Policy ST3b The RTS recognises that the decline in bus passenger numbers in the region needs to be reversed and supports measures to extend service coverage, improve frequencies, lengthen the operating day and make the network more integrated.

Agree – Moray's work in this area in expanding the timetabled and demand responsive m.connect bus network is focused on the need to provide appropriate public transport links across our region, including the use of innovative approaches for service delivery.

Policy ST3c: The RTS supports measures to reduce bus journey times both between and within settlements in the region, including through the provision of bus priority measures.

Agree

Policy ST3d The RTS supports innovative alternatives to fixed route bus services where these can be affordably provided.

Agree – as above, Moray Council's m.connect service is delivering encouraging early results in terms of demand responsive transport provision and the use of app-based technology

Policy ST3e The RTS recognises the role which community transport and Demand Responsive Transport (DRT) plays in our most rural communities and supports its expansion and integration with timetabled services.

Agree

Policy ST3f The RTS supports measures to widen the awareness and use of community transport, DRT and EDRT amongst all members of society.

Agree

Policy ST3g The RTS recognises the role of taxis as a key element of transport provision in the region where community transport, DRT and EDRT services are not provided.

Agree

Policy ST3h The RTS recognises that rail journey times to, from and within the region are typically longer than elsewhere in Scotland, and therefore supports measures to reduce these journey times.

Agree

Policy ST3i The RTS supports the commitment to electrify the Highland Mainline as an opportunity to reduce rail journey times and improve reliability as part of the overall decarbonisation of the network.

Agree

Policy ST3j The RTS recognises that very low rail service frequency often makes rail uncompetitive with the car and therefore supports measures which would facilitate increased rail service frequency, particularly between Inverness and Aberdeen, Edinburgh and Glasgow.

Strongly Agree

Policy ST3k The RTS promotes and supports the development of additional local rail services focused on our regional centres.

Agree

Policy ST3l The RTS supports infrastructure measures which would enable increased service frequency, such as the electrification of the Highland Mainline, Aberdeen to Inverness and improvements to the signalling system.

Agree

Policy ST3m The RTS supports the planning and delivery of new railway stations, including innovative solutions proportionate to the location, subject to the development of an appropriate business case.

Agree – noting that this should be sought without detriment to the preceding policy statements around journey time and frequency.

Strategy Theme 4: Improving the integration, quality of and access to public and shared transport Addressing the barriers to travel by public transport, including interchange within and between modes, physical barriers for those less able and poor-quality facilities and travel information.

Policy ST4a The RTS supports measures that will improve integration within and between modes of transport at key locations and transport interchanges in order to provide new travel options and alternatives to the private car, recognising the constraints within which this is possible (e.g., delivering school bus services).

Agree – although note the tension between provision of school transport and general public transport where pupils and general passengers are often wishing to travel at

the same time for both education and employment – measures to remove this conflict to reduce barriers to the use of public transport for employment will be an important factor to consider, so public transport becomes a meaningful option for all journey types.

Policy ST4b The RTS supports integrated ticketing measures to simplify travel and improve the passenger experience.

Agree

Policy ST4c: The RTS supports the adoption of contract conditions for tendered and supported services that encourage operators to work in partnership to improve integration, timetable planning and coordination.

Agree

Policy ST4d The RTS supports the provision and enhancement of mobility hubs across the region, in line with a hierarchy reflecting local requirements.

Agree

Policy ST4e The RTS supports measures which will enable people to leave their bicycle in a secure environment at a bus stop / station, railway station, ferry terminal or airfield.

Agree

Policy ST4f The RTS supports, where practical, the provision of increased bicycle capacity on public transport services within the region.

Agree

Policy ST4g The RTS supports the simplification of the process of taking a bicycle both to and onto a bus or train.

Agree

Policy ST4h The RTS supports more widespread journeys which combine bicycle and public transport.

Agree

Policy ST4i The RTS supports the provision of consistent standards of facilities at bus stations and bus stops reflecting location and usage.

Agree

Policy ST4j Our bus network should be safe, secure and fully accessible to all.

Agree

Policy ST4k Our bus network should provide a high-quality and consistent onboard experience.

Agree

Policy ST4l Travel on buses to, from and within the region should, where possible, enable meaningful working time.

Agree

Policy ST4m The RTS supports the provision of more consistent standards of facilities at railway stations, reflecting station usage.

Agree

Policy ST4n Our railway network should be safe, secure and fully accessible to all.

Agree

Policy ST4o The RTS supports the continuation and expansion of the Scotland's Railway Adoption Programme and other measures to enhance the station environment.

Agree

Policy ST4p Our ferry network should be safe, secure and fully and easily accessible to all. This includes both shore-to-vessel access and movement around the vessel itself.

Agree

Policy ST4q The RTS recognises that there is not a short-term solution to the accessibility issues with the Argyll and Bute and Orkney inter-island air services. We will keep abreast of developments in technology and new aircraft types and, in the meantime, continue to work with partners to support alternative options such as the Scottish Ambulance Service.

Agree

Strategy Theme 4: Improving the integration, quality of and access to public and shared transport

Policy ST4r The RTS supports sufficient provision and better enforcement of Blue Badge parking across the region.

Agree – within the context of individual approaches to enforcement across the region still being supported.

Policy ST4s The RTS recognises the important role of taxis as part of the overall transport mix in the region. It supports partnership working with licencing authorities and taxi providers to raise standards of provision where required and to facilitate the expansion of the network.

Agree

Policy ST4t The RTS supports the provision of taxi services which are fully accessible in terms of booking and vehicle access.

Agree

Policy ST4u A key component of making travel accessible to all, the RTS supports measures to remove barriers to travel, including increased staff training, passenger chaperones and the provision of physical and online travel information in accessible formats.

Agree

Policy ST4v The RTS supports the maintenance and expansion of at-stop / at-station multi-modal real-time information.

Agree

Policy ST4w The RTS promotes the simplification and consolidation of travel planning and in journey information to make travel easier for less frequent users.

Agree

Policy ST4x The RTS supports the further development of the GO-HI travel app.

Agree

Policy ST4y The RTS supports the provision of up-to-date physical travel information at bus stops, and the removal of out-of-date information.

Agree

Policy ST4z The RTS calls for improved cross-provider digital connectivity across the region to facilitate access to travel information for all (including in-car information), enable meaningful working time when travelling by public transport and to help reduce the need to travel where possible.

Agree

Strategy Theme 5: Providing connectivity that supports our island and peninsular communities Improving the connectivity and reducing the peripherality of island and peninsular communities through improved ferry and air services, and potentially fixed links.

Policy ST5a The RTS supports the provision of longer daily time on-mainland and on-island where this is required for the long-term sustainability of a community.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5b The RTS supports the provision of services which minimise the requirement for one or more overnight stays.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5c: Where practicable, the RTS supports the operation of additional sailings on the supported ferry networks within the region.

Agree

Policy ST5d The RTS supports year-round seven-day connections for island and peninsular communities where this is required for the long-term sustainability of a community and enjoys public support.

Agree

Policy ST5e The booking and ticketing arrangements for ferry services in the region should support the convenience and efficiency of travel for all.

Agree

Policy ST5f The RTS calls for the earlier opening of ferry booking systems and increased transparency around the release and management of vehicle deck space.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5g The RTS supports the principle of Road Equivalent Tariff (RET). However, where service frequency permits, controlled use of peak times / surge pricing could be used to help manage demand, recognising that this would need to be at no net detriment to the connectivity of island and peninsular communities.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5h The RTS supports operational measures which maximise the efficient management of vehicle deck space on sailings.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5i The RTS supports measures to improve door-to-door journeys through enhancing active travel, public transport and shared mobility connections to and from ferry terminals, combined with other measures to reduce the need to take a car onboard.

Agree

Policy ST5j The RTS recognises the long-term underfunding of vessels and infrastructure in the region and strongly calls for fleet and infrastructure modernisation to address issues of reliability and resilience.

Agree – this has been a longstanding position for all HITRANS members

Policy ST5k The RTS calls for the development of a regularly maintained Vessels and Infrastructure Planning Pipeline across all publicly supported ferry networks in Scotland.

Agree – a clear planning framework for vessel and infrastructure requirements would add value.

Policy ST5l The RTS supports an increase in the overall fleet size and the interoperability of that fleet and supporting infrastructure to strengthen resilience.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5m The RTS supports the principle of increasing capacity through frequency rather than larger vessels.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5n The RTS calls for an objective consideration of the design characteristics of future vessels for all routes, including hull form and the provision of crew accommodation.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5o The RTS supports the introduction of new low or zero emissions vessels to replace life-expired tonnage. This should be done in line with the NTS2 Sustainable Investment Hierarchy.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5p with the vessel and infrastructure replacement cycle, the RTS supports measures to reduce journey times for our island communities. This includes providing direct sailings rather than via another island (where this is the preference of the local community) and consideration of new ferry terminal locations that reduce crossing distances.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5q The RTS supports harbour infrastructure improvements ahead of life expiry where this could contribute to a material improvement in reliability.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5r The RTS supports the conversion of the remaining Lo-Lo routes in the region to RoRo where there is community support.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5s The RTS supports the further development of the Highlands and Islands' air network.

Agree

Policy ST5t The RTS supports the further development of commercial external routes, particularly to London Heathrow and other international hub airports, that support the economic competitiveness of the region.

Agree

Policy ST5u The RTS supports the retention of the PSO air network within the region and, where alternative travel choices are inadequate, its further expansion. 'Adequate' in this context refers to the ability to achieve an affordable daily return to / from a national centre.

Agree

Policy ST5v The RTS supports the operation of additional connections and flights on the PSO air networks within the region, whether delivered by existing, additional or new low emission aircraft.

Agree

Policy ST5w The RTS supports more direct flights rather than via another island.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5x The RTS supports the adoption of technological and infrastructure solutions which would improve the reliability and frequency of inter-island air services.

Agree

Policy ST5y The RTS supports the principle of fixed links where they represent value for money and are supported by the island or peninsular community. Any fixed link should be implemented in conjunction with improved public transport connectivity and incorporate provision for active travel.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST5z The RTS supports the consideration of tolling where this would assist in making the case for a fixed link. The use of vehicle number plate recognition technology could allow local residents to travel for free.

Neutral – Moray Council does not have specific knowledge to comment.

Strategy Theme 6: Improving the efficiency of transport networks and supply-chains and reducing their impact on our communities Many supply-chains in the region are marginal and face challenges not found elsewhere in Scotland, working around ferry connections for example. This Strategy Theme is focused on enhancing the efficiency of supply-chains and identifying means for improving their environmental sustainability.

Policy ST6a The RTS supports the principle of new dedicated or high-capacity freight vessels on freight intensive routes.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST6b The RTS supports the formalisation and extension of the carriage of unaccompanied trailers to a wider range of routes.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST6c: The RTS supports the operation of dedicated freight sailings, either by contracted or commercial operators where there is demand and it is operationally deliverable.

Agree, subject to business case

Policy ST6d The RTS supports moves towards greater simplification and consistency in the setting of ferry freight fares across the region, recognising that this would be achieved over the medium-term.

Neutral – Moray Council does not have specific knowledge to comment.

Policy ST6e The RTS supports infrastructure measures which will enable the growth of rail freight to and from the region.

Agree

Policy ST6f The RTS supports infrastructure investment and funding initiatives which will enable the growth of waterborne and air freight to, from and within the region.

Agree

Strategy Theme 7: Improving the safety, reliability and resilience of our road and rail networks Weather, geological instability and very limited diversion opportunities make resilience a key issue in the region, whilst safety is a primary concern on many of the main road routes. This Strategy Theme is therefore focused on improving the safety, reliability and resilience of transport networks within the region.

Policy ST7a The RTS restates our support for the full dualling of the A9 and A96, with early prioritisation of the Elgin and Keith bypasses to dual carriageway standards, following the already committed Inverness to Wester Hardmuir scheme.

Strongly Agree xxxxxxxxxxxxxxxxxxxx

Policy ST7b The RTS calls for incremental improvements to our road network where there are safety, efficiency and environmental benefits, including in relation to single track roads.

Agree

Policy ST7c: The RTS supports the expansion of 50mph HGV speed limits across the Trunk Road network in the region.

Agree in principle – learning from the now well-established approach on the A9 as to the risks and benefits of this would provide a potential mitigation in relation to journey time and driver frustration, however, needs careful consideration to ensure there is no detriment to road safety where trunk road alignments are different to the A9.

Policy ST7d The RTS supports the provision of improved overtaking opportunities on our roads, especially where there are known problems with vehicle platooning which can cause driver frustration.

Agree – there have been long-standing concerns particularly in relation to the A95 between Aviemore and Keith in this matter.

Policy ST7e The RTS calls for investment in our regional road network where there are regular and sustained periods of disruption due to weather and / or geological instability.

Agree

Policy ST7f The RTS recognises the increasing vulnerability of our region's road network to severe weather events linked to climate change and supports capital and revenue measures to mitigate this.

Agree

Policy ST7g The RTS recognises the increasing vulnerability of the railway network to severe weather events linked to climate change and supports capital and revenue measures to mitigate this.

Agree

Policy ST7h The RTS supports the continued provision and expansion of real-time travel information for motorists and public transport users through existing and emerging platforms.

Agree

Policy ST7i The RTS recognises that many parts of our region's road network are in poor condition. It calls for enhanced preventative and remedial road maintenance to ensure the safe, reliable and efficient movement of people and goods and the delivery of services across our region.

Agree, although note that there is an underpinning fiscal issue in relation to the challenges local authorities face in setting a balanced budget which delivers across competing priority areas.

Strategy Theme 7: Improving the safety, reliability and resilience of our road and rail networks

Policy ST7j Investment in our road network should continue to have an overarching focus on safety with a view to reducing road traffic casualties in accordance with Scotland's Road Safety Framework to 2030.

Agree

Policy ST7k To address risks which are particular to roads in our region, the RTS supports: enhanced advisory signage; ongoing public information campaigns around the use of single-track roads; provision of additional safe motorist services and HGV rest areas; and information campaigns for visitors driving left-hand drive vehicles.

Agree

Policy ST7l The RTS specifically supports the improvement or removal of priority junctions on higher speed trunk roads, especially for right-turning traffic.

Agree

Policy ST7m The RTS calls for increased provision of level boarding at stations across the region, which will reduce station dwell times.

Agree

Policy ST7n The RTS supports the provision of additional sections of double track (or static or dynamic passing loops where double track does not represent value for money) to improve punctuality.

Agree

Policy ST7o The RTS supports infrastructure and timetable improvements external to the region which will improve the reliability of services to / from Inverness, Fort William, Oban and Mallaig.

Agree

Strategy Theme 8: Facilitating sustainable visitor travel demand Responding to the challenges arising from the significant seasonal influx of tourists to the region, often in the areas least well-placed to accommodate it.

Policy ST8a The RTS supports the further development of long-distance walking, wheeling and cycling routes (including the National Cycle Network), recognising the visitor, economic and local benefits offered.

Agree

Policy ST8b The RTS supports the development of active travel connections to our ports, airports and regionally important railway stations.

Agree, and also note that public transport connections between transport modes eg bus-rail, bus-air is also important – particularly in areas where active travel may not be feasible (journey length or topography).

Policy ST8c: The RTS supports the development of active travel connections to our key tourism destinations where this would be a realistic option for some visitors.

Agree

Policy ST8d Where there are concentrations of international tourists, including cruise passengers, the RTS supports the provision of enhanced local travel information and coordination to improve visitor experience and reduce impacts on local networks.

Agree

Policy ST8e The RTS supports the operation and promotion of additional local rail services to key tourism destinations.

Agree

Policy ST8f The RTS supports the provision of additional rail carriages on existing services in peak season, where feasible.

Agree

Policy ST8g The RTS supports the principle of flexible timetabling where this can co-exist with regular services for local residents.

Agree

Policy ST8h The RTS supports the principle of expanded open access rail services where these can be accommodated at no disadvantage to scheduled services.

Agree

Policy ST8i The RTS supports the principle of sustainably accommodating visitor demand whilst maintaining or increasing visitor numbers.

Agree

Policy ST8j The RTS supports the introduction of additional parking restrictions and greater enforcement of existing traffic orders at tourist honeypots as a tool to encourage improved access to these locations by public transport or active modes and to address indiscriminate and dangerous parking.

Partially Agree: considered use of powers to manage parking is welcomed, along with collaboration and sharing of good practice. However, a one-size-fits-all approach to decriminalised parking or other management tools does not recognise the different positions of each authority on parking management. Some of the wider principles expressed in the strategy around managing supply and demand, and considering different approaches such as 'aires' for campervans are still supported.

Policy ST8k Where new or increased parking charges are introduced, this should be done in combination with improved visitor facilities, including e.g., parking provision, public toilets etc.

Disagree – there are a wide range of factors that need to be considered in relation to introducing new or altered parking charges, and an absolute restriction that links changes solely to visitor facilities neither recognises those factors. Each local authority should still have discretion to consider parking charges in relation to its own strategic position. Collaboration on technology, information provision and sharing best practice would still be welcome.

Policy ST8l Whilst recognising the benefits of motorhome and campervan-based tourism in our region, the RTS acknowledges that it can impact negatively on our communities at certain times of the year. The RTS therefore supports measures to ensure that this demand is sustainably accommodated.

Agree

Policy ST8m Whilst recognising the benefits of cruise tourism in our region, the RTS recognises that catering for this demand can negatively impact on our communities. The RTS therefore supports measures to ensure that this demand is more sustainably accommodated.

Agree

Policy ST8n The RTS supports measures which would allow the benefits of cruise tourism to be more evenly distributed around the region.

Agree

Policy ST8o The RTS supports the principle of bespoke bus services aimed at tourists to address excessive car-based demand at honeypot locations.

Agree

Policy ST8p The RTS recognises that high volumes of tourist traffic are impacting the condition of some roads in our region and that increased central government funding is required that reflects this increased pressure on local transport infrastructure, to support an enhanced repair and maintenance programme.

Agree

Policy ST8q The RTS recognises that high volumes of tourist traffic can lead to slow and inefficient journeys and therefore supports measures to address this.

Agree

Strategy Theme 9: Decarbonising our transport, mitigating the effects of climate change Supporting the decarbonisation of transport through the adoption of zero emission vehicles, vessels, and aircraft.

Policy ST9a The RTS supports the implementation of measures which facilitate the decarbonisation of the public transport vehicle fleet within the region, including commercial vehicles, buses and community transport, rail rolling stock, aircraft and ferries.

Agree

Policy ST9b The RTS recognises the opportunities brought about by the availability of renewable energy in our region, including locally produced green hydrogen. The transport fleet mix and associated infrastructure should reflect this.

Agree

Policy ST9c: The RTS supports the development of vehicle pooling and vehicle sharing services across the region to reduce the need for personal car ownership.

Agree

Policy ST9d The RTS calls for the expansion of EV charging infrastructure to support the decarbonisation of all vehicle based travel in our region.

Agree – and note the work done to date on the Pathfinder project for the strategic expansion of EV charging in partnership with public and private sector bodies.

Policy ST9e The RTS recognises the challenges of distance, topography, climate and short winter daylight hours to the rollout of battery electric powered commercial vehicles and seeks low or zero emission solutions appropriate to our region, and which capitalise on the surplus energy production within our region.

Agree

Policy ST9f The RTS supports the roll-out of other alternative fuels to promote the decarbonisation of our transport networks, ports, ferry terminals, airports and airfields.

Agree

Strategy Theme 10: Embracing new technologies. Capitalising on innovations in new technology.

Policy ST10a The RTS embraces the opportunities provided by new technologies to improve the provision of transport infrastructure and services across the region.

Agree

Policy ST10b The RTS supports consideration of the provision of future innovative personal transport within the design of our active travel network and mobility hubs.

Agree

Policy ST10c: The RTS supports the principle and further development of Mobility-as-a-Service as the technology evolves, particularly through our Go-HI app.

Agree

Policy ST10d The RTS supports opportunities for the more widespread adoption of Connected and Autonomous Vehicles and autonomous buses, whilst recognising the challenges posed in our region.

Agree

Strategy Theme 11: Reducing the cost of travel, particularly for those most in need Improving the connectivity and reducing the peripherality of island and peninsular communities through improved ferry and air services, and potentially fixed links.

Policy ST11a Transport poverty is a complex, dispersed and often hidden problem in our region. The RTS commits to define and evidence this problem and identify appropriate actions to be delivered by HITRANS and our partners.

Agree

Policy ST11b Recognising that, for many in our region (and especially those living in our island communities), transport costs account for a high proportion of household income, the RTS supports a reduction in public transport fares and the introduction of payment plans for multi-journey tickets.

Agree

Policy ST11c: The comparative costs of public transport mean that residents and visitors to the region often choose to travel by car. The RTS therefore supports a reduction in the cost differential between travelling by public transport and car.

Agree

Policy ST11d The RTS supports in principle the roll-out of Road Equivalent Tariff to any ferry routes on which it does not currently apply, including local authority services.

Agree

Policy ST11e The RTS calls for greater cross-industry partnership working and regulatory reform to reduce the cost penalty for interchange within or between modes of transport.

Agree

Policy ST11f The RTS calls for the extension of the National Concessionary Travel Scheme and Under-22s Concessionary Travel Scheme to rail, ferry and air services where these are the main or only mode of public transport in an area.

Agree

Policy ST11g The RTS calls for the retention and expansion of the Air Discount Scheme, including to businesses in the region.

Agree

Policy ST11h National road pricing proposals may emerge in response to the reduction in fuel duty and Value Added Tax as a result of the mass adoption of electric vehicles. If this eventuality materialises, the RTS calls for a road pricing system that recognises the unique characteristics of our region.

Agree