Isle of Man
Government
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Analysis of Responses to Isle of Man Transport Strategy Consultation

Report details

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1 Introduction

1.1 Background to Transport Strategy and public consultation

TRL has been supporting the Isle of Man Government with development of their Transport Strategy. On 5th August 2024 a public consultation was launched to seek feedback from residents of the Isle of Man on the vision, principles and aims set out in the draft Transport Strategy. The consultation closed on 16th September 2024 and 276 responses were received: seven from organisations and 269 from individual members of the public.

Respondents were asked to provide demographic and travel information, and to answer the following five free-text questions (the full set of consultation questions and the context in which they were presented can be found in Appendix A):

1. The Transport Strategy will deliver the vision detailed above. Do you have any comments, feedback or further suggestions on this vision for transport on the Isle of Man? Is there anything we have missed?

2. Do you have any comments, feedback or further suggestions on these economic principles? Is there anything we have missed?

3. Do you have any comments, feedback or further suggestions on these community-centred principles? Is there anything we have missed?

4. Do you have any comments, feedback or further suggestions on these environmental principles? Is there anything we have missed?

5. These aims have been developed based on the overarching vision and principles, and will be used to shape the on-the-ground commitments within the Transport Strategy. Do you have any comments, feedback or further suggestions? Is there anything we have missed?

This document provides a summary of findings from analysis of the consultation responses to inform a) any required updates to the Transport Strategy and b) the Government's published response following closure of the consultation. Section 2 and 3 summarise the main feedback from individuals and organisations, respectively – this includes feedback which is supportive of the vision, aims and principles, feedback which we suggest requires no specific action at this time, and feedback which should be considered in future strategies / 'daughter' documents. Section 4 summarises the specific changes which are recommended to the Transport Strategy as a result of the feedback obtained.

1.2 Analysis approach

We conducted a qualitative thematic analysis of the responses to the five free-text questions. This included reviewing individual responses and producing a 'codebook' to categorise responses. The main codes used were:

- Feedback relating to the vision, aims and principles:
    - Comments relating to sentiment / emphasis

- o Comments relating to wording
- Feedback relating to future plans / 'daughter' strategies:
    - o Comments containing suggestions for specific transport-related initiatives or improvements
    - o Comments relating to implementation of initiatives
    - o Comments relating to governance / financing of initiatives
- General feedback
    - o Unclear responses
    - o Unconstructive responses
    - o Very specific suggestions

Responses within each of these codes were analysed and themes were drawn out.

2 Feedback from individuals

This section describes the main themes from analysis of consultation responses from individual members of the public. We first describe themes related to the wording and sentiment of the vision, principles and aims, broken down by the five consultation questions. We then describe themes which may inform future / daughter strategies.

2.1 Feedback on vision, principles and aims

2.1.1 Vision

There was some support for the vision among respondents.

> "This is a fair vision."

> "I think that the aims of the strategy are in line with what will be needed, but the current transport infrastructure just can't deliver."

Across responses, there was a strong sentiment that transport on the island should serve all parts of the community and support social inclusion – which could be interpreted as support for a vision for equity. Responses drew attention to those living in rural areas of the island, those who are isolated, and those who have health conditions or disabilities which prevent them from travelling easily. It was suggested that transport should serve all the different geographical areas of the island.

Some respondents suggested that the vision statement should include a reference to decarbonisation.

> "It would be helpful if the Vision could include explicit reference to environmental impact and decarbonisation given the importance of these."

Respondents requested definitions of some of the terms used in the vision (and throughout the document). This included definitions for 'sustainable', 'safe', 'accessible' and 'equitable'.

Other terms suggested for inclusion in the vision were: reliable, affordable, cost effective, responsive, fit for purpose. One respondent commented that travel should be affordable and available to everyone.

A few respondents felt that the sentiment of health and wellbeing was missing from the vision. Respondents felt that transport can support better individual health and increase social cohesion and quality of life, for example by being a tool to combat loneliness. One suggested that wellbeing could be added by editing the vision to "…which supports wellbeing, economic and population growth on the Island".

Some respondents felt that the uniqueness of the Isle of Man should be recognised and referenced somehow.

> *"The vision should also refence the unique needs of the Isle of Man as being at the heart of the solution."*

Others commented that transport links off and on the island should also be acknowledged and covered within the strategy. Provision for tourists and visitors should be mentioned.

> *"I don't think we can talk about transport on the Isle of Man without mentioning transport to the isle of man and the links via sea and air."*

Many respondents did not agree with the sentiment around population growth. Some felt the strategy should centre around supporting existing residents. Others felt that other non-transport infrastructure such as schools and healthcare facilities would not be able to support population growth. This infrastructure, plus transport infrastructure, would need to be in place to support any additional population growth.

2.1.2   Economic principles

Many responses referred to the balance between cost-efficiency, social value and affordability. Respondents felt that cost-efficiency should not be prioritised over providing services for a wide range of people in society. They were concerned that the focus on cost effectiveness and economic growth would result in bus routes being cut, or in increases in prices for consumers.

> *"I appreciate that there are always costs associated with transport. But I don't think it should be expected to make money. It's a service and for some a necessity, not a product or business."*

> *"Cost effectiveness is often in direct opposition to equity. Which will be more important?"*

> *"Principle 2 - This also needs to reflect that the affordability will not be done at the expense of the consumer usability. For example from this it would indicate currently a low yield bus route serving an out of town residential area would be cut for operational efficiency however this would not be fair to supporting the residents of this area. Instead it would be better if a smaller, re-active timetable or other form of*

solution was considered to meet efficiency and cost control principles without ruining end user experience."

This was especially noted with regards to the heritage transport on the island which was perceived by some to be an essential provision for attracting tourists, even if it did not make a profit.

"We need the "heritage" transport, with or without profit."

Some commented that wellbeing should be referred to in this principle, noting that *"economic growth can only occur if the population is well."*

There was a concern that car users would have to foot the bill for any changes, which was perceived as unfair given that some respondents believe that car use is essential on the island.

Another comment centred around considering the whole island when thinking about economic growth.

"If it aims for good links and a diverse economy it needs to look Island wide."

"Principle 1 - Should …clarify if this is on island transport or off island or both."

There was some feedback on wording and language within the principles. There was feedback that some wording implies that *"climate actions are 'nice to have'.* There was also a comment around requiring a definition of 'affordable' under Principle 2.

Principle 3 was not well understood by many respondents. Respondents felt it lacked clarity.

"What is a "Just Transition"? What is "equitable"? No guidance is provided."

"No idea what principle 3 is getting at. Needs to be clearer and written in plain English… Supporting a competitive economy - does this mean the remit of the strategy is to be wider than just public transport? It should be."

2.1.3   Community principles

There was support for some elements of the community principles:

"Principle 6 is a step forward from the current area plans which seem to allow development on sites poorly served by transport and facilities."

"A joined up service is a great idea."

Respondents were supportive of the sentiment around supporting vulnerable or rural communities.

"Fair and inclusive needs to consider the more remote areas of the Island that are not served by public transport."

"The strategy should focus on reducing isolation of smaller communities."

There was a strong negative reaction to the sentiment of 'reducing the need to travel' in Principle 6. Respondents were confused whether this meant reducing travel overall or reducing car use. Some felt that, whatever the aim, this was encroaching on their personal freedoms and did not consider the practicality of life on the Island.

> *"Principle 6 - I don't think 'reducing the need to travel' should be in this. Integrated planning should instead be future proofing our current and future transport plans."*

> *"Does principle 6 mean reduce the need to travel at all or just by car?"*

> *"How can a transport system reduce the overall need to travel. Wording should be clarified as to what this means."*

Some felt that there was a lack of clarity on what 'locations which are sustainable' means in Principle 6. Similarly, others requested clarity on the words 'fair' and 'accessible'.

> *"What on earth does "fair" mean in this context? No attempt has been made to establish any criteria, so how can we ever tell whether this is being delivered? Ditto "accessibility"."*

2.1.4   *Environmental principles*

Many respondents supported the environmental principles.

> *"Sounds good as long as the whole picture is considered."*

A large proportion of respondents felt that there was too much emphasis placed on net zero, and that changes on the Isle of Man would not make a difference on a global scale. They were concerned that environmental principles would be upheld over other practical considerations. There were particular concerns around the Isle of Man government looking to reduce private car use and use of certain fuels.

> *"Any transport system must include the use of private cars whether for business or leisure."*

> *"You need a diesel engine to farm the land. You need a diesel engine to fish the seas."*

Respondents were also concerned that environmental principles would be used as an excuse to reduce transport services.

> *"The environmental argument must not be used as an excuse to reduce services."*

A few respondents requested clarity on whether the strategy as a whole covered active travel too, and if so, whether this should be mentioned more explicitly.

> *"Principle 8 - as well enjoyable living places, this should also include enjoyable active travel spaces."*

There were some responses related to wording and clarity of the principles. There was a suggestion to alter wording in Principle 7 to "whilst enhancing" rather than "without threatening" to emphasise a more proactive mindset.

Principle 8 received the most feedback about lack of clarity. Respondents felt that it was trying to cover multiple ideas.

> *"Principle 8 feels too vague and catch all. Is this about improving use of road space and streetscapes/living spaces, or about 'decommissioning of transport assets, particularly electric vehicles and their batteries' - they are completely different principles with little overlap."*

Some also questioned whether the DoI have "control over the streetscapes" as stated or whether "influence" would be more appropriate.

A few respondents expressed concern about the wording of the opening paragraph about residents and businesses having a responsibility to act as stewards of the natural environment, as they felt this did not acknowledge the responsibility that the government should have.

> *"I fear that the implication of the intro here is that it is the responsibility of individuals and business to do the right thing for the environment. Whilst I agree with the statement to an extent, I fundamentally believe that government must create the environment where doing the right thing becomes the easiest, cheapest and most obvious choice and that requires strong and brave leadership and investment."*

A few respondents noted that, whilst they agreed with the principles, they felt it would be hard for the Island to meet them, given that many things are outside the Departments' sphere of influence. Some questioned whether innovation (Principle 9) was within DoI's remit.

> *"The principles are fine, but the way I see it is that you have no control over companies outside of the Isle of Man government. You can invest in electric buses, provide subsidies to try and get people to swap over to electric vehicles. The boat is now here for many years so it will be delivering pollution. The airlines are probably outside of your sphere of influence so unless we are going to invest in the airlines to swap to hydrogen engines and provide the infrastructure to support the use, or use sustainable fuel, then there will not be much that I can see the government can do as it wants flights to and from the Island to support the economy."*

> *"Leave innovations to the (private) manufacturers and engineers of transport systems."*

2.1.5 Aims

One respondent felt that 'decarbonise the transport system' should include reference not only to shifting mode choice but also to the infrastructure that would allow this shift.

> *"Decarbonise the transport systems - I think you need to call out that this includes renewing or developing new infrastructure to support sustainable travel modes, for example charging stations for electric cars, enhanced cycle lanes etc. It isn't just about getting people onto an electric bus it's about the world that bus operates in and what adjustments might be needed for it."*

There was a negative reaction to 'reduce dependency on private cars', with respondents commenting that private cars are essential to life on the Island, and expressing concern that personal choice and freedom would be curtailed. They felt that any strategy should not have

a strong 'anti-car' tone. Respondents felt that, if reducing car dependency is an aim, there needs to be good alternative solutions for people.

> *"If you make this an aim you need to have an alternative solution for people. This feels more like a KPI to judge the success of the strategy and not a direct aim."*

As described previously, there was also some concern about population growth, with many saying that they did not support a growing population without the appropriate infrastructure.

Other feedback on specific wording included:

- A concern that 'make best use of existing infrastructure' means that DoI doesn't want to build new infrastructure. A focus on future proofing infrastructure was suggested.

- A suggestion that wording under 'improve accessibility' could be changed from "we want to work with communities ..." to "will work with ..."

2.2 Feedback related to future or daughter strategies

Many responses included suggestions or considerations related to how the vision, principles and aims could be achieved.

2.2.1 Bus services

Responses showed that buses are an important transport option for many people. Some respondents indicated they are using buses currently and had suggestions for improvements; whilst others commented that they would like to use them if services were improved. Suggestions included:

- **Consideration of findings from the recent bus consultation** run by the Isle of Man government. Respondents suggested that responses to this previous consultation may contain more suggestions for actions.

- **A bus system that connects the different parts of the island.** This includes connectivity between large towns and rural places, and also from smaller town to smaller town. There were many comments about a lack of bus services in the North of the island.

- **Better communication of timetables and live status of bus services**. Some respondents felt that bus timetables weren't communicated clearly, especially after timetabling changes, and this impacted on tourists as well as residents. Suggestions included electronic bus signs at bus stops, better GPS systems on buses to allow live tracking, and integration of timetables with Google Maps and other online tools.

- **The development of a bus station**, as a location for tourists to go to ask questions.

- **Creation of park and ride services into Douglas,** to alleviate parking issues and encourage use of public transport.

- **Using data to understand the usage of individual routes and overlaps between existing routes.** Respondents suggested conducting analysis of bus patronage and needs in order to inform decisions about removal or addition of bus routes.

- **Greater bus capacity on popular routes.** Respondents commented that single decker buses were often over capacity at peak times or on popular routes, and felt that the bus network would benefit from double decker buses or more frequent services in order to increase capacity.

- **Improvement of bus timetabling.** Suggestions included the introduction of evening and night buses, express bus services which take more direct routes, and aligning timing of bus services with the start / end of local events.

- **Greater consideration of the value of electric buses.** The idea of electric buses was popular with some respondents, but others had concerns about the environmental impact of these vehicles in terms of their import from abroad on ships and their decommission.

- **Creating accessible and safe bus stops and shelters,** including dropped kerbs. Some respondents were concerned about litter, vandalism and antisocial behaviour.

- **More flexible and affordable bus fares.** Respondents felt that running a car is currently cheaper than using public transport, and had various suggestions for ways to make them more affordable, including: discounts in non-peak hours; flat/capped fares; student fares or free school buses; and making bus travel free for all. Another suggestion was to establish one type of travelcard rather than having multiple. The eligibility criteria for bus passes was also raised as in need of review to perhaps include those who are isolated and on low incomes, as well as those who have accessibility needs.

2.2.2   *Heritage transport, rail and tram services*

Responses showed that existing heritage transport services were thought to be a central part of the Island's character. The use of existing or new tracks was commented on by several respondents. Considerations and suggestions included:

- **Consideration of approach to maintaining heritage transport.** Many respondents felt that heritage transport, including the steam trains and horse trams, were important to maintain for the local residents and as a draw for tourists, which in turn may bring economic benefit. Whilst respondents recognised that these may not be cost-effective or environmentally friendly they were keen to maintain these forms of transport. There were suggestions to extend the horse tram to the end of the promenade, and to link this with services into the town.

- **Develop light rail services.** Some respondents suggested that existing rails used for steam trains could be used for other modern services at some times of the week or day, or else new rail lines could be built. There was also a suggestion to uncover old tramlines in Douglas.

2.2.3   Cars and roads

There were various considerations and suggestions in relation to cars, car sharing and road infrastructure:

- **Disincentivise private vehicles** through bans, congestions charges or taxes.

- **Incentivise electric vehicle purchase** through facilitating lower insurance.

- **Investigate alternative fuel types.** Some respondents felt that private electric vehicles should not automatically be encouraged as an alternative to ICE vehicles. They suggested consideration of hydrogen or other fuels.

- **Consider speed limits.** Whilst some respondents were supportive of lower speed limits, others commented that low speed limits, such as 20mph limits may not be effective for reducing emissions when using diesel and petrol cars.

- **Encourage use of car sharing.** A few respondents suggested the promotion of car rental and car sharing, possibly with additional incentives such as credits for use with such schemes.

- **Road improvements.** Respondents commented that the state of the roads could lead to safety issues. Suggestions included repairing and preventing potholes, trimming hedges, maintaining pavements and evaluating road layouts to reduce speeds.

- **Addressing public perception of public transport.** A few respondents commented on the need to market public transport in a positive way in order to encourage people to choose buses over private cars.

2.2.4   Active travel

Respondents noted some challenges with cycling and walking on the island, due to the weather, state of the roads and the topography. However, suggestions to encourage active travel included:

- **Provision of cycle lanes.** This included having cycle paths integrated with new housing developments.

- **Giving cycles priority at junctions**.

- **Encouraging the integration of cycling and bus travel** by permitting cycles to be taken on buses, and locating micromobility rental near bus stops.

2.2.5   Comments on environmental actions

A small number of responses concerned air quality and wind farms:

- **Consideration of location of wind farms**. A few respondents suggested that any wind farms should be positioned in the sea and not on land.

- **Consideration of location of air quality monitors**, to enable collection of data.

2.2.6   Comments on implementation of new policies

Across the vision, principles and aims, there were responses which pertained to implementation of any new initiatives. Respondents suggested that:

- There should be more detail on how the principles would be achieved. This should include indicators of success.

- There should be consideration of what incentives were going to be used to drive the decarbonisation agenda.

- There is a tension between a decarbonisation agenda and the promotion of motorsports on the island, e.g. through the existing Tourist Trophy races.

- Housing developers should be required to provide community assets, and employment should be decentralised from Douglas to support people to stay more local.

- There is a need to work closely with other government departments to promote wider cultural shift away from car use.

- There is a need to join up with other governmental strategies and policies to ensure that they are aligned.

There were also responses which pertained to financing of any new initiatives. Respondents commented that:

- They wanted more information on how any new initiatives would be funded. There were concerns about burden on the individual taxpayer.

- They were unsure whether the DoI would have control over aviation prices and flight times, and therefore would be able to meet some of the principles.

- Some transport services should be taken up by the private sector.

2.3   General feedback from individuals

There were some other responses which are not described above. These included unclear responses and those which did not support the development of a strategy in the first place. Other responses related to separate topics, including flexible working, use of social media for promoting transport and commentary on personal approaches to using the current transport system. Since these responses were not directly relevant to the Transport Strategy they have not been summarised here. These responses can be viewed in the consultation response analysis codebook.

3   Feedback from government departments, charities and community organisations

Seven responses were received from government departments, charities and community organisations. Their feedback is described below.

3.1 Document-wide feedback

DEFA had some feedback which related to the document as a whole. These were:

- Strong encouragement to consider and reference the sustainable transport [hierarchy](#).

- Recommendation to reference the scope of the strategy, i.e. whether external (off-island) travel is included.

- Recommendation to make it clear which modes of transport the strategy and strategic programmes address.

- Recommendation to include definitions of key terms, based on the Wales Transport Strategy.

    We would recommend defining terms such as 'equitable' and 'affordable' and 'sustainable'. For example, does sustainable mean from a financial, social or environmental perspective or all three? Does equitable mean equal access to all residents irrespective of location? How will affordability be analysed? We recommend these terms are defined as per Wales transport strategy.

- Feedback that the strategy is very high level, which makes it difficult to identify clear direction at this stage – albeit this is presumed to come from the strategic programmes.

- Feedback that some of the principles and aims appear to compete with each other.

    "It appears some of the principles and aims may compete with one another and it is not clear what the priorities are (i.e. what principle might be sacrificed if it is not cost effective). Could the aims be more detailed (e.g. we aim to do this by...) to increase clarity?"

3.2 Vision

Douglas City Council and DEFA recommended that a reference to 'decarbonisation' 'minimising environmental impacts' or 'environmentally friendly' should be included in the vision statement. This aligns with feedback from the general public.

Isle of Man Friends of the Earth suggested that the term 'environmentally sustainable' should be used instead of 'sustainable'.

DEFA recommended that the terms 'safe, sustainable, accessible and equitable' should be defined within the document. This also aligns with feedback from the general public.

DEFA also suggested that the concept of reliability could be included with the vision, given that reliability seems to be one of the most important factors which encourage people to access public transport, thereby reducing private car usage and congestion.

One respondent representing Isle of Man Friends of the Earth questioned whether the inclusion of "which supports economic and population growth" was necessary within the vision, suggesting that the vision should concentrate on the needs of the current population, and links with the economy and growth did not need to be explicitly stated.

"The transport strategy should primarily be addressing the needs of our existing community and population and our sustainability goals. As for future growth - just make sure that all other strategies relating to economic and population growth are in line with and support the transport strategy. There was no mention of transport in the IOM Economic Strategy (Nov 2022) nor the KPMG Phase 3 report."

3.3   Economic principles

DEFA commented that some wording under Principles 2 and 3 could be revised or clarified to address concerns that users have about affordability.

"Care should be given when using phrases like 'optimising operational efficiency' and 'cost effectiveness' for public transport operators as this may appear to undermine affordability for users. Similarly ensuring 'users pay an equitable share' could be counter to the other principles."

Similarly, Ramsey Town Commissioners and Isle of Man Friends of the Earth commented that there is a trade-off between cost-effectiveness and serving the needs of the community:

"A cost focused view isn't making the service available to all".

"'Affordability' should not be interpreted as 'it has to make a profit'".

DEFA recommended that *"consideration be given to how investment and funding will reflect true social, environmental and economic costs and how are these factors will be assessed and achieved (a climate impact assessment will assist with this). We recommend that consideration be given to developing a Funding Strategy and that serious consideration to taxes or levies which discourage fossil fuel use be used as levers which both change the modal shift to a more sustainable option but also providing funding to make low carbon choices easier for people."*

There were some additional suggestions concerning daughter strategies and/or future initiatives:

- DEFA recommended that any further documentation recommends public transport should be routed to areas of high employment.

- DCC suggested that *"broad economic effects which are intangible can be enhanced further by offering free public transport, standard fixed daily fare or a scheme such as 'Fare Free Fridays'. The Committee would like to see facts and figures of cost versus budget of the islands transport provision."*

3.4   Community principles

DEFA welcomed the principle to promote health, physical, mental, social well-being and safety.

DHSC suggested that DoI should *"acknowledge the strategic work of DHSC and Manx Care that continues to promote an integrated care model that relies on more community-based health and care service provision".*

There were some additional suggestions concerning daughter strategies and/or future initiatives:

- DHSC suggested consideration of the findings from the Ageing Well JSNA report, which will help inform future initiatives.

- DCC suggested that *"Douglas as the capital should have a high-quality transport interchange with high quality amenities available to the public"*.

- DCC suggested an assessment and accessibility of bus stops and shelters.

- DCC commented that *"better interconnections is also key to eliminate the need for passengers to require two or sometimes three buses to reach their destination"*.

- DHSC recommended that the outcome of the Non-Emergency Patient Transport Services (NEPTS) consultation should be considered. Namely that there is concern about access to affordable transport to attend healthcare appointments where someone is not eligible to use NEPTS. Consideration should be given to scheduled transportation where patients, carers, family and friends can access direct transport to healthcare settings. There was support for these being paid services.

- DHSC also recommended that, should the concessionary fare scheme be reviewed as part of the Transport Strategy, the application of strategic principles of need should be considered:

  - *"For example, medical needs for access to appointments, treatment etc are addressed via Non-Emergency Patient Transport Policy (public transport is deemed unsuitable for this cohort) and Patient Transfer policy for the on-island home to port, port to home. Primary needs are covered by public transport accessibility policy. Secondary needs such as geographical access to public transport are covered by routes and scheduling policy, planning for upgrading kerb access etc. The remaining need requiring attention is affordability. Concessionary fare schemes should therefore focus on how to make public transport more affordable for those who would otherwise struggle (i.e. those on low incomes only) thus bringing consistency across departments on charging policy."*

3.5   Environmental principles

On Principle 7, DEFA recommended amending the wording "without threatening" to "whilst improving" in relation to public health.

They also suggested including a reference to active travel within Principle 8.

DEFA suggested that it should be made clear within the strategy document whether the Strategic Programmes will outline how improvements to the public realm and to cycle/footways would be delivered.

There were some additional suggestions concerning daughter strategies and/or future initiatives:

- DEFA recommended that *"biodiversity be considered in design of shelters and stops, or the potential design of the new bus terminal. We would be willing to provide advice during the design phase to aid with biodiversity considerations."*

- DEFA recommended that "energy use, sustainable materials and construction practices be considered in the design of streetscapes to minimise embodied carbon and future emissions from lighting, signage or heating."

3.6   Aims

DEFA recommended incorporating the need for active travellers to feel safer while walking and cycling within the aim to 'Improve road safety'.

DEFA recommended mentioning improving public health alongside active travel within the aim to 'Reduce dependency on private cars'.

DEFA recommended that more detail is provided on the aim to 'Reduce dependency on private cars'. They commented that 80% of people surveyed in 2023 who regularly use cars would find it 'quite difficult' or 'very difficult' to drive less, and so a reference to the need for better data collection is recommended.

Ramsey Town Commissioners questioned whether 'Make best use of the existing infrastructure' should sit at the heart of the strategy, i.e. using the existing infrastructure to achieve all the other principles.

There was an additional suggestion concerning daughter strategies. DEFA recommended liaising with Environmental Health on clean air measurements, to identify areas subject to higher levels of and regular congestion to prioritise offering more public transport means from these areas.

3.7   Other questions and considerations

DEFA also had some questions regarding how the strategy fits with other Manuals and policy.

- Is the intention that the strategy or the strategic programmes become formal policy? Will the strategy be included in the Strategic Plan and/or be adopted by Tynwald?

- Will the transport strategy lead to an amendment to Manual for Manx Roads?

- DEFA would welcome being involved in the development of the strategic programmes resulting from the strategy and recommend the use of democratic participatory engagement (e.g. via Citizen's Jury or similar) to ensure these programmes gain public support at the outset.

4   Summary of recommended changes

On the basis of the feedback summarised above, we recommend the following changes to the strategy document are considered:

Changes relating to whole document:

- Include definitions of key terms used throughout the document.

- Make scope of strategy clear from the outset. This includes whether it covers travel to/from the island, and which modes of transport it covers, e.g. active travel, heritage transport.

- There is a perception that there is a hierarchy to the principles, even though that is not the case. We recommend revising the order of principles to position community principles first, and adding introductory text to explain that:

    o   The principles are not in priority order.

    o   Each of the principles are linked, and the goal is to achieve all of them.

    o   There may be some trade-offs between the principles.

- Include reference to the Sustainable Transport Hierarchy. This could be as a separate principle or as a reference within another section of the strategy.

Changes to vision statement:

- Revise wording to include a reference to decarbonisation or environmental impacts.

- Revise wording to include a reference to wellbeing.

- Consider revising wording to include a reference to reliability.

Changes to economic principles:

- Revise wording to acknowledge the balance between cost-efficiency, social value and affordability.

- Adjust wording of Principle 1 to include reference to the whole island. Example wording change: "The strategy aims to encourage good transport links across the island to bring economic opportunities to all regions."

- Rephrase Principle 3 to aid clarity.

Changes to community principles:

- Define the terms 'accessible' and 'fair', which are used in Principle 4. These definitions could be included in the wider document rather than in this specific section.

- Revise wording of Principle 6 to aid clarity. This should include reviewing the phrases "limiting the need to travel" and "locations which are sustainable".

Changes to environmental principles:

- Consider adding a reference to the government's responsibility in the opening paragraph.

- Revise wording in Principle 7 from "without threatening" to "whilst improving".

- Delete the last sentence in Principle 8 referencing decommissioning of transport assets. This is detail not required for the principles and is covered elsewhere in the strategy.

- Consider the suitability of the wording "control" when referencing streetscapes in Principle 8.

- Consider referencing active travel within Principle 8, for example "We have control over streetscapes and will make investments to create more enjoyable living places *and encourage active travel*."

Changes to aims:

- Consider including the need for active travellers to feel safer while walking and cycling within the aim to 'Improve road safety'.

- Consider revising wording under 'Improve accessibility' from "we want to work with communities ..." to "we will work with ...".

- Consider mentioning improving public health alongside active travel within the aim to 'Reduce dependency on private cars'.

- Consider reframing the wording under the aim to 'Reduce dependency on private cars' to ensure that it is understood properly and to aid buy-in. This could include referencing the need for better data collection on barriers to driving less.

Appendix A   Consultation questions

Overview

The Department of Infrastructure seeks feedback on the vision, principles and aims that will underpin the new Transport Strategy for the Isle of Man.

The core objective is to create an integrated and socially inclusive Strategy which meets the needs of communities, keeps people connected in work, leisure and access to services, and supports our transition to net zero. Our vision is for a transport system which supports economic and population growth, improving safety and accessibility whilst simultaneously decarbonising transport and minimising environmental impacts. This will be achieved through a combination of behaviour change initiatives, adjustments to current services, and improved infrastructure to reduce the need to use cars for short trips, both for the Island's population and visitors. The Strategy will be complimentary to and integrated with other Island policies.

Why your views matter

People are invited to provide feedback on the proposed vision, principles and aims of the Transport Strategy to assist in the process of strategy development and implementation.

Reasonable adjustments and alternative formats

The Department is committed to equal opportunities and our aim is to make our documents easy to use and accessible to all.

We will take steps to accommodate any reasonable adjustments and provide such assistance as you may reasonably require to enable you to access or reply to this consultation.

If you would like to receive this document in another format or need assistance with accessing or replying to this consultation, please email DOIConsultations@gov.im

Responding to this consultation

You can respond to this consultation online by clicking on the 'Online Survey' link below. Paper copies of the consultation are available at Reception in the Tynwald Legislative Buildings and the Get Online Centre in the Sea Terminal.

Strategy Vision, Principles and Aims

The Transport Strategy will be structured as follows. The subsequent questions in this consultation will provide an opportunity for you to give feedback on each level of these proposals.

Vision

A safe, sustainable, accessible and equitable transport system which supports economic and population growth on the Island.

Principles

Strong and diverse economy

- Economic Growth
- Affordability
- Investment and Funding

Building great communities

- Accessibility
- Health and Wellbeing
- Integrated Planning

An environment we can be proud of

- Environmental Impact
- Land and Resource Use
- Innovation

Aims

- Improve road safety
- Reduce dependency on private cars
- Improve accessibility
- Make best use of existing infrastructure
- Decarbonise the transport system
- Support sustainable population growth

Strategic Programmes

The Vision, Principles and Aims will inform a series of Strategic Programmes, which will facilitate delivery of this Transport Strategy. These will be finalised following further engagement.

Outcomes and Indicators

Outcomes and indicators will be outlined, with methods for measuring and monitoring progress identified in the specific actions plans to follow.

Feedback on Strategy Vision

Vision

A safe, sustainable, accessible and equitable transport system which supports economic and population growth on the Island.

The Transport Strategy will deliver the vision detailed above. Do you have any comments, feedback or further suggestions on this vision for transport on the Isle of Man? Is there anything we have missed?

Feedback on Strategy Principles - Strong and diverse economy

Transportation provides economic and social opportunities and benefits that result in positive multiplier effects including better accessibility to markets, employment, and essential services.

Principle 1 - Economic Growth

Our transport system will help to deliver a strong and diverse economy and support growth in established and new sectors. The strategy aims to encourage good transport links to realise economic opportunities.

Principle 2 - Affordability

Our transport system will be affordable, operate fairly and efficiently, offer choice of transport mode, and support a competitive economy. It will optimise operational efficiency and cost by providing reliable and cost-effective transport options. The strategy seeks do this while considering climate change commitments and promoting emissions reductions.

Principle 3 - Investment and funding

Investment and funding of our transport system must reflect the true social, economic, and environmental costs, to ensure users pay an equitable share whilst recognising the principles of a Just Transition.

Do you have any comments, feedback or further suggestions on these economic principles? Is there anything we have missed?

Feedback on Strategy Principles - Building great communities

Transportation systems enable us to build great communities and enhance our quality of life.

Principle 4 - Accessibility

Our transport system will provide communities with fair and inclusive access to places, goods, services, and work.

Principle 5 - Health & Wellbeing

Our transport system will help to protect and promote the health (physical, mental and social well-being) and safety of our communities.

Principle 6 - Integrated Planning

Our transport and planning systems must align to reduce the need to travel. Development should be focused on locations which are sustainable, thereby limiting the need to travel and offering a genuine choice of transport modes.

Do you have any comments, feedback or further suggestions on these community-centred principles? Is there anything we have missed?

Feedback on Strategy Principles - An environment we can be proud of

Our future transportation systems will minimise environmental impacts. Residents and business have a responsibility to act as stewards of the natural environment and are able to make sustainable choices with regard to personal movement and consumption.

Principle 7 - Environmental Impact

Our future transport system will help us deliver our net zero targets without threatening public health, global climate, biological diversity, or the integrity of essential ecological processes. We are committed to protecting and enhancing the biodiversity our Island.

Principle 8 - Land and Resource Use

Our transport system makes efficient use of land and other natural resources while supporting a natural and built environment which respects and protects our rich culture, biodiversity and sense of place. We have control over streetscapes and will make investments to create more enjoyable living places. We will consider form as well as function in the design of our streetscapes. This includes the decommissioning of transport assets, in particular electric vehicles and their batteries.

Principle 9 - Innovation

Our transport system will accommodate technological advances to provide innovative services relating to different modes of transport and traffic management and enable users to be better informed and make safer, more coordinated, and 'smarter' use of transport networks.

Do you have any comments, feedback or further suggestions on these environmental principles? Is there anything we have missed?

Feedback on Strategy Aims

Guided by the nine principles, the Transport Strategy will aim to:

Improve road safety

Road safety is a key concern in any road transport system. We want to see a future where no one is killed or seriously injured on our roads, aligning with the Safe System Approach and aims of the Island's Road Safety Partnership to achieve this.

Improve accessibility

A wide range of barriers can exist which prevent people from accessing transport services and infrastructure. We want to work with communities to remove these barriers and adopt best practice to create an inclusive transport system.

Decarbonise the transport system

The transport sector is the third highest contributor to climate change on the Island. We want to drive a shift to more sustainable travel modes, and chart a transition away from petrol and diesel vehicles to reduce the emissions attributable to transport.

Reduce dependency on private cars

Personal car use on the Island is high, and comprises almost two thirds of overall transport emissions. We want to see a transition away from use of personal cars for everyday trips to increased use of active and public transport.

Make best use of existing infrastructure

We want to maintain and manage existing assets effectively and efficiently, upgrading and adapting where necessary to improve factors such as accessibility, safety and resilience, and support modal shift.

Support sustainable population growth

The Island is targeting population growth to 100,000 residents by 2037. We want to ensure we have the necessary infrastructure to manage this growth sustainably, to contribute to a vibrant and thriving Island supported by an effective transport system.

These aims have been developed based on the overarching vision and principles, and will be used to shape the on-the-ground commitments within the Transport Strategy. Do you have any comments, feedback or further suggestions? Is there anything we have missed?

About you

What is your age group?

Please select only one item

- Under 16 years
- 16 – 24 years
- 25 – 34 years
- 35 – 44 years
- 45 – 54 years
- 55 – 64 years
- 65 – 74 years
- 75 years or over
- Prefer not to say

What is your gender?

Please select only one item

- Female
- Male
- Other
- Prefer not to say

Which area of the Island do you live in?

Please select only one item

- Andreas
- Arbory and Rushen
- Ballaugh
- Braddan
- Bride
- Castletown
- Douglas
- Garff
- German
- Jurby
- Lezayre
- Malew
- Marown
- Michael
- Onchan
- Patrick

- Peel
- Port Erin
- Port St Mary
- Ramsey
- Santon
- Prefer not to say

Which modes of transport do you use regularly (i.e. at least once a week)? Please select as many as apply (i.e. to reflect different journeys, or journeys using a combination of modes):

Please select all that apply

- Walking or wheeling (including wheelchair, mobility aid, etc)
- Cycling (including electric bicycle)
- Bus
- Car or van (driver)
- Car or van (passenger)
- Motorcycle or scooter
- Taxi
- Rail (steam or electric)
- Other (please specify)
- Other:
- How often do you travel on and off the Island?
- *Please select only one item*
- Weekly
- At least once per month
- At least once every six months
- At least once a year
- Every few years
- Never
- Other (please specify)
- Other:

If you travel on and off the Island, is this more likely to be via plane or ferry?

Please select only one item

- Plane
- Ferry
- Both

Do you have issues with mobility?

Please select only one item

- Yes (I am a Blue Badge holder)
- Yes (I am NOT a Blue Badge holder)

- No
- Prefer not to say

Are you responding on behalf of an organisation?

Please select only one item

- Yes
- No

Organisation:

May we publish your response?

Please read our Privacy Policy for more details and your rights.

More information

Publish in full – your first name and surname, organisation name, along with full answers **will** be published on the hub (your email will **not** be published)

Publish anonymously – only your responses **will** be published on the hub (your name, organisation and email will **not** be published)

Do not publish – **nothing will** be published publicly on the hub (your response will only be part of a larger summary response document)

(Required)

Please select only one item

- Yes, you can publish my response in full
- Yes, you may publish my response anonymously
- No, please do not publish my response