| ARGYLL AND BUTE COUNCIL | Argyll Islands Strategic Group |
|---|---|
| DEVELOPMENT AND INFRASTRUCTURE SERVICES | 30 November 2018 |

**Review of the National Transport Strategy Update**

## 1.0 EXECUTIVE SUMMARY

Transport Scotland are undertaking a review of the National Transport Strategy and have advised of its purpose below:

- set out an updated vision for what kind of transport system we want for the whole of Scotland over the next 20 years or so and how we plan to get there
- look at how we can successfully address the strategic challenges facing our transport system and how we can take advantage of any opportunities that present themselves
- inform the update of the Strategic Transport Projects Review (STPR) by setting out the national outcomes we want to achieve from our investment when reviewing recommendations for strategic infrastructure priorities across Scotland
- be aligned with the emerging policy and legislative landscape in Scotland including the outcomes from the independent planning review, Climate Change Plan, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill.

1.1 A wide programme of engagement across Scotland will be delivered to ensure that transport users also have an opportunity to feed into the NTS review process. The NTS Review will work towards a formal public consultation on a draft strategy in early 2019 with a view to publishing the successor strategy in July 2019.

1.2 **Appendix 1** contains a list of the Top Transport Priorities for Argyll and Bute, at the Environment, Development and Infrastructure Committee on 7 June 2018, to support inclusive economic growth and social inclusion. It is intended to use this appendix to lobby and pursue support from the Minister of Transport and also feed these priorities into the National Transport Strategy consultation and subsequent Strategic Transport Projects Review.

## 2.0 RECOMMENDATIONS
2.1 It is recommended that Members note:

(i)   **Appendix 1** as Top Transport Priorities for Argyll and Bute to support

inclusive economic growth and social inclusion.

(ii)    **Appendix 1** to be used and referred to in pursuing support from Minister of Transport and feed into response to consultation on NTS2.

**Review of the National Transport Strategy Update**

## 3.0 INTRODUCTION

3.1 In August 2016, Humza Yousaf MSP, the Minister for Transport and the Islands announced that the National Transport Strategy (NTS) will be subject to a comprehensive review to develop a successor strategy, one that sets out a compelling vision for transport over the next 20 years.

3.2 The approach adopted to the NTS review is focused on the key elements of collaborative working with our partners, developing a robust evidence base and engaging with stakeholders and citizens across Scotland.

3.3 This collaborative approach involves a wider variety of stakeholders, who will meet regularly over the next two years to develop the successor NTS through Working Groups and partnership forums.

3.4 A wide programme of engagement across Scotland will be delivered to ensure that transport users also have an opportunity to feed into the NTS review process.

3.5 The NTS Review will work towards a formal public consultation on a draft strategy in early 2019 with a view to publishing the successor strategy in July 2019.

## 4.0 RECOMMENDATIONS

4.1 It is recommended that Members note:

(i) **Appendix 1** as Top Transport Priorities for Argyll and Bute to support inclusive economic growth and social inclusion.

(ii) **Appendix 1** to be used and referred to in pursuing support from Minister of Transport and feed into response to consultation on NTS2.

## 5.0 DETAIL

5.1 The main aim of the NTS Review will be to build upon the original National Transport Strategy (NTS 2006) and the refreshed NTS 2016 to produce and publish 'NTS2', setting the strategic direction for transport in Scotland over the next twenty years.

5.2     The scope of the review will include transport connectivity within Scotland, with the UK and internationally. It is recognised that transport links within Scotland play a key part in attracting inward investment to Scotland.

5.3     The review will set out the evidence base for future transport needs including identifying consistent or different needs between rural, coastal, islands, city and urban areas.

5.4     It will make recommendations on transport governance, delivering on the recommendations in the NTS Refresh that a full review should set out roles and responsibilities and propose modification if appropriate.

5.5     The scope of the review will also address specific issues and opportunities in the context of NTS including:-
        • Climate change
        • Integrations
        • Air quality
        • Resilience
        • Congestion
        • Reducing inequality and increasing accessibility
        • Sustainable and inclusive economic growth
        • Innovation
        • Public Health and wellbeing
        • Behavioural Change
        • Identifying 'game-changing' events or technologies

        To support the overarching Scottish Government requirement for sustainable, inclusive economic growth, the review will also be aligned with concurrent cross cutting Scottish Government policies.

5.6     The Scottish Government is committed to aligning NTS2 with the emerging policy and legislative landscape in Scotland, including the outcomes from the independent planning review, Climate Change Plan, local government review, Enterprise and Skills review, City and Regional Growth Deals and the Transport Bill.

5.7     The Scottish Government will take into account their impact on the transport landscape by ensuring that key areas of work within the NTS review, including Transport Governance, complement these developments whilst also delivering the outcomes that we want for Transport.

5.8     The planning review consultation confirmed that the NTS review's work on roles and responsibilities will encompass 'Empowering Planning to Deliver Great Places' recommendations on a review of transport governance, and responses on the consultation will help inform this work under NTS. The Regional Economic Partnership's report was published in June 2017 as part of the Enterprise and Skills review. The report also recounts the Government's commitment to review Transport Governance.

5.9     The approach to National Planning Framework Four (NPF4) will be shaped by the wider programme of planning reform discussed in the planning consultation and the position statement published in June 2017. The outcome of this will determine the timescales and format for NPF4 in order that alignment with NTS and Strategic Transport Project Review can be taken forward.

5.10    The structure of the NTS Review is summarised in the diagram below:-
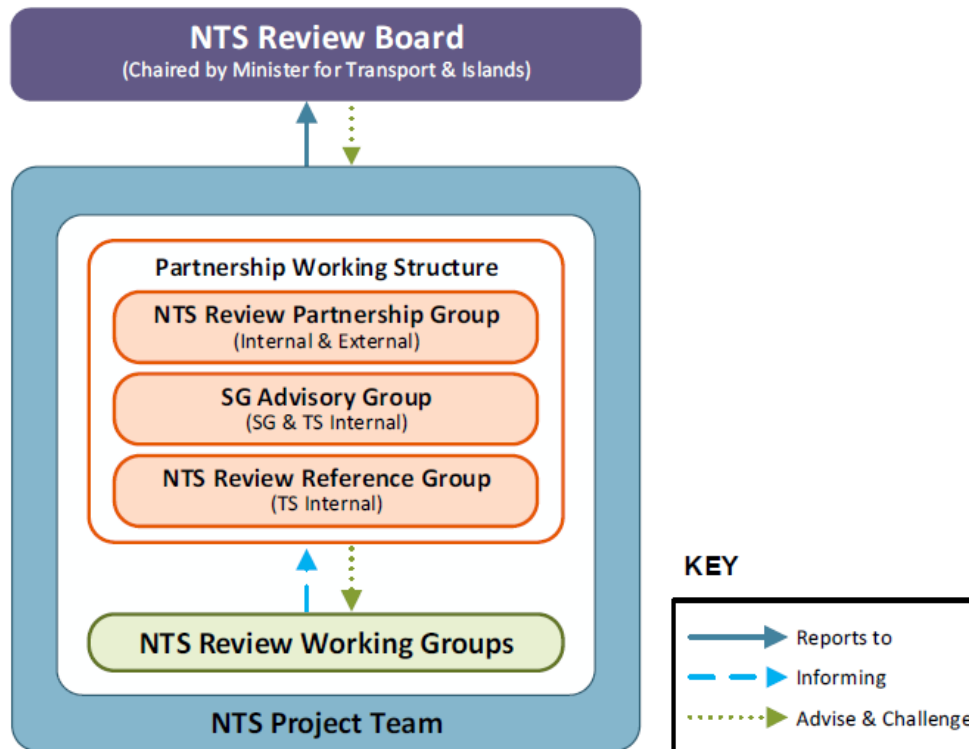


'Internal' refers to SG=Scottish Government; and TS = Transport Scotland; 'External' refers to non-government partners and stakeholders

The Review Board is the main overarching governance body for the conduct of the NTS Review and is chaired by the Minister for Transport and the Islands. The Board consists of key senior stakeholders who will provide strategic advice, guidance and challenge over the course of the NTS Review. Membership comprises representatives from Transport Scotland, Scottish Chambers of Commerce, Scottish Council for Development and Industry, Convention of Scottish Local Authorities (COSLA), Society of Local Authority Chief Executives (SOLACE), Society of Chief Officers of Transportation in Scotland (SCOTS), a nominated Regional Transport Partnership (RTP) Chair, Sustrans Scotland and the University of Glasgow.

5.11    The NTS Review Partnership Group is a strategic stakeholder group co-chaired by Transport Scotland and COSLA. It is comprised of key partners in a position to offer specialist stakeholder advice. The group is not-modal and will meet at regular intervals to provide insight, comment and challenge on the information and conclusions produced by the NTS Working Groups. The following

organisations listed are represented on the NTS Review Partnership Group:-

| NTS Review Partnership Group members |
|---|
| COSLA **[co-chair]** |
| Transport Scotland **[co-chair]** |
| Age Scotland |
| Confederation of British Industry (CBI) Scotland |
| Chartered Institution of Highways & Transportation (CIHT) |
| Citizens Advice Scotland |
| Community Transport Association |
| Freight Trade Association |
| Highlands and Islands Transport Partnership (HITrans) |
| Mobility & Access Committee for Scotland |
| NHS |
| Rural Parliament via Scottish Rural Action |
| Scottish Chambers of Commerce |
| Scottish Cities Alliance |
| Scottish Council for Development and Industry |
| Scottish Trades Union Congress |
| SCOTS |
| SOLACE |
| Strathclyde Partnership for Transport (SPT) |
| Transform Scotland |
| Transport Focus |
| Transport Scotland - Technical Analysis |
| Transport Scotland - Research/Analytics |
| Visit Scotland |
| Young Scot |

5.12 The Advisory Group is an internal Scottish Government forum which convenes internal policy leads from across the Scottish Government to help manage policy interdependencies between the NTS Review and wider Scottish Government policy (e.g. Digital, Planning, Climate Change).

5.13 The Reference Group is an internal Transport Scotland group which provides an opportunity for transport policy officials to feed into the NTS Review at regular intervals.

5.14 The NTS Review Working Groups are detailed below. The NTS Project Team is the Transport Scotland staff working on the review to provide the link between, and support to, the various parts of the structure.

5.15    Since December 2016, early engagement on the NTS Review has been progressed. During this period the focus was on gathering information and responses from stakeholders and transport users on the overarching issues and aspirations for transport. Specifically, an early engagement online survey that sought responses on the opportunities and challenges facing transport over the next 20 years was launched in December 2016 and closed on 31 March 2017. A total of 614 responses were received, of which 76 were from groups or organisations and 538 from individual members of the public.

5.16    The analysis of responses to the survey was published on the Transport Scotland website on 1 June 2017:
https://www.transport.gov.scot/publication/national-transportstrategy-early-engagement-consultation-survey/

Responses to the survey highlighted key themes that were particularly important to respondents, including:
- Promoting Active Travel
- Environmental Issues
- High Quality Integrated Public Transport
- Rural and Island Connectivity
- Accessibility and Affordability
- The quality of our road network

The survey responses also indicated broad support for the three national transport outcomes featured in the original 2006 NTS i.e. improved journey times and connections, reduced emissions and improved quality, accessibility and affordability.

5.17    Following the conclusions of the early engagement online survey the focus moved to extending the collaborative ethos of the review further. A plan for a full-scale, Scotland-wide stakeholder engagement from September 2017 onwards had been developed which will culminate in a public consultation in the early part of 2019.

5.18    Full-scale stakeholder engagement will progress through online channels, social media, existing Working Groups and forums, dedicated events, special interest groups and community engagement.

5.19    The NTS Research and Evidence Group launched a Call for Evidence on 5 April 2017. The Call asked for submission of evidence to address questions grouped around seven key themes:
- Economic growth and inclusive growth
- Transport mode choice and demand
- Environmental impact of transport
- Active travel (e.g. walking and cycling)
- Safe and resilient transport
- Transport Governance
- Potential changes in society and technology

The analysis of the evidence received through the Call will inform the deliberations of the Review Working Groups.

5.20 Three Functional groups will deliver the fundamental building blocks for the review process i.e. research and evidence, the strategic framework review, and the review of transport roles and responsibilities. Four thematic groups will address wider facets of the review such as inclusive economic growth, inequality, climate change and safety. The membership and remit for all seven Working Groups is listed below. All groups are either chaired or co-chaired by non-Scottish Government organisations:-

**Functional Working Groups -**

| Working Group | Organisation |
|---|---|
| Research and Evidence | University of Leeds [chair] |
| | University of the West of England |
| | Transport Research Institute, Napier University |
| | Centre for Transport Research, University of Aberdeen |
| | Transport Scotland |
| Remit | *Work with the academic community (and engage other researchers through knowledge exchange activity) to ensure that the best quality evidence is available to inform the NTS review, and oversee a 'call for evidence'* |
| Strategic Framework | SCOTS [co-chair] |
| | Transport Scotland [co-chair] |
| | COSLA |
| | RTP – Strathclyde Partnership for Transport (SPT) |
| | Napier University |
| Remit | *Work together and engage with stakeholders to develop an updated strategic framework that will provide the strategic foundation for all other aspects of the NTS review.*<br>*Review the current NTS Strategic Framework (vision, objectives, outcomes)* |
| Transport Roles and Responsibilities | Transport Scotland [co-chair] |
| | SOLACE [co-chair] |
| | COSLA |
| | SCOTS |
| | RTP – Strathclyde Partnership for Transport (SPT) |
| | Heads of Planning Scotland |
| | Scottish Government Planning and Architecture |
| | Clydeplan |
| | Scottish Government Public Sector Reform |
| | Scottish Government Enterprise and Cities |
| | Enterprise and Skills |
| Remit | *Build on the work of the NTS Refresh in further clarifying, and possibly modifying, existing transport roles and responsibilities nationally, regionally and locally e.g. between central and local government and service providers* |

**Thematic Working Groups**

| Working Group | Organisation |
|---|---|
| **Greener and Healthier** | Transport Scotland [co-chair] |
| | Scottish Hydrogen and Fuel Cell Association [co-chair] |
| | Caledonian MacBrayne |
| | ChargeScotland |
| | COSLA |
| | Dundee City Council |
| | Friends of the Earth |
| | NHS Health Scotland |
| | Paths for All |
| | RTP – Strathclyde Partnership for Transport (SPT) |
| | ScotRail |
| | Scottish Government Energy and Climate Change |
| | Scottish Government Health |
| | SEPA |
| | SCOTS |
| | Stop the Climate Chaos Scotland |
| | Sustrans |
| | Transform Scotland |
| | WH Malcolm |
| | World Wide Fund for Nature |
| Remit | *To set out policy proposals on how transport will address more acute climate change and health (active travel, air quality) issues through reducing overall transport emissions and developing sustainable transport and active travel* |
| **Enabling Economic Growth** | Scottish Council for Development and Industry (SCDI) [co-chair] |
| | Freight Trade Association [co-chair] |
| | Airport Operators Association |
| | British Ports Association |
| | Chamber of Shipping |
| | Confederation of British Industry (CBI) Scotland |
| | Confederation of Passenger Transport UK (CPT) |
| | Rail Delivery Group |
| | RTP – South East Scotland Transport (SESTran) |
| | Scottish Food & Drink Federation (SFDF) |
| | Scottish Local Authorities Economic Development Group |
| | Scottish MaaS Alliance |
| | Scottish Rural Action |
| | SCOTS |
| | SOLACE |
| | Timber Association |
| | Transport Focus |
| | Transport Scotland – Intelligent Transport Systems |
| | Transport Scotland – Smart Ticketing |
| | VisitScotland |
| Remit | *To set out policy proposals on how transport can improve as an enabler of economic growth (incl. transport as a major employer, development of low carbon economy and sharing economy, improvement of physical connectivity)* |
| **Tackling** | Mobility and Access Committee for Scotland (MACS) |

| Working Group | Organisation |
|---|---|
| **Inequality** | **[co-chair]** |
| | HITrans **[co-chair]** |
| | Age Scotland |
| | Bus Users Scotland |
| | Caledonian MacBrayne |
| | Citizens Advice Scotland |
| | Community Transport Association |
| | Scottish Trades Union Congress (STUC) |
| | SOLACE/Scottish Cities Alliance |
| | SCOTS |
| | Glasgow Centre for Population Health |
| | Transport Scotland – Accessibility and Road Travel |
| | Young Scot |
| Remit | *To set out policy proposals on how transport can assist in addressing geographical inequality and differences between groups of people to make Scotland a fairer Scotland* |
| **Delivering Safe and Resilient Transport** | Transport Scotland **[co-chair]** |
| | Chartered Institution of Highways & Transportation (CIHT) **[co-chair]** |
| | Airport Operators Association |
| | British Transport Police |
| | Caledonian Maritime Assets Ltd |
| | Confederation of Passenger Transport UK |
| | Freight Transport Association |
| | Institution of Civil Engineers (ICE) |
| | Network Rail |
| | Office of the Road Works Commissioner |
| | Police Scotland |
| | Rail Freight Group |
| | Road Haulage Association |
| | RTP – North East Scotland Transport (Nestrans) |
| | Scottish Ambulance Services |
| | Scottish Fire Services |
| | Scottish Government Cyber Security |
| | Scottish Government Resilience Team |
| | SCOTS |
| Remit | *To set out policy proposals on how transport should address safety and security threats and ensure resilience in transport systems* |

5.21   Contained in Appendix 1 is the Top Transport Priorities for Argyll and Bute, approved at the Environment, Development and Infrastructure Committee on 7 June 2018, to support economic development and social inclusion. It is intended to use this appendix as the basis to lobby and pursue support from the Minister of Transport and also feed these priorities into the National Transport Strategy consultation and subsequent Strategic Transport Projects Review.

## 6.0 CONCLUSION

6.1 The working groups will continue to develop policy options, supported by any required additional research. They will then be tested with the Partnership Group, and subsequently with stakeholders and refined thereafter. A draft strategy will be produced for a full public consultation to take place in February 2019 and the revised National Transport Strategy will be delivered in July 2019.

6.2 It is intended to use this appendix and listed Top Transport Priorities for Argyll and Bute as the basis to lobby and pursue support from the Minister of Transport and also feed these priorities into the National Transport Strategy consultation and subsequent Strategic Transport Projects Review.

## 7.0 IMPLICATIONS

7.1 Policy - The NTS2 will give greater consideration to key policy areas including ferries and aviation which the Council has a current service delivery function.

7.2 Financial - The NTS2 offers the opportunity to lobby for improvements to the transport network to be delivered at a national level through the Strategic Transport Project Review which will follow the NTS2 and will be delivered by Transport Scotland.

7.3 Legal – The roles and responsibilities work associated with the NTS will consider transport governance.

7.4 HR – N/A

7.5 Equalities – The NTS will link to the Equality Act.

7.6 Risk – Top transport priorities for Argyll and Bute are not considered within the Strategic Transport Project Review.

7.7 Customer Service – None.


**Executive Director of Development and Infrastructure, Pippa Milne**
**Policy Lead Councillor Aileen Morton**
30/10/18

**For further information contact:** Moya Ingram Strategic Transportation Manager
01546604190 moya.ingram@argyll-bute.gov.uk

Appendix 1 – Top Transport Priorities for Argyll and Bute

## Appendix 1 – Top Transport Priorities for Argyll and Bute
(Approved by the Environment, Development and Infrastructure Committee 7/6/18)

| Top Transport Priorities Argyll and Bute to support economic growth and social inclusion | Issue | Action |
|---|---|---|
| **ROADS** | | |
| A 82 Trunk Road - Road Upgrade | The A82 is a key economic driver for the West Highlands. There is a need to upgrade the Loch Lomond section of road Tarbet to Inverarnan section. | Ensure that the programme of works identified by the Scottish Government is implemented asap. |
| A 83 Trunk Road – Road Upgrade | The A83 is the primary transport corridor into much of Argyll from the central belt. There is a need for a comprehensive programme of investment to improve road resilience, safety and journey times. | Produce a clear timetable of actions to deliver identified problem areas including.<br>• Strone point (Underway)<br>• Erines<br>• Dunderave<br>• Balmore Rd. Tarbert<br><br>Need for enhanced capital/maintenance programme to tackle roads vulnerability to flood and frost damage. |
| A 83 Trunk Road Upgrade – Rest and Be Thankful | Need for permanent solution for R&BT | Action to determine the best "once and for all solution" to address landslip risk public perceptions. |
| A85 Trunk Road Upgrade - Oban to Tyndrum/Oban Development Road | Relatively slow and busy road seen as a high priority for businesses and other stakeholders to improve with additional problems relating to congestion and lack of capacity to grow in Oban. | To identify the range of improvements to reduce journey times and build road resilience by tackling pinch points.<br><br>To re-examine the need for the Oban Development Road to address congestion issue and capacity to grow as a town. |
| Pennygael Bridge Mull - structural repair/replacement required A848 | Essential bridge serving the Iona community requiring significant investment. | Need to identify funding to repair/replace the bridge. |
| A816 Oban to Lochgilphead Road Upgrade | Key link between Oban and Lochgilphead that suffers from a long journey time | Identify key aspects of the road that need action to remove pinch points, improve road |

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| | due to poor quality road with poor carriageway width and alignment. | alignment and excessive bends. |
| Dunoon – Colintraive – Portavadie Road Upgrade (B836/A8003/B8000) | Key route linking communities across Cowal, Bute and Kintyre (Mid Argyll) with Dunoon also a key timber haulage route. | To look at the feasibility of upgraded road to A road status incorporating physical upgrades to modern carriageway standards i.e. min. 6m wide carriageway with improved alignment to make it a safer and more reliable route. |
| A848 Salen –Tobermory Upgrade | Key route connecting main settlement on Mull with ferry terminal in need of widening to enable removal of passing places. Added pressure in summer from the success of RET. | Identify funding to enable works to proceed to final design and implementation stage. |
| Local road network | GAE levels are insufficient to meet expanding road maintenance needs. | To lobby for a revision of the GAE distribution criteria to ensure that areas of sparse population are better financed to maintain their high mileages of rural road networks. |
| **RAIL** | | |
| West Highland Line between Oban and Glasgow | Excessive journey time in excess of three hours. | Need to lobby the rai investment programme for Control periods 6-7 (2019-2029). Need for a more detailed study to identify scope for journey time reduction. Refurbished 158s due on line in 2019. |
| Creation of new station at Shandon to service HMNB Clyde – or enhanced public bus service | Reduce reliance on the car and ease movement of personnel to the base that is currently expanding. | Need to lobby the Scottish Government and Scotrail on the need for this new facility or enhanced public bus service. |
| Oban Integrated Transport Hub | Combination of bus/rail and ferry terminals to ease transport transfer. An added benefit would be to create additional space for vehicle marshalling. | Need to work with Hi Trans and other transport partners to design scheme and attract necessary funding from a range of partners. |
| **FERRIES and PORTS** | | |
| Dunoon Town Centre to Gourock Town Centre Ferry Link | Need to improve ferry reliability from town centre to town centre and re-introduce vehicular option. | Continue to lobby Transport Scotland for a successful conclusion of the contract award. |
| Replacement of Council | Ageing ferries on the Islay | Continue to work with and |

| | | |
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| Ferries/takeover by Scottish Government | Jura route and Appin to Lismore. Loss making service serving four island communities. | lobby Transport Scotland on the need to ensure the reliability/affordability of our internal ferries. |
| Extension of Ferry services | Need to make greater use of ferry services at key crossing points. For example, Tarbert -Portavadie ferry. | |
| Argyll and Bute Council Pier upgrades Fionaphort/Iona, Gigha/Tayinloan and Craignure Pier | Need to upgrade pier to take account of climate change/weather and capacity issues. Creation of berthing facility at Fionnphort. | Undertake STAG for Craignure Pier to assess future operations. Determine affordability of business cases through feasibility studies and attract external funding as necessary. |
| Improve capacity and resilience of ferry services across the network | Given the impact of RET and the expansion of the whisky and tourism industries there is growing demands on ferry services across Argyll. | Continue to lobby CMAL and Transport Scotland for suitable investment in the ferry network to ensure greater capacity at peak periods and reliability. |
| **ACTIVE TRAVEL** | | |
| Helensburgh to Cardross/W. Dunbartonshire cycleway (Regional Route 42) | Need to complete this important route linking Helensburgh, Cardross and Dumbarton allowing active travel opportunities to connect to the main town and link into established routes to loch Lomond (John Muir Way)and the Three Lochs Way and routes to Glasgow. | Continue to work with landowners to acquire land, design works and implement sections of the route as funding is secured. |
| Provision of an off-road route for entire length of NCN78, The Caledonia Way, linking Campbeltown to Lochgilphead, Oban and Fort William. | This is a key 'spine' route for the Council area and wider West of Scotland. In addition to the NCN longer distance route, shorter sections of the route are heavily used for more local journeys, for example Ardrishaig to Lochgilphead, as well as part of other routes, for example the section from Kennacraig to Tarbert forms part of the popular 5 ferries route. | Continue to work with Transport Scotland (for sections alongside A83/A85/A828 trunk roads & sections on old Connel to Ballachulish Rail Line), SUSTRANS (as NCN route), local communities, landowners and other stakeholders. |
| Pilgrims Way: Iona – Mull – Oban – Tyndrum – St Andrews<br><br>Entire route should be constructed to a suitable | This national walking and cycling route linking the international destinations of Iona and St Andrews, while also providing active travel | Continue to work with local communities, landowners, active travel bodies (e.g. SUSTRANS), Transport Scotland (for trunk roads, e.g. A85 Oban |

| | | |
|---|---|---|
| standard for walking and cycling. | links between local communities, requires significant focus to deliver, particularly given the distance and therefore cost and number of authorities and landowners involved. A&B Council is currently working with local communities in the Fionnphort area of Mull on the development and delivery of a cyclepath route which would provide approximately 1.9km of the route.<br>Within Argyll & Bute the Pilgrims Way would also provide important links within Mull and between Oban and Tyndrum. | to Tyndrum) and the Scottish Government to develop and deliver sections of this nationally important route. |
| Active Travel Islay | Following the successful delivery and positive reaction by local residents, businesses and visitors to the 3 distilleries path on Islay there is a strong desire to build upon this success by the construction of active travel routes linking other key settlements, employers and tourist destinations on Islay. | Work with Islay Community Access Group, local communities, local businesses, active travel groups (e.g. SUSTRANS, walking groups), landowners and the Scottish Government to develop and implement a network of high-quality walking and cycling routes on Islay. These routes will provide an alternative to the private car for local residents and visitors. |
| Develop Cycle Tour routes, e.g. 5 Ferries route (Arran / Kintyre Peninsula (Clanaig – Kennacraig – Tarbert) / Cowal Peninsula (Portavadie – Colintraive) / Bute (Rhubodoch – Rothesay), to provide attractive, high-quality cycle route suitable for families/tourists. | There are a number of popular cycle tour routes within Argyll & Bute, most notably the 5 ferries route with dedicated ferry tickets available from CALMAC for the route. At present these routes are primarily promoted to keen sportive cyclists as a single day activity, however with each of the routes having a total distance of under 55 miles if correctly developed these would offer an attractive weekend/multi-day activity for families/less dedicated | Work with local communities, businesses, landowners, active travel bodies (e.g. SUSTRANS), Transport Scotland (for trunk roads, e.g. A83 Kennacraig to Tarbert), CALMAC and the Scottish Government to develop and deliver attractive, high-quality walking and cycling touring routes. |

|  | cyclists thereby bringing significant economic benefit to these areas. To be attractive to these groups the route would require to be entirely on high-quality segregated infrastructure or on [perceived as] safe, quiet and low speed minor roads. |  |
|---|---|---|
| **AIR LINKS** | | |
| Central Belt to Oban Air Service with potential link to Barra. | Need to establish a scheduled flight connection to the central belt to provide a faster transport alternative for local people and businesses together with visitors. Assist the delivery of economic growth in Oban, Lorn, Barra and Lochaber. | Continue to undertake feasibility work on viability of bid, speak to air operators and lobby for subsidy to enable this connection to be established |