

Update on Islands Transport Forum

1.0 EXECUTIVE SUMMARY

- 1.1 A meeting of the Islands Transport Forum took place on 9 May 2019 with the Minister of Energy, connectivity and the Islands.
- 1.2 At this meeting updates were provided on
- National Transport Strategy and Strategic Transport Projects Review 2
 - Islands Scotland Act 2018
 - Ferries
 - HIAL Strategy
- 1.3 This paper gives an update of the items above and points raised at the Islands Transport Forum.

Update on Islands Transport Forum

2.0 INTRODUCTION

- 2.1 A meeting of the Islands Transport Forum took place on 9 May 2019 with the Minister of Energy, connectivity and the Islands. At this meeting updates were provided on

- **National Transport Strategy and Strategic Transport Projects Review 2**
- **Islands Scotland Act 2018**
- **Ferries**
- **HiAL Strategy**

This paper gives an update of the items above and points raised.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members consider

- (i) The updates provided at the Islands Transport Forum and the points raised.

4.0 DETAIL

National Transport Strategy and Strategic Transport Review 2

- 4.1 In August 2016, Humza Yousaf MSP, the Minister for Transport and the Islands announced that the National Transport Strategy (NTS) and associated Strategic Transport Projects Review (STPR) will be subject to a comprehensive review to develop a successor strategy, one that sets out a compelling vision and investment programme for transport over the next 20 years. The review of the NTS and STPR will be a collaborative process involving partnership working to develop a robust evidence base. As part of this process a wide programme of engagement across Scotland will be delivered to ensure that transport users and key stakeholders have an opportunity to feed into the NTS / STPR review process.
- 4.2 Officers from Argyll and Bute Council are engaging with Transport Scotland and their associated consultants Jacobs, Aecom via a series of stakeholder engagement workshops and meetings. The Council are also lobbying the

Scottish Government for increased investment in transport infrastructure and services via the Rural Growth Deal which has a strong focus on connectivity and routes to market. This work will feed into the NTS / STPR process.

- 4.3 Argyll and Bute Council have prepared a list of key transport interventions required to support economic growth and social inclusion in the region and this is included as **Appendix 1** of this report. This list will form the basis of future discussions with Transport Scotland as part of the Rural Growth Deal and STPR negotiations.
- 4.4 Transport Scotland are undertaking a review of the National Transport Strategy and associated Strategic Transport Projects Review (STPR) which will:-
- 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;
 - The STPR will set out the key transport investment priorities across all modes;
 - The NTS/STPR will 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.
- 4.5 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. Stakeholder consultation workshops will take place in Argyll and Bute on the following dates:-
- Helensburgh – Helensburgh and Lomond Civic Centre, Annexe Room 1 – Friday 3rd May 2019, 1pm-4pm;
 - Tarbert – Tarbert Village Hall, Main Hall – Wednesday 8th May 2019, 1-4pm;
 - Oban – The Royal Hotel, Blasta Room – Thursday 30th May 2019, 1-4pm;
 - Dunoon – Queens Hall, Meeting Room 1 – Wednesday 15th May 2019, 1pm-4pm;
- 4.6 The initial workshops will focus on local public and private sector stakeholders with an interest in transport and as such, **will not be open to the general public**. A wider public consultation exercise will also be undertaken and this is likely to be via an on-line survey. Transport Scotland and their NTS / STPR Consultants Jacobs, Aecom will also undertake a workshop for elected members at Kilmory on the 17th June 2019. As part of the evidence based approach adopted by Transport Scotland, officers from Argyll and Bute Council have been working with Transport Scotland and their consultants to compile a portfolio of evidence in support of additional funding being directed towards transport infrastructure and

services via the STPR process. Investment priorities are also being supported via the Council's Rural Growth Deal proposition and Economic Strategy which both have a strong focus on connectivity and enhancing local routes to market.

- 4.7 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. The draft STPR is expected in 2020 although specific dates for this have yet to be finalised.

Points Raised at Island Transport Forum

- 4.8 Main concern raised at the meeting was the **lack of focus on aviation** as a mode of transport as part of the national transport strategy and strategic transport review. It was raised that there **should be a strategic review of air services** at a national level across Scotland rather than the individual pockets of Public Service Obligation air services that are subsidised at local authority level as well as through government bodies such as Transport Scotland.

Islands (Scotland) Act 2018

- 4.9 The priority is to develop the **National Islands Plan** and establish the **scheme under which the island authorities can request additional powers**, because the Act contains a statutory timescale for both of these to be produced. In the case of the National Islands Plan this must be laid in Parliament within one year of the provisions being commenced (i.e. 4 October 2019) and for the scheme relating to the powers, this must be established within a year of Royal Assent (i.e. 6 July 2019).
- 4.10 There are two key elements of the Islands (Scotland) Act 2018 that did not come into force on 4 October as guidance, regulations or other preparatory work will be required. These are:
- i. provisions relating to licensing of development activities in the seas around the islands; and
 - ii. provisions relating to Island Community Impact Assessments (ICIAs) which is one of the key policies included within the Act.

Work on **Part 6: Development of the Scottish Island Marine Area** is currently being scheduled by the relevant policy officials.

The National Islands Plan

- 4.11 To inform the development of the National Islands Plan, the Scottish Government's Islands Team are carrying out extensive community input (as required by the Act). This included early discussions with island authority leads, academics, policy colleagues and others to help design the consultation process. This has provided early evidence and input that will shape the final form of both the National Islands Plan and the ICIA templates and guidance.
- 4.12 The formal consultation process for the National Islands Plan and the ICIAs was launched in Canna on 6 April 2018 by the Islands Minister, Paul Wheelhouse and will close on 6 July 2018. The consultation exercise is to encourage island communities to help shape the policies that affect them and to have a meaningful role in the creating of the National Islands Plan.

Island Communities Impact Assessments

- 4.13 Section 8 of the Islands (Scotland) Act 2018 which refers to the Island Communities Impact Assessments (ICIAs), has not yet been commenced. Work on the guidance and templates for the ICIAs is being progressed in tandem with work on the National Islands Plan with a view to ensuring it is commenced as soon as possible. To ensure that the main ethos of the Act surrounding consultation with island communities is complied with, consultation for the development of guidance and templates will be undertaken to ensure the island communities impact assessment process is suitable.
- 4.14 In the meantime, although the requirement to carry out an ICIA has not yet been formally commenced, the expectation is that Scottish Government should be operating in the spirit of the Act and taking island issues into account when developing or reviewing policies, strategies or services. We have also been advising our agencies and partners to do likewise, and consider island issues in their work bearing in mind that the Act would allow for ICIAs to potentially be applied retrospectively, where appropriate. The Islands Team are also supporting officials in the Fuel Poverty Team to ensure that an impact assessment is carried out in relation to their work on the Fuel Poverty Bill. Any learning from this useful exercise will be used to inform the final ICIA guidance and templates.

Points Raised at Islands Transport Forum

- 4.15 Whilst the community engagement was welcomed concern was raised that Local Authorities had not been consulted before hand. It was noted that feedback from island communities such as integration of modes of transport (**Air and Ferry**) from and to the island on a daily basis, **high costs of housing/transport housing materials to the islands, good digital connectivity requirements** all mirrored the stakeholder and consultation feedback that had been used to form Argyll and Bute Rural Growth Deal.

Ferries Update

Vessel Replacement and Deployment Plan

- 4.16 The VRDP report for 2016 was published on 31 January 2018. This gives an overview of how existing, planned and prospective vessels could be deployed across the Clyde and Hebrides network to deliver the commitments set out in the Scottish Ferries Plan, and better address forecast demand. The next version of the VRDP is currently being drafted following receipt of updated ferry capacity forecasting on the ferry networks which were presented to Ferry Stakeholder Groups in December 2018.
- 4.17 Key stakeholders will be consulted on the draft report in the next 2 months including the next round of Ferry Stakeholder Groups that will be held in June 2019. The VRDP will also take into account findings emerging from the Outer Hebrides, Mallaig - Armadale and Craginure STAGs. The final report including conclusions and recommendations will be considered by Ministers prior to publication later this year.

The last VRDP published in 2018 focused on 4 priorities:-

- 4.18 **Oban – Craginure:** we have deployed a 2nd vessel in Summer (MV Coruisk) to ease capacity pressures. CalMac's intention is to cascade the MV Hebrides (Summer only) once 802 is in full service. Argyll & Bute Council have commissioned a Scottish Transport Appraisal Guidance (STAG) study of future redevelopment options for Craginure port. The findings have been shared with the Mull and Iona communities and a final report is close to completion.
- 4.19 **Mallaig – Armadale:** we have established the Mallaig - Armadale Infrastructure Working Group (MAIWG) to consider long term options. CalMac's intention is that the MV Coruisk will return to the route once the MV Glen Sannox is fully in service and the MV Isle of Arran cascaded. CMAL are leading a STAG study for both ports which is approaching completion.
- 4.20 **Outer Hebrides:** STAG study is concluding.
- 4.21 **Islay:** we have undertaken an assessment of vessel options and discussed this with the Islay Ferry Committee, Jury Community Council and other stakeholders. Argyll and Bute Council are completing an assessment of the engineering and cost requirements at Port Askaig to accommodate a larger vessel. CMAL have updated cost estimates for similar works at Port Ellen and Kennacraig. Design work on a new Islay vessel is underway and we intend to consult with communities again in 2019.

RET – Clyde and Hebrides

- 4.22 RET has been hugely successful, providing a welcome boost to passenger numbers since its introduction on Clyde & Hebrides ferry services was completed in 2015. A network-wide evaluation of the impacts of RET, both positive and negative, has been commissioned by Transport Scotland, and is

due to report around the end of the year. The results of the evaluation will inform future policy around RET.

Funding and Delivery of Local Authority Ferry Services

- 4.23 The Scottish Government understands the significant financial challenges that can fall on individual local authorities in respect of internal ferry services.
- 4.24 The Ferries Plan states that the Scottish Government could assume responsibility for Local Authority ferry services, at no net detriment to the Scottish Government. It noted that ultimately a transfer may not go ahead as the Scottish Government cannot guarantee to be in a position to provide additional funding. This offer to consider a transfer remains under the same principles. Discussions are continuing with Argyll & Bute Council regarding a potential transfer of responsibility of their four internal ferry services.

Points Raised at Islands Transport Forum

- 4.25 It was noted that HIE are currently undertaking a study as to the capacity of the Islay ferry in relation to increased whisky manufacturing and distribution and also the impact of the closure of the land fill site on Islay. This study is due to be completed shortly.

HIAL Strategy Update

- 4.26 At the Islands Transport Forum (ITF) on 29 September 2016 the paper 'Preparations for an Intra-Scotland Air Services Review Scoping Exercise' was tabled. On 15 December 2016 the then Minister for Transport and the Islands wrote to ITF members confirming that, given their related work in this area, he had assigned HIAL the task of progressing this work. In addition, HIAL has been told that any proposals that are developed need to be legal (including State Aid compliant), affordable and deliverable. HIAL initiated a number of work streams to look at a variety of issues.

1. The potential to use different aircraft types and different business models in the Highlands and Islands to provide affordable and reliable services

- 4.27 HIAL has undertaken an extensive amount of work on this issue which is leading to a stakeholder consultation event on 9 May 2019 in Inverness. HIAL recognises that this clashes with the ITF. For those unable to attend the event, HIAL will be offering one-to-one meetings. HIAL has produced two papers which will be discussed at the event and which will be sent out in advance. The first paper 'A network business risk and resilience study for Highlands and Islands Airports Ltd' includes input by Cranfield University. The second paper is a summary document entitled 'A Vibrant Scotland is a Connected Scotland'. It poses some questions and is designed to stimulate input. Both papers will also be published on the HIAL web site.
- 4.28 The Cranfield report provides:

- an evaluation of the existing model of commercial air services in the Highlands and Islands network focussing on traffic, capacity, load factor, frequency, aircraft fleet, timetabling and air fares;
- An open and objective critique of the current PSO mechanism as a method for ensuring connectivity within and to remote regions;
- An investigation into the potential for a virtual airline to operate in circumstances where commercial lifeline links have been withdrawn with little prospect that these services would be operated by other airlines;
- A comparison of whether PSO or Virtual Airline solution will work. This section consolidates the themes from the previous two sections while considering alternatives;
- A comparison of the economics of operating the current Saab 340 with both equivalently sized (e.g. ATR42) and smaller aircraft (e.g. Twin Otter); and
- A route hierarchy analysis showing which routes are strong, which are marginal and which are at significant risk of market failure.

2. The need to utilise new technology (e.g. satellite based navigation) to improve the resilience and efficiency of operations both from an airport and airline perspective

- 4.29 The most visible element of this work stream has been HIAL's Air Traffic Management 2030 Strategy. Much of the focus of this has been on the Remote Tower element of the proposal but the Strategy itself is much wider and picks up on the need to embrace new technology in order to improve services, in particular from a resilience perspective. It includes proposals to introduce Surveillance at HIAL's Air Traffic Controlled Airports (currently only Inverness has this) as well as the introduction of Controlled Airspace. These initiatives have the potential to increase accessibility at some of HIAL's smaller aerodromes. A number of reports have been published by HIAL relating to this work and are available on their web site. These include 'Air Traffic Management 2030 Strategy Scoping Study' by Helios and 'ATM Strategy – Appraisal of Options for the Remote Tower Centre Location – Final Report October 2018' by ekos.
- 4.30 While not specifically mentioned in the strategy, for some of the more remote sites technological developments may involve the introduction of GNSS based technologies which have been proven to materially improve upon airfield accessibility in fog and low cloud. In essence they provide the same if not better benefit as an ILS, but at a fraction of the cost. When combined with the latest remote camera technology, surveillance, lighting technology and GNSS approaches, there is the potential to materially improve accessibility for remote airfields in adverse weather conditions, at a fraction of the cost of traditional systems, in a safe environment.
- 4.31 HIAL continues to introduce initiatives such as LED lighting at its airfields as part of its normal capital programme. LED lighting is both cheaper and easier to maintain than previous systems. In addition, by using less electricity carbon emissions are reduced.

3. The viability of different delivery models for the provision of air services e.g. PSOs or public ownership of an airline

- 4.32 The Cranfield Study explores different delivery models including PSOs, the establishment of a virtual airline and the establishment of an owned airline. A virtual airline is where a company essentially functions as a management entity that manages revenue, sells tickets and markets and promotes air services. This entity would have an ATOL license and would procure air services from an aircraft operator that holds an AOC. The airline owned model is where a publicly owned company would hold the AOC itself and operates the aircraft.

4. The infrastructure requirements of existing and potential future air services

- 4.33 HIAL's normal capital programme continues to invest in the overall airport estate in order to provide the necessary infrastructure for the continuation of air services across the Highlands and Islands. In recognition of the work required in this area, the HIAL capital budget for 2019-20 has been increased to £16.056 million. Key projects include the continuation of the Environmental Drainage Project at Inverness Airport which will reduce the impact of the airport's activities on the surrounding environment as well as rehabilitation and resurfacing of runways and aprons across the estate to support the continuation of air services to some of our remotest communities. HIAL continues to engage with the airlines which use its facilities with the aim of ensuring that any changes in airlines' fleets are taken account of in HIAL's forward capital plan.

Points Raised at Islands Transport Forum

- 4.34 It was raised that the ongoing HIAL review needs to include consultation and involvement with other local authorities whom have responsibility for airports and also air services.

5.0 CONCLUSION

- 5.1 Transport Scotland are undertaking a review of the National Transport Strategy and associated Strategic Transport Projects Review (STPR) and this will include a wide programme of engagement across Scotland.
- 5.2 As part of this process, Argyll and Bute Council will lobby Transport Scotland for increased investment in key local transport infrastructure and services. In support of this, this Council have developed a list of key transport priorities for the region and this is included in **Appendix 1** of this report.
- 5.3 Argyll and Bute Council will also lobby and pursue support from the Scottish Government for increased transport investment via a proposed Rural Growth Deal for the region.

- 5.4 Whilst the community engagement was welcomed for the **Islands Scotland Act (2018)** concern was raised that Local Authorities had not been consulted before hand. It was noted that feedback from island communities such as integration of modes of transport from and to the island on a daily basis, high costs of housing/transport housing materials to the islands, good digital connectivity requirements all mirrored the stakeholder and consultation feedback that had been used to form Argyll and Bute Rural Growth Deal.
- 5.5 For the ongoing **Ferries review** it was noted that HIE are currently undertaking a study as to the capacity of the Islay ferry in relation to increased whisky manufacturing and distribution and also the impact of the closure of the land fill site on Islay. This study is due to be completed shortly.
- 5.6 It was raised that the ongoing **HIAL review** needs to include consultation and Involvement with other local authorities whom have responsibility for airports and also air services.

6.0 IMPLICATIONS

- 6.1 Policy - The NTS2 will give greater consideration to key policy areas including ferries and aviation which the Council has a current service delivery function and the Islands Act should identify and priorities individual island needs.
- 6.2 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.
- 6.3 Legal – The roles and responsibilities work associated with the NTS will consider transport governance.
- 6.4 HR – N/A
- 6.5 Equalities/Fairer Scotland Duty – A number of equality impact assessments will be undertaken as part of the Ferries, Islands Act and NTS/STPR review.
- 6.6 Risk – Lack of investment in transport services and infrastructure will constrain economic growth in Argyll and Bute.
- 6.7 Customer Service – None.

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Appendix 1 – Top Transport Priorities for Argyll and Bute

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(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 |
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| 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. <ul style="list-style-type: none">• Strone point (Underway)• Erines• Dunderave• Balmore Rd. Tarbert 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 | Relatively slow and busy road seen as a high priority | To identify the range of improvements to reduce |

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| Development Road | for businesses and other stakeholders to improve with additional problems relating to congestion and lack of capacity to grow in Oban. | journey times and build road resilience by tackling pinch points. 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 due to poor quality road with poor carriageway width and alignment. | Identify key aspects of the road that need action to remove pinch points, improve road alignment and excessive bends. |
| Dunoon – Colintrave – 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 rail 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 | Reduce reliance on the car and ease movement of personnel to the base that is | Need to lobby the Scottish Government and Scotrail on the need for this new facility or |

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| service | currently expanding. | 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 Ferries/takeover by Scottish Government | Ageing ferries on the Islay Jura route and Appin to Lismore. Loss making service serving four island communities. | Continue to work with and 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 | Continue to work with Transport Scotland (for sections alongside A83/A85/A828 trunk roads & sections on old Connel to Ballachulish Rail Line), |

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| | 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. | Sustrans (as NCN route), local communities, landowners and other stakeholders. |
| <p>Pilgrims Way: Iona – Mull – Oban – Tyndrum – St Andrews</p> <p>Entire route should be constructed to a suitable standard for walking and cycling.</p> | <p>This national walking and cycling route linking the international destinations of Iona and St Andrews, while also providing active travel 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.</p> <p>Within Argyll & Bute the Pilgrims Way would also provide important links within Mull and between Oban and Tyndrum.</p> | <p>Continue to work with local communities, landowners, active travel bodies (e.g. Sustrans), Transport Scotland (for trunk roads, e.g. A85 Oban to Tyndrum) and the Scottish Government to develop and deliver sections of this nationally important route.</p> |
| Active Travel Islay | <p>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.</p> | <p>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.</p> |
| Develop Cycle Tour routes, e.g. 5 Ferries route (Arran / Kintyre Peninsula (Clanaig – Kennacraig | <p>There are a number of popular cycle tour routes within Argyll & Bute, most</p> | <p>Work with local communities, businesses, landowners, active travel bodies (e.g. Sustrans),</p> |

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| – Tarbert) / Cowal Peninsula (Portavadie – Colintraive) / Bute (Rhubodoch – Rothesay), to provide attractive, high-quality cycle route suitable for families/tourists. | 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 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. | 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. |
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AIR LINKS

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| 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 |
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