



# LOCAL LIVING AND 20-MINUTE NEIGHBOURHOODS

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## Contents

Policy Context.....	3
20-Minute Neighbourhoods.....	3
Local Living in a rural context .....	3
Argyll and Bute Context.....	4
Methodology.....	4
Network Areas .....	6
Cardross Network .....	10
Helensburgh Network.....	14
Rosneath Peninsula .....	18
Dunoon Network .....	22
Isle of Bute Network.....	27
Tighnabruaich Network.....	31
Inveraray Network .....	35
Lochgilphead Network.....	39
Tarbert Network Zone.....	44
Campbeltown Network.....	48
Isles of Islay and Jura Network .....	52
Isle of Colonsay.....	56
Isle of Coll and Isle of Tiree Network Areas .....	59
Isle of Coll Network.....	60
Isle of Tiree Network.....	62
Dalmally and Taynuilt Network.....	64
Lochnell, Strath of Appin, Barcaldine Network .....	68
Dunbeg Network.....	73
Oban Network .....	77
Oban Town Network.....	82
South Mull Network.....	87
Tobermory Network.....	91

## Policy Context

### 20-Minute Neighbourhoods

Policy 15: ‘*Local Living and 20-minute neighbourhoods*’ of National Planning Framework 4 (NPF4) aims to ‘*encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options*’.<sup>1</sup>

The 20-minute neighbourhood concept aims to provide access to the majority of daily needs within a 20-minute walk, wheel, or cycle from home. It is an approach that is likely to be more readily available in urban places, towns, villages and cities. Therefore, the Scottish Government has allowed for flexibility in rural areas to suit particular circumstances. Due to the nature, population density and infrastructure in Argyll and Bute, the idea of a 20-minute walk for local living is unachievable in most of the settlements in LDP2, therefore, a greater degree of flexibility has been given towards the report.

### Local Living in a rural context

The Scottish Government’s planning guidance on Local Living & 20 Minute Neighbourhoods explains that in a rural context, distances and densities mean flexibility and innovative approaches are required to support living well locally.<sup>2</sup> It is accepted that the concepts of 20-minute neighbourhoods will apply differently in urban and rural areas.

Where populations and services are distributed more widely, a networked approach can support local living across settlements. The aim is to create local hubs with good transport links and improved digital infrastructure can provide local employment and recreational opportunities. There are some challenges to the approach of local living in a rural area, as there is limited walkability between remote rural settlements. In addition, many of the defined settlements may not have all of the services set out within the local living criteria. As such, National Planning Framework 4 encourages the concept of local living, including 20-minute neighbourhoods, in identifying service hubs with good public transport links, minimising the need to travel and sustaining dispersed communities.

Joined up planning and design approaches that provide sustainable access to the majority of the daily needs across a wider community can support quality of life in rural and island communities. It can also increase opportunities for business, provide well-connected housing, enhance local character, and reduce transport costs.

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<sup>1</sup> Scottish Government: [National Planning Framework 4](#) (2023)

<sup>2</sup> Scottish Government: [Local Living and 20 Minute Neighbourhoods guidance](#) (2024)

## Argyll and Bute Context

This report provides a representation of the services and facilities accessible to settlements and communities within Argyll and Bute. The report will feed into the evidence used to form the Local Development Plan 3. The analysis will show areas that are successful in achieving local living, whilst providing an insight to areas where there are issues supporting accessibility to services that support the principles of rural local living.

**The overall aim of the report is to provide evidence to support decision-making. It is recognised that due to the geography and sparse population within parts of the council area, local living aims need to be balanced with other policy considerations to positively enhance areas and support communities.**

## Methodology

As set out above, there needs to be a degree of flexibility in the interpretation of “local living”. The 800-metre walking distance (approx. 10-minute walk) as set out in various studies to date, is applicable to urban settlements, but incredibly difficult to implement in a remote-rural setting.<sup>3</sup> Due to limitations of using walking distance, there has to be a different definition of local living in a rural context. The method undertaken in this approach was primarily based on the work undertaken on The Living Well Locally report developed for HiTrans and Sustrans, in association with Nick Wright Planning.<sup>4</sup>

The Improvement Service, in collaboration with Highland Council, published technical guidance on how to map 20-minute neighbourhoods<sup>5</sup>. The approach looks at using hexagonal mapping to score how well areas within settlements function as 20-minute neighbourhoods. This approach was looked at, however, many of the settlements within Argyll and Bute’s settlement strategy do not contain the population base or services to sustain local living themselves. In addition, where services exist, the data does not account for accessibility of these services, such as bus frequencies or seasonal opening times. Further work may be undertaken in the future of mapping the main towns and larger settlements using this methodology, however, these have not been carried out at this stage.

The methodology uses network zones of a combination of grouped settlements and school catchments to understand the accessibility of facilities in each local area. Through this methodology, network zones have been created to understand what facilities are available in each area of Argyll and Bute. These network zones are not strictly defined, and it is clear residents may move beyond these boundaries to reach services. The network zones have been created purely to provide a more detailed analysis of local living in a rural context on a smaller scale. As walking distances beyond smaller settlements are challenging, the need to travel using public transport or a private car to reach services

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<sup>3</sup> [20-minute neighbourhood in gridded data | OS](#)

<sup>4</sup> [Living Well Locally: 20 Minute Communities in the Highlands and Islands`](#)

<sup>5</sup> [How to map a 20-minute neighbourhood: Data and methods](#)

is the norm and is important to understand the distances people may have to travel for both essential and desirable services.

To report on each network area, the services and facilities related to local living have been split into five categories:

- **Employment & Commercial**
- **Healthcare**
- **Education**
- **Leisure & Recreation and;**
- **Sustainable Transport**

The full categorisation of the services can be found below in figure 1:

<b>Employment &amp; Commercial</b>	<b>Healthcare</b>	<b>Education</b>	<b>Leisure &amp; Recreation</b>	<b>Sustainable Transport</b>
Supermarket/ Convenience Store/Specialist Food Store	GP Practice	Primary School	Open Space	Railway Station
Post Office	Dentist	High School	Play Space	Ferry Port
Employment Zone	Pharmacy	Nursery & Early Learning Childcare	Playing Field	Bus Stops
Town Centre Zone	Hospital		Community Centre/Hall	Cycle Routes
			Leisure Centre	Core Paths
			Golf Course	
			Allotment	
			Library	

Figure 1: List of facilities and services mapped and included within the report

## Network Areas

The network areas that have been adopted for this approach are listed below. These have been calculated using primary school catchments, approximate travel time, and sustainable transport links to main settlements within the Planning Authority Boundary. The name of the networks have been derived from the main or largest town in the network area, or are a combination of smaller, key rural settlements within the network. Figure 2 provides mapping context, and figure 3 provides a list of each network area which is colour coded to correspond with the area map.

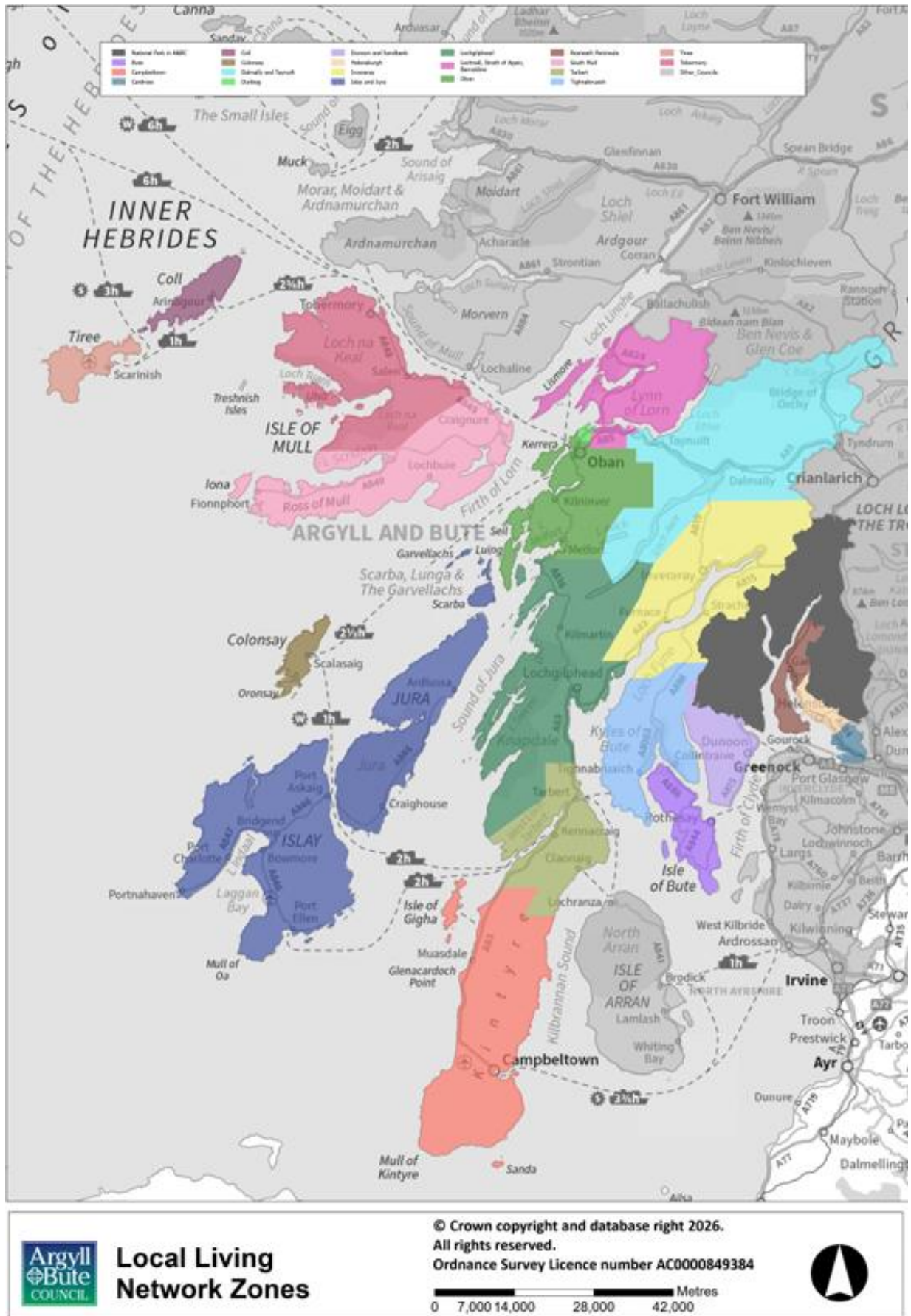


Figure 2: Map of local living network zones

Colour	Network Zone	Admin Area	Non-Denominational Primary School Catchments
	<a href="#">Cardross</a>	HAL	Cardross
	<a href="#">Helensburgh</a>	HAL	Colgrain, John Logie Baird, Hermitage, Rhu
	<a href="#">Rosneath Peninsula</a>	HAL	Garelochhead, Rosneath, Kilcreggan
	<a href="#">Dunoon</a>	BAC	Dunoon, Kirn, Toward, Innellan, Sandbank, Strone
	<a href="#">Rothesay</a>	BAC	Rothesay/North Bute
	<a href="#">Tighnabruaich</a>	BAC	Tighnabruich, Kilmodan
	<a href="#">Inveraray</a>	MAKI	Furnace, Inveraray
	<a href="#">Lochgilphead</a>	MAKI	Lochgilphead, Ardrishaig, Tayvallich, Kilmichael, Kilmartin, Craignish, Achahoish
	<a href="#">Tarbert</a>	MAKI	Clachan, Tarbert
	<a href="#">Campbeltown</a>	MAKI	Castlehill, Drumlemble, Dalintober, Glenbarr, Carradale, Rhunahaorine, Gigha
	<a href="#">Islay/Jura</a>	MAKI	Islay/Jura
	<a href="#">Colonsay</a>	MAKI	Colonsay
	<a href="#">Coll</a>	OLI	Arinagour
	<a href="#">Tiree</a>	OLI	Tiree
	<a href="#">Oban</a>	OLI	Luing, Easdale, Kilninver, Rockfield, Park, Lismore,
	<a href="#">Dalmally &amp; Taynuilt</a>	OLI	Dalmally, Bridge of Orchy, Taynuilt

	<a href="#">Dunbeg</a>	OLI	Dunbeg,
	<a href="#">Connel &amp; Strath of Appin</a>	OLI	Lochnell, Strath of Appin, Barcaldine
	<a href="#">South Mull</a>	OLI	Iona, Bunessan, Lochdonhead
	<a href="#">Tobermory</a>	OLI	Tobermory, Dervaig, Ulva, Salen

Figure 3: Local living network zones in Argyll and Bute

# Cardross Network

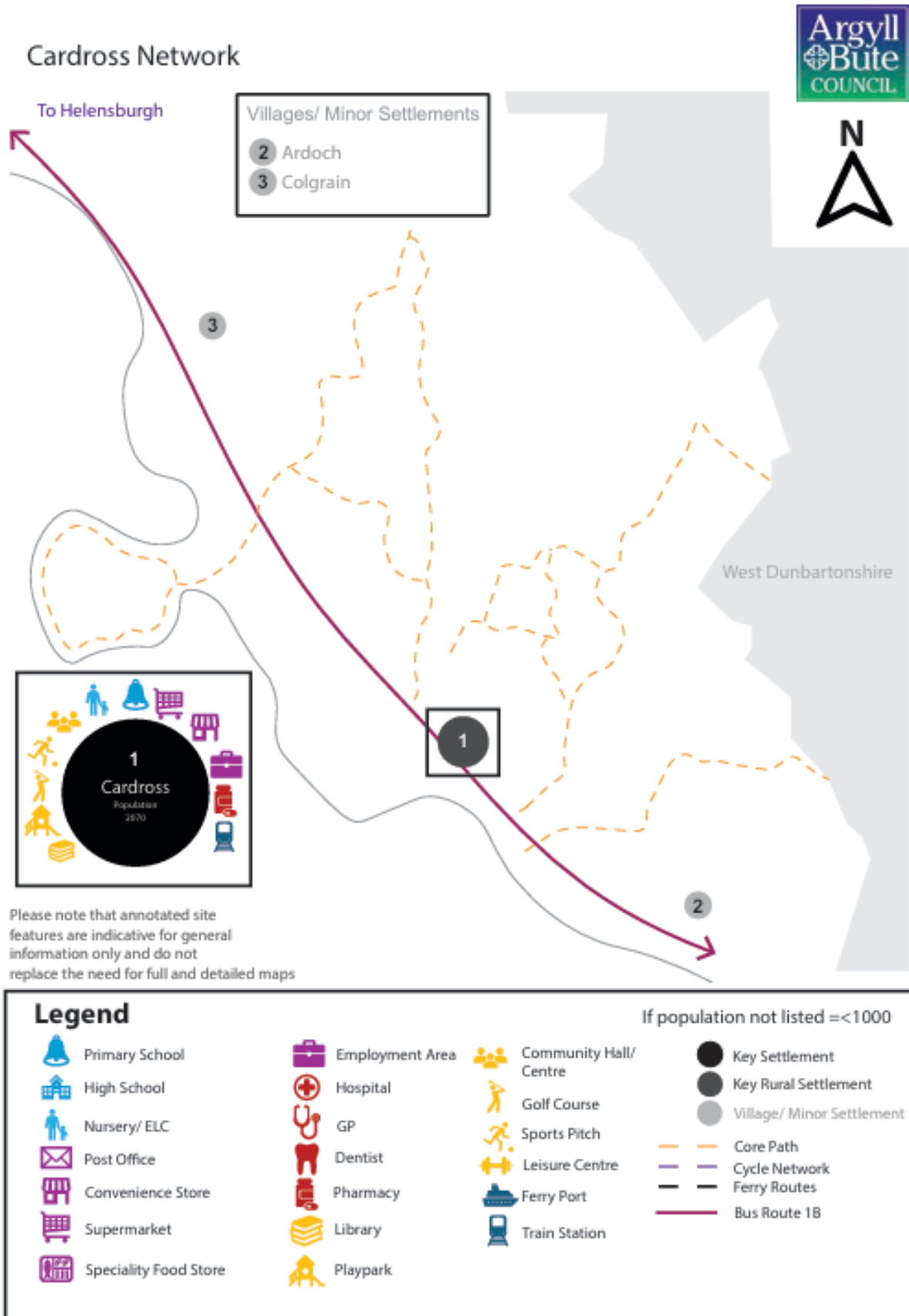


Figure 4: Map of Cardross network area

The network zone for Cardross comprises one key rural settlement, Cardross, and two minor settlements, Colgrain and Ardoch. It is one of the smaller network zones with one main adopted road running through the centre of the network area; the A814. Cardross is situated between two major towns, Helensburgh and Dumbarton, and is situated near the local authority boundary between Argyll and Bute and West Dunbartonshire. Whilst it has a number of facilities considering the small population base, many of those in town travel to the two larger settlements for some of the facilities in this report. As Dumbarton is in the West Dunbartonshire Council area, the facilities there are outwith the scope of this study and have not been included.

### Employment & Commercial

The network area contains two convenience stores and one small supermarket in the key rural settlement of Cardross. The goods on offer at these stores can sustain day-to-day living, however, it is expected that for larger food shops, many of the network's population will travel to larger supermarkets in Helensburgh or Dumbarton in West Dunbartonshire. The smaller settlements of Ardoch and Colgrain do not contain any of the services surveyed within the report and are exclusively residential, meaning that for every category in this report that they will travel to Cardross or the larger towns for their needs. There is a post office located in the centre of Cardross, integrated into a convenience store. The sawmill in the village is classed as an established employment area, providing some employment opportunities. It is expected that many residents in the network area will commute to their work within Argyll and Bute, or to nearby West Dunbartonshire and Glasgow.

### Healthcare

The Cardross network area is limited in this category to one pharmacy which is located on the main street in Cardross. This service is open 6 days a week during daytime, though closed on Sundays. For GP and dental services, many of the residents in this area will travel to Helensburgh or Dumbarton, depending on the catchment within this area. The nearest hospital is located in West Dunbartonshire.

### Education

There is one primary school located in the network area, Cardross primary school. The catchment for this school covers all three of the settlements in this area. For high school, students tend to go to Hermitage Academy in Helensburgh, which is the main school for the Helensburgh and Lomond administrative area.

### Leisure & Recreation

Cardross settlement contains some of the main facilities and services within this category key rural settlements within the zone contain a community hall or community services which can be accessed. Within the town, there is a defined play park, sports pitch and golf club. For leisure centre facilities, the locals can visit Helensburgh Leisure Centre (currently closed due to storm damage). In terms of community facilities, Cardross has a community hall which hosts a number of organisations, events and classes. Given the rural nature of the network zone, there is opportunity for informal open space and play areas. As such, despite its small size, the area performs relatively well in this category in comparison to other areas in Argyll and Bute.

### Sustainable Transport

The area is well serviced with an established core path network, presenting opportunities to walk between homes and facilities. In addition, the core paths provide opportunities to access open space. There is a lack of defined cycle networks, but there are opportunities to utilise the road network to cycle. Given the smaller size of the network area in comparison to those covered in the report, there is greater accessibility to services using walking, wheeling and cycling.

There is a train station located in Cardross which is located on the line between Helensburgh Central and Edinburgh Waverley via Glasgow. The services run multiple times a day daily and is a reliable service between Cardross and Helensburgh as well as beyond the local authority boundary. This service is located centrally within the key rural settlement of Cardross and within a reasonable walking distance of residents of the village.

One bus route serves the area, providing a service between Glasgow and Helensburgh. The route operates daily and provides a frequent service throughout the day. The link to Helensburgh provides opportunity to access services which cannot be found in network zone, as well as onward travel to Glasgow. The bus routes for the area are mapped generally below. Figure 5 provides a breakdown of the bus routes and frequency of the services. The mapping indicates that the three settlements located in the network area are within a walk to a bus stop along this route. By government standards, the route provides good provision in and around the network zone, as well as beyond to Glasgow.

<b>Bus Number</b>	<b>Route</b>	<b>Weekday Frequency (Schooldays)</b>	<b>Weekday Frequency (School Holidays/Non School days)</b>	<b>Saturday Frequency</b>	<b>Sunday Frequency</b>
1B	Helensburgh - Glasgow	10+ services a day	10+ services a day	10+ services a day	10+ services a day

Figure 5: Bus routes and frequency for Cardross network area

### Summary

Overall, the area scores perform better in some categories than others. All services surveyed in this report are located within the key rural settlement of Cardross. Ardoch is located between Cardross and Dumbarton and has good access to either town for daily provisions. The similar applies to Colgrain, located between Cardross and Helensburgh. Cardross is extremely accessible using sustainable transport modes for the services located within the town, with the small settlement allowing for

reasonable walking distances to reach facilities, only bettered by the walkability of the larger main towns surveyed in this report. Despite missing some key services, the convenient location of the network area between two larger towns means many do not need to travel far to access these services. All of the area can be reached within less than a 20-minute drive time, with those living in Cardross having greater accessibility to services through walking, wheeling or cycling. Good public transport provision allows residents within the network zone to travel around the area and to Helensburgh frequently.

# Helensburgh Network

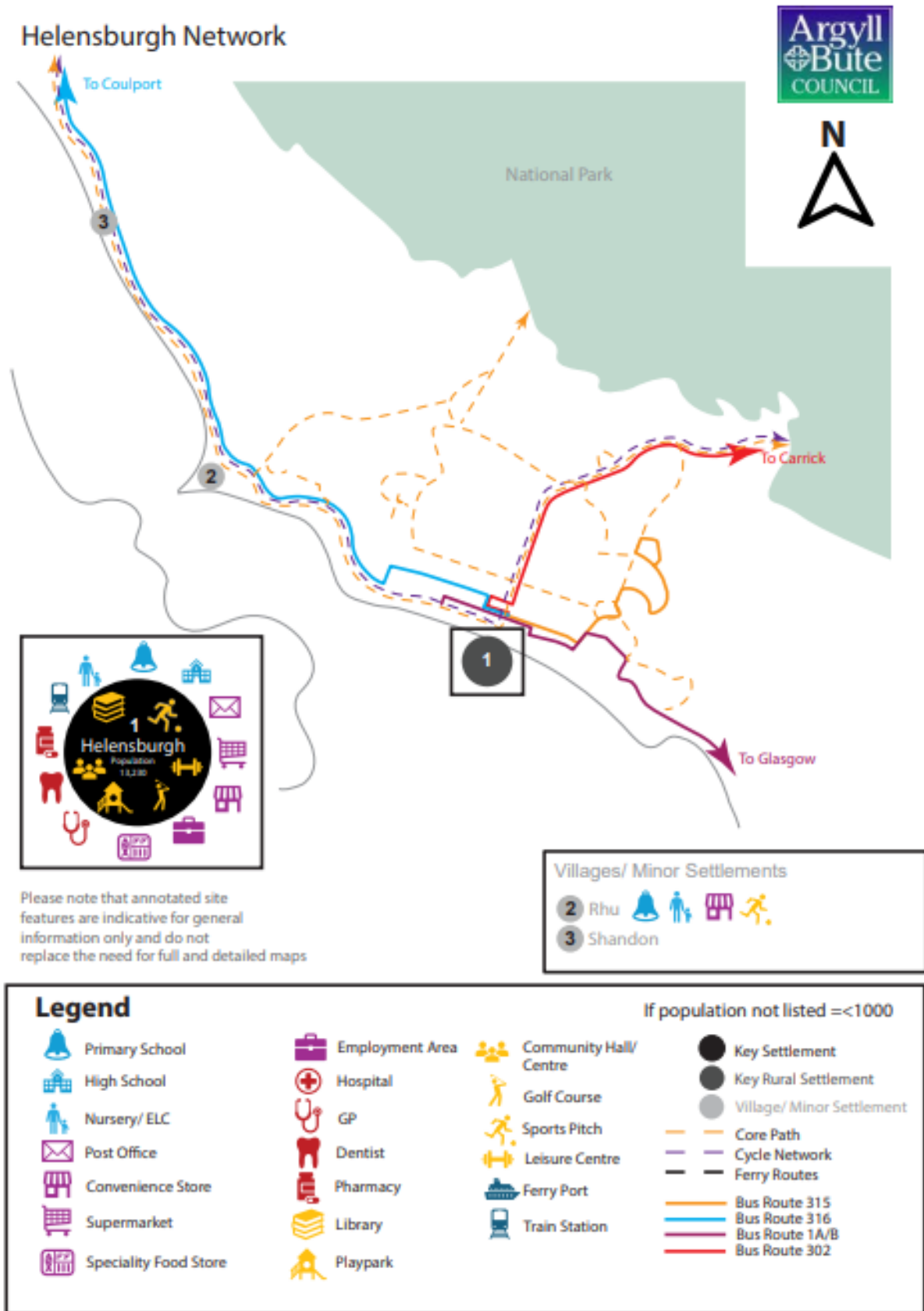


Figure 6: Map of Helensburgh network area

The Helensburgh network area contains the main settlement for the Helensburgh and Lomond administrative area, and the largest town in Argyll and Bute. The town acts a central point for the administrative area, as well as the Rosneath peninsula and Cardross network zones. The town also serves some of the population that is within the administrative boundary for Argyll and Bute but is located in the Loch Lomond and Trossachs National Park Authority, for example, Luss. The area contains a mixed-use town centre, high school for the area and contains two train lines providing links to Glasgow and Oban. To the east of the network area are the smaller settlements of Shandon and Rhu, which are primarily residential settlements. The network area also benefits from a denser population and shorter travel times to reach services, giving greater accessibility to local living and creating 20-minute neighbourhoods.

### Employment & Commercial

The network area contains a defined town centre in Helensburgh with a number of mixed uses, including a small supermarket, post office, speciality food stores and convenience stores. It is expected that those in Rhu and Shandon travel. Shandon is under provisioned when it comes to local services in this category. Rhu contains a small convenience store, and wider Helensburgh is served by small convenience stores and a second, larger supermarket out of the town centre boundary. The town centre is accessible by public transport, though most residents are located within a 10-minute walk of a shop that sells basic provisions. Helensburgh is the main employment hub for the network with many of the residents working in the town, though the public transport links provide residents with an opportunity to commute to other parts of Argyll, West Dunbartonshire or Glasgow for employment opportunities.

### Healthcare

Helensburgh provides the main healthcare services in the administrative area. The network zone contains GP's, pharmacies, and dentists which are located in the town centre. For A&E services, travel to Glasgow is required. The settlements of Rhu and Shandon are required to travel to the main town of Helensburgh for these services, showing a trend of centralised services in this network area. There is adequate provision in the network area, and most residents can reach these services within reasonable walking, wheeling or cycling distance.

### Education

The network zone contains four primary schools and the main high school for the area's residents. There is one primary school in Rhu and three located in Helensburgh. The high school is located on the eastern edge of Helensburgh and serves the whole of the administration area. Those not within a reasonable walking distance can use a school bus operated by the council. There are nursery/ELC's

located in Helensburgh and Rhu, providing above average provision to residents in this category relative to other network areas in the report.

### Leisure & Recreation

The network area contains the main leisure facilities for the administrative area of Helensburgh and Lomond. In addition to a leisure centre, Helensburgh has a golf course, sports pitches, a library and skate park. There are also several community hall facilities that can be used by community groups and members of the public in the area.

Helensburgh contains Hermitage Park, one of the largest parks in Argyll. In terms of opportunities for open space and play space, residents have nearby access to play space and opportunities for open space. However, those living in Shandon or Rhu have more challenges to accessing play areas. There is opportunity for accessing open space and both informal and formal play areas within Helensburgh and this is a well performing settlement in this regard.

### Sustainable Transport

The area is well serviced with an established core path network, presenting opportunities to walk between homes and facilities. In addition, the core paths provide opportunities to access open space. There are opportunities to utilise defined cycle networks, particularly along the waterfront between all three settlements in the zone. Given the smaller size of the network area in comparison to those covered in the report, there is greater accessibility to services using walking, wheeling and cycling.

There are two train stations located in Helensburgh, one which provides access to Oban and a more frequent route to Edinburgh Waverley via Glasgow. The services run multiple times a day daily and is a reliable service between Helensburgh and Cardross, to beyond the network and local authority boundary. Both stations are located in the centre of Helensburgh, providing most residents of the area with reasonable walking access to the trains.

Several bus routes serve the area, including the Number 1 bus, providing a service between Glasgow and Helensburgh. The route operates daily and provides a frequent service throughout the day. Further links to the Rosneath Peninsula and Dumbarton/Balloch provide a better than average provision than most of the other networks in Argyll. This is likely due to the denser population in this area of Argyll and Bute. The bus routes for the area are mapped generally above. Figure 7 provides a breakdown of the bus routes and frequency of the services. The mapping indicates that the three settlements located in the network area are within a walk to a bus stop along this route.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days))	Saturday Frequency	Sunday Frequency
1B	Helensburgh - Glasgow	10+ services a day	10+ services a day	10+ services a day	10+ services a day
302	Helensburgh - Carrick Castle	3 services a day	3 services a day	3 services a day	N/A
315	Helensburgh settlement	10+ services a day	10+ services a day	10+ services a day	5 services a day
316	Helensburgh - Coulport	10+ services a day	7 services a day	10+ services a day	7 services a day

Figure 7: Bus routes and frequency for Helensburgh network area

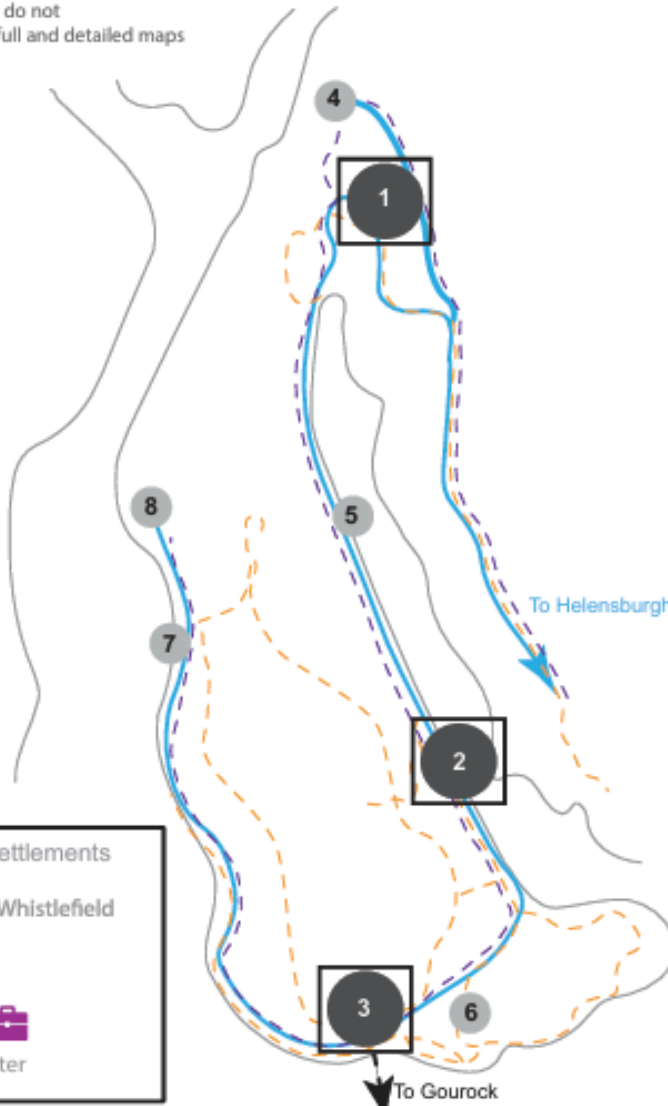
### Summary

Overall, the area performs well relative to other areas covered in Argyll and has above average access in all categories. Most of the services covered in this report are located within the key settlement of Helensburgh. Smaller conveniences and services, including transport facilities can be found in Rhu. Helensburgh is a hub for public transport in Argyll, providing links to other areas in Argyll and beyond to Glasgow and Loch Lomond & The Trossachs. All of the area can be reached within less than a 20-minute drive time, with those living in Helensburgh having greater accessibility to services through walking, wheeling or cycling. Good public transport provision, relative to the rest of Argyll and Bute, allows residents within the network zone to travel around the area and around Helensburgh frequently.

# Rosneath Peninsula

## Rosneath Peninsula Network

Please note that annotated site features are indicative for general information only and do not replace the need for full and detailed maps



**1**  
Population 3650  
Garelochhead

**2**  
Population 1250  
Rosneath

**3**  
Population 1280  
Kilcreggan/Cove

- Villages/ Minor Settlements**
- 4 Portincaple/ Whistlefield
  - 5 Rahane
  - 6 Portkil
  - 7 Ardpeaton
  - 8 Coulport/Letter

**Legend**

Primary School	Employment Area	Community Hall/ Centre	Key Settlement
High School	Hospital	Golf Course	Key Rural Settlement
Nursery/ ELC	GP	Sports Pitch	Village/ Minor Settlement
Post Office	Dentist	Ferry Port	Core Path
Convenience Store	Pharmacy	Train Station	Cycle Network
Supermarket	Library		Ferry Routes
Speciality Food Store	Playpark		Bus Route 316/316A

If population not listed =<1000

Figure 7: Map of Rosneath Peninsula network area

Rosneath Peninsula is formed by Gare Loch to the east and Loch Long in the west, which merge into the Firth of Clyde. The peninsula is approximately 7 miles long and 3.5 miles wide at its widest point. It benefits with close links to Helensburgh and further afield to Glasgow and the central belt. The network zone contains three key rural settlements and by population is one of the largest network areas covered in the report. As well as a frequent bus service serving the main settlements, the peninsula is served by a seasonal ferry to Gourock and direct train line between Glasgow and Oban/Fort William.

### Employment & Commercial

The network area contains a variety of food stores that are essential for day-to-day living, with options in all the key rural settlements of Kilcreggan/Cove, Rosneath and Garelochhead. All of the named settlements contain a food store, and Rosneath contains a small supermarket and post office. For larger food shops and specialist food stores, it is expected that residents on the peninsula would visit Helensburgh or Dumbarton due to the close proximity to larger settlements. There are three employment areas in the region, located in Coulport, Rosneath and Garelochhead. The Faslane naval base falls under the network zone and provides significant employment to the area. Overall, there is good provision of commercial and employment in this network zone, with the area also benefitting geographically with its close ties to the main town in the administrative region, Helensburgh.

### Healthcare

Rosneath Peninsula benefits from good healthcare provision, with three doctor surgeries and three pharmacies located in the network, all based evenly across the three key rural settlements. For dental practices, it is likely that residents will travel to Helensburgh for this particular service. The nearest hospital is located in West Dunbartonshire, with larger, more specialised hospitals, including A&E, located in Glasgow. No analysis has been made on the availability of appointments to customers for each health service.

### Education

The network zone contains three primary schools located in Kilcreggan, Rosneath and Garelochhead. The whole network zone falls within the Hermitage Academy catchment area. The council provides a free bus service for children who live on the peninsula. The network area also contains access to early learning childcare and nurseries, performing well in this category.

### Leisure & Recreation

Three of the key rural settlements within the zone contain a community hall or community services which can be accessed. The main settlements are spread out which provides an adequate level of access to these facilities for those not residing in the larger settlements. There is an understanding that

the mapping does not include café's/restaurants in this iteration and that these would be classed as social facilities. Each key rural settlement contains formal play space and Kilcreggan/Cove has access to a sports pitch. There is opportunities for informal open space and play areas along the coastline of the peninsula. The peninsula is located in close proximity to Helensburgh which has further access to play areas, sports pitches and a leisure centre. Overall, the network area performs well in this category.

### Sustainable Transport

The area is well serviced with an established cycle network, however, there is very little opportunity to use these to their full extent to access services in the area. There is limited access to core paths and walking is difficult along the road network, with few footpaths connecting settlements. With the exception of cycling, the distances between some of the established settlements to reach key services, would be considered unreasonable to travel using active transport methods. The area contains a seasonal ferry from Kilcreggan to Gourock, providing links to Inverclyde.

There is a train station located in Garelochhead which is located on the line between Glasgow and Oban or Fort William. The services runs multiple times a day daily, however, could not be considered a good service, serving only one settlement in the network zone. The train times also limit the use of the service, and it is likely people will travel to Helensburgh for greater opportunities to travel by train out of the area.

One bus route serves the area, providing a service between the peninsula to Helensburgh. The route operates daily and provides a frequent service throughout the day. The link to Helensburgh provides opportunity to access services which cannot be found in network zone, as well as onward travel to Glasgow. The bus routes for the area are mapped indicatively in the infographic. Figure 8 provides a breakdown of the bus routes and frequency of the services. The mapping indicates that there are smaller communities not situated immediately next to a bus stop to access the local service. However, the bus route goes along the main road for the network zone, which is accessible from all settlements.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/ Non School days)	Saturday Frequency	Sunday Frequency
316	Coulport - Helensburgh	10+ services a day	7 services a day	10+ services a day	7 services a day

Figure 8: Bus routes and frequency for Rosneath Peninsula network area

## Summary

Overall, the area scores well throughout all categories, with above average services in comparison to other zones covered in Argyll and Bute. The area contains much of the facilities required to carry out local living, however, walking between settlements to reach these facilities is difficult. Most of the area can be reached within less than a 20-minute drive time due to the peninsula's narrow geography.

## Dunoon Network

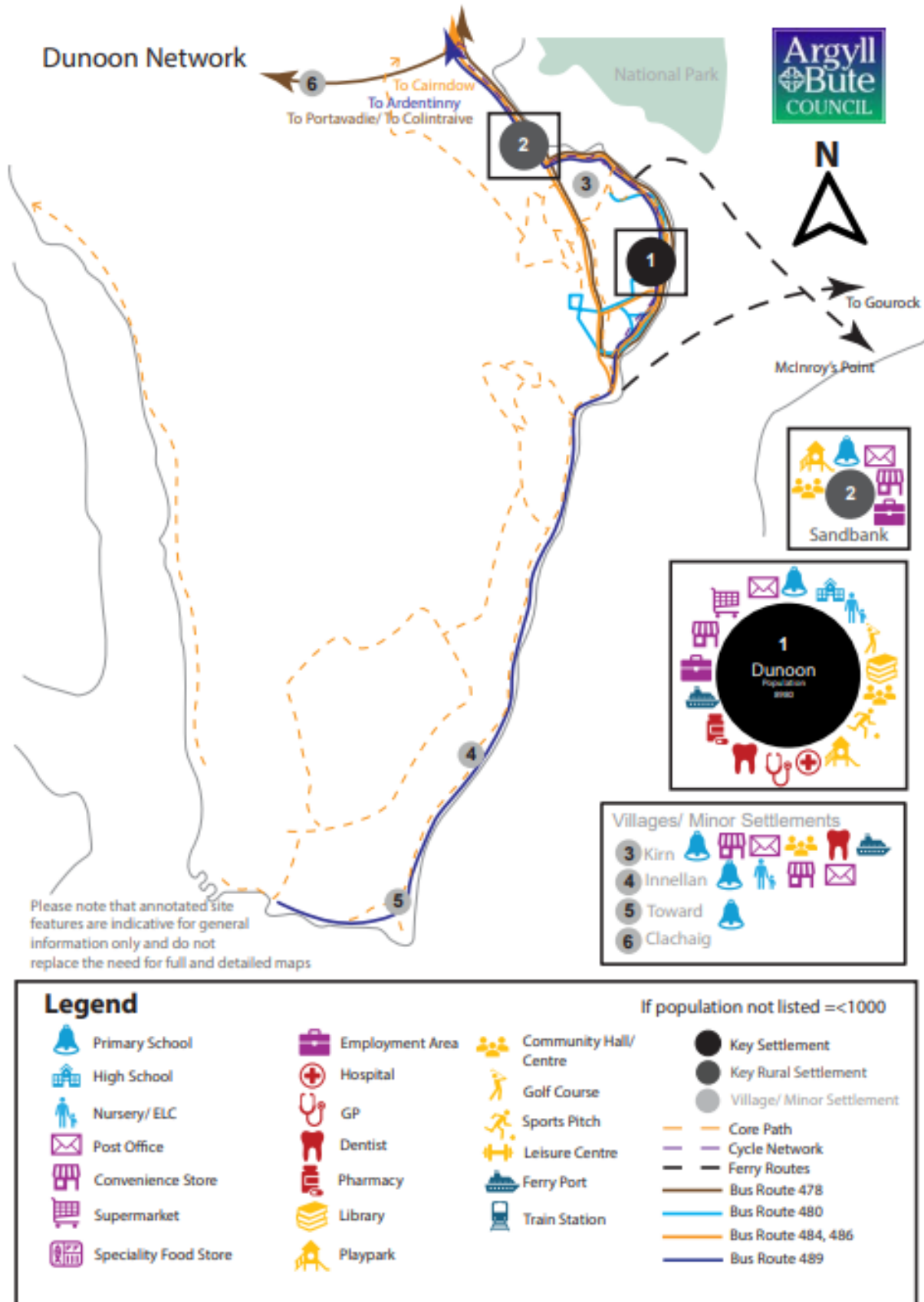


Figure 9: Map of Dunoon network area

The Dunoon network zone is one of the largest areas covered in the report in terms of population, covering the eastern side of the Cowal peninsula. It incorporates one of Argyll's main towns, Dunoon, as well as the key rural settlement of Sandbank. Much of the population for the area live in or within close proximity to these settlements, with the largest grouping of services found in this area. This network area is bound by the Tighnabruaich network zone to the East, Inverary network and National Park authority area to the North and the Firth of Clyde to the West. The area benefits from road links to all the main towns in Argyll as well as a ferry service to Inverclyde with onward, sustainable transport links to Glasgow.

### Employment & Commercial

The network area has strong retail and employment opportunities relative to other zones in Argyll and Bute with a number of services located in Sandbank, Kirn and Dunoon. Dunoon benefits from being a larger town with a defined town centre, complete with a number of mixed uses and two supermarkets. It is anticipated that most of the people in the network area will travel to Dunoon in order to meet their shopping needs, however, there are smaller convenience stores and post offices located in Innellan to meet daily needs of those in the south of the network area. Both Sandbank and Dunoon have defined employment areas in LDP2 and, due to the nearby links to Inverclyde and beyond, provides more employment opportunities out with the local authority boundary. Overall, relative to the council area, there is greater access to services in this category, and the area performs well in this regard. The network area also benefits from a denser population and shorter travel times to reach services, giving greater accessibility to local living and implementing 20-minute neighbourhoods.

### Healthcare

The network area contains Dunoon, the main town for healthcare in Bute and Cowal administrative area. The network zone contains GP's, pharmacies, dentists and a small hospital which are all located in Dunoon, Sandbank and Kirn respectively. For A&E services, travel to Glasgow is required. Despite good service on paper, communities to the south of the network area are required to travel to the main town to reach these services and are not within reasonable walking, wheeling or cycling distance to these facilities.

### Education

There are five primary schools located in the network area, located in Sandbank, Kirn, Dunoon, Innellan and Toward. The catchment for this school covers all three of the settlements in this area. The main high school in the area is Dunoon Grammar located in the main town and centre of the network area. However, the catchment area for the high school goes beyond the defined network area.

### Leisure & Recreation

The Dunoon network area contains the main leisure facilities for the administrative area of Cowal. Dunoon town contains sports pitches, a leisure centre, golf course and library which provides good access to leisure and recreation services. Kirn and Sandbank contain their own facilities too, and these three settlements benefit from sharing services within a densely populated area. The communities to the south and west of the network area have more limited opportunities to access leisure facilities,

In terms of opportunities for open space and play space, residents in Sandbank, Dunoon and Kirn have nearby access to play space and opportunities for open space. For those in smaller, rural areas of the network areas, access to formal play space for children is limited, however, there are opportunities to utilise open space with a varied topography and coastline giving opportunity for both walking and cycling.

### Sustainable Transport

The area is well serviced with an established cycle network and core paths between settlements, however, there is very little opportunity to use these to their full extent to access services in the area. The distances between some of the established settlements to reach key services, would be considered unreasonable to travel using sustainable transport methods. It is expected that with the exception of those in Dunoon, Sandbank and Kirn that people are likely to use public transport or private car to travel around the area. The area contains two ferry ports which provide travel to Inverclyde, allowing residents to utilise public transport to larger settlements to reach certain services.

Three bus routes serve this area with all three routes travelling through the main settlement for the area, Dunoon. Figure 10 provides a breakdown of the bus routes and frequency of the services. The mapping indicates that there are communities isolated by a lack of public transport provision to the main town in the area, with no direct linkage from those in the area around to the main settlement in Cowal, Dunoon. This is particularly relevant to communities to the South and West of Dunoon. The frequency of the routes is considered to be better than average relative to other services in Argyll and Bute, with only one of the three services operational on a weekend. Furthermore, many of the services throughout the weekday are operational during school days or school holidays, limiting day-to-day usage for residents of the network zone.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
471	Tighnabruaich, Kames and Portavadie local service	Tuesday and Thursday service only. 3 full services a day.	Tuesday and Thursday service only. 3 full services a day.	N/A	N/A
473	Tighnabruaich – Otter Ferry	4 services a day	More services operational during school holidays and Thursdays	N/A	N/A
478	Dunoon – to Colintrave & Portavadie	Up to 10 services a day	3 services a day	4 services a day	N/A

Figure 10: Bus routes and frequency for Dunoon network area

The area also benefits from a regular ferry service from Dunoon to Inverclyde, with further public transport links to Glasgow. The ferry is operational multiple times a day, seven days a week. A further service between Hunter's Quay and Kilcreggan also operates, which is mentioned under the Rosneath Peninsular network area.

### Summary

Overall, the area scores well in terms of services under the employment and commercial umbrella, with all services accessible within the network zone. The area benefits from a densely populated area with three settlements in close proximity, allowing for potential to travel sustainably to use services in these areas. However, the smaller settlements and residents in the south and west of the network area have limited access to these services as these appear to be grouped in and around the main settlement, Dunoon.

There is good provision of community services and due to the geography of the network area, ample opportunities to access open space. However, much of the services in this network zone is contained within the key settlement of Dunoon. The mapping shows a challenge faced by remote-rural communities, creating a centralisation of key services within one main town. This is impacted further by some of the more isolated communities, particularly those on the southern and western areas of

the zone, with very limited public transport access and frequency to the main towns to access these services.

# Isle of Bute Network

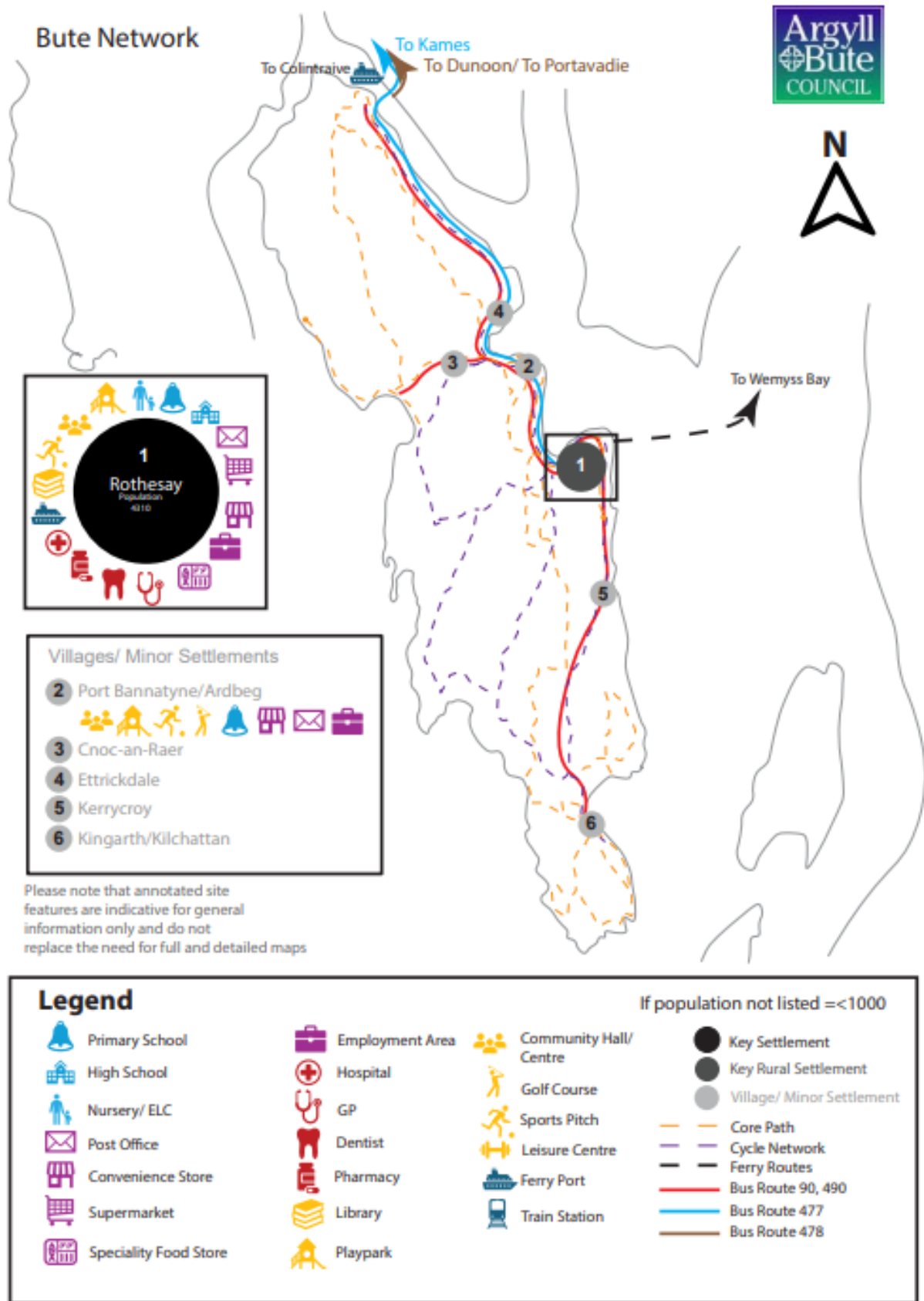


Figure 11: Map of Isle of Bute network area

The Isle of Bute is an inhabited island located in the Firth of Clyde, bounded by Cowal and Kyles of Bute to the North and Inverclyde and Ayrshire to the West. It makes up one of the main areas within the Bute and Cowal Kintyre administrative area. The Network Zone boundary consists of the full island and includes one of Argyll and Bute's six key main towns in Rothesay. Rothesay is the main hub of the island, accessible by ferry travel being the main hub with a ferry port to the mainland, small supermarket and post office, a GP practice and a village hall. The population of Bute is estimated to be over 6000.

### Employment & Commercial

The network area contains a defined town centre in Rothesay with a number of mixed uses, including a small supermarket, post office, speciality food stores and convenience stores. Port Bannatyne to the north of Rothesay contains a small convenience store with an associated Post Office. However, there are pockets of populations with a lack of these services, ultimately requiring travelling to Rothesay to shop. Due to Rothesay's size, many who live in the town will be able to access the town centre and small convenience stores out with the town centre boundary through walking, wheeling or cycling. In terms of employment, Rothesay is the main employment hub for the island with many of the residents working in the town. However, there is an established business area in Port Bannatyne providing opportunities for employment on the island.

### Healthcare

The island has all key healthcare facilities on the island; however, all are located in the main town of Rothesay which shows a centralisation of services. The hospital on the island is small and does not contain A&E facilities. For the scale of the island and population size, Bute has an above average provision in this indicator compared to other areas in Argyll.

### Education

The network zone contains one primary school and high school for the island's residents. Both schools are located in the main town for the island, Rothesay, and the catchment covers the whole of the island. For children out with a reasonable walking distance, a bus provides free travel to and from the schools.

### Leisure & Recreation

The main settlement of Bute contains the key leisure services for the town including a leisure centre, sports pitches, and public library. Again, whilst there is above average provision for the scale of the population on Bute, many residents are required to travel to the main town to access these. Rothesay and Port Bannatyne contain community facilities for all residents of the island. There is a defined play

area in Rothesay and Port Bannatyne, however, there are further opportunities to use the landscape and coastline of the island for open space and informal play opportunities.

### Sustainable Transport

The island has two ferry ports which provides access to Colintraive in Cowal and Weymss Bay in Inverclyde, which provides direct train travel to Glasgow. The journeys between Rothesay and Weymss Bay are more frequent, popular and run seven days a week. It is expected that for those seeking services beyond the island are likely to travel to another local authority to access these.

In terms of getting around the island, there are three public bus services on the island, with many using a private car or active travel to get around. One of the bus routes serves Dunoon, the main settlement in Cowal via the ferry link to the north of the Island. The active travel routes can be accessed throughout the whole island and connect pockets of smaller settlements to Rothesay, the main settlement on the west of the island.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
90, 490	Rhubodach – Kilchattan Bay	10+ services a day	10 + services a day	10+ services a day	10+ services a day
477	Rothesay – Kames	1 service a day (Monday/Wednesday/Friday)	N/A	N/A	N/A
478	Dunoon – to Colintraive & Portavadie	Up to 10 services a day	4 services a day (Saturday only)		N/A
491/492	Rothesay town	10+ services a day	10+ services a day.	10+ services a day	4 services (summer) 2 services (winter)

Figure 12: Bus routes and frequency for Rothesay network area

### Summary

Overall, the area scores well throughout most categories, with the island allowing for sustainable local living on a day-to-day basis, however, to function, residents on the island have to travel to the Rothesay, the main hub for the island. Much of the smaller settlements are grouped around the key settlement which lowers travel times, though many homes in the West of Bute could be considered isolated with longer travel times. Walking between settlements to reach these facilities is difficult but achievable between Port Bannatyne and within Rothesay. The size of the island means that most areas can be accessed within a 30-minute drive time.

# Tighnabruaich Network

## Tighnabruaich Network

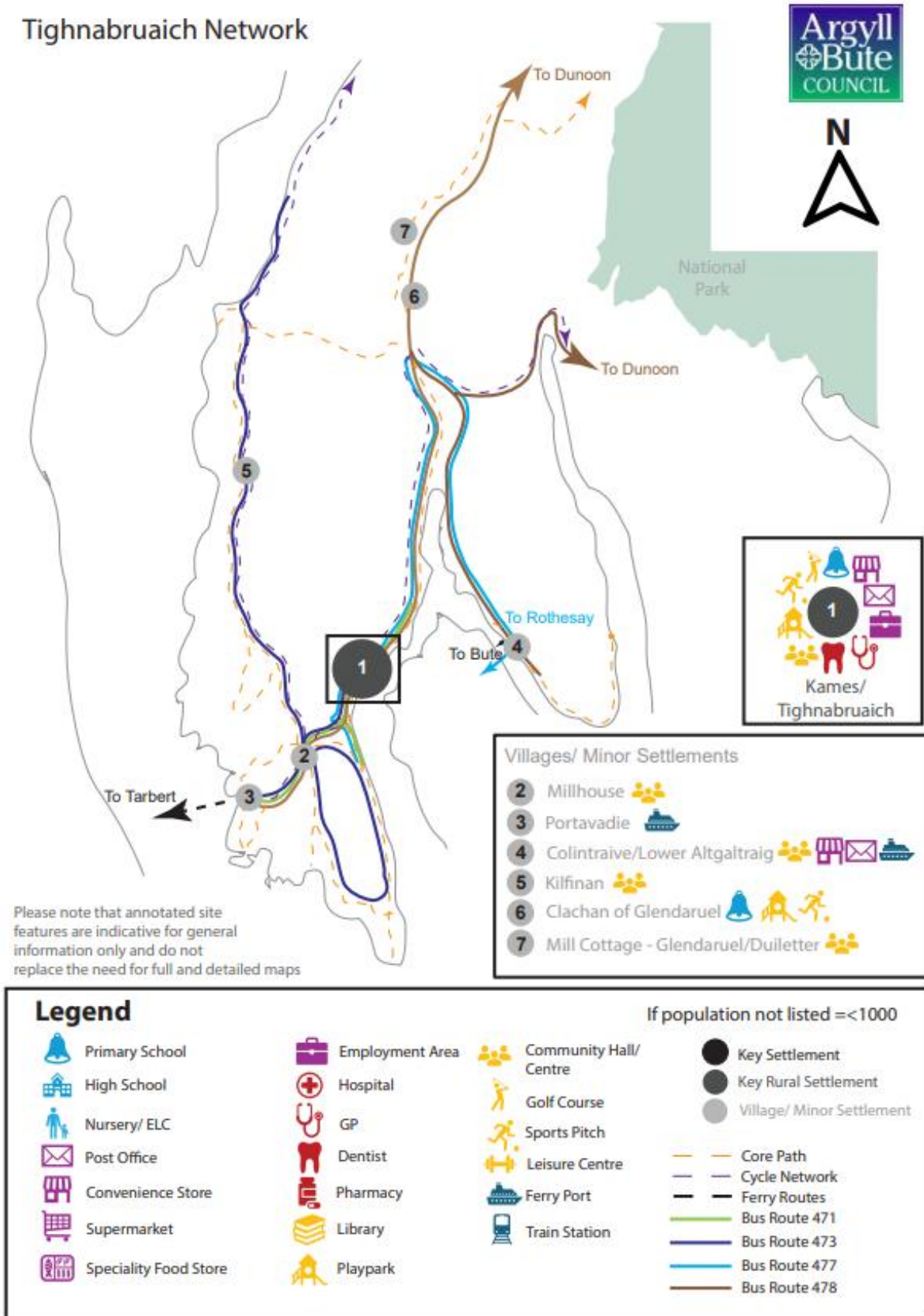


Figure 13: Map of Tighnabruaich network area

The Tighnabruaich network zone is one of the largest areas covered in the report, covering the catchments of Tighnabruaich and Kilmodan primary schools, on the Cowal peninsula. The area is sparsely populated with small village and rural settlements spread out across the area. The largest settlements in the network area are both Tighnabruaich and Kames which contain the largest population and variety of services. In terms of travelling to larger, key settlements, the network area is located in proximity to Dunoon on the eastern side of Cowal. As well as a ferry service to Tarbert, there is also prominent road links to Lochgilphead, Helensburgh and Glasgow.

### Employment & Commercial

The network area contains is sparsely populated which is represented in the retail facilities in the area. There are three convenience stores in the area, as well as other options at petrol stations. The stores are located in Tighnabruaich, Kames and Colintrave respectively. In terms of post offices, these are located in Tighnabruaich and Colintrave. The only established employment area is in Kames, however, there are other areas that provide employment opportunities, for example, businesses located in Portavadie. Overall, there is limited opportunities beyond the larger rural settlement of Kames/Tighnabruaich to sustain local living in this category, with communities to the north of the network area requiring to travel to this area or Dunoon for most of their services.

### Healthcare

The network area is limited in this category to one GP and pharmacy in the area, located in Tighnabruaich. The GP operates five days a week during daytime, with the dentist operational during the same hours. The nearest hospital is located in Dunoon with A&E services available in Glasgow. Once again, many of the smaller communities in this area are not within reasonable walking, wheeling or cycling distance to these facilities.

### Education

There are two primary schools located in the network area, Tighnabruaich and Kilmodan primary schools. The school catchments cover the entire network area. The catchment for this school covers all three of the settlements in this area. The main high school in the area is Dunoon Grammar School, located in the Dunoon network zone.

### Leisure & Recreation

Tighnabruaich contains some of the main facilities and services within this category. Key rural settlements within the zone contain a community hall or community services which can be accessed. Within the town, there is a defined play park, sports pitch and golf club. For leisure centre facilities, the

locals can visit Dunoon leisure centre which is the closest facility to the network zone. In terms of community facilities, five small settlements contain a community hall which is accessible to the public. Given the rural nature of the network zone, there is opportunity for informal open space and play areas. The sparse population and high-quality geography of the area present good opportunities in this regard and with links to Dunoon, further facilities are accessible by public transport.

### Sustainable Transport

The area is well serviced with an established cycle network and core paths between settlements, however, there is very little opportunity to use these to their full extent to access services in the area. The distances between some of the established settlements to reach key services, would be considered unreasonable to travel using sustainable transport methods. It is expected that with the exception of those in Tighnabruaich and Kames that people are likely to use public transport or private car to travel around the area. The area contains two ferry ports which provide travel to Tarbet and the Isle of Bute, allowing residents to utilise public transport to larger settlements to reach certain services.

Three bus routes serve this area with all three routes travelling through the main settlements for the area, Tighnabruaich and Kames. Figure 14 provides a breakdown of the bus routes and frequency of the services. The mapping indicates that there are communities isolated by a lack of public transport provision to the main town in the area, with no direct linkage from those in the area around to the main settlement in Cowal, Dunoon. The frequency of the routes is considered to be poor relative to other services in Argyll and Bute, with only one of the three services operational on a weekend. Furthermore, many of the services throughout the weekday are operational during school days or school holidays, limiting day-to-day usage for residents of the network zone.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekend Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
471	Tighnabruaich, Kames and Portavadie local service	Tuesday and Thursday service only. 3 full services a day.	Tuesday and Thursday service only. 3 full services a day.	N/A	N/A
473	Tighnabruaich – Otter Ferry	4 services a day	More services operational during school holidays and Thursdays.	N/A	N/A
478	Dunoon – to Colintraive & Portavadie	Up to 10 services a day.	5 services a day	4 services a day	N/A

Figure 14: Bus routes and frequency for Tighnabruaich network area

### Summary

Overall, the area scores well in terms of services under the employment and commercial umbrella, with most services accessible within the network zone. However, it is apparent that many of smaller settlements have limited access to these services as they are typically in larger settlements. It is expected that those in the area will tend to travel further to reach the services that are more readily accessible in a larger town.

There is good provision of community services and due to the geography of the network area, ample opportunities to access open space. However, much of the services in this network zone is contained within the main rural settlements for the area, Tighnabruaich and Kames. The mapping shows a challenge faced by remote-rural communities, creating a centralisation of key services within one, larger settlement. This is impacted further by some of the more isolated communities, particularly those on the western and northern areas of the zone, with very limited public transport access to the main towns to access these services.

# Inveraray Network

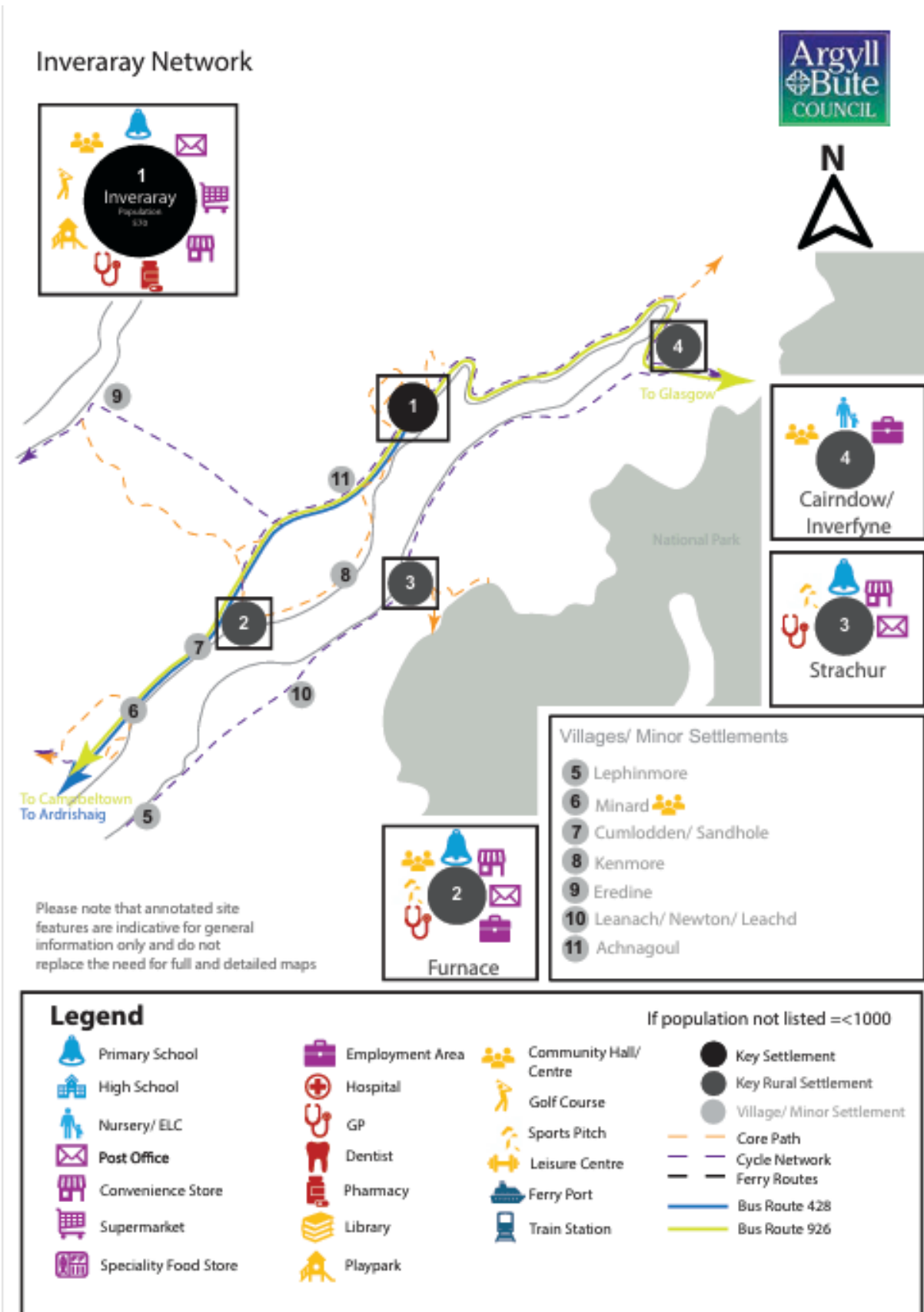


Figure 15: Map of Inveraray network area

The Inveraray network zone combines sections of two bordering administrative areas to the north of Loch Fyne. The area captures many of the loch side communities on the northeast and northwest coast of Loch Fyne and includes one of Argyll's key rural settlements and tourist destinations in Inveraray. The area features excellent natural beauty and a spread of population density. The largest settlement is the aforementioned Inveraray, however, there are three smaller key rural settlements in Furnace, Strachur and Cairndow/Inverfyne which contain some key facilities for local living. The network area is located between Dunoon and Lochgilphead, providing linkage to two larger settlements. The A83 road runs through the network area and is the main road for Mid Argyll to reach Glasgow for a larger variety in services.

### Employment & Commercial

The network area has a mixture of sparsely populated areas and larger settlements which is represented in the retail facilities in the area. Inveraray acts for the main shopping centre for the area and includes a couple of convenience stores as well as a small supermarket and post office. Each of the key rural settlements in the area contain a small convenience store, with those in Strachur and Furnace providing post office facilities. Both Furnace and Cairndow/Inverfyne contain defined employment areas with a mixture of seasonal jobs available too. All the smaller settlements are required to travel to a key rural settlement or Inveraray to reach retail provisions, however, each settlement is within a maximum 20-minute drive time between the nearest larger settlement.

### Healthcare

The network area contains two GP's and one pharmacy. All of these services are located in Inveraray and Furnace, with one GP located in Strachur providing healthcare services for residents on the eastern side of Loch Fyne five days a week. The GP in Inveraray also operates five days a week during daytime. The nearest hospital is located in Lochgilphead or Dunoon with A&E services available in Glasgow. Many of the smaller communities in this area are not within reasonable walking, wheeling or cycling distance to these facilities, with private car journeys being the most feasible way to get around.

### Education

There are three primary schools located in the network area in Inveraray, Furnace and Strachur. The school catchments for Inveraray and Furnace primary cover the entire western and northern sides of the network area. The catchment area for Strachur catches some of the population on the eastern and southern side of the network as well as populations living within Loch Lomond and The Trossachs National Park. As the network area straddles two administrative areas, the catchment area for high schools is dependent on the location within the area. The two high schools serving this particular

network area are Dunoon Grammar School and Lochgilphead High School. For all students located in this network area, school bus services are provided for travel to the high schools.

### Leisure & Recreation

The network zone contains a varied spread of leisure and community facilities. Inveraray hosts the only formal play area in the network area whilst Strachur and Furnace provide sports pitches for residents. In terms of community facilities, four settlements contain a community hall which is accessible to the public: Inveraray, Cairndow/Inverfyne, Furnace and Minard. Inveraray has a golf course that can be accessed by locals and tourists. Given the diverse geography and topography nature of the network zone, there is opportunity for informal open space and play areas, however, these may not be fully accessible for all residents within the area. Dunoon and Lochgilphead are relatively nearby and present opportunities to access formal leisure facilities.

### Sustainable Transport

The area is well serviced with an established cycle network and core paths between some settlements, however, there is very little opportunity to use these to their full extent to access services in the area. The distances between some of the established settlements to reach key services, would be considered unreasonable to travel using sustainable transport methods. It is expected that with the exception of those in Inveraray, people are likely to use public transport or private car to travel around the area.

As the network area is encompassed within two separate administrative areas, linkage between bus routes is limited. One bus route in the area exclusively runs in the Cowal administrative area only. All other local bus routes feed through Inveraray. For some journeys in the local network, some people may require two buses which may be considered unreasonable given the infrequency of some routes. Figure 16 provides a breakdown of the bus routes and frequency of the services. The mapping indicates that there are communities isolated by a lack of public transport provision to the main town in the area. The frequency of the routes is considered to be poor relative to other services in Argyll and Bute, with only one of the three services operational on a weekend. Furthermore, many of the services throughout the weekday are operational during school days or school holidays, limiting day-to-day usage for residents of the network zone.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
428	Inveraray – Ardrishaig	4 services a day	N/A	N/A	N/A
478	Dunoon – to Colintraive & Portavadie	Up to 10 services a day	5 services a day	4 services a day	N/A
484, 486	Inveraray/Carrick Castle – Dunoon	10+ services a day	10+ services a day	10+ services a day	N/A
926	Glasgow – Campbeltown	5 services a day	2 services a day	6 services a day	6 services a day

Figure 16: Bus routes and frequency for Inveraray network area

### Summary

Overall, the area contains an okay provision of retail opportunities and employment areas, with services varied and spread across the entire network area. However, it is apparent that many of smaller settlements have limited access to these services as they are typically in the larger settlements for the area. Given the proximity to two larger towns, it is expected that those in the area will tend to travel further to reach the services that are more readily accessible in a larger town.

There is an average provision of community services and due to the geography of the network area, ample opportunities to access open space. Much of the services are spread out throughout the network creating a cluster of nodes rather than a centralised network as has been the case in other, remote-rural networks. The varied frequency and reliability of bus services make linkage around and beyond the network area difficult, with the most likely means to get around being the private car.

# Lochgilphead Network

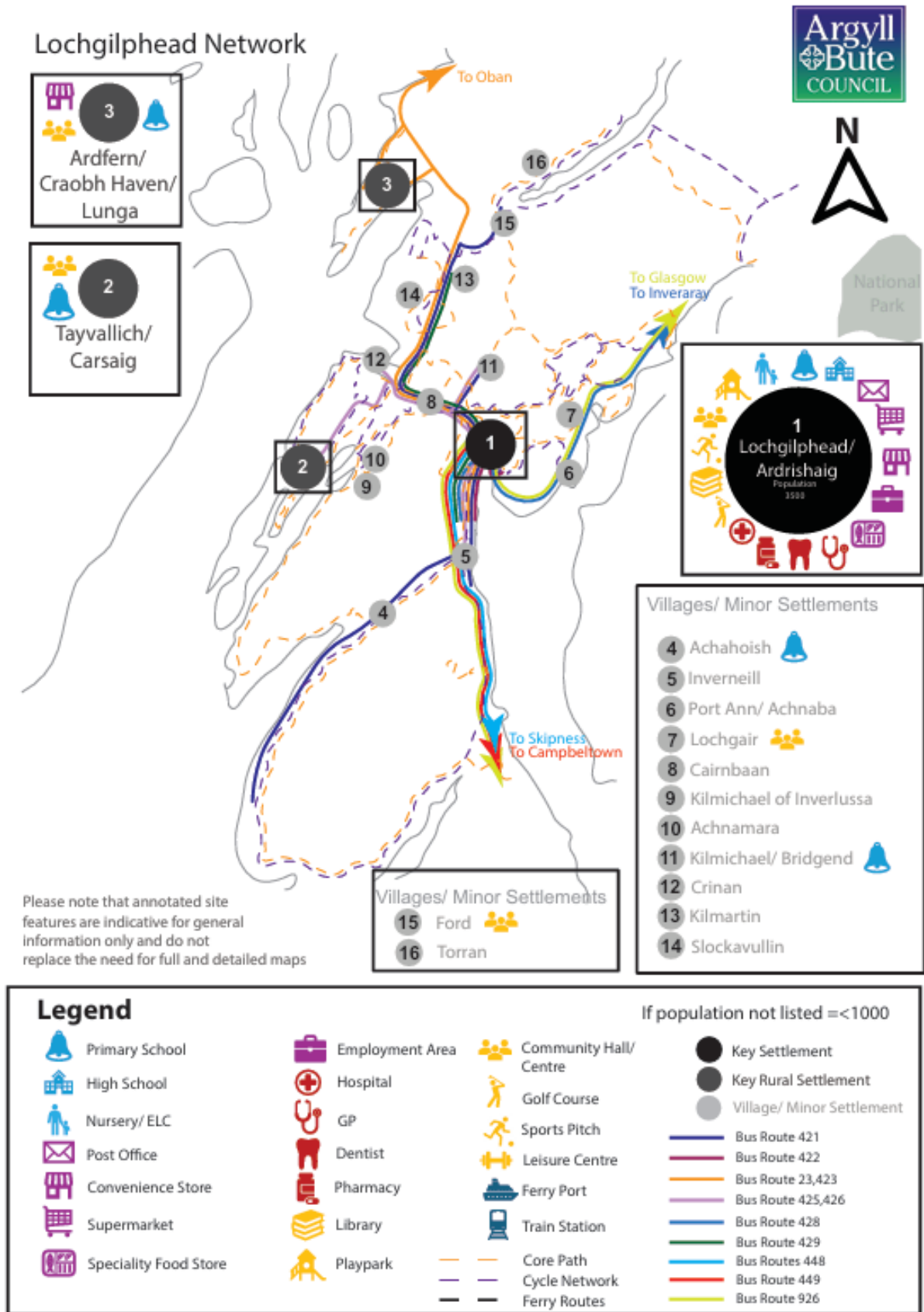


Figure 17: Map of Lochgilphead network area

The Lochgilphead network encompasses much of Mid Argyll area, to the north, west, south and immediately east of the main town for the area, Lochgilphead. The area features the Crinan Canal, historically acting as an important link for the Kintyre peninsula. Much of the network's population for the area live in or around the settlements highlighted in the mapping with the largest grouping of services found in this area being in the main town of Lochgilphead. The area benefits from road links to all the main towns in Argyll, particularly Lochgilphead, Tarbert, Campbeltown and Oban.

### Employment & Commercial

For the population size of the network area, there are poorer retail and employment opportunities relative to other networks with similar sized towns. Lochgilphead provides the best services in this category, with convenience stores, a post office and small supermarket. It is anticipated that most of the people in the network area will travel to Lochgilphead or use delivery services in order to meet their shopping needs. The village of Ardfern contains a small convenience store used by locals for daily provisions but there is a lack of retail options in the area beyond Lochgilphead. Similarly, Lochgilphead is the only settlement in the area with a defined employment zone. However, there are opportunities across the area for employment including agricultural, marine and public sector industries which are important in this area. Overall, given the size of the main town and relative to the scale of the network area, there are less opportunities to access services in this category and could be considered under provisioned in some respects.

### Healthcare

The network area contains Lochgilphead, the main town for healthcare in the Mid Argyll administrative area. The network zone contains a GP, pharmacy, dental practice and a small hospital which are all located in Lochgilphead. A&E services are available at the hospital, cutting travel down for those in need in an emergency situation. Despite good service on paper, residents not located in Lochgilphead/Ardrishaig are required to travel to the main town to reach these services and area are not within reasonable walking, wheeling or cycling distance to these facilities.

### Education

There are seven primary schools located in the network area, located in Ardfern, Kilmartin, Kilmichael, Lochgilphead, Ardrishaig, Tayvallich and Achahoish. The main high school in the area is Lochgilphead High School located in the main of the network area. The entire network area falls under this catchment area.

### Leisure & Recreation

Lochgilphead/Ardrishaig contains much of the network's leisure facilities including sports pitches, a leisure centre, golf course and library which provides good access to leisure and recreation services. Beyond this, there is limited provision in this category for other settlements in the network, with no defined sports facilities or play spaces. Both Ford and Lochgair contain village halls, accessible to residents in the network area.

In terms of opportunities for open space and play space, residents in Lochgilphead/Ardrishaig have nearby access to play space and opportunities for open space. For those in smaller, rural areas of the network areas, access to formal play space for children is limited, however, there is opportunities to utilise open space with a varied topography coastline, and Crinan canal giving good opportunities for walking, wheeling and cycling.

### Sustainable Transport

The area is well serviced with an established cycle network and core paths between settlements, however, there is very little opportunity to use these to their full extent to access services in the area. The distances between some of the established settlements to reach key services, would be considered unreasonable to travel using sustainable transport methods. The settlements of Lochgilphead/Ardrishaig are fit for local living, with amenities available within a 10-minute walk from most properties. Beyond this, many other communities are some distance from the nearest services surveyed in this report and it is expected that most will use public transport or private car to access facilities.

A number of bus routes serve the network area, predominantly routing through the main settlement of Lochgilphead/Ardrishaig. Figure 18 provides a breakdown of the bus routes and frequency of the services. The infographic indicates that there are communities isolated by a lack of public transport provision to the main town in the area. On the contrary, there is good service and frequency for routes between and around Lochgilphead and Ardrishaig. The frequency of the routes is considered to be better than average relative to other services in Argyll and Bute, despite many services only being operational on schooldays. Furthermore, many of the services throughout the weekday are operational during school days or school holidays, limiting day-to-day usage for residents of the network zone

Bus Number	Route	Weekday Frequency ( schooldays)	Weekend Frequency (school holidays/non-school days)	Saturday Frequency	Sunday Frequency
421	Ford – Port Ban via Lochgilphead	7 services a day (various routes and dates only)	5 services a day (various routes and dates only)	2 services a day	N/A
422	Lochgilphead – Ardrishaig local service	Up to 10 services a day. Varying services operational during school holidays and Thursdays.	9 services a day	7 services a day	N/A
23, 423	Ardrishaig - Oban	5 services a day.	3 services a day	2 services a day	N/A
425, 426	Lochgilphead – Carsaig & Achnamara	8 services a day	2 services a day	2 services a day	N/A
428	Inveraray – Ardrishaig	4 services a day	N/A	N/A	N/A
429	Ardrishaig – Kilmartin	2 services a day	2 services a day	N/A	N/A
448	Lochgilphead/Tarbert – Skipness	5 services a day	3 services a day	2 services a day	N/A
449	Lochgilphead – Campbeltown	4 services a day	N/A		N/A
926	Glasgow – Campbeltown	5 services a day	2 services a day	6 services a day	6 services a day

Figure 18: Bus routes and frequency for Lochgilphead network area

## Summary

Overall, the area scores well in terms of services under the employment and commercial umbrella, with all services accessible within the network zone. However, these services are almost exclusively located in Lochgilphead/Ardrishaig, restricting access to those in more rural and remote rural settlements. With many of these settlements isolated and required to travel to the main town in the area, this network zone shows a key trend in rural living with centralised services and long travel times. Limited access to walk, wheel or cycle to access facilities and provisions limits the potential for local living in this particular network area, especially in smaller, more remote-rural communities.

## Tarbert Network Zone

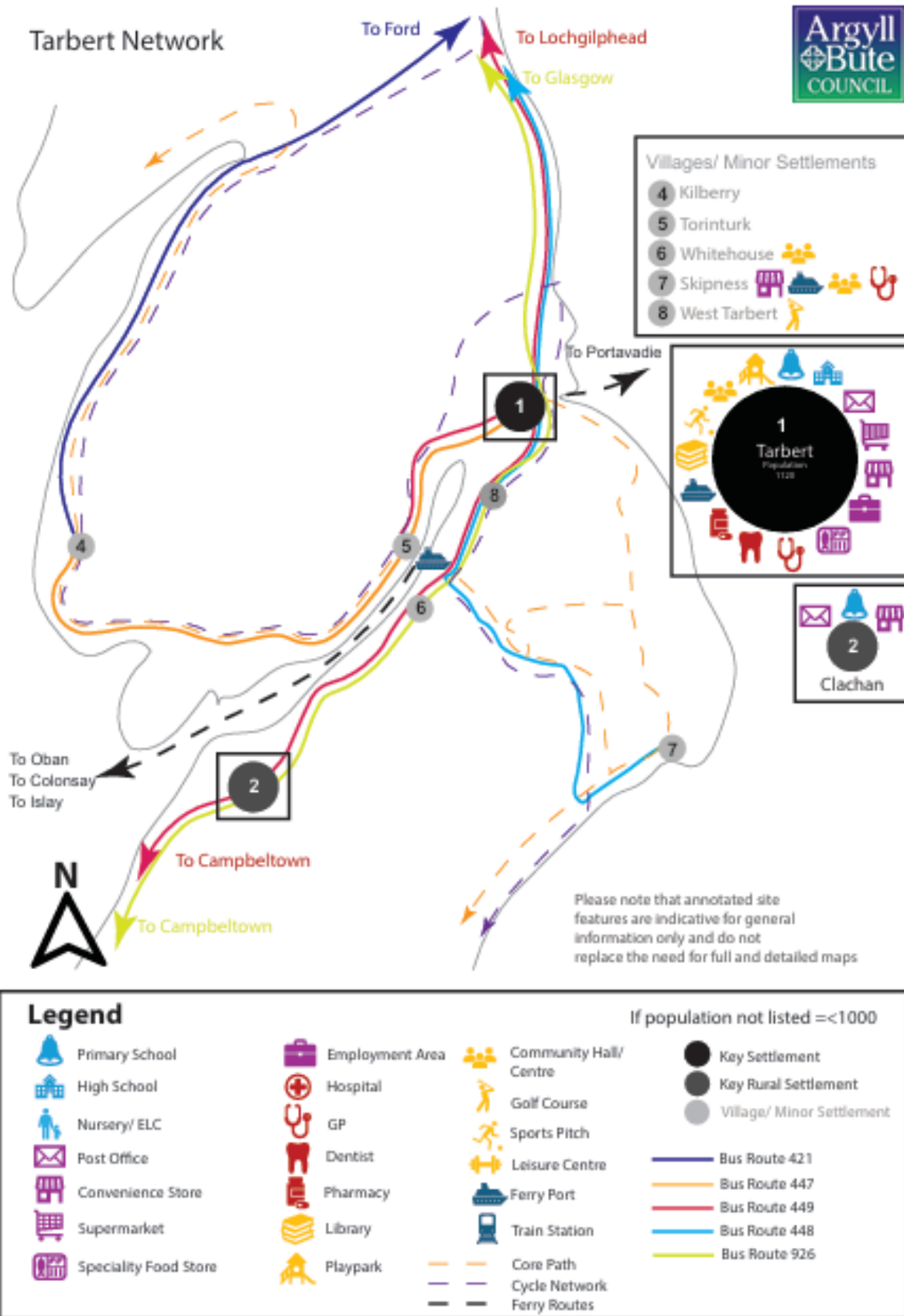


Figure 19: Map of Tarbert network area

The Tarbert Network Zone falls under the Mid Argyll and Kintyre administrative area. It is conveniently located for travel between Campbeltown and Lochgilphead and includes the ferry services to Islay all year round from Kennacraig, as well as services to Portavadie from Tarbert and the Isle of Arran from Claonaig and Tarbert. The area contains a number of cycling routes and core path networks between settlements, though the large geographical area makes it unreasonable for walking between many of the settlements. Below identifies the key characteristics of the area when compared against the five categories of local living.

### Employment & Commercial

The network area contains a variety of food stores that are essential for day-to-day living, however, much of the options are situated within Tarbert, the main settlement for the area. Tarbert contains a small supermarket, as well as multiple convenience stores and specialist food stores within its defined town centre boundary. Not all settlements within the network area have a convenience store and therefore are required to travel between settlements in order to get supplies. Kilberry and Torinturk are particularly under-provisioned within this category and are required to travel to Lochgilphead, Ardrishaig or Tarbert to reach a local shop, though there is seasonal provision in Port Ban. Whitehouse and West Tarbert benefit from their proximity to Tarbert and a decreased travel time in reaching services in the main settlement. There are two post offices in the area, located in Tarbert and Clachan providing an acceptable service to the communities south of Tarbert and in the local area around the main town.

### Healthcare

The area has good provision of healthcare relative to the population of the area. As expected, the majority of the public healthcare services are centralised in the main town with Tarbert containing a GP, pharmacy and dental practice. Skipness to the south of Tarbert contains a doctor's surgery. No analysis has been made on the availability of appointments to customers for each health service.

### Education

The network zone contains three primary schools and one high school. The whole network zone falls within the Tarbert High School catchment. The council provides a free bus service for children who live outwith the immediate catchment area. There is no nursery provision in the area, however, there is access for Early Learning Childcare in Tarbert.

### Leisure & Recreation

Three of the settlements within the zone contain a community hall or community services which can be accessed. Access is more limited to the west of the network zone to community facilities. However, Kilberry has access to the old Church and the Inn which are used for community events. There is an understanding that the mapping does not include café's/restaurants in this iteration and that these would be classed as social facilities. Not all communities have access to formal play areas and may need to travel to Tarbert to use the park facilities in the town. It is noted that due to the nature and geography of the land surrounding the area presents opportunities for informal play and areas of access to open space.

In terms of leisure, there is one golf course and two sports pitches in the network area located in the Tarbert area. These facilities present the only formal sport options in the network zone and people within the area would be required to travel to Lochgilphead or Campbeltown to use the leisure centres in the main town.

### Sustainable Transport

The area is well serviced with an established cycle network and core paths between settlements, however, there is very little opportunity to use these to their full extent to access services in the area. The distances between some of the established settlements to reach key services, would be considered unreasonable to travel using sustainable transport methods. The area contains three ferry ports which provide travel to Islay, Portavadie and the Isle of Arran which is considered good provision within Argyll and Bute.

A number of bus routes serve this area, particularly with linkage between Tarbert to Lochgilphead and Campbeltown, with daily services from this network area to Glasgow. The mapping indicates that there are communities isolated by a lack of public transport provision to the main town in the area, with no direct linkage from those in the area around Achahoish to Tarbert. A full list of bus routes and frequency is shown in figure 20. There is a limited bus service from the Achahoish area to Lochgilphead, and this highlights that communities may travel to other main towns where there are better connected routes. The main road, which is the A83 running from North to South, has generally good provision between communities on the roads to and from Tarbert, and further afield from Lochgilphead and Campbeltown with both local and Citylink buses connecting through these areas.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
421	Inverliever – Kilmaluaig	7 services a day (various routes and dates only)	5 services a day (various routes and dates only)	2 services a day	N/A
447	Tarbert – Port Ban	2 services a day	N/A	N/A	N/A
448	Lochgilphead/Tarbert – Skipness	5 services a day	3 services a day	2 services a day	N/A
449	Lochgilphead – Campbeltown	4 services a day	N/A	N/A	N/A
926	Glasgow – Campbeltown	5 services a day	2 services a day	6 services a day	6 services a day

Figure 20: Bus routes and frequency for Tarbert network area

### Summary

Overall, the area scores well in terms of services under the employment and commercial umbrella, with most services accessible within the network zone. However, it is apparent that the more extreme cases of remote-rural settlements to the west of the network area have difficulty reaching these services within a 20-minute drive time. There is a centralisation of key services within Tarbert, though in this instance this is to be expected due to the sparse population within the network area.

Much of the service provision in this network zone is contained within the main town for the area, Tarbert, a key rural settlement within Argyll and Bute. An array of services can be found within the town including good access to healthcare, a small supermarket, convenience stores and employment areas. Despite a positive score on paper, the mapping show a challenge faced by remote-rural communities, creating a centralisation of key services within one main town. This is impacted further by some of the more isolated communities, particularly those on the western boundary of the zone, having no direct public transport access to the main town to access these services.

# Campbeltown Network

## Campbeltown Network

- Villages/ Minor Settlements
- ⑦ Killeonan/Knocknaha
  - ⑧ Stewariton
  - ⑨ Drumlennie
  - ⑩ Machrihanish
  - ⑪ RAF Machrihanish
  - ⑫ Kilcherzie
  - ⑬ Peninver
  - ⑭ Bellochantuy

②  
Ardminish

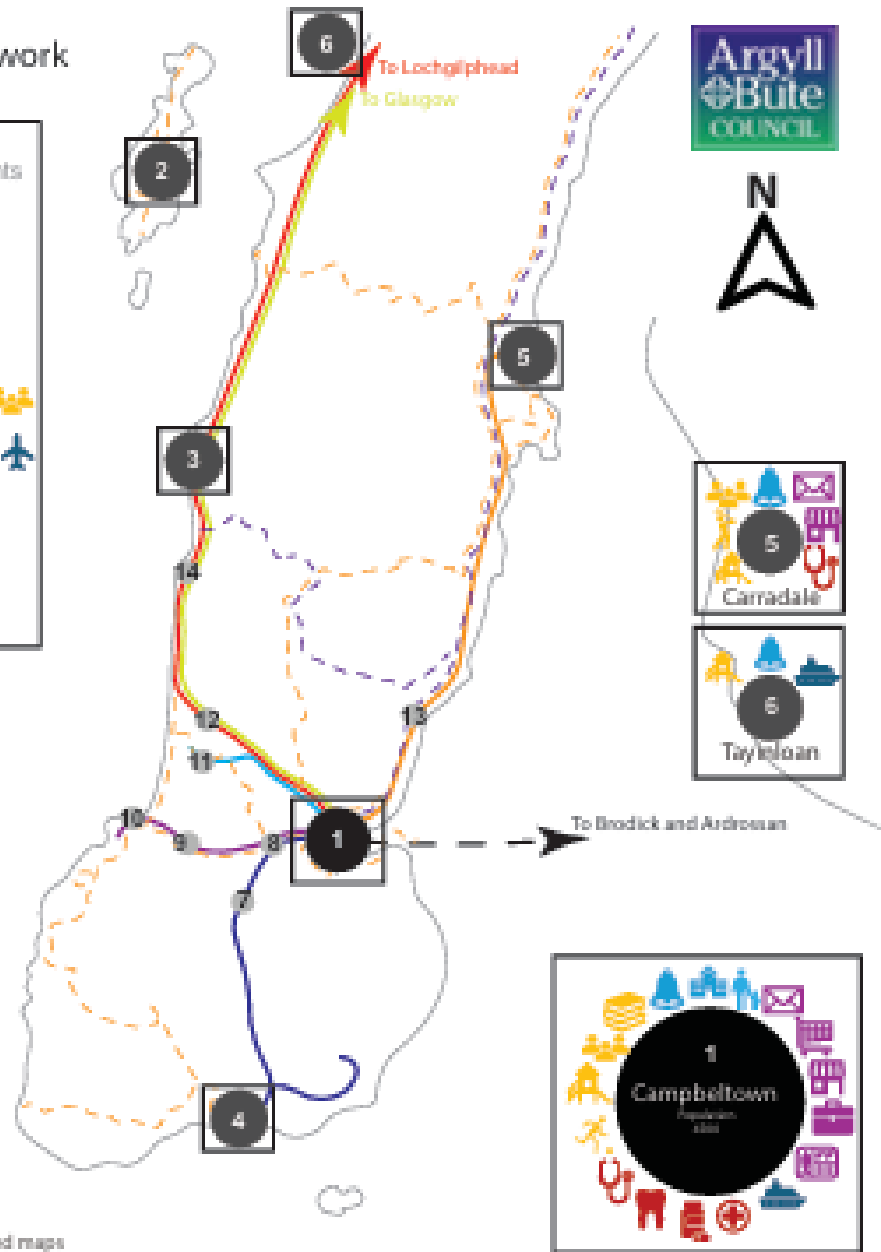
③  
Glenbarr

④  
Southend



⑤  
Carradale

⑥  
Taylochan



Please note that annotated site features are indicative for general information only and do not replace the need for full and detailed maps

Legend		If population not listed <= 1000	
	Primary School		Key Settlement
	High School		Key Rural Settlement
	Nursery/ ELC		Village/ Minor Settlement
	Post Office		Bus Route 200,442
	Convenience Store		Bus Route 300,445
	Supermarket		Bus Route 443
	Speciality Food Store		Bus Route 444
	Primary School		Bus Route 449
	Employment Area		Bus Route 926
	Hospital		Airport
	GP		
	Dentist		
	Pharmacy		
	Library		
	Playpark		
	Community Hall/ Centre		
	Golf Course		
	Sports Pitch		
	Leisure Centre		
	Ferry Port		
	Train Station		
	Core Path		
	Cycle Network		
	Ferry Routes		

Figure 21: Map of Campbeltown network area

The Campbeltown Network Zone falls under the Mid Argyll and Kintyre administrative area. It is located on the south of the Kintyre peninsula and contains the island of Gigha. The area provides ferry opportunities to Argyll's inhabited islands to the West and is situated south of two key towns in Tarbert in Lochgilphead. Campbeltown is the main settlement for the area, which is centred around smaller villages and key rural settlements. It is perhaps one of the more isolated network areas covered, due to its large geographical size and lack of main thoroughfares. Below identifies the key characteristics of the area when compared against the five categories of local living.

### Employment & Commercial

The network area contains a variety of food stores that are essential for day-to-day living, however, much of the options are situated within Campbeltown, the main settlement for the area. Campbeltown contains a small supermarket, as well as multiple convenience stores and specialist food stores within its defined town centre boundary. Not all settlements within the network area have a convenience store and therefore are required to travel between settlements or to Campbeltown in order to get supplies. The villages in the centre of the network zone are all in reasonable proximity to Campbeltown or key rural settlement's containing a convenience store if they are required to access these services. There are four settlements which contain post offices, one of which is located on the Isle of Gigha. In terms of employment, Campbeltown provides the greatest opportunity for jobs in the area, though many in the area will commute to and from settlements and rural industries for work.

### Healthcare

The area has good provision of healthcare relative to the population of the area. As expected, the majority of the public healthcare services are centralised in the main town with Campbeltown containing a small hospital, GP, pharmacy and dental practice. The Isle of Gigha is served by a GP, as is Carradale and Southend on the southernmost coast of the Kintyre peninsula.

### Education

The network zone contains three primary schools and one high school. The whole network zone falls within the Campbeltown High School catchment, with the exception of Gigha which falls under not only Campbeltown but Tarbert High School catchments. The council provides a free bus service for children who live outwith the immediate catchment area. There is no nursery provision in the main settlement of Campbeltown, however, many are required to travel to a central area for their services in this regard.

### Leisure & Recreation

Seven settlements within the zone contain a community hall or community services which can be accessed. Access is more limited in the cluster of smaller settlements in the centre of the network zone, who are likely to travel to Campbeltown for these facilities. Not all communities have access to formal play areas and may need to travel to Campbeltown to use the park facilities in the town. It is noted that due to the nature and geography of the land surrounding the area presents opportunities for informal play and areas of access to open space.

In terms of leisure, there is a main leisure centre located in Campbeltown, as well as two golf course and two sports pitches in the network area located in the Campbeltown and Southend. These facilities present the only formal sport options in the network zone and people within the area.

### Sustainable Transport

The area is well serviced with an established cycle network and core paths between settlements, however, there is very little opportunity to use these to their full extent to access services in the area. The distances between some of the established settlements to reach key services, would be considered unreasonable to travel using sustainable transport methods. The area contains three ferry ports which provide travel from Kintyre to Gigha, and Campbeltown to Ayrshire which is considered good provision within Argyll and Bute.

A number of bus routes serve this area, particularly with linkage between Campbeltown and the smaller settlements, as well as daily services from this network area to Glasgow. Figure 22 outlines the bus provision and frequency in the area. The main road, which is the A83 running from North to South, has generally good provision between communities on the roads to Campbeltown, and further afield to Tarbet and Lochgilphead with both local and Citylink buses connecting through these areas towards Glasgow.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
200, 442	Campbeltown - Machrihanish	7 services a day (various routes and dates only)	5 services a day (various routes and dates only)	One service operational on school holidays and Saturdays.	N/A
300, 445	Campbeltown - Carradale	5 services a day	5 services a day	5 services a day	N/A
443	Campbeltown - Sound of Kintyre	4 services a day	3 services a day	1 service a day	N/A
444	Campbeltown - Southend	6 services a day	3 services a day	N/A	N/A
449	Campbeltown - Lochgilphead	4 services a day	N/A	N/A	N/A
500	Campbeltown - Kilkerran Park	2 services a day	N/A	N/A	N/A
926	Glasgow - Campbeltown	5 services a day	2 services a day	6 services a day	6 services a day

Figure 22: Bus routes and frequency for Campbeltown network area

### Summary

Overall, the area contains the main town for the south of Kintyre and provides most of the services required for day-to-day living. The area contains a centrally located main town which is relatively accessible by public transport routes, however, some communities remain isolated from key services and are not suitable for travelling sustainably to these destinations.

There is good provision of community services and due to the geography of the network area, ample opportunities to access open space. However, much of the services in this network zone is contained within the key settlement of Campbeltown. The mapping shows a challenge faced by remote-rural communities, creating a centralisation of key services within one main town.

## Isles of Islay and Jura Network

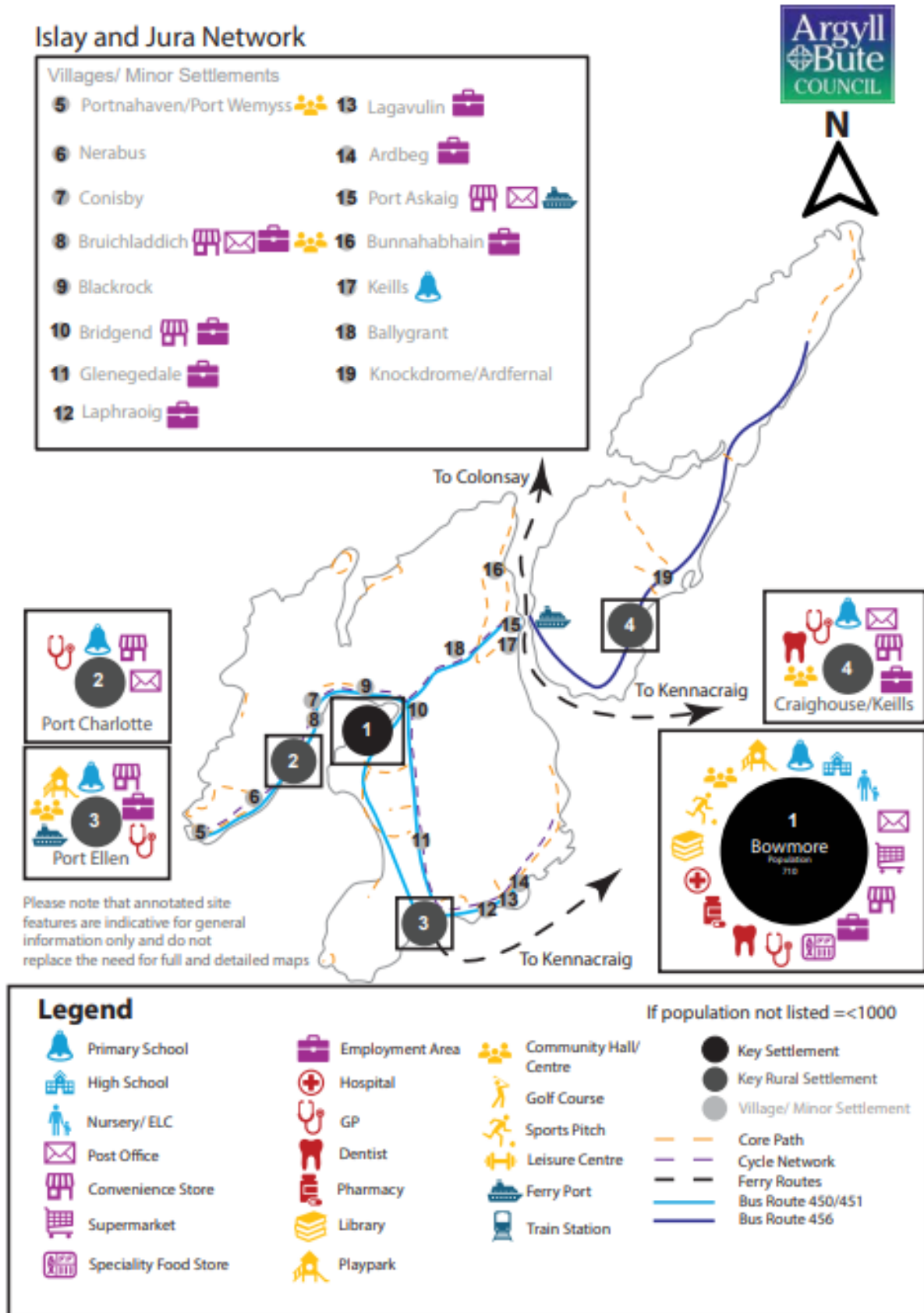


Figure 23: Map of Isles of Islay and Jura network area

Islay and Jura are two inhabited islands off the coast of the Kintyre peninsula. Whilst both islands are independent, they are closely linked, sharing services and transport to the mainland. They form part of the Mid Argyll and Kintyre administrative area. Islay is the more populated of the two islands and contains three key rural settlements and one key settlement in Bowmore. The Network Zone boundary consists of both islands, given the shared linkage of ferry services between the two islands. The main ferry ports for Islay are located in Port Ellen and Port Askaig. Due to the modest population size, much of the services surveyed in this report can be found on the islands, including small supermarkets, a hospital, high school and key employment areas. The population of Islay is estimated to be approximately 3200, with Jura containing a population of around 260 (2022).

### Employment & Commercial

The network area contains numerous connected, smaller centres that support rural communities. Craighouse & Keills on Jura provides the main amenities for Jura with a small supermarket, post office, and employment area for the island. It is expected that residents on Jura would likely travel to Islay or another area in Argyll to access a greater variety of services. Considering the sparse population of Jura, the services remain basic and adequate for the residents of the island.

On Islay, the main town of the network area, Bowmore, contains the most services on the island, containing a small supermarket, speciality food stores and a post office within the town centre. It has the greatest variety of uses and given its central location, is conveniently located in the centre of the island for relatively easy access for both locals and tourists. Smaller key rural settlements in Port Ellen, Port Charlotte and small rural settlements of Bruichladdich, Bridgend and Port Askaig provide more shopping facilities for residents on the island, decreasing travel distance for residents to access food stores. Post Offices are spread out on the island in a similar way to convenience stores which highlights the greater access in comparison to other islands surveyed to access these services. The network provides a number of employment opportunities through many of the small settlements hosting distilleries. The network benefits from a competitive whisky industry for employment opportunities, providing a greater diversity of jobs on the islands for residents in comparison to other islands located in Argyll.

### Healthcare

Jura contains a doctor's surgery and dentist which serves the residents of the island. Each key rural settlement on Islay contains a GP, however, the main healthcare facilities for the Islay can be found in Bowmore, including the hospital for both residents of Islay and Jura, though it does not contain A&E facilities. For the scale of the island and population size, Islay has an above average provision in this indicator compared to other areas in Argyll.

### Education

The network zone contains four primary schools on Islay and one primary school on Jura. The main high school for both island's is located in Bowmore, which catchment covers the entire network area. For children outwith a reasonable walking distance, a bus provides free travel to and from the schools.

### Leisure & Recreation

The network area benefits from a spread of community and leisure facilities. Jura contains a community hall for the islands residents to use, however, beyond this there is a lack of defined facilities for the island. Islay has a number of community halls, located in both key rural settlements and smaller rural settlements on the island. Bowmore contains the most facilities and is the hub for the island containing the sports pitches for the island. Islay contains a mobile library service which serves some of the settlements on the island. This provides a useful service in terms of accessibility, with many not requiring to travel far to use the library. In terms of open space and play space, there are defined play areas in Bowmore and Port Ellen. The islands contain a number of beaches, remote countryside areas and core paths for residents to enjoy open space and allow for informal play opportunities for children.

### Sustainable Transport

The network contains three ferry ports; one located on Jura and two on Islay. The port on Jura links with the ferry port at Port Askaig on Islay, which provides onwards access to the mainland. Port Ellen is another ferry port used for the island of Islay which provides further linkage to the mainland, docking at Kennacraig in Kintyre. The ferry service is fairly frequent, running more than once a day all year round.

In terms of getting around the island, there are three public bus services on the islands, two serving the populations of Islay and one serving Jura. Despite the number of services a day, it is noted that the public transport cannot be used reliably on a day-to-day basis, with many using a private car or active travel to get around. The active travel routes can be accessed throughout the whole island and connect pockets of smaller settlements to the larger settlements on both islands. Car journeys are the most frequent mode of transport around both islands, usually with short distance times to the key facilities, particularly between the larger settlements.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
450, 451	Isle of Islay	10+ services a day	10+ services a day	10+ services a day	N/A
456	Isle of Jura	9 services a day	8 services a day	6 services a day (Some routes only serviceable on request)	N/A

Figure 24: Bus routes and frequency for Isle of Islay and Isle of Jura network area

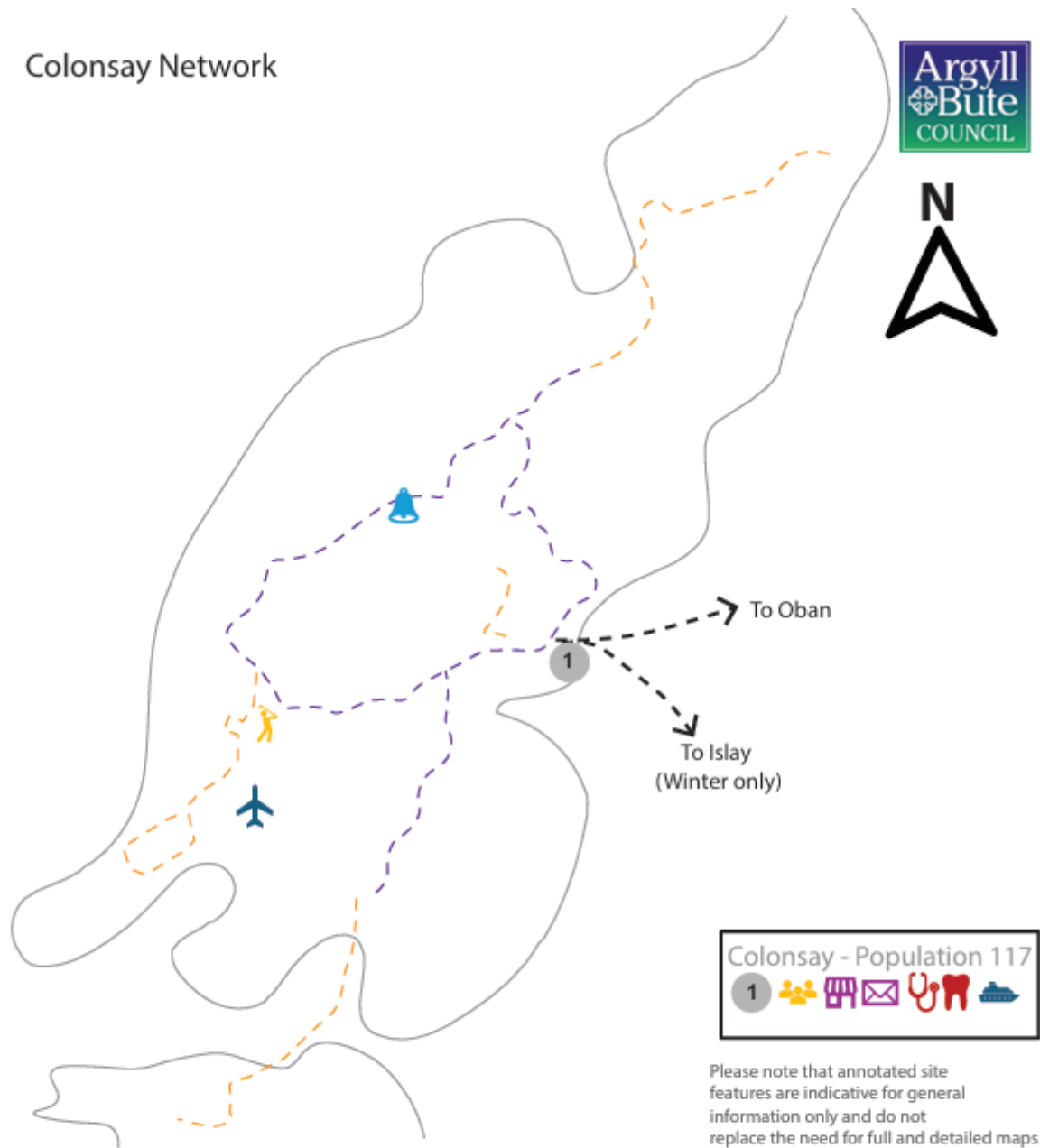
### Summary

The island of Jura contains a small community with minimal facilities to sustain local living. Despite the population density being clustered around the main settlement of Craighouse/Keills, the likelihood of travelling further to Islay or the mainland is high due to the lack of services on the island. Islay is more self-sustaining, containing more retail opportunities, employment and general facilities through the hospital and high school. The settlements are dispersed throughout the island but many of these settlements contain key services to sustain local living and improve travel times. Some communities remain isolated from key services and are not suitable for travelling sustainably to these destinations, however, this is to be expected on the island.

There is good provision of community services and due to the geography of the network area, ample opportunities to access open space. The public transport through bus provision and a ferry service provide good opportunities to get around the island or travel further to the mainland.

# Isle of Colonsay

## Colonsay Network



Please note that annotated site features are indicative for general information only and do not replace the need for full and detailed maps

Legend			If population not listed =<1000	
	Primary School		Community Hall/ Centre	
	High School		Golf Course	
	Nursery/ ELC		Sports Pitch	
	Post Office		Leisure Centre	
	Convenience Store		Ferry Port	
	Supermarket		Train Station	
	Speciality Food Store			

Figure 25: Isle of Colonsay network area

Colonsay is a small, inhabited island located off the main coast of Scotland, forming part of the Mid Argyll and Kintyre administrative area. The Network Zone boundary consists of the full island, though much of the island is undeveloped and known for its natural beauty. There is one rural settlement on the island in Scalasaig, being the main hub with a ferry port, island shop and post office, a GP practice and a village hall. Colonsay is accessible by both ferry and air travel, with much of the main roads on the island accessible for active travel. The island is approximately 8 miles long and has an approximate population of 120.

### Employment & Commercial

The network area contains one village shop located in Scalasaig of food stores that are essential for day-to-day living, however, much of the options are situated within Tarbert, the main settlement for the area. The shop is known for selling most of the daily needs for food provision, including fresh meat, vegetables, fruit and non-perishables. Scalasaig contains the post office for the island. In terms of employment, there are no defined employment zones, however, work on the island is varied and access to the mainland can be achieved daily.

### Healthcare

The area has one GP practice which is open four days a week, however, a doctor is on call for the island 24/7. For emergencies, an airlift is required. There is no pharmacy or dentist on the island, and it is likely that residents of the island will travel to Oban for these services.

### Education

The network zone contains one primary school for the island's residents, Kilchattan Primary School. The school is located out of the main settlement, however, is easily accessible for all residents of the island. There are no opportunities for higher or further education on the island, with children having to attend Oban High School through boarding.

### Leisure & Recreation

The main settlement of Scalacaig contains a community facility for all residents and tourists of the island. The village hall can host a range of events and is a valued facility for the island. Adjoining the community hall is a garden space which can be used recreationally as open space for the residents. There are no defined play parks or sports pitches on the island but with the island containing excellent coastlines and countryside areas to explore, it provides ample opportunity for use of open space and informal play.

### Sustainable Transport

The island has a ferry port which provides access to Islay and Kennacraig, though more frequent journeys to and from the island go towards Oban. The ferry to and from Oban runs daily throughout the year. Those living on Colonsay are likely to travel to Oban for their key services not found on the island. Delivery services from the mainland will also use this route. An airport on the island also provides transport to the mainland.

In terms of getting around the island, there are no public bus services on the island, with many using a private car or active travel to get around. The active travel routes can be accessed throughout the whole island and connect pockets of smaller settlements to Scalasaig, the main settlement on the west of the island. The island is approximately 8 miles long and to cycle end-to-end would take approximately an hour, making Colonsay an accessible network zone relative to other networks covered in this report. Car journeys are the most frequent mode of transport around the island, with short distance times to the key facilities.

### Summary

The island of Colonsay contains a small community with local facilities to sustain day-to-day living. Much of the population is located in the main settlement, Scalasaig. Whilst there are some services on the island, the likelihood of travelling further to the mainland for a wider access to facilities.

There is good provision of community services and due to the geography of the network area, ample opportunities to access open space. The island is also smaller in comparison to other network areas covered, with a greater probability of people using sustainable or active travel to access facilities around the island.

## Isle of Coll and Isle of Tiree Network Areas

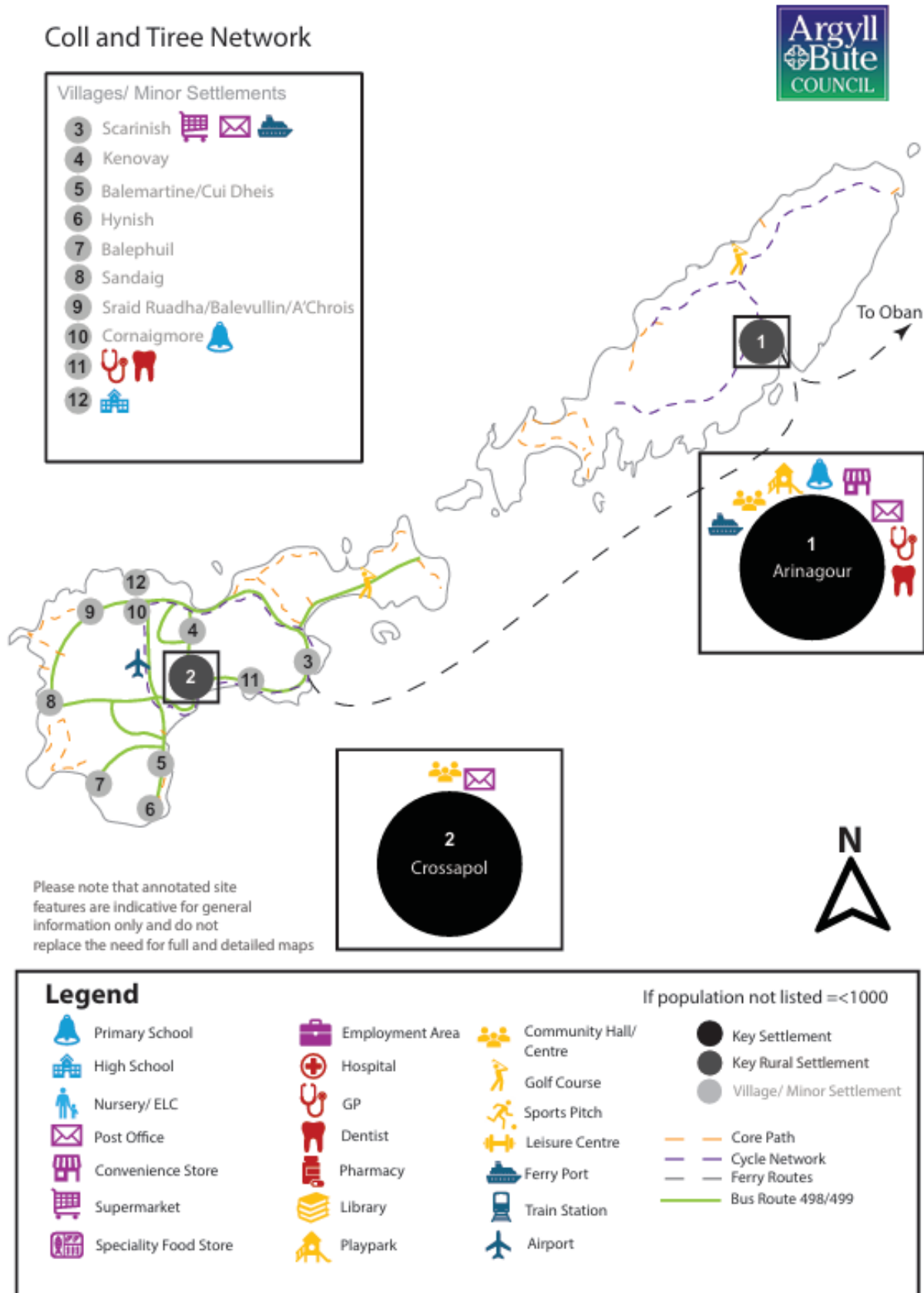


Figure 26: Map of Isle of Coll and Isle of Tiree network area

## Isle of Coll Network

The Isle of Coll is a small, inhabited island located to the west of the Isle of Mull in the Inner Hebrides, falling under the Oban, Lorn and The Isles administrative area. The Network Zone boundary consists of the full island, though much of the island is undeveloped. There is one defined settlement on the island, the key rural settlement of Arinagour acting for the hub of the island with all the main services located here. The settlement hosts the main ferry port, island shop and post office, a GP practice, dentist and a village hall. Coll is accessible by both ferry and air travel, with much of the main roads on the island accessible for active travel. The island is approximately 13 miles long and 3 miles wide and has an approximate population of 141 according to recent census data (ABC ref).

### Employment & Commercial

The network area contains one village shop located in Arinagour that provides food for essential for day-to-day living. The shop is known for selling most of the daily needs for food provision, including fresh meat, vegetables, fruit and non-perishables. Arinagour also contains the post office for the island. The shop is open six days a week. For larger shops, those on the island may choose to get their groceries delivered or travel to the mainland or nearby islands in order to access a greater variety of services. In terms of employment, there are no defined employment zones, however, work on the island is varied through predominantly agriculture and aquaculture.

### Healthcare

The area has one health centre with GP and dentist facilities which is open five days a week, however, a doctor is on call for the island 24/7. For emergencies, an airlift is required. It is likely that residents of the island will travel to Oban for emergencies, including A&E.

### Education

The network zone contains one primary school for the island's residents, Arinagour Primary School. The school is located within the main settlement, meaning most of the island's population can access the school within a reasonable walking distance. There are no opportunities for higher or further education on the island, with children having to attend Oban High School through boarding.

### Leisure & Recreation

The main settlement of Arinagour contains a community facility for all residents and tourists of the island. The village hall can host a range of events and is a valued facility for the island. There is a defined play space on the island as well as excellent coastlines and countryside areas to explore, it provides

ample opportunity for use of open space and informal play. A golf course is located on the north of the island which can be used by both locals and tourists.

### Sustainable Transport

The island has a ferry port which provides access to Oban. The ferry to and from Oban runs daily throughout the year. Those living on Coll are likely to travel to Oban for their key services not found on the island. Delivery services from the mainland will also use this route. An airport on the island also provides transport to the mainland.

In terms of getting around the island, there are no public bus services on the island, with many using a private car or active travel to get around. The active travel routes can be accessed throughout the whole island and connect pockets of smaller settlements to Arinagour, the main settlement on the east of the island. Car journeys are the most frequent mode of transport around the island, with short distance times to the key facilities.

### Summary

The island of Coll contains a small community with minimal facilities to sustain local living. Despite the population density being clustered around the main settlement of Arinagour, the likelihood of travelling further to the mainland is high due to the lack of services on the island. There is good provision of community services relative to the population size and the rural nature of the island presents opportunities for open space and informal play. The ferry service provides good opportunities to travel to the mainland, but the lack of bus service means that more residents are likely to use private car to travel throughout the island.

## Isle of Tiree Network

Tiree is located to the southwest of, to the west of the Isle of Mull and is the most westerly island of the Inner Hebrides. The island forms part of the Oban, Lorn and The Isles administrative area. The network consists of the full island, though much of the island is undeveloped. The population is approximately 650 and this is represented through a scatter of smaller, primarily residential settlements on the island. Crossapol is considered a key rural settlement through LDP2, and along with Scarinish, make up the two largest settlements on Tiree. Both settlements are located on the southern coast of the island and contain the main shopping, community and transport facilities for the island. Unlike the other small islands reviewed in this report, the access to all key services is spread out across the island, mainly in the centre of the island increasing accessibility for residents. Tiree is accessible by both ferry and air travel, with much of the main roads on the island accessible for active travel. The island also contains core paths around the coast of the island, used by residents and tourists alike.

### Employment & Commercial

The network contains one small supermarket located in Scarinish. located in Arinagour that provides food for essential for day-to-day living. The island has two post offices located in Scarinish and Crossapol, open 6 days a week. The small supermarket has a larger variety of food compared to the shop found on Coll for example, however, for larger shops, those on the island may choose to get their groceries delivered or travel to the mainland in order to access an even greater variety of services. In terms of employment, there are no defined employment zones, however, work on the island is varied through predominantly agriculture, tourism and aquaculture.

### Healthcare

The area has one health centre with GP and dentist facilities which is open five days a week, however, a doctor is on call for the island 24/7. It is likely that residents of the island will travel to Oban for emergencies, including A&E.

### Education

The island has a joint campus in the north of the island, providing schooling opportunities for primary and secondary years. A bus route throughout the island provides access for children to access the facility sustainably.

### Leisure & Recreation

The key rural settlement of Crossapol contains a community facility for all residents and tourists of the island. The village hall can host a range of events. There are no defined play areas on the island,

however, the coastlines and countryside areas are of outstanding natural beauty and provide good opportunities for access to open space and informal play. A golf course is located on the east of the island which can be used by both locals and tourists.

### Sustainable Transport

The island has a ferry port which provides access to Oban. The ferry to and from Oban runs daily throughout the year. Those living on Tiree are likely to travel to Oban for their key services not found on the island. Delivery services from the mainland will also use this route. An airport on the island also provides transport to the mainland.

In terms of getting around the island, there is one public bus service which operates Monday – Friday on schooldays only. The bus operates four or five times a day. The island provides opportunities to use a cycle network between the main settlements on the island, though many of the residents use private cars to get around the island.

### Summary

Tiree is a self-sustaining island, containing a small supermarket, varied employment opportunities and general facilities through the hospital and high school. The settlements are dispersed throughout the island with a central network of larger settlements containing the key services to sustain local living. Some communities remain isolated from key services and are not suitable for travelling sustainably to these destinations, however, this is to be expected on the island.

There is adequate provision of community services and due to the geography of the network area, ample opportunities to access open space. The public transport through bus provision and a ferry service provide good opportunities to get around the island or travel further to the mainland.

## Dalmally and Taynuilt Network

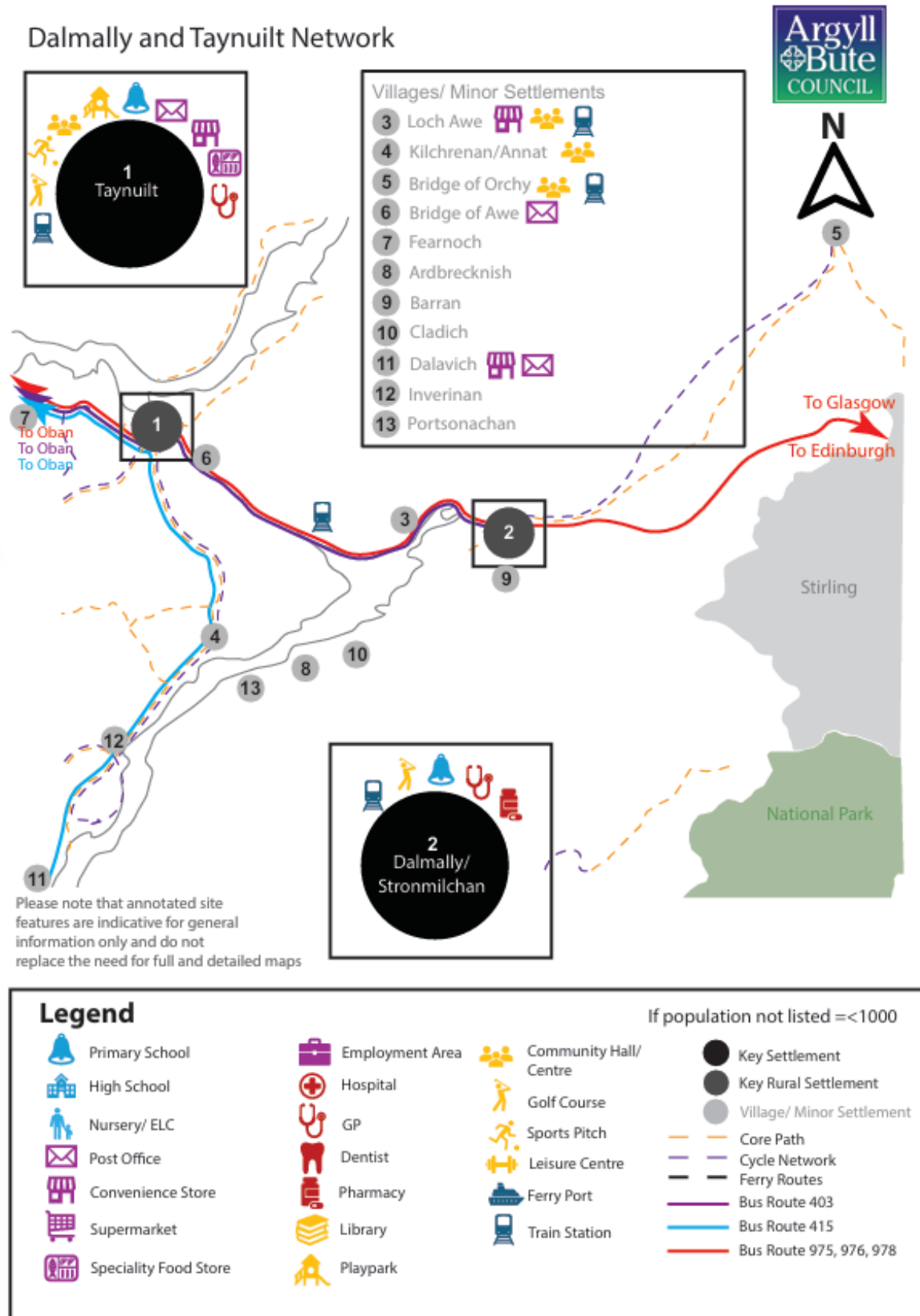


Figure 27: Map of Dalmally and Taynuilt network area

The network of Dalymally/Taynuilt creates a long corridor stretching from the National Park area to the west, and to the outskirts of Connel to the east. The network also covers the communities on the northern shores of Loch Awe. The area has an important stature within the Adopted Local Development Plan 2, being one of the main focus areas through a designated growth corridor. The area is known for its outstanding natural beauty, including Loch Awe, one of the largest freshwater lochs in Scotland. It is also notable for being a key area for energy production, including Cruachan Dam. The A85 road network provides a direct access to Oban, with the main national bus and train routes towards Oban also running through the area. These transport links also provide access into the National Park area and onward travel to Glasgow. Bridge of Orchy is a settlement located in this zone, however, in order to reach facilities in Argyll and Bute or beyond, they are required to travel through the National Park area, specifically Tyndrum.

### Employment & Commercial

The network area has a mixture of sparsely populated areas and larger key rural settlements which is represented in the retail facilities in the area. The main towns within the corridor are Dalymally and Taynuilt, which contain small convenience stores, as well as a speciality food store in the case of Taynuilt. There is a small convenience store and post office located in the settlement of Loch Awe between Dalymally and Taynuilt serving residents and tourists to the area, as well as one in Dalavich to the south of the network area. The size of each settlement means that many of those in the area will rely on travelling to Oban or receiving shopping through deliveries for larger shops. There are three post offices in the area, located in Taynuilt, Dalavich and Loch Awe. There are no defined employment areas but with a mix of tourism, agriculture and aquaculture in the area, many are likely to work within these services or to travel further afield to settlements such as Oban or Dunbeg. Overall, the facilities in this category help with day-to-day provisions, but with longer travel times across the area, it is expected many will make use of larger towns for services beyond essential.

### Healthcare

The network area contains two GP's and one pharmacy. Each of the GP's are located in the key rural settlements of Dalymally and Taynuilt, with Dalymally containing a pharmacy. The GP services are operational five days a week. For hospital services and A&E facilities, these are available in Oban or Lochgilphead. Many of the smaller communities in this area are not within reasonable walking, wheeling or cycling distance to these facilities, with private car journeys being the most feasible way to get around. However, those in the key rural settlements mentioned can sustain local living within this category.

### Education

There are three primary schools located in the network area in Dalmally, Taynuilt and Kilchrenan. The school catchments for Dalmally and Taynuilt primary schools capture the settlements on the A85 corridor, and the northern shore of Loch Awe. The catchment area for Kilchrenan includes the smaller communities to the south of the A85 and the western shores of Loch Awe. The main high school for the area is Oban High School. For all children located in this network area, school bus services are provided for travel to the high schools.

### Leisure & Recreation

The network zone contains a varied spread of leisure and community facilities. Taynuilt contains the only formal play area in the network area as well as the only sports pitches in the network. In terms of community facilities, the area is served well in this regard, with four settlements out of the defined seven containing a community hall which is accessible to the public. The network area contains a golf course that can be accessed by locals and tourists, located in Dalmally. Given the diverse geography and topography nature of the network zone, there is opportunity for informal open space and play areas, however, these may not be fully accessible for all residents within the area. Oban, as the largest settlement, contains further leisure facilities and sports pitches.

### Sustainable Transport

The area is well connected through road networks, core paths and cycle networks, providing opportunities to access other settlements through a sustainable means. It is recognised that this may be challenging to do on a daily basis due to the rural nature of the network area. Considering that the network is predominantly rural, opportunities to access the rail network is considered one of the best in Argyll. The area is well serviced with trains direct to Oban and Glasgow on a daily basis, with a further opportunity to travel north to Fort William through a change at the nearby settlement of Tyndrum. The distances between some of the established settlements to reach key services, would be considered unreasonable to travel using sustainable transport methods. It is expected that with the exception of those in Inveraray, people are likely to use public transport or private car to travel around the area.

As the network area is encompassed within two separate administrative areas, linkage between bus routes is limited. One bus route in the area exclusively runs in the Cowal administrative area only. All other local bus routes feed through Inveraray. For some journeys in the local network, some people may require two buses which may be considered unreasonable given the infrequency of some routes. Figure 28 provides context of the routes within the network area. The mapping indicates that there are communities isolated by a lack of public transport provision to the main town in the area. The frequency of the routes is considered to be poor relative to other services in Argyll and Bute, with only one of the three services operational on a weekend. Furthermore, many of the services throughout the weekday

are operational during school days or school holidays, limiting day-to-day usage for residents of the network zone.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
403	Oban – Dalmally	4 services a day	N/A	N/A	N/A
415	Oban - Dalavich	2 services a day	2 services a day	2 services a day	N/A
975, 976	Oban – Glasgow	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)
978	Oban – Edinburgh	1 service a day	1 service a day	1 service a day	1 service a day

Figure 28: Bus routes and frequency for Dalmally and Taynuilt network

### Summary

Overall, the area is one which contains essential services in all categories. However, it is apparent that many of smaller settlements have limited access to these services as they are typically in the larger settlements for the area. Given the proximity to Oban and the limited walkability between each settlement, it is expected that those in the area will tend to travel further to reach the services that are more readily accessible in a larger town. There is an average provision of community services and due to the geography of the network area, ample opportunities to access open space. Much of the services are spread out throughout the network creating a cluster of nodes rather than a centralised network as has been the case in other networks. The varied frequency and reliability of bus services make linkage around and beyond the network area difficult, with the most likely means to get around being the private car. However, it is noted that this area benefits with a number of train stations for travel to Oban and further afield.

## Lochnell, Strath of Appin, Barcaldine Network

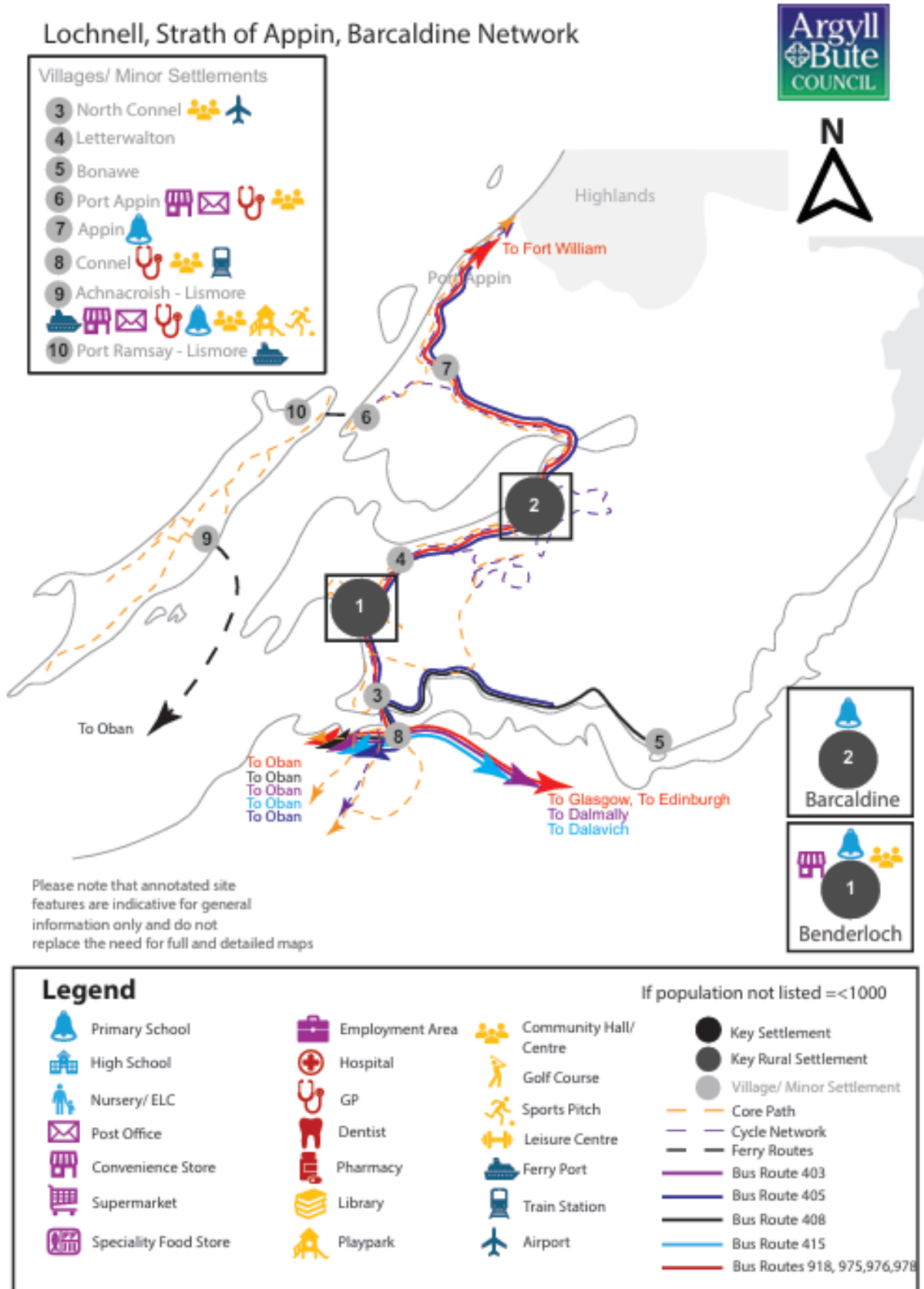


Figure 29: Map of Lochnell, Strath of Appin, Barcaldine network area

This network area encompasses the most northerly part of Argyll, and much of the communities to the north of the Connel Bridge. The settlements of Barcaldine and Benderloch are considered the largest in the area, but much of the services found in the network are spread throughout the population. The network area is the most northern part of Argyll and Bute Council on the mainland, immediately neighbouring Highland Council to the north. The Island of Lismore has been included in this network area due to its close geographical links and ferry service to Appin. However, with a direct ferry service to the island from Oban, many on the island will travel to Oban for the majority of their healthcare, educational, and shopping services. It is a broad geographical area and population spread, with many more remote rural communities and homes. Much of the network's population for the area live in or around the settlements highlighted in the mapping. The settlements are typically clusters of small villages that between them contain day-to-day services.

### Employment & Commercial

For the population size of the network area, there are poorer retail and employment opportunities relative to other networks with similar sized towns. Whilst not in the network area, Oban supports the network with good provision of supermarkets, a retail centre and several convenience stores. It is anticipated that most of the people in the network area will travel here or use delivery services in order to meet their shopping needs. For immediate provisions, there are convenience stores and Benderloch and Port Appin. One post office is situated in the network area, to the north in Port Appin. This particular category struggles to meet the criteria for local living, with larger travel time to local and smaller facilities. However, Lismore has adequate provision as an island, with a convenience store, post office and close connections to Oban once again, which helps support local living on the island.

### Healthcare

The network area contains three GP services, one located on the island of Lismore, and two situated to the north and south of the network area, in Port Appin and Connel. The provision is distributed evenly in terms of reaching populations, however, with these being the only services within the healthcare category located in this network, there is a below average provision. The network relies on its proximity to Oban, which contains dental practices and a small hospital. A&E services are available at the hospital, cutting travel down for those in need in an emergency situation.

### Education

There are five primary schools located in the network area, located in Barcaldine, Benderloch, Bonawe, Portnacraish and the island of Lismore. The high school for the network area is located in Oban. Those not within a reasonable walking distance can use a school bus operated by the council. There are nursery/ELC's located in Oban, providing above average provision to residents in this category.

However, much of the residents located in Oban will have to travel further to utilise educational facilities.

### Leisure & Recreation

The network has limited facilities in the leisure and recreation facilities, with the only defined service in this network area being community facilities. There are four community facilities for residents to use, located in Connel, North Connel, Benderloch and Port Appin. Beyond this, there is limited provision in this category for other settlements in the network, with no defined sports facilities or play spaces. Lismore presents better than average opportunities in the network area, containing not only community facilities, but also a defined play space and sports pitch.

For those in smaller, rural areas of the network areas, access to formal play space for children is limited, however, there are opportunities to utilise open space with a varied topography coastline, giving good opportunities for walking, wheeling and cycling.

### Sustainable Transport

The area is well serviced with an established core path network, though is limited with only one defined cycle network, allowing access to Oban in the south. It is expected that the core paths are utilised for exercise and leisure purposes, rather than travel to services. The distances between some of the established settlements to reach key services, would be considered unreasonable to travel using sustainable transport methods. Oban as a town has a steep landscape but is walkable, with many services available within a 10-minute walk. Beyond this, many other communities are some distance from the nearest services surveyed in this report and it is expected that most will use public transport or private car to access facilities.

The bus routes that serve the network area are shown below in Figure 30, with all running to or from the main town of the administrative area, Oban. There is limited frequency for more remote rural communities, and it is likely that it would be difficult to use frequently and on a daily basis. On the contrary, there is good service and frequency for routes between and around Oban. The frequency of the routes is considered to be better than average relative to other services in Argyll and Bute, despite many services only being operational on schooldays. Furthermore, many of the services throughout the weekday are operational during school days or school holidays, limiting day-to-day usage for residents of the network zone. Oban contains one of Scotland's busiest ferry ports and as such, there are many daily and frequent journeys from this network area to other parts of Argyll and the Outer Hebrides. In addition, there are smaller, localised ferry services, especially between the slate islands which fall within this area, linking Seil to Luing and Easdale.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
403	Oban – Dalmally	4 services a day	N/A	N/A	N/A
005, 405	Oban – Appin	10+ services a day	10+ services a day	10+ services a day	8 services a day
408	Oban – Bonawe	4 services a day	3 services a day	3 services a day	N/A
415	Oban - Dalavich	2 services a day	2 services a day	2 services a day	N/A
918	Oban – Fort William	2 services a day	2 services a day	2 services a day	2 services a day
975, 976	Oban – Glasgow	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)
978	Oban – Edinburgh	1 service a day	1 service a day	1 service a day	1 service a day

Figure 30: Bus routes and frequency for Lochnell, Strath of Appin, Barcaldine network

### Summary

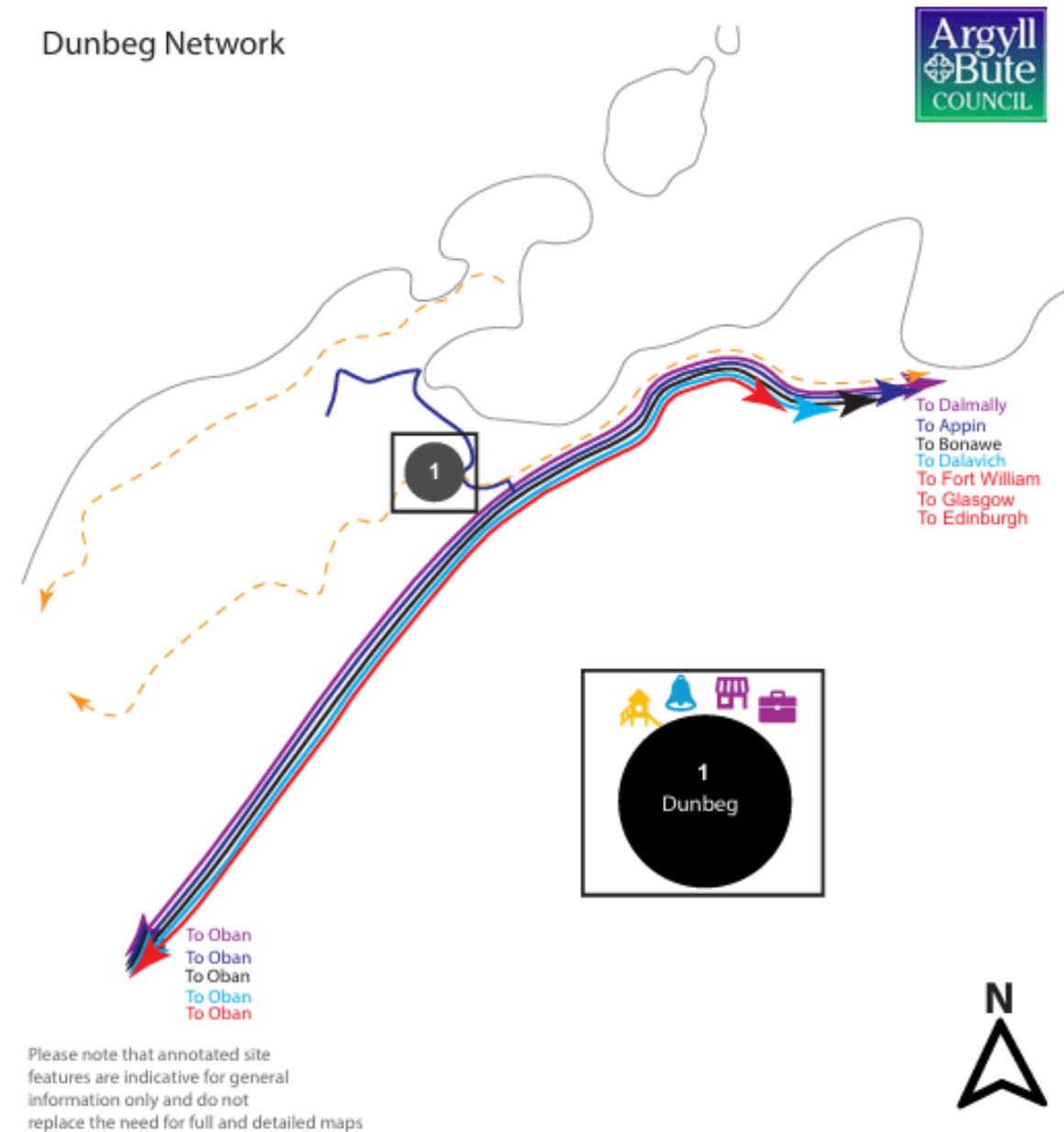
Overall, there is a varied distribution of services in the area, with most facilities available across the network area, though travel times vary between settlement-to-settlement. Between Benderloch, Connel and Port Appin, the network contains convenience stores, schools, GP practice and community facilities. The network also contains three primary schools on the mainland, evenly spread across the network area reducing travel time for children to access educational facilities.

The island of Lismore performs well with regards to island living, with most of the services available on the island. For services not available on the island, ferries are available to reach both the mainland of this network area, or south towards Oban, the main town for the administrative area. Community facilities are around average in comparison to other networks in Argyll, with many smaller facilities containing a community hall and access to open space.

Public transport in the area means that many of the settlements can travel to Oban or utilise one of the national bus providers for larger towns and cities across Scotland. However, travel times across the network area vary, and with a collection of smaller settlements in the network area, some communities

are isolated and are required to travel to reach local services, or towards centralised services and long travel times. Limited access to walk, wheel or cycle to access facilities and provisions limits the potential for local living in this particular network area, especially in smaller, more remote communities.

# Dunbeg Network



Legend			If population not listed =<1000		
	Primary School		Employment Area		Key Settlement
	High School		Hospital		Key Rural Settlement
	Nursery/ ELC		GP		Village/ Minor Settlement
	Post Office		Dentist		Bus Route 403
	Convenience Store		Pharmacy		Bus Route 405
	Supermarket		Library		Bus Route 408
	Speciality Food Store		Playpark		Bus Route 415
			Community Hall/ Centre		Bus Routes 918, 975, 976, 978
			Golf Course		Core Path
			Sports Pitch		Cycle Network
			Leisure Centre		Ferry Routes
			Ferry Port		
			Train Station		

Figure 31: Map of Dunbeg network area

The network zone for Dunbeg focuses on the stand-alone settlement, which is considered a strategic growth location for economic development and large-scale housing development in Argyll and Bute. The settlement is one of the fastest expanding in the local authority area. It benefits strategically with a close link to Oban, where there is further access beyond the town through frequent bus and train travel. Dunbeg has been separated from a wider Oban network area due to work being undertaken by the planning authority on the Oban Strategic Development Framework, however, it is acknowledged that many residents that live in Dunbeg will travel to Oban due to the wider range of services available.

### Employment & Commercial

The network area contains a convenience store in the settlement of Dunbeg, with a petrol station and greengrocer located immediately next to the main settlement. The goods on offer at these stores can sustain day-to-day living, however, it is expected that for larger food shops, many of the network's population will travel to larger supermarkets located in Oban. There is a post office located in the centre of Cardross, integrated into a convenience store. An established employment area is located within Dunbeg at Dunstaffanage Science Park, with a number of business premises located here. For further provision, many of the residents will work in or around the Oban network area due to Dunbeg's close links to Oban.

### Healthcare

There are no healthcare facilities within the network area. The residents are required to travel to Oban for other key rural settlements for their medical and dentist services. It is possible to cycle or use public transport from Dunbeg to Oban to reach these services.

### Education

There is one primary school located in the network area, Dunbeg primary school. The catchment for this school covers the entire settlement area. Oban High School is the main secondary school for the network area. A bus service is provided for journeys to the school.

### Leisure & Recreation

Dunbeg has limited facilities with only one defined play area out of all facilities surveyed in this category. It is anticipated that for use of leisure and recreation facilities, residents will travel to Oban for these facilities, including sports pitches, a leisure centre and community halls. Dunbeg is situated on the coast which provides opportunities for informal play and good access to open space. There is a defined core path providing walkable links to Ganavan in the Oban network area for further

opportunities in this regard. Given the geographical size of this network area, there is an expected lack of defined facilities in this area, with a lack of population to sustain facilities.

### Sustainable Transport

The area is well serviced with an established core path network, presenting opportunities to walk between homes and facilities in the area, as well as towards Ganavan and Oban for open space and further amenities. There is a lack of defined cycle networks, though is opportunity to utilise the road network to cycle. Given the smaller size of the network area in comparison to those covered in the report, there is greater accessibility to services using walking, wheeling and cycling, however, there is lack of facilities in the settlement area to access.

One bus route serves the settlement of Dunbeg providing a service to Oban. Further links to Oban and further afield can be found on the A85 to the south of the main settlement area. Buses operate daily along routes providing a good linkage to the main town in the administrative area, Oban. Figure 32 provides a breakdown of the bus routes and frequency of the services.

<b>Bus Number</b>	<b>Route</b>	<b>Weekday Frequency (Schooldays)</b>	<b>Weekday Frequency (School Holidays/Non School days)</b>	<b>Saturday Frequency</b>	<b>Sunday Frequency</b>
403	Oban – Dalmally	4 services a day	N/A	N/A	N/A
005, 405	Oban – Appin	10+ services a day	10+ services a day	10+ services a day	8 services a day
408	Oban – Bonawe	4 services a day	3 services a day	3 services a day	N/A
415	Oban - Dalavich	2 services a day	2 services a day	2 services a day	N/A
918	Oban – Fort William	2 services a day	2 services a day	2 services a day	2 services a day
975, 976	Oban – Glasgow	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)
978	Oban – Edinburgh	1 service a day	1 service a day	1 service a day	1 service a day

Figure 32: Bus routes and frequency for Dunbeg network

## Summary

Dunbeg is a small settlement which lacks the population to sustain the majority of services required for local living. The convenience stores, employment area and primary school provide the essentials for living locally. All these services can be accessed within a 10-minute within the settlement boundary. Dunbeg relies on its close links to Oban for greater day-to-day living. Whilst it is possible to travel to Oban using a sustainable method of transport, it is likely the predominant travel method is the private car. Dunbeg will continue to grow which may bring more viability in the future for services to relocate in the area to help achieve a 20-minute community.

# Oban Network

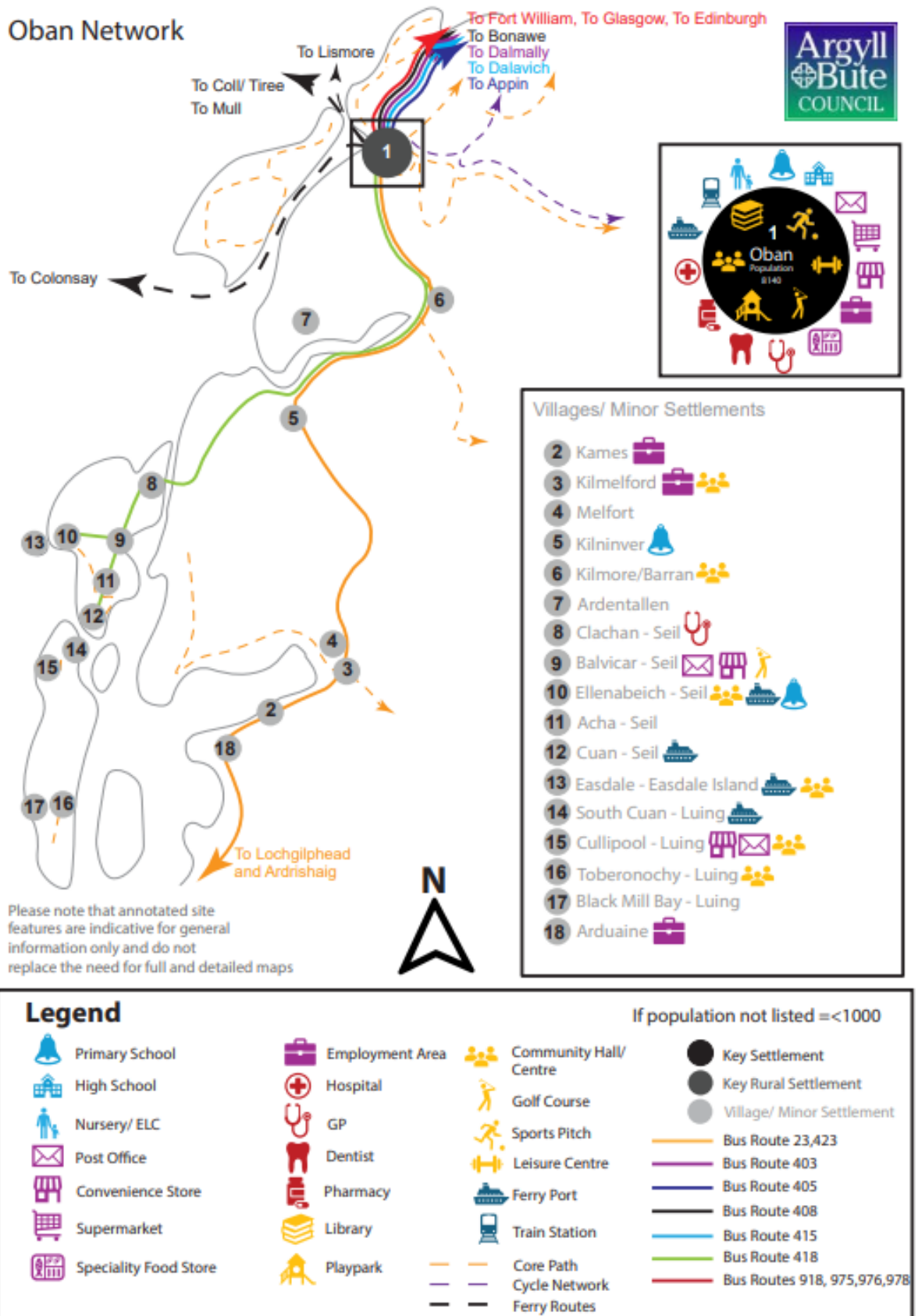


Figure 33: Map of Oban network area

The Oban network encompasses much of the southern parts of Lorn, encompassing a number of smaller settlements and Inner Hebrides islands into the network area. It is a broad geographical area and population spread, with many more remote rural communities and homes. Much of the network's population for the area live in or around the settlements highlighted in the mapping with the largest town of the area Oban containing the key facilities for day-to-day living. Due to the traverse landscape in the network area, the network contains some of the key transportation routes used in Argyll, including national railways to localised ferry services. Oban as a town has been covered in a separate part of this report, however, for the purposes of this network, it is expected that those within the area indicated on the mapping will travel to Oban regularly to reach facilities and services listed in the report.

### Employment & Commercial

For the population size of the network area, there are poorer retail opportunities relative to other networks with similar sized towns. Oban supports the network with good provision of supermarkets, a retail centre and several convenience stores. It is anticipated that most of the people in the network area will travel to Oban or use delivery services in order to do their shopping. For immediate provisions on the islands, there are small convenience stores serving populations, as highlighted in Seil and Luing respectively. The area is served well in terms of defined employment areas, containing more than any other zone covered in the report. There are opportunities across the area for employment including agricultural, marine and public sector industries which are important in this area. Overall, given the size of the main town and relative to the scale of the network area, there are less opportunities to access services in this category and could be considered under provisioned in some respects. However, the islands and Oban have pro.

### Healthcare

The network area contains Oban, the main town for healthcare in the Oban, Lorn and the Isles administrative area. The network zone contains a GP, pharmacy, dental practice and a small hospital which are all located in Oban. A&E services are available at the hospital, cutting travel down for those in need in an emergency situation. Beyond this, there are fairly poor access to healthcare facilities, with a GP service in Seil providing healthcare support to residents on the slate islands. There is a lack in variety of services in this category, showing that much of the population covered in this network area are required to travel to Oban for the majority of their healthcare needs.

### Education

There are two primary schools located in the network area, outwith the main town of Oban. These are located in Ellenabeich on Seil and Kilninver to the south of the network area. The network zone contains three primary schools and the main high school for the area's residents. The high school is located near

the centre of the town and serves many of the smaller communities in the area, as well as some island children through boarding. Those not within a reasonable walking distance can use a school bus operated by the council. There are nursery/ELC's located in Oban, providing above average provision to residents in this category. However, much of the residents located in Oban will have to travel further to utilise educational facilities.

### Leisure & Recreation

Oban contains much of the network's leisure facilities including sports pitches, a leisure centre, golf course and library which provides good access to leisure and recreation services. Beyond this, there is limited provision in this category for other settlements in the network, with no defined sports facilities or play spaces.

Many of the smaller communities contain access to community facilities, including those based on the islands of Easdale, Seil and Luing. Further community facilities can be found in Kilmelford and Kilmore/Barran, representing average provision compared to the other networks covered in this report. For those in smaller, rural areas of the network areas, access to formal play space for children is limited, however, there is opportunities to utilise open space with a varied topography coastline, giving good opportunities for walking, wheeling and cycling.

### Sustainable Transport

The area is well serviced with an established core path network, though is limited with only one defined cycle network, allowing access from Oban to the north. It is expected that the core paths are utilised for exercise and leisure purposes, rather than travel to services. The distances between some of the established settlements to reach key services, would be considered unreasonable to travel using sustainable transport methods. Oban as a town has a steep landscape but is walkable, with many services available within a 10-minute walk. Beyond this, many other communities are some distance from the nearest services surveyed in this report and it is expected that most will use public transport or private car to access facilities.

The bus routes that serve the network area are shown below in figure 34, with all running to or from the main town of the area, Oban. The mapping indicates that there are communities isolated by a lack of public transport provision to the main town in the area. There is limited frequency for more remote rural communities, and it is likely that it would be difficult to use frequently and on a daily basis. On the contrary, there is good service and frequency for routes between and around Oban. The frequency of the routes is considered to be better than average relative to other services in Argyll and Bute, despite many services only being operational on schooldays. Furthermore, many of the services throughout the weekday are operational during school days or school holidays, limiting day-to-day usage for residents of the network zone. Oban contains one of Scotland's busiest ferry ports and as such, there are many daily and frequent journeys from this network area to other parts of Argyll and the Outer

Hebrides. In addition, there are smaller, localised ferry services, especially between the slate islands which fall within this area, linking Seil to Luìng and Easdale.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
403	Oban – Dalmally	4 services a day	N/A	N/A	N/A
005, 405	Oban – Appin	10+ services a day	10+ services a day	10+ services a day	8 services a day
408	Oban – Bonawe	4 services a day	3 services a day	3 services a day	N/A
415	Oban - Dalavich	2 services a day	2 services a day	2 services a day	N/A
418	Oban – Ellenabeich/North Cuan	8 services a day	5 services a day	1 service a day	N/A
23, 423	Ardrishaig - Oban	5 services a day.	3 services a day	2 services a day	N/A
918	Oban – Fort William	2 services a day	2 services a day	2 services a day	2 services a day
975, 976	Oban – Glasgow	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)
978	Oban – Edinburgh	1 service a day	1 service a day	1 service a day	1 service a day

Figure 34: Bus routes and frequency for the Oban network

## Summary

Overall, the area looks towards one of the key towns in Oban for much of its services, leading to a centralisation of key facilities. The network has an above average provision in terms of employment, and whilst lacks the more local postal and shopping services, Oban provides the best and most varied retail provision in the council area. Educational and healthcare services are again predominantly centralised in the main town, however, the island of Seil contains both a GP and primary school to serve the Slate Islands populations. Community facilities are around average for Argyll, with many smaller facilities containing a community hall and access to open space. Ferry travel and bus travel is localised and infrequent with the exception of Oban. With many of these settlements isolated and required to travel to the main town in the area, this network zone shows a key trend in rural living with centralised services and long travel times. Limited access to walk, wheel or cycle to access facilities and provisions limits the potential for local living in this particular network area, especially in smaller, more remote communities.

# Oban Town Network

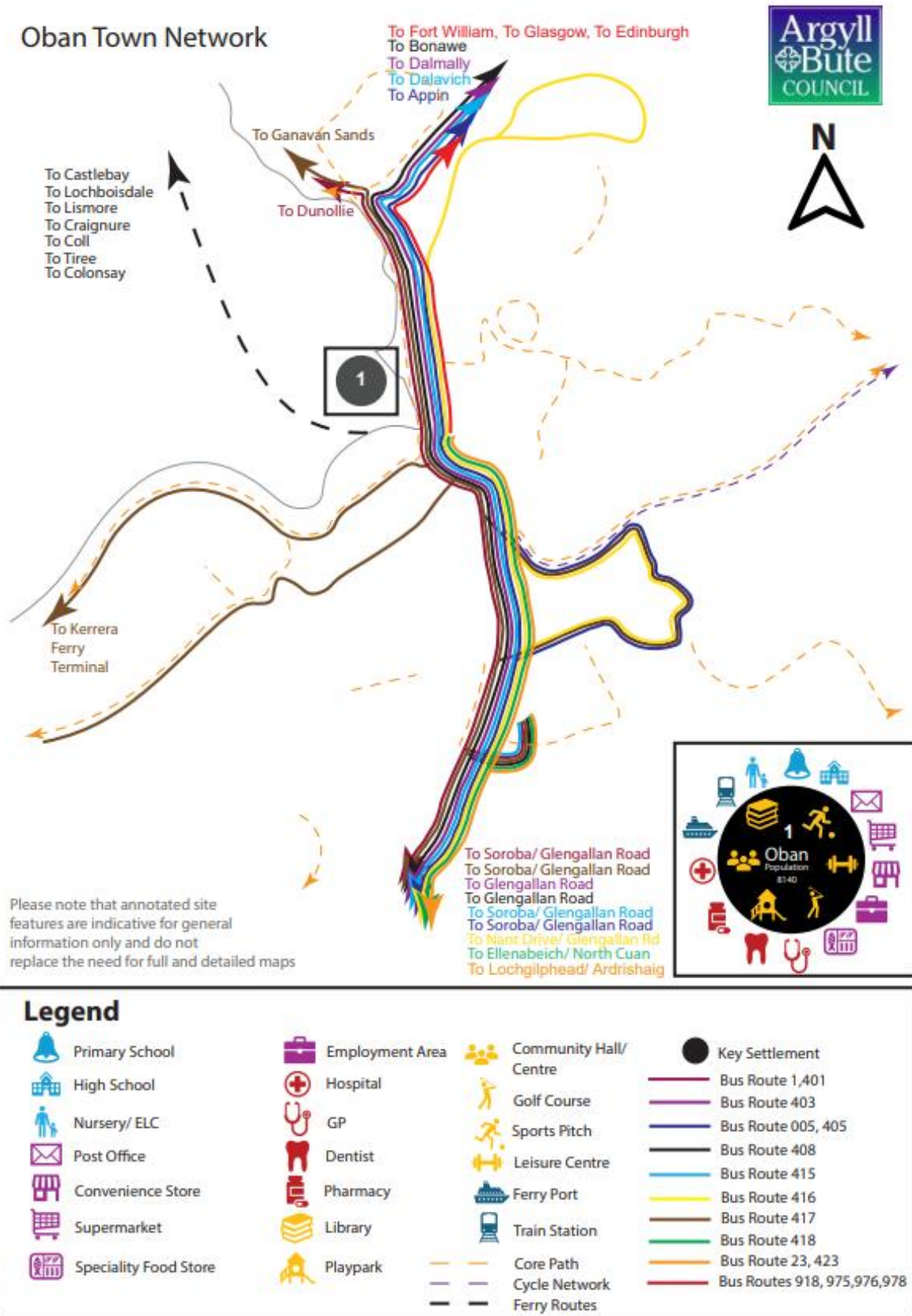


Figure 35: Map of Oban Town network area

Oban sits within its own established network area, however, given it is one of the larger towns in the local authority area and with the report feeding into the Oban Strategic Development Framework, a further breakdown of services has been provided in this report. The town acts a central point for the administrative area and plays a key role in providing a greater variety of services and facilities for those based in smaller communities in the immediate area. The area contains a mixed-use town centre, high school for the administrative area and contains a train line to Helensburgh and Glasgow, passing through the Taynuilt and Dalmally growth corridor. The network area also benefits from a denser population and shorter travel times to reach services, giving greater accessibility to local living and creating 20-minute neighbourhoods. Further work will be undertaken on the walkability of services and the application of 20-minute neighbourhoods to the town of Oban.

### Employment & Commercial

The town contains a mixed-use town centre with a variety of shops, pubs, restaurants and hotels. Further to this, the town contains two supermarkets, smaller supermarkets, more than one post office and convenience stores supermarket, post office, speciality food stores and convenience stores. The town also contains the council areas only retail park, providing a greater variety to shopping for those in the area. The town centre is accessible by public transport, though most residents are located within a 10-minute walk of a shop that sells basic provisions. Oban is the main employment hub for the with many of the residents working in the town, though the public transport links provide residents with an opportunity to commute to other nearby areas or the islands for work.

### Healthcare

Oban has the main healthcare facilities for administrative area. The network zone contains GP's, pharmacies, dentists which are located in the town centre. A small hospital provides further services, including A&E though does not possess all the services found in larger hospitals, and therefore people may be required to travel beyond Argyll to access some healthcare services. There is adequate provision in the town, and most residents can reach these services within reasonable walking, wheeling or cycling distance.

### Education

The network zone contains three primary schools and the main high school for the area's residents. The high school is located near the centre of the town and serves many of the smaller communities in the area, as well as some island children through boarding. Those not within a reasonable walking distance can use a school bus operated by the council. There are nurseries/ELC's located in Oban, providing above average provision to residents in this category.

### Leisure & Recreation

The network area contains the main leisure facilities for the administrative area of Oban. In addition to a leisure centre, Oban contains a golf course, sports pitches, and a library. There are also several community hall facilities that can be used by members of the public in this area.

Oban contains a number of parks and greenspaces. In terms of opportunities for open space and play space, residents have nearby access to play space and opportunities for open space. Oban performs well in this regard.

### Sustainable Transport

The town is serviced with an established core path network, presenting opportunities to walk between homes and facilities. In addition, the core paths provide opportunities to access open space. There are opportunities to utilise defined cycle networks, particularly along the waterfront. Given the size of the town, there are ample opportunities to sustain a 20-minute neighbourhood, with more options to reach services by walking, wheeling and cycling.

There is one train station located in the town which serves as the direct route from the area to Glasgow. This service runs multiple times a day daily. The station is located in the town centre area of Oban providing most residents of the area with reasonable walking distance to the train.

Several bus routes serve the town with better than average provision than most of the other networks in Argyll. This is likely due to the denser population in this area of Argyll and Bute. The bus routes for the area are mapped generally in the infographic for the town above. Figure 36 provides a breakdown of the bus routes and frequency of the services. The mapping indicates that much of the town is served by at least one bus route, providing connection to the town centre for greater access to public transport services.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
403	Oban – Dalmally	4 services a day	N/A	N/A	N/A
005, 405	Oban – Appin	10+ services a day	10+ services a day	10+ services a day	8 services a day
408	Oban – Bonawe	4 services a day	3 services a day	3 services a day	N/A
415	Oban - Dalavich	2 services a day	2 services a day	2 services a day	N/A
416	Oban Town Service	10+ services a day	10+ services a day	10+ services a day	N/A
417	Oban Town Service via Ganavan, Pulpit Hill, Nant Drive	10+ services a day	8 services a day	8 services a day	N/A
418	Oban – Ellenabeich/North Cuan	8 services a day	5 services a day	1 service a day	N/A
23, 423	Ardrishaig - Oban	5 services a day.	3 services a day	2 services a day	N/A
918	Oban – Fort William	2 services a day	2 services a day	2 services a day	2 services a day
975, 976	Oban – Glasgow	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)	4 services a day (5 in summer)
978	Oban – Edinburgh	1 service a day	1 service a day	1 service a day	1 service a day

Figure 36: Bus routes and frequency for the Oban Town network

## Summary

Oban represents a good example of how local living and the concept of 20-minute neighbourhoods can be achieved, performing better than most due to its larger population density and greater walking, wheeling, or cycling accessibility to services and facilities. All the services covered in the report can be found in Oban. It also represents itself as a main travel hub for public transport in Argyll, providing links to the islands and beyond to Glasgow and Fort William. All of the area can be reached within less than a 20-minute drive time, and in most cases a 20-minute walk with opportunities for active travel present around the town.

# South Mull Network

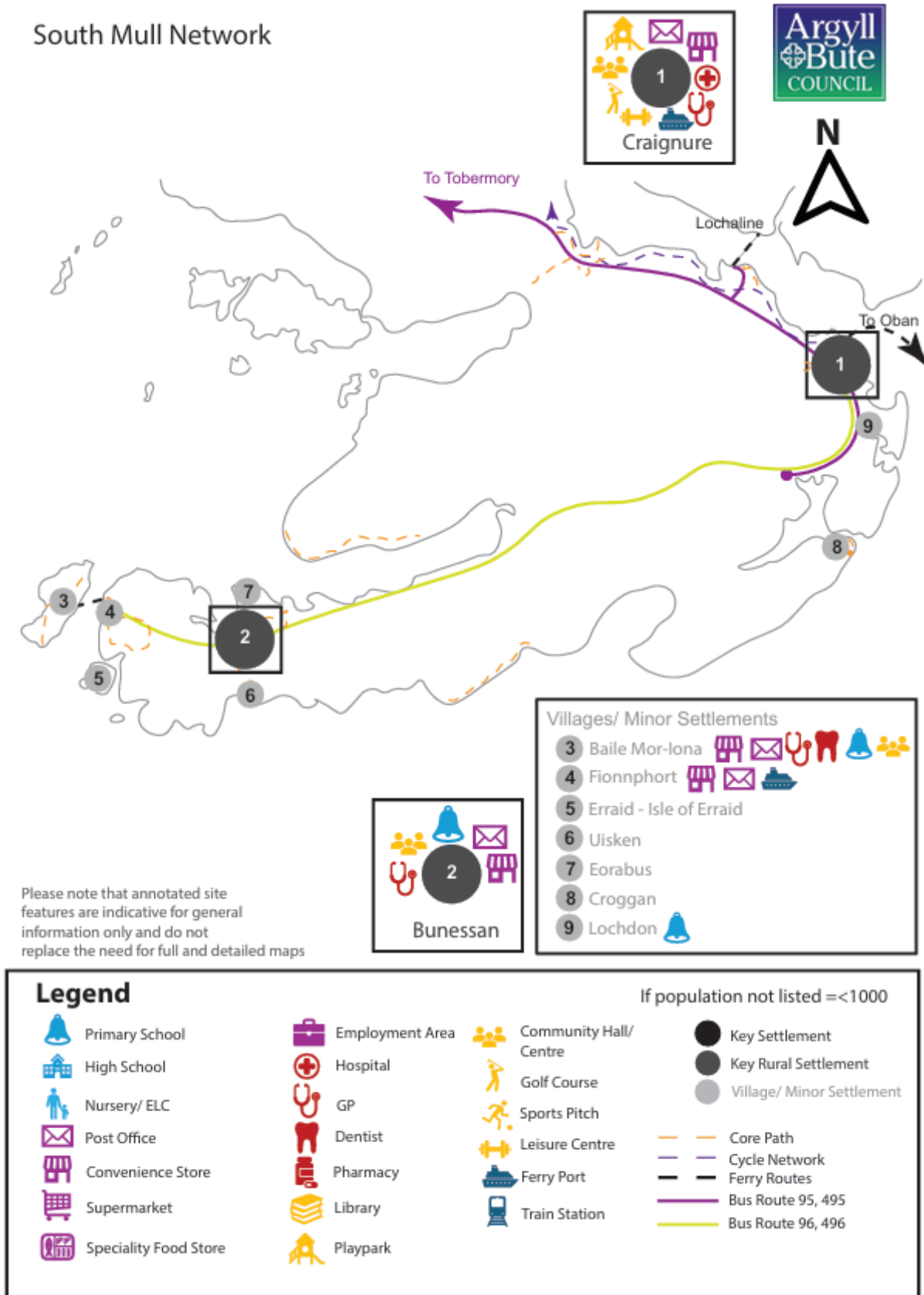


Figure 37: Map of South Mull network area

This network area covers southern half of the Isle of Mull in the Inner Hebrides and includes the Island of Iona. The area contains Craignure, the settlement that contains the main port towards the mainland for the island. The Isles of Mull and Iona are incredibly popular with tourists visiting year-round due to its outstanding nature and heritage. The island has been split into two network areas due to the large geographical size. It is known that the network shares some key services that encompasses the entire island, however, large drive times make it unfeasible to include the whole island as part of the local living project.

### Employment & Commercial

The network area contains four settlements that contain shops with food provisions for day-to-day living: Craignure, Bunessan, Fionnphort and Baile Mor on the island of Iona. Each of these settlements contain a small convenience store and post office, open at least five days a week. There are pockets of populations with a lack of these services, ultimately requiring travelling to one of these settlements to shop. Iona features the best walkability of all areas surveyed in this network area, with a small population size and centralised amenities, many are able to travel sustainably to these services. In terms of employment, there are no defined employment areas from LDP2, however, many residents in the island work in tourism, agriculture or aquaculture industries which are prominent industries on Mull.

### Healthcare

The island has all key healthcare facilities on the island; with the hospital for the island located in Craignure. The hospital provides some A&E services. There are GP services available in Bunessan, with an integrated service through the medical centre in Craignure. GP services on Iona operate on an appointment basis only – usually scheduled for half a day each week. The dentist for the island is not located in this network area, but it does provide facilities for the population of South Mull and Iona. For the scale of the island and population size, Mull has an above average provision in this indicator compared to other areas in Argyll and Bute.

### Education

The network zone contains three primary schools for the residents of this network area: two on the Isle of Mull and one on Iona. The schools are located centrally between a cluster of settlements reducing travel time. For children outwith a reasonable walking distance, a bus provides free travel to and from the schools. The network zone is within the catchment of two high schools, with those in the Lochdon catchment going to Tobermory in the north of the Island, and those from Iona and the Ross of Mull boarding at Oban High School during the week.

### Leisure & Recreation

Craignure contains a small leisure centre for the area as well as a community hall, golf course and play area. Bunessan also contains a community facility for those on the island. Beyond this, there is a lack of facilities in this category for residents, and with large drive times between settlements, may be unrealistic for those not in the immediate communities to use these services regularly. The community in Iona contains a community hall which provides a hall for a number of different events. In terms of open space and informal play area, this network area covers a diverse range of coastlines, hills and tails that can be accessed by both residents and tourists.

### Sustainable Transport

This network area contains three ferry ports, one in Craignure connecting the island to the mainland and Oban, and a direct service linking Iona and Fionnphort. The journeys between Craignure and Oban is the most frequent, accessible and busiest service for the island, running seven days a week. It is expected that for those seeking services beyond the island are likely to travel to Oban or beyond for facilities. The Iona to Fionnphort ferry is a short distance linking the two communities together, however, is used frequently by tourists as well.

In terms of getting around the island, there are three public bus services on the island which are shown below, two of which serve the network area. The active travel routes can be accessed throughout the whole island but mainly cover coastal routes with limited access to and from settlements. Due to the large land covered in the network zone, many on the island will use private car journeys as the preferred mode of transport around the island. In addition, the scale of the network zone limits walking, wheeling or in some instances cycling between settlements. This is not the case on Iona, however, with walking, wheeling and cycling being achievable due to the small geographical size of the island and centralised services in one larger community.

Bus Number	Route	Weekday Frequency (Schooldays)	Weekday Frequency (School Holidays/Non School days)	Saturday Frequency	Sunday Frequency
495, 95	Craignure - Tobermory	Up to 9 services a day	Up to 8 services a day	Up to 8 services a day	4 services a day
496, 96	Craignure - Fionnphort	6 services a day	4 services a day	3 services a day	2 services a day

Figure 38: Bus routes and frequency for the South Mull network

### Summary

The network contains a spread of larger settlements which contain most of the services required for day-to-day living. However, not all of the amenities can be found in the network area, such as a high school or dentist. In addition to this, the scale of the network area and remote rural landscape limits the opportunities to travel sustainability throughout the network area and makes driving the most feasible way to travel around the island. Some communities remain isolated with long travel times to reach services. However, Iona provides some of the best opportunities to sustain and achieve local living and the concepts of 20-minute neighbourhoods, creating a sustainable approach to island living.

There is an adequate provision of community services, though these are focused on the main settlements they are located within. The public transport through bus provision and a ferry service provide good opportunities to get around the island or travel further to the mainland.

# Tobermory Network

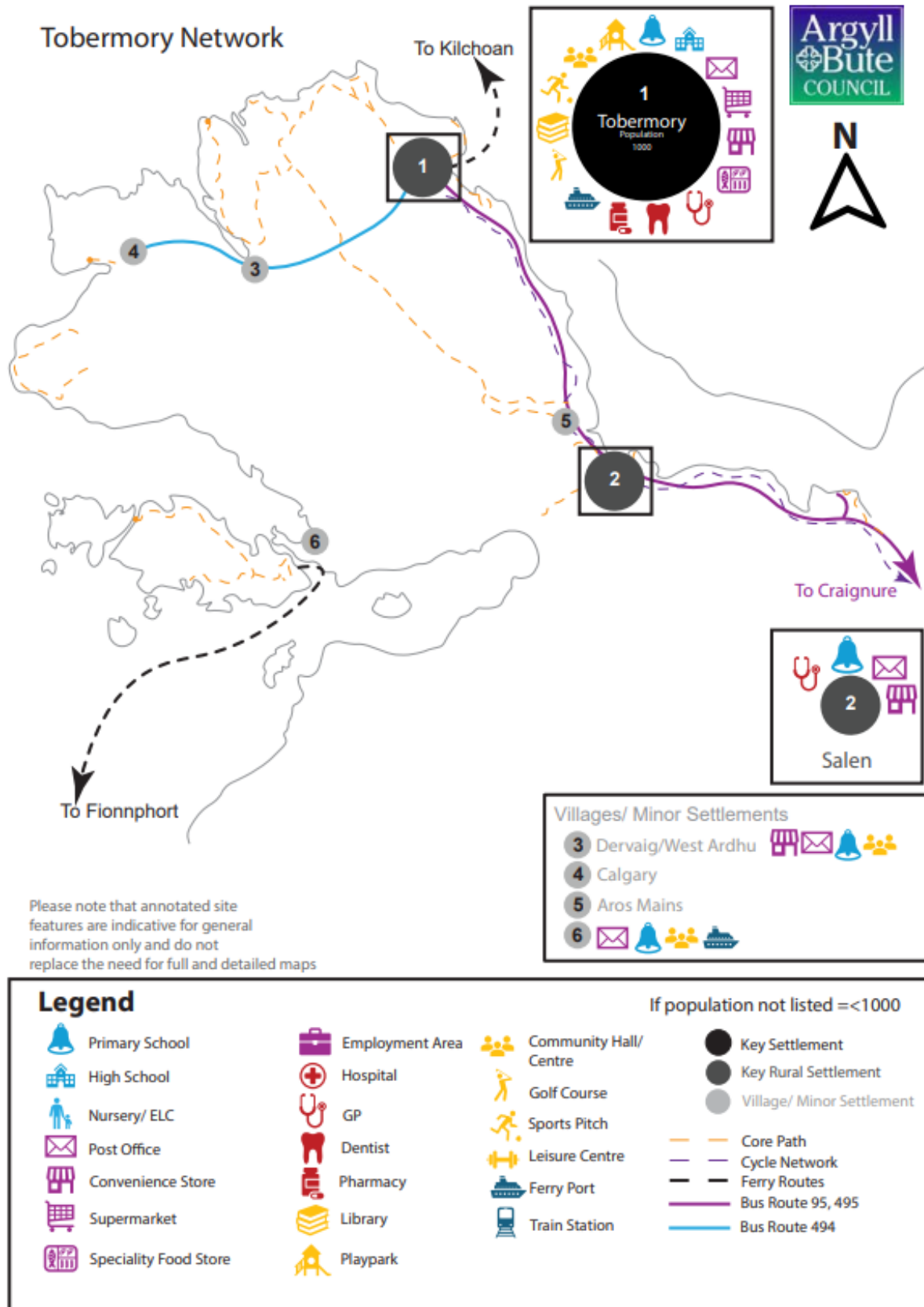


Figure 39: Map of Tobermory network area

The Tobermory network area covers the northern half of the Isle of Mull in the Inner Hebrides and includes the Islands of Ulva and the main settlement for the island, Tobermory. The area is popular for tourists, Tobermory being the main attraction for the island, known for its colourful town centre and the home of Tobermory whisky distillery. It is also host to some of the island's key services including a small supermarket and high school. Similar to the South Mull network, the travel time around the network is one of the longest out of all areas surveyed, with the ability to sustain local living difficult due to travel times. The island has been split into two network areas due to the large geographical size. It is known that the network shares some key services that encompasses the entire island, however, large drive times make it unfeasible to include the whole island as part of the local living project.

### Employment & Commercial

The network area contains three settlements that contain shops with food provisions for day-to-day living, with Tobermory containing the most facilities, including a small supermarket, convenience store and speciality food store. Salen, considered a key rural settlement, contains a small convenience store and post office. There are communities with a lack of these services, ultimately requiring travelling to one of these settlements to shop. Iona features the best walkability of all areas surveyed in this network area, with a small population size and centralised amenities, many are able to travel sustainably to these services. Tobermory contains a defined employment area, however, much of the work available is similar to that in the South Mull network area, with tourism, agriculture or aquaculture industries being the most common sectors of employment.

### Healthcare

The island has all key healthcare facilities on the island; with the hospital for the island located in Craignure. The hospital provides A&E services. There are GP services available in Tobermory and Salen, with Tobermory also containing a standalone pharmacy and dental services. For the scale of the island and population size, Mull has an above average provision in this indicator compared to other areas in Argyll.

### Education

The network zone contains four primary schools for the residents of this network area. These are located in Tobermory, Salen, Dervaig and immediately east of Ulva. For children out with a reasonable walking distance, a bus provides free travel to and from the schools. The network zone is within the catchment the high school on the island, located in Tobermory.

### Leisure & Recreation

Most of the services covered under this category can be found in Tobermory which contains sports pitches, community hall, golf course and play areas. Dervaig also contains a community facility for those on this section of the island. Beyond this, there is a lack of facilities in this category for residents, and with large drive times between settlements, may be unrealistic for those not in the immediate communities to use these services regularly. In terms of open space and informal play area, this network area covers a diverse range of coastlines, hills and tails that can be accessed by both residents and tourists.

### Sustainable Transport

This network area contains two ferry services, one linking Tobermory with Kilchoan and a service operating between Mull and Ulva. Journeys to Oban can be found in the South Mull network, providing the most frequent service for the island running seven days a week. It is expected that for those seeking services beyond the island are likely to travel to Oban or beyond for facilities.

In terms of getting around the island, there are two public bus services which serve the network area. The active travel routes can be accessed throughout the whole island but mainly cover coastal routes with limited access to and from settlements. Many on the island will use private car journeys as the preferred mode of transport around the island. In addition, the scale of the network zone limits walking, wheeling or in some instances cycling between settlements.

<b>Bus Number</b>	<b>Route</b>	<b>Weekday Frequency (Schooldays)</b>	<b>Weekday Frequency (School Holidays/Non School days)</b>	<b>Saturday Frequency</b>	<b>Sunday Frequency</b>
494	Tobermory – Calgary	4 services a day	4 services a day	4 services a day	N/A
495, 95	Craignure – Tobermory	Up to 9 services a day	Up to 8 services a day	Up to 8 services a day	4 services a day
496, 96	Craignure – Fionnphort	6 services a day	4 services a day	3 services a day	2 services a day

Figure 40: Bus routes and frequency for the Tobermory network

The network contains a spread of a couple of larger settlements which contain most of the services required for day-to-day living. However, not all of the amenities can be found in the network area, such

as the main ferry port or healthcare facilities for the island. The scale of the network area and remote rural landscape limits the opportunities to travel sustainability throughout the network area and makes driving the most feasible way to travel around the island. Some communities remain isolated with long travel times to reach services.

There is an adequate provision of community services, though these are focused on the main settlements with a larger population size. The public transport through bus provision and a ferry service provide good opportunities to get around the island or travel further to the mainland, though they are not frequent enough to be used reliably every day, particularly at weekends.

### Summary

The network contains a spread of smaller settlements which feed into not only the main town for the area, Tobermory, but the wider island. Tobermory represents an example of how an island settlement can sustain local living, with an above average provision of services within the settlement boundary. However, not all of the amenities can be found in the network area, such as the only island hospital. In addition to this, the scale of the network area and remote rural landscape limits the opportunities to travel sustainability throughout the network area and makes driving the most feasible way to travel around the island. Some communities remain isolated with long travel times to reach services. However, Iona provides some of the best opportunities to sustain and achieve local living and the concepts of 20-minute neighbourhoods, creating a sustainable approach to island living.

There is an adequate provision of community services, though these are focused on the main settlements they are located within. The public transport through bus provision and a ferry service provide good opportunities to get around the island or travel further to the mainland, relative to other island communities across Argyll and Bute.