

Strategic Transport Projects Review (STPR2) Consultancy Support Services Contract



Initial Appraisal: Case for Change Argyll & Bute Region

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List of Acronyms

BRES	Business Register and Employment Survey
CO2	Carbon Dioxide
CPOP	Community Planning Outcomes Profile
CRWIA	Children's Rights and Wellbeing Impact Assessment
DfT	Department for Transport (UK)
EqIA	Equality Impact Assessment
FSDA	Fairer Scotland Duty Assessment
GVA	Gross Added Value
HGV	Heavy Goods Vehicle
ICIA	Island Communities Impact Assessment
KSI	Killed or Serious Injury
LULUCF	Land Use and Land Use Change and Forestry
NCN	National Cycle Network
NHS	National Health Service
NPF4	National Planning Framework 4
NRS	National Records of Scotland
NTS2	National Transport Strategy 2
PPM	Public Performance Measure
RTWG	Regional Transport Working Group
RET	Road Equivalent Tariff
SEA	Strategic Environmental Assessment
SIMD	Scottish Index of Multiple Deprivation
STAG	Scottish Transport Appraisal Guidance
SPT	Strathclyde Partnership for Transport
STPR2	Strategic Transport Projects Review 2
TMfS	Transport Model for Scotland
TPO	Transport Planning Objective
UK	United Kingdom
vpd	Vehicles Per Day

1. Introduction

1.1. Background & Report Purpose

Transport Scotland is currently undertaking the second Strategic Transport Projects Review (STPR2) to inform the Scottish Government's transport investment programme in Scotland over the next 20 years (2022 – 2042). STPR2 takes a national overview of the transport network with a focus on regions and will help deliver the vision, priorities and outcomes that are set out in the new National Transport Strategy (NTS2)¹.

STPR2 is being carried out in accordance with the Scottish Transport Appraisal Guidance (STAG)² which is an objective-led, evidence-based transport appraisal process. The four key phases of STAG are illustrated in Figure 1.

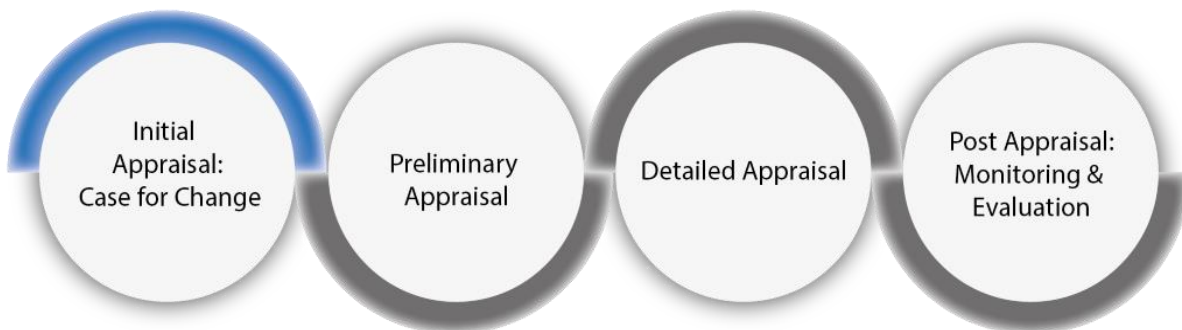


Figure 1: The Four Key Phases to the Scottish Transport Appraisal Guidance

This report sets out the Initial Appraisal: Case for Change for the Argyll & Bute region as shown in Figure 2 and forms one of eleven STPR2 regions. The Case for Change constitutes the first phase of STAG and sets out the evidence base for problems and opportunities linked to the strategic transport network across the Argyll & Bute region drawing on relevant data analysis, policy review and stakeholder engagement. This report is supported by a national level Case for Change report which sets out the overarching vision for transport investment in Scotland and the challenges that must be addressed to support delivery of the priorities set out in NTS2.

STPR2 specifically focusses on Scotland's key strategic transport assets, which are wide ranging and varied. In the context of STPR2, the strategic transport network is defined as being:

- All transport networks and services owned, operated and funded directly by Transport Scotland;
- Transport Access to Major Ports and Airports; and
- The inter-urban bus and active travel network and principal routes within the City Region areas.

¹ National Transport Strategy (Transport Scotland, Feb 2020)

www.transport.gov.scot/media/47052/national-transport-strategy.pdf

² <https://www.transport.gov.scot/media/41507/i9760.pdf>

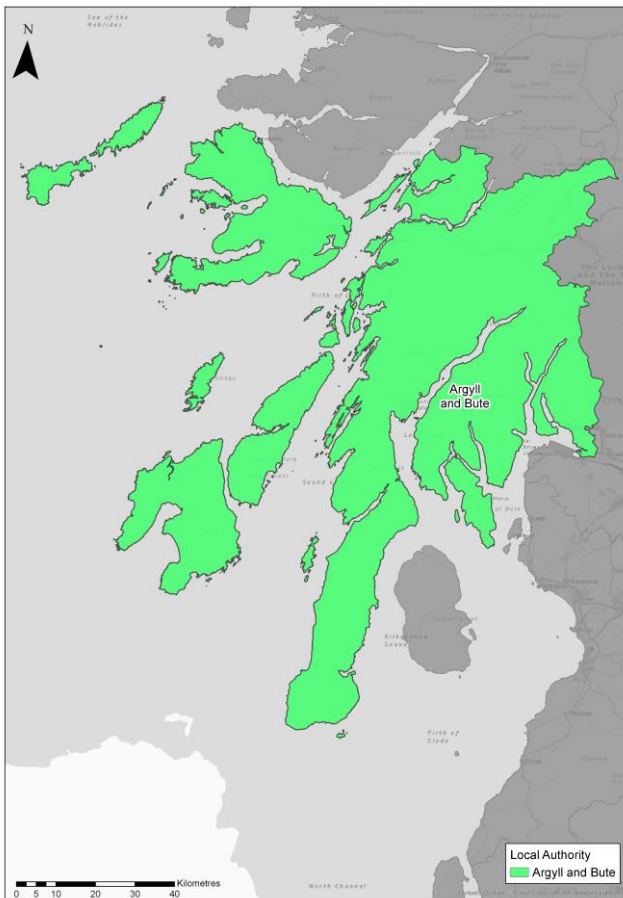


Figure 2: Argyll & Bute Study Area

(click to image to enlarge figure)

The Argyll & Bute region comprises solely of the entirety of the Argyll & Bute local authority area. The region has an extensive transport network, including active travel, rail and road networks, ferry connections to the region’s islands and peninsular areas as well as local airports.

To reflect the regional approach of STPR2, a Regional Transport Working Group (RTWG) has been established with representatives from Argyll & Bute Council, HITRANS, Strathclyde Partnership for Transport (SPT), Loch Lomond and The Trossachs National Park Authority, Scottish Enterprise and Highlands and Islands Enterprise, Transport Scotland and the STPR2 consultant team.

This Case for Change report also presents a draft set of Transport Planning Objectives, aligned with the national STPR2 objectives. The Transport Planning Objectives express the outcomes sought for the region and describe how problems may be alleviated. Additionally, the Transport Planning Objectives provide the basis for the appraisal of alternative options and, during Post Appraisal, will be central to Monitoring and Evaluation.

A long list of multi-modal options to address the identified problems and opportunities in the study area is currently being developed and will be sifted in line with the proposed approach presented in this report.



Subsequent phases of the STAG process, the Preliminary and Detailed Appraisal phases, involve more detailed appraisal work, considering the feasibility and performance of options to tackle the identified transport-related problems and opportunities, and will be developed as the STPR2 process moves forward.

The following Chapter sets out the Socio-Economic, Environmental and Transport Context for the Argyll & Bute region.



2. Context

2.1. Policy Context

At the national, regional and local levels, relevant transport, planning and economic strategies and policies have been reviewed to provide background context against which this Case for Change study is being undertaken. Figure 3 provides an overview of the strategies and policies reviewed, with the full list of documents presented in Appendix B. A summary of key the documents is presented below.

- **Programme for Government;** sets out the Scottish Government’s ambitions and aims to make Scotland a more successful country with opportunities and increased wellbeing for all.
- **National Transport Strategy (NTS2);** The NTS2 provides the national transport policy framework, setting out a clear vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out key priorities to support that vision: reduces inequality; takes climate action; helps deliver inclusive economic growth; and improves health and wellbeing.

In addition to the four priorities, the NTS2 supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use, as well as a Sustainable Investment Hierarchy, which prioritises investment aimed at reducing the need to travel unsustainably and maintaining and safely operating existing assets ahead of new infrastructure investment.

- **Climate Emergency;** declared by the United Kingdom (UK) and Scottish Governments and multiple local authorities in 2019. As part of this, the Climate Change Bill commits the Scottish Government to a target of net zero emissions of all greenhouse gases by 2045.
- **Emerging Rural Growth Deal (Argyll the Natural Choice);** which brings together public and private sector partners to identify where investment would provide the biggest catalyst for change in delivering sustainable economic growth. Three key drivers have been used in developing the proposals, which are:
 - **Growing** - doing more of what works; making more of Argyll & Bute’s natural and built resources
 - **Attracting** additional skills, training and learning opportunities; new residents, visitors and businesses
 - **Connecting** high value business sectors with national and international business markets and local economic successes with national strategic priorities

Cognisance will be taken of the emerging Rural Growth Deal as it develops.

- **Regional Transport Strategies;** which set out the transport objectives and priorities for the Argyll & Bute region.
- **Other Regional and Local Policy Documents;** such as the Local Development Plans, and Regional Economic Strategies which set out non-transport specific



objectives and priorities, but which transport plays a key role in both the enabling and delivery of their outcomes.

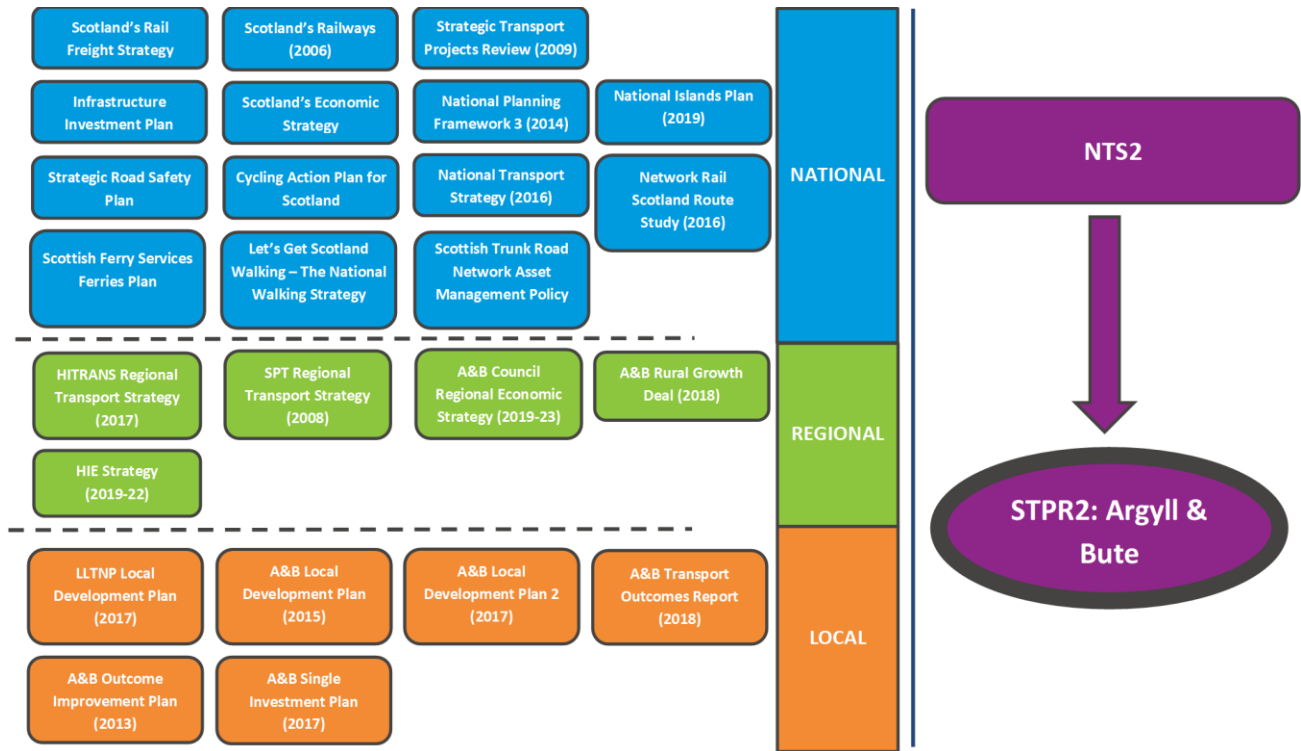


Figure 3: Policy Review

(click to image to enlarge figure)

In addition, supporting and informing the development of STPR2, a Strategic Environmental Assessment (SEA), an Equality Impact Assessment (EqIA), a Children’s Rights and Wellbeing Impact Assessment (CRWIA), a Fairer Scotland Duty Assessment (FSDA) and an Island Communities Impact Assessment (ICIA) are being undertaken. Early work on these assessments has informed this Case for Change.

2.2. Geographical Context

The Argyll & Bute region consists of a mixture of rural and urban areas in the west of Scotland. The region follows the boundaries of the Argyll & Bute local authority area and is the second largest local authority area, following Highland. It covers 6,900 km², which equates to 9% of the total Scottish land area.

The landscape of the area varies significantly, with mountainous upland terrain in the northeast, the highly scenic area of Loch Lomond and the Trossachs National Park in the east, numerous sea and inland lochs that form peninsulas, and an extensive coastline with a variety of islands, twenty-three of which are inhabited.

Figure 4 presents the Scottish Government’s Urban Rural 2016 6-fold Classification for the Argyll & Bute region³. The 6 classifications are as follows:

- Large Urban Areas

³ Scottish Government Urban Rural Classification (Scottish Government 2016) <https://www.gov.scot/publications/scottish-government-urban-rural-classification-2016/pages/2/>

- Other Urban Areas
- Accessible Small Towns
- Remote Small Towns
- Accessible Rural
- Remote Rural

Based on this, almost three quarters (74%) of the total population in the region live in areas considered ‘remote’ (i.e. Remote Rural and Remote Small Towns).

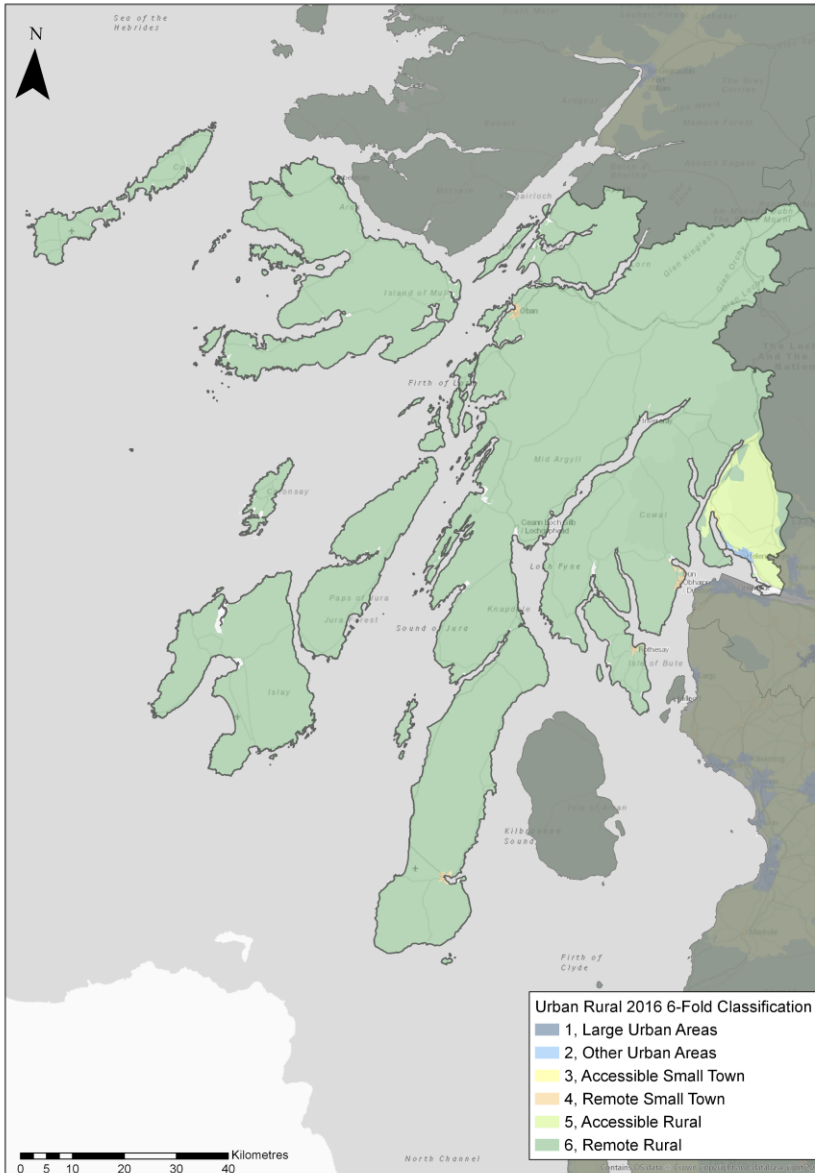


Figure 4: Urban Rural 2016 6-fold Classification

(click on image to enlarge figure)

It is worth noting that 93% of the 6-fold ‘remote’ classification is considered ‘very remote’ in line with the Scottish Government’s Urban Rural 2016 8-fold Classification³. Based on this classification, over two thirds (68%) of the region’s population live in areas considered ‘very remote’ (i.e. Very Remote Rural and Very Remote Small Towns).



The region is predominantly classified as ‘Very Remote Rural’ across the Oban, Lorn & The Isles; Mid Argyll, Kintyre and the Islands; and Bute & Cowal administrative areas. A number of the larger settlements in these administrative areas (i.e. Oban, Dunoon, Campbeltown and Rothesay) are classified as ‘Very Remote Small Towns’.

Due to Helensburgh and Lomond administrative area being relatively closer to the central belt, it is classified as a combination of ‘Accessible Rural’ and ‘Remote Rural’. Within this area, Garelochhead is classified as an ‘Accessible Small Towns’ with the area around Helensburgh and Rhu classified as ‘Other Urban’.

2.3. Socio Economic Context

2.3.1. Population

The region’s population in 2018 was 86,260⁴ (1.6% of the total population of Scotland). Argyll & Bute has an average population density of 12 persons per square kilometre⁵ and is the third sparsest population of the 32 Scottish local authority areas. The Scottish average population density is 70 persons per square kilometre.

A summary of the region’s population statistics by locality is presented in Figure 5⁶.

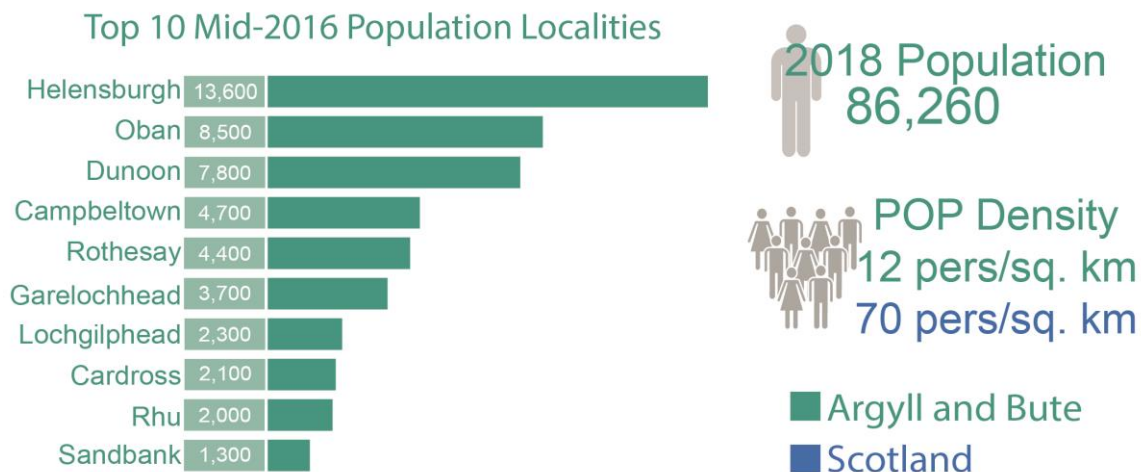


Figure 5: Argyll & Bute Population Statistics

The principal towns of Helensburgh, Oban, Dunoon, Campbeltown and Rothesay play an important role as centres of economic activity within the region. Lochgilthead is the formal administrative centre for the region and is the home of Argyll & Bute Council headquarters.

⁴ Mid year Population Estimates 2018 (National Records of Scotland) <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates/population-estimates-time-series-data>

⁵ Office for National Statistics – QS102SC – Population Density

⁶ Mid year Population Estimates for Settlements and Localities in Scotland (2016) <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/settlements-and-localities>

Almost 80% of Argyll & Bute’s population live within 1 kilometre (km) of the coast, with around 98% living within 10km of the coast⁷.

The region has twenty-three inhabited islands, more than any other local authority in Scotland. Seventeen percent of the regions’ population inhabit the islands, and the population of the inhabited islands (as of 2011) are shown in Figure 6⁸.

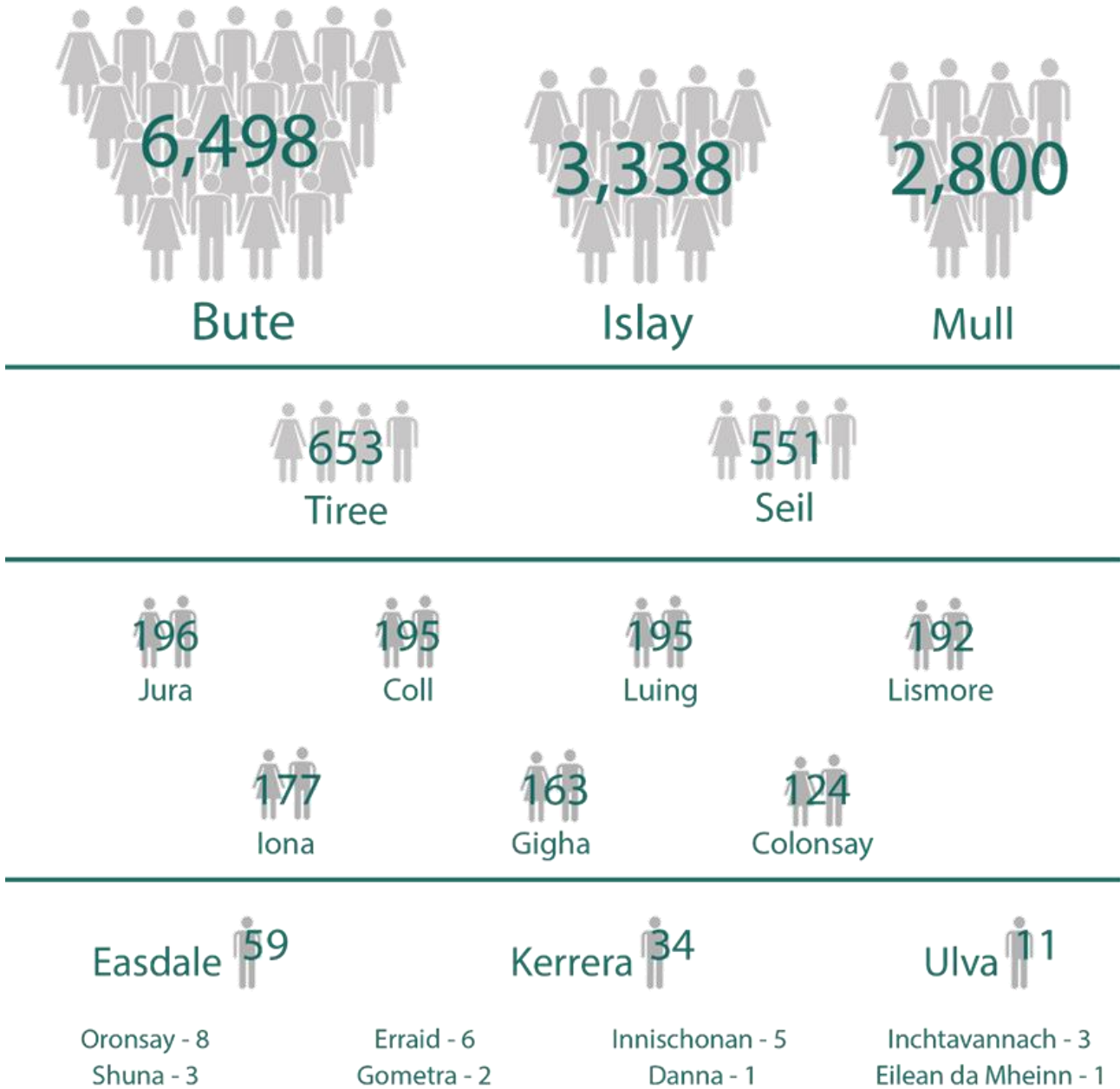


Figure 6: Population of Argyll & Bute’s Inhabited Islands (2011)

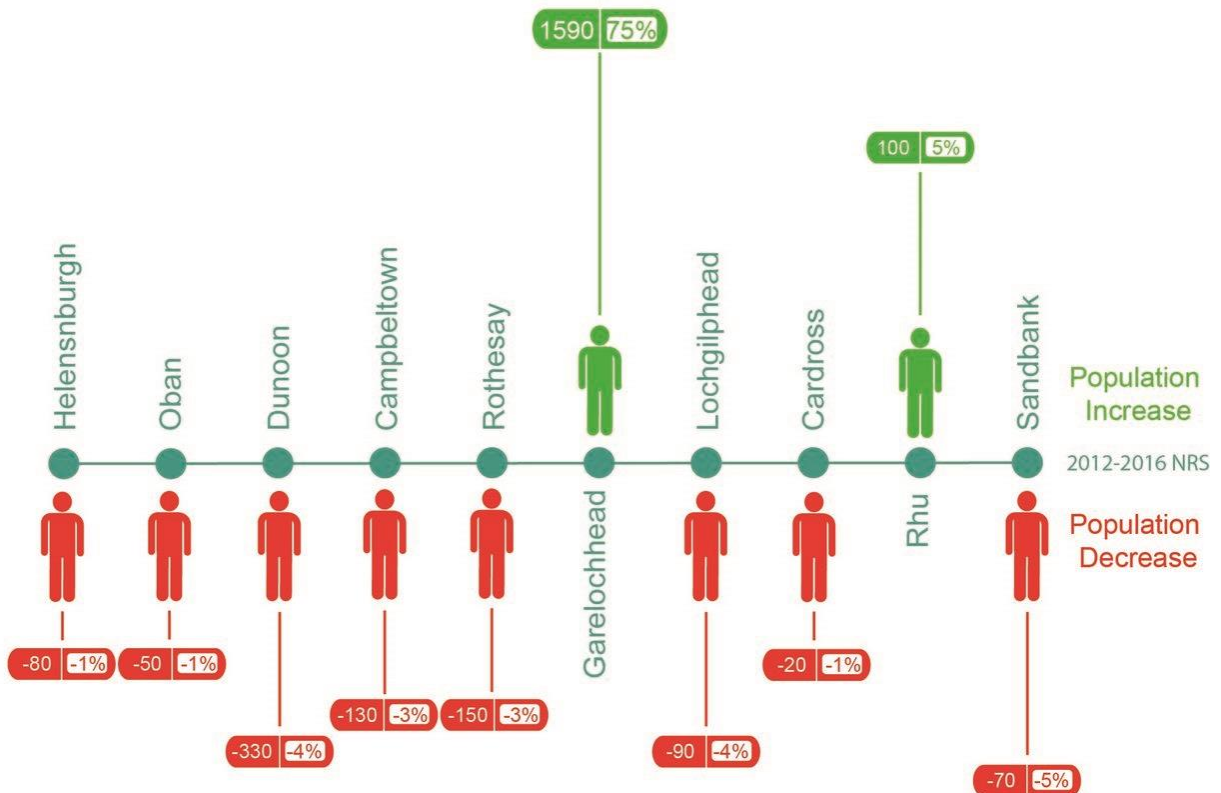
⁷ Scottish Coastal Forum (2002)

⁸ Census 2011 (Scotland) <https://scotlandscensus.gov.uk/>



The region’s population has been in decline for over a decade, against a backdrop of a population increase at the national level⁹. The change in population over the period 2012 to 2016, for the 10 most populated localities in the region, is presented in Figure 7¹⁰.

Top 10 Mid-2016 Population Localities – Change from 2012



Note: The increase in population noted in Garelochhead is likely due to a change in classification of local postcode areas

Figure 7: Argyll & Bute Population Change by Locality (2012 – 2016)

Information from the National Records of Scotland (NRS)¹¹, presented in Figure 8, indicate that the population reduction in Argyll & Bute is as a combined result of outward migration generally outweighing inward levels and deaths outweighing births.

⁹ Mid year Population Estimates 2017 (National Records of Scotland) <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates/population-estimates-time-series-data>

¹⁰ Mid year Population Estimates for Settlements and Localities in Scotland (2012 & 2016) <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/settlements-and-localities>

¹¹ National Records of Scotland – Migration Flows, Births and Deaths

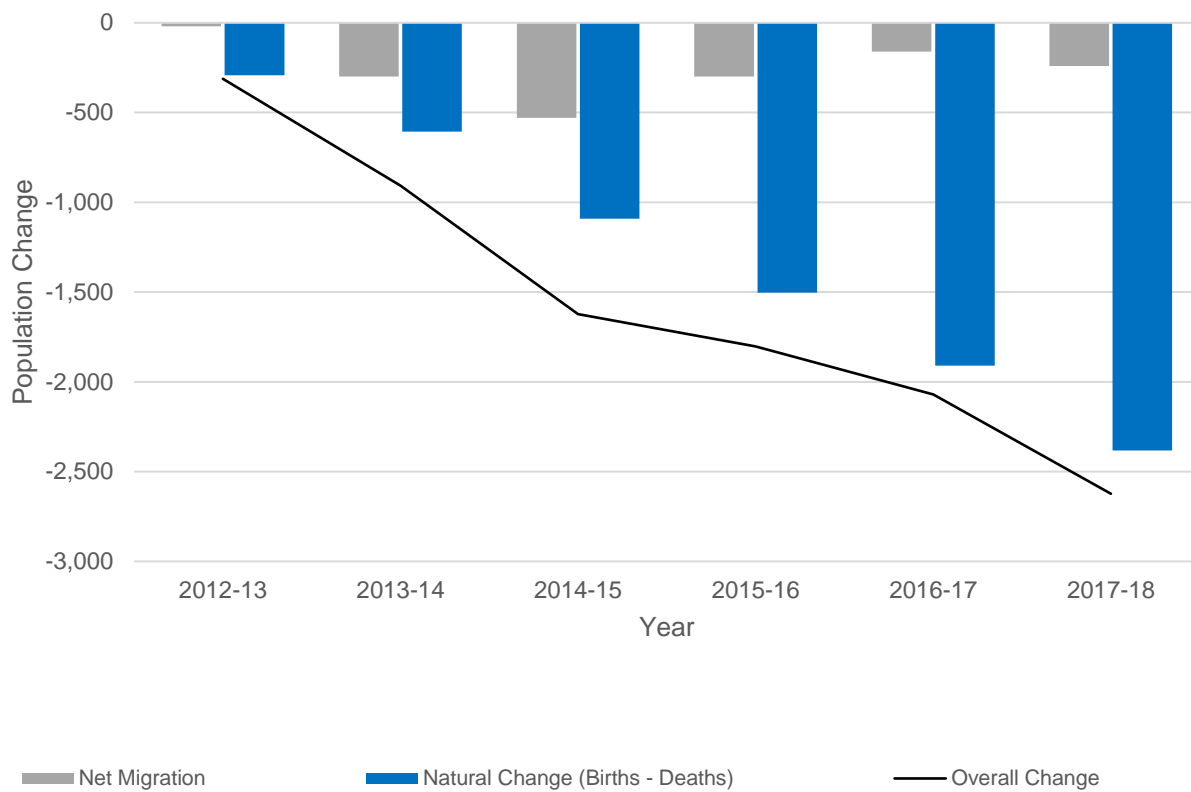


Figure 8: Argyll & Bute Annual Population Change (2012-13 to 2017-18)

Outward migration is being driven by a combination of older individuals leaving to be nearer their families, health facilities or into care¹² and younger people moving out of the region to pursue higher education and employment opportunities.

Approximately 66% of school leavers in 2016/2017 attained a Scottish Credit and Qualifications Framework (SCQF) Level 6 or higher. Of the total school leavers, 95%¹³ entered positive destinations¹⁴.

The data suggests that older, economically inactive individuals, perhaps attracted by region’s natural beauty in addition to the appeal of the region’s property prices (which are low when compared to other rural areas) may form a large proportion of the inward migration total.

¹² https://www.argyll-bute.gov.uk/sites/default/files/Unknown/argyll_and_bute_in_numbers_v6_0.pdf

¹³ <https://www2.gov.scot/Topics/Statistics/Browse/School-Education/leavedestla/folleavedestat/AttainmentLeavers1617>

¹⁴ School leavers who are engaged in higher education, further education, training, voluntary work, employment or activity agreements are classified as having a 'positive destination'



The proportion of residents in the age brackets – 15 and under, working age (16-65) and over 65 – is presented in Figure 9¹⁵.

This indicates that over one in four (26%) of the region’s population is aged 65 or over, which is the highest proportion in Scotland. Conversely, the proportion of both the under 15s and the working age population is lower than the national level.

The change in the proportion of residents in each of the age brackets between 2011 and 2018 shown in Figure 10¹⁶. This indicates that Argyll & Bute’s population is also ageing.

Population Age 2018

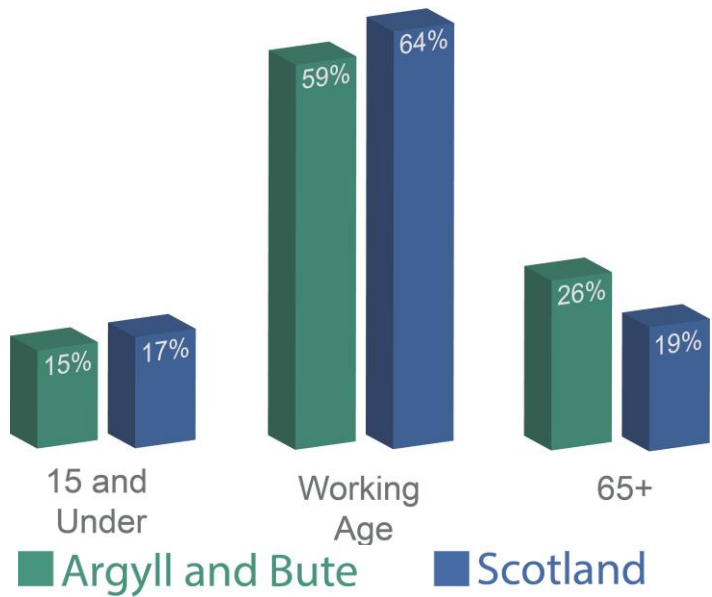


Figure 9: Age Population Levels (2018)

Population Age Change from 2011 to 2018

Census Mid-Year NRS

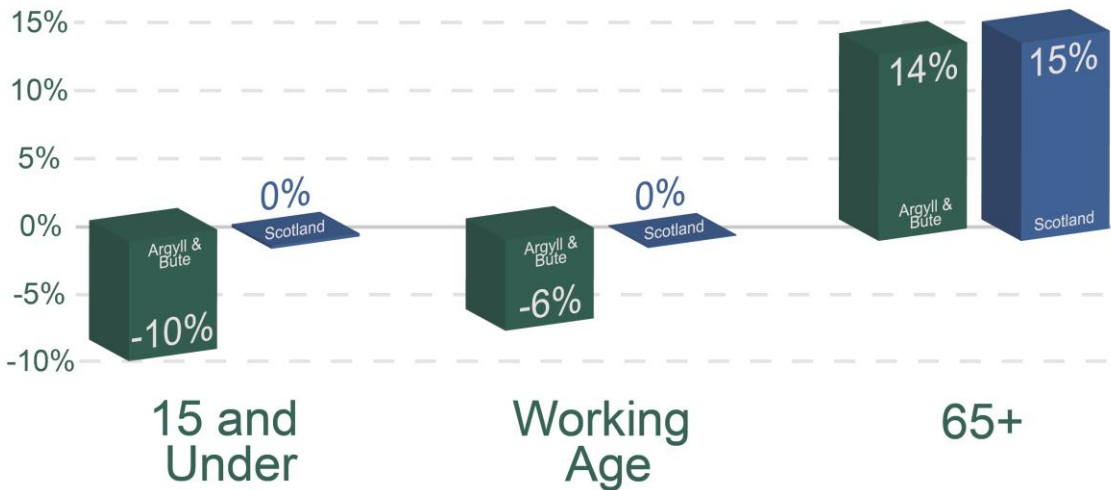


Figure 10: Population Age Change (2011 to 2018)

¹⁵ Office for National Statistics – KS102SC – Age Structure

¹⁶ Census 2011 (Scotland) <https://scotlandscensus.gov.uk/>, Mid year Population Estimates 2018 (National Records of Scotland) <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-estimates/mid-year-population-estimates/population-estimates-time-series-data>



The declining and ageing population in Argyll & Bute is forecast to continue. NRS population change projections indicate a population decrease of 3.4% between 2016 and 2026, with the number of people aged 75 and over forecast to increase by 30%.

The NRS 2011 Census data for Argyll & Bute indicates that the day-to-day activities of approximately 1 in 5 of the population are limited a little or a lot by their disability¹⁷. This equates to approximately 17,800 people with a disability in the region. There are also 26,000 referrals for Argyll & Bute patients each year, of which 44% are to hospitals within the region and 56% are to hospitals in the National Health Service (NHS) Greater Glasgow and Clyde area¹⁸. This highlights the need for particular consideration in the planning and delivery of transport services to access healthcare within, and to/from, the region.

2.3.2. Economic Activity

The 2017/18 employment level in the region, at around 77%, was higher than the national average (approximately 74%)¹⁹.

Due to a large proportion of the region's geographic remoteness from the major economic centres of the central belt, only a few large scale, high skill industries are located in the area. The lower level of high skilled jobs, in sectors such as information & communication, financial & insurance and professional, scientific & technical (around 6% in Argyll & Bute, compared to over 12% nationally)²⁰, results in higher levels of underemployment than seen on average in the national context. The average gross weekly pay (£570) is around 15% lower than the national average (£660)²¹.

The region's economy is predominantly service-based, with over 83% of employee jobs in the area being provided within the service sector²². The location of Her Majesty's Naval Base Clyde continues to provide impetus to the regional labour market, with a high number of highly-skilled and highly paid jobs reliant on the naval base.

Within Argyll & Bute, the largest industry employer (in 2017) was Administration & Defence, which employed approximately 18% of the region's working population, followed by both Human Health & Social Work and Wholesale & Retail Trade, Repair of Vehicles at approximately 13%²³.

Tourism is increasingly forming a significant part of the Argyll & Bute economy, with almost 2.7 million visitors to the region in 2017 – an increase of almost 38% on 2010 levels²⁴.

¹⁷ <https://www.scotlandscensus.gov.uk/ods-web/standard-outputs.html>

¹⁸ <https://www.hie.co.uk/media/6412/argyll&butetransportconnectivity&economyresearchreport.pdf>

¹⁹ Community Planning Outcomes Profile (CPOP) Employment Data (2017/18 Financial Year)

²⁰ Business Register and Employment Survey (BRES) 2018

²¹ Office for National Statistics – Annual Survey of Hours and Earnings (2018)

²² Office for National Statistics – NOMIS – Business Register and Employment Survey (2017)

²³ Office for National Statistics – NOMIS – Business Register and Employment Survey (2017)

²⁴ https://www.argyll-bute.gov.uk/sites/default/files/Unknown/argyll_and_bute_in_numbers_v6_0.pdf



Figure 11²⁵ shows the concentration of employment sectors in the region compared with Scotland as a whole. Argyll has more concentration of less productive sectors such as agriculture, forestry & fishing, and accommodation & food. Sectors which tend to drive growth at a national level, including professional services and financial & insurance, are less well represented in the region²⁶.

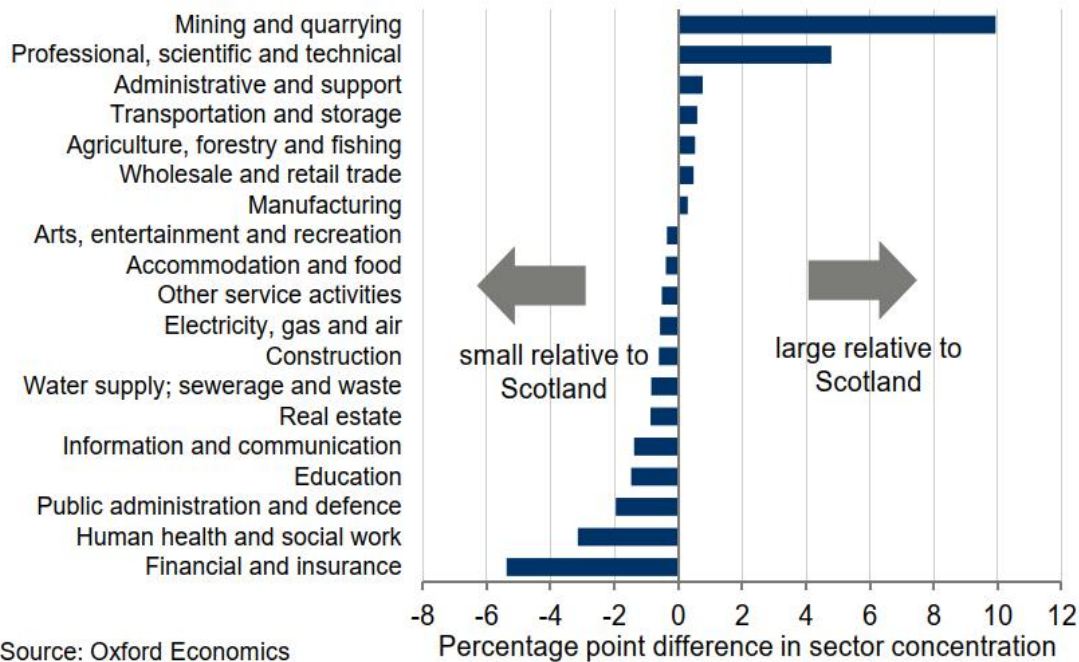


Figure 11: Sector GVA Share, Argyll & Bute vs Scotland, 2018

Figure 12²⁷ shows how Argyll & Bute’s Gross Value Added (GVA) has changed over the last decade. The region’s economy tends to be heavily influenced by sectors with lower growth, such as agriculture and public services and, as such, has not performed as well as Scotland’s since 2014. The scale of Argyll and Bute’s economic activity is at its lowest level in the last 10-year period.

²⁵ International Research on Regional Economies, Implication for Delivering Inclusive Growth in Scotland (Oxford Economics, May 2019) <https://www.scottishfuturetrust.org.uk/storage/uploads/internationalresearchonregionaleconomiesmay2019.pdf>

²⁶ International Research on Regional Economies, Implication for Delivering Inclusive Growth in Scotland (Oxford Economics, May 2019) <https://www.scottishfuturetrust.org.uk/storage/uploads/internationalresearchonregionaleconomiesmay2019.pdf>

²⁷ International Research on Regional Economies, Implication for Delivering Inclusive Growth in Scotland (Oxford Economics, May 2019) <https://www.scottishfuturetrust.org.uk/storage/uploads/internationalresearchonregionaleconomiesmay2019.pdf>

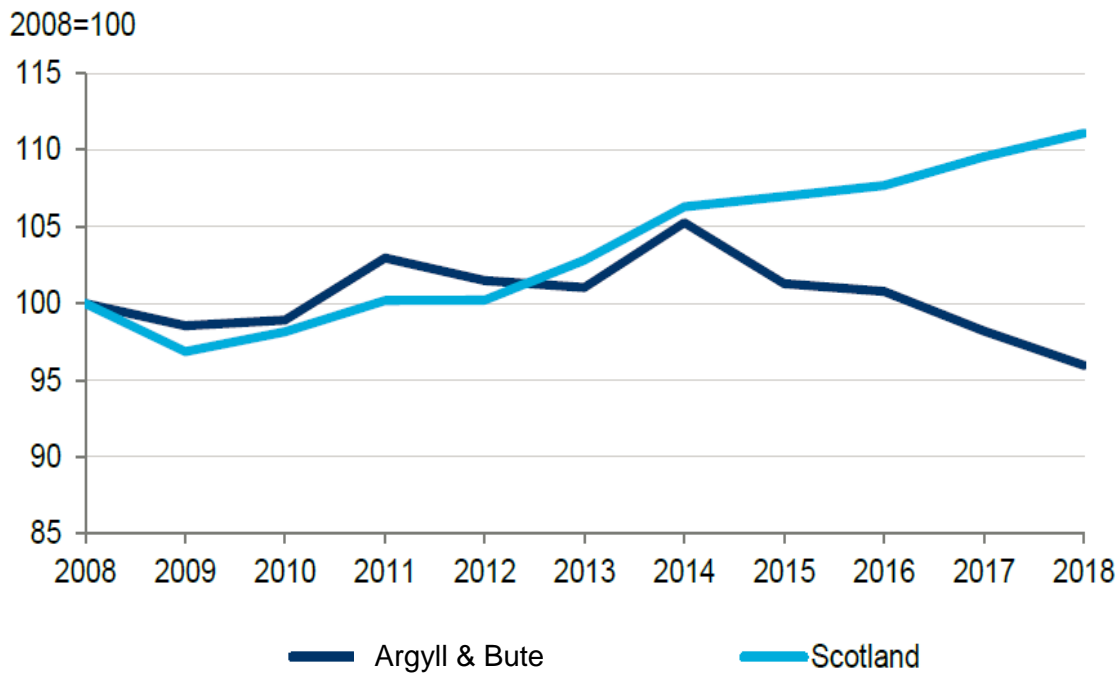


Figure 12: Index of GVA, Argyll & Bute and Scotland (2008-2018)

GVA is a measure of the increase in the value of the economy due to the production of goods and services. Argyll & Bute contributed £1.89 billion to the Scottish GVA, equivalent to 1.4% of the national total²⁸.

2.3.3. Travel to Work

Of the 30,100 employed residents of Argyll & Bute in 2011, approximately 81% worked within the region – with the remaining 19% (equating to 5,700 residents) commuting to other regions. Seventy-seven percent of the 31,600 employment opportunities in Argyll & Bute were taken by residents with almost a quarter (23%, equating to 7,100 opportunities) taken by non-residents commuting into the region²⁹.

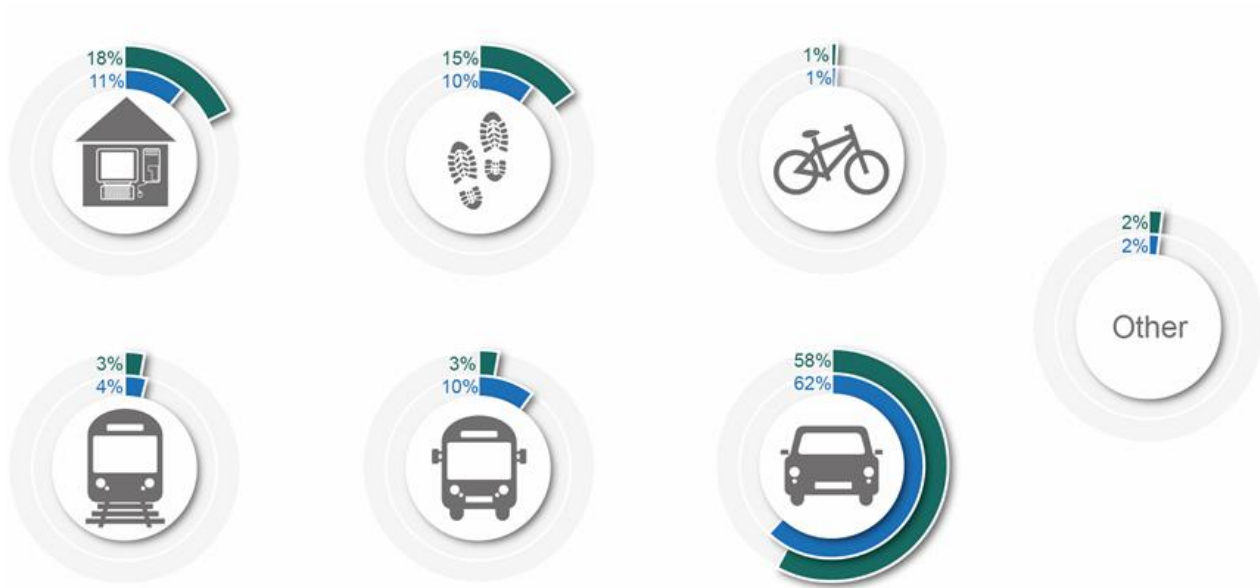
Residents of the northern, western and south-western parts of the region, and in particular its islands, have limited opportunities to commute elsewhere due to their relatively peripheral location. By contrast, residents in the south-east have greater access to employment markets outside the region (such as areas bordering Stirling & Clackmannanshire and Glasgow).

A comparison of the Census 2011 Travel to Work mode share in Argyll & Bute with national levels is presented in Figure 13³⁰.

²⁸ Office for National Statistics – Regional Gross Value Added (Balanced) by Local Authority in the UK

²⁹ <https://www.scottishfuturetrust.org.uk/storage/uploads/internationalresearchonregionaleconomiesmay2019.pdf>

³⁰ Census 2011 (Scotland) <https://scotlandscensus.gov.uk/>



■ Argyll and Bute ■ Scotland

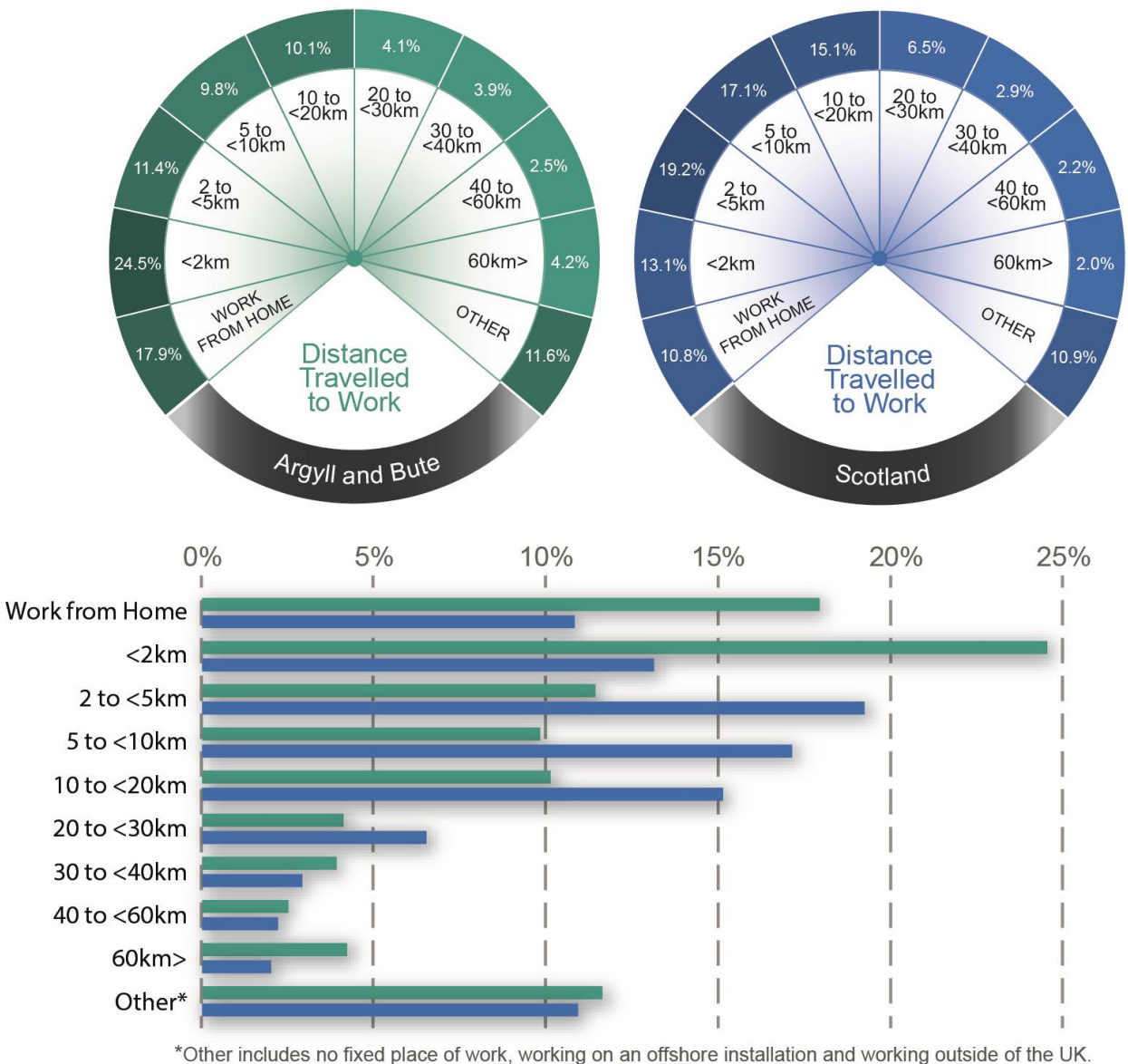
Figure 13: Travel to Work Mode Share, Argyll & Bute (2011)

This data indicates that the share of people working from home and using active travel (predominately walking) is higher in the region than nationally. The share of public transport in the region is lower than nationally, particularly bus travel. Although the use of private car for travelling to work is lower than the national average value, it is by far the highest mode share in the region. This is likely to be due to a combination of the propensity for residents to travel longer distances and the lack of suitable public transport alternatives.



As shown in Figure 14³¹, almost a quarter of people (24.5%) travel less than 2 kilometres to their place of work in the region. This is significantly greater than the national average (13.1%), suggesting that people in Argyll & Bute are more inclined to work locally. The proportion of people that travel 30 kilometres or more is also greater in Argyll & Bute (10%), than Scotland as a whole (7%).

Distance Travelled to Work 2011



■ Argyll and Bute ■ Scotland

Figure 14: Distance Travelled to Work, Argyll & Bute (2011)

³¹ Census 2011 (Scotland) <https://scotlandscensus.gov.uk/>



2.3.4. Car Ownership

A comparison of car ownership levels in Argyll & Bute, with national levels, is presented in Figure 15³².

Car or Van Availability per Household 2011

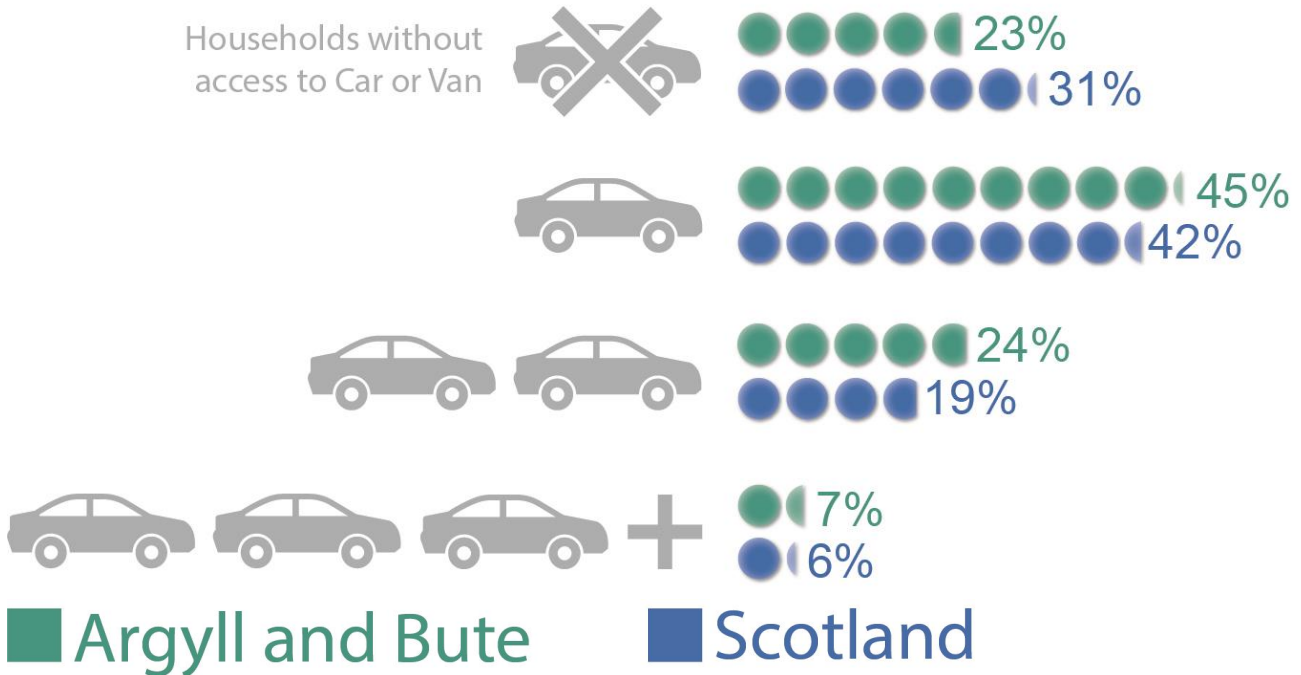


Figure 15: Argyll & Bute Car Ownership Levels (2011)

A higher proportion of homes in Argyll & Bute have access to a car (77%) when compared to the national average (69%). This is likely to be influenced by a combination of the rural nature of the area requiring residents to travel longer distances and a lack of suitable public transport alternatives.

2.3.5. Deprivation

The Scottish Index of Multiple Deprivation (SIMD) identifies concentrations of deprived areas across Scotland. It is based on 38 indicators across 7 domains - Income, Employment, Health, Education, Geographic Access, Crime, and Housing. The SIMD is produced at data zone level, with data zones being ranked from 1 (most deprived – dark red) to 6,976 (least deprived – dark blue). The SIMD for Argyll & Bute is presented in Figure 16.

³² Office for National Statistics- KS404UK – Car or Van Availability

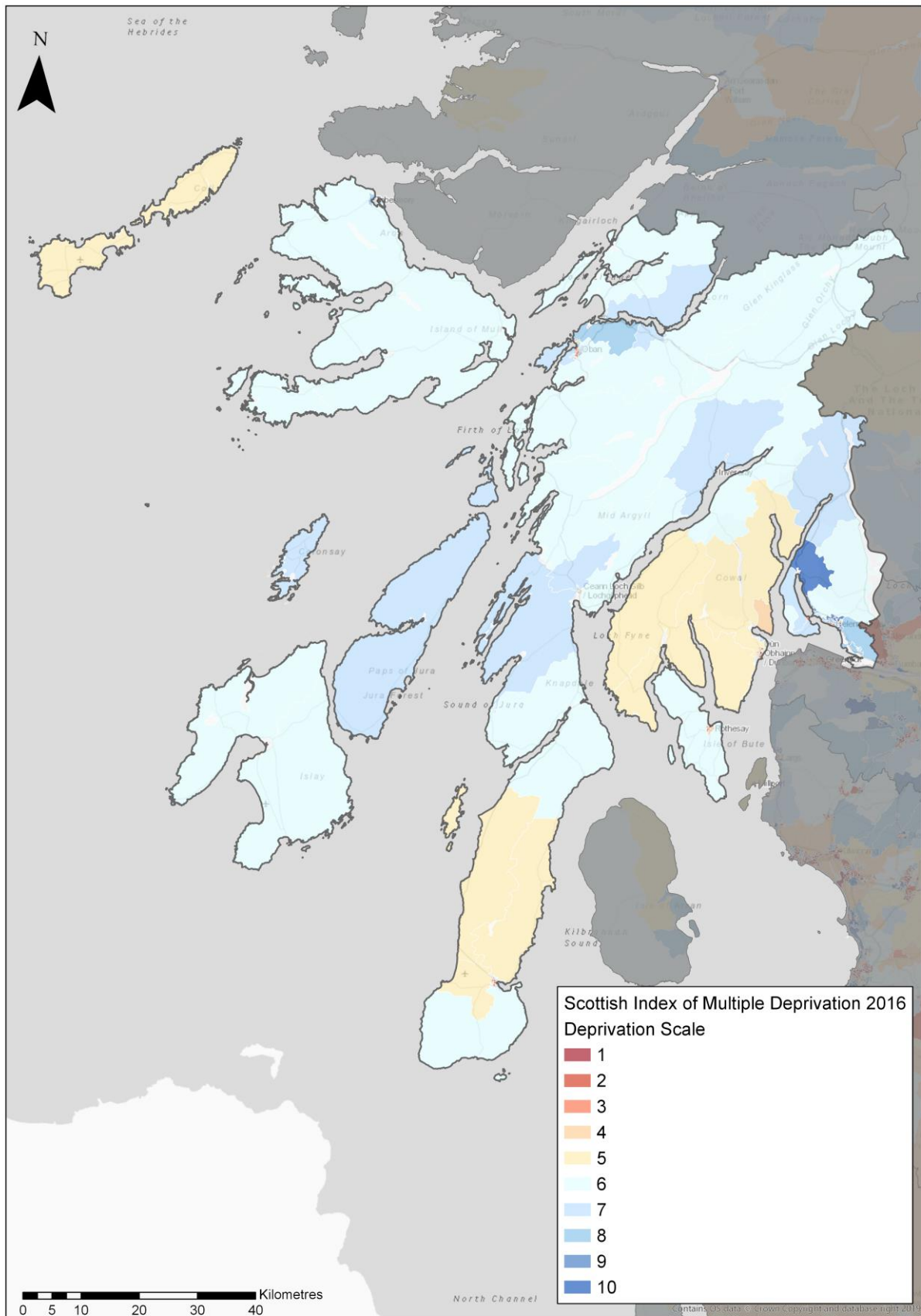


Figure 16: Scottish Index of Multiple Deprivation, Argyll & Bute (2016)

(click on image to enlarge figure)



Argyll & Bute consists of 125 data zones. 10 data zones (8%) were identified as being amongst the 15% most overall deprived data zones in Scotland. These are located in the region's 5 main towns - Helensburgh, Oban, Dunoon, Campbeltown and Rothesay. Whilst the most deprived data zones are located in the area's towns, it should be noted that smaller concentrations of deprivation can occur that are not picked up by the index.

The Geographic Access to Services considers deprivation in terms of drive times and public transport times to a selection of basic services such as schools, health services and retail centres. Fifty-six zones (45%) are amongst the 20% most geographic, 'access deprived' data zones in Scotland. Forty-eight (38%) of Argyll and Bute's data zones are within the 15% most 'access deprived' data zones in Scotland – most of which are located outside the main towns.

2.3.6. Poverty

The Office for National Statistics collects information on average weekly expenditure on goods and services in the UK. Based on the information available for the financial year ending 2018, the average household in the UK spends 14.1% of its overall household income on transport.

The 2018 proportion of overall household income spent on transport costs in Argyll & Bute is illustrated in Figure 17. Transport expenditure in 2018 within the region was generally greater than the UK average with a large proportion of residents spending more than 16% of their household income. This is likely to be greatly influenced by the distances involved for travel and relatively low incomes in the region.

One in five children in Argyll and Bute live in poverty (after housing costs)³³ and approximately 16% of children are in families with limited resources³⁴ (Scottish Government, 2010).

³³ <http://www.endchildpoverty.org.uk/poverty-in-your-area-2019/>

³⁴ The limited resources measure looks at children in families that have both low income and cannot afford three or more out of a list of 22 basic necessities.

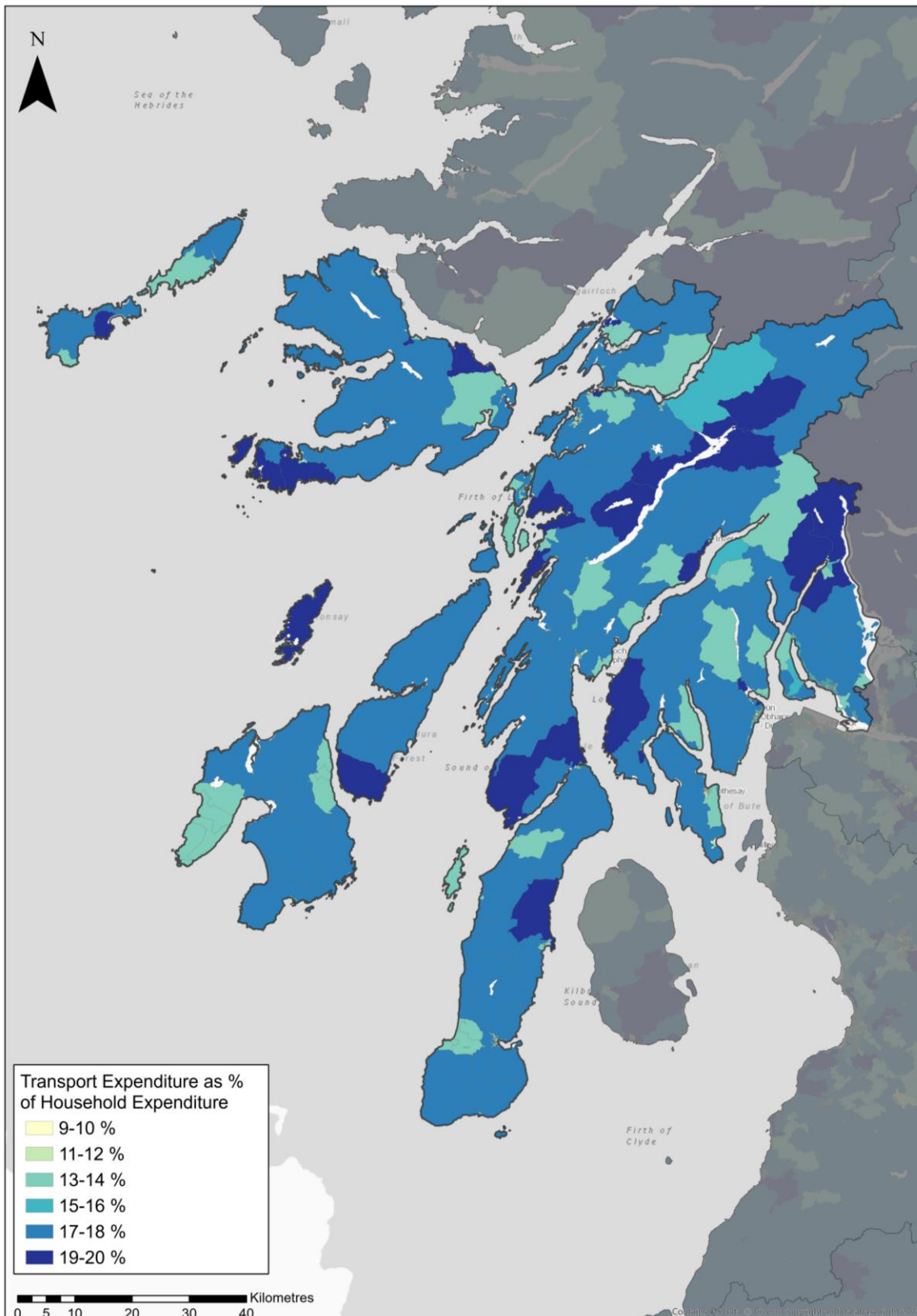


Figure 17: Transport Expenditure as a Proportion of Household Income, Argyll & Bute (2018)

(click on image to enlarge figure)



2.4. Environmental Context

The 'Wild About Argyll' tourism campaign notes that Argyll and the Isles is “a *glorious coastal region of glittering sea lochs, islands, hills, forests and glens*” – the region is renowned for its outstanding natural and built environment, both of which are significant attractors of people, business and investment to the area.

2.4.1. Constraints

Within the region, there are many areas classified as environmentally sensitive, with varying levels of statutory protection. Environmental Designations within the region include:

- Sites of Special Scientific Interest (SSSI)
- Special Protection Areas (SPA)
- Special Areas of Conservation (SAC)
- National Scenic Areas (NSA)
- Landscape Character Areas (LCA)
- Marine Protected Areas (MPA)
- RAMSAR Sites

A section of the Loch Lomond and The Trossachs National Park is located at the south-eastern extent of the region.

As can be seen in Figure 18, Argyll & Bute is a particularly environmentally sensitive region, with many areas of environmental importance.

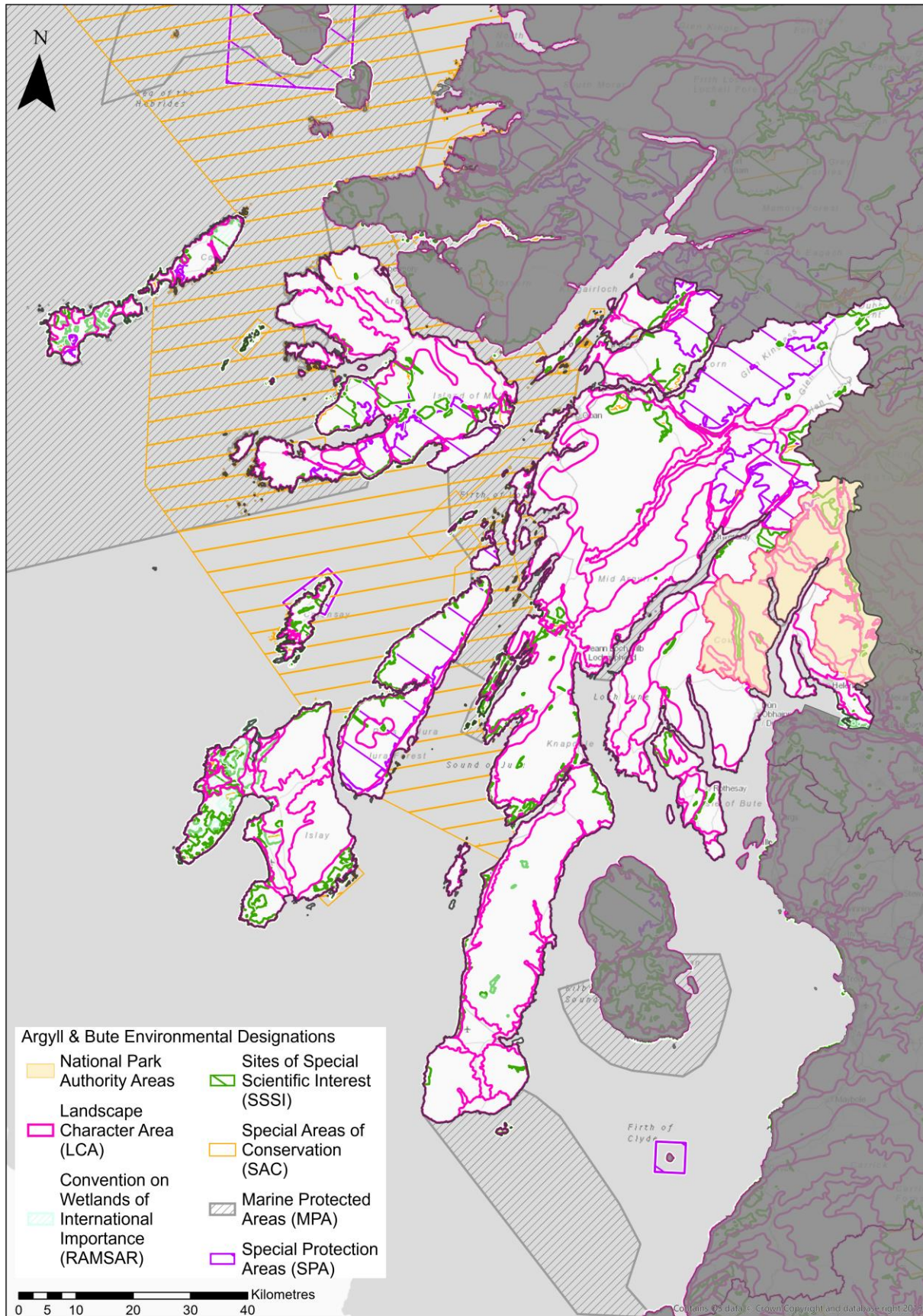


Figure 18: Environmental Designations



(click on image to enlarge figure)

2.4.2. Emissions

Argyll & Bute has seen the largest fall in net CO2 emissions of all local authorities since 2005 with 'land use and land use change and forestry' (LULUCF) offsetting a significant volume of its emissions. In 2017, transport emissions in Argyll & Bute made up over a third (36%) of the region's total emissions (excluding LULUCF), which was slightly more than the equivalent proportion at a national level (34%)³⁵.

Whilst total CO2 emissions have generally been falling both regionally and nationally over the last 10 years, there has been a post-recession increase in transport emissions from 2012. Transport emissions in Argyll & Bute between 2005 and 2017, inclusive, are shown in Figure 19³⁶. Transport emissions in the region in 2017 were approximately 3.1% higher than pre-recession levels (in 2007). The equivalent change at a national level over this period (2007-2017) was -1.9%.

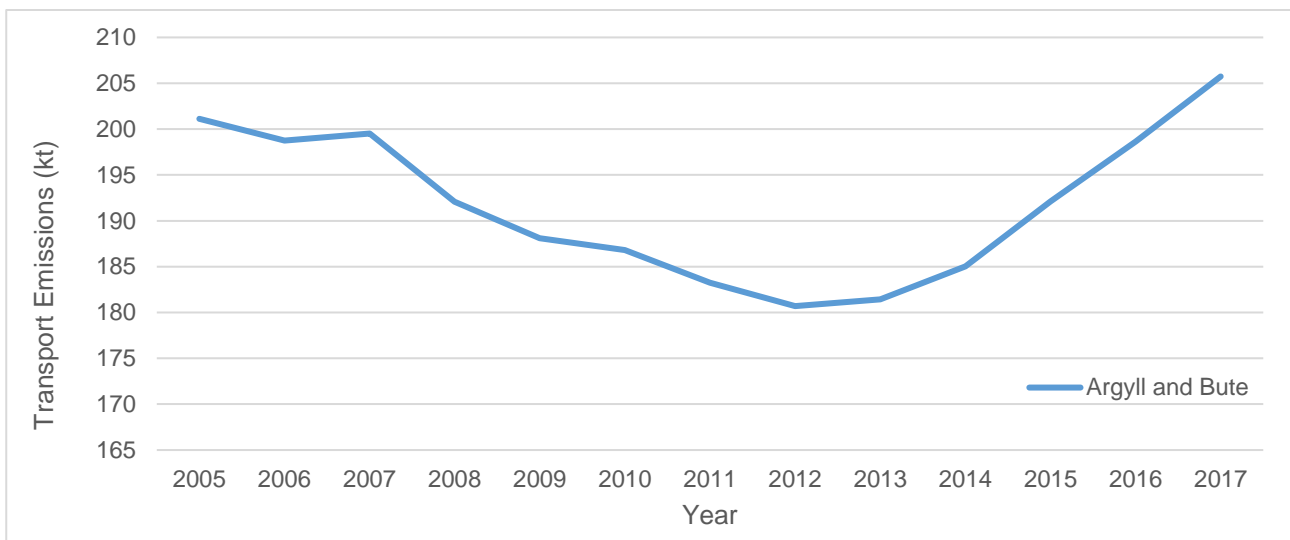


Figure 19: Annual Transport Emissions, Argyll & Bute (2005 – 2017)

In 2017, carbon dioxide emissions from transport in Argyll & Bute made up less than 2% of the national total from transport. There are no Air Quality Management Areas in the region.

³⁵ Department for Business, Energy & Industrial Strategy – UK Local Authority CO² emission estimates (2017)

³⁶ <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017>

The contribution, by road type, to Argyll & Bute’s transport emissions in 2017 are presented in Figure 20³⁷. This shows that a high level of emissions in the region are from road transport – approximately 80% of which are associated with A Roads. It is noted that A Roads are often the only roads serving both a local and strategic function.

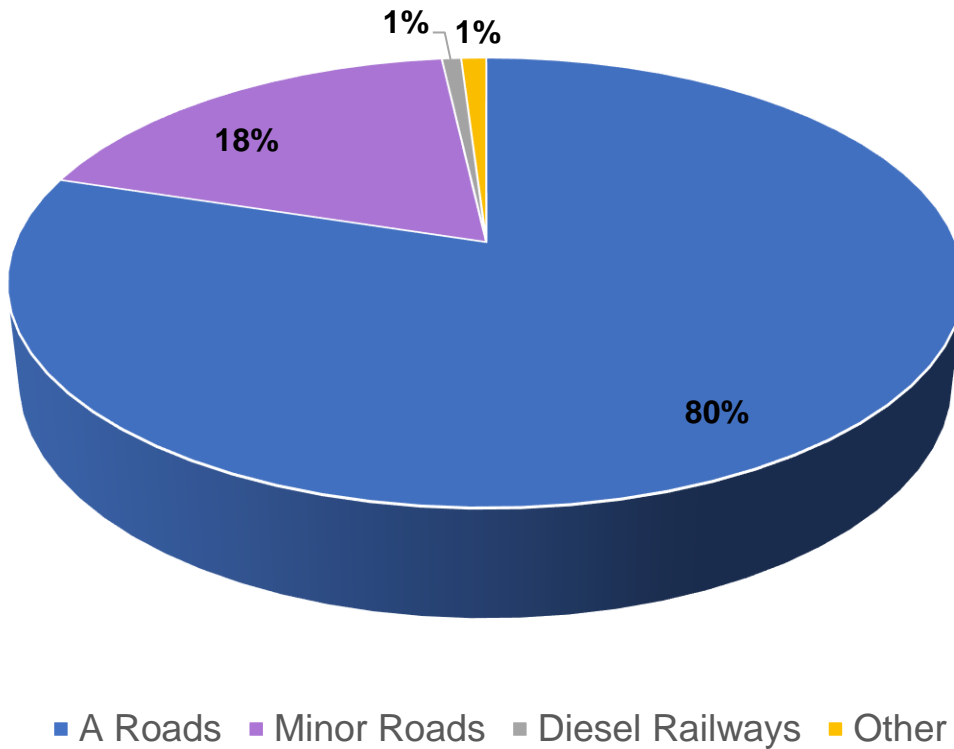


Figure 20: Percentage Transport Emission Contributions, Argyll & Bute (2017)

2.5. Transport Context

Figure 21 shows the key transport network in the region. The transport network is wide-ranging, including, rail stations, ferry links to, and between, its islands and peninsulas within the region, the trunk road network, and airports.

³⁷ <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017>

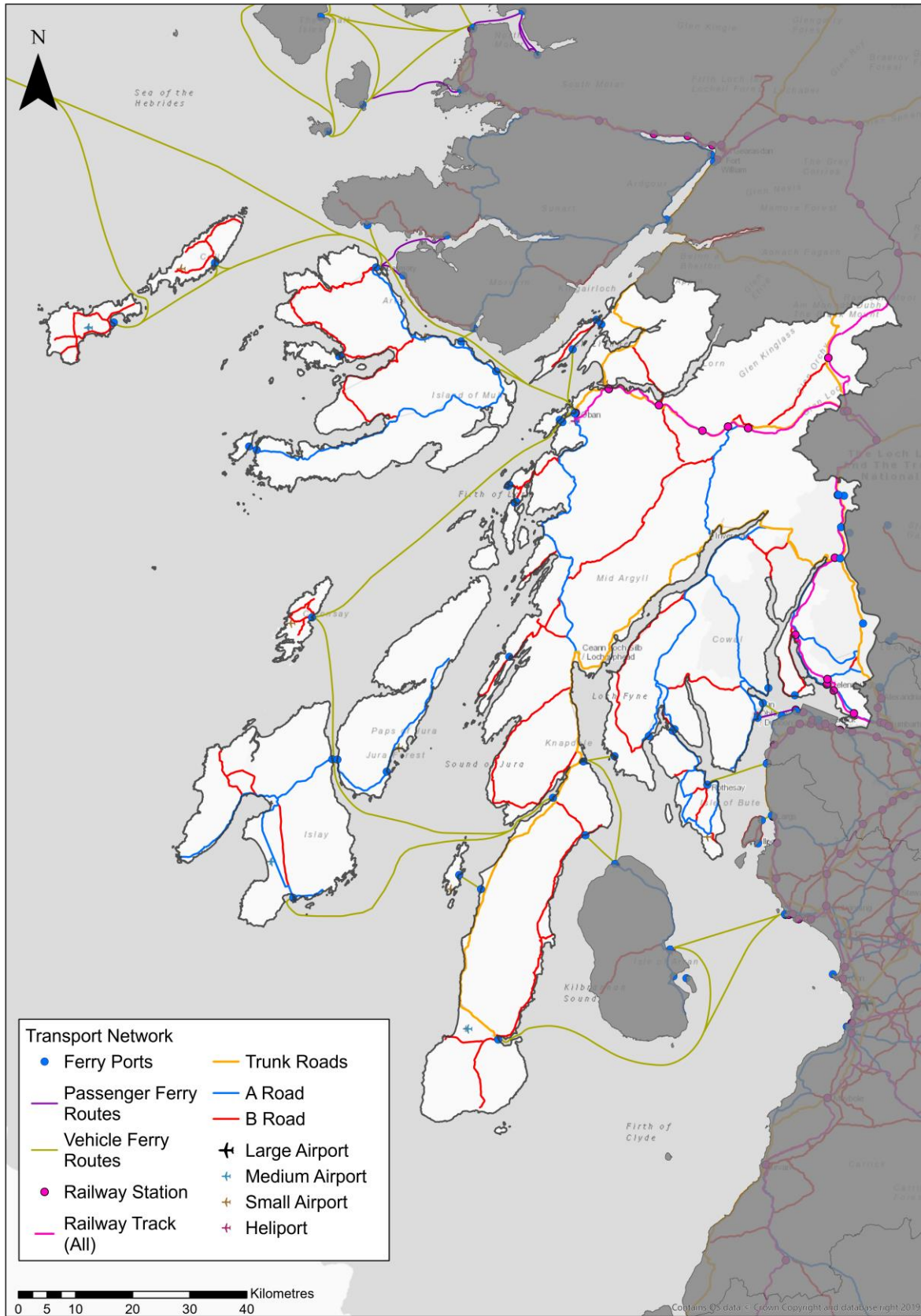


Figure 21: Argyll & Bute Transport Network

(click to enlarge image)



2.5.1. Active Travel

The existing active travel network comprises 196 miles of National Cycle Network (NCN), 30 miles of regional cycle network, 200 miles of long-distance walking routes and 1,200 miles of core paths.

NCN Route 78 (Caledonian Way) provides a strategic north-south link from Campbeltown to Oban, and onwards to Fort William and Inverness. NCN Route 75 provides a strategic east-west link from Portavadie (linking to NCN 78 at Tarbert) to Dunoon and onwards to Glasgow. Both are well used routes for long-distance touring trips and for certain local community connections. Although both routes are mostly on-road (in some cases on high-speed and narrow trunk road), significant improvements have been made to sections of the NCN 78 in recent years to provide an off-road path.

The existing active travel network utilises the extensive ferry network to connect the different routes across the island and peninsulas of Argyll & Bute.

2.5.2. Bus

Over 60 services³⁸ (scheduled and demand responsive) operate within Argyll & Bute – a high proportion of which are subsidised.

Scottish Transport Statistics contains information on bus demand for the ‘region grouping’ - Highlands, Islands and Shetland, which comprises Argyll & Bute along with Na h-Eileanan Siar, Highland, Moray, Orkney Islands and the Shetland Islands. This region has seen the greatest variation in bus demand, albeit from the lowest base (circa. 12m trips in 2004/05). Following an initial increase in demand to 2006/07, there was a subsequent decline that has now reduced usage back to 2004/05 levels³⁹.

The share of Argyll & Bute’s population using the bus four or more days a week increased by almost 2% between 2003/04 and 2017. In 2017, approximately 6% of the population used the bus four or more days a week, compared with almost 10% at the national level⁴⁰.

2.5.3. Community Transport

Community Transport services operate in the region, assisting those with mobility problems, disability or isolation, allowing them to access key services including employment, education, health and leisure. Services are operated by a variety of providers (including the British Red Cross and certain Community Councils) within several areas within the region, including Mid Argyll and South Kintyre, areas of Cowal, Mull and Iona and the islands of Lismore and Bute⁴¹.

³⁸ <https://www.argyll-bute.gov.uk/timetable/bus>

³⁹ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/>

⁴⁰ <https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2017/>

⁴¹ <https://www.argyll-bute.gov.uk/transport-and-streets/community-transport>



2.5.4. Rail

The West Highland Line provides the sole rail link connecting the region to the central belt as well as Fort William and Mallaig in the Highlands. There are 13 railway stations and one rail halt within the region – 6 on the section of the rail line between Crianlarich and Oban (Dalmally, Loch Awe, Falls of Cruachan (a rail halt open in during the summer only), Taynuilt, Connel and Oban), 1 on the section of the rail line between Crianlarich and Fort William/Mallaig (Bridge of Orchy) and 7 on the section between Glasgow and Crianlarich (Cardross, Craigendoran, Helensburgh Central, Helensburgh Upper, Garelochhead, Arrochar & Tarbet and Ardlui).

A two way total of twelve ScotRail services per weekday travel between Oban and Glasgow (Queen Street). The service allows people to be in Glasgow during normal working hours with the first service departing Oban between 5.15am and 5.30am and the last service departing Glasgow between 6.15pm and 6.30pm (arriving in Oban between 9.15pm and 9.30pm).

Eight (two way) ScotRail services per weekday operate between Fort William/Mallaig and Glasgow (Queen Street), several of which combine with / separate from (at Crianlarich) services operating between Oban and Glasgow. The Serco Caledonian Sleeper Service also operates between Fort William and Glasgow (Queen Street) with two (two way) services per day.

A total of fifteen services (two way) per weekday operate between Helensburgh and Crianlarich, providing a largely half hourly service between Helensburgh Central and Glasgow (Queen Street), running from 6am to 12.30am⁴². Figure 22 shows the passenger journeys with a start/end point in Argyll & Bute between 2007-08 and 2016-17⁴³.

⁴² ScotRail timetable information – February 2020

⁴³ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/>

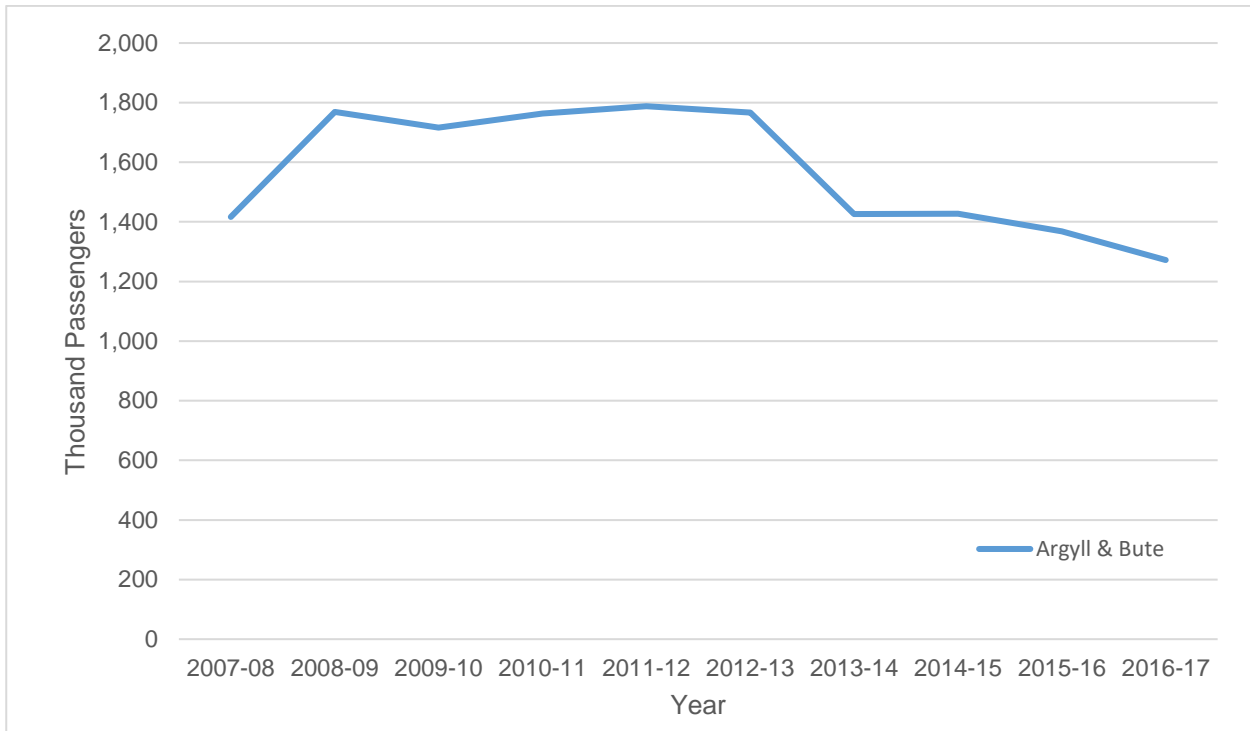


Figure 22: Rail Passenger Journeys, Argyll & Bute (2007-08 to 2016-17)

Passenger journeys stayed fairly consistent from 2008-09 to 2012-13. Revisions to the methodology for estimating rail travel in certain regions (including Argyll & Bute), adopted by the Office of Rail Regulation (ORR) in 2013-14 led to significant reductions in the overall number of journeys and their distribution⁴⁴.

Starting from the new baseline in 2013-14, there has been a downward trend in passenger journeys to 2016-17 of -11%, with passenger journeys in 2016-17 of 1.3 million below 2013-14 levels. This is against a backdrop of an increase in passenger journeys nationally of around 8% over the same period. Helensburgh Central serves the greatest number of passengers, with approximately 774,000 passengers in 2017-18. In 2018-19, the number of passengers had fallen to 750,000.

The decline in station flow in the Argyll & Bute council area over this period was concentrated on the three stations which are on the North Electrics Line (Cardross, Craighendran and Helensburgh Central). Work at Glasgow Queen Street during this period did lead to a significant rescheduling of services, which may have affected demand.

2.5.5. Road

The road network within Argyll & Bute plays a vital role in supporting the local economy, facilitating the movement of people, goods and services throughout the area and connecting people with economic opportunities.

The strategic road network in Argyll & Bute consists of 296 kilometres of Trunk Road (A Roads) – making up 8.0% of Scotland’s trunk roads⁴⁵. The key north-south route is the

⁴⁴ <https://dataportal.orr.gov.uk/media/1128/regional-rail-usage-2013-14.pdf>

⁴⁵ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/>



A82 and this has two east-west connections – the A83 from Tarbet to Campbeltown, and the A85 from north of Tyndrum to Oban. The A828 provides a north-south connection from the A85 north of Oban to the A82 at Ballachulish in the Highlands.

Travel on the region’s trunk road rose steadily from 2012 to around 419 million vehicle kilometres in 2017, as shown in Figure 23⁴⁶. This equates to approx. 4.8% of the total distance travelled in Scotland in 2017.

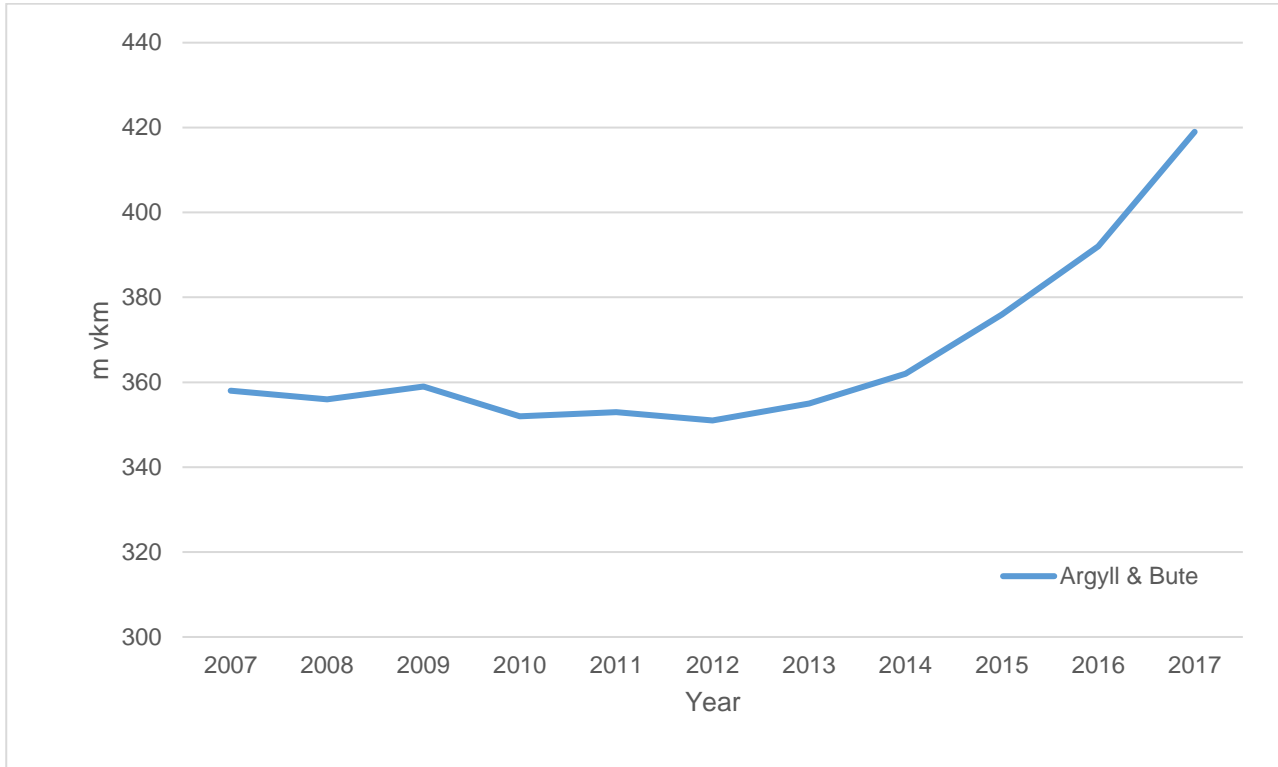


Figure 23: Traffic on Trunk Road Network, Argyll & Bute (2007 – 2017)

Traffic flows vary significantly across the region. Annual average daily traffic flow levels on the strategic trunk road network within the region in 2018 are shown in Table 1⁴⁷.

⁴⁶ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/>

⁴⁷ Department for Transport – Road Traffic Statistics (2018)

Table 1: Argyll & Bute Trunk Road Flows and Percentage of HGVs

Route	Annual Average Daily Traffic Flow Range	Range of Percentage HGVs
A82	Over 4,000 vehicles per day (vpd) north of Tarbet to 18,600 vpd north of Stoneymollan Roundabout	4% to 7%
A83	2,300 vpd on the stretch between Campbeltown and Tarbert to 5,300 vpd west of Tarbet	7% to 10%
A85	4,600 vpd east of Connel to 8,900 vpd to the west of Connel	3% to 6%
A828	2,800 vpd near to the Argyll & Bute / Highland local authority boundary to 5,300 vpd north of Connel	3% to 6%

Mainland traffic flows on the local roads tend to be lower. On the A816 between Oban and Lochgilphead, daily traffic volumes in 2018 were in the order of 2,100 vpd, within the vicinity of Kilmartin. The proportion of HGVs using the route was around 7%. Daily traffic volumes on the A815 in Cowal were in the order of 1,900 vpd north of Strachur and to the north of Dunoon. The proportion of HGVs using this route was 11% to 12%. On the A886 south of Strachur, daily traffic volumes were in the order of 700 vpd, with a corresponding proportion of HGVs of around 10%.

Traffic volumes on the islands also vary significantly. On **Mull**, daily traffic volumes on the A849 to the west of the ferry port at Craignure were in the order of 1,100 vpd, with 10% HGVs. On the A848 south of Tobermory, daily traffic volumes were in the order of 800 vpd (2% HGVs) with daily traffic volumes in the order of 500 vpd (5% HGVs) on the A849 towards Fionnphort. On **Islay**, traffic volumes on the A846, within the vicinity of Bowmore, were in the order of 2,300 vpd, reducing to around 1,100 vpd on approach to Port Askaig. The proportion of HGVs on approach to Port Askaig was in the order of 18% suggesting this is a key route for freight on the island. To the east of Port Ellen, daily traffic volumes were around 800 vpd with the proportion of HGVs in the order of 4%. The available information suggests daily traffic volumes on the A846 on **Jura**, were around 200 vpd. On **Bute**, traffic volumes on the A844 north of Rothesay were in the order of 4,700 vpd (around 3% HGVs).

Travel routes to/from, and within, Argyll & Bute are highly seasonal, with greater volumes of people movements within the region during the summer months (predominantly as a result of increased visitor levels).

Significant volumes of road-based freight traffic use the trunk road network, providing means to transport high value goods produced in the region, including seafood and whisky, to markets in central Scotland and beyond.



A summary of accident statistics for the key trunk roads within the region, over the period 2013 to 2017, is presented in Figure 24⁴⁸.



Figure 24: Key Trunk Road Accident Statistics, Argyll & Bute (2013 – 2017)

2.5.6. Maritime

Given Argyll & Bute’s geographical proximity to the coast, its islands and peninsulas, ferry travel plays a vital role in the region’s economy and transport system. Ferry services provide island communities with essential transport links to/from the mainland, inter-island connections and link with peninsulas.

There are 27 ferry routes operating in Argyll & Bute, 16 of which provide intra-regional travel and the remaining 11 inter-regional. Argyll & Bute Council operates 4 routes (Luing, Lismore, Jura and Easdale) with a further 17 routes operated by Caledonian MacBrayne. Western Ferries operates the service between Dunoon and Gourock, with SPT operating the service between Gourock and Kilcreggan⁴⁹. The remaining four routes are operated by small private operators, offering services to island communities, such as Jura and Ulva and remote regions, such as Ardnamurchan. A range of other services are provided with the region, mostly on a seasonal basis, offering private charters for visitors.

The ferry terminal at Oban provides a crucial role in providing access to many of the region’s islands, as well as servicing inter regional travel to the Highlands & Islands.

⁴⁸ DfT accident data (currently being reviewed by the Transport Scotland road safety team for consistency).

⁴⁹ Operation of Gourock to Kilcreggan service transfers to Transport Scotland from April 2020

Other ferry terminals throughout the region, including Dunoon, Rothesay and Kennacraig play an equally important role in facilitating the movements of goods and people to and from the mainland and island communities. The privately-run ferry service operating between Dunoon and Gourock is the busiest ferry route in Scotland (in terms of passengers and vehicles carried) with approximately 1.35 million passengers in 2017⁵⁰.

Oban is a key port within Argyll & Bute and within the wider region, serving seven islands. In 2017, ferry services to / from Oban carried in excess of 820,000 passengers⁵¹ on 5 routes serving Mull, Coll, Tiree, Lismore, Colonsay and locations in Eilean Siar. Other important harbours within the region, including Rothesay and Kennacraig, carried in excess of 700,000 and 230,000 passengers in 2017, respectively. The harbour at Dunoon also provides a key linkage for commuters travelling via ferry to Gourock and onwards to the Glasgow City region.

A full review of ferry data is currently being co-ordinated as part of STPR2, which will provide a baseline of island connectivity for future planning.

2.5.7. Aviation

Air services provide an alternative form of inter and intra-regional travel and are vital in supporting some of the more remote communities in the region.

There are six airports within the Argyll & Bute region. The airports are owned and operated as show in Table 2.

Table 2: Argyll & Bute Airports

Airport	Owned By	Operated By
Campbeltown	Machrihanish Airbase Community Company (MACC)	Highlands and Islands Airports Limited MACC Developments Ltd
Islay	Highlands and Islands Airports Limited	Highlands and Islands Airports Limited
Tiree	Highlands and Islands Airports Limited	Highlands and Islands Airports Limited
Oban	Argyll & Bute Council	Argyll & Bute Council
Coll	Argyll & Bute Council	Argyll & Bute Council
Colonsay	Argyll & Bute Council	Argyll & Bute Council

Services from Islay and Tiree connect the islands to the mainland and, along with Campbeltown, provide connections with the Central Belt. Airport terminal passenger numbers for these three airports, for the period 2007 to 2017, are presented in Figure 25⁵². Some freight services are also provided from these airports.

⁵⁰ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/>

⁵¹ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/>

⁵² <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-37-2018-edition/>

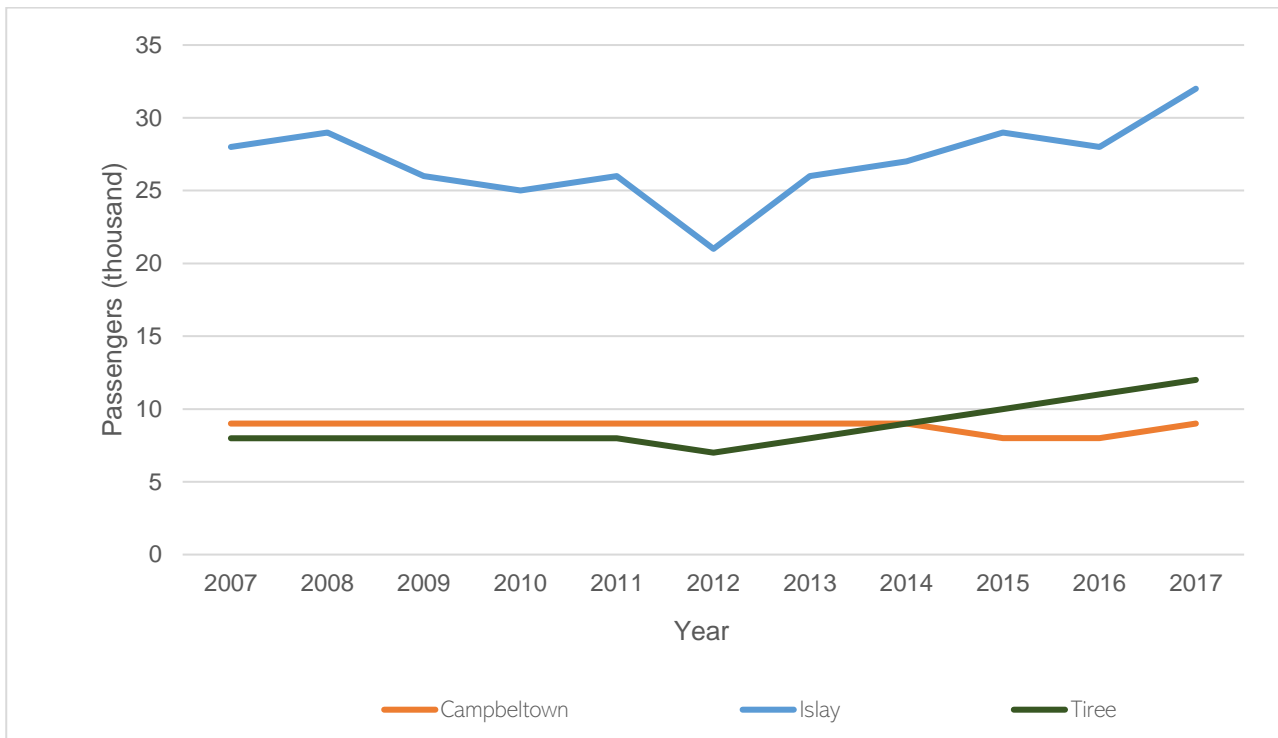


Figure 25: Campbeltown, Islay and Tiree Air Terminal Passengers Numbers (2007 – 2017)

Local services operate via the airport at Oban. Argyll & Bute Council supports three PSO contracts, providing pupils from Coll, Colonsay and Tiree with improved access to education opportunities in Oban. Seat occupancy levels on these flights are about 40% and consideration is being given to improving service utilisation.

2.6. Context Summary

The key points to note from the context review are:

- Argyll & Bute has a decreasing and ageing population. Outward migration is being driven by a combination of older individuals leaving to be nearer their families, health facilities or into care; and younger people moving out of the region to pursue higher education and employment opportunities. One in five residents are limited by their disability during day-to-day activities. The region has a large number of patient referrals – more than half of which are to hospitals in the NHS Greater Glasgow and Clyde area.
- The region contains around 1.6% of the Scottish population and contributes a similar proportion to the Scottish GVA. The region’s economy is predominantly service-based and tends to be heavily influenced by sectors with lower growth. In 2017, the largest industry employer was Administration & Defence. Tourism is increasingly forming a significant part of its economy.
- Employment in the region is relatively high (compared with the national average), however, the region has high levels of underemployment. The average gross weekly pay is around 15% lower than the national average.



- Areas within the 5 main towns (Helensburgh, Oban, Dunoon, Campbeltown and Rothesay) are amongst the 15% most overall deprived data zones in Scotland. The region suffers low levels of geographic access to services with over a third of zones in the region (mainly located outside the main towns) within the 15% most access deprived data zones in Scotland. Transport expenditure in the region is slightly greater than the UK average and is likely to be linked to the travel distances involved and relatively low incomes. The region has a relatively high percentage of children living in poverty (after housing costs).
- More than 80% of the working population (in 2011), worked within the region. Given the remote nature of the region, people either tend to work locally (including at home) or are required to travel long distances.
- A high proportion of the region's working population walk to their place of work – 15% compared with 10% nationally. A high proportion of homes in the region have access to a car (77% compared with 69% nationally). Travelling to work by car is by far the highest mode share in the region (at 59%). At 3%, bus usage in the region for travelling to work is lower than the national level (10%).
- Total CO2 emissions have generally been falling regionally and nationally over the last 10 years. Whilst CO2 emissions from transport in Argyll & Bute made up less than 2% of the national total from transport (in 2017), there has been a post-recession increase in transport emissions in the region since 2012. A high level of transport emissions in the region are from road transport – approximately 80% of which is associated with A Roads which often serve both a local and strategic function.
- The policy framework applicable to the region aims to address the problems that face the region. It has a strong emphasis on attracting additional skills, training & learning opportunities, new residents, visitors & businesses; along with aspirations to grow the economy by making more of its natural and built resources and in connecting high value business sectors with national and international markets.
- The transport network is wide-ranging, including, rail stations, ferry links to, and between, its islands and peninsulas within the region, the trunk road network, and airports. Bus usage is low and rail patronage has been declining in the region. There is a high dependency on the private car and the distance travelled on the region's roads is increasing.

3. Problems & Opportunities

3.1. Approach to Problems & Opportunities Identification

Deriving transport related problems and opportunities is a critical element of the Initial Appraisal: Case for Change. They are identified from a range of sources including a review of existing policy and strategy documents, data analysis and extensive stakeholder engagement. This Chapter sets out the problems and opportunities with the strategic transport network in the Argyll & Bute region and details the approach to their identification.

3.1.1. Data Analysis

A wide range of data sources and policy documents have been used to identify problems and opportunities in the region. Analysis of the data has also enabled problems and opportunities identified through stakeholder engagement to be evidenced to understand the real and perceived nature of feedback and comments raised. Sources of analysis have included primary data such as infrastructure provision and accident data, as well as data gathered from relevant reports and studies in the region. Key findings from the data analysis are presented below, to evidence the problem and opportunity themes set out.

3.1.2. Stakeholder Engagement

Stakeholder engagement is an important element in the identification of problems and opportunities. For the Argyll & Bute region this has consisted of:

- **Problems and Opportunities Workshops** held in Helensburgh, Dunoon, Tarbert and Oban with stakeholders during May / June 2019
- **Intervention Workshops** held in Lochgilphead and Arrochar with stakeholders during November 2019 to generate potential interventions which may address the identified problems and opportunities
- **Structured Interviews** with Argyll & Bute Community Planning Partnership, businesses and other interested parties
- **Elected Member Workshops** held specifically for the region’s Elected Members in June and November 2019
- An **Online Survey** carried out between 2nd December 2019 and 10th January 2020 for the public and organisations to provide their views on transport issues and challenges in their day to day journeys



Figure 26: Stakeholder Engagement



- **Regional Transport Working Group meetings:** meetings with representatives from Transport Scotland, Argyll & Bute Council, HITRANS, SPT, Loch Lomond and the Trossachs National Park Authority, Scottish Enterprise and Highlands and Islands Enterprise
- **Schools engagement** underway throughout the country, with secondary pupils from high schools in Lochgilphead, Tarbert and Campbeltown involved in undertaking an exercise to consider the transport problems and opportunities in their area and to develop this into a transport plan setting out what is required

Details of the stakeholder events can be found in Appendix C.

3.2. Problems & Opportunities

Based on the activities described above, the following transport-related problems and opportunities have been identified for the Argyll & Bute region. Evidence to support the themes listed below is provided in this section.

- Connectivity
- Travel times and reliability
- Resilience
- Safety
- Sustainable travel & the environment

3.2.1. Problems

CONNECTIVITY

Transport and digital connectivity for the movement of goods, people and transfer of information is vital in Argyll & Bute and is a key contributor to developing a thriving economic climate for its communities.

The lack of a good standard of transport infrastructure and public transport provision is considered by stakeholders to be constraining growth in the region. When rail, ferry or road connections are severed, the impact on residents, visitor and businesses tend to be more severe due to the lack of alternative transport options.

The transport options for taking residents and visitors from the bus stop, rail station, ferry port or airport the final mile to their destination is also considered to be poor⁵³.

The pace in which digital connectivity is being rolled out across the region is acting as a barrier in reducing the need to travel and is considered to be constraining productivity⁵⁴.

⁵³ Argyll & Bute Council's Rural Growth Deal – "Argyll the Natural Choice"

⁵⁴ Argyll & Bute Council's Rural Growth Deal – "Argyll the Natural Choice"

Active Travel

There are gaps in the existing network with most of the existing cycle network in Argyll & Bute shared with vehicles, and often on high-speed trunk roads and narrow roads. This results in a lack of dedicated, direct walking and cycle links between and within communities, and trip attractors/generators therein, and is therefore a clear deterrent to the use of the existing walking and cycle network especially for those less confident and less able users.

A limited number of regional cycle routes provide local connections between communities across Helensburgh and Lomond. Although these also provide opportunities for leisure trips, and in some cases connect to the wider NCN, the regional routes do not yet provide a fully joined up network.

Limited facilities on-board public transport and at trip-ends are considered by stakeholders to be constraining active travel in the region.

Local active travel measures to, and within, the key settlements are not attracting cycling trips to/from work (as indicated in Figure 13). Figure 27⁵⁵ indicates that the proportion of active travel to school in the region in 2017 was lower than elsewhere in the country.

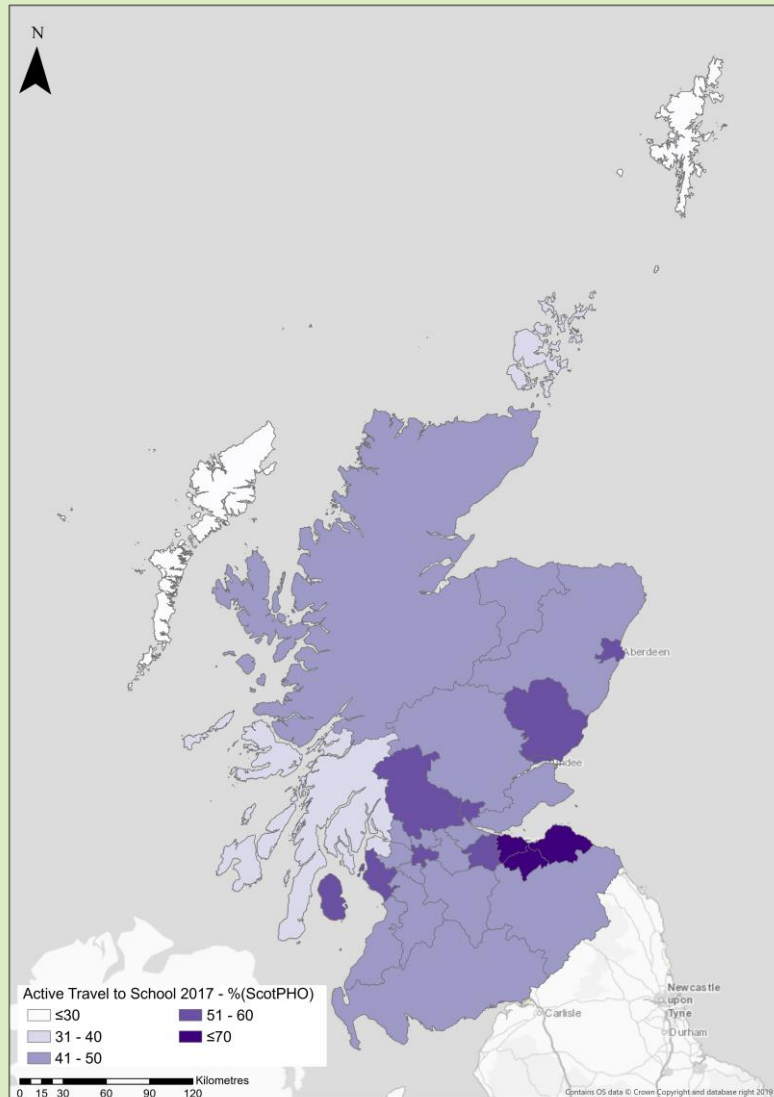


Figure 27: Active Travel to School (2017)

(click to enlarge image)

⁵⁵ ScotPHO Active Travel to School (2017)



Bus

Stakeholder feedback has indicated that bus service provision can fall short of residents’ needs with, for example, limited options available for evening travel or attending events in the region. Given the remote nature of the region, and the low population density, some bus services are likely to be lightly used and not considered commercially viable by the private sector without financial support.

Some bus services between the main towns in the region do not provide a direct service, requiring interchange between two or more services, e.g. Campbeltown to Oban. This adds to journey times and the perception of how well areas are connected. Typical journey times between the main towns in the region by bus (compared with the private car) are as show in Table 3⁵⁶.

Table 3: Typical Road Journey Times by Bus vs Car (Intra-Regional)

	Dunoon	Lochgilphead	Helensburgh	Oban
Campbeltown	3 ¾ hrs (+1 hr)	1 ¾ hrs (+½ hr)	4 ½ hrs (+1 ¾ hrs)	4 ¼ hrs (+2 ¼ hrs)
Dunoon		2 ¼ hrs (+¾ hr)	3 hrs (+1 ½ hrs)	3 ¼ hrs (+1 ¼ hrs)
Lochgilphead			2 ¾ hrs (+1 ¼ hrs)	1 ½ hrs ^D (+½ hr)
Helensburgh				3 ¼ hrs (+1 ¼ hrs)

Notes:

1. Values in brackets indicate additional time by bus compared with the private car
2. ^D indicates a direct service, i.e. no changes of service involved in trip

Rail

There is only one rail line in the region - the West Highland line, which connects the region to the central belt and Mallaig in the Highlands.

There is no rail connection serving Kintyre, Mid Argyll or Cowal which, combined with the lack of direct bus service provision (see Table 3 above), adds to a reliance on the private car.

Road

The strategic trunk road network in Argyll & Bute is predominantly single carriageway, comprising a single route between Argyll & Bute and the central belt (A82) and two east-west connections – one from the A82 to Oban (A85) and the other from the A82 to Campbeltown via Lochgilphead (A83). The A828 connects Oban to the A82 in the Highlands.

⁵⁶ Google Maps

Accidents or incidents (e.g. roadworks, land-slips, flooding) occurring on any part of the strategic road network in Argyll & Bute can effectively cut off parts of the region for a period, significantly impacting residents, business and visitors due to the significant length of alternative routes and the travel times involved.

Dunoon (2016 population of 7,800) and Campbeltown (2016 population of 4,700) are situated on the Cowal and Kintyre peninsulas respectively. Their geographic location is such that the time taken to reach the town by road is disproportionately long when considered in relation to their direct line distances from other areas.

Key roads on the islands in the region tend to be single carriageway with passing places – many of which struggle with the increased levels of visitor demand, particularly during the summer months.

Maritime

Ferry services can struggle to cope with the competing demands of residents, business and the increased demand resulting from the growing popularity of Scotland's rural areas and islands as tourist destinations. There were almost 2.7 million visitors to the region in 2017 (an increase of almost 38% on 2010 levels)⁵⁷. Stakeholders have indicated that the impact of the Road Equivalent Tariff (RET) is also considered a factor in increasing demand levels. Information from Transport Scotland indicates that even with two dedicated vessels operating a full timetable across the summer (including an increased frequency of service when compared to summer 2015), the service to Mull struggled to cope with the increased demand, and while the current vessels (MV Isle of Mull and MV Coruisk) continue to cover the route, high levels of unsatisfied car demand exist.

Stakeholders have raised concerns with connectivity to/from the islands, including comments on ferry service frequency and the suitability of vessels. Poor connectivity to the islands is seen as a constraint on local economies.

Comments were received from stakeholders on the timing of some services as these can provide a barrier to employment by preventing a full day's work on the mainland. The last ferry from Oban to Mull, for example, is at 4pm on three of the five working days (Monday, Wednesday and Thursday).

Significant volumes of goods, primarily whisky, is transported via ferry from the ports on Islay. This is a significant growth market for the region and it is anticipated, with the continuing popularity of tourism, and the forecast to increase whisky production on the island by 33% in the next three years⁵⁸, the conflicting needs of visitors and freight traffic will be further exacerbated.

⁵⁷ https://www.argyll-bute.gov.uk/sites/default/files/Unknown/argyll_and_bute_in_numbers_v6_0.pdf

⁵⁸ https://www.heraldscotland.com/business_hq/17906968.ferry-crisis-sparks-call-new-freight-service-islay/



Aviation

It is felt by stakeholders that the lack of good connectivity from Argyll & Bute by air to the central belt and Na h-Eileanan Siar is a barrier to healthcare access and realising potential tourism benefits in north west Scotland.

Digital

Digital connectivity in the region is currently lower than the national average, with limited access to high speed broadband.

Broadband connection details for Argyll & Bute in the context of all local authorities are presented in Figure 28. This indicates that almost a third (31%) of premises in the region do not have access to high speed broadband (at least 30 Mbit/s), and that average broadband speeds in Argyll & Bute are the second slowest in the country at 20Mbits/s.

A 2018 survey⁵⁹ placed Argyll & Bute 29th out of the 32 local authorities for broadband speeds.

⁵⁹ Ofcom UK Home Broadband Performance Report (2018)

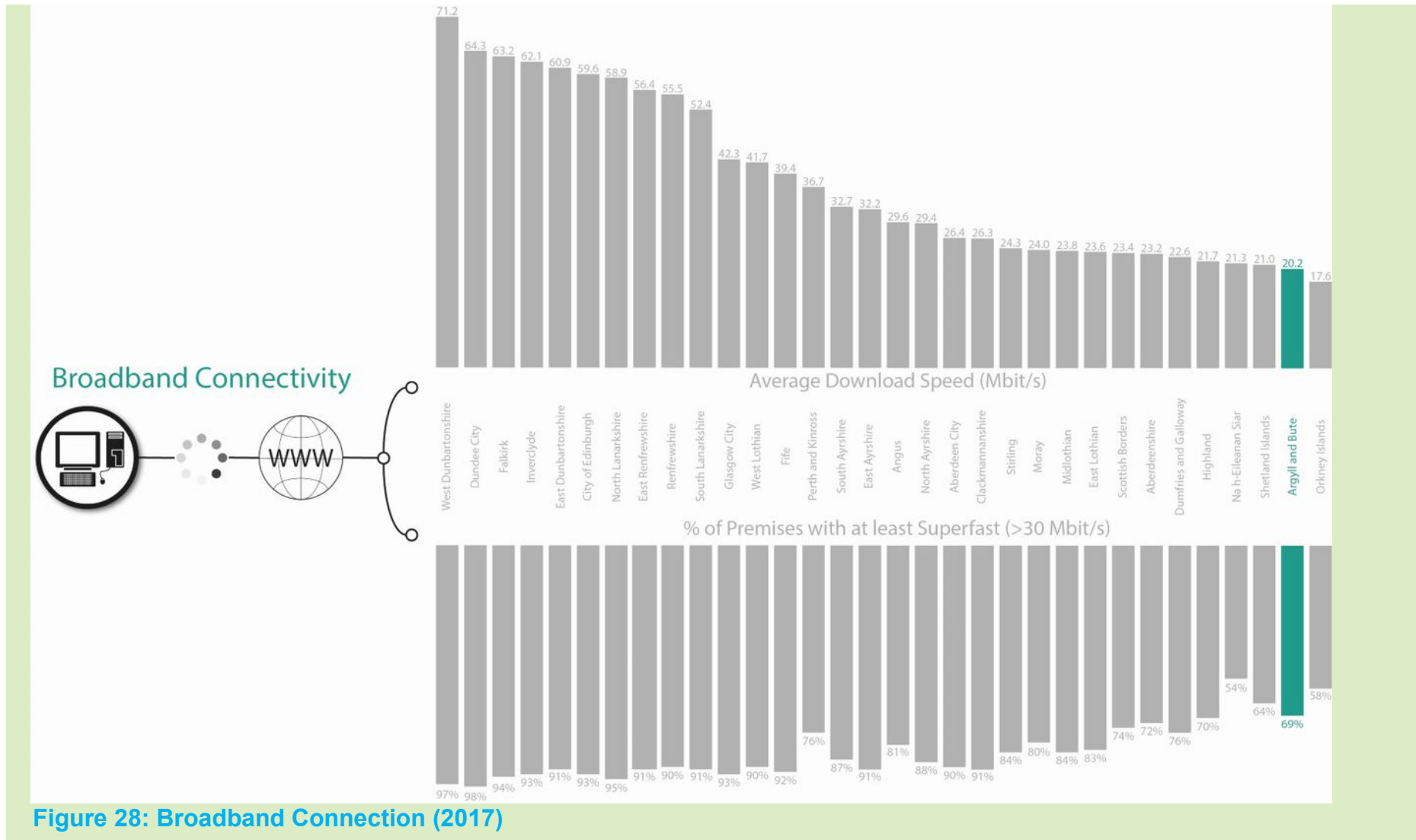


Figure 28: Broadband Connection (2017)



TRAVEL TIMES AND RELIABILITY

Stakeholder feedback indicates that travel times to/from, within and through Argyll & Bute under normal conditions (i.e. with no disruption due to accident or incidents) can be long and/or unreliable. The long journey times are a function of the region's geography, the quality of its transport infrastructure and the reliability of public transport services.

There is potential for conditions on the transport network (such as on roads and/or ferries) to worsen given the increase in slower moving traffic generated by the anticipated growth in key sectors including marine sciences, forestry, tourism, aquaculture, and the wider food and drink sector⁶⁰.

Journey times to the nearest town in the region by public transport are shown in Figure 29, where dark red areas signify up to 20 minutes and cream signifies up to 3 hours. White areas indicate where journey times are in excess of 3 hours or cannot be made.

⁶⁰ Argyll & Bute Council's Rural Growth Deal – "Argyll the Natural Choice"

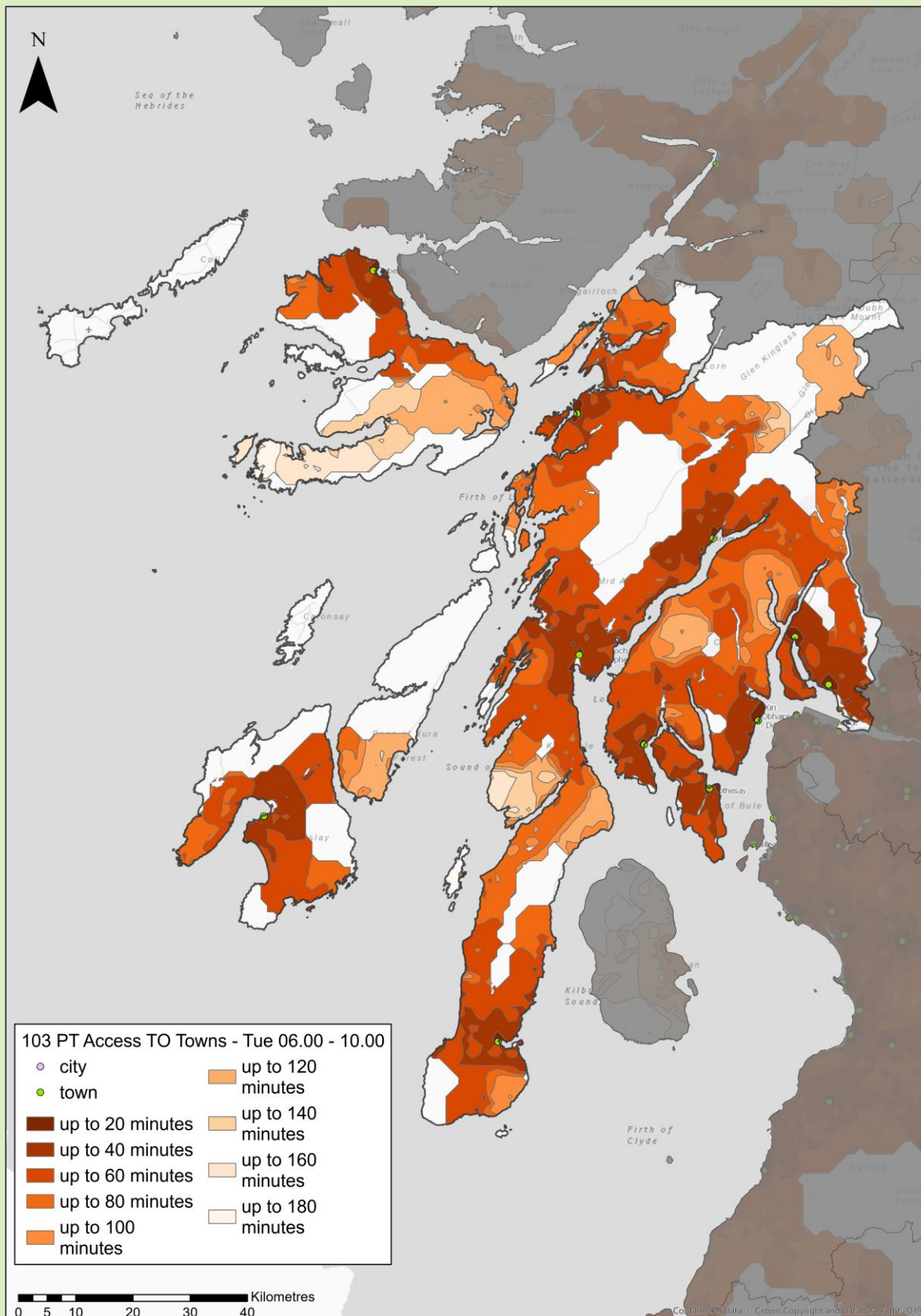


Figure 29: Public Transport Access to Nearest Town (AM)

(click to enlarge image)



Bus

Bus journeys tend to be disproportionately longer than the equivalent journey time by car. Typical bus journey times between Oban and the closest major cities (compared with car travel) are presented in Table 4⁶¹ below.

Table 4: Typical Bus vs Car Journey Times from Oban (Inter-Regional)

	Glasgow	Edinburgh	Stirling
Bus	3 hrs	4 ½ hrs	5 hrs
Car	2 ½ hrs	3 hrs	2 ¼ hrs
Difference	½ hr	1 ½ hrs	2 ¾ hrs

Making the above trips by bus rather than car can add 30 mins to 2 ¾ hours onto journey times. Stakeholder feedback also highlighted a dissatisfaction with the frequency and reliability of bus services.

Rail

Rail journeys tend to be disproportionately longer than the equivalent journey time by car. Typical rail journey times between Oban and the closest major cities (compared with car travel) are presented in Table 5⁶² below.

Table 5: Typical Rail vs Car Journey Times from Oban (Inter-Regional)

	Glasgow	Edinburgh	Stirling
Train	3 hrs	5 hrs	4 hrs
Car	2 ½ hrs	3 hrs	2 ¼ hrs
Difference	¾ hr	2 hrs	1 ¾ hrs

Making the above trips by train rather than car can add 45 mins to 2 hours onto journey times.

Only 41% of rail services arrive/terminate at Helensburgh Central (the busiest station in the region) on time with a Public Performance Measure (PPM) of around 86%⁶³. This compares with Oban, where around 67% of services arrive/terminate on time (PPM of around 81%). Across the wider network in the north of Scotland, around 72%, 65%, 48% and 46% of services arrived/terminated on time at Mallaig, Inverness, Kyle of Lochalsh and Wick stations respectively, with corresponding PPMs in the order of 70% to 81%⁶⁴.

Delays to rail services can lead to missed connections and/or appointments, the impact of which stakeholders report can be reasonably significant given the frequency of public transport services in the region.

⁶¹ Google Maps

⁶² Google Maps

⁶³ PPM measures the percentage of booked services which arrive within 5 minutes of their booked arrival time, having called at all booked stations along the route.

⁶⁴ ScotRail Reliability Performance Update



Road

Due to the geography and topography of the region, seasonal fluctuations in traffic volumes and the presence of slow-moving vehicles⁶⁵, travel times by road between the key main towns / cities can be long relative to the distances involved. Typical travel times are shown in Table 6⁶⁶ below.

Table 6: Typical Road Journey Times (Intra and Inter-Regional)

	Dunoon	Lochgilphead	Helensburgh	Oban	Glasgow	Edinburgh
Campbeltown	2 ¾ hrs	1 ¼ hrs	2 ¾ hrs	2 hrs	3 ½ hrs	4 ¼ hrs
Dunoon		1 ½ hrs	1 ½ hrs	2 hrs	1 ½ hrs	2 ½ hrs
Lochgilphead			1 ½ hrs	1 hr	2 hrs	3 hrs
Helensburgh				2 hrs	½ hr	1 ½ hrs
Oban					2 ½ hrs	3 hrs

Routes within the region experience an increase in traffic volumes and slower moving vehicles (e.g. caravans, motorhomes) during the peak summer period due to the attractiveness of the region to day trippers and tourists. This can make journey times longer and less reliable.

Information available for the A82 between Tarbet and Inverarnan suggests that traffic volumes can be significantly greater in the summer, with traffic levels rising from 4,000 vehicles per day (typically) to over 9,000 vehicles in August⁶⁷. Available information indicates that average journey times during the summer period can be significantly greater than typical journey times over this section of the A82.

Maritime

During the winter period (22 Oct 18 to 28 Mar 19), around 1,000 scheduled sailings on routes operated by Caledonian MacBrayne with an origin or destination port within the Argyll & Bute region were delayed⁶⁸ (equating to approx. 2%).

⁶⁵ Argyll & Bute Council’s Rural Growth Deal – “Argyll the Natural Choice”

⁶⁶ Google Maps

⁶⁷ National Traffic Data System (NTDS) – Counter ATCCS001 (2017)

⁶⁸ Argyll Ferry Stakeholder Group Report – Winter 2018/19



The Oban to Craignure (Mull) route reported the greatest number of delayed services, with approximately 180 scheduled sailings (around 12% of scheduled sailings on the route) delayed. The Oban to Colonsay route had the highest proportion of delayed scheduled sailings with almost a third (29%), equating to around 40 sailings, delayed. Approx. 10% of scheduled sailings on the Kennacraig to Islay routes (which are key for the movement of whisky exports), were delayed (equating to around 90 sailings). In terms of delays to scheduled sailings operating between the islands and the mainland, 19% (around 10 sailings) to Tiree and 18% (around 30 sailings) to Coll were delayed.

Delays were also reported on inter-island services, including 24% of services between Islay and Colonsay (around 10 sailings) and 4% of services operating between Coll and Tiree (around 10 sailings).

RESILIENCE

The lack of alternative travel options and/or competitive routes when there is disruption on the transport network, i.e. accidents, incidents (related to weather, operational issues, etc) can have a significant impact on residents, businesses and visitors when it occurs (e.g. through missed connections, cancelled appointments and spoiling of perishables such as seafood).

Data from NHS Highland estimates that there are 26,000 referrals for Argyll & Bute patients each year, of which 44% are to hospitals within the region and 56% are to hospitals in the NHS Greater Glasgow and Clyde area⁶⁹. Disruption on the transport network can lead to missed appointments and have an adverse impact on patients' health and wellbeing.

Rail

Stakeholders indicated that cancellations to rail services are not infrequent and can occur for a variety of reasons. Examples of cancellations include landslip (April 2017), track default (January 2018), urgent repairs (April 2018), signalling fault (July 2018) and fallen trees obstructing the line (January 2020). Flooding in mid-2019 resulted in the closure of a section of the West Highland rail line for over three weeks, impacting journeys in and out the region.

Whilst replacement bus services are typically provided in such cases, this can lead to missed connections and/or appointments. Stakeholders report that the impact of late arrivals can be reasonably significant given the frequency of public transport services in the region.

Road

The A83 is a vital artery running through Argyll. The A83 Rest & Be Thankful is widely known to suffer from the effects of weather-related events, such as flooding and landslips. The road was closed for several days in 2014 following a landslip, then again in 2016 for safety reasons. The road was closed for 9 days in late 2018, and closed again in early 2020, due to landslips.

The 'Old Military Road' was upgraded in 2013 for use as an alternative route to the A83 in the event of closures due to incidents and landslides, although it may not always be feasible to open this road due to safety concerns. In such instances, closure of the A83 at The Rest & Be Thankful can add up to 60 miles (equating to around an hour) for road users. Closures can have a more severe impact on residents who want to make shorter journeys from one side of the Rest & Be Thankful to the other (such as Inveraray residents wanting to access services in Dumbarton or Helensburgh).

The A83 route is known to carry goods of significant value to both the regional and national economy (including whisky and seafood) and is a key transport corridor for the region. Anecdotal evidence suggests closures and restrictions costs the local economy

⁶⁹ <https://www.hie.co.uk/media/6412/argyll&butetransportconnectivity&economyresearchreport.pdf>

£50k-£60k per day⁷⁰ and impacts on business investment within the region and, subsequently, the region's job market.

Maritime

Ferry services can be disrupted by adverse weather conditions and operational issues, and the lack of interoperability within the ferry network is having an adverse impact on its resilience. Information from Transport Scotland indicates that during the winter period (22 Oct 18 to 28 Mar 19), around 2,750 scheduled sailings on routes operated by Caledonian MacBrayne with an origin or destination port within the Argyll & Bute region were cancelled (equating to approx. 5%). The Oban to Castlebay / Lochboisdale route had the highest proportion of scheduled sailings cancelled (approx. 25%), equating to around 100 sailings. Approx. 9% of scheduled sailings (around 80 sailings) on the Kennacraig to Islay routes (which are key for the movement of whisky exports), were cancelled.

The Gourock to Dunoon route reported the highest number of cancellations, with approximately 570 scheduled sailings (around 7%) cancelled. Examples of service cancellations affecting island communities are:

Services between islands and the mainland

- Oban to Coll - 19% (around 40 sailings)
- Oban to Colonsay - 15% (around 20 sailings)

Inter-island services

- Fionnphort to Iona - 10% (around 230 sailings)
- Coll and Tiree - 15% (around 30 sailings)
- Islay and Colonsay - 23% of (around 10 sailings)

⁷⁰ <https://www.sundaypost.com/fp/we-cant-rest-and-we-have-nothing-to-be-thankful-for-argyll-traders-call-for-solution-to-a83-closures-that-cost-up-to-60000-a-day/>

ROAD SAFETY

As outlined in Figure 30, there are a number of locations along the trunk road network that have concentrations of fatal and serious accidents. In addition, there are parts of the road network with poor mobile coverage and this presents a potential safety and security risk to road users.

Road Accidents

The trunk road network in Argyll & Bute is predominantly single carriageway. There are conflicts between fast and slower vehicles (particularly during the peak summer period when there is an increase of caravans and motorhomes on the roads).

Based on DfT data⁷¹, during the 5-year period 2013 to 2017 inclusive, 434 accidents occurred on the key trunk routes within Argyll & Bute⁷². Almost a third of accidents (approx. 29%, equating to 124 accidents), resulted in a killed or serious injury (KSI). The location of these are shown in Figure 30.

Over a third of the KSIs (approx. 38%) occurred on the A83, with around 20% on the A82 and 17% on the A85.

A comparison of local and national accident rates indicates that the rate of KSI accidents on several sections of the trunk road network within the region exceeds national averages⁷³. Of particular note are the following route sections:

- A82, between Luss and Tarbet, Tarbet and Inverarnan, and Bridge of Orchy and Rannoch Moor
- A83, between The Rest and Be Thankful and Inveraray, Inveraray and Auchindrain, and Corranbuie and Ronachan

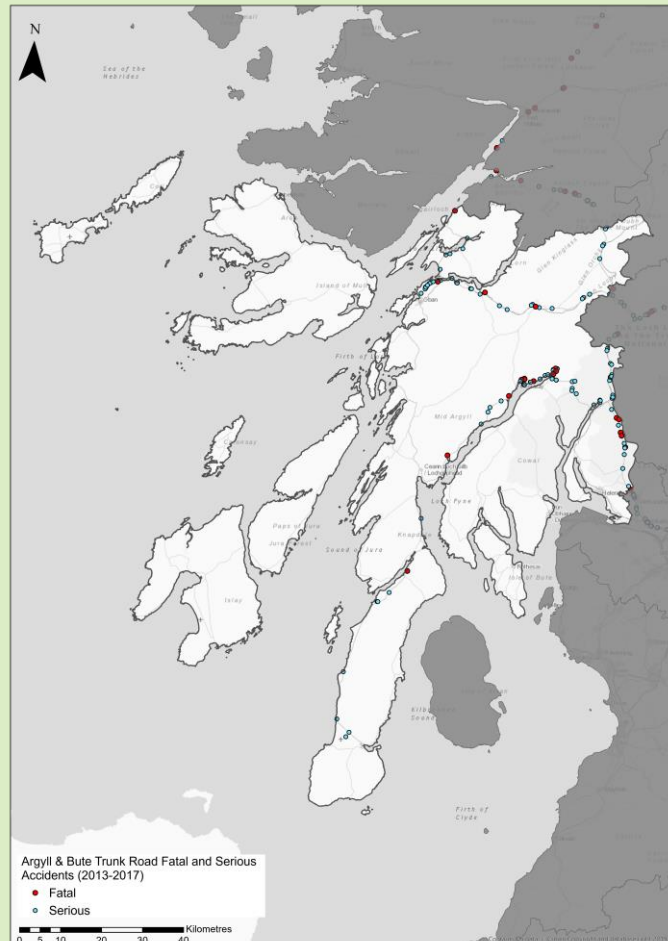


Figure 30: Trunk Road Fatal and Serious Accidents (2013 - 2017)

(click to enlarge image)

⁷¹ The DfT accident data is currently being reviewed by the Transport Scotland road safety team for consistency.

⁷² <https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

⁷³ The DfT accident data is currently being reviewed by the Transport Scotland road safety team for consistency.

- A85, between Tyndrum and Dalmally, Lochawe and Connel, and Connel and Oban

Whilst not part of the trunk road network, the A816 links the two towns - Oban and Lochgilphead. Over the period 2013 to 2017, 20 KSIs (2 fatal and 18 serious) occurred on this route resulting in KSI accidents on several sections exceeding national averages. Similar accident numbers (i.e. 19 KSIs - 2 fatal and 17 serious) occurred on the A815 route that links the A83 with Dunoon.

The higher proportion of KSI accidents on sections of the road network within Argyll & Bute can lead to a number of temporary road closures, with diversion routes often being significantly longer and of a differing standard to the intended route. This can result in drivers travelling on less familiar routes, and in some cases, the diversion routes available are unsuitable for larger vehicles.

Non-motorised usage of the trunk road network in the region is relatively low. In the period 2013 to 2017, 12 accidents on the trunk road network involved cyclists/pedestrians, comprising 1 fatality (on the A83) and 1 serious injury (on the A85).

Mobile Coverage

There is a lack of 4G mobile network coverage across the Argyll & Bute region due to geographical and topographical constraints. The available information indicates that no reliable 4G signal is available across approximately 46% of the major road network⁷⁴. This is the highest of all local authority areas and compares with values of approximately 38% in the Highlands and 36% in Shetland.

A 4G signal is only available from all operators across approximately 4% of the major road network. This is the lowest across all local authority areas, with the exception of Na h-Eileanan Siar (approximately 3% coverage).

Online Survey: Reported Problems in the Argyll & Bute Region

As part of the wide-ranging engagement exercise undertaken for STPR2, an online survey was promoted to collect the views from the public and organisations across Scotland on the transport issues and challenges that impact their day to day journeys. As part of the survey, respondents were asked to rank their top 3 priority problems.

Top ranking problems for the Argyll & Bute region (as a whole) included:

- **Roads – Quality of roads infrastructure**, which **35** respondents ranked within their top 3 and **17** ranked as their top priority;
- **Ferry – Reliability of ferry services**, which **25** respondents ranked within their top 3 and **18** ranked as their top priority;
- **Roads – Network resilience (availability of suitable diversionary routes)**, which **16** respondents ranked within their top 3 and **7** ranked as their top priority.

⁷⁴ Ofcom Connected Nations – Mobile Local Authority Data (2018)



Other commonly raised areas of concern related to the frequency and reliability of bus services, integration between different modes of transport safe overtaking opportunities and digital connectivity.

Considering Argyll & Bute island respondents only, the top-ranking problems included:

- **Ferry – Reliability of ferry services**, which **7** respondents ranked within their top 3 and **7** ranked as their top priority;
- **Cycle – Availability of safe cycling infrastructure**, which **6** respondents ranked within their top 3 and **2** ranked as their top priority;
- **Ferry – Connectivity to the Scottish mainland**, which **4** respondents ranked within their top 3 and **1** ranked as their top priority.

Other commonly raised areas of concern related to capacity on board ferries, frequency of ferry services, quality of roads infrastructure and resilience / adaptability of transport infrastructure to the effects of climate change.

The findings from the survey have been used to inform and validate the identification of the transport related problems described in this section.

3.2.2. Opportunities

This section provides a summary of key opportunity themes identified for the Argyll & Bute region.

SUSTAINABLE TRAVEL AND THE ENVIRONMENT

Given the post-recession increase in transport emissions (associated with A Roads) in the region⁷⁵ since 2012, there are opportunities for Argyll & Bute to contribute positively to the country's ambitious statutory targets to tackle the global climate emergency by reducing emissions generated by the transport sector – particularly those relating to road-based travel.

Reduce the Need to Travel

Argyll & Bute is the second largest local authority area and travel distances and times can be long. Given the longer distance travel in the region (including the 1 in 10 people travelling 30 kilometres or more to their place of work⁷⁶ and the patient referrals to hospitals in the NHS Greater Glasgow and Clyde area⁷⁷) there is an opportunity to improve access to employment and healthcare, to help reduce travel in the region.

In considering such opportunities, it is important not to lose sight of the potential consequential impacts that reducing travel demand could have on the viability of public transport services in the region and on the personal mental health/wellbeing by potentially reducing social interactions.

⁷⁵ <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017>

⁷⁶ Census 2011 (Scotland) <https://scotlandscensus.gov.uk/>

⁷⁷ <https://www.hie.co.uk/media/6412/argyll&butetransportconnectivity&economyresearchreport.pdf>

Shift to More Sustainable Modes of Transport

With private car use for travelling to work by far the highest mode share in the region⁷⁸, almost a quarter (24.5%) of travel to work trips under 2km⁷⁹ and low levels of trips made by bus (3%) and cycle (1%)⁸⁰, opportunities exist to promote, and enhance, the uptake of more sustainable travel modes and / or active travel opportunities around the key settlements.

The Argyll & Bute region comprises areas of outstanding natural beauty – a significant draw for visitors to the area. Increasing sustainable travel options to / from, and within, the region provides an opportunity to continue growing visitor numbers while minimising the associated impact of transport-based emissions on local communities and the environment. Opportunities exist to build on the region's growing reputation as a destination for outdoor pursuits through greater provision of sustainable travel options and facilitating their use.

Decarbonisation of the Transport System

Given the high levels of road and water-based travel in the region, coupled with the anticipated growth in key sectors including marine sciences, forestry, tourism, aquaculture, and the wider food and drink sector⁸¹, there is an opportunity in Argyll & Bute to contribute towards climate change targets by reducing the consumption of fossil fuels from the transport system.

3.2.3. Future Conditions

The problems and opportunities identified above are focused on current issues drawing on the findings from data analysis and engagement. Given the timescales for the delivery of STPR2, there is a need for 'horizon scanning' to better understand how potential future uncertainties could impact the operation and management of the strategic transport network, a knowledge of which will support the identification of interventions that are resilient in the face of potential alternative futures. This process of scenario planning will consider major disrupters and uncertainties (e.g. alternative working practices, new transport technologies, future transport policy developments) and is accordingly being carried out at a national level for the STPR2 programme as a whole. However, to support this, consideration has also been given to future network conditions and uncertainties at a more localised level.

For the Argyll & Bute region⁸², a review of the national transport model, the Transport Model for Scotland (TMfS), has suggested that between 2014 and 2037, the following trends have been projected⁸³.

- Road Traffic (billion vehicle miles p.a.): a 36% increase in the region, slightly lower than the national growth of 37%.

⁷⁸ Census 2011 (Scotland) <https://scotlandscensus.gov.uk/>

⁷⁹ Office for National Statistics – QS701SC – Method of Travel to Work

⁸⁰ Census 2011 (Scotland) <https://scotlandscensus.gov.uk/>

⁸¹ Argyll & Bute Council's Rural Growth Deal – "Argyll the Natural Choice"

⁸² Forecasts include the Highland, Argyll, Moray & Islands sub national area

⁸³ <https://www.transport.gov.scot/media/43316/transport-forecasts-2018.pdf>



- Road Congestion (PM Peak Delay seconds/mile): 58% increase in the region, much greater than 37% rise across Scotland
- Bus Passenger mileage forecasts: 2% increase, higher than the national decline of 5%
- Rail Passenger mileage forecast: 28% increase compared to a 42% rise across Scotland

Based on the projections above, it is clear that there are major challenges ahead which STPR2 must respond to if the transport sector is to play its role in supporting the Scottish Government to meet its net-zero emission target.

Other uncertainties in the region concern the future impacts of the Road Equivalent Tariff (RET) and the impacts of the emerging Argyll & Bute Council Rural Growth Deal on the transport network in the region.

3.3. Summary

This Chapter has discussed the transport problems and opportunities in the Argyll & Bute region informed through data analysis, stakeholder engagement and policy review and set in the socio-economic, geographic, transport and environmental context of the region. These inform the themes and objectives which any interventions should look to address.

Key problems themes are:

- **Connectivity (transport):** The lack of a good standard of transport infrastructure and public transport provision is considered to be constraining growth in the region. When rail, ferry or road connections are severed, the impact on residents, visitor and businesses tend to be more severe due to the lack of alternative transport options. The transport options for taking visitors from the bus stop, rail station, ferry port or airport the final mile to their destination is also considered to be poor.
- **Connectivity (digital):** The pace in which digital connectivity is being rolled out across the region is acting as a barrier in reducing the need to travel and is considered to be constraining productivity.
- **Travel times and reliability:** Travel times to/from, within and through Argyll & Bute under normal conditions (i.e. with no disruption due to accident or incidents) can be long and/or unreliable. The long journey times are a function of the region's geography, the quality of its transport infrastructure and the reliability of public transport services. There is potential for conditions on the transport network (such as on roads and/or ferries) to worsen given the increase in slower moving traffic generated by the anticipated growth in key sectors including marine sciences, forestry, tourism, aquaculture, and the wider food and drink sector.
- **Resilience:** The lack of alternative travel options and/or competitive routes when there is disruption on the transport network, i.e. accidents, incidents (related to weather, operational issues, etc) can have a significant impact on residents, businesses and visitors when it occurs.



- **Road safety:** Sections of the trunk road network within the region have a higher propensity for more serious accidents to occur. This can lead to temporary road closures often resulting in road users taking diversion routes that are significantly longer and of a differing standard to the intended route. Additionally, parts of the road network have poor mobile coverage, presenting a potential safety and security risk to road users.

Opportunities exist around the following:

- **Sustainable travel and the environment:** Overall emissions levels within the region are relatively low. Given the post-recession increase in transport emissions (associated with A Roads) in the region since 2012, there are opportunities for Argyll & Bute to contribute positively to the country's ambitious statutory targets to tackle the global climate emergency by reducing emissions generated by the transport sector – particularly those relating to road-based travel. There is the potential for reducing emissions through a combination of reducing the need to travel, supporting a shift towards more sustainable modes of transport and decarbonising the transport system.



4. Transport Planning Objectives

4.1. National and Regional Objectives

Transport Planning Objectives (TPOs) are of central importance to the STAG process. In line with STAG, TPOs should align with the outcomes sought by the study, be based on a comprehensive understanding of problems and opportunities and lend themselves to inform a clear and transparent appraisal of the performance of transport options. The TPOs are a key element of the appraisal process from initial option identification and sifting through to Preliminary and Detailed appraisal and subsequent monitoring/evaluation.

For STPR2, TPOs have been developed to sit at both the national and regional levels. At a national level, an overarching set of programme-level TPOs, supported by national sub-objectives, have been established which are closely aligned with the four priorities, twelve outcomes and twenty-four policies contained within the new National Transport Strategy (NTS2). The TPOs are presented in Table 7 below.

A series of sub-objectives sit within the overall direction of the STPR2 objectives but with a particular focus on the specific evidence-based problems and opportunities for Argyll & Bute. The sub-objectives are also presented in Table 7 detailed below. Table 8 shows how the problem and opportunity themes identified for the Argyll & Bute region map to these objectives.

Table 7: National Objectives and Regional Sub-Objectives

STPR2 OBJECTIVES	SUB-OBJECTIVES
A sustainable strategic transport system that contributes significantly to the Scottish Government’s net zero emissions target	<ul style="list-style-type: none"> • <i>Reduce the consumption of fossil fuels from the strategic transport system in Argyll & Bute and support a shift to more sustainable modes of transport, including shared transport</i> • <i>Increase the share of active travel to, within and through the main settlements in the region for shorter, everyday journeys</i> • <i>Increase the share of public transport to, within and through the main settlements in the region by providing viable alternatives to single occupancy private car use</i> • <i>Reduce emissions generated by the strategic transport system</i>
An inclusive strategic transport system that improves the affordability and accessibility of public transport	<ul style="list-style-type: none"> • <i>Increase public transport share by improving the connections at transport interchanges, and recognising needs of remote communities</i> • <i>Improve mobility and inclusion, recognising the needs of remote communities in Argyll & Bute, and disadvantaged and vulnerable users</i> • <i>Reduce transport poverty in Argyll & Bute with a</i>



	<p><i>focus on increasing travel choice in the top 15% most access deprived zones in Scotland</i></p> <ul style="list-style-type: none"> • <i>Reduce the reliance on private car for access to key centres for healthcare, employment and education, with a focus on shared transport in targeted areas</i>
<p>A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing</p>	<ul style="list-style-type: none"> • <i>Reduce the adverse impacts of the strategic transport system, on communities by embedding place-making principles in the strategic transport system</i> • <i>Increase the share of active travel to, within and through the main settlements in the region for shorter, everyday journeys to key attractors</i> • <i>Reduce demand for unsustainable travel arising from nationally significant growth areas, taking cognisance of Local Development Plans and the emerging NPF4</i>
<p>An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland</p>	<ul style="list-style-type: none"> • <i>Increase sustainable access to labour markets and key centres for employment, education and training</i> • <i>Increase competitive transport access between Argyll & Bute and key markets, by reducing costs and improving journey time reliability for commercial transport between Argyll and the central belt</i> • <i>Increase resilience of accesses to key domestic and international markets to encourage people to live, study, visit and invest in Argyll & Bute</i> • <i>Make better use of existing transport infrastructure in Argyll & Bute through the adoption of beneficial innovations, particularly those contributing to sustainable public/shared transport</i> • <i>Increase the mode share of freight by sustainable modes, by improving the sustainable intra and inter region movement of goods on, and between, the mainland and islands</i>
<p>A reliable and resilient strategic transport system that is safe and secure for users</p>	<ul style="list-style-type: none"> • <i>Improve travel times and reliability on the transport system in Argyll & Bute, taking cognisance of the potential for future growth in key sectors, including marine sciences, forestry, tourism, aquaculture, and the wider food and drink sector</i> • <i>Improve resilience from disruption on the strategic transport system in Argyll & Bute to strengthen connectivity within, and to/from, the region</i> • <i>Reduce transport related casualties in line with reduction targets, with a particularly focus on the A82, A83 and A85</i> • <i>Improve resilience through climate change adaptation</i>



within the management and maintenance of Argyll & Bute's strategic road, rail, ferry and aviation infrastructure

- *Improve actual and perceived personal security on the transport system, particularly on parts of the transport network with poor mobile coverage*

Table 8: Mapping of Problem and Opportunity Themes to Objectives

STPR2 Objectives	Sub-objectives	Themes				
		Connectivity	Travel Times and Reliability	Resilience	Road Safety	Sustainable Travel and the Environment
A sustainable strategic transport system that contributes significantly to the Scottish Government's net zero emissions target	Reduce the consumption of fossil fuels from the strategic transport system in Argyll & Bute and support a shift to more sustainable modes of transport, including shared transport					
	Increase the share of active travel to, within and through the main settlements in the region for shorter, everyday journeys					
	Increase the share of public transport to, within and through the main settlements in the region by providing viable alternatives to single occupancy private car use					
	Reduce emissions generated by the strategic transport system					
An inclusive strategic transport system that improves the affordability and accessibility of public transport	Increase public transport share by improving the connections at transport interchanges, and recognising needs of remote communities					
	Improve mobility and inclusion, recognising the needs of remote communities in Argyll & Bute, and disadvantaged and vulnerable users					
	Reduce transport poverty in Argyll & Bute with a focus on increasing travel choice in the top 15% most access deprived zones in Scotland					
	Reduce the reliance on private car for access to key centres for healthcare, employment and education, with a focus on shared transport in targeted areas					
A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing	Reduce the adverse impacts of the strategic transport system, on communities by embedding place-making principles in the strategic transport system					
	Increase the share of active travel to, within and through the main settlements in the region for shorter, everyday journeys to key attractors					
	Reduce demand for unsustainable travel arising from nationally significant growth areas, taking cognisance of Local Development Plans and the emerging NPF4					
An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland	Increase sustainable access to labour markets and key centres for employment, education and training					
	Increase competitive transport access between Argyll & Bute and key markets, by reducing costs and improving journey time reliability for commercial transport between Argyll and the central belt					
	Increase resilience of accesses to key domestic and international markets to encourage people to live, study, visit and invest in Argyll & Bute					
	Make better use of existing transport infrastructure in Argyll & Bute through the adoption of beneficial innovations, particularly those contributing to sustainable public/shared transport					
	Increase the mode share of freight by sustainable modes, by improving the sustainable intra and inter region movement of goods on, and between, the mainland and islands					
A reliable and resilient strategic	Improve travel times and reliability on the transport system in Argyll & Bute, taking cognisance of the potential for future growth in key sectors, including marine sciences, forestry, tourism, aquaculture, and the wider food and drink sector					



STPR2 Objectives	Sub-objectives	Themes				
		Connectivity	Travel Times and Reliability	Resilience	Road Safety	Sustainable Travel and the Environment
transport system that is safe and secure for users	Improve resilience from disruption on the strategic transport system in Argyll & Bute to strengthen connectivity within, and to/from, the region					
	Reduce transport related casualties in line with reduction targets, with a particularly focus on the A82, A83 and A85					
	Improve resilience through climate change adaptation within the management and maintenance of Argyll & Bute's strategic road, rail, ferry and aviation infrastructure					
	Improve actual and perceived personal security on the transport system, particularly on parts of the transport network with poor mobile coverage					



5. Approach to Option Generation and Sifting

5.1. Strategic Options

As set out earlier, STPR2 specifically focusses on Scotland's key strategic transport assets. In the context of STPR2, a strategic transport project is defined as any transport project that materially contributes to Scottish Government/Transport Scotland policies and strategies.

Specifically, this will include:

- any transport project that plays a significant part in supporting the four NTS2 priorities and related outcomes;
- projects or groups of projects related to transport networks owned, operated and funded directly by Transport Scotland;
- passenger and freight access to ports and airports of national significance, and
- the inter-urban bus and active travel networks and principal corridors within urban areas.

Within the overall definition above options considered within the STPR2 may include:

- Demand management measures, including use of technology and innovation, behavioural change and regulatory control;
- Strategic maintenance and safety measures;
- Strategic measures to increase travel by active travel modes;
- Public transport improvements, including interchanges, road space allocation, technology and ticketing;
- Links to/from areas of economic activity of national significance;
- Appropriate policy and financial instruments (that are within the responsibility of Scottish Government);
- Targeted infrastructure improvements on the transport networks owned, operated and funded directly by Transport Scotland;
- Changes to the operation of air and ferry terminals and services;
- Infrastructure measures at ports and harbours of national significance; and
- Improved access to airports of national significance.

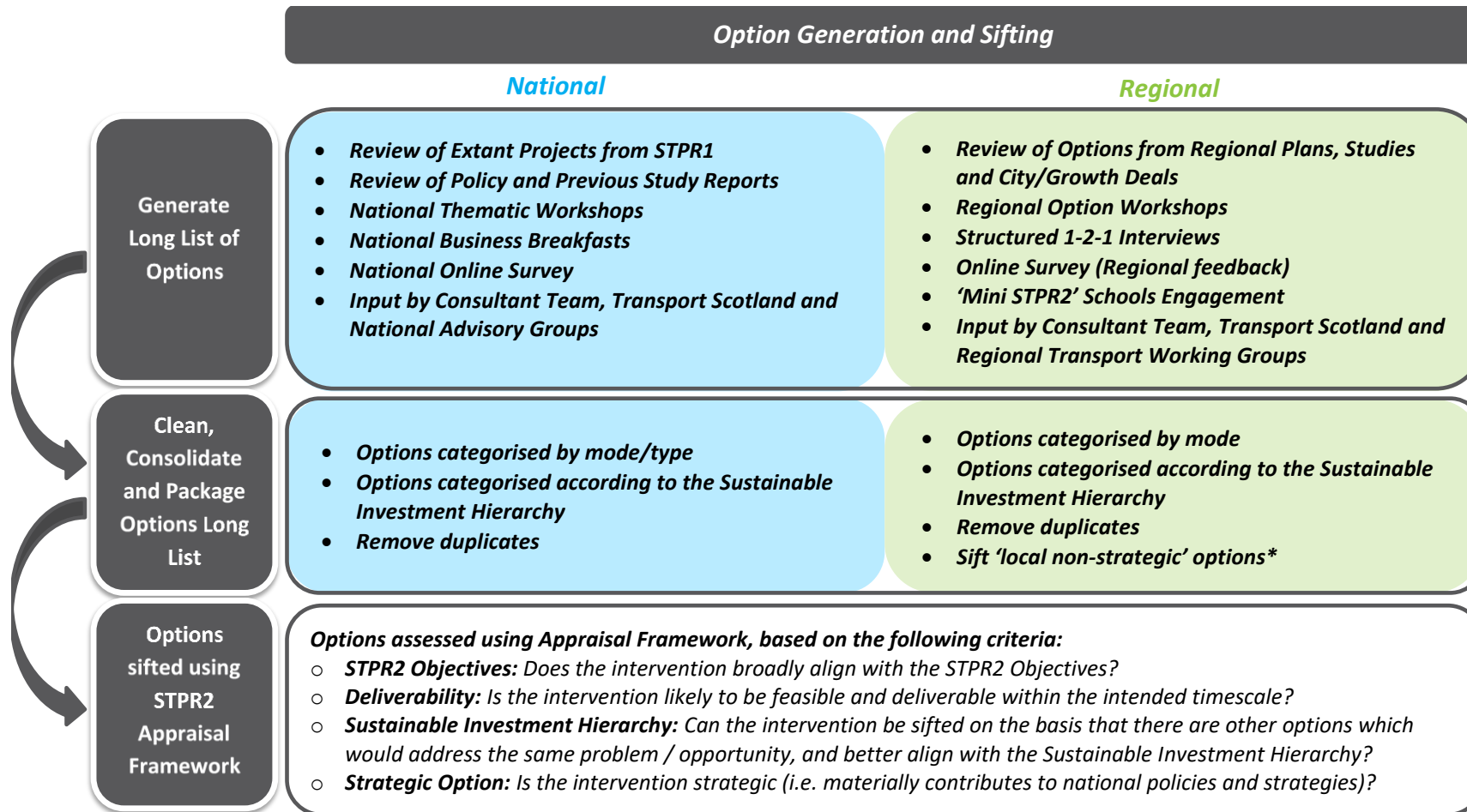
A strategic transport project will not include:

- Changes in vehicle regulation and taxation;
- Planning led initiatives (e.g. changes to the statutory planning process);
- Changes to the governance framework within which transport delivery and operation takes place;
- Concessionary fares; or
- Routine and cyclic maintenance measures.



5.2. Approach

Going forward, a long list of options will be developed and sifted in line with the approach set out in Figure 31.



* Local options which could become strategic as part of a national programme of interventions, or could be packaged to become strategic would be taken forward. Other, local options specific to an issue in a region would be sifted from STPR2 and the evidence shared with the respective regional/local transport organisation for further consideration.

Figure 31: Approach to Option Generation and Sifting

The resulting short list of interventions will be appraised in line with the STAG-based Appraisal Framework developed for STPR2.

A long list of interventions for consideration through STPR2 will be generated from a range of national and regional option generation exercises.

At the Argyll & Bute level, work has included the intervention workshops held in Lochgilhead and Arrochar in November 2019, as well as a review of interventions previously identified for the region.

The process of option generation for STPR2 is being informed and structured around the sustainable investment hierarchy which is outlined within the NTS2, shown in Figure 32.



Figure 32: The Sustainable Investment Hierarchy

5.3. Next Steps

Going forward, the long list of options will be developed and sifted in line with the approach set out in Section 5.2, with the resulting short list of interventions appraised in line with the STAG based Appraisal Framework developed for STPR2.

As part of ongoing engagement, comments on this draft Case for Change Report can be submitted using a comments form that can be accessed here <https://www.snapsurveys.com/wh/s.asp?k=158213288909&QA=2>. The closing date for comments is midnight on Wednesday 8th April 2020.



APPENDICES

Jacobs **AECOM**

Appendix A: Figures

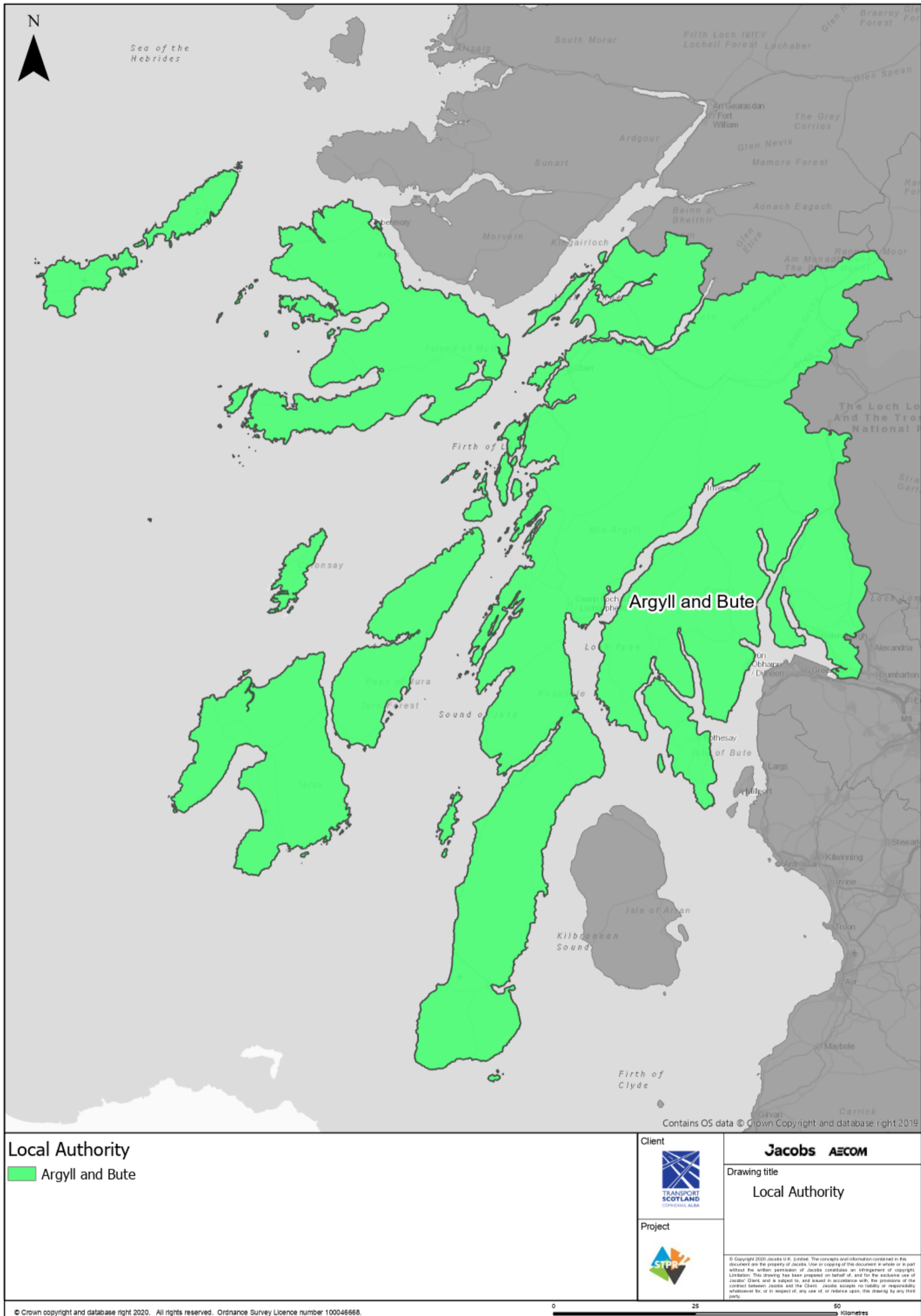


Figure A - 1: Argyll & Bute Local Study Area

(click image to go back to main report)

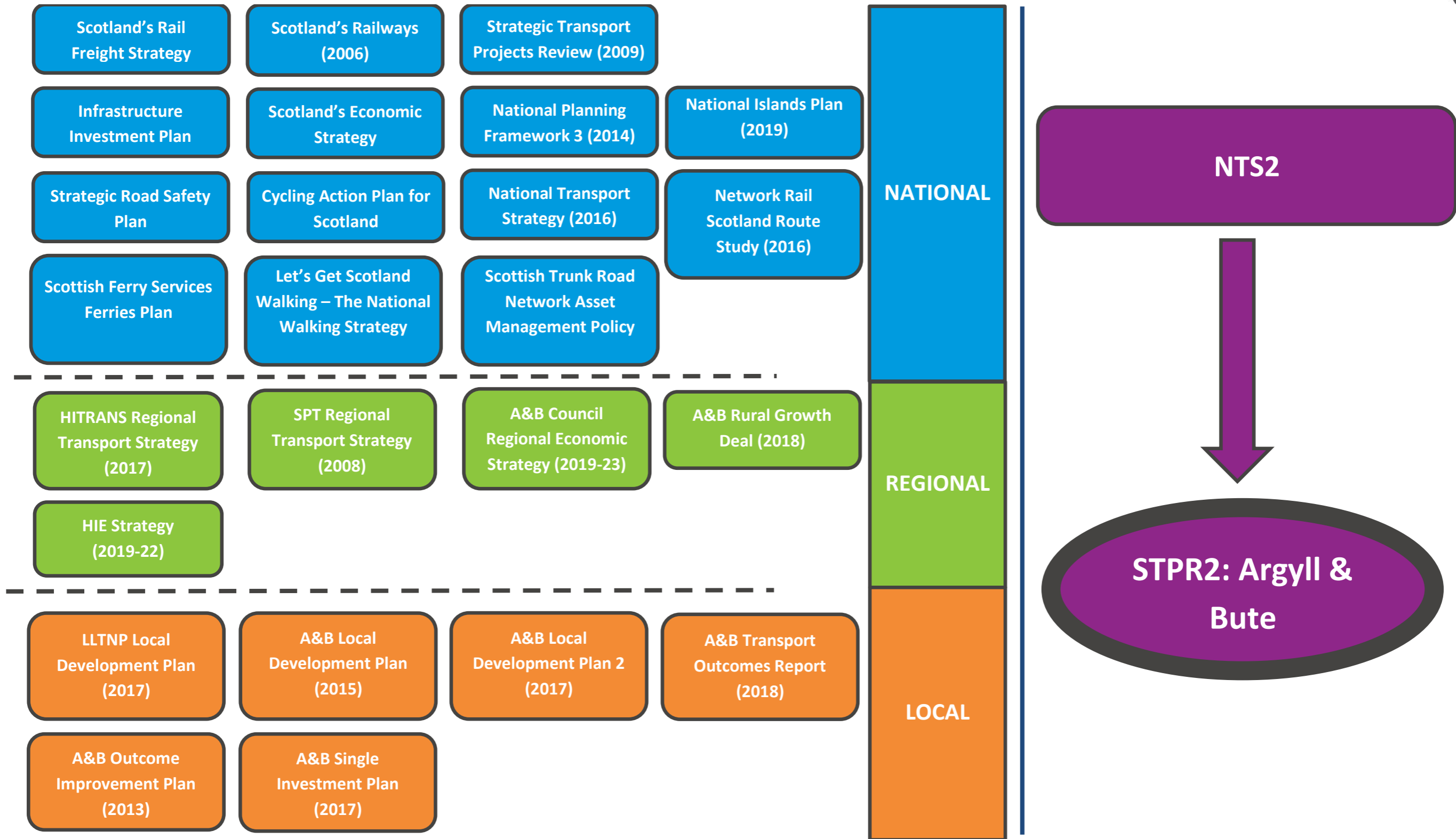
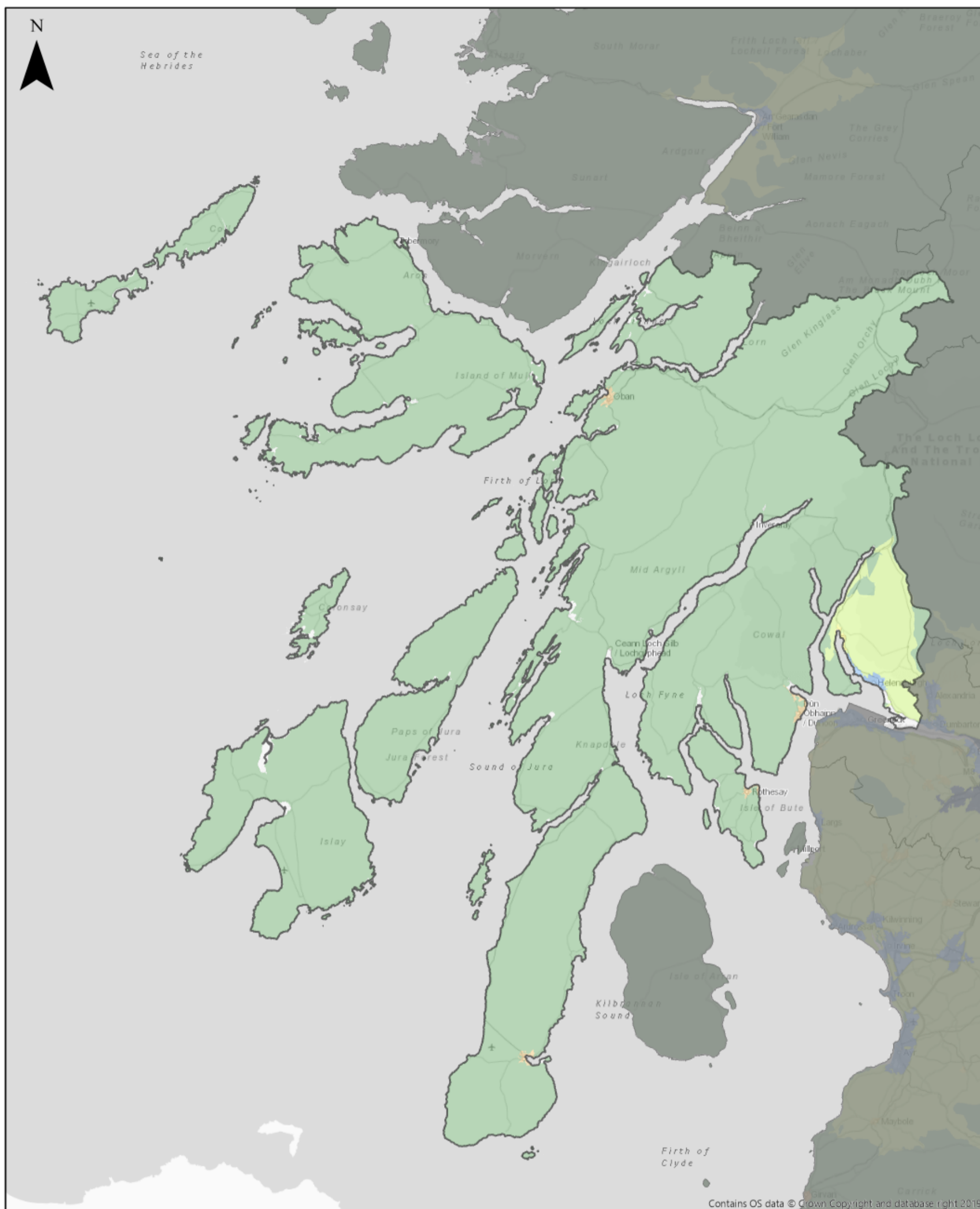


Figure A - 2: Policy Review
 (click image to go back to main report)



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Urban Rural 2016 6-Fold Classification

- 1, Large Urban Areas
- 2, Other Urban Areas
- 3, Accessible Small Town
- 4, Remote Small Town
- 5, Accessible Rural
- 6, Remote Rural

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<p>Project</p>	<p>Drawing title</p> <p>Urban and Rural Classification</p>
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Figure A - 4: Urban Rural 2016 6-fold Classification

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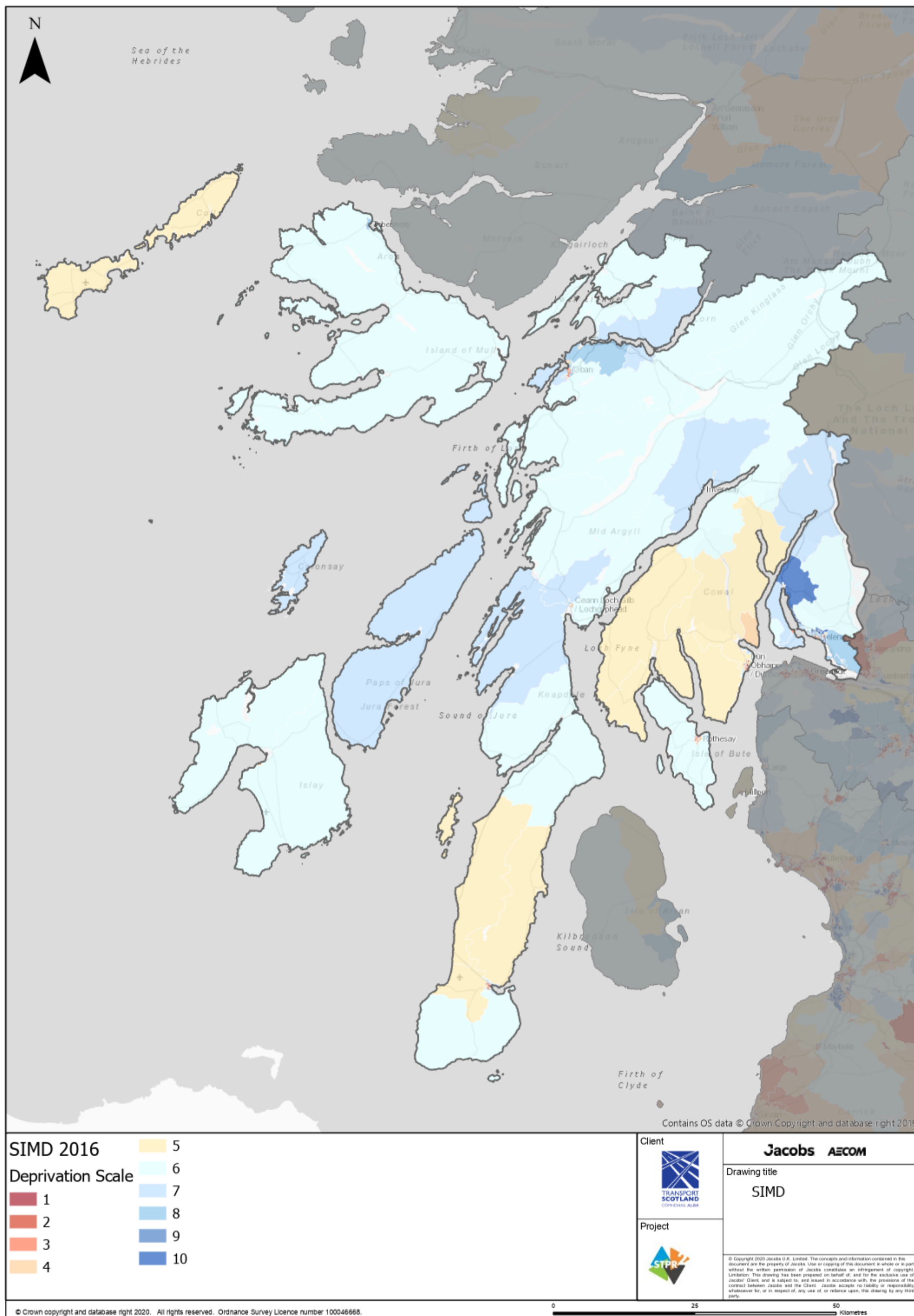


Figure A - 5: Scottish Index of Multiple Deprivation (2016)

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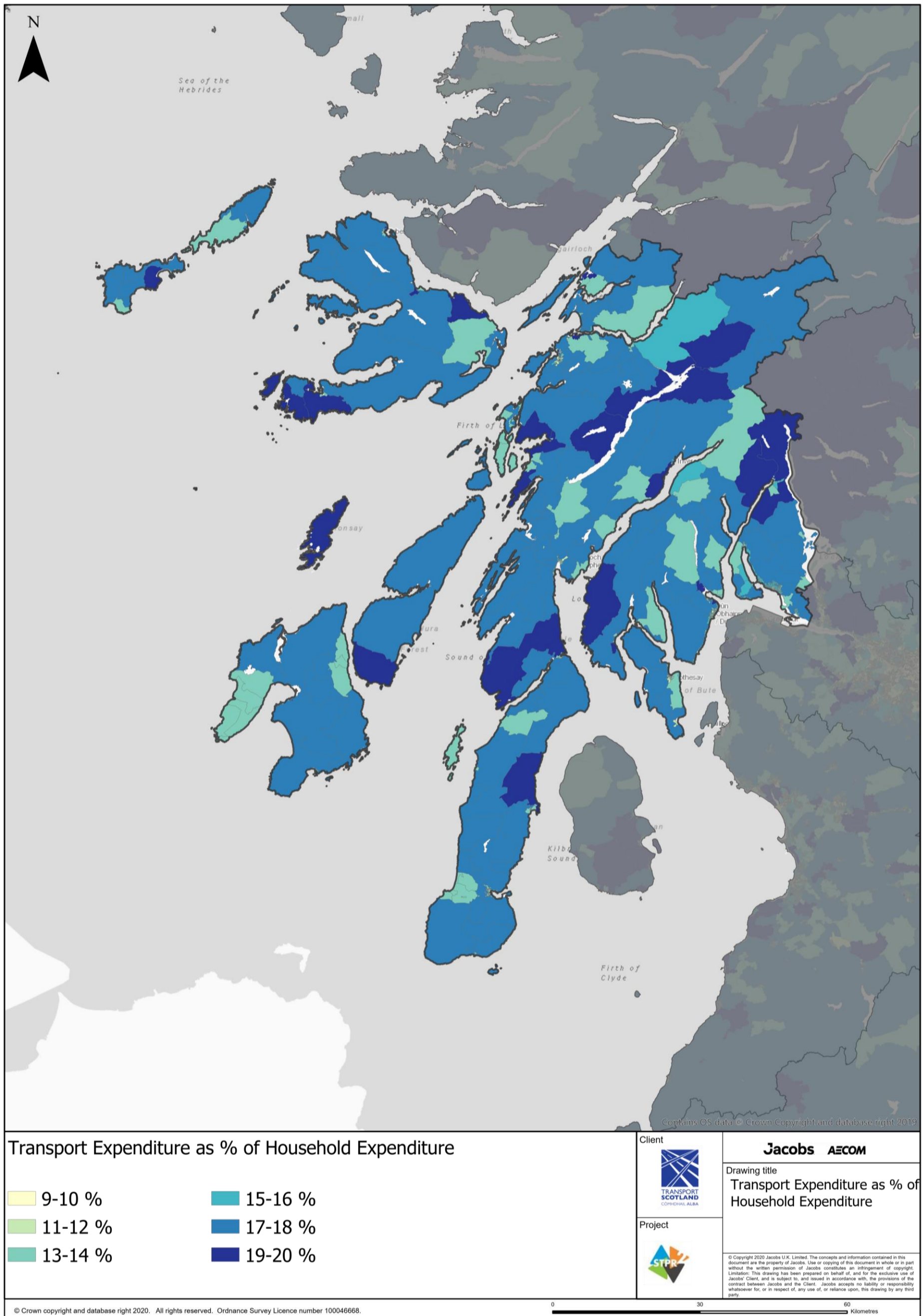


Figure A - 6: Transport Expenditure as a Proportion of Household Income

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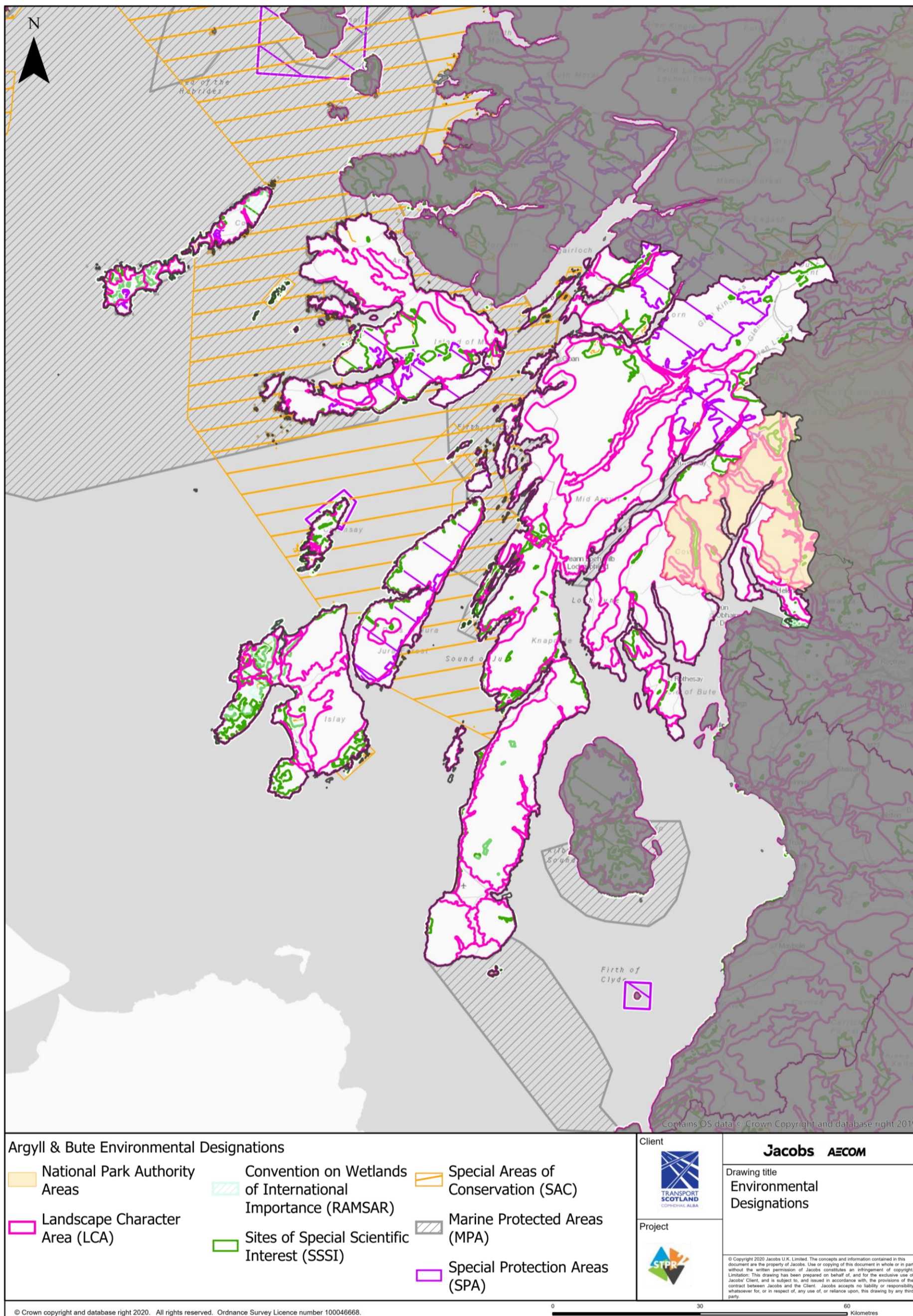
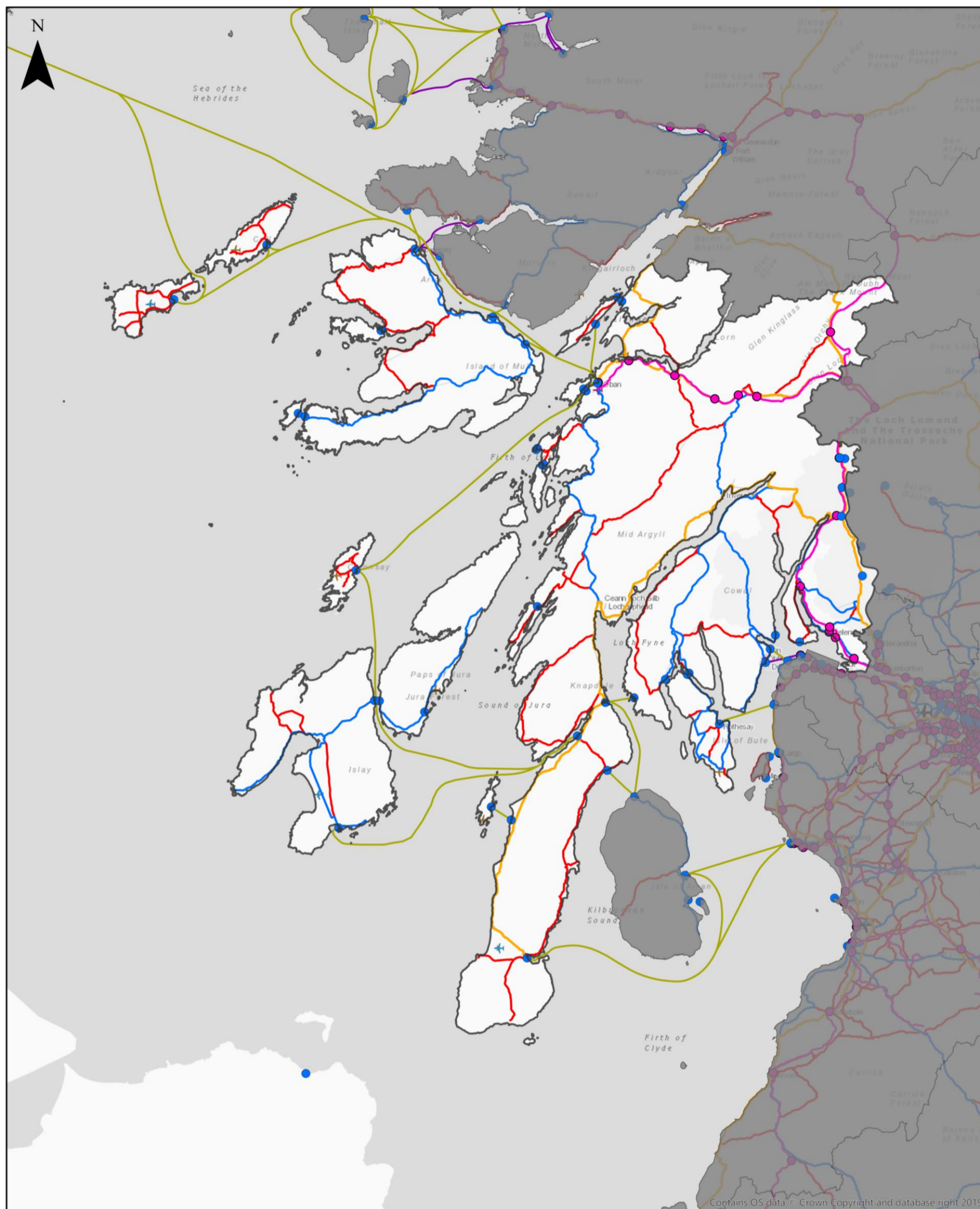


Figure A - 7: Environmental Designations

(click image to go back to main report)



Transport Network ✈ Large Airport ✈ Medium Airport ✈ Small Airport ✈ Heliport ● Ferry Ports			● Railway Station — A Road — B Road — Railway Track (All)			— Passenger Ferry Routes — Vehicle Ferry Routes — Trunk Roads		
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			Project 			<small>© Copyright 2020 Jacobs U.K. Limited. The concepts and information contained in this document are the property of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright. Limitation: This drawing has been prepared on behalf of, and for the exclusive use of Jacobs' Client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the Client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this drawing by any third party.</small>		
			0 30 60 Kilometres					

Figure A - 8: Argyll & Bute Transport Network

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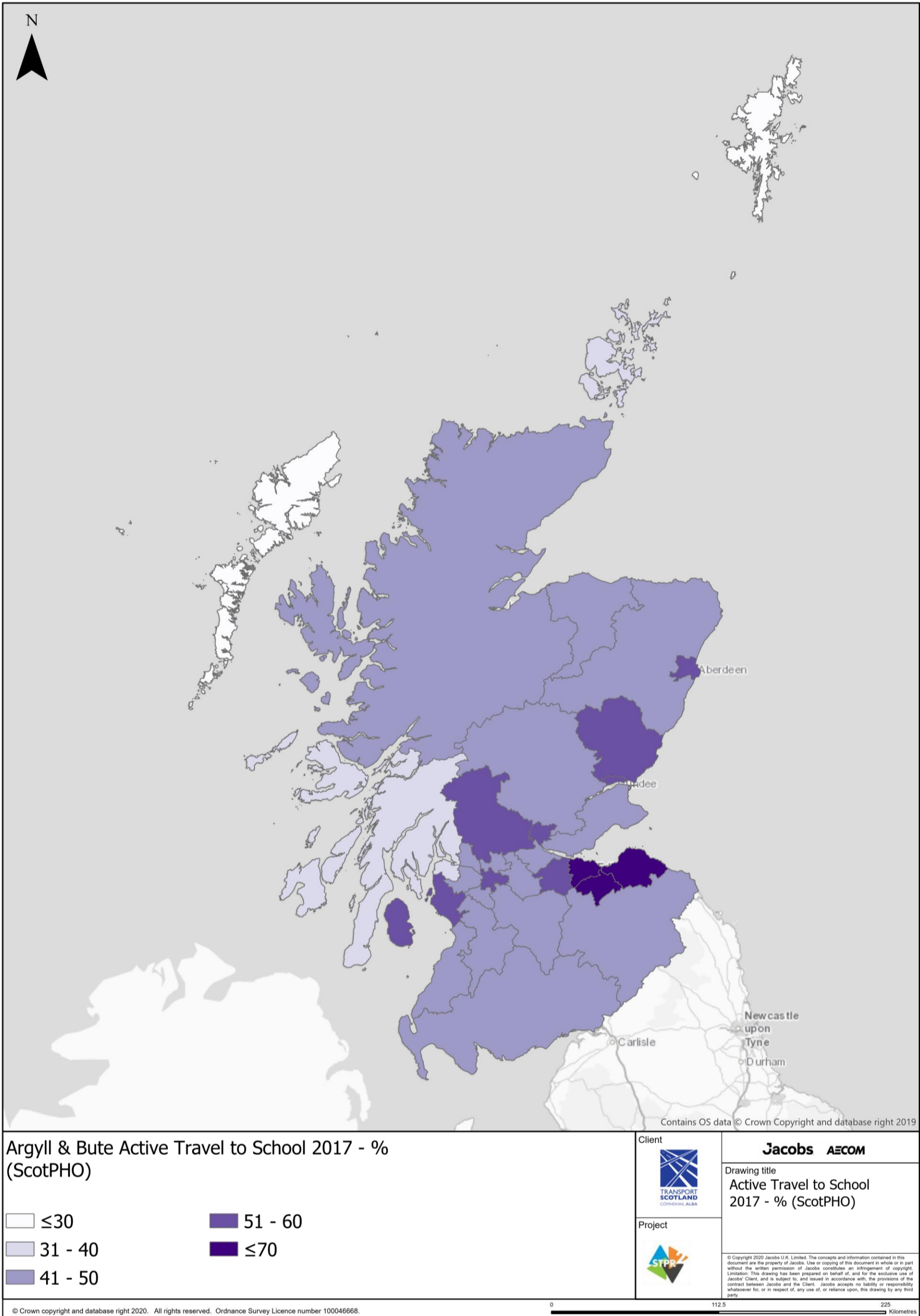


Figure A - 9: Active Travel to School (2017)

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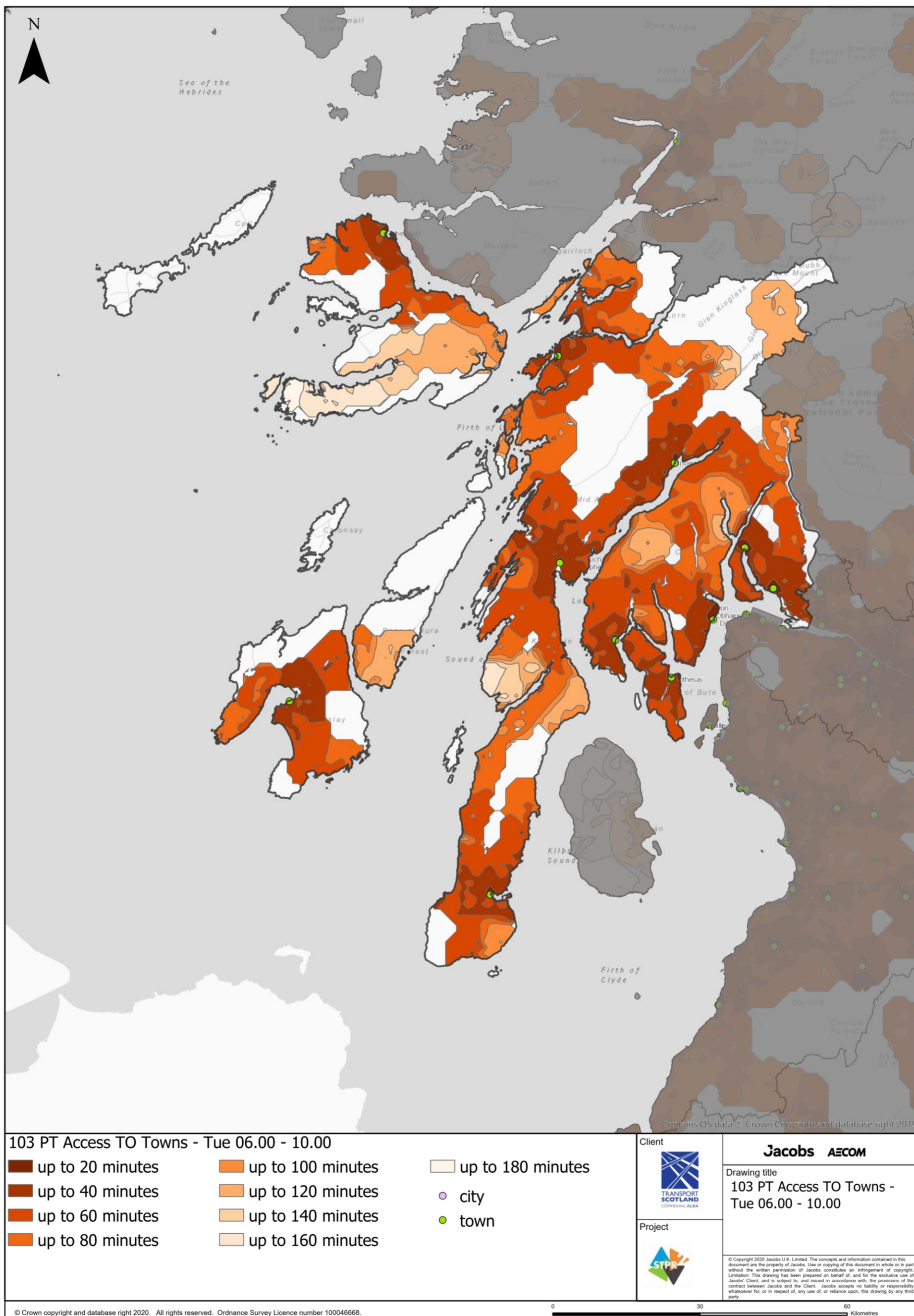
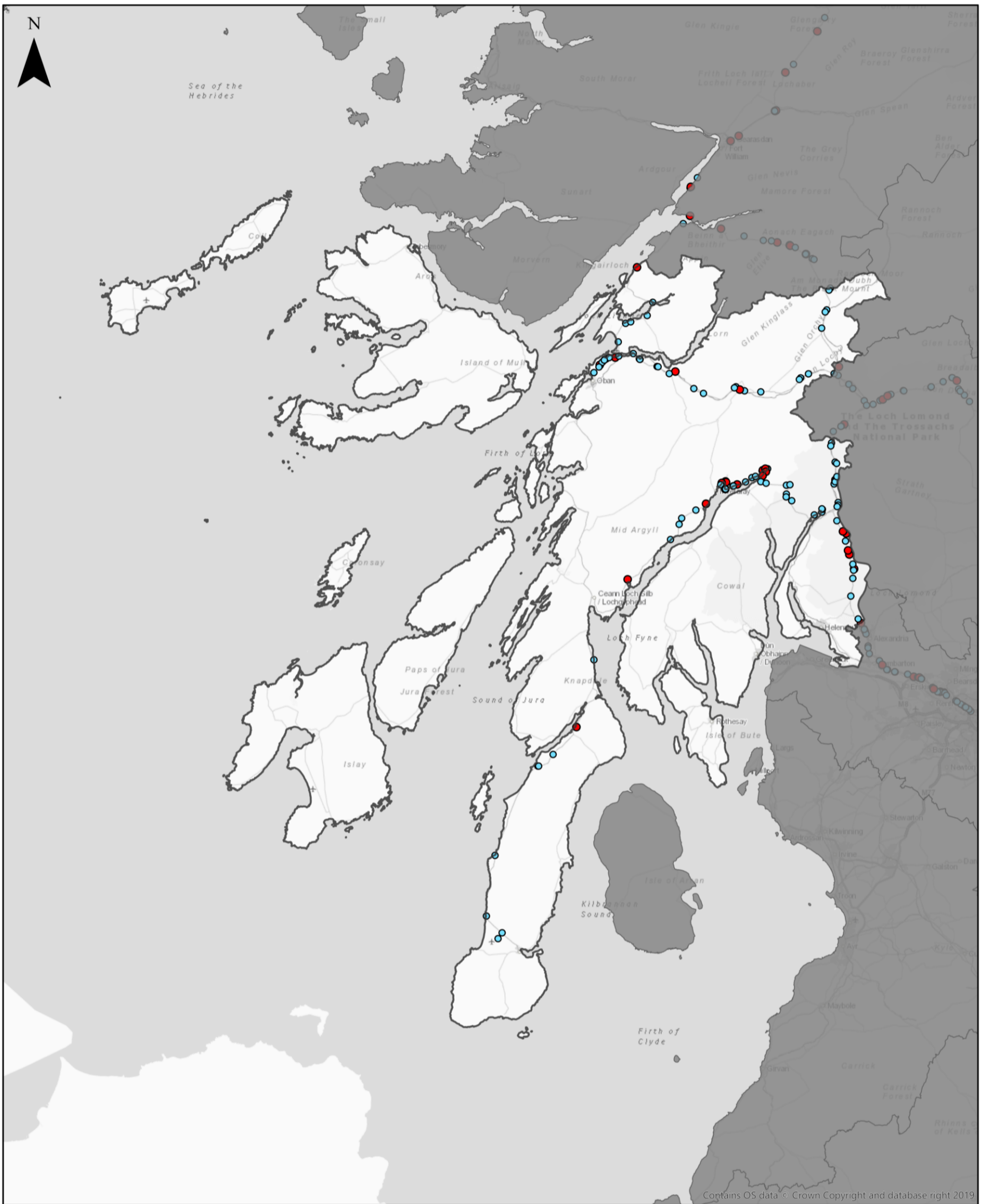


Figure A - 10: Public Transport Access to Nearest Town (AM)

(click image to go back to main report)



Road Accidents - 2013-2017 ● Fatal ● Serious		Client 	Jacobs AECOM Drawing title Trunk Road Accidents - 2013 - 2017
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Figure A - 11: Trunk Road Fatal and Serious Accidents (2013 - 2017)

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Appendix B: List of Policy Documents

Theme	Title	Author	Year
National			
Transport	National Transport Strategy	Transport Scotland	2020
Development	National Islands Plan	The Scottish Government	2019
Transport	Scottish Trunk Road Network Asset Management Strategy	Transport Scotland	2018
Transport	Cycling Action Plan for Scotland	Transport Scotland	2017
Transport	Strategic Road Safety Plan	Transport Scotland	2016
Transport	Network Rail Scotland Route Study	Network Rail	2016
Transport	Scotland's Rail Freight Strategy	Transport Scotland	2016
Development	Infrastructure Investment Plan	The Scottish Government	2015
Economy	Scotland's Economic Strategy	The Scottish Government	2015
Development	National Planning Framework 3	The Scottish Government	2014
Transport	Let's Get Scotland Walking	The Scottish Government	2014
Transport	Scottish Ferry Services Ferries Plan 2013 – 2022	Transport Scotland	2013
Transport	Strategic Transport Projects Review	Transport Scotland	2009
Transport	Scotland's Railways	Transport Scotland	2006

Theme	Title	Author	Year
Regional			
Economy	Economic Strategy 2019 – 2023	Argyll & Bute Council	2019
Economy	Rural Growth Deal	Argyll & Bute Council	2018
Transport	Regional Transport Strategy	HITRANS	2017
Economy	Highlands and Islands Enterprise 2019 – 2022 Strategy	Highlands and Islands Enterprise	2019
Transport	The Regional Transport Strategy	SPT	2008
Local			
Transport	Transport Outcomes Report for Argyll & Bute	SPT	2018
Development	Local Development Plan 2 Main Issues Report	Argyll & Bute Council	2017
Development	Local Development Plan 2017 - 2021	Loch Lomond & the Trossachs National Park	2017
Economy	The Single Investment Plan	Argyll & Bute Council	2017
Development	Local Development Plan Written Statement	Argyll & Bute Council	2015
Development	Argyll & Bute Outcome Improvement Plan	Argyll & Bute Community Planning Partnership	2013

Appendix C: Stakeholder Engagement

Engagement Type	Date	Venue	Purpose and Details	No. of Attendees
Problems & Opportunities Workshop	Friday, 3 rd May 2019	Helensburgh and Lomond Civic Centre, Helensburgh	Workshop with stakeholders including representatives from local authorities, transport operators & associations, business groups and organisations, community groups, campaign groups, tourism organisations, user groups, emergency services, higher education / research organisations and skills agencies to identify transport-related problems and opportunities in the region	12
	Wednesday, 8 th May 2019	Tarbert Village Hall, Tarbert		7
	Wednesday, 15 th May 2019	Queens Hall, Dunoon		14
	Thursday, 30 th May 2019	The Royal Hotel, Oban		12
Structured Interviews	July – November 2019	-	Interviews with key stakeholders to identify transport-related problems in, and opportunities for, the region	6
Interventions Workshop	Monday 18 th November 2019	Kilmory House, Lochgilphead	Workshop with stakeholders including representatives from local authorities, transport operators & associations, business groups and organisations, community groups, campaign groups, tourism organisations, user groups, emergency services, higher education / research organisations and skills agencies, to identify potential interventions to address problems and opportunities previously identified	23
	Friday 21 st November 2019	Three Villages Hall, Arrochar		13



Engagement Type	Date	Venue	Purpose and Details	No. of Attendees
Elected Members Problems & Opportunities Briefing / Workshop	Monday 17 th June 2019	Kilmory House, Lochgilphead	Elected Members from across the region attended a briefing session on emerging findings from STPR2 and to provide feedback on problems and opportunities that should be considered	17
Elected Members Interventions Briefing / Workshop	Monday 11 th November 2019	Kilmory House, Lochgilphead	Elected Members from across the region attended a briefing session on emerging findings from STPR2 and to provide feedback on potential interventions that should be considered as the study moves forward	18
Online Survey	Monday 2 nd December 2019 – Friday 10 th January 2020	Online	Online survey promoted to members of the public and organisations to validate emerging problems from the STPR2 process and to provide feedback on potential interventions to improve the strategic transport network, across all modes, in the future	137 responses

