

A Masterplan and Delivery Programme for Fort William and Lochaber

Prìomh Phlana agus Prògram Lìbhrigidh airson
**a' Ghearasdain
agus Loch Abar**



Highlands and Islands Enterprise
Iomairt na Gàidhealtachd 's nan Eilean



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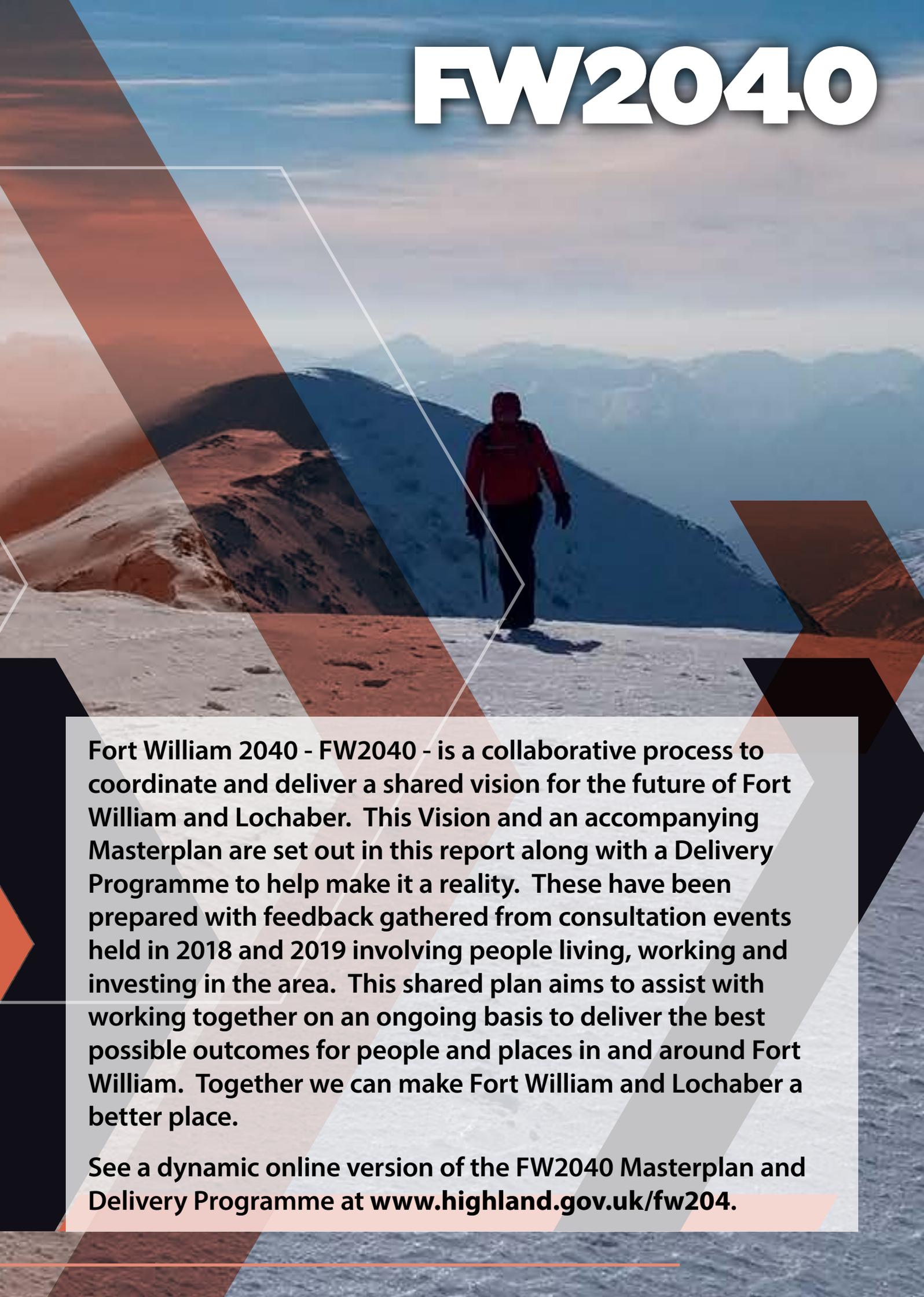


FW2040

2020 2030

2050

FW2040



Fort William 2040 - FW2040 - is a collaborative process to coordinate and deliver a shared vision for the future of Fort William and Lochaber. This Vision and an accompanying Masterplan are set out in this report along with a Delivery Programme to help make it a reality. These have been prepared with feedback gathered from consultation events held in 2018 and 2019 involving people living, working and investing in the area. This shared plan aims to assist with working together on an ongoing basis to deliver the best possible outcomes for people and places in and around Fort William. Together we can make Fort William and Lochaber a better place.

See a dynamic online version of the FW2040 Masterplan and Delivery Programme at www.highland.gov.uk/fw204.

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1. The Role and Purpose of FW2040

Dreuchd agus Adhbhar FW2040

Fort William 2040 - FW2040 - is an ongoing project to plan, refine and implement a shared vision for the future of Fort William and Lochaber. This report provides feedback on the FW2040 consultation and outlines details of the main developments and improvements that are seen as being vital to delivering this vision. This report is also a tool for monitoring the delivery of these changes against the future vision with ongoing collaboration between public agencies and those living, working and investing in the area. The outcome of the most recent FW2040 consultation and the future actions for delivery are set out in this report. This section describes the process so far and the ongoing process for working together; Section 2 sets out the vision for Fort William and Lochaber; Section 3 sets out the Masterplan which contains the main developments for delivering that vision; Section 4 is a Delivery Programme which describes the actions and responsibilities for individual projects and provides a tool for monitoring this project.

What has happened so far?

The FW2040 project is aimed at engaging anyone with an interest in the future of the area to contribute to its future vision, and to be directly involved in establishing actions and responsibilities for delivery. At the outset, an initial masterplan was prepared based on all the proposed developments and ambitions of local communities, local government and community partnerships. Through 2018 and 2019 this initial masterplan formed the basis of the FW2040 consultation – a series of engagement events involving a wide range of stakeholders. Particular input was sought from young people and those living, working and investing in the Fort William area. A full summary of the 2019 consultation undertaken and the feedback received is set out in Appendix 1. The FW2040 project is closely linked to the adopted West Highland and Islands Local Development Plan (WestPlan). The principal projects shown on the FW2040 Masterplan and listed in the FW2040 Delivery Programme are in line with the adopted WestPlan which cross references the FW2040 process. Further detail about the WestPlan and its Delivery Programme is available on the [Council's website](#)¹. FW2040 will be an ongoing way of monitoring the implementation of WestPlan for Fort William and Lochaber.

1 www.highland.gov.uk/fw2040



What's next?

This report marks the latest update of an ongoing process of collaboration between community groups and public agencies to monitor, record and communicate progress in delivering individual developments and projects and the wider FW2040 vision. The first public annual review event was held in 2019 and it is proposed to continue this review of progress. A dynamic online FW2040 Masterplan is also available on the [Council's website²](#).

The annual updates are referred to the Council's relevant committee after the annual public event and Community Council representatives and other stakeholders are given the opportunity to work with local elected Members in considering and steering the monitoring and implementation process.

This ongoing and collaborative approach will allow for consideration of new information on the delivery of projects and feedback from the engagement exercise and broker a renewed consensus in making sure the Delivery Programme is on track and is contributing to achieving the FW2040 vision. This monitoring activity also identifies whether any aspirational projects should be carried through to the committed projects table. Projects that fit with the vision, outcomes and principles for the area, and that have a reasonable prospect of delivery are considered for promotion into the projects list.

The ongoing FW2040 engagement and updating process drives the content of the FW2040 Delivery Programme (detailed in section 5 of this document) which in turn is a principal component of the Delivery/Action Programme of WestPlan.

² www.highland.gov.uk/fw2040

2. The Vision

An Lèirsinn

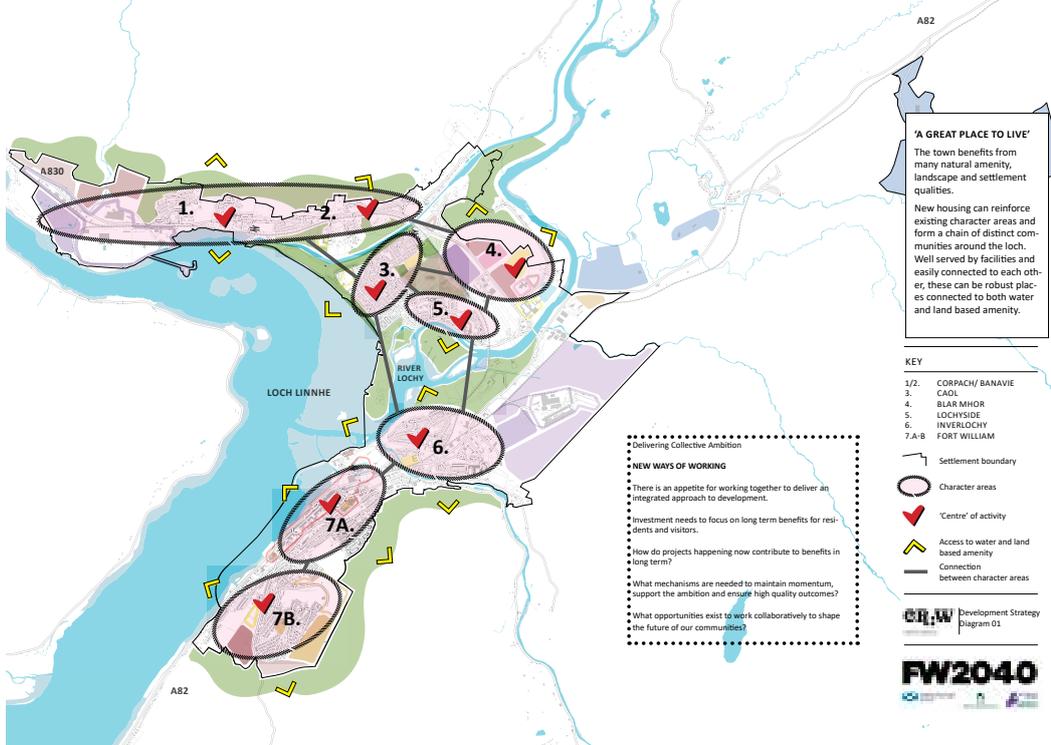
The FW2040 consultation process generates feedback on the sort of place Fort William and its wider area could and should be. Most of the focus is on physical, spatial ideas about the better use of land and water but contributors have also recognise that far more can be achieved if all stakeholders work together. The consensus view on the wider qualities and values the town and area should represent are distilled into the following four themes:

- | | |
|---|--|
| <ul style="list-style-type: none">• A Great Place to Live;• A Connected Place;• A Place Facing Water; | These three elements of the vision are described and illustrated in more detail in the following concept diagrams. These diagrams are indicative and do not necessarily provide an indication of a specific project. |
| <ul style="list-style-type: none">• A Place with Collective Ambition. | This element of the vision relates to new ways of working which are described in Section 1 of this report. |

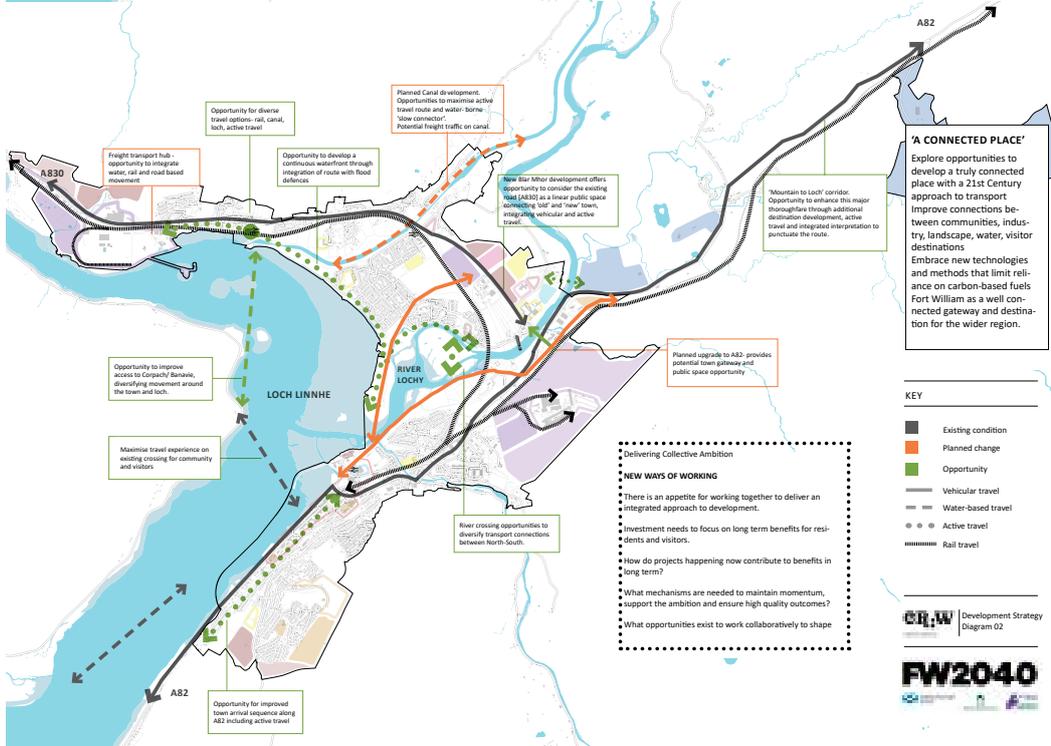
The 2019 feedback introduced a new overarching theme of addressing the climate change and ecological emergency, which many respondents felt should be a guiding principle for FW2040.

These themes provide a broader purpose for delivering change in the town, and also a framework for considering how individual suggested developments and improvements fit with the overall vision.

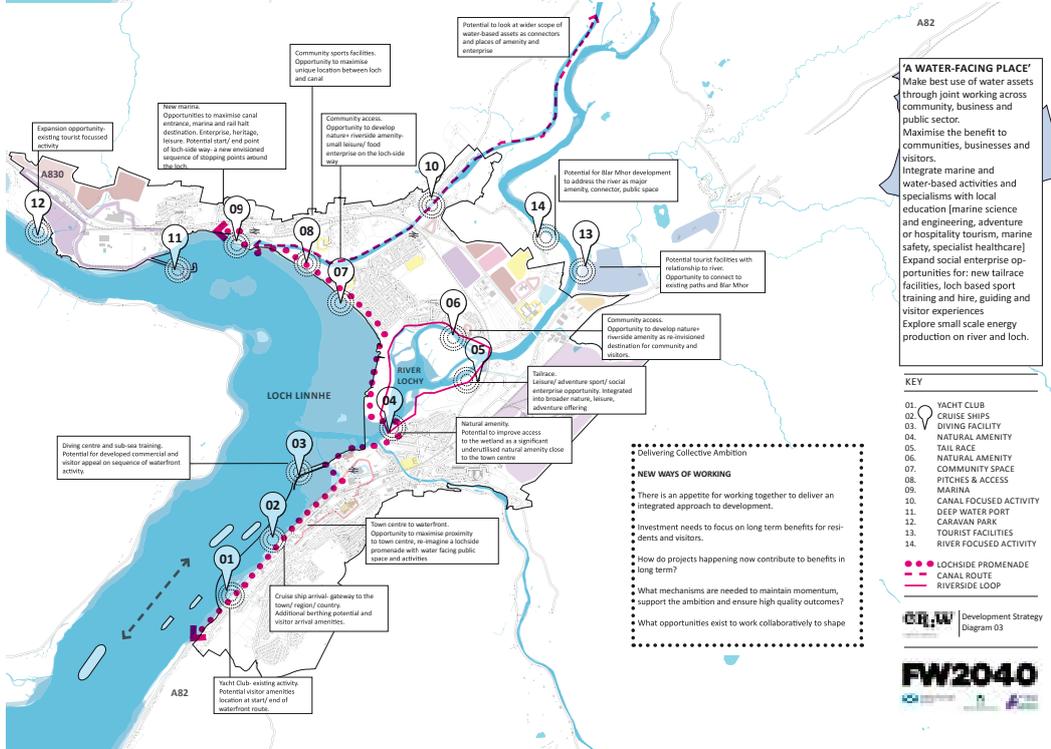




A Great Place to Live



A Connected Place



A Place Facing Water

3. The FW2040 Masterplan

Prìomh Phlana FW2040

The Masterplan below and [online³](#) illustrates the list of physical projects that are being progressed as part of FW2040 vision. These projects are at different stages and many require further work to explore feasibility and funding to enable their delivery, but they all have a degree of commitment that makes them worthy of inclusion and further refinement. Also listed are a series of local political priorities agreed by the Lochaber Committee. The principal current projects are as follows:

Project Name	Project Description
A Place Facing Water	
Corpach Port Expansion (1)	Phased expansion of port facilities, connectivity and shore-based back up land largely in line with the expansion of local employers.
Corpach Canal Entrance Marina (2)	40 berth marina.
Canal Related Tourism Projects (3)	Enhanced tourist accommodation, facilities and events (e.g. 2022 bicentenary) along Caledonian Canal.
Tailrace (7)	Kayak competition and training facility.
Cruise Ship Reception Facilities (9)	Improved facilities to transfer and receive cruise ship and seaplane visitors.
A Connected Place	
Nevis Forest Mountain Resort (5)	Additional visitor accommodation
Active Travel (11)	Update of Active Travel Audit.
Fort William Active Travel Audit (a)	
Soldiers Bridge (b)	Refurbishment of connection.
Black Parks (c)	Enhancement of links including Fort William Spine Route.
Bike Carriage By Rail (d)	New rail coaches to allow cycle carriage on local routes.
STAG/STPR2 (e)	Bidding into the future national transport investment programme for local active travel improvements.
Nevis Forest Mountain Resort (12)	Additional recreational facilities.
Road Improvements: STAG / STPR2 (18)	Measures to reduce congestion on A830 and A82 trunk road network.

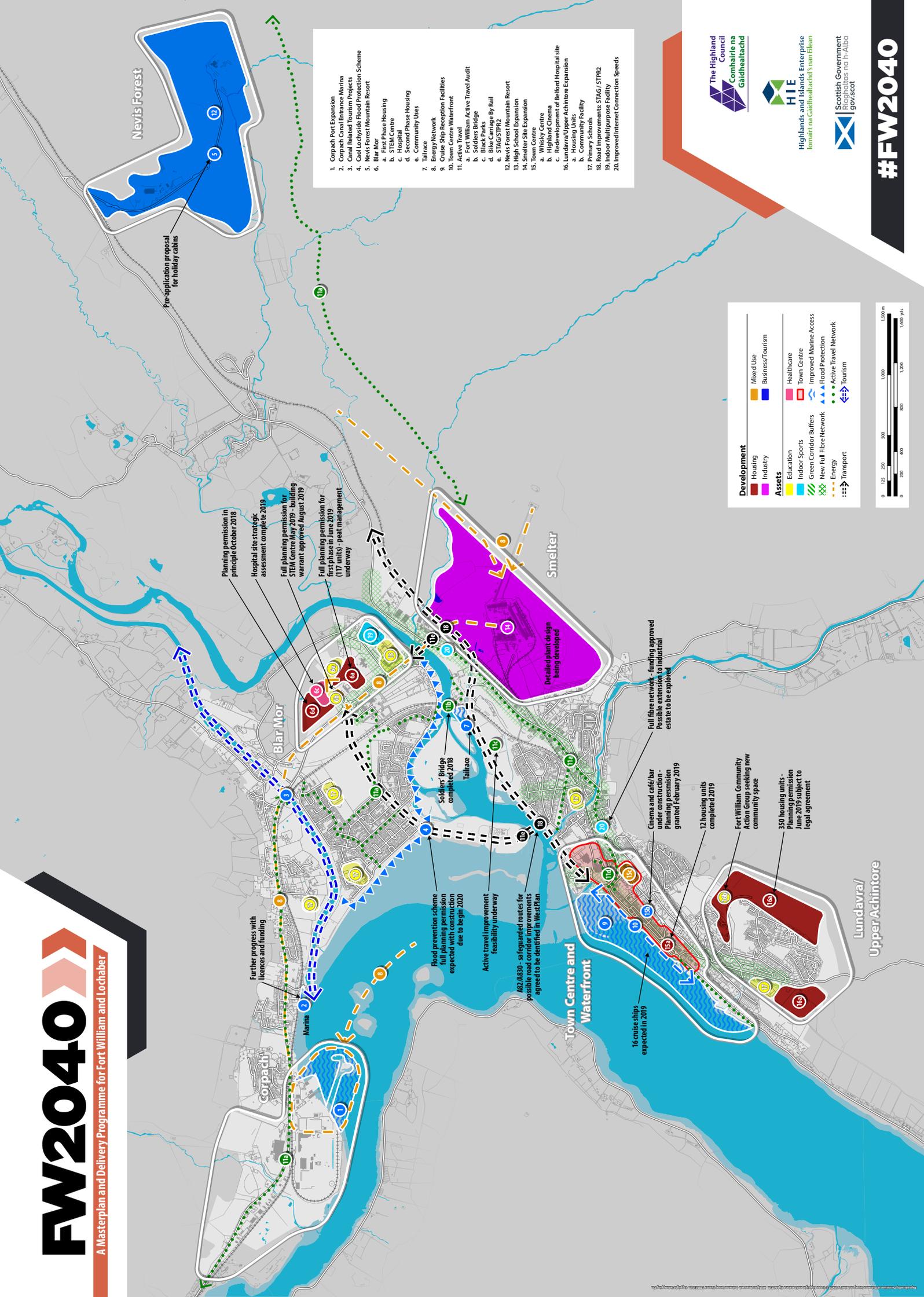
3 www.highland.gov.uk/fw2040

Project Name		Project Description
A Great Place to Live		
Caol Lochyside Flood Protection Scheme (4)		Defence to protect against flooding from River Lochy and Loch Linnhe.
Blar Mor (6)	First Phase Housing (a)	117 housing units.
	STEM Centre (b)	New college building to form a Centre for Science and Technology.
	Hospital (c)	New rural general hospital to replace Belford.
	Second Phase Housing (d)	Up to 133 housing units.
	Community Uses (e)	Land reserved for education or other community uses.
Energy Network (8)		Affordable and sustainable energy network for local employers and households.
Town Centre Waterfront (10)		Enhancement of marine access, shoreline development and promenade.
High School Expansion (13)		Extension to Lochaber High School facilities.
Smelter Site Expansion (14)		Alloy wheel plant and related employment.
Town Centre (15)	Whisky Centre (a)	Redevelopment for housing.
	Highland Cinema (b)	Two screen cinema and café/bar.
	Redevelopment of Belford Hospital site (c)	Redevelopment of site following relocation of hospital.
Lundavra/ Upper Achintore Expansion (16)	Housing Units (a)	c. 350 housing units.
	Community Facility (b)	Fort William Community Action Group seeking to deliver new community space.
Primary Schools (17)		Expansion of Fort William primary school capacities.
Indoor Multipurpose Facility (19)		Multi purpose indoor venue for sports, arts and cultural facilities. Possibly at Blar Mor, An Aird and/or Lochaber Leisure Centre. Review underway.
Improved Internet Connection Speeds (20)		Full fibre broadband network between Fort William's principal public buildings.



FW2040

A Masterplan and Delivery Programme for Fort William and Lochaber



1. Corpach Port Expansion
2. Corpach Canal Entrance Marina
3. Canal Rebridged Flood Protection Projects
4. Canal Lochside Flood Protection Scheme
5. Nevis Forest Mountain Resort
 - a. Blar Mor
 - b. First Phase Housing
 - c. STEM Centre
 - d. Hospital
 - e. Second Phase Housing
 - f. Community Uses
7. Tourism Network
8. Energy Network
9. Cruise Ship Reception Facilities
10. Town Centre Waterfront
11. Active Travel
 - a. Fort William Active Travel Audit
 - b. Soldiers Bridge
 - c. Black Parks
 - d. Site Carriage By Rail
 - e. Green Corridor
12. Nevis Forest Mountain Resort
13. High School Expansion
14. Smelter Site Expansion
15. Town Centre
 - a. Whisky Centre
 - b. Highland Cinema
 - c. Redevelopment of Beilford Hospital site
16. Lundavra/Upper Achintore Expansion
 - a. Housing Units
 - b. Community Facility
17. Primary Schools
18. Road Improvements STAG/STPR2
19. Indoor Multipurpose Facility
20. Improved Internet Connection Speeds



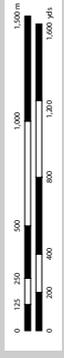
#FW2040

Development

- Housing
- Industry
- Mixed Use
- Business/Tourism

Assets

- Education
- Green Corridor Buffers
- New Full Fibre Network
- Energy
- Transport
- Healthcare
- Town Centre
- Improved Marine Access
- Flood Protection
- Active Travel Network
- Tourism



Planning permission in principle October 2018

Hospital site strategic assessment complete 2019

Full planning permission for STEM centre May 2019 - building warrant approved August 2019

Full planning permission for first phase in June 2019 (117 units) - peat management underway

Detailed plant design being developed

Soldiers' Bridge completed 2018

Tailrace

Full fibre network - funding approved

Possible extension to industrial estate to be explored

Further progress with licences and funding

Flood prevention scheme full planning permission expected with construction due to begin 2020

Active travel improvement feasibility underway

A82/A830 - safeguarded routes for possible road corridor improvements agreed to be identified in WestPlan

16 cruise ships expected in 2019

Cinema and cafe/bar under construction - Planning permission granted February 2019

12 housing units completed 2019

Fort William Community Action Group seeking new community space

350 housing units - Planning permission June 2019, subject to legal agreement

Lundavra/
Upper Achintore

The corresponding delivery programme table in Section 4 outlines the responsibilities, next steps and likely timescales for delivering these projects. This table also lists other projects and ideas that have been suggested through the FW2040 consultation process to date. New projects are included within the masterplan when they demonstrate a similar level of feasibility and collective commitment as the projects already included.

The FW2040 Masterplan and Delivery Programme are “live” documents reviewed regularly and updated on at least an annual basis as new projects emerge, commitments are firmed up and as projects are completed and removed from the plan and list.

The initial list of FW2040 projects has been refined in light of ongoing consultation feedback. New sub projects have been added which reflect existing main project commitments. For example, the Highland Cinema reflects the town centre revitalisation project and the community project to establish a community facility at Upper Achintore mirrors the general need for better indoor facilities in Fort William.



4. Delivery Programme

Prògram Lìbhrigidh

The FW2040 Delivery Programme below corresponds directly with the FW2040 Masterplan shown in Section 3. The purpose of the Delivery Programme is to act as a practical tool for monitoring, recording and communicating progress in delivering individual projects and improvements, and the wider vision, and to identify and help tackle barriers to delivery. It will be updated at least on an annual basis alongside the accompanying FW2040 Masterplan to allow partners and communities involved to be responsive and flexible to any changes in the commercial markets, public funding availability, technology and the potential catalyst effect of certain developments which may affect the pace of delivery. The ongoing process for engagement is explained in Section 1 of this report.

The first table below outlines the actions, timescales and responsibilities for projects which are being actively pursued or delivered, and the second table lists the additional or aspirational projects suggested through the FW2040 consultation events. Updates have also been made to the live [StoryMap version⁴](#). Reference to a potential funding agency does not necessarily indicate a commitment from that agency to fund any particular project. It should also be noted that the Delivery Programme does not provide a mechanism for funding and individual projects are dependent on funding opportunities being identified by lead organisations identified.

In addition, the outcomes and placemaking priorities listed below, which are taken from the adopted WestPlan, have been used to test the relationship of each project to outcomes for the area. These too are refined through the FW2040 process.

Placemaking priorities

1. Consolidate and connect within existing settlement.
2. Expansion of businesses at current locations and associated range of housing.
3. Commercial expansion in identified central locations.
4. Public agency infrastructure supports consolidation and growth.
5. Better wildlife and habitat connections/safeguard landscape qualities.
6. Every project contributes to cohesive and connected Fort William.

GROWING COMMUNITIES

Better designed places that are safe, attractive and healthy.
Better access to retained and expanded services.

CONNECTIVITY AND TRANSPORT

Safe, reliable and resilient linkages across the town, between communities and between the town and the wider region.
Excellent digital connectivity in and around Fort William.

EMPLOYMENT

A diverse, growing and sustainable economy with more, higher paying jobs and an enhanced reputation as a year-round tourism destination, with accommodation and infrastructure to match.

ENVIRONMENT AND HERITAGE

Carbon efficient local infrastructure and well managed local resources (water, heat, land, buildings) with easy access to green space and countryside.
Self reliant, diversified communities, with pride in their area and more local control of resources.

4 <https://highland.maps.arcgis.com/apps/MapSeries/index.html?appid=7aa7f360fb4f44d29281e0457a8cf545>

Delivery programme for FW2040 projects

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
1. Corpach Port Expansion	Phased expansion of port facilities, connectivity and shore-based back up land largely in line with the expansion of local employers					Boyd Bros, HIE, Network Rail, Harbour Users	Masterplan STAG Appraisal? Integrated Transport Study? Project Delivery Group?	£ TBC	Feasibility and masterplanning. Harbour Trust and Harbour Authority for Loch Linnhe under consideration.	Ongoing engagement with local community required, need for rail link to transfer freight movements from road, should help tackle fuel poverty, could be used to take out Coire Glas rock.	Energy Network (8), Waterfront Reclamation (10)
2. Corpach Canal Entrance Marina	40 berth marina					Thomas Telford Corpach Marina Ltd, HIE		£ 1.5M	Full Planning Permission May 2017. 3 leases being signed with ownership interests late 2019. Now includes increased shore based facilities.	Turn town towards the loch, town centre and Corpach Canal marina.	Canal Tourism (3)

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
3. Canal Related Tourism Projects	Enhanced tourist accommodation, facilities and events along Caledonian Canal				By 2040	Scottish Canals	All joined up together?	£ TBC	Feasibility		Corpach Marina (2)
4. Caol Lochyside Flood Protection Scheme	Defence to protect against flooding from River Lochy and Loch Linnhe					Highland Council, Project Design Unit	Scottish Govt and THC funding.	£ 9.7M	Deemed Planning Permission 2019. Construction start 2020. Phased from north west end.	Combine with renewable energy scheme, better access to beach, active travel along defence, future proof for greater climate change, extend to town centre waterfront and reclaim land.	Active Travel Network (11)
5. Nevis Forest Mountain Resort	Additional visitor accommodation at Leanachan/ adjacent to Nevis Range					Forestry & Land Scotland, Forest Holidays, HIE, THC	Expand on success of existing facilities, improve connections to FW town including sewer connection, design of buildings suitable to forest context.	£ TBC	Pre-application proposal lodged for holiday cabins.	Possible new rail halt?	Nevis Forest Recreational Facilities (12)

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
Blar Mor	6.1. First Phase Housing	117 housing units	STEM 2020, Hospital 2022.			Highland Council Housing Service	Scottish Govt grant, NHS funding, UHI funding, HIE, closer public agency working.	£ 15.8M	Full Planning permission June 2019, Peat management underway.	Other housing options NE of smelter and Blackparks, better hospital – don't affect the High Street – need for helipad(s).	Other Blar Mor Developments (6), Smelter Site Expansion (14)
	6.2. STEM Centre	New college building to form a Centre for Science & Technology				HIE, Scottish Government, West Highland College, UHI, THC, UK Govt		£ 15M	Planning permission in principle October 2018. Full permission May 2019, Initial Building Warrant approved August 2019		Other Blar Mor Developments (6)
	6.3. Hospital	New rural general hospital to replace Belford				NHS Highland, Scottish Government		£TBC	Site purchased - Planning permission in principle October 2018. NHS "Strategic Assessment" completed 2019.		Other Blar Mor Developments (6)
	6.4. Second Phase Housing	Up to 133 housing units				Highland Council Housing Service		£ TBC	Planning permission in principle October 2018		Other Blar Mor Developments (6), Smelter Site Expansion (14)

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
6.5. Community Uses Blar Mor	Land reserved for community uses which may include new Primary School and other uses.				THC		Planning permission in principle.				
7. Tailrace	Kayak Competition & Training Facility				Fort William Tailrace Development Group, Liberty Group (as landowner)	Working group needs to drive project.	£ 2-3M	Feasibility	Host competitions and training courses.	STEM Centre (6b) Smelter (Hydro) expansion A82 realignment (-ve)	
8. Energy Network	Cheaper energy network for local employers and households				HIE, THC, OFGEM, Employers, Developers		£ TBC	Feasibility		Blar Mor Developments (6), Smelter Site expansion (14), Corpach Port expansion (1)	
9. Cruise Ship Reception Facilities	Improved facilities to transfer and receive cruise ship and seaplane visitors				HIE, Fort William Marina & Shoreline Co., Crown Estate Scotland	Possible HIE, LEADER funding for research.	£ TBC	Part complete but upgraded facilities under consideration	Need to maximise income in town from this, business opportunity – seaplane service and reception.	Town Centre Waterfront (10), Town centre Revitalisation (15)	

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
10. Town Centre Waterfront	Enhancement of marine access, shoreline development and promenade					THC, Fort William Marina & Shoreline Co., Crown Estate Scotland (potential involvement), Scottish Government, Transport Scotland, Marine Scotland, HIE, Crannog Concept Ltd		Feasibility. Underwater Centre proposed to be resurrected as diver training centre. Marina and Shoreline Co have proposal for 14 berth marina including breakwater. Expect to service 16 cruise ships in 2019.	Turn town towards the loch, town centre and Corpach Canal marina.	Town Centre Revitalisation (15)	
							£ TBC	2010 Fort William Active Travel Audit updated by Aecom August 2019.	Network should also enhance environment, sense of place and accessibility for all users - plug gaps in existing provision - Safer Routes to School.	Caol Lochyside Flood Protection Scheme (4), Nevis Forest Recreational Facilities (12)	
Active Travel Network											
11.1. Fort William Active Travel Audit	Improved connections for walkers and cyclists	As quickly as possible but at least in parallel with new development.				THC, Sustrans, HI-Trans, Scottish Government, Developers, Landowners	Implement existing Audit, implement exemplar schemes early, secure developer contributions.	£ TBC			
11.2. Soldiers Bridge	Improved active travel connection across River Lochy					THC, Sustrans, HI-Trans, Scottish Government, Developers, Landowners		Completed 2018			

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
Active Travel Network											
11.3. Black Parks	Improved active travel connection at Black Parks					THC, Sustrans, Hi-Trans, Scottish Government, Developers, Landowners		£ TBC	Detailed scheme design in preparation in Summer 2019.		
11.4. Bike Carriage By Rail	Local use of rail coaches that can accommodate bikes					Hi-Trans, Network Rail, Scottish Government		£ TBC	Local lines should have suitable coaches from 2020.		
11.5. STAG/ STPR2	See project 18 below					See project 18 below					
12. Nevis Forest Mountain Resort	Additional recreational facilities e.g. mountain bike trails,					Forestry & Land Scotland, HIE, THC, Nevis Range	Expand on success of existing facilities, improve connections to FW town, design of any structures suitable to forest context.	£ TBC	Feasibility	Possible new rail halt?	Nevis Forest Mountain Resort (5), Active Travel Network (11)
13. High School Expansion	Extension to Lochaber High School facilities				In advance of serious need.	THC, Scottish Government	Forecast capacity relative to future housebuilding, teacher recruitment and retention, get volunteers to work in schools.	£ TBC	Feasibility	Schools should be hubs of community, better use of buildings, out of hours, 3-18 campus provision, incorporate sports facilities.	All new housing developments (6a, 6d, 16). Opportunity for indoor facility provision (15)

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
14. Smelter Site Expansion	Alloy wheel plant and related employment					Liberty Group, THC,	Use renewable energy.	£ TBC	Full Planning Permission for Alloy Wheel Plant February 2018. Detailed plant design being progressed 2019.	Accommodation needed for workers and families. District heating opportunity. Impact on Infrastructure. Safeguard air quality.	Corpach Port Expansion (1)
Town Centre Revitalisation	15.1. Whisky Centre					THC, Developers, Landowners, Chamber of Commerce		£ TBC	Completed 2019		Town Centre Waterfront (10)
	15.2. Highland Cinema					THC, HIE, Regional Screen Scotland		£ TBC	Planning Permission February 2019. Construction underway.		
	15.3. Re-development of Belford Hospital site					NHS Highland		£ TBC	Feasibility		

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
16.1. Housing Units Lundavra/Upper Achintore	c.350 housing units	2023 completion.			By 2040	Developers, THC, Key Housing Group	Overcome technical challenges of peat, Scottish Govt money.	Lundavra £ TBC Upper Achintore £29.5M	Lundavra Site Pre-application. Upper Achintore Site Planning Permission June 2019 subject to completion of legal agreement	Need to restrict new housing being lost to holiday accommodation market.	Smelter Site Expansion (14)
	16.2. Community Facility	Fort William Community Action Group (Lochaber Community Partnership) seeking to deliver new community space				THC, Developers, Community Groups, Highlife Highland		£ TBC	Fort William Community Action Group (Lochaber Community Partnership) seeking to deliver new community space.		Indoor Multipurpose Facility (19)
17. Primary Schools	Extension to Fort William primary schools capacities	In advance of serious need.				THC, Scottish Government.	Forecast capacity relative to future housebuilding, teacher recruitment and retention, get volunteers to work in schools.	£ TBC	Feasibility	Schools should be hubs of community, better use of buildings out of hours, 3-18 campus provision, incorporate sports facilities.	All new housing developments (6a, 6d, 16). Opportunity for indoor facility provision (15)

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
18. Road Improvements: STAG / STPR2	Reduced congestion on A830 and A82 trunk road network	Up to 2025				HI-Trans, Scottish Govt, Transport Scotland, THC, community in liaison with Congestion Working Group.	Transport Scotland to fund and lead next phase of STAG to make case for STPR bid in 2020/2021.	£ TBC	Further traffic modelling work in 2019. Shorter term interventions could offer network improvements. Transport Appraisal of medium and long term options via STPR2 (following STAG). STPR2 will report in Winter 2020 – 2021. Safeguarded routes for various possible road corridor improvements have been confirmed through the Reporter for the West Highland & Islands Local Development Plan Examination process. These routes will be reflected in the adopted West Highland & Islands Local Development Plan.	Prioritise short term junction improvements. Don't let new trunk roads sever community from the loch.	All other projects (1-20 exc. 18). Modal shift connection with Active Travel Network (11).
		2025 - 2029									
		2030 - 2035									
		By 2040									

STAG and STPR2.

Project	Description	When will it happen?				Who will make it happen?	How will it happen?	Indicative Investment	Status/ Update	Other comments	Links between projects
		Up to 2025	2025 - 2029	2030 - 2035	By 2040						
19. Indoor Multipurpose Facility	Multi purpose indoor venue for sports, arts, cultural activities and visitors. Possibly at Blar Mor					THC, Highlife Highland, Developers	Audit existing facilities, set a strategy and vision then implement it. An Aird and/or Lochaber Leisure Centre. Review of facilities underway.	£ TBC Developer contributions sought and received	Feasibility	Need for new/ better multi purpose spaces indoor and outdoor - as venues for sports, arts, culture, tourists, leisure, healthy activity, possibly at Blar Mor with existing leisure centre site sold for housing.	Blar Mor developments if located there (6). Opportunity to link with schools expansion (10 & 14).
20. Improved Internet Connection Speeds	Extension of a full fibre network between Fort William's principal public buildings					HIE, Scottish Government, THC, UK Govt	Fibre to door and 4G Support. Community Broadband.	£ TBC	Funding approved in principle. Discussions about possible extension of network to adjoining industrial areas.	Not just Fort William – improvements to wider Lochaber area.	STEM Centre (6b) and other new public buildings. Opportunities for businesses and homes to connect.

Additional projects suggested during the FW2040 consultation

Project	When will it happen?				Who will make it happen?	How will it happen?	Other comments
	Up to 2025	2025 - 2029	2030 - 2035	By 2040			
New Trunk Road Tunnel Between Rannoch Moor and North of Fort William.							Suggestion by the Association of South Lochaber Community Councils.
Improved trunk road between Spean Bridge and Duallied A9 at Kingussie.							Suggestion by Spean Bridge, Roybridge and Achnacarry Community Council.
Campervan hub service point.	By 2020				Strengthen existing facilities and service point central location.	Education. Redefine rules for campervans.	
Hop on hop off bus (electric).	By 2020				Community, THC, local bus operator.	Feasibility study. Focus group. Key players. Routes/cost.	Nevis Partnership looking at electric bus provision into Glen Nevis.
Glen Nevis Outdoor Heritage and Activity Centre (exhibition area, facilities for groups, protection of Glen and Ben, connected by hop on bus).					Nevis Partnership, Local groups, FCS, SNH, NTS, HIE.	Bring all stakeholders together, tie in to other projects e.g. hop-on bus and tourism strategies.	
FW Arts Centre (gallery, retreat and events, work spaces, education).					Local arts groups, tourism providers, THC/HIE.	As above.	

Project	When will it happen?				Who will make it happen?	How will it happen?	Other comments
	Up to 2025	2025 - 2029	2030 - 2035	By 2040			
Glen Nevis and Ben Nevis Strategic Action Plan (protect and manage the key natural assets, enhance all? Sustainable management e.g. parking money).					Nevis Partnership, THC, SNH/NTS etc. Local groups and tourism operators.	As above.	
Water taxis.							
Land reclamation for housing.					Scottish Canals, SEPA, SSE, THC.	Use rock from Coire Glas hydro scheme to build out into the loch.	
Temporary housing for workers.					THC; Lochaber Chamber of Commerce, Scottish Govt, construction companies.	Floating accommodation. Modular housing with potential to become mainstream in longer term.	
Research ways to limit cost of housing development.					Construction Scotland Innovation Centre, THC, Liberty Group, Skills Development Scotland.	Innovative ways to build on peat to get build cost down, off-site construction - economic assessment, viability of sites.	
A housing task force to figure out delivery mechanisms.					THC, Liberty, SEPA, Landowners (including Forest Enterprise Scotland).	Enable development on peat. Use Government loan funds. Create new villages with good public facilities. Reduce developer contributions where sites unviable.	
Airport/Airstrip.							In Great Glen.
Community Transport Scheme in South Lochaber.							Identified by South Lochaber Community Council Association as a current problem/priority.

Project	When will it happen?				Who will make it happen?	How will it happen?	Other comments
	Up to 2025	2025 - 2029	2030 - 2035	By 2040			
Park and Ride Facilities (as part of integrated public transport and active travel networks)							
Review of Community Facility Developer Contributions (more localised ring fencing of monies)							
Tidal Energy Scheme (at Annat and/or Corran)							
Public Art (consistent theme and design code linked to active travel network)							
More Childcare Facilities (at all public facilities)							
Additional Waste Transfer Facility							
Enhanced relationship with north west side of Loch Linnhe							
Increased Quantity and Quality of Greenspace (including tree planting and peatland restoration)							



Project	When will it happen?				Who will make it happen?	How will it happen?	Other comments
	Up to 2025	2025 - 2029	2030 - 2035	By 2040			
Electric Bike Scheme for Fort William and Glen Nevis							
River Lochy Active Travel Bridge at Caol Spit							
Urban Tourist Trail With Better Interpretation							
Hub Facility for Local Arts and Crafts							
Commuter Rail Network (on West Highland and Glasgow lines)							
Enhanced Network of Local Recycling Facilities							
Additional accommodation suitable for the ageing population (including care home provision)							
Outdoor Swimming Pool at Old Fort							
Local Exchange to Buy / Sell / Swap Merchandise							
Bike Storage on Buses							
New Business Park / Industrial Estate for Fort William							

Project	When will it happen?				Who will make it happen?	How will it happen?	Other comments
	Up to 2025	2025 - 2029	2030 - 2035	By 2040			
Improvements around Caol Co-op							
Canopy in Cameron Square							
Improved Gateways to Town							



Appendix 1 – Summary of FW2040 Consultation 2018

Eàrr-ràdh 1 – Geàrr-chunntas de Cho-chomhairleachadh FW2040 2018

The consultation carried out as part of the FW2040 work was aimed directly at ensuring that a wide range of people with an interest in the future of Fort William had the chance to contribute to this future vision, and were directly involved in establishing actions and responsibilities for delivery.

The consultation has been extensive, thorough and inclusive. The main consultation event was held at the Nevis Centre on 12 September 2018. This open public event was widely advertised through the local press and social media resulting in over 120 participants attending during the day including members of the public, local community groups, business representatives, public agencies and the private sector. In the build up to the event, there was a conscious attempt to reach out to people, particularly the age groups most likely to be affected by and involved in future changes in Fort William. Tailored consultation techniques were used to engage a variety of local young people including the Highland Council Youth Convener, local High Schools and local Youth Forums. The full range of consultation methods used to gather people's views can be summarised as follows:

- views expressed at the FW2040 workshop event held on Wednesday 12th September;
- two public consultation workshops held with the South Lochaber Community Council Association and the Fort William Area Community Council Association;
- feedback gathered at FW2040 School Workshops held at Lochaber and Ardnamurchan High Schools;
- video feedback submitted by Lochaber Youth groups and the Highland Council Youth Convener;
- video interviews with students at West Highland College/UHI and local businesses which helped to create a FW2040 promotional video;
- views expressed through an online consultation hosted on the Council's consultation portal, which remained open until more than 2 weeks after the event;
- views expressed through the FW2040 Facebook Event; and
- comments submitted by email to the Highland Council in connection with the FW2040 events including a full summary of those views expressed in writing by community councils.

These opinions have been grouped under the three strategic, interrelated priorities highlighted through the FW2040 consultation – A great place to live, A connected place, and A place facing water. Alongside, feedback related to how the FW2040 work

is taken forward is summarised under a final theme: A place with collective ambition. The main points expressed by the two Community Council Associations for the Fort William Area and South Lochaber areas are highlighted separately under these themes along with comments made about other priorities for certain South Lochaber communities.

No attempt has been made to reconcile any real or potential conflicts between the opinions expressed. Opinions expressed by multiple, unconnected respondents are indicated with (M) after the point made.

Summary of comments received

A Great Place to Live

An exemplar, high quality place where ambitions can be realised (M) – sufficient improvements, of a high quality and happening quickly enough to retain and attract a diverse range of residents, visitors and enterprises.

A place with sufficient, high quality community facilities - a modern hospital (M), more picnic areas, public toilets (M), a better swimming pool (bigger facility and better timetabling), a go-kart track, facilities for teenagers, dog walking areas, a concert hall/arts and culture venue, a sports stadium/centre/dome (including gymnastics facility, bigger gymnasium) at An Aird or Blar Mor, a pump track, a BMX track, a skate park, extensions to burial grounds (Glen Nevis and Kilmallie), a better athletics track, a covered 4G outdoor sports pitch, a trampoline park, better emergency service facilities, schools as genuine community hubs.

A place with sufficient, high quality tourist facilities and accommodation - more, especially wet weather facilities/attractions (Glen Nevis Outdoor Heritage and Activity Centre, visitor/recreational facility at Banavie, indoor skiing facility at Nevis Range, an ice rink, a zoo, possible event venue at Inverlochy Castle Estate - which has and could expand its complementary accommodation, an aquarium, a museum of mountaineering, a cinema, a museum of engineering), separate suggestions for new hotels at smelter site entrance and Nevis Forest, facilities with longer daily opening hours and out of season, a caravan/camper servicing area.

A place with a revitalised town centre - more independent shops in High Street, free/cheap car parking for town centre, better customer care, better choice of coffee shops and eateries, more clothes shops (M), extended opening hours, an indoor shopping centre/hub (M), a music shop, more unique local artisan shops selling locally produced goods, a new attractive “commercial/service quarter” at Blar Mor, a more vibrant night time economy including nightclubs.

A place for people who love the outdoors – outdoor assets safeguarded and enhanced (landscape, scenery, crofting landscape), reaffirmed Outdoor Capital brand, kayaking centre at tailrace, more outdoor sports facilities at Nevis Range, a shooting/ paintball range, more adrenalin sports facilities.

A place with a distinctive, local, cultural identity - the unique identity and history of local people, separate communities and their culture is safeguarded and promoted (M) (e.g. tourism based on diaspora homecoming, hosting the Mod, gateway entrances with a “wow factor” and local relevance in the form of public art or similar, branding the town as a traditional music capital), more meeting places to promote social cohesion.

A place with sufficient/high quality affordable/private housing - at least 1,000 new houses, for local people, for temporary workers, on leisure centre site, at Inverloch Castle Estate, at West End Car Park, at Black Parks, outwith right to buy and letting to tourism market, floating accommodation in loch/canal for temporary workers, houseboats, for the elderly, to retain young people.

A safer place to live - better control of anti-social behaviour, 20mph speed limit for residential areas and trunk roads through urban area, shared spaces wherever possible, to bring up children.

An affordable place to live - affordable energy prices, affordable housing via more new building, to retain young people, affordable rents/rates for town centre enterprises and school lets by the community, affordable public transport prices.

A sustainable place to live - green energy from local renewable sources like hydro-electric, a climate change proofed town, a level of growth that respects the physical and environmental constraints of the settlement, odour free sustainable waste management solutions (not landfill sites like at Duisy), a higher percentage of personal and business journeys made by (more) sustainable means, a town and wider area network of electric vehicle charging infrastructure, an exemplar low carbon town by 2035 or 2050 (M), energy efficient buildings, little or no traffic congestion.

A place that hosts interesting and exciting events - more community and other events.

A place to learn - better, locally based training opportunities, adequate nursery, primary, secondary and tertiary provision, 3-18 campus on Blar Mor, more courses at University, crèche at University so single parents can study, apprenticeships in all sectors not just the trades.

A place that is a focus for the success of the wider Lochaber and West Highland area – the benefits of growth should be dispersed to surrounding communities such as Spean Bridge (M).

A place with a diverse economy and sufficient, high quality employment opportunities - not too dependent upon a few major industrial enterprises or the tourism sector and their fluctuating employment levels, to retain young people, with attractive salary levels and other inducements.

A place with a plentiful and skilled local workforce - skills in all sectors but particularly construction.

A place with an empowered local community - widespread community land ownership, community stake in renewable energy developments, a prevalent volunteering culture.

A place with a healthy local population - pollution (noise, light, air) controlled and reduced (in particular at Corpach port (M), Duisky landfill, Corpach marina), taking advantage of a safeguarded and improved network of accessible greenspace, a clean place without litter or other fly-tipped waste, more/better allotments and community growing spaces.

Fort William Area Community Council Association:

Support for a new cultural centre which would be a live music and rehearsal venue. Support for an indoor sports facility/ice rink. Belief that Nevis Centre is too small to fulfil these purposes. Support for an additional civic space and exemplar sustainability projects.

Support for STEM Centre and Hospital proposals. Opposition to installation of a hydro carbon based heating network.

South Lochaber Community Council Association:

Wants Fort William to be a more physically attractive place so it can compete with rival centres such as Oban. Desire for better infrastructure especially better transport connections.

Supports continued investment in rural communications and better transport access to healthcare. Desire for free car parking, public toilets, local pharmacy and more local facilities for South Lochaber.

Agreement that STEM Centre is critical to the long term success of the region and the need for a new hospital serving Lochaber.

Scottish Water should engage in LDP process and invest in infrastructure where appropriate.

Belief that developers should be encouraged towards brownfield not greenfield sites. Developer contributions should be ring fenced to the local area.

A Connected Place

A place with better trunk road connectivity (M) – unanimous calls for improvements to the trunk road network to be expedited as soon as practicable, it was considered essential that Transport Scotland take forward the STAG appraisal in the next 6 months to ensure that Fort William’s transport issues are properly considered during or in advance of the Strategic Transport Projects Review 2 process (M), lay-bys for HGVs travelling on trunk roads, to support increased construction traffic, A830 improved (Caol Link Road), A82 improved (throughout Lochaber, new link from Rannoch Moor to Fort William via Ben Nevis tunnel, to Glasgow, Nevis Bank junction improved, early priority junction improvements including slip lanes, upgrade of A861 as alternative if A82 blocked, fixed link at Corran Narrows or improved ferry service), tunnels for all important connections to avoid severance caused by at grade routes.

A place with a better network of facilities for cyclists - bike storage within all developments and on public transport, changing and drying facilities for cyclists.

A place with better internet and other information connectivity – better visitor orientation information in town centre, people should be able to stay locally but connect globally, faster internet connections speeds (all of Lochaber, in parallel with new development, community networks, fibre to door and 4G).

A place with opportunities to change to more sustainable modes of travel (M) - inter-modal freight terminal at Corpach, Park and ride facilities at the entrances to the urban area to relieve the primary source of congestion (tourist traffic), all new facilities should be walkable (i.e. they should be within the town centre), convenient and affordable network of electric vehicle charging points.

A place with a better public transport connectivity (M) - to Glasgow and Inverness (including rail), to Nevis Range on Sundays, to surrounding rural villages, with greater community involvement, into Glen Nevis, more reliability, faster, better timetabling, hop on/off electric bus connecting tourist and local facility sites (M), a proper bus station, real time transport timetabling information to improve public trust in the reliability of public transport.

A place with a better active travel network (M) - new/improved routes: through enhanced green spaces and corridors with attractive outlooks; across mouth of River Lochy; across Lochy at Muirshearlich; along Puggy Line (between Fort William and Nevis Range); across Lochy from Inverloch Castle Estate to Blar Mor; to alloy wheel plant; to Glen Nevis; to provide safe pedestrian crossing points of A830 at Banavie and Corpach; from Ballachulish to Fort William to provide a safe cycle route; to/from High School – also routes: suitable for all users; segregated; of a good quality surface; with better facilities (Great Glen Way) without mobility barriers; and, not compromised by flood and road schemes.

A place with an extended public sewerage network - to connect future development at Nevis Forest to public sewerage.

A place with a better rail network (M) - more passing loops, a link to the Highland Mainline at Dalwhinnie, rail freight to/from Corpach and smelter, better rolling stock, better timetabling, a light rail/tram system within the urban area, light rail connections to Glenfinnan, Nevis Forest and Spean Bridge.

A place with better air connections - seaplane service connections to Glasgow and Skye, an airstrip, permanent helipads for search and rescue and medical emergencies.

A place with better water transport connections - canal and Loch Linnhe water buses and freight movements, more reliable ferry connections to the islands.

A place with sufficient, well located event parking - e.g. Blar Mor needed for World Cup Downhill Mountain biking.

Appeal for General Transport Infrastructure Improvements:

The Fort William Area Community Council Association (FWACA) suggests that the major local community concern is the urgent need for transport infrastructure improvements. It asserts that traffic congestion, especially during the tourist season, is already hugely problematic to heavy commercial vehicles, business, emergency services and everyone else. Any proposed Delivery Programme is dependent on transport infrastructure being made fit for the future, and to match the delivery of the projects on the masterplan. FWACA believes that it is crucial that Transport Scotland takes forward the STAG appraisal in the next 6 months to ensure that Fort William's transport issues are properly considered during the Strategic Transport Projects Review 2 process.

Spean Bridge, Roy Bridge and Achnacarry Community Council believe that an upgrade of the A86 between Spean Bridge and Dalwhinnie would be a more cost effective and practicable solution to relieving congestion in the wider Fort William area than a major realignment of the A82. They list the following reasons: a major upgrade of the A82 will be very expensive and therefore unlikely to be implemented; it will take far too long (beyond 2040); the Scottish Government has agreed to dual the A9 in its entirety by 2025 and an improved A86 connection to it would give Fort William access to the dual carriageway/motorway system to the south of England; and, the Coire Glas surplus rock could be used to infill the Loch Laggan section.

Road Tunnel linking the A82 at Rannoch Moor to Fort William:

The Association of South Lochaber Community Councils (ASLCC), comprising Nether Lochaber, Kinlochleven, Glencoe and Glen Etive, Ballachulish and Duror and Kentallen CCs suggest that the key to resolving connectivity is a road tunnel, linking the A82 at an appropriate location on Rannoch Moor, directly to Fort William or its immediate

outskirts. They suggest a route between the vicinity of Kingshouse Hotel near Black Corries Estate and that of lands on the Liberty Estate close to their smelter and proposed alloy wheel factory development, or the Fort William Golf Course.

ASLCC recognises that this proposal is ambitious and costly but justifies it because:

- it will reduce road congestion across Lochaber and a wider area of Highland;
- other countries across Europe have commonly engineered such solutions (a small country like The Faroe Islands have twenty road tunnels);
- a tunnel connection would provide huge economic and social benefits;
- putting a trunk road underground has environmental benefits (particularly in terms of minimising visual impact and air pollution);
- a tunnel road's surface is far less likely to require winter and other maintenance;
- widening or realigning the existing A82 through Lochaber has severe geo-technical, social and environmental challenges because of the numerous physical and other constraints affecting the choice of a suitable alignment;
- widening the existing A82 would require the extensive use of compulsory purchase powers;
- above ground works are very likely to have an adverse visual impact on protected landscapes;
- an above ground scheme would most likely increase the severance within or between communities and reduce the amount of scarce better quality croft land;
- a tunnel route would provide an alternative to the existing A82 during periods of maintenance of the existing A82 thereby reducing congestion, delays and improving emergency vehicle access response times;
- the proposed tunnel route would minimise the direct impacts on existing South Lochaber commercial business and tourist traffic during its construction;
- it will be a major economic driver for Lochaber and the wider Highland region;
- the existing A82 would continue to serve as a nationally important scenic access route, whilst a new tunnel road serves as a commercial artery;
- it will reduce journey times and road miles between Glasgow and Fort William, Mallaig, Inverness and beyond;
- the suggested route is only 17 kilometres in length which is shorter than the Mont Blanc tunnel connecting France and Italy, and as a straight line route, could take as much as an hour off the current journey time to Fort William; and,
- separating heavy commercial traffic from visitor traffic and taking the former directly to industrial locations on the outer margins of Fort William means a measure of congestion could be reduced in other central parts of Fort William where the greater volume of tourist, commuter and shopping traffic accumulates.

Fort William Area Community Council Association

- Desire for more emphasis on improving active travel networks for example the route between the old and new colleges.
- Desire for more emphasis on rail routes for example more trains to central belt, more freight on rails, a rail halt on Blar Mor, more local trains, more active travel connections, and more marine tourism developments.
- Concern that transport investment prioritisation decisions are likely to be made at regional or national not Lochaber level. Belief that economic growth will be held back by lack of transport infrastructure capacity.

South Lochaber Community Council Association

- Consensus that improvement of transport Infrastructure is the top priority in and around Fort William. Belief that active travel links in & around the town should be enhanced.
- Support for a frequent community transport scheme which would benefit tourists and locals connecting all local villages not just to Fort William – agreed to add this as an aspirational project in Delivery Programme.

A Place Facing the Water

A place with better marine access - Town Pier improved (for business and tourism, down to MLWS, 120 m longer, THC owned so easier to implement), an even more popular cruise liner destination because of faster and more efficient on/off shore transfers, a town centre marina, retention and improvement of the Camasnagaul ferry route and associated facilities.

A place with an attractive, seaward outlook (M) - active travel route along all of waterfront, a more colourful waterfront, the town centre re-connected with the loch (by demolition/redevelopment of town centre buildings), and reduction of the severance and adverse visual impact of the A82 perhaps using tree planting between town centre and A82.

A place with a productive waterfront - tidal/run-of-river energy scheme at mouth of Lochy, local economic spin offs of cruise liner visits maximised, underwater diving centre retained/improved, land reclamation (perhaps using surplus Coire Glas scheme material) for housing, commercial uses and/or a new sports/arts/museum/cultural venue on the waterfront, more/better berthing at Corpach port for industrial users.

A waterfront with safeguarded historic and ecological interests – in particular at Eilean nan Craobh.

A place with an attractive and accessible canal-side – additional/improved facilities.

Fort William Area Community Council Association

- Support for a new cultural centre that emphasis the area's connections with its water assets (the lochs, river and canal). Concern at potential conflict between industrial and leisure users on the Loch. Support for a harbour authority extending from Corpach to Corran. Belief that income can be generated from cruise ship trade.

A Place with Collective Ambition

A new harbour authority (M) - to cover Lochs Linnhe and Eil to coordinate the many interests/projects and to lead on a Fort William marine tourism plan.

Community benefit revenue from development proposals – for example, a common good fund established or more money to community councils to be effective delivery partners.

Formalised, ongoing communication between all (M) - required between young people, community groups and public/private agencies - community need to have adequate say on proposals especially Corpach Port expansion which requires careful masterplanning, Glen Nevis and Ben Nevis which needs a Strategic Action Plan to look at enhanced facilities and visitor management, and sports facility design and funding where local clubs need to integrate with public agencies.

Housing delivery – a working group of landowners, developers, employers and public agencies required but also joint research on the most efficient and effective way to build on peat (to minimise carbon release but also to reduce costs).

Redistributed monies for specific delivery purposes - tax/fees/rates/rents reductions/exemptions for community projects and to revitalise the town centre, a local tourist tax to subsidise an urban electric bus service.

Avoiding duplication and displacement - coordinate the location and provision of new/improved facilities so that they enhance rather than unnecessarily duplicate or displace existing provision (marinas, tourist accommodation, tourist facilities, sports facilities, retail outlets, housing).

Place-making – via good masterplanning of the bigger projects/sites - involvement of an agency like Architecture and Design Scotland.

Joint Ventures – project specific joint venture companies where formal coordination required.

A FW2040 that results in benefits greater than the sum of its project parts - cross over benefits between the projects that increase the case for investment from all parties: UHI outdoor education courses using kayaking facility; sports/recreational facilities will promote lower demand for stretched health facilities; a Corpach port intermodal freight facility will reduce HGV congestion on trunk road network; constructing new trunk roads will allow for fibre optic cabling to be installed at the same time; new trunk roads could have new active travel routes incorporated during construction; Caol Link Road could incorporate a tidal/run-of-river energy scheme; mountain medicine could be an enhanced specialism at the New Belford Hospital, an Adventure Tourism degree could be available at the new STEM centre; new/improved indoor/outdoor recreational opportunities will help retain/attract young people; the kayaking facility could be used by the emergency services for training in flood rescue; there will be a district heating opportunity from industrial operations at the smelter site; and, recreational facilities for teenagers within Fort William will reduce anti-social behaviour and improve their health.

Fort William Area Community Council Association

- Request that the list of key projects be revised/augmented to reflect local opinions for example consideration of climate change issues.
- Desire for ongoing and meaningful public consultation. Agreement with need for consultation with young people. Belief that communication between community councils and Council officials has been a problem and should be improved. Request that an annual, weekend day, event to update with progress with FW2040 and a 6 monthly update.

South Lochaber Community Council Association

- Desire for ongoing and meaningful consultation on all issues with all public agencies and stakeholders.

Comments from Community Councils on Other Settlements/Areas

- Kinlochleven needs redevelopment of brownfield land, larger houses, better transport connections and more of an emphasis on tourism.
- Ballachulish needs better engagement with public agencies, a better primary school, more land for housing and more funding for the maintenance of the fabric of the village.
- Duror and Kentallen needs more affordable housing, better public/community transport.
- Glencoe is overwhelmed by tourism and needs more housing for local people and local workers.

Onich/Nether Lochaber needs better transport routes but in particular a new route to bypass the existing A82 and/or better rail and sea access to Fort William, further sewerage investment to increase capacity and to connect in all existing properties.

Appendix 2 – Summary of FW2040 Consultation 2019

Eàrr-ràdh 2 – Geàrr-chunntas de Cho-chomhairleachadh FW2040 2019

Summary of comments received

General Comments

FW2040 should be more clearly linked to the Community Planning process and not seen in isolation. For example, there should be more emphasis on the projects targeting equality and economic development outcomes.

There should be one organisation that is ultimately responsible for driving the Vision for the benefit of Fort William and Lochaber.

Concentrate new development on brownfield sites not greenfield land especially where that has seating to enjoy that greenspace.

Highland Council should produce a Climate Action Plan because Scottish Government has failed to do so – more emphasis on climate change responsibilities – Highland can become a carbon sink and aim at betterment not just mitigation.

Introduce average speed cameras on the A830 between Fort William and Glenfinnan.

Better maintenance of roads when closures planned – e.g. gully clearance.

Broaden vision to make Fort William and wider Lochaber to be A Great Place to Live, Work, Study and Visit. Glen Nevis access issues - Park and Ride. If possible delete reference to 'new trunk road tunnel' (2018 (1))? Expand 2019 (1) Park and Ride ... active travel networks to include specific reference to the importance of developing one of Fort William's greatest assets - The West Highland Railway Line - to its full potential as vital and significant national, regional and local resource. The Line is currently the subject of a major Review headed by Transport Scotland. The recently established West Highland Community Rail Partnership is actively engaged in raising the profile and relevance of the Line in terms of integration with other forms of transport and its importance to the local residential and business communities and the regional economy. New fully accessible local station sites with high connectivity to local active travel and other public transport modes need to be identified along the axis from Glenfinnan in the west into Fort William and out to the east to Spean Bridge/Roy Bridge/Tulloch, and even as far south as Corrour. Glenfinnan and Corrour are currently the major growth stations on the West Highland Line and these stations would define the natural extent for a more intensive 'outer suburban' West Highland rail network around Fort William. Serving the High School, Medical Centre and Blar Mhor

developments would need to be a vital part of this strategy. Perhaps the development of rail should become a completely separate heading in its own right and also cover the potential for transferring and attracting the carriage of freight traffic away from the road network.

Climate and Ecological Emergency

Energy efficiency and carbon budget needs to be a major consideration for every project.

It sounds good, but bit vague. CO2 emissions need to be a significant part of the designs, plans and implementation. Designing buildings for the future needs to happen now, putting in fossil fuel infrastructure (such as heating systems) lock those emissions in for 20+ years. Designing energy efficiency (passive buildings) and active travel infrastructure from the start is the only way to future-proof the system. Scotland is committed to net zero by 2045, any building that doesn't come up to that standard is designing a problem that will need to be solved, at extra expense, within 20 years. District heating schemes may sound good, but they should come further down the list of options than low energy design/retrofit (passive buildings). Fuel sources for district heating schemes also need careful consideration, with heat pumps (air, ground, water, sewage or other sources) being better than biomass and fossil fuel unacceptable. Biomass is appropriate for retrofits (oil/gas replacement) where the system is designed for high flow temperatures, but they probably shouldn't be installed to new developments. No new heating system should be installed which requires high temperature heat source. Climate change (CO2e) needs to be considered in every decision, with robust analyses, and a future-proofing mentality for every development, change and investment. We shouldn't be building anything that isn't ready for net-zero (currently 2045, probably to be bought forwards) and anything which doesn't meet that goal needs to work now to be compatible. This especially applies to housing, we have so much old stock that needs upgrading we can't afford to build housing which doesn't meet the net-zero target.

Perhaps the place facing water partners need to rethink the plan of welcoming so many cruise ships to the town, as their environmental impact is so high. I also think that the transport needs more emphasis on ecological alternative such as more bike and walking routes. I know cars are a big crutch for people living in the highlands and living without them will be a hard transition. Are there any plans for car clubs, where people can have use of a car from time to time. So glad you're talking about this topic, sometimes it feels like local people have their heads in the sand about it and don't want to acknowledge it. I know many people who would never consider giving up burning coal because they are nostalgic about it. But living in an area where lots of coal is used regularly is really toxic to breathe. I would use the bus services to Glasgow and Inverness more if they were more frequent and got me to Inverness for 9 am but I can't get there in time so I drive or ride share.

I think there must be a real concerted effort to get cars off the road and I applaud this part of the plan. More open space and outdoor areas to stop the requirement to 'drive' out of town would also be ideal. Some of it, for example the Rannoch Moor Tunnel, is absolute fantasy and really shouldn't be part of this plan. It is economically 100% not viable. We really need to concentrate on how we get vehicles off the road and people shifting their mindset from road transport to some other methods. I am from the central belt and find it absolutely baffling that so few people walk or cycle or use public transport as part of their commute. The main issue is apathy rather than lack of facilities. We need to focus on providing attractive facilities however - proper cycle zones, perhaps a rail stance at Annat for BSW/Ferguson's etc workers based there. We also need more and better outdoor facilities for families. Can anyone think of another major settlement anywhere in Scotland that doesn't have a dedicated central park facility? I know I can't. It's bizarre that we do not have one and does the residents a complete disservice. For example, Caol had to provide for their own park and the council facilities at the shore have been allowed to run down or have been removed. There is an almost blinkered focus on providing for tourists rather than those of us who chose to live here. If I want to go to the park with my children then chances are we will go to somewhere else, thus causing more pollution by us having to drive there. It is short sighted to not provide local facilities for local residents. Encouraging outdoor activity and providing for them are absolutely key in making the mindset change that I mention above. 'Let's cycle to the local park' sets the tone for the next generations rather than 'we don't have a park, let's drive to Inverness'.

It should mention implementing district heating, and the need to get new and existing housing and business building stock decarbonised. I don't think developing an airstrip is consistent with climate change and reducing emissions. I would like to see more mention of improved cycle paths. The representative on the stand for school buildings mentioned the pressures of trying to accommodate more children in the local primary buildings such as Lundavra. Could I make a suggestion: that the primary schools could teach in an outdoor environment on a rotational basis (i.e. one day at "forest school" style day per week for every class). This would reduce the need for building more accommodation, and be hugely beneficial for child health, happiness and attainment. This might require partnership between the primary schools and a community garden group, the Nevis Partnership or outdoor education providers.

A continuous seafront walkway and cycle path would certainly do more to reduce road traffic volumes and congestion. It seems to me that the most conspicuous omission from FW2040 is a Lochy Spit cyclebridge from An Aird (or perhaps the western end of Inverlochy). By this I mean a pedestrian/cycle bridge linking An Aird to the south-eastern spit from Caol over the mouth of the river Lochy - constructed by building outward into the rivermouth to narrow the gap and building a light bridge (instead of the once-mooted roadbridge). Then improve the roadway along the

spit and run a frequent bus service along it It might also be possible to groundwork the spit more extensively and auction the land to finance the bridge. It won't smell delightful going past the sewage works but I see no other way of reducing local traffic between Ft Wm and Caol travelling via the Road-to-the-Isles roundabout than: * Making Caol a viable walk from central Ft Wm for the fairly fit. * Making the walk from Morrisons to the postulated Spit bus stop viable for any able-bodied person. If this plan is adopted then the e-bike scheme led by LEG should obviously be expanded to include Caol, and potentially Corpach too. Thank you in advance for giving this idea serious consideration.

Highland Council should take proper account of the environmental and community issues associated with any of the proposed developments. The climate emergency should be at the top of its Agenda and inform everything it does. Some of the proposals are irresponsible: eg 1. The development of a gas terminal in Corpach should not be allowed - apart from the undesirability of encouraging the use of fossil fuels, the required infrastructure would contribute to the existing problems experienced by the community with pollution and noise from the industry already in that area. 2. The proposed new housing development on the Blar, Corpach, should not be heated with gas. Try to improve cycle tracks in the area eg Spean Bridge to Torlundy - start with simple things like putting in a track/pavement from the Leanachan Crossroads to Spean Bridge.

Mitigation and compensation needed for developments which result in the loss of peat; eg. reclamation of degraded peat nearby and tree planting (not on peat); stronger policies requiring new developments to incorporate renewable energy technologies and/or demonstrate high energy efficiency ratings - better than minimum building standards requirements initiatives to tackle fuel poverty in existing sub standard housing stock - eg. EON external cladding identification and retention of places/buildings of local historic and cultural significance (local listings/conservation areas - support with retaining character of buildings eg. sensitive window replacement design, retention of chimneys); interpretation of local features of interest eg. Inverlochy battlefield sites, old station site, old pier. ship - rail transshipment facility at Corpach; improved ship - road transshipment facilities at Corpach need for rail - road transshipment facility and initiatives/policies to move road freight onto rail greater use of canal for movement of commercial freight - transshipment facilities could share with Corpach port? Tunnel between Rannoch Moor and north of Fort William - unrealistic, however the Trunk road network needs significant improvement as a priority - FW is a huge bottleneck affecting commerce and this is now a feature much of the year not just summer tourist season - also significant road safety issues A82 north and south of FW and A830. Nevis Centre could operate motorhome hub - service point - site at one of the long stay car parks at/adj Nevis Centre - provide wash block and laundry facilities in Nevis centre; reinforce existing leisure and cafe facilities; introduce retail opportunity - outlet for local produce/crafts, etc Tourist tax could pay for shuttle bus

linking town, Glen Nevis, Linnhe lochside campsite/holiday park, Corpach, Banavie, Caol Road end, Torlundy & Nevis Range (plus developer contributions from Forest Lodge development at Nevis Range) question sustainability of land reclamation for housing - infrastructure constraints to opening up area east of Tomonie - rail crossings needed provision for sea planes - rather than an airport? policies to set minimum standards for holiday accommodation - (beds in sheds) town regeneration scheme needed to improve appearance of “backs” of buildings facing the by pass and loch, and improve linkages from pedestrianized High St to loch shore, especially around Morrisons roundabout; building refurbishment, better provision for bin storage, improving the vennels through from town to loch shore. improve existing paths from town to housing areas - many of the steps up the back of the town are poor quality and unattractive; also impossible for wheelchairs and pushchairs, and cycling improve/promote the wee ferry from town to Trislaig - add stops eg. Corpach end of canal and/or Linnhe lochside holiday park? Also town to Corran (for Onich), Ballachulish - Glencoe, Kinlochleven? Larger scale wood energy projects - provide district heating schemes Corpach, Caol, Claggan? Review needed of sports and play facilities in the town - to rationalise and improve provision, and ensure provision meets demand and is fit for purpose, and accommodates changing technologies eg. ebikes, electric car charging points.

Recycling Facilities

Better access to glass bottle banks is required for all houses on the south of Fort William. Something in Upper Achintore is needed.

Corpach Port Expansion

There is only sufficient demand/need for one major port facility at Corpach and that tidal conditions suggest the optimum location for that facility.

Need for a better interchange between rail and sea for more sustainable freight movements.

The vision is still fit for purpose, but some of the expansion e.g. deep water port and LNG terminal need a lot more discussion before they should be considered further.

Nevis Forest Additional Visitor Accommodation

Accommodation is novel and interesting and should therefore add to tourism accommodation offer in the area.

Blar Mor New Hospital

More modern facility but no increase in local health services (it needs increased capacity if FW2040 growth vision happens), disabled parking should be undercover so wheelchair users don't arrive at/leave hospital soaking wet (Great Place to Live).

New build will be more energy efficient than refurbishment of old building. Lochaber's outlying care homes (e.g. at Strontian) should be kept open/expanded to save travel costs/impacts to Fort William for care. New Belford should investigate comparative costs of local provision of health services versus travelling expenses costs (and environmental impacts) of providing those services at Raigmore.

Should be complementary to not a duplication of STEM Centre services (e.g. training).

Blar Mor Community Uses

New, better school or other community attractor facility (Great Place to Live).

Blar Mor is a central location which should other things being equal encourage more active travel or ebike travel.

Tailrace

Additional attractor facility for locals and tourists, could become sports hub, using existing natural asset (Great Place to Live).

Low carbon impact because uses renewable energy and natural "facility".

Crossover to outdoor adventure courses at WHC-UHI.

Energy Network

District heating schemes for new housing (Great Place to Live).

More environmentally efficient to have district or collective heating but must improve building heat efficiency quality standards. Also must be low or zero carbon energy in network. Opposition to any LNG fuel source as not low carbon and high transport costs from source.

Cruise Ship Reception Facilities

Enhanced marine connectivity, an attractive place for visitors to tie up and increase the length of their stay and spend (A Place Facing Water)

An attractive waterfront active travel route which will encourage non car travel, more waterborne visitors would reduce those coming by road vehicles. Cruise ship funnel gases could be a pollutant but newer more modern ships are more environmentally friendly by design.

More visitor spend in town centre to help revitalise commercial health of town centre.

Town Centre Waterfront

Will enhance physical environment for visitors and locals thereby increasing pride in the place. Project as currently described is too narrow (should apply to whole urban area waterfront).

Could provide better calmed perhaps single carriageway crossing of A82 which would prioritise active travel ahead of vehicular movements, more waterborne visitors would reduce those coming by road vehicles, proper berthing for cruise ships would reduce their need to run engines to maintain position in loch.

Could provide paddling/outdoor swimming pool at Old Fort as visitor/community facility, Caledonian Canal craft increase would be likely to use waterfront facilities and vice versa, chance of more commercial activity such as seafood shack.

Fort William Active Travel

Better information for cyclists at Treslaig and Corran ferries. A Connected Place - more reliable journey times for cyclists on national cycle route. Better marked cycle lanes are needed through Lochyside.

Proper off road national cycle route to Ballachulish and on A830 (third of route complete between Mallaig and Arisaig). Need for pedestrian crossing of A830 near Banavie School Modal shift away from car journeys.

High School Expansion

Education offer could be improved via local artists contributing to pupils skills/training (Great Place to Live).

New rail halt near High School would lead to more sustainable journeys to school. High School should encourage one time plastics use and litter picking.

Better active travel network connections towards school would increase modal shift. Indoor facility could be incorporated at High School.

Highland Cinema

Significant improvement to wellbeing of community, improved visitor offer because new high quality facility (Great Place to Live).

Cinema will stimulate and energise town centre and this benefit should be maximised.

Redevelopment of Belford Site

Good location for an attractor facility such as an ice rink (Great Place to Live).

Upper Achintore Housing

Housing development at Upper Achintore will destroy a peat bog. With a Climate Emergency is this the time to destroy peat which is valuable in carbon capture and long term storage?

Upper Achintore Community Facility

Will address previously unmet needs of a large community, will build shared, local pride and sense of community, supported by Local Access Panel, need for enhanced play park in area (Great Place to Live).

More active travel to more local facility, new building will be more energy efficient.

Needed for new householders within large, permitted adjoining housing development.

Primary Schools

If the new/expanded school facilities are accessible to the general public during the evenings and weekends (Great Place to Live).

Road Improvements STAG/STPR2

A82 bypass is needed urgently, communities need to be better kept informed of difference between short and long term interventions, Caol Link Road to assist economic growth (A Connected Place).

New roads should have active travel routes alongside them. Rail and bus route alternatives – e.g. taking Harry Potter fans out of cars and on to buses and rail to get to and from Glenfinnan.

Indoor Multipurpose Facility

Important central community focus, should be more of a cultural than sports hub as sports facilities are available at schools, better to relocate shinty pitch to King George V field and co-locate pool and new centre at An Aird but with separate adjoining arts hub, needs to incorporate other attraction facilities like ice rink, needs public agency support (Great Place to Live).

Needs to be in a sustainable location (active travel and public transport accessible). Refurbishing or redeveloping an existing facility would be more sustainable.

Fixed Link at Corran

A fixed link wouldn't have the same timetabling reliability and resilience issues as the ferry service (A Connected Place).

Glen Nevis Congestion Reduction

E bike scheme, modal shift to better active travel routes and longer diurnal bus timetabling. Linked to other Glen Nevis projects (A Connected Place).

Service Point for Campervans

Further support, linked to Park n Ride, maybe with showers and laundry and more environmentally friendly waste disposal. Supports need for facilities for camper vans so they can dispose of waste effectively. In France there are supermarkets which allow overnight stays in carparks with disposal facilities for free if people shop there.

Hop On Hop Off Electric Bus

Glen Nevis and Fort William should be a place you don't need a car to get around because of good bus, rail and active travel network provision). Modal shift to more sustainable methods of travel (A Connected Place).

E Bike Scheme

Hubs and share scheme all around urban area and Glen Nevis - further support will encourage more modal shift for longer journeys where active travel is not a viable option.

Local Tidal Energy Scheme

Further support especially for sea barrage at Corran Narrows.

Better connectivity with Ardgour across Lochs Eil and Linnhe

Further support - encourage modal shift from long car journeys – better bus service and/or ferry.

Ben Nevis A82 Tunnel

Trunk road tunnel is an absurd idea, both financially (far too expensive) and in practice (compared to many places we have some minor traffic congestion, but nothing justifying that level of solution).

New airstrip/airport

Trunk road tunnel is an absurd idea, both financially (far too expensive) and in practice (compared to many places we have some minor traffic congestion, but nothing justifying that level of solution).

Buy/Swap/Sell Lochaber

Suggestion for Local Exchange facility.

Care/Respite Home/Hospice/"Village"/Rehabilitation Centre at Blar Mor or elsewhere within Fort William

Increased, elderly population in Fort William will need a flat, central place to have their care needs met (Great Place to Live).

New Business Park/Industrial Estate

Local employment opportunities constrained by lack of business/industrial accommodation – particularly for start-ups (Great Place to Live).

More Local Rail Halts on Glasgow and Mallaig Lines

Encourage integrated active and rail travel as far as Corroun and Glenfinnan, particularly need for halt at holiday park at Annat Point. Lower or zero carbon fuels for trains (A Connected Place).

Park n Ride facilities to intercept town centre and Glen Nevis trips

Park n Ride facility and a link to bike share scheme and improved active travel network especially within Glen Nevis (A Connected Place).

Bike storage on buses

Would allow use of national cycle route south of Ballachulish and avoid unsafe section along A82 – modal shift.



