

**AGENDA ITEM 4
REPORT NO. LA/1/20**

HIGHLAND COUNCIL

Committee: Lochaber Committee

Date: 19 February 2020

Report Title: Fort William 2040

Report By: Executive Chief Officer - Infrastructure and Environment

1. Purpose/Executive Summary

1.1 This report presents the outcome of the 2019 public events for Fort William 2040 (FW2040) for consideration and approval. It outlines the feedback received and taking account of these comments it recommends a series of updates to the [FW2040 online report](#) which comprises a Vision, Masterplan and Delivery Programme. The FW2040 report is intended to continue to act as a shared portfolio for the town setting out actions and responsibilities for delivering this vision for the future and working together to adopt a sustainable approach to improve prosperity, and quality of life for people throughout Lochaber.

2. Recommendations

2.1 Members are asked to:

- i. note the comments made through the FW2040 consultation and agree the proposed updates to the FW2040 online document summarised at **Appendix 1**, specifically:
 - a) the inclusion of a new Vision theme relating to “A Low Carbon Place”;
 - b) updates to the FW2040 Masterplan at **Appendix 2** and corresponding Delivery Programme at **Appendix 3**;
 - c) consider the list of new / aspirational projects listed at **Appendix 4**;
- ii. agree that the updated FW2040 online document should be a material consideration for development management purposes forming an integral part of the West Highland and Islands Local Development Plan Action Programme;
- iii. in response to the independent evaluation of FW2040 detailed at **Appendix 5**, agree that the Council’s Executive Chief Officer Infrastructure and Environment and HIE Area Manager jointly write to Scottish Government to seek better spatial coordination of spending by government departments and agencies and to suggest that Fort William be a pilot for such a place based approach to investment;

- iv. agree that the updated FW2040 material approved by committee as set out above, be incorporated within other illustrative and explanatory material and published as an updated FW2040 online Storymap as soon as practicable;
- v. note the intention to continue to monitor and review FW2040 progress as outlined in section 7 below.

3. Implications

- 3.1 Resource: resources to update and publish the FW2040 online documentation are allowed for within the Service budget.
- 3.2 Legal: the FW2040 Masterplan and Delivery Programme do not form part of the Council's statutory development plan for the area and are therefore very unlikely to be subject to any legal challenge.
- 3.3 Community (Equality, Poverty and Rural): the related local development plan has been subject to Equalities Impact Assessment (EqIA) screening and found not to require a full EqIA. One of FW2040's aims is to make Fort William a more effective "engine" to drive the economy of the wider Lochaber area and to make the town a focus for infrastructure network and facility improvements that will also benefit the rural hinterland of the town. Poverty issues are addressed by FW2040's support for employment, district heating and affordable housing opportunities, and improved accessibility to facilities via free or cheaper travel modes.
- 3.4 Climate Change / Carbon Clever: the related development plan has been subject to several rounds of environmental assessment including Habitats Regulations Appraisal (HRA) and Strategic Environmental Assessment (SEA). The 2019 review of FW2040 focused on climate change and ecological emergency issues. All of the larger FW2040 projects will be subject to further environmental assessment.
- 3.5 Risk: There are no known significant risks associated with this item.
- 3.6 Gaelic: the updated FW2040 documentation will have Gaelic headings added.

4. Background

- 4.1 At its meeting of 23 January 2019, the Lochaber Committee considered the 2018 FW2040 consultation feedback and agreed the publication and annual review of an [online FW2040 document](#) - published in a Storymap format – including vision, projects and actions and responsibilities for delivery. In September 2019 the West Highland and Islands Local Development Plan (West Plan) was formally adopted. Subsequently in November 2019 the Action Programme for the West Plan was approved by Committee for publication which provides the framework for monitoring the delivery of that plan. At that point it was noted that the FW2040 document would also form an integral part of the West Plan Action Programme as proposed in recommendation (ii) above.
- 4.2 Feedback received since publication of the 2019 report highlights progress with several of the FW2040 projects:
 - the Caol and Lochy flood scheme (incorporating an active travel component) has obtained approval – and is now out to tender;

- the Active Travel Audit update of the wider Fort William urban area has been completed;
- the Blar Mor STEM centre has obtained planning and building warrant approvals;
- the Blar Mor new hospital strategic assessment has been completed;
- site clearance of the initial phases at Blar Mor have been completed;
- a planning application proposal for holiday cabins at Nevis Forest has been lodged;
- Corpach Marina has obtained further funding and licence approvals;
- a detailed alloy wheel plant design has been undertaken;
- a new cinema has been approved and is under construction;
- 350 houses have been approved at Upper Achintore;
- the number of cruise ships visiting Fort William has increased markedly;
- a Local Full Fibre Network connecting a number of public sector buildings in Fort William is being developed. Cable laying should commence in spring with further roll-out to businesses and community expected in early summer;
- collaborative input from partners to key consultations such as STPR2 (Scottish Transport Projects Review 2);
- a Loch Linnhe stakeholders group has met to consider marine development options;
- a Sustrans officer in post, through Lochaber Chamber of Commerce;
- an options appraisal has been commissioned to assess future provision of sports and cultural venues;
- zero Waste Scotland has commissioned work to inform the development of a local area energy plan.

4.3 To review this progress and encourage further investment, a meeting with project leads was held in August 2019 to help update the baseline information for the delivery of projects identified in the FW2040 Delivery Programme and to identify any new projects or priorities. There was also recognition from business representatives and interest groups of the potential value of coordinating future developments and investments in the area. Using all the information gathered from project representatives and throughout the year updated versions of the FW2040 vision, delivery programme and masterplan were prepared and these were presented at a wider public event held in September 2019.

4.4 Since the report to the Lochaber Committee last year the FW2040 has also gained recognition at the national level in terms of engaging communities in the monitoring of future development and steering its delivery. Senior members of the Scottish Government have expressed interest in the approach to masterplanning taken in Fort William and the opportunity it presents to better coordinate development and investment at the local and national level. However, it is also recognised that further work is required to tackle the challenges for funding, delivery and in turn meeting the agreed vision and outcomes for the future. This is covered further below and in the recommendations.

5. FW2040 Consultation in 2019

5.1 The year's main public consultation event took place in September 2019 at the Nevis Centre in Fort William. This open, public event was widely advertised through local and social media resulting in around 150 attendees during the day including members of the public, local community groups, business representatives, public agencies and the private sector. The event was organised in partnership with officers from Scottish

Government and Highlands and Islands Enterprise, and these organisations jointly funded the event. Project leads attended to explain progress with their projects. A “trade-fair” format allowed the local community to learn more about the progress of projects of interest to them and encouraged dialogue and cooperation between project leads. Facilitated sessions were also held throughout the day to focus in on projects by and how they might contribute to the FW2040 vision and priorities. Feedback from the event is summarised **at Appendix 1**.

- 5.2 For those not able to attend the event, a separate online consultation was hosted on the Council’s consultation portal between 20 September and 23 October 2019. Feedback from this source is also summarised and responded to at **Appendix 1**.
- 5.3 The consultation invited comments and updates on three separate elements as follows:
- the **FW2040 Vision** – to confirm that this is still up to date and relevant;
 - the **FW2040 Masterplan and Delivery Programme** – to review progress made in delivering projects in line with the vision, and to consider any new projects under consideration; and
 - any **new or aspirational projects** that people wished to propose for consideration.

In light of Highland Council declaring a climate and ecological emergency in May 2019, it was decided that the 2019 consultation should also involve a review of the likely contribution that existing and potential future projects and priorities would make to the climate commitment.

- 5.4 To further check the value of work to date, and to help drive the delivery of the FW2040 Masterplan, Highlands and Islands Enterprise commissioned an independent review of the FW2040 process. The results of this evaluation are summarised at **Appendix 5**. A key output of this evaluation was the need for better coordination of funding streams within central government alongside any funding from public agencies and private sector.
- 5.5 Community representatives were invited to contribute to and have been informed of the results of the 2019 consultation. They have also been invited to this committee meeting.

6. Responses made during the 2019 FW2040 Consultation

- 6.1 **Appendix 1** summarises the comments raised through the 2019 engagements and online consultation. The following sections highlight some of the updates requested and/or proposed for each element of the FW2040 report:
- 6.2 **Vision and General comments**
- a) In terms of the Vision, most respondents agreed that climate change should be a guiding principle for FW2040. The recommended changes within **Appendix 1** have been incorporated and updated in the relevant elements of the FW2040 document at **Appendices 2, 3 and 4**.
- 6.3 **Masterplan and Delivery Programme**
- a) Transport was a key issue for many people in particular the need to tackle chronic congestion and the lack of resilience in the road network during the extended tourist season. There was also a recognised need for facilities to allow a better interchange between travel modes for freight, cyclists, commuters and visitors. The existing FW2040 documentation picks up most of the points raised but additional

- project content is recommended in terms of commuter rail halts and park and ride.
- b) The need for additional care home provision in Lochaber was raised with Blar Mor suggested as the optimum location for a central facility. The second phase housing site at Blar Mor is likely to offer an opportunity for accommodation specifically adapted for the ageing population but the extent, type and timing of such accommodation cannot be specified at this time.
 - c) Several respondents promoted a range of sites for an enhanced community / sports / cultural centre within Fort William. A review of such provision is underway and any progress made could be incorporated into the FW2040 documentation. Meantime, it is recommended that all suggested options be referenced in particular a potential community facility at Upper Achintore.
 - d) It is recommended that the suggestion for a potential tidal energy scheme at Annat should be referenced. Better connectivity with Ardgour across lochs Linnhe and Eil was a common theme of several comments and this could be incorporated as an aspirational project and in the reference to water taxis.
 - e) Several parties raised specific issues relating to operational issues or service delivery such as the need for speed cameras on the A830, a desire for better maintenance of roads, neighbourhood recycling facilities, High School litter picking, and the range of health care to be provided by the new hospital. It is recommended that these important issues be passed to the relevant agency or agencies for their consideration and the final FW2040 report updated accordingly.
 - f) The specific suggestion for an active travel bridge from Caol Spit to An Aird is already referenced more generally under the active travel masterplan project. In the event that this scheme gains sufficient funding or design commitment it would be proposed for inclusion.
 - g) The suggestion for a canopy for Cameron Square is proposed to be referenced as an aspirational project although it could be captured under the town centre regeneration project once it gains traction. Improvements around Caol Coop are also proposed to be referenced as an aspirational project.
 - h) The general need for more employment land was raised but no site or end user identified.
 - i) Suggestions for childcare availability at all public buildings and the need for a public art design code for the active travel network again will need to be referred to the relevant public agency and/or Community Planning partner.

6.4 **New / Aspirational projects**

This section aims to capture a record of new and aspirational ideas which can be elevated to the main masterplan and delivery as they gain support, funding and commitment. Committee is asked to consider the new and aspirational projects enclosed at **Appendix 4**, including:

- a) Some criticism of existing aspirational projects such as a potential airstrip and the Rannoch tunnel was received. These suggestions came from the community and whilst they have challenges in terms of feasibility and climate change implications in light of the differing comments they are referred to Committee for consideration.
- b) It is recommended that the settlement wide E-Bikes scheme proposal should be elevated to a masterplan project if its funding bid is successful.

7. **Other Actions and Next Steps**

- 7.1 It is intended to publish the updated FW2040 document as soon as practicable following this meeting. It is proposed to use the [online Storymap format](#) again this year which is aimed at being more accessible, attractive and user friendly. Further illustrative and explanatory material will be added where appropriate.

- 7.2 In response to the independent evaluation of FW2040 detailed at **Appendix 5** which highlighted central government sector-specific funding arrangements as a key constraint to the implementation of FW2040, it is proposed that the Council write to Scottish Government to seek better spatial coordination of spending by government departments and agencies and to suggest that Fort William be a pilot for such a place based approach to investment. The Council's Climate Change Panel meeting on 15 January 2020 raised a similar issue in calling for coordinated government support for development proposals that could, together, make low or zero carbon district heating schemes more viable and therefore deliver against both the climate change and fuel poverty agendas. Blar Mor is an example of a mixed use, multi agency, major development site that could deliver against these objectives if the Scottish Government could help to coordinate the coordination of investments in health, housing, energy and education budgets.
- 7.3 In maximising the Council's ongoing role in implementing FW2040 it is recommended that the online FW2040 document is incorporated as part of the Action Programme for the recently adopted West Highland and Islands Local Development Plan and, in doing so, that it becomes a material consideration for development management purposes. As such it would need to be recognised as a key factor in the determination of relevant planning applications.
- 7.4 Members may also wish to note the intention to continue to monitor and review FW2040 progress including an annual review event in 2020 and more frequent "live" updates if and when projects reach significant milestones in terms of funding, design or completion. It is proposed to engage once again with stakeholders in Fort William later this year.

Designation: Executive Chief Officer - Infrastructure and Environment

Date: 6 February 2020

Authors: Scott Dalgarno, Development Plans Manager
Tim Stott, Principal Planner

Background Papers:

1. Lochaber Committee Minutes: 23 January 2019 and 6 November 2019

The above documents are available at: www.highland.gov.uk

LOCHABER AREA COMMITTEE ITEM: APPENDIX 1:

2019 FW2040 FEEDBACK AND RECOMMENDED CHANGES

Below is a summary of feedback received during the FW2040 2019 consultation. It only includes feedback that seeks a change or addition to the existing FW2040 online documentation not comments that simply reiterate the existing documentation. Text **in bold** denotes the recommended changes for approval by Committee.

VISION / GENERAL

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
Project Leads & Internal	General	Need to renumber and rename projects to better match visionary themes (see detail below).	Renumber and rename projects to better match visionary themes (see detail below).
Project Leads & Internal	General	Storymap text needs updated to reflect 2019 feedback.	Update to reflect 2019 feedback and consequential changes. Better photos where available.
Project Leads & Internal	General	Change Masterplan to reflect renumbering, renaming and subdivision of projects.	Renumbering, renaming and subdivision of projects on Masterplan. Simplification of graphic.
Project Leads & Internal	General	Change Delivery Programme to reflect renumbering, renaming and subdivision of projects.	Renumbering, renaming and subdivision of projects in Delivery Programme.
Online Consultation	General	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.	These higher level outcomes are already referenced in the FW2040 documentation and detailed in other policy documents applicable to the area. FW2020 concentrates on the spatially coordinated delivery of outcomes via the implementation of specific projects.
September 2019 Public Event	General	There should be one organisation that is ultimately responsible for driving the Vision for the benefit of Fort William and Lochaber	No, we believe there should be collective planning, responsibility and delivery. One of the key benefits of FW2040 is the coordination of funders and their budgets which would not otherwise happen.
September 2019 Public Event	General	Concentrate new development on brownfield sites not greenfield land especially where that has seating to enjoy that greenspace.	Add new aspirational project to increase / enhance greenspace.
September 2019 Public Event	General	Highland Council should produce a Climate Action Plan because Scottish Government has failed to do so with more emphasis on climate change responsibilities. Highland can become a carbon sink and aim at betterment not just mitigation.	Add new overarching Vision theme that relates to “A Low Carbon Place”.
September 2019 Public Event	General	Install average speed cameras on the A830 between Fort William and Glenfinnan.	This is an operational matter for Police Scotland and Transport Scotland. These comments will be passed on to the relevant partner agencies.
September 2019 Public Event	General	Better maintenance of roads when closures planned – e.g. gully clearance.	This is an operational matter for THC’s Community Services and Transport Scotland. These comments will be passed on to relevant partner agencies.

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
Online Consultation	Climate & Ecological Emergency	Energy efficiency and carbon budget needs to be a major consideration for every project.	Add new overarching Vision theme that relates to “A Low Carbon Place”.
Online Consultation	Climate & Ecological Emergency	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.	Add new overarching Vision theme that relates to “A Low Carbon Place”.
Online Consultation	Climate & Ecological Emergency	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 their in time so I drive or ride share.	Add new overarching Vision theme that relates to “A Low Carbon Place”. Technological advances in engine design and fuel choices should minimise the future impact of cruise ships and their occupancy is so high that the impact per person is lower than visitors travelling by other modes.
Online Consultation	Climate & Ecological	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	Add new overarching Vision theme that relates to “A Low Carbon Place”.

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
	Emergency	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'.	Add new aspirational project to increase / enhance greenspace. The Council recognises the viability challenges associated with the aspirational Rannoch tunnel proposal. Modal shift to more sustainable travel modes is encouraged by existing projects.
Online Consultation	Climate & Ecological Emergency	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.	District heating is one component of the Energy Network project. The Council recognises the viability challenges associated with the aspirational airport / airstrip proposal. The suggestion for outdoor schooling is an operational matter for THC's Care and Learning Service. These comments will be passed on to the relevant partner agencies.
Online Consultation	Climate & Ecological Emergency	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 Inverloch). 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	There is already a principal Active Travel project and the only specific schemes listed are those with a substantive degree of commitment in terms of design and/or funding. The Caol Spit active travel link is desirable but not currently designed or funded. If the E-bike scheme receives funding then it should be added as a "live" update to the principal projects list.

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
		<p>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.</p>	
Online Consultation	Climate & Ecological Emergency	<p>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.</p>	<p>Add new overarching Vision theme that relates to “A Low Carbon Place”. Previous references to the use of LPG have already been deleted from the FW2040 documentation. Other fossil fuel options are not promoted. There is already a principal Active Travel project and the only specific schemes listed are those with a substantive degree of commitment in terms of design and/or funding.</p>
Online Consultation	Climate & Ecological Emergency	<p>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. Inverloch battlefields 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 & 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 -</p>	<p>Add new overarching Vision theme that relates to “A Low Carbon Place”. Add new aspirational project to increase / enhance greenspace. Building standards energy efficiency issues are being better addressed at national and Highland level. The Corpach Port Expansion project envisages better freight interchange facilities. The other suggestions are already referenced in the principal and aspirational projects list.</p>

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
		<p>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</p>	
Online Consultation	General	<p>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 Corroul. Glenfinnan and Corroul 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</p>	<p>“A Great Place to Live” is taken to include anyone spending or likely to spend any time in Fort William and wider Lochaber not just those usually and permanently resident in Fort William. To a degree FW2040 is a promotional tool to attract people and investment to the area. Add new aspirational project for integrated public transport / active travel networks including better use of commuter rail halts and park and ride facilities.</p>

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
		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.	
Online Consultation	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. Better marked cycle lanes are needed through Lochyside.	The location and provision of smaller, neighbourhood recycling facilities and cycle lane markings is an operational matter for THC's Community Services. These comments will be passed on to the relevant partner agency.

MASTERPLAN PROJECTS & DELIVERY PROGRAMME

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
September 2019 Public Event	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.	FW2040 documentation shouldn't prescribe the type and location of additional berthing at Corpach / Annat. The Corpach Port Expansion project envisages better freight interchange facilities.
Online Consultation	Corpach Port Expansion	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.	Add new overarching Vision theme that relates to "A Low Carbon Place". Previous references to the use of LPG have already been deleted from the FW2040 documentation.
September 2019 Public Event	Corpach Canal Entrance Marina	This will be an attractive new facility that will improve offer to tourists and locals	Agreed but no change required.
September 2019 Public Event	Nevis Forest Additional Visitor Accommodation	Accommodation is novel and interesting and should therefore add to tourism accommodation offer in the area	Agreed but no change required.
September 2019 Public Event	Blar Mor New Hospital	A 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).	This is an operational matter for NHS Highland. These comments will be passed on to the relevant partner agency.
		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	The Blar Mor Phase 2 housing is likely to include accommodation suitable for the ageing population but won't be a substitute or justification for the closure of existing outlier care home provision.
		Should be complementary to not a duplication of STEM Centre services (e.g.	Agreed but this is an operational matter for NHS Highland and

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
		training).	West Highland College UHI. These comments will be passed on to the relevant partner agencies.
September 2019 Public Event	Blar Mor Community Uses	New, better school or other community attractor facility (Great Place to Live).	Agreed but this is already stated or implicit in the current FW2040 documentation.
		Blar Mor is a central location which should other things being equal encourage more active travel or ebike travel	Agreed but this is already stated or implicit in the current FW2040 documentation.
September 2019 Public Event	Tailrace	Additional attractor facility for locals and tourists, could become sports hub, using existing natural asset. Low carbon impact because uses renewable energy and natural "facility". Crossover to outdoor adventure courses at WHC-UHI (Great Place to Live).	Agreed but this is already stated or implicit in the current FW2040 documentation.
September 2019 Public Event	Energy Network	District heating schemes for new housing (Great Place to Live).	Agreed but this already stated or implicit in the current FW2040 documentation.
		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.	Add new overarching Vision theme that relates to "A Low Carbon Place" . Building standards energy efficiency issues are being better addressed at national and Highland level.
September 2019 Public Event	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).	Agreed but this is already stated or implicit in the current FW2040 documentation.
		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.	Agreed but this is already stated or implicit in the current FW2040 documentation.
		More visitor spend in town centre to help revitalise commercial health of town centre	Agreed but no change required.
September 2019 Public Event	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).	The wider waterfront projects are better picked out individually and collectively through the existing "Place Facing Water" Vision theme.
		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.	The existing FW2040 documentation prioritises active travel improvement and road congestion reduction projects. This suggestion has merit but would be likely to have a net negative impact on road congestion.
		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.	Agreed but this is already stated or implicit in the current FW2040 documentation.
September 2019 Public Event	Fort William Active Travel Audit	Better information for cyclists at Treslaig and Corran ferries. A Connected Place – more reliable journey times for cyclists on national cycle route.	Transport Scotland is already considering better traveller information as one of their short term intervention options. However, this is an operational matter for Transport Scotland rather than a significant physical investment project. These

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
			comments will be passed on to the relevant partner agency.
September 2019 Public Event	Active Travel	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.	There is already a principal Active Travel project and the only specific schemes listed are those with a substantive degree of commitment in terms of design and/or funding.
September 2019 Public Event	High School Expansion	Education offer could be improved via local artists contributing to pupils skills / training (Great Place to Live).	Agreed but no change required.
		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.	Add new aspirational project for integrated public transport / active travel networks including better use of commuter rail halts and park and ride facilities. High School operational matters are outwith the scope of FW2040.
		Better active travel network connections towards school would increase modal shift. Indoor multipurpose facility could be incorporated at High School.	Agreed but already implicit in active travel network project.
September 2019 Public Event	Highland Cinema	Significant improvement to wellbeing of community, improved visitor offer because new high quality facility. Cinema will stimulate and energise town centre and this benefit should be maximised (Great Place to Live).	Agreed but no change required.
September 2019 Public Event	Redevelopment of Belford Site	Good location for an attractor facility such as an ice rink (Great Place to Live).	Agreed but no change required. Related Local Development Plan (WestPlan) already supports such a use on this site.
		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.	This is an operational matter for NHS Highland. These comments will be passed on to the relevant partner agency.
Online Consultation	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?	Peat impact minimised in recent applications. Permissions issued. Applications if implemented will deliver net additional tree planting.
September 2019 Public Event	Upper Achintore Community Facility	This 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). More active travel to more local facility, new building will be more energy efficient. Needed for new householders within large, permitted adjoining housing development. (Great Place to Live).	Add new principal project to FW2040 documentation for a community facility at Upper Achintore.
September 2019 Public Event	Primary Schools	Will be beneficial if the new / expanded school facilities are accessible to the general public during the evenings and weekends (Great Place to Live).	This is an operational matter for the Council's Care and Learning Service. These comments will be passed on to the relevant partner agency.
September 2019 Public Event	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).	Transport Scotland's public communications strategy is an operational matter for that organisation but these comments will be passed to them. The need for more strategic transport interventions is already referenced as a principal project.
		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	Add new aspirational project for integrated public transport / active travel networks including better use of commuter rail

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
		get to and from Glenfinnan.	halts and park and ride facilities.
September 2019 Public Event	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.	Add An Aird and Lochaber Leisure Centre as potential locations for new sports / community / cultural facility and reference review of existing facilities.

NEW / ASPIRATIONAL PROJECTS

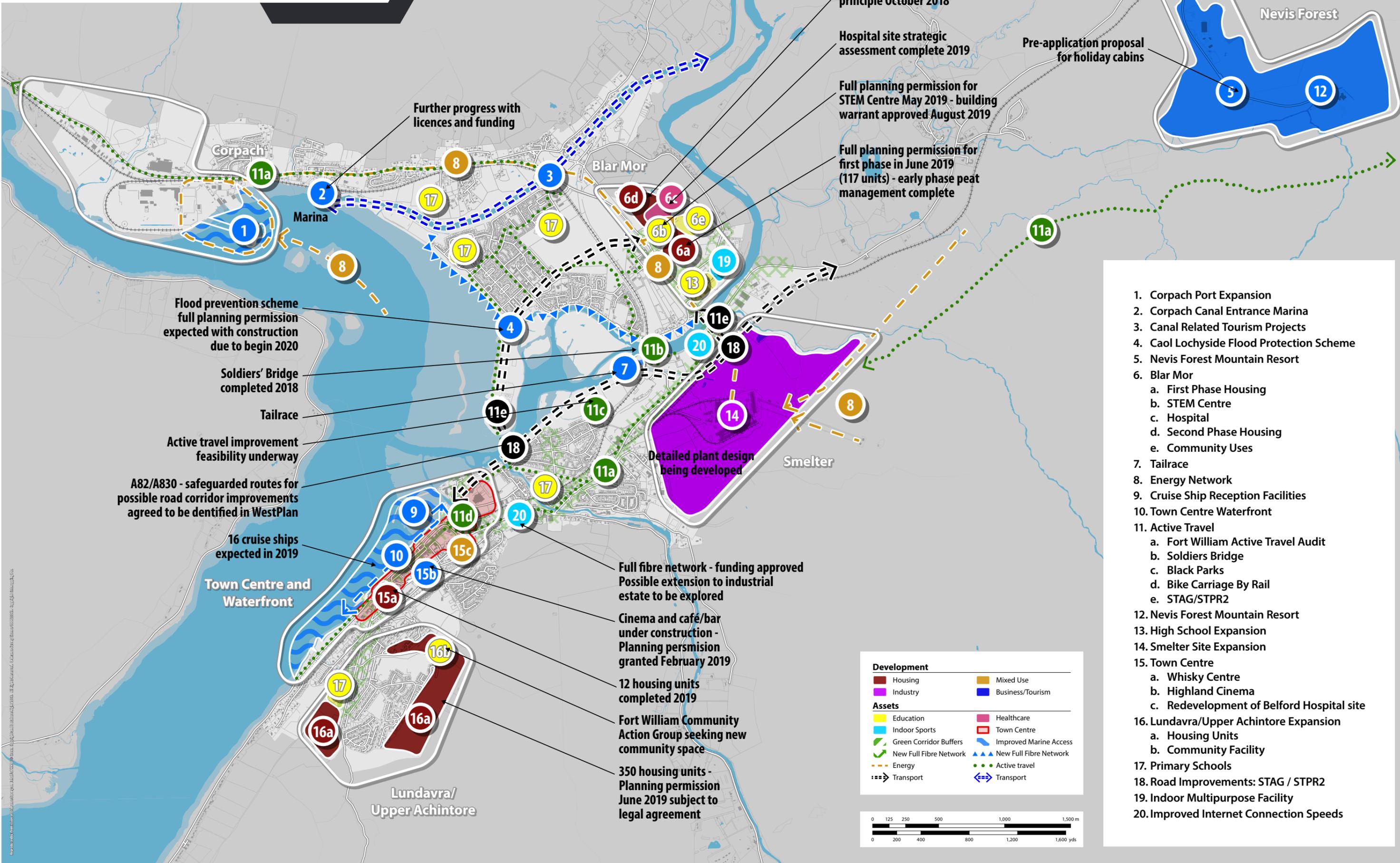
SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
September 2019 Public Event	Fixed Link at Corran	A fixed link wouldn't have the same timetabling reliability and resilience issues as the ferry service (A Connected Place).	Agreed but no further change required.
September 2019 Public Event	Glen Nevis Congestion Reduction	E bike scheme, modal shift to better active travel routes and longer diurnal bus timetabling) Linked to other Glen Nevis project below (A Connected Place).	Agreed but no further change required.
September 2019 Public Event	Service Point for Campervans	Further support, linked to Park n Ride, maybe with showers and laundry More environmentally friendly waste disposal.	Agreed but no further change required.
Online Consultation	Service Point for Campervans	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.	Agreed but no further change required.
September 2019 Public Event	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).	Agreed but no further change required.
September 2019 Public Event	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.	If the E-bike scheme receives funding then it should be added as a "live" update to the principal projects list.
September 2019 Public Event	Local Tidal Energy Scheme	Further support especially for sea barrage at Corran Narrows.	Add / amend new / aspirational project for Tidal Energy Scheme (at Annat and/or Corran).
September 2019 Public Event	Better connectivity with Ardgour across Lochs Eil	Further support - encourage modal shift from long car journeys – better bus service and/or ferry.	Add to existing new / aspirational project reference of water taxis to broaden it to encompass better connectivity with Ardgour across Lochs Eil and Linnhe.

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
	and Linnhe		
Online Consultation	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).	This was a community council suggestion and is included as an aspirational project.
Online Consultation	New airstrip / airport	Not sure an airport and similar carbon intensive tourist infrastructure can be carried forwards with climate change on the list of considerations.	This was a community suggestion and is included as an aspirational project.
September 2019 Public Event	Buy / Swap / Sell Lochaber	Local Exchange	This idea is unlikely to need separate and additional physical infrastructure provision and therefore need not be referenced as a FW2040 project.
September 2019 Public Event	Active Travel Link across Caol Spit	Suggestion for specific project for active travel bridge from Caol Spit to An Aird..	There is already a principal Active Travel project and the only specific schemes listed are those with a substantive degree of commitment in terms of design and/or funding. The Caol Spit active travel link is desirable but not currently designed or funded.
September 2019 Public Event	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).	The Blar Mor Phase 2 housing is likely to include accommodation suitable for the ageing population. If a firmer proposal emerges at the Blar Mor then this could be added as a principal sub project.
September 2019 Public Event	New Business Park / Industrial Estate	Local employment opportunities constrained by lack of business / industrial accommodation – particularly for start-ups (Great Place to Live)	There are a number of employment sites allocated for development in the Council's approved development plan. In the absence of a more specific proposal and funding then it is unnecessary to add a FW2040 project at this stage.
September 2019 Public Event	Improvements around Caol Co-op	Suggestion under Great Place to Live theme.	Add new / aspirational project for Improvements around Caol Co-op.
September 2019 Public Event	Canopy in Cameron Square	Suggestion under Great Place to Live theme.	Add new / aspirational project for Canopy in Cameron Square.
September 2019 Public Event	Improved Gateways to Town	Suggestion under Great Place to Live theme.	Add new / aspirational project for Improved Gateways to Town.
September 2019 Public	More Local Rail Halts on	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	Add new aspirational project for integrated public transport / active travel networks including better use of commuter rail

SOURCE OF FEEDBACK	TOPIC	SUMMARY OF FEEDBACK	RECOMMENDATIONS & PROPOSED CHANGES TO CURRENT ONLINE FW2040 MATERIAL
Event	Glasgow and Mallaig Lines	fuels for trains (A Connected Place).	halts and park and ride facilities.
September 2019 Public Event	Park n Ride facilities to intercept town centre and Glen Nevis trips	And link to bike share scheme and improved active travel network especially within Glen Nevis (A Connected Place).	Add new aspirational project for integrated public transport / active travel networks including better use of commuter rail halts and park and ride facilities.
September 2019 Public Event	Bike storage on buses	Would allow use of national cycle route south of Ballachulish and avoid unsafe section along A82– modal shift.	Add new aspirational project for integrated public transport / active travel networks including better use of commuter rail halts and park and ride facilities.
September 2019 Public Event	Community Facility Developer Contributions	Ring fence developer contributions for community facilities to more localised catchments.	Add new principal project to FW2040 documentation for a community facility at Upper Achintore. A review of existing and possible future facility provision is being undertaken. Until that is concluded and a decision made by the relevant agencies / funders then it would be prudent to keep future project options open. The default, approved, Highland-wide Highland Council policy is to ring fence contributions to the relevant High School catchment. Many developer contributions are time limited and the related projects often rely upon match funding so it is sensible for the FW2040 documentation to list a range of projects across a relatively wide catchment. In this way there is a far lower risk that monies will be clawed back by landowners / developers.
September 2019 Public Event	Public Art	Need for a consistent theme and design code linked to active travel network.	Although this could be used to link and “brand” the physical FW2040 projects, public art should be tailored to the particular locality and proportionate to the public prominence of the site / building. For example a public, waterfront location may require something different to an industrial site.
September 2019 Public Event	Childcare Facilities	Need for more childcare facilities at all public facilities.	Most public and commercial buildings could be physically adapted to allow such facilities but the decision to create and manage such provision is an operational decision for the building’s owner / operator. However, these comments will be passed on to the relevant partner agencies for their consideration.
Project Leads & Internal	Additional Waste Transfer Facility	Legal requirement to identify a method other than landfill for dealing with residual municipal waste.	The Council has a capital programme commitment for such a project. Add new 2019 / aspirational project for a new Waste Transfer Facility.

FW2040

A Masterplan and Delivery Programme for Fort William and Lochaber



1. Gorpach Port Expansion
2. Gorpach Canal Entrance Marina
3. Canal Related Tourism Projects
4. Caol Lochyside Flood Protection Scheme
5. Nevis Forest Mountain Resort
6. Blar Mor
 - a. First Phase Housing
 - b. STEM Centre
 - c. Hospital
 - d. Second Phase Housing
 - e. Community Uses
7. Tailrace
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. Bike Carriage By Rail
 - e. STAG/STPR2
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 Belford 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

Planning permission in principle October 2018

Hospital site strategic assessment complete 2019

Pre-application proposal for holiday cabins

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

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

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

Soldiers' Bridge completed 2018

Tailrace

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

Town Centre and Waterfront

Full fibre network - funding approved Possible extension to industrial estate to be explored

Cinema and café/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

Further progress with licences and funding

Detailed plant design being developed

Gorpach

Marina

Blar Mor

Smelter

Nevis Forest

Lundavra/Upper Achintore

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, full business case led by port owner and investors	£ 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)
3. Canal Related Tourism Projects	Enhanced tourist accommodation, facilities and events along Caledonian Canal					Scottish Canals	All joined up together?	£ TBC	Feasibility		Corpach Marina (2)

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						
4. Caol Lochside 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				West Highland College, HIE, Scottish Government, 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)
	6.5. Community Uses	Land reserved for community uses which may include new Primary School and other uses.				THC		£ TBC	Planning permission in principle.		

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						
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	Affordable and sustainable energy network for local employers and households					HIE, THC, OFGEM, Employers, Developers, Zero Waste Scotland		£ TBC	Feasibility		Blar Mor Developments (6), Smelter Site Expansion (14)
9. Cruise Ship Reception Facilities	Improved facilities to transfer and receive cruise ship and seaplane visitors					Fort William Marina & Shoreline Co., Crown Estate Scotland, HIE		£ 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		£ TBC	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)

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	11.1. 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	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)
	11.2. Soldiers Bridge	Improved active travel connection across River Lochy					THC, Sustrans, Hi-Trans, Scottish Government, Developers, Landowners		£ TBC	Completed 2018		
	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 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					

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						
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)
14. Smelter Site Expansion	Alloy wheel plant and related employment					Liberty Group	Business decision by company	£ 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)

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						
Town Centre Revitalisation	15.1. Whisky Centre	Housing development				THC, Developers, Landowners, Chamber of Commerce		£ TBC	Completed 2019		Town Centre Waterfront (10)
	15.2. Highland Cinema	Two screen cinema and café/bar				HIE, Regional Screen Scotland		£ TBC	Planning Permission February 2019. Construction underway.		
	15.3. Re-development of Belford Hospital site	Future development opportunity				NHS Highland		£ TBC	Feasibility		
Lundavra/Upper Achintore	16.1. Housing Units	c 350 housing units	2023 completion.			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)

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						
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	STAG and STPR2.				Hi-Trans, Scottish Govt, Transport Scotland, THC, HIE, 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. Local partners to influence prioritisation of projects in STPR2	£ 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).

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	Multipurpose provision of indoor sports, arts and cultural facilities					THC, Highlife Highland, Linnhe Leisure, HIE Developers	Audit existing facilities, set a strategy and vision then implement it.	£ 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 Dualled 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, landowners	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. Landowners.	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							

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			
Increased Quantity and Quality of Greenspace (including tree planting and peatland restoration)							
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							

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			
Local Exchange to Buy / Sell / Swap Merchandise							
Bike Storage on Buses							
New Business Park / Industrial Estate for Fort William							
Improvements around Caol Co-op							
Canopy in Cameron Square							
Improved Gateways to Town							

Appendix 5

Summary of multi-agency benefits realisation workshop

On 14th November 2019 representatives of the lead public sector stakeholders and agencies involved in implementing the FW2040 programme met to test their collective understand of, and commitment to, the vision, and to identify the real and perceived barriers to successful delivery.

Organisations represented at the event were; Scottish Government, HIE, Highland Council, NHS Highland, HITRANS, Transport Scotland and West Highland College UHI.

Participants demonstrated a strong level of commitment to collaborative working at a local level and were very open and willing to share their experiences and provide updates on progress made with their projects.

It was widely agreed that a dedicated resource with responsibility for programme leadership and management – incorporating responsibility for stakeholder communications – would be of central importance to ensuring the realisation of wider benefits associated with this programme of investments.

In addition, while local level collaboration and engagement are prevalent across the range of projects under discussion, each (public sector) project requires a full business case without any dependencies in order to receive funding from national sources. This implies that interdependency is seen as a risk rather than as an opportunity from the perspective of funders.

Efforts should be targeted at strategic engagement with Scottish Government to encourage funders to work together at a higher level to drive out the benefits (including potentially considerable cost savings) of programme working.

HIE

January 2020