



**STRATEGIC TRANSPORT PROJECTS REVIEW (STPR2)**

Report by Chief Executive

**PURPOSE**

- 1.1 The purpose of the Report is to provide an update regarding the second Strategic Transport Projects Review (STPR2) which takes a national overview of the transport network with a focus on regions and will help to deliver the vision, priorities and outcomes that are set out in the new National Transport Strategy (NTS2).

**EXECUTIVE SUMMARY**

- 2.1 Transport Scotland is undertaking STPR2 to help inform transport investment in Scotland for the next 20 years. Due to the impacts of the COVID-19 pandemic, the STPR2 programme is now being taken forward as a two-phased approach. The Phase 1 recommendations and associated impact assessment progress reports will focus on recommendations for transport projects or interventions that significantly contribute to STPR2 objectives, align well with NTS2 priorities, and can be progressed within the current spending period, helping to support a green recovery from the COVID-19 pandemic. The scenarios being developed for Phase 2 in STPR2 will be for the medium and longer term (next 20 years) and do not need to consider the present COVID-19 crisis. Phase 1 will report to the original timescale of Winter 2020/21. Phase 2 will report later in Autumn 2021 and will inform the Scottish Government's future investment plans and spending reviews.
- 2.2 This Report outlines the content of the STPR2 Update and Phase 1 Recommendations with a particular focus on how the process seems to exclude some key island travel priorities. STPR2, in its current form, appears heavily biased towards transport assets owned and operated by the Scottish Ministers so that mainland trunk roads may be included, but the Outer Hebrides Spinal Route, although a Regionally Significant Route, is excluded because it is managed by the Local Authority.
- 2.3 Bearing in mind that STPR2 will inform national transport policy for the next 20 years, it is of concern that several other island travel priorities have already been 'scoped out'. These include aviation services, the Air Discount Scheme, the Road Equivalent Tariff Scheme, inter-island fixed links and digital connectivity.
- 2.4 STPR2 Update, Recommendations and supporting documents are currently the subject of a consultation to 31 March 2021 and it is proposed that the Comhairle responds to that consultation. The Comhairle's draft response to Transport Scotland is at Appendix 1 to the Report. Appendix 2 to the Report contains a table of 'scoped in' priorities relevant to the Outer Hebrides. The Transport and Infrastructure Strategic Member Officer Working Group considered the Report and the Comhairle's draft response to Transport Scotland on 10 March 2021 and agreed to request a meeting with the Cabinet Secretary for Transport, Infrastructure and Connectivity to discuss further the Comhairle's concerns regarding STPR2.

**RECOMMENDATIONS**

- 3.1 It is recommended that the Comhairle:
  - a) note the publication of the Strategic Transport Projects Review 2 (STPR2) Update and Phase 1 Recommendations; and the STPR2 Initial Appraisal: Case for Change Highlands and Islands Region; and
  - b) approve the draft response at Appendix 1 to the Report as the basis of the Comhairle's final response to Transport Scotland's STPR2 Consultation.

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Appendix 1: Comhairle’s Draft response to Transport Scotland

Appendix 2: List of ‘Scoped-in’ STPR2 Phase 2 Options (Outer Hebrides relevant).

Background Papers: [STPR2 Update and Phase 1 Recommendations](#)  
[STPR2: Initial Appraisal: Case for Change – Highlands and Islands Region](#)  
[National Case for Change Report Appendix C – Out of Scope Options](#)  
[National Case for Change Report Appendix D: Options Sifted Out of STPR2](#)  
[National Case for Change Report Appendix E: Options Sifted In for Further Consideration through STPR2](#)  
[National Transport Strategy 2 Delivery Plan 2020-2022](#)  
[National Transport Strategy 2](#)  
[Outer Hebrides Local Transport Strategy](#)

## IMPLICATIONS

4.1 The following implications are applicable in terms of the Report.

Resource Implications	Implications/None
Financial	None
Legal	None
Staffing	None
Assets and Property	None
Strategic Implications	Implications/None
Risk	The ‘sifting out’ of locally significant transport projects presents a risk.
Equalities	None
Corporate Strategy	<b>Priority 1.6: Transport Policy</b> Introduce a new Outer Hebrides Local Transport Strategy to support the delivery of affordable, reliable and high quality external and inter-island transport links, underpinned by principles of decarbonisation and social inclusion. Ensure continued engagement with Scottish Government and key transport stakeholders to identify resources and further the interests of local priorities.
Environmental Impact	None
Consultation	STPR2 Update and Recommendations are currently the subject of a Transport Scotland consultation to 31 March 2021.

## BACKGROUND

- 5.1 STPR2 focuses on Scotland’s key strategic transport assets and deals with strategic transport projects or those projects which materially contribute to the achievement of Scottish Government and Transport Scotland’s policy objectives. Specifically, these projects relate to Transport Scotland assets, ports and airports of national significance and principal travel corridors between and within urban areas. STPR2 will prioritise interventions that: reduce the need to travel unsustainably; maintain and safely operate existing assets; make better use of existing capacity; and, targeted infrastructure improvements.
- 5.2 Due to the COVID-19 pandemic, the STPR2 programme is now being taken forward in two phases:
- Phase 1 focuses on recommendations for transport projects or interventions that significantly contribute to STPR2 objectives, align well with NTS2 priorities, and can be progressed or delivered within the current spending period, helping to support a green recovery from the COVID-19 pandemic.

- Phase 2 will focus on the medium and longer term (next 20 years) and is not constrained by COVID-19 considerations.

5.3 This Report concerns the STPR2 Draft Phase 1 Recommendations and Update provided by Transport Scotland's consultants, Jacobs/Aecom. The Phase 1 process has resulted in 20 interventions recommended against eight themes over the course of a five year programme, as shown in Figure 12 underneath. Many of these interventions will rely on partners for delivery. It is worth noting that a number of additional interventions to be taken forward under Phase 2 have emerged through an option sifting process which has been questioned by the majority of Highlands and islands stakeholders.

### **THE SIFTING PROCESS**

6.1 The Rural Transport Working Group (RTWG) was consulted on the STPR2 Option Sifting process insofar as it affects the Highlands and Islands and, in October 2020, Transport Scotland consultants informed the RTWG that options under the following themes would be 'scoped out' of the STPR2 process:

- local roads, unless they provide access to a key port of airport;
- inter-island ferry routes which do not form part of the CHFS or NIFS network;
- island to island fixed links;
- air services;
- funding;
- concessionary travel, including Public Transport fares;
- the Air Discount and Road Equivalent Tariff schemes; and,
- digital connectivity.

6.2 Several of these themes represent the strategic objectives of the Comhairle and it has already been pointed out to Transport Scotland's consultants that sifting out these project areas demonstrates a lack of understanding of island transport challenges and an undervaluing of island transport priorities. The sifting out of, for example, air services excludes a fundamental lifeline link for islands communities and calls into question the inclusivity and equity of what would become Scotland's 20 year Transport Plan. In its response to the STPR2 Phase 1 Recommendations and Update, the Comhairle may wish to re-affirm its deep concern about a sifting exercise that has scoped out so many critical areas of island transport.

### **ALIGNMENT WITH THE OUTER HEBRIDES LOCAL TRANSPORT STRATEGY**

7.1 The Outer Hebrides Local Transport Strategy (OHLTS) strives towards a transport network that will support the economy and communities and that will aid prosperity where cost is not a barrier and travel is affordable to all. In this context, there seems to be a disconnect between the ambitions of the high-level National Travel Strategy 2 (NTS2) and the project-focused STPR2. The former commits the Scottish Government and Transport Scotland to minimising the connectivity and cost disadvantages faced by island communities and those in remote and rural areas, including safeguarding lifeline services. The latter 'scopes out' lifeline services, transport funding and key travel support/concessionary schemes which are the very means of mitigating against the connectivity and cost disadvantages faced by island communities.

7.2 The NTS2 Delivery Plan also commits Scottish Government and Transport Scotland to a comprehensive review of ferry services and a new investment programme for ferries and ports. The Delivery Plan also refers to an Islands Connectivity Plan (ICP) which will succeed the Ferries Plan 2013-22 and, when challenged on some key island omissions in the Highlands & Islands Option Sifting process, Transport Scotland's consultants indicated that these omissions would be addressed in the ICP. While the ICP is intended to link to the outcomes of STPR2, the Comhairle may not be convinced by the strength of this undertaking and may wish to again challenge the scoping out of key island transport priorities from STPR2.

- 7.3 Highlands and Islands stakeholders, through the Regional Transport Working Group, will continue to lobby for better transport outcomes for the region from STPR2, but will also insist that stakeholders are consulted at the very outset on the proposed ICP and indeed the National Islands Plan (NIP). Thus far, Highlands and Islands local authorities have been excluded from the NIP's Implementation Route Map, of which island transport is a key strategic priority, and that is unacceptable.

## THE EIGHT STPR2 PHASE 1 THEMES



- 8.1 It is considered that these eight STPR2 Phase 1 themes fail to capture the key transport challenges facing the islands. The Outer Hebrides Spinal Route; roads to communities; inter-island ferry services; lifeline air services; the Air Discount Scheme; the Road Equivalent Tariff scheme and digital connectivity which shrinks distance and reduces remoteness are all essential features of prosperous and inclusive island life and yet these are not adequately reflected in the eight STPR2 Phase 1 themes.
- 8.2 One example is Theme 8 - 'Enhancing safety and resilience on the strategic transport network' where support will be provided only to Scotland's Strategic Road Network, excluding roads for which Local Authorities are responsible. This means that even the lifeline Outer Hebrides Spinal Route, regarded by the Comhairle as a Regionally Significant Route, is excluded from the STPR2.
- 8.3 In saying that, some of the themes do allow some flexibility for specific island transport solutions to be introduced, for example Theme 3 – 'Improving accessibility in rural and peripheral areas and for vulnerable groups'. The case could be made under this theme for additional investment in public transport and there may be scope for public sector support for electric vehicle purchase. It is likely that, under this theme, capital funding would be used for pilot projects in public transport, home to school transport, special educational needs travel, non-emergency patient travel, etc, and this support would be welcomed by the Comhairle.

## STPR2 OPTIONS RELEVANT TO THE OUTER HEBRIDES

- 9.1 Appendix 2 lists the 'sifted in' options which are included in the Phase 2 recommendations. Members are invited to review the comprehensiveness of this listing and to suggest others which do not appear on the list.

- 9.2 This listing excludes some internal connectivity options which, it is considered, would sit well in a network wide Strategy such as STPR2. These options have previously been considered under various STAG and OBC processes. For example, aviation is a fundamental lifeline link for the islands and the island road network, although regarded as 'local' by STPR2, is really a key part of the regional and national network. Sifting out Local Authority managed roads while sifting in roads maintained by Scottish Government or Transport Scotland effectively discriminates against the islands.

## **CONCLUSIONS**

- 10.1 It is recommended that a robust response is submitted by the Comhairle to the draft STPR2 Update and Phase 1 Recommendations publication. At the heart of this response should be the view that the publication demonstrates a serious lack of understanding of the transport needs of island communities. This lack of understanding is evidenced by the many island transport priorities sifted out of both Phases. It is considered that the published Phase 1 recommendations and Highlands and Islands Sifted In Options, do not sufficiently reflect the transport needs of the whole of Scotland, do not meet the needs of the Fairer Scotland Action Plan and have not been 'island proofed' in the spirit of the Islands Act 2018.
- 10.2 It appears that there is some tension, if not opposition, between the holistic objectives of the overarching National Transport Strategy 2 and the narrow aims of the STPR2 Phase 1 recommendations/Options Sifted In (H&I), particularly in terms of a lack of inclusion and equality across the whole of Scotland. NTS2 focuses on benefiting the all-of-Scotland transport network while the emerging STPR2 seems to focus support on Scottish Government/Transport Scotland assets which, by definition, are not represented on the islands.
- 10.3 It is difficult to envisage how the emerging STPR2 would reduce inequalities, achieve Net Zero, deliver inclusive economic growth and improve health on the islands if so many key island transport priorities are scoped out.

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Dear Ms Philips

**STPR2 UPDATE AND PHASE 1 RECOMMENDATIONS**  
**A RESPONSE FROM COMHAIRLE NAN EILEAN SIAR**

Thank you for the opportunity to comment on the STPR2 Update and Phase 1 Recommendations prepared by Transport Scotland's consultants.

Comhairle nan Eilean Siar is concerned at the apparent exclusion of island transport priorities from this exercise and this is particularly concerning given that the STPR2 will inform Scotland's Transport Strategy over the next 20 years.

In terms of road transport, the Outer Hebrides Spinal Route is a Regionally Significant Route, linking the islands and representing an indivisible extension of the mainland's Trunk Road network. It is unacceptable to the Comhairle that this Regionally Significant Route has been sifted out of the STPR2 process simply because it is managed by the Local Authority and is not owned, operated, and funded by the Scottish Ministers. This focus on Scottish Government owned and operated assets excludes large parts of the island transport networks which have been effectively managed by the Local Authority for decades. Inter-island fixed links have also been sifted out, even though these link one island to another much in the same way as the M8 links Glasgow to Edinburgh, or the A96 links Aberdeen to Inverness.

The same argument applies to Western Isles lifeline inter-island air and ferry services and mainland air services which are the equivalent of mainland Scotland's bus and train network. These inter-island links represent the only means of travelling between islands for work, healthcare, education, and leisure and yet these are to be excluded from the STPR2 Plan. This exclusion is unacceptable to the Comhairle while equivalent bus and rail links are included in the Plan.

The Comhairle feels that the STPR2 process is not inclusive and should be subject to an Islands Communities Impact Assessment under the terms of the Islands (Scotland) Act 2018. Such an assessment would demonstrate that the emerging STPR2 Plan has excluded island transport priorities and would contribute to a worsening of the demographic and economic challenges facing the islands.

While Transport Scotland's consultants point to a separate Islands Connectivity Plan (ICP) and indicate that priorities scoped out of STPR2 would be scoped into the ICP, the Comhairle would question the level of synergy between STPR2 and the ICP. If, as has been stated, that STPR2 is to inform the development of the ICP, there is the real risk that island transport priorities already scoped out of STPR2 (e.g. Aviation; local authority road infrastructure; travel incentive schemes; and digital connectivity) will not be adequately represented in the ICP and may never be supported. If the ICP is to deliver on island transport priorities, it must be developed in parallel with the STPR2 timeline and consulted on extensively with islands communities who in a national context would be most impacted. The ICP should not be a subsidiary document to STPR2 but should have equal strength in directing policy. It should align with the National Islands Plan in terms of policy and priorities and timeline.

Overall, the STPR2 Update and Phase 1 Recommendations are orientated strongly towards infrastructure owned and operated by Scottish Ministers. This automatically excludes island communities and this lack of inclusion is exacerbated by the 'sifting out' of key island transport priorities which the Comhairle and its partners have worked for years to progress. The STPR2 Update and Phase 1 Recommendations, if they follow the current trajectory, will exclude some of Scotland's most fragile communities from national transport strategy objectives for the next 20 years. Furthermore, these will set back the islands already fragile transport network from its current position. The Comhairle questions the value that Transport Scotland has attached to these fragile communities and its commitment to take the issue of Transport Poverty seriously (as NTS2 has stated that it would), while these islands are ranked highest for Transport Poverty in the Highlands and Islands. Indeed, a key driver for STPR2 should be to address Transport Poverty across Scotland and reduce regional inequality.

For the above reasons, the Comhairle cannot support STPR2 in its current form but will continue to work with Transport Scotland and its consultants and Highlands and Islands stakeholders to ensure that island transport priorities are not ignored as national transport strategy for the next 20 years is being developed and that more favourable transport outcomes can be achieved for these islands. The Comhairle will be requesting a meeting with the Cabinet Secretary for Transport, Infrastructure and Connectivity to raise its concerns around the STPR2 process.

Yours sincerely

Cllr Uisdean Robertson  
Chair: Transportation and Infrastructure Committee  
Comhairle nan Eilean Siar

LIST OF ‘SCOPED IN’ OPTIONS FOR STPR2 (RELEVANT TO THE OUTER HEBRIDES)

Reference	Option Title	Grouping Mode	Grouping Name
Highlands & Islands 2251	A cycle track the follows the spine road in Stornoway is required during peak tourist seasons (Aug-Oct	Active Travel	Strategic Expansions of the National Cycle Network
Highlands & Islands 2252	Establishment of a ‘route to the Isles’ connection NCN78 up the Great Glen and NCN780 in the Western Isles	Active Travel	Strategic Expansions of the National Cycle Network
Highlands & Islands 2254	Implementation of active travel networks in rural areas	Implementation of active travel networks in rural areas	Village – Town Active Travel Connections
Highlands & Islands 2257	Footpaths especially on single track roads	Active Travel	Village – Town Active Travel Connections
Highlands & Islands 2288	Further integration with ferry and other transport modes	Public Transport	Integrated Public Transport Ticketing
Highlands & Islands 2289	Implement multi -modal smart ticketing for bus, ferry and rail services	Public Transport	Integrated Public Transport Ticketing
Highlands & Islands 2294	Provide sustainable access to popular tourist sites around the region	Public Transport	Public Transport Network Coverage, Frequency and Service Integration
Highlands & Islands 2408	Improvements to bus services / bus stations (e.g. new & electric fleets, e-bike hire & e-bike facilities)	Public Transport	Regional Passenger Facilities/Station Enhancements
Highlands & Islands 2297	Invest in new fuel technologies including transition to lower/zero carbon fuels such as hydrogen for ferry	Ferries /Island Connectivity	Decarbonisation of Ferry Network Highlands & Islands
Highlands & Islands 2298	Enhance Western Isles ferry routes: introduce hydrogen ferries/associated infrastructure	Ferries/Island Connectivity	Decarbonisation of Ferry Network Highlands & Islands
Highlands & Islands 2299	Decarbonise inter/intra island travel with hydrogen ferries/freight to reduce or remove air travel	Ferries/Island Connectivity	Decarbonisation of Ferry Network Highlands & Islands
Highlands & Islands 2301	Enhance Armadale/Lochboisdale - Mallaig ferry route: relocate Mallaig ferry berth and linkspan to Loch Nevis for improved shelter	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network

Highlands & Islands 2302	Enhance Armadale/Lochboisdale - Mallaig ferry route: consider options for infrastructure development at all ferry terminals	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2304	Enhance Western Isles - Scottish Mainland ferry routes: increase frequencies	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2306	Enhance Western Isles - Scottish Mainland ferry routes: increase frequency and capacity to create 24-hour operation	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2308	Enhance Stornoway - Ullapool ferry route: increase frequency	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2309	Enhance Barra - Oban ferry route: increase frequency	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2310	Implement improved capacity to/from the mainland and the islands (ferry)	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2311	Enhance Stornoway - Ullapool ferry route: operate Saturday evening return sailing from Stornoway to Ullapool	Ferries / Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2312	Enhance Stornoway - Ullapool ferry route: run overnight freight sailing in standard RoPax mode	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2313	Enhance Stornoway - Ullapool ferry route: introduce freight vessel to run alongside MV Loch Seaforth	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2314	Enhance Stornoway - Ullapool ferry route: provide second linkspan in Stornoway or Arnish to support second RoPax vessel	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2315	Enhance Stornoway - Ullapool ferry route: replacement of linkspan in Stornoway	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network

Highlands & Islands 2316	Enhance Uig - Tarbert/Lochmaddy route: provide dedicated RoPax for each Tarbert-Uig and Lochmaddy-Uig, single core crew	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2317	Enhance Lochboisdale - Mallaig/Armadale route: consider options for vessel replacement and required harbour upgrades	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2318	Enhance Castlebay - Oban ferry route: procure open deck vessel and cascade MV Isle of Lewis to another route	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2319	Enhance Castlebay - Oban ferry route: operate service 7 days per week all year round	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2320	Enhance Western Isles - Scottish Mainland ferry routes: increase frequencies	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2321	Enhance Berneray - Leverburgh ferry route: introduce second year-round vessel	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2322	Enhance Eriskay - Ardmhor ferry route: replace MV Loch Alainn with larger vessel	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2323	Enhance Eriskay - Ardmhor ferry route: extend length of operating day to provide enhanced year-round service	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2324	Enhance Eriskay - Ardmhor ferry route: introduce second summer vessel to provide transformative change in summer service connecting Barra with Uist	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2325	Enhance Stornoway - Ullapool ferry route: replacement of linkspan in Stornoway	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2577	Enhance Western Isles internal ferry routes: improve vessel reliability (particularly Uist/Barra)	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network

Highlands & Islands 2578	Enhance Western Isles internal ferry routes: increase frequency to create 24-hour operation	Ferries/Island Connectivity	Ferry Service Improvements on the CHFS and NIFS network
Highlands & Islands 2327	Sound of Harris Fixed Link	Ferries/Island Connectivity	Fixed Links
Highlands & Islands 2328	Sound of Barra Fixed Link	Ferries/Island Connectivity	Fixed Links
Highlands & Islands 2329	Fixed link from Western Isles to Mainland	Ferries/Island Connectivity	Fixed Links
Highlands & Islands 2331	Tunnel (dual carriageway width) between Benbecula (Rarnish) and Skye (Neist Point)	Ferries/Island Connectivity	Fixed Links
Highlands & Islands 2332	Develop new ferry routes (Western Isles)	Ferries/Island Connectivity	New Ferry Routes (Internal to Scotland)
Highlands & Islands 2335	Creation of net zero projects supporting sustainable travel within the Highlands & Islands region, for example pilot hydrogen cars	Road	Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan
Highlands & Islands 2572	E-vehicle scheme specially for taxi drivers in the islands who do many short journeys	Road	Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan
Highlands & Islands 2366	Implementation of road improvements in Stornoway to single carriageway (2 lanes)	Multimodal	Improve Routes to Major Ports and Airports
Highlands & Islands 2372	Investment in renewable hydrogen/ electric fleets - (e.g. bus, ferry)	Multiple Groupings	Low Emission/Ultra Low Emission/Electric Vehicle National Action Plan
Highlands & Islands 2376	Implement low carbon transport options (ferry/buses/freight) in the region	Multiple Groupings	Decarbonisation of the Networks
Highlands & Islands 2383	Secure appropriate multi modal connectivity with rail to ferry and bus connections and onward travel from island ferry terminals	Multiple Groupings	Integrated Public Transport Ticketing Public Transport Network Coverage, Frequency and Service Integration
Highlands & Islands 2388	Develop strategy/s for establishing transport routes/corridors as visitor attractions including NC500, Hebridean Way and Whisky Trail	Multiple Groupings	National Behaviour Change Programme, Regional Behaviour Change Programmes
Highlands & Islands 2401	Implement active travel networks across local authority areas in the region	Multiple Groupings	Strategic Expansions of the National Cycle Network

			Thriving Centres
Highlands & Islands 2404	Active travel infrastructure to extend from the mainland to the islands using ports and harbours	Multiple Groupings	Strategic Expansions of the National Cycle Network Transport Node Connectivity