Fort William Strategic Transport Study

Pre-Appraisal, the Case for Change

HITRANS

Project number: 60562301

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FINAL

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Context for the study

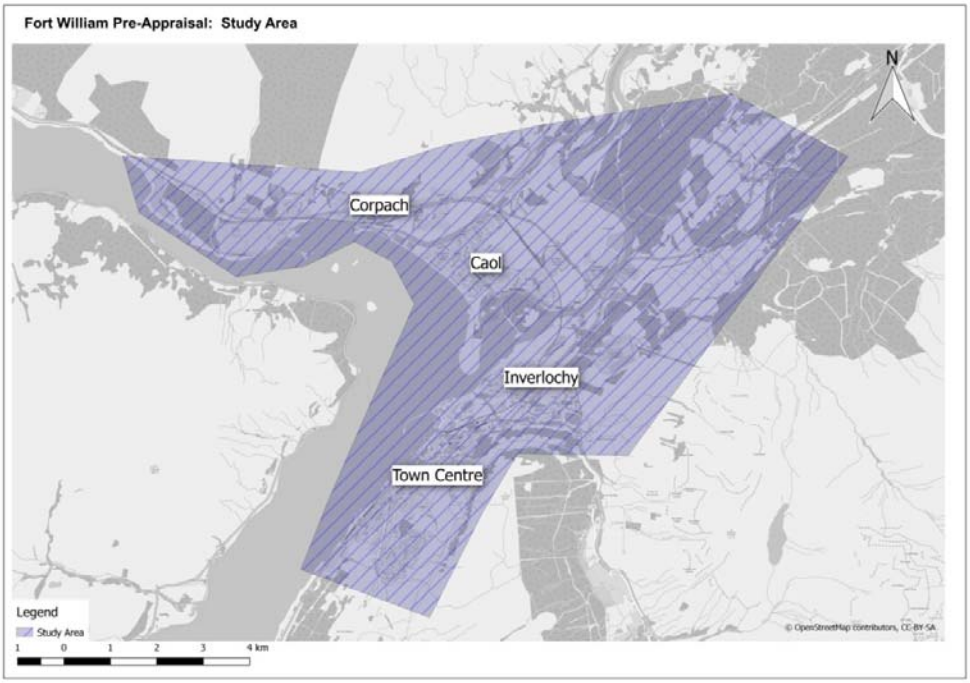
AECOM was commissioned in December 2017 to establish evidence of transport problems and to consider the appropriate approach to the future development of the transport network in Fort William through a Pre-Appraisal Scottish Transport Appraisal Guidance (STAG) study. The Fort William Strategic Transport Study (Pre-Appraisal) project steering group comprises the Highlands and Islands Regional Transport Partnership (HITRANS), The Highland Council (THC), Highlands and Islands Enterprise (HIE) and Transport Scotland (TS).

The study is linked to the planned growth of Fort William, as per development allocations in the proposed West Highlands and Islands Local Development Plan, as well as the recent planning permissions for the major expansion at the Lochaber Smelter site in Fort William.

The overarching aim of the Pre-Appraisal stage of transport appraisal is to establish if there is an evidence-based case for change. Pre-Appraisal aims to:

- Establish evidence for problems and issues linked to transport in a specific area or corridor – key sources of evidence include data and engagement with stakeholders and the public.
- Identify opportunities and constraints that could exacerbate transport issues in the future and influence the development of solutions.
- Develop initial Transport Planning Objectives to clarify the aims of any interventions, and to guide the development of solutions.
- Develop a long list of possible options to tackle identified problems, and undertake an initial sifting exercise culminating in recommendations on a shorter list of options for progression towards Initial Appraisal.

The geographic scope of the Study Area is illustrated in the map shown below. Whilst named as the Fort William Strategic Transport Study, it should be noted the area comprises a number of linked settlements – Fort William, Caol, Corpach and Inverlochy.



Fort William

The total population of the Fort William area is around 10,300; this total includes the areas of Fort William, Caol, Inverlochy, Corpach and Banavie. Population for the Highland Council generally is forecast to increase in future years. The age structure of the population is comparable to the local authority and Scotland level, though it has a slightly higher percentage of 0-15 year olds.

Some 73% of people are economically active within the Study Area, which is 4% higher than the Scotland average. Wholesale and retail trade, and accommodation and food service activities employ a higher percentage of people in the Study Area compared to Highland and Scotland as a whole; accommodation and food service activities in particular accounts for almost double the proportion of people it employs in comparison to Scotland wide figures.

These figures underline Fort William's role in Scotland's visitor economy. The International Passenger Survey (IPS) suggests Fort William had 112,000 holiday-related visits in 2016, significantly more than comparable Aviemore – and visitor numbers have increased in Fort William in recent years. As well as major visitor attractions such as the Nevis Range and Glenfinnan, the area hosts major events, some linked to the area's brand as the Outdoor Capital of the UK. These include the annual UCI Mountain Bike Championships in early June which attracts 22,000 spectators and has brought over £37m to the Scottish economy since 2002.

Finally, manufacturing accounts for almost 10% of jobs in the Study Area, higher than the Highland and Scottish average. Agriculture, forestry and fishing accounts for 3%, less than the Highland average but higher than the national average for Scotland. This demonstrates that the Study Area has a relatively diverse economy, with local hauliers and businesses playing a role in producing and transporting goods across Scotland and further afield.

Future growth and change in Fort William

Liberty Lochaber Aluminium Ltd intend to develop an alloy wheel manufacturing facility on land adjacent to the existing Lochaber Aluminium Smelter, adjacent to North Road (A82) on the eastern side of Fort William. The site currently covers an area of 44 ha and is expected to generate approximately 400 new jobs. The existing access point at the new roundabout on the A82 serving the Retail Park will continue to serve the alloy wheel plant, with all staff entering and exiting from this location. However, there is also the intention to create additional access to the facility from Ben Nevis Drive through the Glen Nevis Business Park.

This development is expected to act as a catalyst for the development of a significant number of new homes, supporting businesses and other services throughout the study area.

In addition to Liberty, there are a number of potential developments arising from the Proposed West Highlands and Islands Local Development Plan for Fort William including allocations for over 800 housing units in the Study Area. Planned growth at Spean Bridge may also place more demand on Fort William as a regional service centre.

The following Highland Council figure demonstrates the potential growth and development of Fort William in the decades to come.


Corpach expansion
Enhanced tourist accommodation and facilities
LNG network and cheaper heating opportunity
Blar Mor expansion
New hospital, stem centre and other education, elderly care
Possible indoor sports facility
Marina
LNG storage
Additional deeper water berthing
Caol Lochyside flood prevention scheme
Liquefied natural gas (LNG) input
Tailrace canoe kayak facility
Improvements to A82 and A830 corridors
Additional tourist accommodation, facilities and events space
Longer-term employment-led growth
Improved connectivity via Puggy Line
Nevis Forest Mountain Resort
Tourism-led growth
Renewable energy inputs
Smelter expansion
Enhanced waterfront and reception for cruise ships
Town centre revitalised
Lundavra/Upper Achintore expansion
The Highland Council Comhairle na Gàidhealtachd
Lochaber Committee Area Priorities
A82 Realignment
Transport Infrastructure
Marine Infrastructure
STEM Centre
University Town Status for Fort William
New Belford Hospital
Health and Wellbeing
Increase Housing and Specialist Support Provision
Indoor Training Centre
All Weather Tourist Facilities
Lochaber Common Good Fund
Tourism Infrastructure
City/Islands Deal Status for Lochaber
Fort William 2040
Development and Assets
Development
Housing
Existing
New
Longer Term
Industry
Existing
New
Longer Term
Mixed Use
Existing
New
Business/Tourism
New
Assets
Schools
Existing
New/Expanded
Indoor Sports
Existing
New
Flood Protection
Active Travel Network Improvements
Improved Marine Access
Healthcare
Existing
New
Waste Management
Existing
New
Town Centre
New Full Fibre Network
Energy
Tourism
Transport
Green Corridor Buffers

What is the existing transport provision and what are the key issues?

As with many towns, Fort William has a multi-modal transport network.

Road & Bus:
- A82 and A830, providing road connections between Central Belt and West Highlands and Inverness
- Local/Regional Buses and Buses serving Glasgow

Rail:
- Fort William, Corpach and Banavie Stations
- Services on West Highland Line

Active & Low Carbon Travel
- Localised shared use walk/cycle facilities
- NCN78 and Caledonian Canal towpath
- Electric vehicle charging points

Water-based:
- Camusnagaul and Corran ferries linking to Ardnamurchan
- Caledonian Canal and Loch Linnhe waterfront including goods shipping and cruise-ships

Parking and place:
- On and off street parking around town, standardised charging for council off-street
- Pedestrianised high street

Visitor related:
- Shuttle buses
- Temporary Park & Ride
- Temporary parking for events
- Jacobite steam train

A comprehensive engagement programme was carried out to inform this study. This comprised an online Placecheck tool, a focus group with residents, in-depth interviews with a large number of stakeholder organisations and community representatives, a public drop-in session in the town centre and a stakeholder workshop.

As a result of this engagement process, together with an analysis of data trends and previous research, a number of key transport problems have been identified for the Fort William area.

Journey time variability and seasonal congestion

Through engagement with stakeholders and the general public in this study, one of the most common themes that came up when asked about transport issues in Fort William was seasonal traffic congestion. Congestion is a difficult topic to define, as it can vary depending on what people are used to and individual perspectives. For this study therefore, journey time variability has mainly been focused on as an indicator. Notwithstanding that, people who live and work in Fort William frequently refer to the problem as “congestion”, and it should be recognised that this is how people perceive and articulate the problem.

Seasonal congestion has been recognised as an issue in Fort William for many years, with the existence of a local Fort William Congestion Group and development of a traffic model by Transport Scotland to test potential solutions. Some improvements have been made to the road network in recent years, most notably the replacement of the traffic signals at A82/Earl of Inverness (Inverlochy Junction) junction with a mini-roundabout in 2016 to improve northbound journey times. At the time of writing, work is underway to improve the junction at the Glen Nevis bridge to improve traffic flow and relieve congestion at this point. This work suggests there is evidence that individual junctions and their configurations may be contributing to issues of congestion along the A82 within the Study Area. As incremental improvements are ongoing however, it is difficult to conclude if these will cumulatively improve travel time consistency within the Study Area until works are completed and monitoring has been carried out.

As set out in Section 3, data published in Transport Scotland’s Scottish Transport Statistics illustrates the higher relative seasonal increase in traffic volumes in the Study Area compared to the Highland region as a whole, and visitor data suggests that visitor numbers are increasing in the study area. A September Road Side Interview survey on the A82 south of Fort William in 2017 showed over 40% of vehicle drivers interviewed were on holiday. INRIX travel data and bespoke surveys carried out on the A82 in 2017 provided by Transport Scotland present the implications of these seasonally high traffic volumes in terms of travel times and travel time variability. Analysis of this data verifies the local conceptions that southbound journeys are slower and more susceptible to higher degrees of variability compared to northbound journeys.

The study has identified the problems these traffic patterns and their impact on travel times present:

- Emergency Services in Fort William report issues of staff being unable to reach work due to traffic congestion, as well as delays to emergency vehicles accessing the road network at Belford junction which is in the heart of the A82 road network in Fort William. A teacher in a focus group as part of this research suggested congestion also impacted upon staff and students getting to school.
- Engagement for this study suggests people who live and work in the area are concerned the transport network cannot cope with the planned growth of the town with the Liberty Smelter proposals. The future anticipated population growth of surrounding settlements such as Spean Bridge would also further the importance of Fort William as a regional economic centre. Growth of both these outlying settlements and Fort William may potentially be constrained if travel times are highly variable and lengthy in nature, and diminishing attractiveness of the area as a place to live, work and invest in is a concern for some.
- There is a lack of diversionary routes within and through the study area, which means any delay on the A82 through Fort William can cause the road network to 'gridlock'. As several people have commented during engagement for this study, there is "one route in, and one route out" of Fort William.
- Bus operators have commented on the impact of congestion on their services, with additional vehicles having to be run during congested times to try to catch up with the timetable.
- Companies transporting goods in the area report that they sometimes choose to ground vehicles completely during road closures rather than attempt diversions, and some vehicles which should be able to make up to 6 loads a day are only making 4, leading to less efficient and more expensive operations.
- The Glen Nevis bridge/junction was reported by many as a source of congestion in the area, as well as the Inverlochy junction. Reports of southbound queuing on the A82 extending as far north as Torlundy were also noted during engagement. Traffic data for a Transport Scotland model suggest traffic flows are highest between the A82/A830 junction and Belford junction. As noted above, Transport Scotland has recently implemented an online improvement at the Glen Nevis junction to improve traffic flow at this point. INRIX data highlights high variability in travel times from the A82 to the A830/A82 junction in the north of town.
- During engagement in the study, people expressed concerns about growing traffic linked with new development such as the retail park and the move of some core services to Blar Mhor. Whilst it is not clear if these developments are leading to additional trips on the road network (as opposed to relocating existing trips), there is a fear that problems will worsen in these areas in years to come. It was also suggested at the focus group for this study that some residents choose not to come into Fort William for fear of congestion, which may have longer term impacts on the vitality of the town centre.

Road Network Resilience

The nature of the road network in the Study Area is such that it carries both local and strategic traffic as evidenced by results of RSIs discussed in Section 3. Additionally, as the A82 constitutes the sole north-south road link through Fort William, the network is highly sensitive to incidents resulting in road closures. The series of maps presented in Section 3 illustrate the official diversionary routes as supplied by the trunk road operating company Bear Scotland.

The length of diversion routes in the event of a road closure in the Study Area is considerable. During road closures, the journey time of A830 diversions would be at least 1hr and journey time of A82 diversions would be over 2½ hrs.

Data on road closures from BEAR Scotland Ltd seem to suggest road closures are infrequent and variable, with eight recorded in 2016 (mostly linked to Road Traffic Collisions), and three in 2017. The duration of road closures varies from 45minutes to one incident in 2018 where the A82 was closed for 14hours. Whilst infrequent, these closures cause significant disruption as reported through the engagement process.

Analysis of ATC data suggests traffic volumes do intensify during weekends, public holidays and potentially around events such as the Mountain Bike World Cup in early June. Anecdotally however, local people state that unexpected incidents are more likely to cause gridlock, and the lack of diversionary routes compounds the problem. From observed data and anecdotally, incidents can vary from road traffic collisions, issues with the canal swing bridge at Banavie and abnormal loads.

Poor bus accessibility and declining services

Public transport issues have been commonly cited during engagement for this study. The bus industry in the UK generally is facing a period of sustained passenger decline. Stagecoach has withdrawn from bus service provision in the area in 2018. The infrequent nature of the majority of bus services in the Study Area may limit the appeal of bus travel and may contribute to geographic exclusion/isolation, particularly for residents of the outlying settlements. Bus accessibility analysis, reported in Section 3, suggests Fort William has poorer bus accessibility than Oban, though is on a par with comparable areas elsewhere. Areas to the north-west of Fort William town centre, and the furthest south in the town, rank lowest on the Scottish Index of Multiple Deprivation Geographic Access domain which measure access to vital services by public transport and private car. The study area has a higher proportion of households without access to a car than the Highland-wide average.

A local bus operator advocates for an improved bus station with better waiting facilities for passengers. The current bus station has real time information but buses share stances which may confuse some passengers. The waiting area offers limited protection from cold weather, though it is close to the rail station and taxi ranks which offers an opportunity for transport integration. The journey from the bus and rail station area to the town centre is not an inviting one, with the negotiation of a pedestrian underpass.

Low use of rail for local journeys and limited Central Belt connections

The timetabling of rail services in the Study Area is such that opportunities to travel by rail to work or study are limited. In respect of local commuter journeys, there is a single weekday service which calls at Corpach (07:13) and Banavie (07:17) en route to Fort William where it arrives at 07:25. In terms of services departing from Fort William, the only evening service which operates between Fort William and the same settlements departs at 16:19, calling at Banavie at 16:25 and Corpach at 16:30.

The limited number of Central Belt rail connections has been highlighted by a number of stakeholders and the public during this study, with a notable gap in the timetable from Fort William to Glasgow in the afternoon. The timetable also prohibits the use of rail for a full day trip (for leisure or business) in Fort William from the Central Belt, allowing only five hours in the town.

ScotRail data suggests rail demand on the West Highland Line continues to grow, though it is the most seasonal of all rail routes in Scotland, which suggests the business case for investment which would have all-year round costs (e.g. additional rail services) may be difficult to prove.

Constraints on active travel

There is a real desire by residents to walk and cycle more for everyday journeys. The alignment of the A82 causes severance of the Town Centre from the rail and bus stations and from the waterfront. This was frequently raised during the engagement process. Gaps or shortcomings in the cycle network were highlighted by local people, including a need for better links between Caol and Fort William town centre and the alignment of the National Cycle Network route 78.

Lack of awareness of existing active travel facilities was highlighted in respect of visitors and locals, in part due to a lack of signage. This lack of awareness, and gaps in onward connectivity i.e. with the Town Centre, may potentially make travelling by bicycle a less attractive option.

Summary: State of the Town – Transport problems

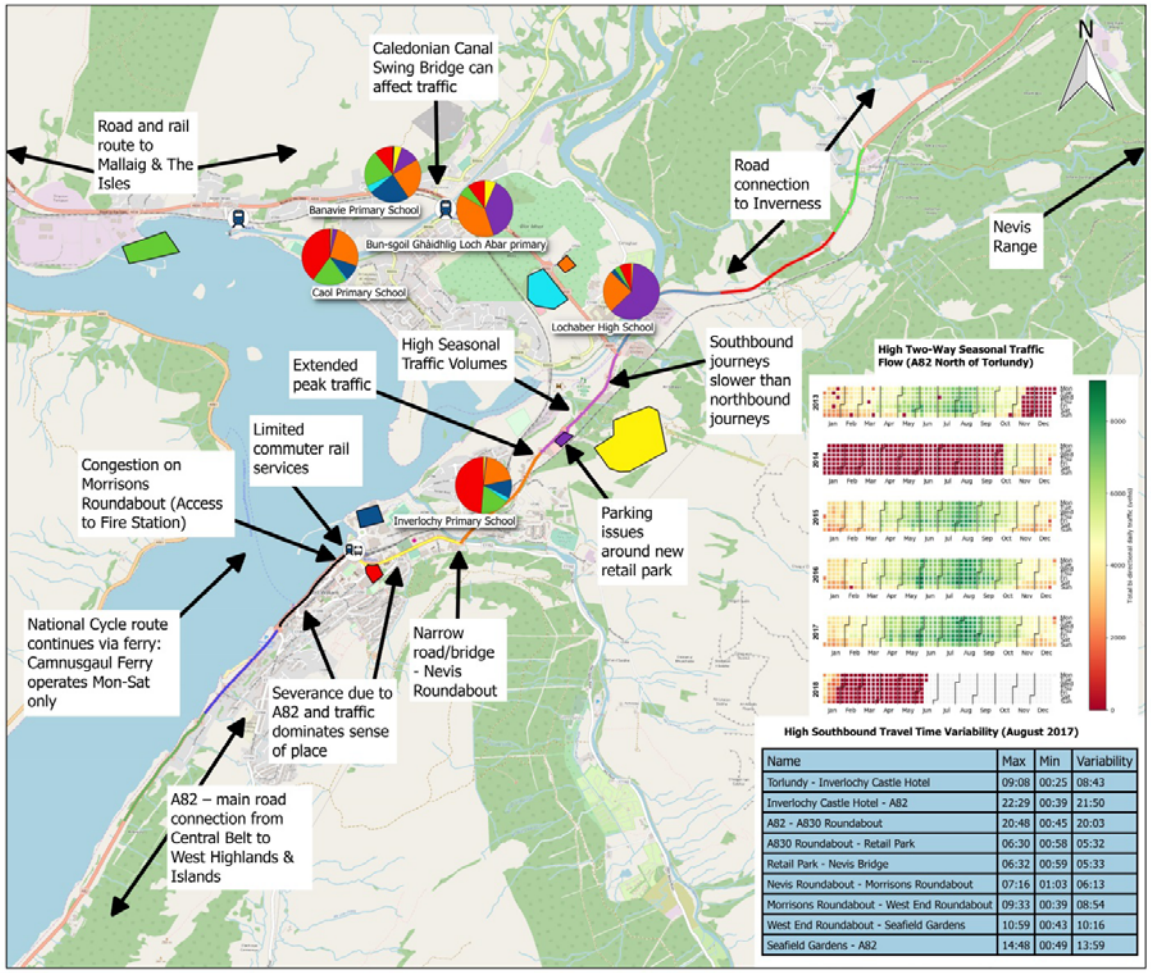
It is clear that congestion is a major concern for the people who live and work in Fort William. The contributory factors are less clear, though previous work by Transport Scotland suggests specific junctions are an important factor, whilst high seasonal volumes of traffic correlate with the largest degree of travel time variability. It is not clear if events themselves lead to travel time variability, and incidents, whilst having a major impact when they occur, do not happen frequently according to official data. The impacts of incidents however are compounded by the significant diversionary routes required in an area with limited or no diversionary routes within the Study Area.

Together with a range of wider contributory issues, such as an active travel and public transport network that is not supporting as many sustainable travel journeys as it potentially could, there is a case for intervention of varying types and magnitude to support Fort William's continued growth in the future.

Contributory Factors?

- Highly seasonal traffic flows and growing visitor numbers
- Extended peak tourist season
- Large-scale public events
- Physical constraints at river crossings
- Constrained junctions on A82 through Fort William
- Relatively low use of rail for travel to work
- Gaps in active travel network
- Bus accessibility a challenge from rural catchment

Fort William Pre-Appraisal: State of the Town



Legend

School Travel Mode
- Walk
- Cycle
- Scoot/Skate
- Park & Stride
- Driven
- Bus
- Taxi
- Other

Key Locations
- Belford Hospital
- Blar Mhor Ind. Est.
- Corpach Harbour
- Fire Station
- Police & Ambulance Station
- Retail Park
- Smelter
- Nevis Range

Route Sections
- A82 - A830 Roundabout
- A830 Roundabout - Retail Park
- Inverlochy Castle Hotel - A82
- Morrisons Roundabout - West End Roundabout
- Nevis Roundabout - Morrisons Roundabout
- Retail Park - Nevis Bridge
- Seafield Gardens - A82
- Torlundy - Inverlochy Castle Hotel
- West End Roundabout - Seafield Gardens

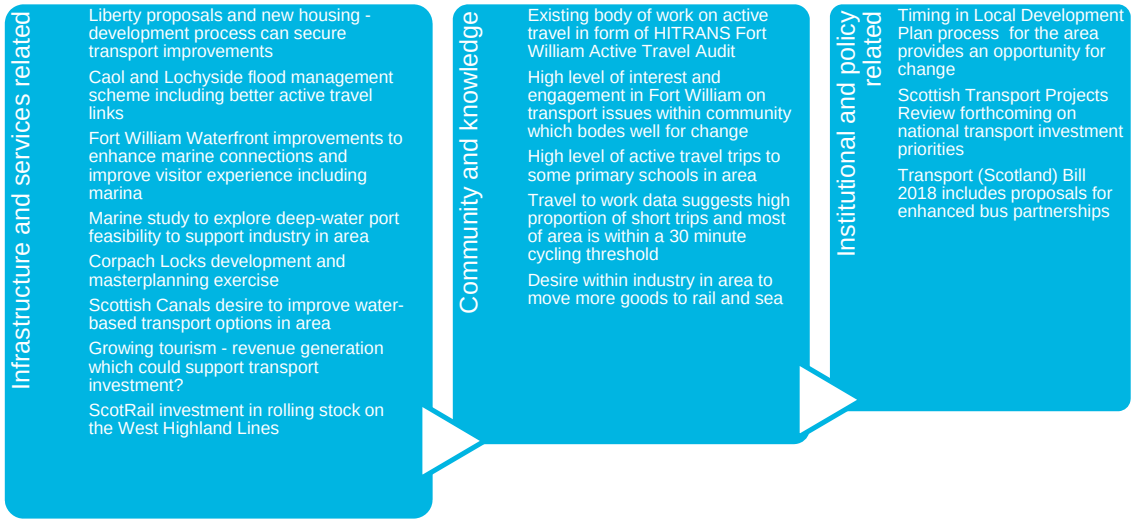
Public Transport Stations
- Bus & Rail Station
- Railway Station

High Southbound Travel Time Variability (August 2017)

Name	Max	Min	Variability
Torlundy - Inverlochy Castle Hotel	09:08	00:25	08:43
Inverlochy Castle Hotel - A82	22:29	00:39	21:50
A82 - A830 Roundabout	20:48	00:45	20:03
A830 Roundabout - Retail Park	06:30	00:58	05:32
Retail Park - Nevis Bridge	06:32	00:59	05:33
Nevis Roundabout - Morrisons Roundabout	07:16	01:03	06:13
Morrisons Roundabout - West End Roundabout	09:33	00:39	08:54
West End Roundabout - Seafield Gardens	10:59	00:43	10:16
Seafield Gardens - A82	14:48	00:49	13:59

Opportunities to build on

Notwithstanding the perceived and observed problems with the transport network in Fort William, there are a number of opportunities that can be built upon to improve conditions. Some of these also include planned projects which may include scope for some improved transport provision.



Despite these opportunities, there is a concern by many who live and work in the town that major investment is needed to tackle persistent and growing issues of lengthening seasonal congestion, public transport service decline and gaps in the active travel network. There is also a desire to help grow the economy through improved rail and water-borne freight.

What should any investment seek to achieve?

Through a process of engagement with stakeholders, a set of transport planning objectives for transport investment have been developed. The transport appraisal process is evidence and objective led. This means that a clear direction and purpose is set by objectives, which in turn respond to evidence-based problems. These objectives state what needs to be achieved by any future interventions and investment, and guide the development, and ultimately the assessment of the relative performance of potential solutions.

Draft transport planning objectives for the study, which will be sense-checked through further stakeholder consultation in any next stage of the work, are shown below.

Objective

To create a transport network that alleviates the economic and social impacts of congestion, particularly journey time variability, for both local and strategic transport users and accommodates future growth in the Lochaber area:

This objective specifically addresses the problems of:

- The perceived and observed impacts of journey time variability in the Study Area.
- The concerns that congestion / journey time variability is preventing Emergency Services and bus services from operating properly, and affecting people getting to school and work.
- The concerns that journey time variability is leading to lost time for hauliers and deliveries.
- Concerns that visitors and local people may increasingly be deterred from the area by levels of congestion, and a desire to ensure the local economy continues to thrive in the future.

To ensure the transport network is resilient in the event of incidents and road closures:

This objective specifically addresses the problems of:

- The perception by stakeholders that incidents can cause journey time delay on the road network, and prevent vital social and emergency services from operating to the best of their ability.
- The limited nature of the road network in Fort William in terms of one primary road network running through the area with limited diversionary routes.

To deliver a health-promoting, sustainable and fair transport network that promotes equal access to opportunity:

This objective specifically addresses the problems of:

- Households without access to a car in Fort William and the need to ensure the growth of the town benefits everyone in an inclusive manner, even those without access to a car.
- The desire by many to be able to walk and cycle for more local journeys and Census evidence on the proportion of relatively short journeys for work and education.
- The severance caused by the A82 and A830 throughout the study area, and difficulties imposed by this road network on active travel connections.
- Local concerns over safe and appropriate active travel infrastructure.
- The need to improve the bus and local rail offer in Fort William to support modal shift to public transport.

To achieve smarter, more reliable and sustainable movement of goods to, from and through the area:

This objective specifically addresses the problems of:

- The desire by some industry sectors and employers to move freight away from road to offer greater resilience.
- The proportion of HGVs on the road network in the Study Area (though data is variable on this).
- Improved efficiency of road-based freight movements where road is the only option.

To achieve smarter management of travel demand to reduce seasonal impacts on the transport network:

This objective specifically addresses the problems of:

- Observed longer journey times during seasonal peaks (INRIX data) and resulting impacts on wider community as reported during engagement for this study.
- High proportion of vehicle travellers on A82 in vicinity of Fort William (as evidenced by RSI data) being visitors to the area, and a need to encourage more to travel by rail or bus (or even by water-borne means) to the area.

Options to tackle transport problems and deliver objectives

The transport appraisal process requires a long list of options to be developed at the pre-appraisal stage, in liaison with stakeholders, to identify all possible solutions to transport problems. In this study, this long list has been assessed in terms of their contribution to study objectives, which in turn reflect the transport problems that need to be addressed. A sifted and packaged list of options have been developed. These will be taken forward to the next stage of the transport appraisal process for further development and an 'Initial Appraisal' of their performance against STAG criteria of Environment, Safety, Integration, Economy, Accessibility and Social Inclusion, as well as deliverability. They are shown below.

Options for change

New road link between A82 and A830 to provide an additional and alternative route to the existing A82 through the Study Area. This could include a new link across to Caol, or a realignment of the existing A82.

A package of measures to improve and maximise the performance of the existing road network. Such an improvement has recently been completed at the Glen Nevis roundabout by Transport Scotland, following a recent upgrade to the Inverlochy junction. Further improvements should be explored along the route.

Options for change

Active travel infrastructure package, to fill gaps in the walking and cycling network to ensure a comprehensive and joined up network exists to support walking and cycling for everyday journeys.
Bus infrastructure improvement package which could include a new Park and Ride for Fort William, an improved bus station facility, and an integrated travel hub at Banavie.
Travel behaviour change package to support and encourage sustainable modes of travel for residents, employees and visitors. This could include a personalised travel planning project with a specific residential area, development of a bike share scheme, further expansion of car club facilities for employees and residents, integrated ticketing and exploration of a Mobility as a Service project to make it easier for people to purchase integrated travel options.
Travel information package to improve awareness of existing sustainable transport options and improve the efficiency of the network, through VMS signage on route delays and parking availability, and a new website/app to promote transport information to visitors and local people.
Rail service improvement package which looks at the frequency of rail services from local stations to support rail use for work and education, and the exploration of new rail halts to support the transport of people and goods by rail.
Bus service improvement package, to identify areas for bus priority to improve bus journey times and patronage, a review of bus services to suit local journeys, and a permanent shuttle bus service for visitors and multiple attractions.
Freight management package to explore and support local initiatives to develop freight transport by rail and water, and formalise lorry parking.
Marine and water package excluding freight to better use existing water-based resources like the Canal to support everyday journeys and improving the frequency of existing ferry connections to Corran and Camusnagaul.
Parking management to review the location of parking for types of visitor vehicles like campervans, better information provision on parking availability and a review of on-street parking to explore its role in congestion or excessive traffic movements.
Planning and development package to include a review of access arrangements and connectivity to and from emergency services to improve resilience during network incidents and congestion.

Next steps

This study constitutes the first part of a STAG-based approach. It has sought to establish the case for change in Fort William with regards to transport. The report is associated with The Highland Council's Proposed West Highlands and Islands Local Development Plan in terms of safeguarding transport infrastructure and related policies. The steering group for the study and associated governance structures will take a decision on whether to proceed to the next stage of STAG, known as Initial Appraisal. At this stage, further development of options is carried out, further option sifting if required and packaging, further consultation with stakeholders and further appraisal of the contribution of options to the final Transport Planning Objectives agreed with stakeholders. These options will then be subject to quantitative assessment in the Detailed Appraisal stage, particularly to gauge the impact and value of potentially alternative options designed to address the key problems highlighted in this study – chief amongst these being congestion and lack of network resilience in the area.

Introduction

01

1. Introduction

1.1 Introduction and Approach

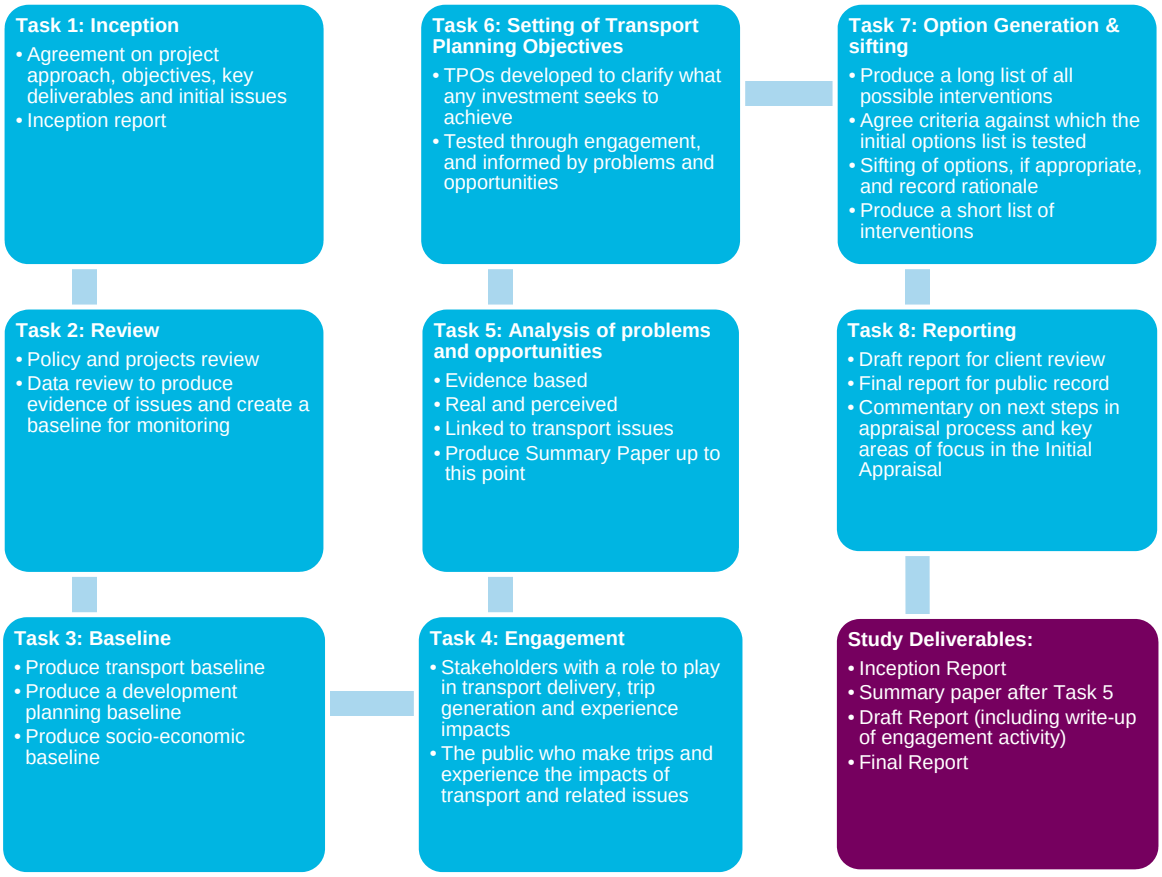
AECOM was commissioned in December 2017 to establish evidence of transport problems and to consider the appropriate approach to the future development of the transport network in Fort William through a Pre-Appraisal Scottish Transport Appraisal Guidance (STAG) study. The **Fort William Strategic Transport Study (Pre-Appraisal)** project steering group comprises the Highlands and Islands Regional Transport Partnership (HITRANS), The Highland Council (THC), Highlands and Islands Enterprise (HIE) and Transport Scotland (TS).

The study is linked to the planned growth of Fort William, as per development allocations in the proposed West Highlands and Islands Local Development Plan, and recent planning permissions for an expansion of the Lochaber Aluminium Smelter in Fort William.

The overarching aim of the Pre-Appraisal stage of transport appraisal is to establish if there is an evidence-based case for change. Pre-Appraisal aims to:

- Establish evidence for problems and issues linked to transport in a specific area or corridor – key sources of evidence include data and engagement with stakeholders and the public.
- Identify opportunities and constraints that could exacerbate transport issues in the future and influence the development of solutions.
- Develop initial Transport Planning Objectives to clarify the aims of any interventions, and to guide the development of solutions.
- Develop a long list of possible options to tackle identified problems, and undertake an initial sifting exercise culminating in recommendations on a shorter list of options for progression towards Initial Appraisal.

An overview of the approach undertaken in this study is presented below. .



1.2 Geographic Scope of Project

The geographic scope of the Study Area is illustrated in the map shown on Figure 1-1.

This covers the extent of the settlement of Fort William, encompassing the Town Centre, Inverlochy, Caol, Corpach, Banavie and Torlundy.

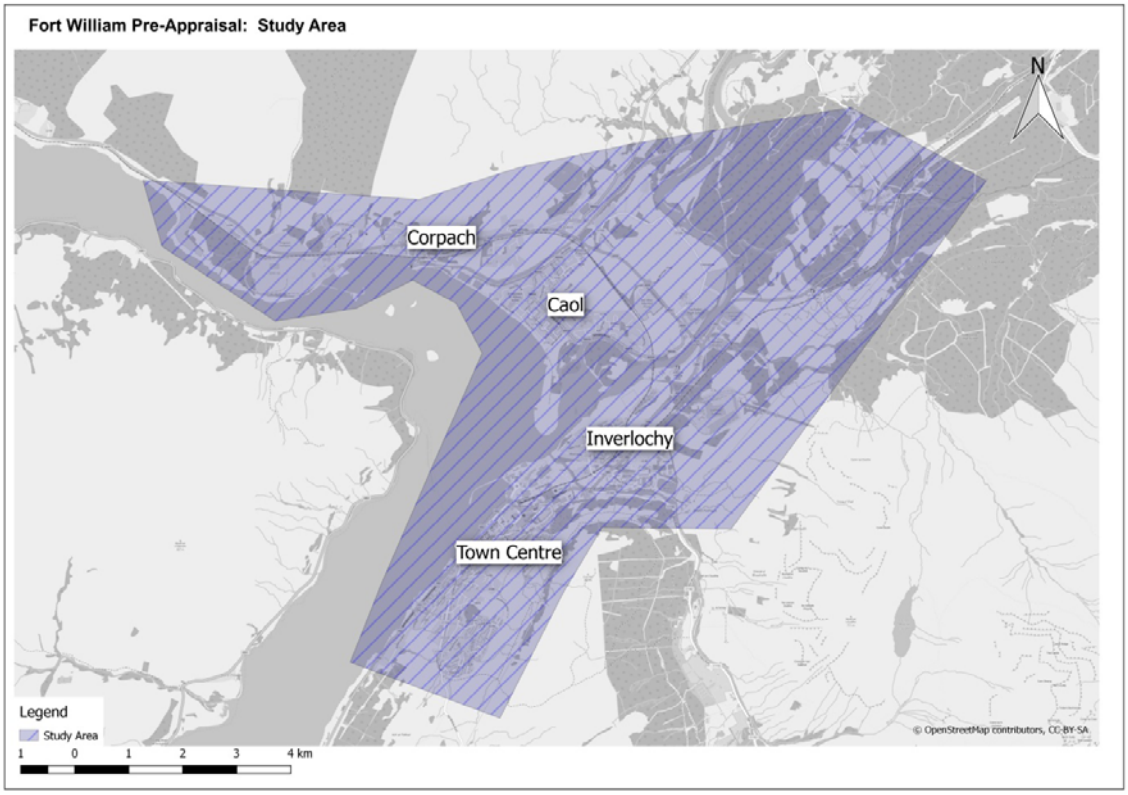


Figure 1-1 Map of Study Area

1.3 Structure of this Report

This Report presents the findings of all work carried out in this Pre-Appraisal study. This report is structured as follows:

- Section 2: Policy and Document Review;
- Section 3: The Existing Situation;
- Section 4: Engagement;
- Section 5: Problems and Opportunities, Issues and Constraints
- Section 6: Transport Planning Objectives;
- Section 7: Option Generation and Sifting; and
- Section 8: Next Steps.

Policy Review

02

2. Policy and Document Review

2.1 Introduction

The issues tackled by this Strategic Transport Study (Pre-Appraisal) cross multiple policy areas – transport, planning, social inclusion, economic and environmental amongst others. A substantial body of material exists in terms of action plans, policy documents and other documents of relevance to this study. A review has therefore been undertaken, specifically to identify:

- Policy directives of importance and relevance at the national, regional and local level. These policies, including any objectives, have informed the development of draft Transport Planning Objectives in this study (see chapter 6).
- Problems, issues and constraints that have already been identified for the study area, which has informed the Pre-Appraisal analysis of these issues (see chapter 5).
- Opportunities that can be built upon for the study area (see chapter 5).
- Suggested and/or committed interventions already proposed for the study area to tackle some of the documented problems (see chapter 7).

2.2 Policy and Document Review

A fuller review of key policies and documents of relevance to this study is presented in Appendix A with a summary provided below.

At a national level, the Strategic Transport Projects Review in 2009 acknowledged constraints on the A82 in terms of lack of alternative routes and congestion. The National Transport Strategy (2016 update) also referred to issues on the A82 and highlighted investment in the West Highland Line (rail). The Regional Transport Strategy by HITRANS (2017) highlights the need to carry out a STAG-based study to explore transport issues and solutions in Fort William. Regional documents identifying regional problems and issues remain applicable to Fort William, including long journey times between Fort William and the Central Belt, lack of accessibility and geographic connectivity. The Highland Local Transport Strategy (LTS) sets out the vision to '…establish an integrated transport network which supports safe and sustainable environments in which people can live, work and travel'.

The proposed West Highlands and Islands Local Development Plan (LDP) contains an allocation (FW26) for land associated with the existing Lochaber Aluminium Smelter within Fort William. Discussed further in Chapter 3, the development of an alloy wheel manufacturing facility in this area is expected to generate approximately 400 new jobs. Combined with associated housing and services, substantial growth is expected within Fort William in coming years and an accompanying Transport Background Paper to the Proposed LDP highlights the need for infrastructure improvements.

At a local level, the 2010 Active Travel Audit notes that the A82 is a barrier in the town which raises safety concerns for pedestrians and cyclists. The need for safer pedestrian and cyclist infrastructure is also highlighted in the 2015 Fort William Town Centre Action Plan. This Town Centre Action Plan notes that a public consultation event found that summer traffic congestion discourages local residents from using the town centre.

Strategic Transport Projects Review (2009)

Setting national transport priorities for investment. The multi-modal and objective led appraisal process in the STPR refers to 'Targeted Programme of Measures to Improve Road Standards between Glasgow and Oban/Fort William (A82)'. Carriageway widening at selected locations between Corran Ferry and Fort William is noted as a measure.

National Transport Strategy (2016)

Top-level transport policy document in Scotland. Scotland wide trends may be applicable to the study area, including a decline in bus patronage. The NTS also notes A82 Improvements, although these are focused on areas to the south of Fort William, i.e. Crainlarich, Tarbert and Pulpit Rock.

Scotland's Economic Strategy (2015)

Government's Economic Strategy for Scotland. The problems, opportunities and priorities for economic growth applicable at a Scotland wide level are also applicable to the study area. For example, investing in people, infrastructuire and assets, fostering a culture of innovation, promoting inclusive growth and enabling Scotland to take advantage of international opportunities.

Infrastructure Investment Plan (2015)

Plan setting out why, how and what in infrastructure investment in Scotland. Problems and opportunities from a Scotland wide level are applicable to the study area e.g. geographic and digital connectivity issues and opportunities arising from new powers to support capital investment.

Low Carbon Economic Strategy (2010)

Linked to the Economic Strategy, ensuring sustainable economic growth. Risks (e.g. flooding and increases in costs) and opportunities (e.g. low carbon economy could provide additional employment) at a Scotland wide level may be applicable to the study area.

NATIONAL

Draft HITRANS Regional Transport Strategy (2016)

Regional transport policy document. Region-wide problems identified which may be applicable to Fort William include a need to reduce journey times between the region and areas to the south, a lack of accessibility and increasing journey times between Fort William and Inverness between 2009 and 2016. Opportunities include those related to economic development and funding opportunities.

Highland Action Plan for Economic Development

The main thrust of this economic development plan for the Highland area is to generate new employment in the private sector and social economy. There are six principal themes of the Plan, including stimulating and supporting indigenous business growth, addressing youth unemployment and creating jobs in the short term to compensate for public secior cuts.

Fort William Strategic Transport Study

AIMS

1. Establish evidence for problems and issues linked to transport in a specific area or corridor
2. Identify opportunities and constraints that could exacerbate transport issues in the future and influence the development of solutions.
3. Develop initial Transport Planning Objectives to clarify the aims of any interventions, and to guide the development of solutions.
4. Develop a long list of possible options to tackle identified problems, and undertake an initial sifting exercise culminating in recommendations on a shorter list of options for progression towards Initial Appraisal.

Highlands and Islands Enterprise (HIE) Operating Plan 2017-18

HIEs purpose is to generate sustainable and inclusive economic growth across the region. No specific references are made to Fort William, though opportunities may be applicable to the town, e.g. opportunities to support employment creation and opportunities for growth and development.

Highland Outcome Improvement Plan (2017)

Outlines the Highland Community Planning Partnership's aspirations for Highland and specific actions they will be undertaking to deliver them. No problems or opportunities specific to Fort William are detailed. However, potential transport related interventions include better awareness and co-ordination of public transport, developing the transport market and community transport investment.

REGIONAL

Highland Council Local Transport Strategy 2010/11 - 2013/14

The Stratgy includes a number of core policies and programmes geared to achieving the stated aims/objectives. The nine objectives are related to economy, social inclusion, environment, health, road safety, personal safety, policy integration, investment integration and traffic reduction.

Proposed West Highland and Islands Local Development Plan (2017)

Details development allocations over next twenty years. Ppportunities in Fort William, include Blar Mor, Annat Farm, Upper Achintore, the Aluminium Smelter, former Paper Mill. Transport Background Paper references priority projects.

West Highland and Islands LDP Committee Paper (2018)

Committee paper to one of the three area committees affected by proposals within the Proposed West Highlands and Islands LDP. Comments on retention of Fort William road-based proposals.

Lochaber Local Priorities Committee Paper (2018)

Committee Paper setting out priotiries, proposed actions and delivery timelines. Priority A is A82 Realignment and Priority B is Transport Infrastructure. Outlines that there is a negative impact on the local economy due to traffic issues.

Proposed Alloy Wheel Facility Transport Assessement (2017)

There are currently around 1770 staff at the site and approximately 80% travel to the site as single vehicle occupants (over five shifts). Pedestrian and cycling links between the Smelter site and Glen Nevis Business Park could be improved.

Fort William Active Travel Audit (2010)

Provides baseline information of existing infrastructure provision for active travel and recommends oriorities for future investment; including route signage signing strategy, improving the quality of Great Glen Way and developing safe walking and cycling routes on the A830 and A82.

Fort William Town Centre Action Plan (2015)

Provides a steer for projects which could be delivered should funding opportunities arise, or where planning applications might help to make them a reality. Problems and opportuntiies to deliver regeneration in the town centre also detailed.

LOCAL

The Existing Situation

03

3. The Existing Situation and Future Change

3.1 Introduction

Understanding the existing transport, socio-economic and environmental context of Fort William and how they might change in future years are important factors to consider at Pre-Appraisal stage. These factors play an important role in helping to understand existing problems and opportunities and provide an indication of the types of changes which might be expected to occur in the study area in future years.

As part of this study, transport, socio-economic and development baselines were prepared. These sought to document the existing situation with regards to transport provision and the socio-economic context in the study area, as well as identifying committed development proposals in the relevant local development plan. A review of environmental issues was also carried out. This chapter therefore presents this information in terms of the existing situation, and how the study area may change in coming years.

3.2 Transport Baseline

The Transport Baseline provides an overview of the current transport situation in the study area and is split into two distinct areas. The supply-side includes existing transport infrastructure, public transport services and ticketing and freight routing. The demand-side provides an overview of the drivers of transport in the study area and performance of the transport network. This includes an analysis of data including travel time variability, roadside interview findings, traffic trends, Census and Hands up Survey data and public transport passenger satisfaction.

This section provides a summary of the Transport Baseline; full details can be found in Appendix B.

3.2.1 Transport Supply

This section will provide a summary of transport supply and will include details on active travel, public transport and road infrastructure (in line with the modal hierarchy), public transport ticketing options and what services there are.

3.2.1.1 Active Travel Infrastructure

The Fort William & Lochaber area has been branded as the ‘Outdoor Capital of the UK’ by the Lochaber Chamber of Commerce (LCOC). LCOC promotes the areas unrivalled access to amongst other things, water sports, snow sports, hill climbing, walking, and cycling.

In addition to the many mountain bike and off-road trails in the Study Area, utility cycle trips are catered for by the National Cycle Network Route 78 (NCN78) which connects Fort William to Oban and to Inverness through the Great Glen along the Caledonia Way. Shared use cycle facilities adjacent to the A82 provide an off-road link, segregated from vehicle traffic between Fort William and Torlundy.

In terms of walking provision, stage 8 of the West Highland Way terminates in Fort William along a 24.5km stretch south to Kinlochleven. Beyond Kinlochleven, the route extends as far south as Milngavie.

Walk & cycle routes are illustrated in the Figure below.

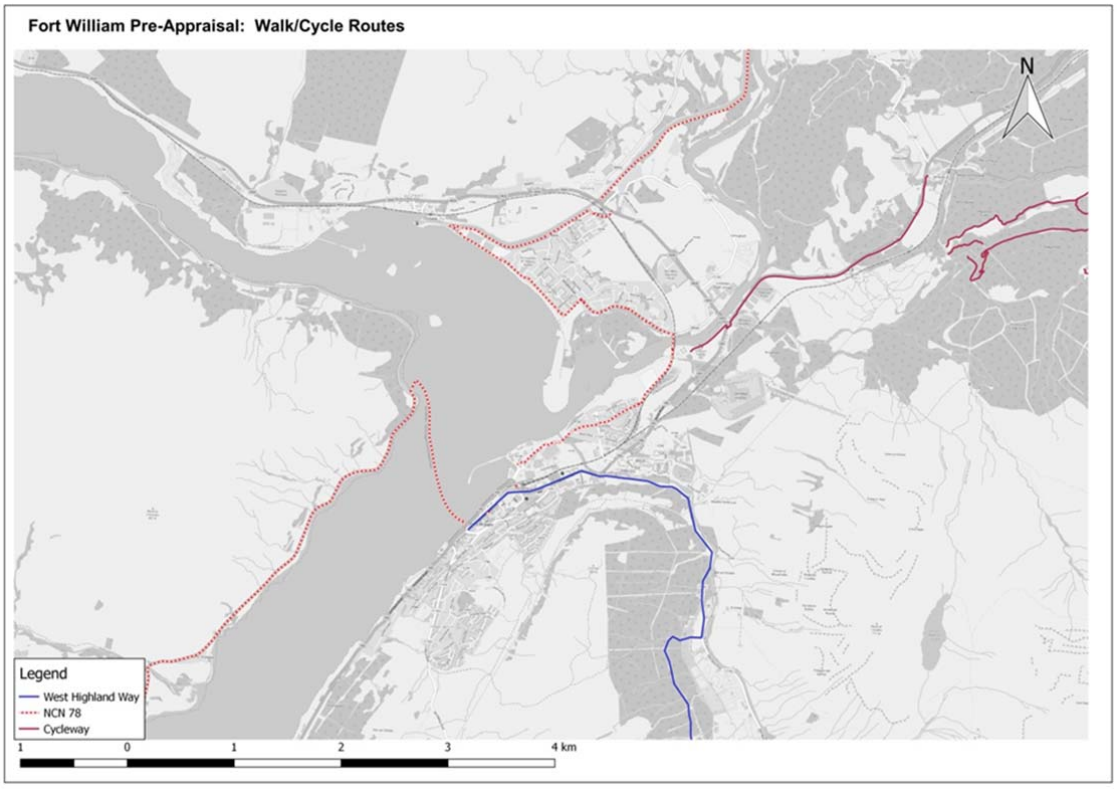


Figure 3-1 Study Area Walk/Cycle Routes

3.2.1.2 Bus Infrastructure and services

The National Public Transport Access Nodes (NaPTAN) records the geographic location of all bus stops throughout the UK. This is further divided into various categories of stop, including on-street and bus-stance. Appendix B includes a map of all on-street bus stops within the Study Area – in summary, there is an even spread of bus stops within the built-up section of the Study Area.

In addition to on-street bus-stop facilities, the bus station in the Town Centre has a number of stances used by local and inter-urban services. This also displays bus information electronically. Middle Street is also an important bus hub in Fort William, west of the town centre.

The nature of Fort William as a key tourist destination as well as its role as a major Town in the Highland region is reflected in the mix of local and inter-urban services operational. Routes and operating frequencies are summarised in Appendix B. It should be noted that Stagecoach has announced the closure of their Fort William depot in June 2018[1].

There are almost 30 services operating within or through the Study Area, of varying frequency. Many of the services operate on schooldays only, so weekend provision, particularly Sundays, is significantly lower. A number of mid to long distance services also operate to/from Fort William providing connectivity to other major settlements in the Highlands and to the Central Belt.

3.2.1.3 Rail Infrastructure and services

In terms of rail infrastructure, there are three rail stations located in the Study Area; at Fort William, Banavie and Corpach. Station facilities at each are detailed in the table below.

Table 3-1 Fort William

Station	Seating Facilities	Bike Parking	Car Parking	Step Free Access	Ramp for Train Access	Cycle Hire

[1] At the time of writing, August 2018, bus routes have changed operator but remain largely in place.

Station	Seating Facilities	Bike Parking	Car Parking	Step Free Access	Ramp for Train Access	Cycle Hire
Fort William	Yes	24 spaces	50 spaces	Yes	Yes	Yes
Banavie	Yes	10 spaces	5 spaces	Yes	No	No
Corpach	Yes	6 spaces	No	No	No	No

As can be seen from Table 3-1 above, of the three stations in the Study Area, only Fort William can be considered fully accessible in terms of level access to the platforms and ramp access to the train.

Interchange options at each of the stations exist with the level of cycle parking provision particularly of note. This represents a large proportion of the overall parking capacity (bike & car). In addition to cycle parking facilities, Fort William Station also offers on-site cycle hire facilities (operated by Nevis Cycles).

The majority of rail services operating in the Study Area are run by Scotrail on the Glasgow to Fort William West Highland Line route. Serco Caledonian Sleeper also operates services which run from Fort William to London. The table below details operating frequency of services on the corridor.

Table 3-2 Fort William Rail Services

Location	Service	Operator	Mon-Fri	Saturday	Sunday
Fort William	**Glasgow – Fort William**	Scotrail	Four services per day	Four services per day	One service per day (Two services per day from 25 March 2018)
Fort William	**Fort William – London Euston**	Serco Caledonian Sleeper	One service per day	No services	One service per day
Banavie	**Glasgow – Mallaig**	Scotrail	Three services per day	Three services per day	One service per day (Two services per day from 25 March 2018)
Banavie	**Fort William – Mallaig**	Scotrail	One service per day	One service per day	One service per day
Corpach	**Glasgow - Mallaig**	Scotrail	Three services per day	Three services per day	One service per day (Two services per day from 25 March 2018)
Corpach	**Fort William – Mallaig**	Scotrail	One service per day	One service per day	One service per day

The table above illustrates that the Study Area is reasonably well served in terms of connections to the Central Belt, England and, via connecting ferry services, the island communities to the west. By comparision however, there are 10 daily weekday train services from Edinburgh to Inverness (some with changes at Perth). There is a sizeable gap in the rail timetable from Fort Willam to the Central Belt during the day (1141 departing Fort William, then 1737). There is no direct rail link between Fort William and Inverness, which places the bus as the only public transport option between these settlements.

The journey by rail from Glasgow to Fort William takes around 3hrs 50minutes (the quickest journey between Edinburgh and Inverness takes around 3hrs 30minutes). The timetable to Fort William from the Central Belt of Scotland makes it a challenge to travel to and from the area in one day – such a journey would only give a window of approximately five hours from midday onwards. By comparison, a road based trip from Glasgow to Fort William would take around three hours.

It is also noted that the Jacobite Express steam train is a popular tourist attraction/service which carries around 325 passengers per journey between Fort William and Mallaig during tourist season (April to October). From May to September two services per day operate.

3.2.1.4 Public Transport Tickets

A number of integrated ticketing opportunities are on offer for public transport in the Study Area. These include:

- Plusbus - http://www.plusbus.info/fortwilliam - Plusbus adds local bus travel onto the purchase of a rail ticket. A Fort William Plusbus ticket allows unlimited bus travel in participating operators' services, around the urban area of Fort William town and also to Keppanach, Kinlochleven, Glencoe and Ballachulish. It should be noted the website only names Stagecoach as a participating operator.
- Highland Rover - https://www.scotrail.co.uk/tickets/combined-tickets-travel-passes/highland-rover - this ticket allows four days unlimited travel over eight consecutive days across the Highlands for £85 and includes travel on rail, ferry and coaches. It covers Fort William and surrounding stations.
- Spirit of Scotland - https://www.scotrail.co.uk/tickets/combined-tickets-travel-passes/spirit-of-scotland - this travel pass allows travel across rail, ferry and coach over specific time frames and includes the West Highland Line amongst others.

3.2.1.5 Ferry Services

The Camusnagaul Ferry service is operated by Highland Ferries on behalf of the Highland Council. It departs from the pier in Fort William close to the Crannog Restaurant. Full timetable details and ferry fares are provided in Appendix B. It should be noted that there is no Sunday service. The Camusnagaul Ferry service carries people with bikes, an important connection as a formal part of the NCN78. According to the Sustrans website, the ferry will make extra runs on request if there are more than two people with bikes[2].

The Corran ferry, whilst outside of the Study Area, is an important link for the area in terms of access to the Ardgour peninsula for the NCN and anecdotally, for use during diversions or incidents on the A82. It runs from Nether Lochaber to Ardgour frequently during the day, at 20 or 30 minute intervals, and also runs on Sundays. Bikes travel for free, whilst cars cost £8.20 and £11 for caravans. HGVs, depending on size, can cost up to £45.50 whilst buses are up to £25.80[3].

Also out with the Study Area are the ferry services which operate from Mallaig. These provide an important link to the island communities and for visitors to the area for whom Fort William is not the end destination. The services operated by Caledonian MacBrayne provide connectivity to Armadale, the Small Isles (Eigg, Muck, Rum & Canna) and Lochboisdale.

3.2.1.6 Road Infrastructure

The A82 and A830 Trunk Roads provide the primary (and only) vehicular route through the Study Area. The inter-linking Local Road Network provides connectivity to and through the four urban areas that make up the town of Fort William.

The A82 provides onward connectivity to Inverness in the north and Glasgow in the south, whilst the A830 provides onward connectivity to Mallaig and the island communities to the west.

In terms of a brief background on the existing trunk road infrastructure, in 1995, The Scottish Office published the Statutory Instruments for the A82 Trunk Road (An Aird) (Trunking) and The A830 Trunk Road (Fort William Transport Centre to the Kennels) Order. The Order put into place the mechanism for effectively realigning both trunk roads and de-trunking of certain sections within the Fort William urban area. The new trunk road was not built and the existing trunk road between the Fort William Transport Centre and the Inverlochy Castle Farm access continues to operate as the A82 trunk road.

The figure below illustrates the routing of the trunk road network.

[2] https://www.sustrans.org.uk/ncn/map/route/oban-to-fort-william
[3] http://www.lochabertransport.org.uk/TransportinLochaber/PublicTransport/Ferries/CorranFerry.aspx

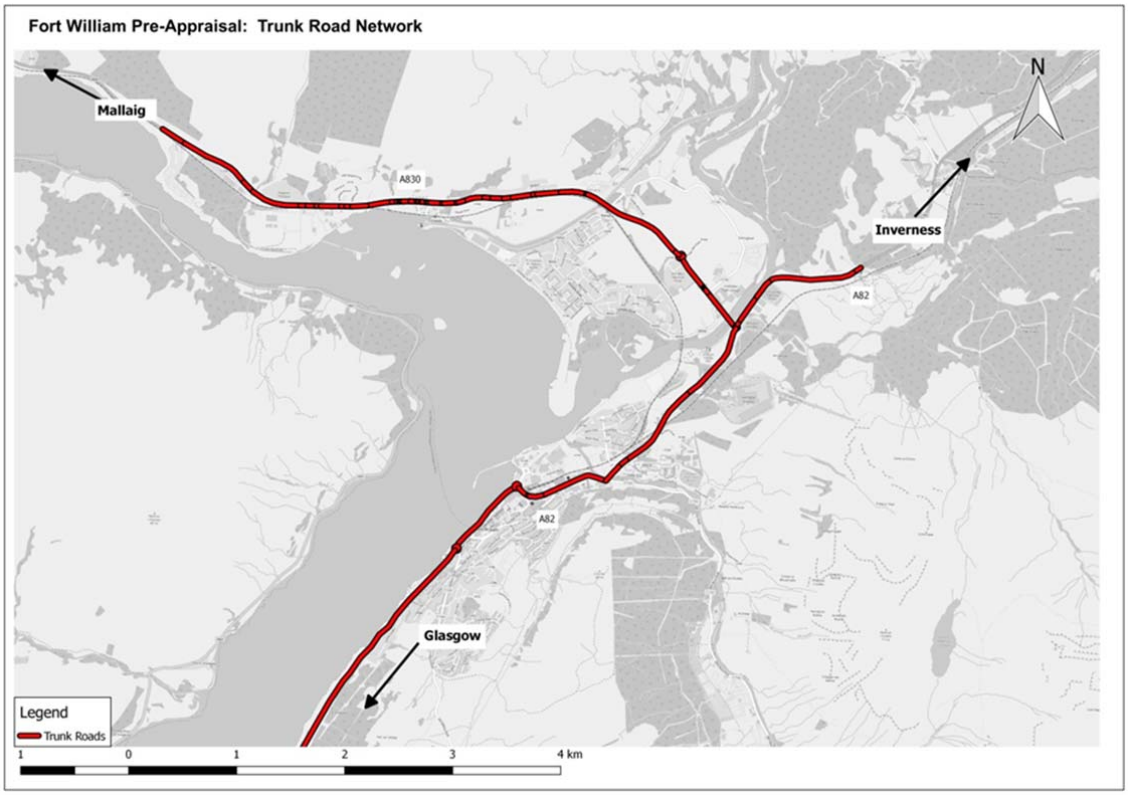


Figure 3-2 Fort William Trunk Roads

Some seven off-street car parks are publicly advertised on the Highland Council website within Fort William; a full list alongside capacity is provided in Appendix B. A Highland Council proposal to introduce a minimum charge of £1 for the first period of parking at all locations, charge £1 per hour for off-street short-stay parking, introduce a range of tariffs at long stay parking to better differentiate between short-stay parking, and apply an uplift in Fort William parking charges (alongside other areas) was published in March 2018 as part of budget proposals.

With regards to Ultra Low Emission Vehicles (ULEVs), there are no hydrogen refuelling facilities in the Study Area. Fort William is well served in terms of the number of electric vehicle (EV) charge points available in the town. Of the five EV charge points available in the town however, only one is a rapid charge point which allows for an EV to charge to 80% in around 30 minutes. Of the remaining four charge points within the Study Area, three are 7kW and one 22kW. For the majority of EVs, this would mean a charge time of around 4-6 hours.

There are also approved timber routes from the Highland Timber Forum. The only excluded route in the area is the southern part of the Glen Nevis road. However, discussions with Highland Timber Transport Group for this study noted this is not a route that is frequently used and there is no demand for the route to be upgraded. Strategic routes in the Study Area are classified as 'Agreed' Routes' by the Group, with several routes classified as 'Consultation Routes', meaning that the number of trucks per day is restricted. Timber routes are provided in Appendix B.

3.2.2 Accessibility

3.2.2.1 Walking / Cycling Accessibility

In order to establish walkability/cyclability of the four urban areas of Fort William (Town Centre, Inverlochy, Caol and Corpach), 3km/5km distance isochrones were generated via the OpenRouteService GIS plugin. The Long-Term Vision for Active Travel in Scotland 2030 by Transport Scotland suggests that if this vision is achieved, "many more people are walking and cycling for every day, shorter journeys, usually up to 2 miles for walking and up to 5 miles for cycling."

Due to software limitations, a 3km threshold has been used to generate walking isochrones as only whole numbers can be used; a 5km threshold has been used to generate equivalent cycling thresholds.

The figure below illustrates the results of the accessibility mapping for Fort William town centre; equivalent isochrones for Inverlochy, Caol and Corpach are available in Appendix B.

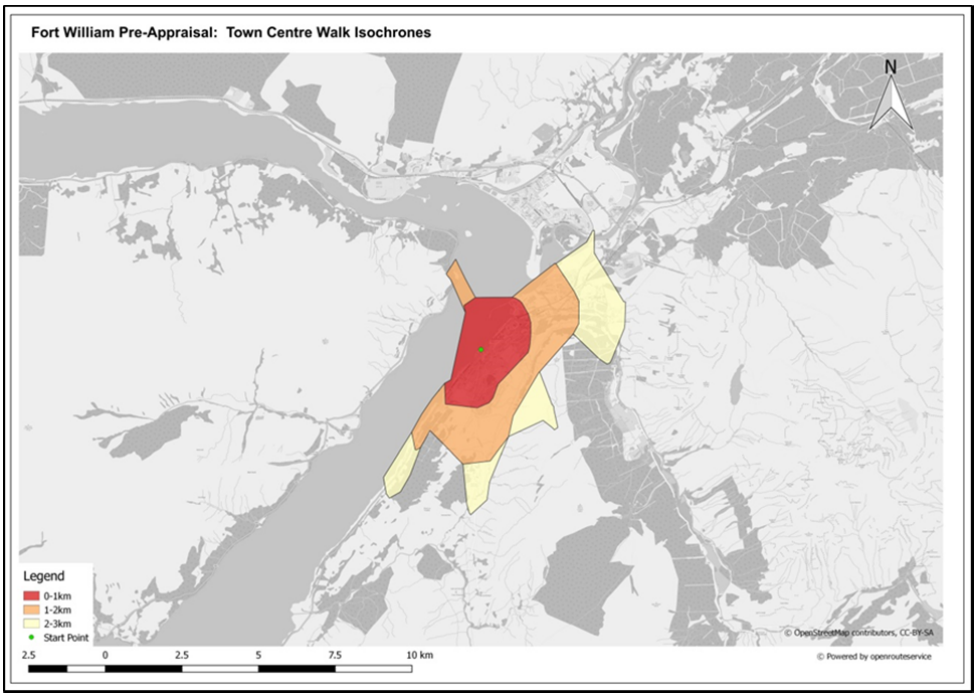


Figure 3-3 Town Centre Walking Accessibility – Town Centre Walk Isochrones

The above figure illustrates that a substantial part of the built-up area in Fort William lies within a 2km isochrone. This analysis is dependent on which point is taken as the centre point, but taking the A82 roundabout as the point of origin, the smelter, which represents one of the major local employers, is slightly out with this comfortable commuting walk distance.

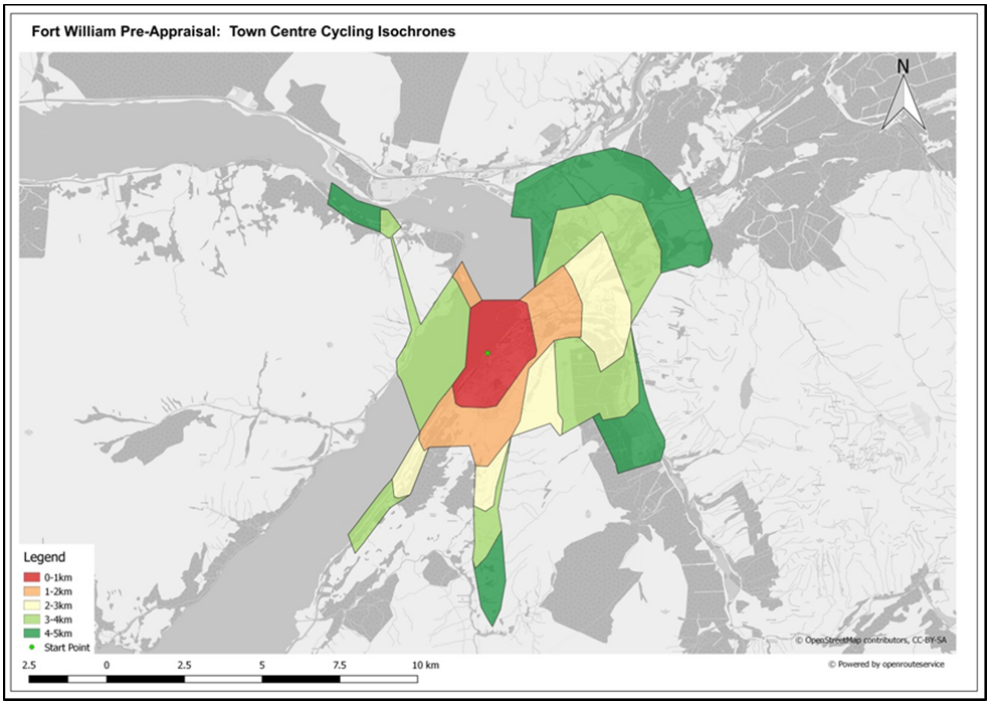


Figure 3-4 Town Centre Cycling Accessibility – Town Centre Cycling Isochrones

The above figure illustrates that the outer extent of the cycling isochrones extends to Caol and Banavie from a start point of the Town Centre. This indicates not only an opportunity for locals to cycle to work, school and the shops etc. but also for visitors to explore the area by bicycle.

3.2.2.2 Bus Accessibility

Transport Scotland use the Scottish Access to Bus Indicator (SABI) in Scottish Transport Statistics publications to give a score for the accessibility of bus services in each of Scotland's 6,976 data zones, and it provides an objective measure of accessibility to public transport by bus in Scotland.

The analysis undertaken for this study was based on Traveline data, which was used to find all bus stops within a 400 metre walking distance, by path or road, of each 2011 Census Output Area Centroid in Scotland. For each centroid, the total frequency of buses per hour for each bus stop within 400 metre was summed. This resulted in a total average number of buses per hour accessible within 400 metre of each output area centroid, on both weekdays and at the weekend. Transport Scotland chose the 400 metre distance to walk to a bus stop, in line with DfT work and wider public transport planning guidance. The indicator provides separate scores for weekday and weekend services. The output areas are aggregated to data zones using a population weighted average. The datazones are then ordered by quintile and decile, from least to most accessible.

The results show that the majority of the datazones within the Study Area are ranked in the fourth and fifth deciles in terms of accessibility, with all datazones ranked in the bottom 50%. Comparators of Aviemore and Oban have been used as it helps to place Fort William in context. Fort William results are comparative to the SABI scores of Aviemore for the datazones within the town centre area though slightly poorer than comparable data for Oban Full results are provided in Appendix B.

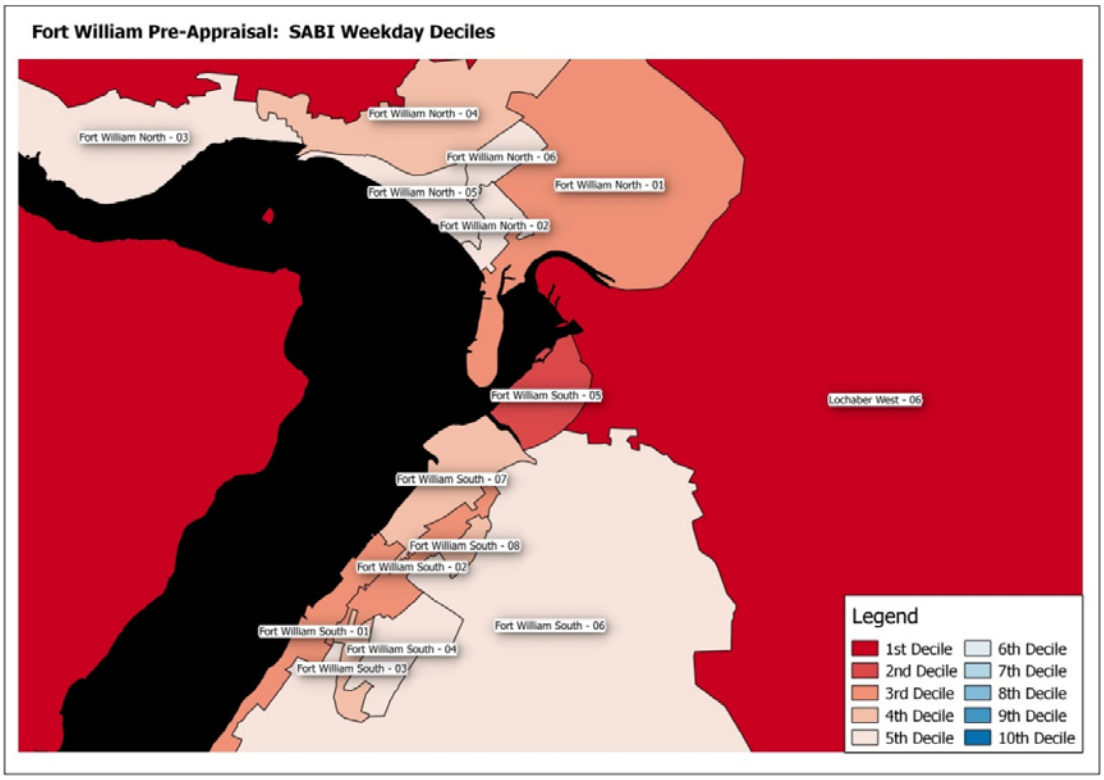


Figure 3-5 Study Area SABI Weekday Deciles[4] (2017)

3.2.2.3 Driving Accessibility Levels

In order to establish free-flow drivability of the four urban areas of Fort William (Town Centre, Inverlochy, Caol and Corpach), 30 minute time distance isochrones were generated via the OpenRouteService GIS plugin. It is noted that this represents the maximum driveable distance in free-flow traffic conditions based on sign-posted speed limits.

The figure below illustrates the results of the accessibility mapping from Fort William town centre as a centre point. Equivalent isochrones for Inverlochy, Caol and Corpach are provided in Appendix B.

[4] Weekend Deciles mapped graphically are presented in Appendix B, and are identical to Weekday.

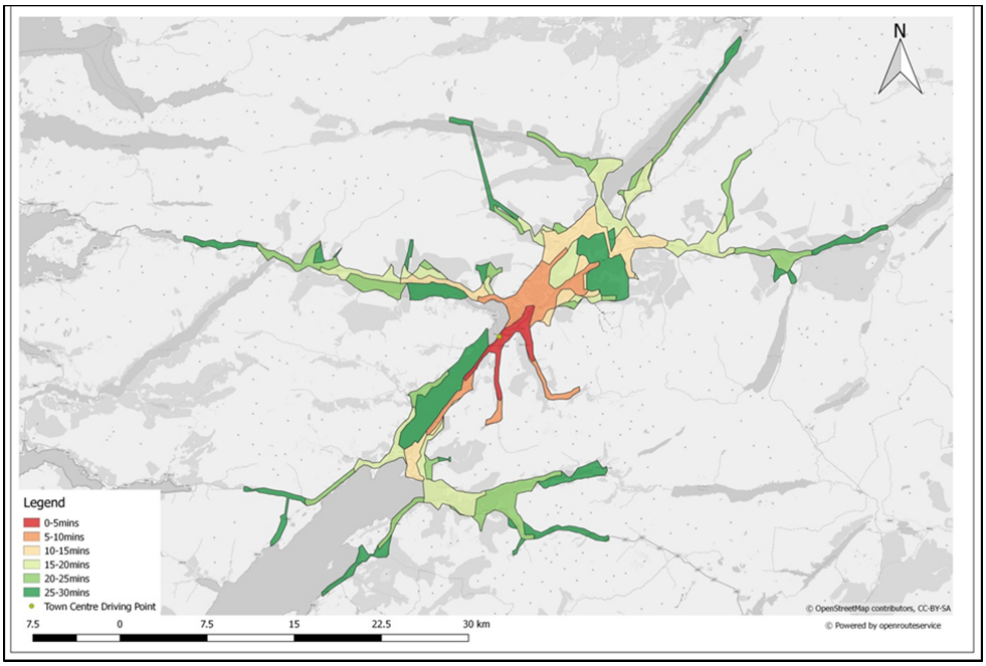


Figure 3-6 Fort William Town Centre Driving Accessibility

The above figure illustrates that the settlements of Ballachulish, Kinlochleven, and Spean Bridge are within a 30 minute drive time threshold.

3.2.2.4 Census Car Access

Household access to a car (or van) is presented in the 2011 Census dataset. It shows the percentage of households per locality which do not have access to a car/van and the percentage of households with access to one, two or three or more cars/vans.

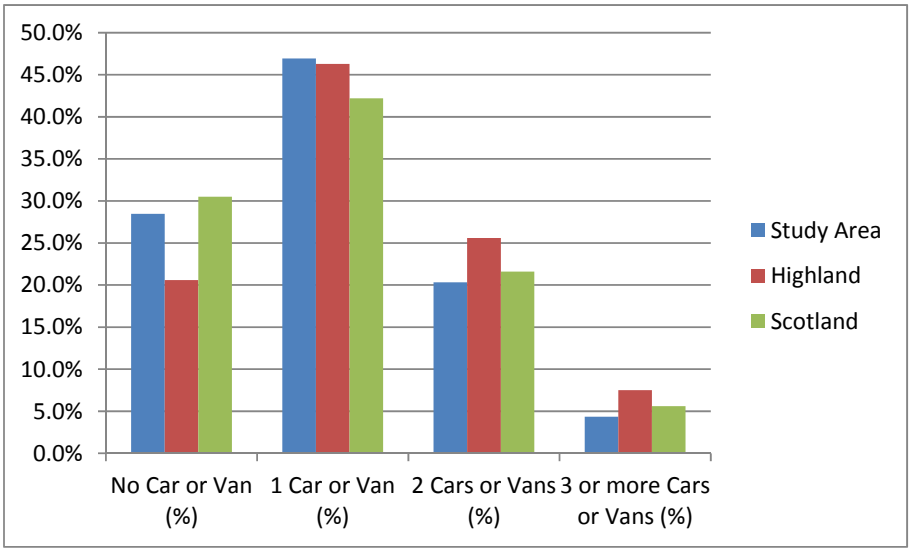


Figure 3-7 Car Ownership shows the findings for the study area compared against the Highland local authority area and Scotland. Note that the Study Area in this context includes Fort William, Caol and Banavie & Corpach.

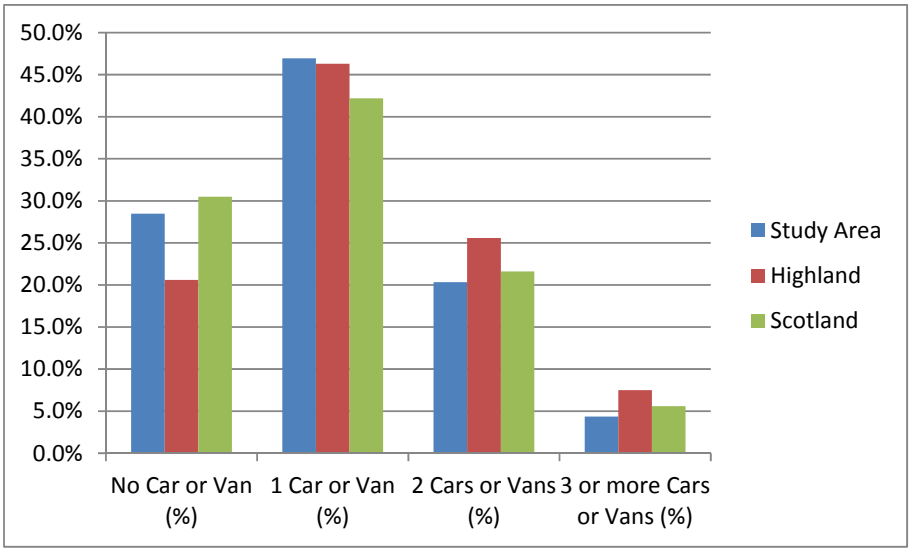


Figure 3-7 Car Ownership

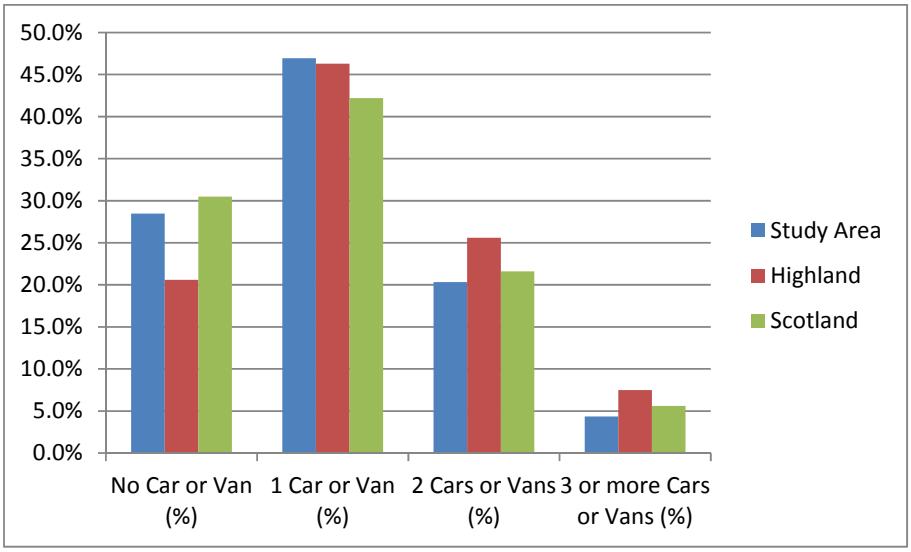


Figure 3-7 Car Ownership shows that whilst the study area records a lower percentage of households with no car/van when compared against Scotland as a whole, it has a higher percentage of households with no access to a car/van when compared against Highland. Conversely, the number of Study Area households with access to 1 car or van is higher than both Highland and Scotland averages (46.9% compared to 46.3% and 42.2% respectively). In terms of the proportion of households with access to 2 cars/vans or 3 or more cars/vans, the Study Area records smaller proportions when compared against both Highland and Scotland.

3.2.3 Travel Data and Traffic Trends including Network Performance

This section provides a summary of usage on the transport network, including journey to work, journey to school (ascertained from Hands up Surveys) and traffic trends; the latter is supported by data which provides an indication of trends such as traffic counts, roadside interviews and journey time data (INRIX).

3.2.3.1 Journey to Work

The distance travelled to place of work and the methods of travel to place of work are recorded as part of the Census. The figures below illustrate the travel mode split and the distance travelled to place of work for residents of the Study Area, aged 16-74, in employment at the time of the Census (2011) and who work from a location other than at home. Results are presented alongside the equivalents for the Highland local authority area and Scotland as a whole for comparison.

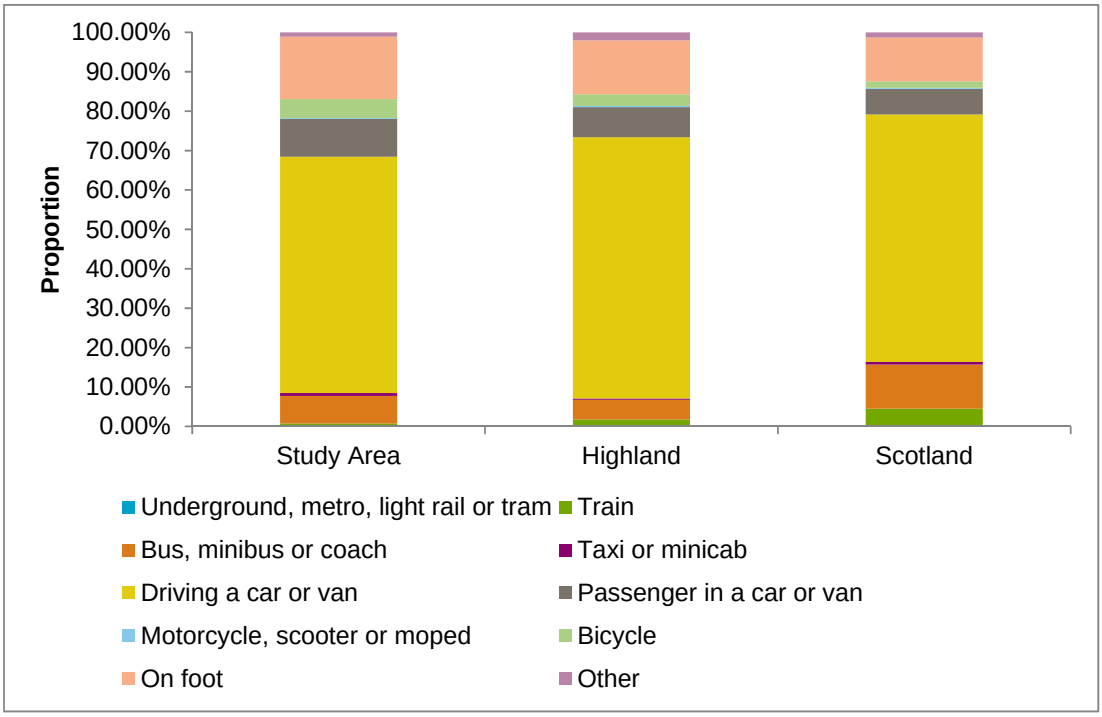


Figure 3-8 Census Method of Travel to Work

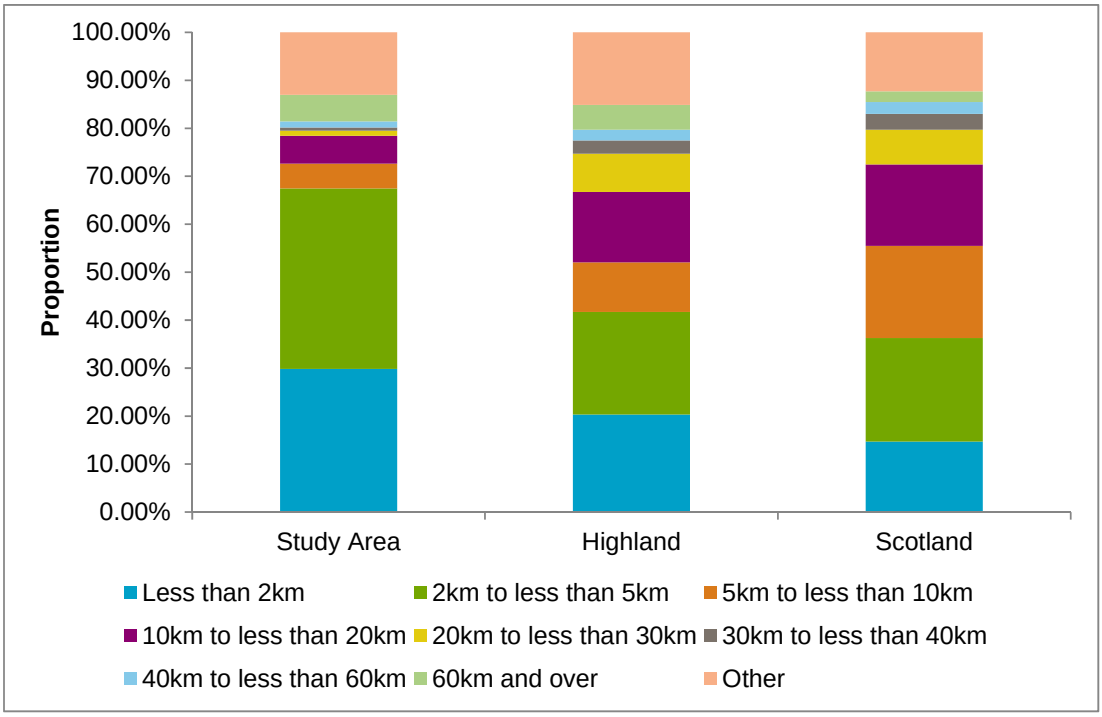


Figure 3-9 Census Distance Travelled to Work

As can be seen from the figures above, the overall mode split for the Study Area is generally in alignment with both regional and national mode splits. The most significant difference between the mode split in the Study Area and the national mode split is in terms of rail travel. Locally, this accounts for 0.75% of travel-to-work journeys, compared to the 4.17% of travel-to-work journeys nationally. The proportion of people in the study area cycling to work is also higher than the Highland average. Overall, nearly 70% of journeys to work in the Study Area are less than 5km in length which suggests there is potential for some degree of modal shift to active modes.

In terms of journey numbers, the data indicates 4,821 travel-to-work journeys on the network. Travel to Work flows are provided in detail in Appendix B.

Looking at how travel distance and mode for the journey to work has changed since 2001, the distance travelled to place of work or study is largely proportionate with the respective change at a regional and national level which has seen a slight increase in journey distance. In respect of method of travel to place of work or study, the proportion of individuals driving a car or van has increased over the time period, largely in line with equivalent changes at a regional and national level (see figure below). Whilst all geographies above have seen a reduction in the proportion of journeys made by bus, minibus or coach, a more significant reduction has been observed in the Study Area. Also of note is that the split for walking in the Study Area has remained largely static / slight improvement over the time period, whilst the equivalent regional and national proportions have reduced.

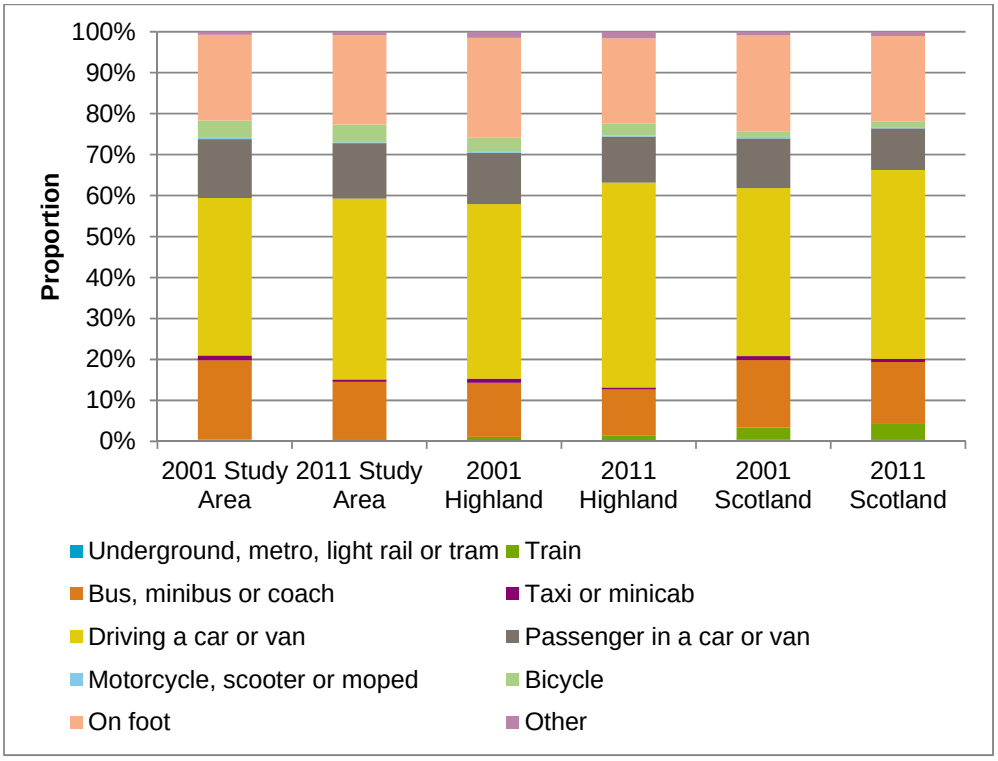


Figure 3-10 Census Method of Travel to Work or Study – 2001-2011 comparison

3.2.3.2 Journey to School

The Hands up Survey Scotland (HuSS) is an annual travel survey of primary and secondary aged school children across Scotland. Teachers ask school children to put their hands up to indicate which mode they used to travel to school on that day. The results are compiled by Sustrans.

The figure below illustrates the travel mode split for four of the five primary schools and one secondary school in Fort William for the 2017 HuSS (No survey returned for Lundavra Primary School).

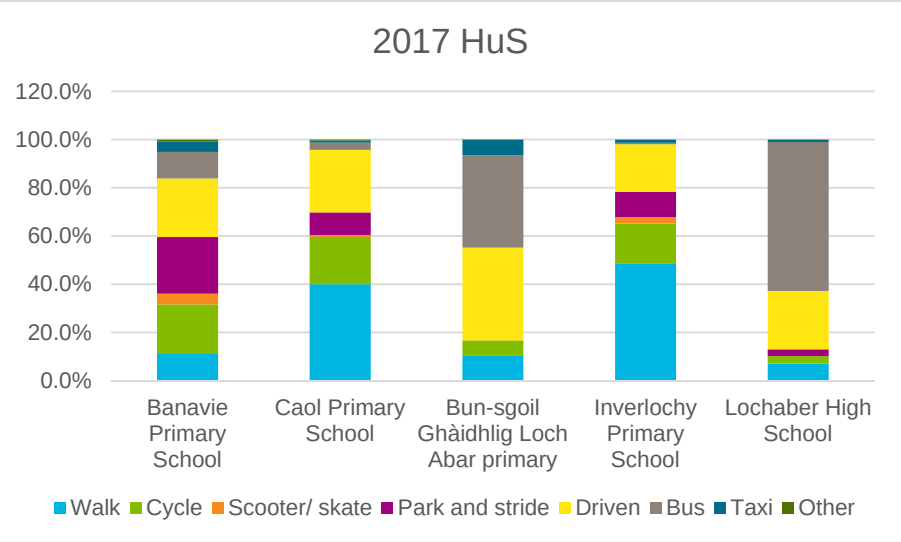


Figure 3-11 2017 HuSS Results

As can be seen from the above, the travel mode split varies from school to school.

In terms of Active Travel (walking, cycling, scooting/skating), this ranges from 68% of travel-to-school journeys for Inverlochy Primary compared to 17% for Bun-sgoil Ghàidhlig Loch Abar Primary. The average for Highland primary schools in terms of active travel modes was 49% in 2016 and 54% Scotland-wide, so some primary schools in Fort William have higher than average proportions of pupils walking, cycling or scooting to school. At around 10% for Lochaber High School, lower than average proportions of pupils travel actively to this school although this is largely due to a high proportion of children travelling to school by bus (over 60%, well above the national and Highland average).

Being driven to school is the travel mode with the least disparity amongst the schools in the Study Area with the highest proportion (38.5%) being for children at Bun-sgoil Ghàidhlig Loch Abar Primary, compared to 19.7% of children at Inverlochy Primary. This represents the approximate mid-point of the regional figure of 29.3% (2016).

3.2.3.3 Traffic movement in the town – development of Fort William Traffic Model (FWTM), associated surveys and historical studies

Traffic movement in Fort William has been subject to study and analysis over a number of years. In October 2012, Scotland TranServ commissioned SIAS Limited to develop an S-Paramics model of Fort William to take in the A82(N) from West End Roundabout to the junction with A830 at Lochy Bridge. In 2013, Transport Scotland commissioned SIAS to develop a summer peak model of Fort William. This model was used to test various option scenarios to alleviate congestion in Fort William in the summer period[5].

In this original summer peak model, a number of options were identified for assessment with the objective of reducing delays along the A82 corridor specifically at the A82/Fraser Square and A82/Earl of Inverness Road junctions. The options assessed were:

- Option 1 Introduce a vehicle actuated (VA) signal plan to call the signal stage for Earl of Inverness Road only when vehicles are present on that arm.
- Option 2 Convert Earl of Inverness Road junction to a priority junction
- Option 3 Convert Earl of Inverness Road junction to a mini roundabout, maintaining two lanes on the southbound approach.
- Option 4 Reconfigure Fraser Square to allow the right turn out of Middle Street to Belford Road (A82) northbound, which is currently barred. Also move the pedestrian crossing along Belford Road closer to Mary Street, where the road is two lanes wide.
- Option 5 Reduce the A82 Belford Road northbound carriageway width from three lanes to two lanes at Fraser Square, therefore reducing pedestrian crossing time.

[5] 2015, Fort William Summer S-Paramics Model Base Development Report (Draft), SIAS; & 2014, Fort William Summer Option Testing Report (Draft), SIAS

Journey times were used as a key metric for performance assessment of options, together with queue lengths at junctions. The work concluded that any option which involved a scheme at Earl of Inverness Road reduced journey times northbound along the A82, specifically between Fraser Square and just north of Glen Nevis Roundabout. All options had negligible impact on southbound journey times. Results indicated that if both Options 3 and 4 were combined, reductions in journey times were greater than for any of the options assessed independently. Combining the two options also provided the greatest level of queue length reductions at the An Aird Roundabout and Earl of Inverness junction.

Through discussions with the Fort William Congestion Group, where local and regional stakeholders worked jointly to examine issues regarding congestion in Fort William and potential solutions, Transport Scotland reviewed the outcomes of the study and agreed that the replacement of the traffic signals at A82/Earl of Inverness (Inverlochy Junction, Option 3 above) junction with a mini-roundabout was a priority measure which could be implemented quickly and bring benefits to the network. This was delivered in April 2016. Option 4, the installation of traffic light controlled junction to enable right-hand turn manoeuvres, was not taken forward as an operational priority.

Transport Scotland commissioned new and extended traffic counts for summer 2017 to update the existing model Modelled traffic volumes and flows from the model assessment period of 1500 to 1900 are shown below[6].

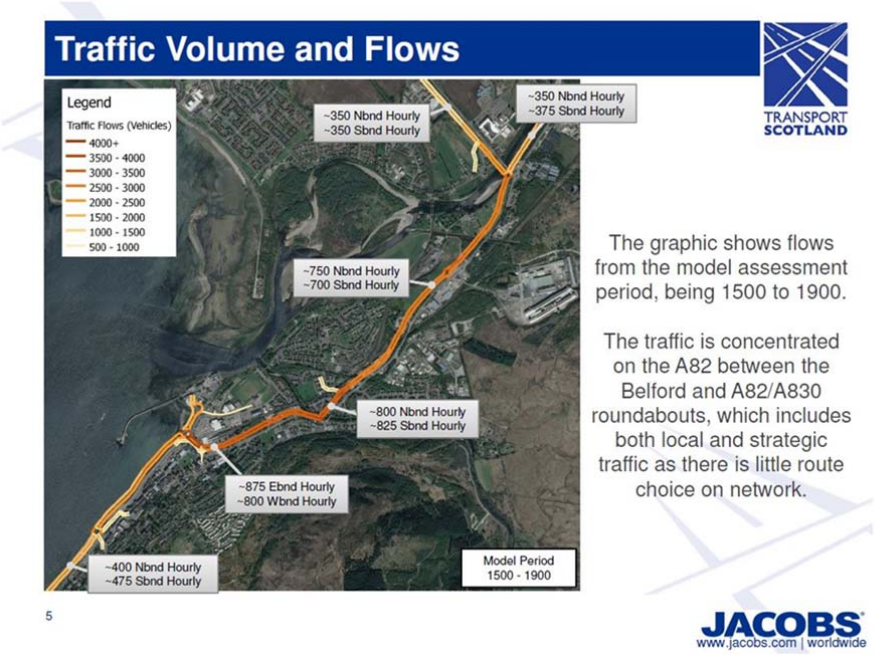


Figure 3-12 FWTM Volume & Flows

As can be seen from the above figure, the model output indicated that traffic is concentrated on the A82 between the Belford and A82/A830 roundabout junctions. Including the terminating roundabouts at either end of this section of the A82, there are a total of five roundabout junctions, one river and one rail crossing.

The figure below further illustrates the modelled flows and turning movements between the Belford and Nevis Roundabouts.

[6] This information is sourced directly from Jacobs reporting on work for Transport Scotland in 2017 on the FWTM.

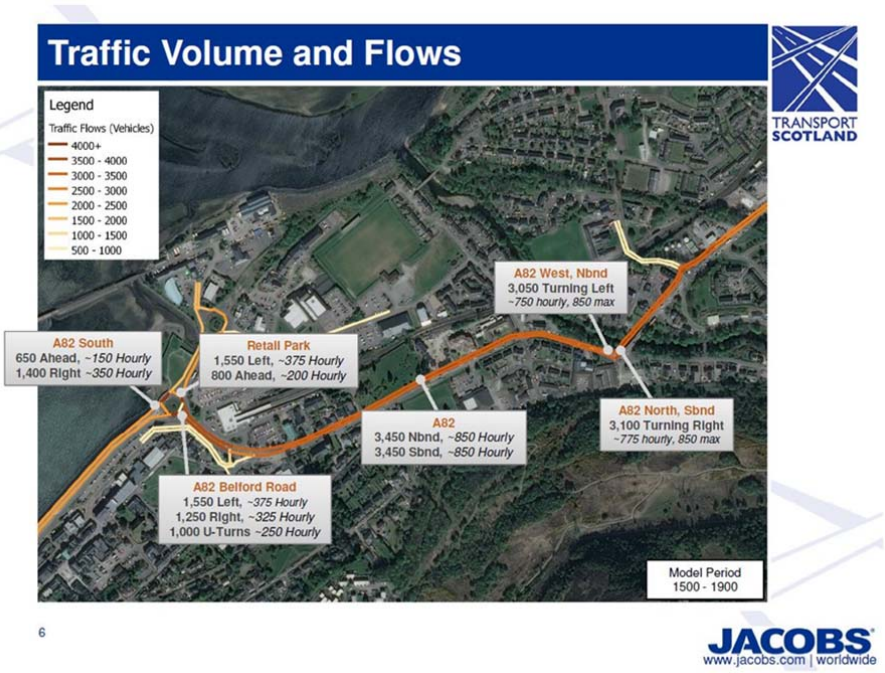


Figure 3-13 FWTM Volume & Flows

As can be seen from the above figure, a significant proportion of the modelled movements through the Belford Roundabout are U-turns (250 per hour). The northbound and southbound flows are seen to be identical on the straight between the roundabout junctions (850 per hour).

From survey data during a time period of 1600-1900, average journey times for southbound journeys during the survey period were observed to be considerably longer than northbound (10:36 mins vs 05:55 mins). Additionally the section of the route between Nevis Roundabout and the A82/A830 Roundabout was seen to account for a large proportion of the overall journey time (75% in the case of the southbound journey).

In addition to the high average journey times, a degree of variability was also observed with the maximum southbound journey observed to be 14:30 mins i.e. almost 4 minutes longer than the average. The maximum journey time between the New Roundabout and the Nevis Roundabout was also observed to be 4 minutes longer than the average. The topic of travel time variability is explored further below with INRIX data.

This survey work also highlighted the issue of the road network being sensitive to right turning vehicles on the A82 in the southbound direction through the section between the A830 and Nevis Roundabout. Several junctions on this section do not have ghost island storage and some have short storage capacity. Coupled with capacity issues at Nevis Roundabout, this can cause the transport network to block back to and through the A830 junction at times. The survey work highlighted the inter-relationship between traffic queuing at the A830 junction and flows on the A82, suggesting this is a particularly important junction which can influence queuing and movements elsewhere on the A82 in the Study Area.

3.2.3.4 Additional data on road network performance - travel time variability (INRIX)

INRIX traffic data, which is provided by Transport Scotland, allows for the analysis of travel time over specific sections of the trunk road network. Figure 3-14 and Figure 3-15 below show the INRIX output for the Corran to Torlundy (WB and EB) section of A82.

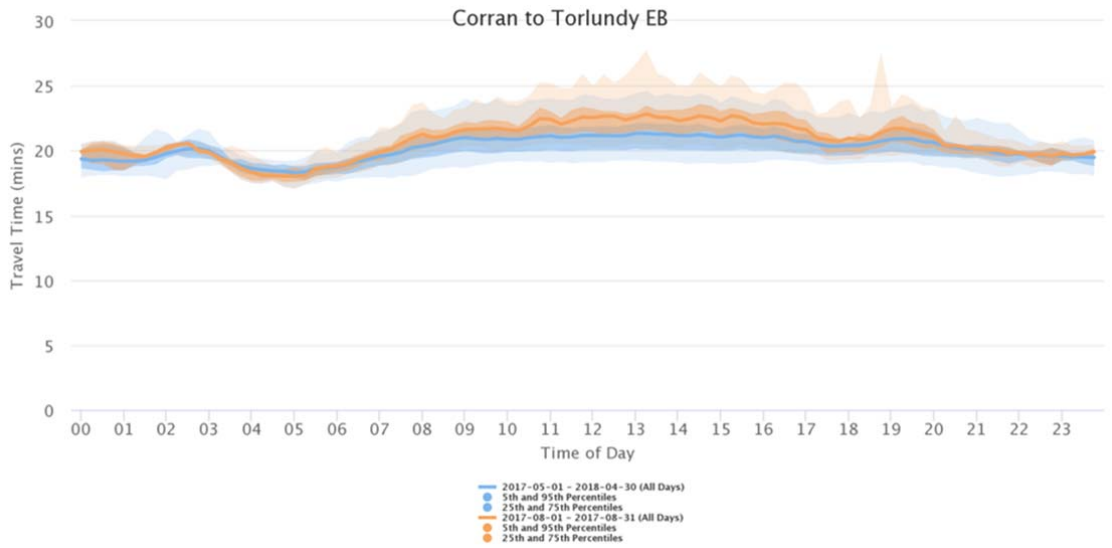


Figure 3-14 - Corran to Torlundy (EB) Travel Time INRIX Output

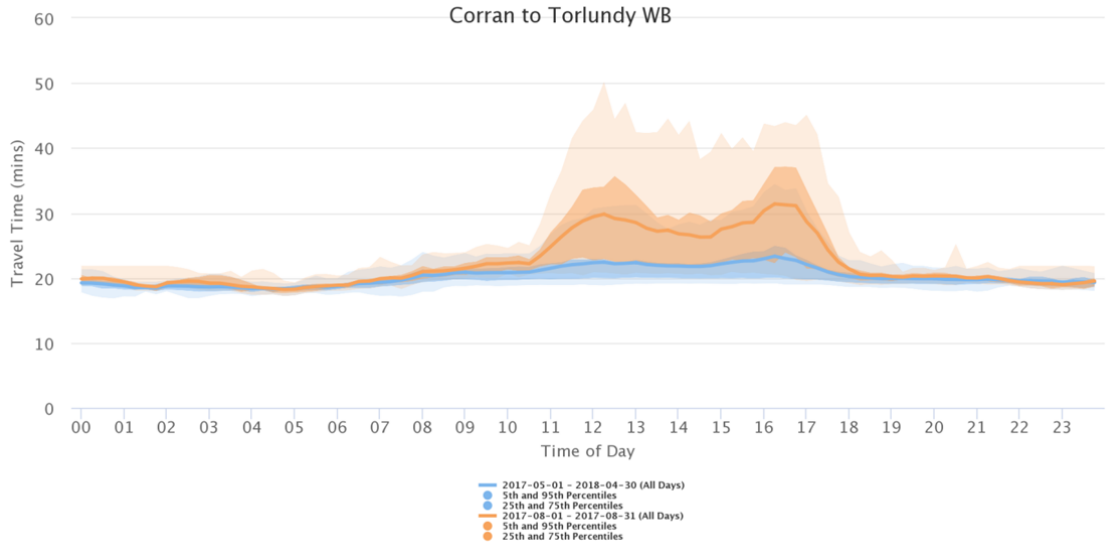


Figure 3-15 - Corran to Torlundy (WB) Travel Time INRIX Output

The results shown above illustrate that there is substantial south/westbound travel time variability in this section during August compared to all year round.

Graphs showing outputs for Morrisons to M&S, Morrisons to Torlundy, Blar Mhor to Morrisons, West End to A82-A830, Corpach to Torlundy, Corpach to Corran, A82-A830 to Glen Nevis are included in Appendix B. Overall, the results from each of these sections show that there are higher levels of travel time variability for south/westbound journeys compared to north/eastbound journeys. They also illustrate that the highest degree of seasonal variability occurs in the south/westbound direction, with variability of 20 minutes for southbound travel times on the approach to the A830 roundabout shown for August 2017. These effects are most observed during the period from late morning through to early evening. Southbound travel times for August 2017 are presented in the table below.

Table 3-3. August 2017 Southbound Travel Times (INRIX)

Section	Maximum (minutes:seconds)	Minimum (minutes:seconds)	Variability (minutes:seconds)
Torlundy - Inverlochy Castle Hotel	09:08	00:25	08:43
Inverlochy Castle Hotel - A82	22:29	00:39	21:50

A82 - A830 Roundabout	20:48	00:45	20:03
A830 Roundabout - Retail Park	06:30	00:58	05:32
Retail Park - Nevis Bridge	06:32	00:59	05:33
Nevis Roundabout - Morrisons Roundabout	07:16	01:03	06:13
Morrisons Roundabout - West End Roundabout	09:33	00:39	08:54
West End Roundabout - Seafield Gardens	10:59	00:43	10:16
Seafield Gardens - A82	14:48	00:49	13:59

3.2.3.5 Nature of the use of the A82 - Roadside Interviews

A series of Road Side Interviews (RSIs) were undertaken on the A82 northbound, north of Corran on Tuesday 12 September 2017. RSIs include questions regarding journey origin/destination, journey purpose, and nationality of driver which serves to offer additional insights into the journey characteristics in the Study Area.

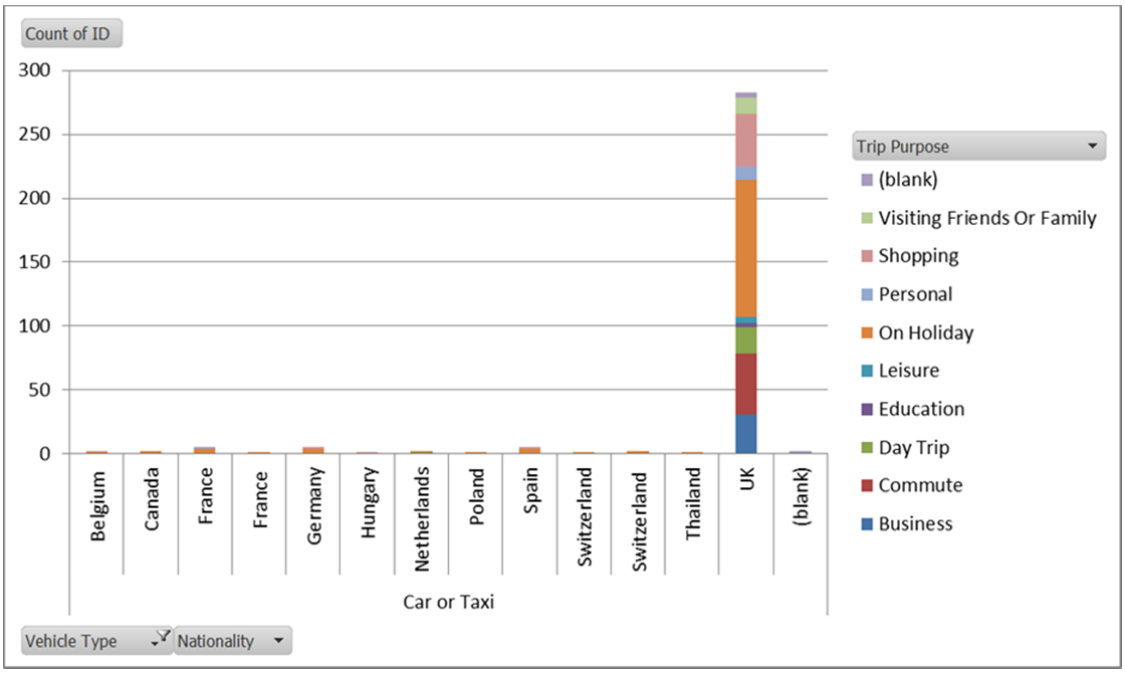


Figure 3-16 RSI Journey Purpose

The figure above illustrates that the majority of car/taxi drivers participating in the RSIs were UK nationals (283). Additionally it can be seen that the highest proportion of these journeys being undertaken by UK participants were by those on holiday.

Overall 313 car/taxi drivers participated in the RSIs, which equates to 76% of the total participants (413). Journey purpose split of car/taxi participants is as below:

- Business – 10%
- Commute – 15%
- Day Trip – 7%
- Education – 1%
- Leisure – 1.60%
- On Holiday – 41%
- Personal – 4%
- Shopping – 14%
- Visiting Friends or Family – 4%
- (blank) – 2%

This suggests a substantial proportion of drivers interviewed were on holiday. Analysis of the origin/destination of participants provides further understanding as to the local or strategic nature of trips. The map in the figure below illustrates the flow of participants who provided both a journey origin and destination within Scotland (299), excluding HGV drivers who are discussed in the subsequent section.

Figure 3-17 RSI O-D Flow

As can be seen from the map above, the majority of participants' journeys with an origin and destination in Scotland, either started or finished their journey within the Study Area. As a proportion of the overall number of journeys for which a destination was provided (excluding HGVs), 71% had a destination within the Study Area. As a proportion of all non-HGV journeys, 22% were between Lochaber East & North and Fort William South. Of these, the highest proportion of journeys were for shopping (30%) followed by commuting (25%).

Of the 413 RSI participants, 18 were HGV drivers (combination of OGV 1 & OGV 2 drivers), which represented a proportion of 4%. Of the HGV driver participants that provided details of their origin and destination location, 80% (12) had an end location within the Study Area.

Additional analysis of HGV results illustrate that 1/3 of the HGVs were reported as being empty. The type of produce being transported was as below:

- Agriculture Products And/Or Live Animals – 5 vehicles
- Food Stuffs And Animal Fodder – 1 vehicle
- Leather/Textile Or Other Manufactured Products – 1 Vehicle
- Metal Products – 1 vehicle
- Minerals And Building Materials – 1 vehicle
- Other – 7 vehicles
- Solid Mineral Fuels – 1 vehicle
- (blank) – 1 vehicle

Overall vehicle type split of the RSI participants is as below:

- Car or Taxi – 76%
- Car Towing Caravan – 1%
- LGV – 10%
- Minibus – 0.5%
- Motorcycle – 2%
- Motorhome – 6%
- HGV (OGV1 & OGV2) – 4%

3.2.3.6 The nature of traffic flows in the Study Area

As the Trunk Road Authority, Transport Scotland monitors the traffic flows on the A82 and A830 via a network of Automatic Traffic Counters (ATCs). Some of the data from these ATCs are reported publicly, and other data has been received directly from Transport Scotland for this study (see below).

The map below illustrates the location of all ATCs within the study area for which data has been received for this study from Transport Scotland.

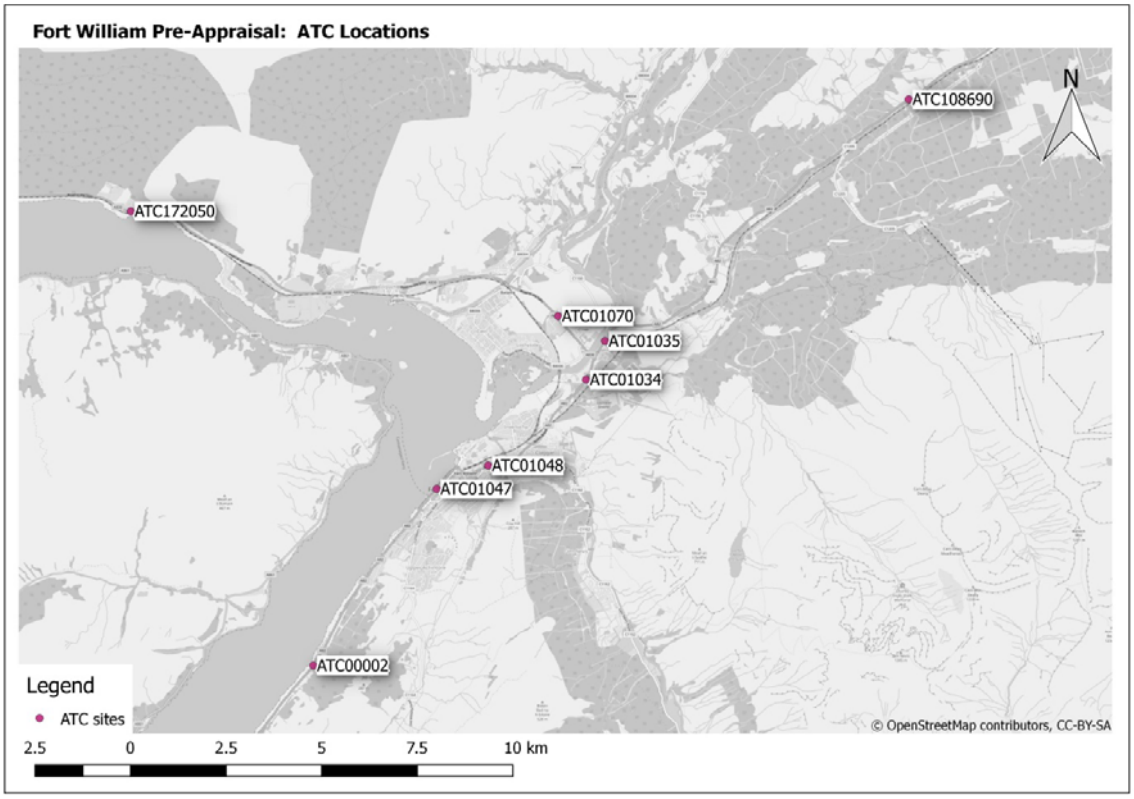


Figure 3-18 - Transport Scotland ATCs

Data reported in the Scottish Transport Statistics (STS) edition no. 36 for 2017 confirms the local perception that traffic flows are highly seasonal in the Fort William area.

Table 3-4. Seasonality of A82 traffic flows from Scottish Transport Statistics 2017 (data from 2016, Average Daily Traffic Flow)

Count point	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
A82 Ballachulish	3,016	3,904	4,484	5,166	6,414	6,959	7,292	6,602	6,105	5,576	..	3,366
A82 Spean Bridge	3,347	4,210	4,827	5,335	6,495	7,025	7,187	7,913	6,749	5,700	4,315	3,884
For comparison:												
A96 Forres	8,953	10,028	10,606	11,186	11,321	11,677	12,067	12,579	11,874	..	10,757	9,537
A9 Dornoch	4,728	5,387	6,064	6,444	6,985	7,381	7,765	7,939	7,440	6,405		
A7 Langholm	3,114	3,528	3,700	3,784	3,866	4,002	3,813	4,035	4,088	3,835	3,701	3,559

The seasonal nature of traffic flows can also be seen by looking at available ATC data across each day of the year. The figures below demonstrate that there is a noticeable intensifying of traffic flows during the summer months, around holiday weekends in May and Easter and around weekends generally. They also demonstrate some peaks that could potentially be linked to major events in the winter months. For example, Figure 3-19 below for an ATC point close to Torlundy, and therefore in proximity to Nevis Range where the annual World Mountain

Bike championships are held, seem to show higher traffic flows around the first June weekend where data is available[7].

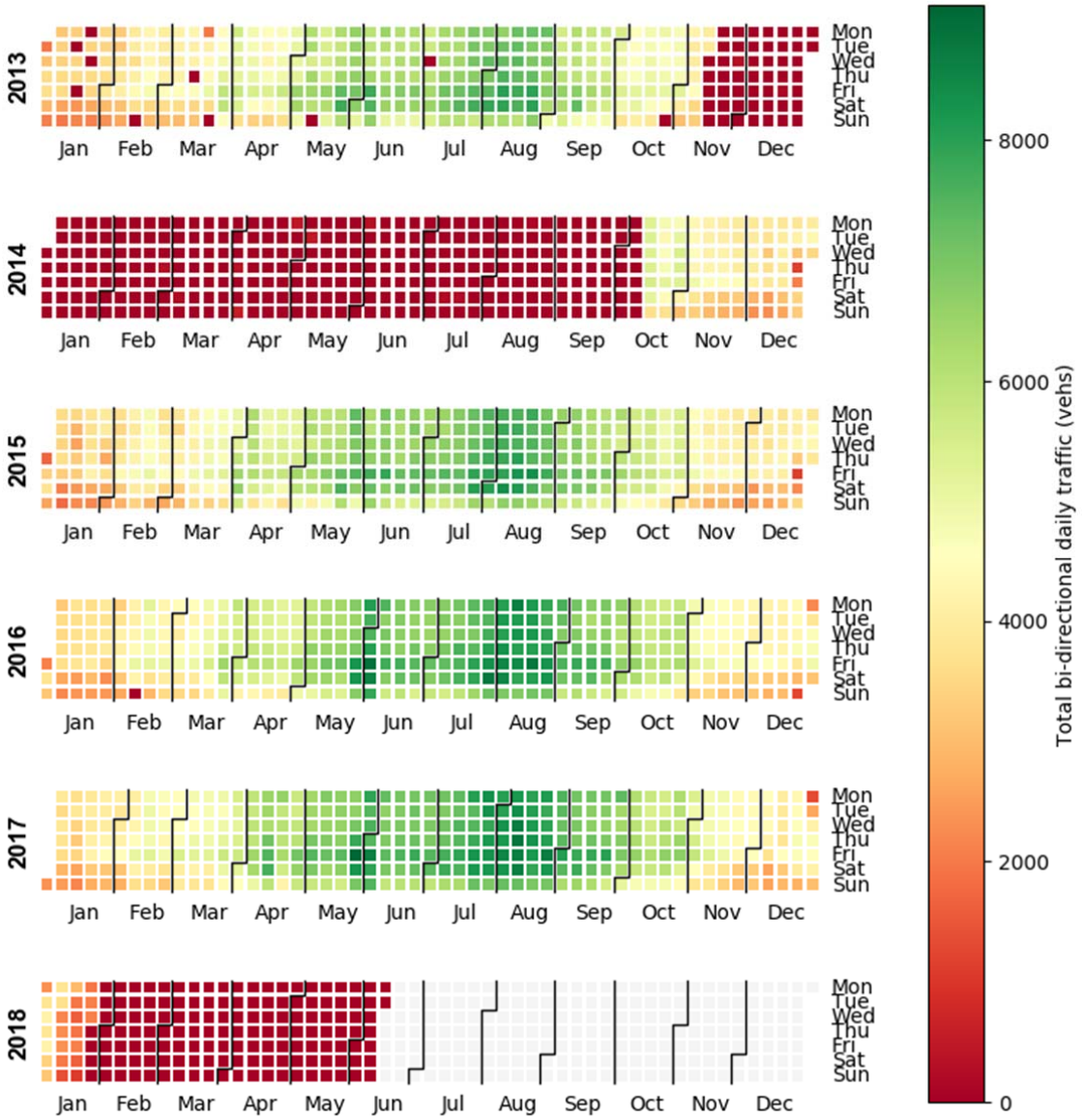


Figure 3-19 Torlundy ATC (108690) calendar of traffic flows

Data from other ATC counters in the area, provided by Transport Scotland, suggests peak hourly flows can be seen at varying times of the day depending on location and direction. Daily traffic profiles do not seem to have distinct AM and PM peaks as is common in urban areas where high proportions of traffic flows are for work and school purposes. More information is provided in Appendix B.

There is variable data available for traffic volumes over the last 10 years in the Study Area. Data published in the Scottish Transport Statistics (STS) for ATC counter points on A82 Ballachulish seem to suggest that traffic has grown from 4,696 AADT in 2007 to 5,353 in 2016 though was at 6,426 in 2014. Data published in the STS also illustrates a regional increase in traffic volumes over the same time period (1,525 million vehicle km in 2007 to 1,651 million vehicle km in 2016). This suggests a higher relative increase in traffic in the Study area (13.9%) compared to the regional increase (8.3%).

Data on the types of traffic travelling on the road network in the study area is variable, but seems to suggest HGVs account for between 5% and 14% of traffic depending on location and data source.

[7] Red cells in this figure are most likely where there is no data available from the counter. Lack of available data means this analysis cannot be presented for other ATCs in the study area.

3.2.3.7 Road network resilience

Should the A82 or A830 be closed in the Study Area, diversionary routes require significant detours due to lack of alternative routes in the area. The maps below from BEAR Scotland illustrate the length of diversions required when route sections (marked in blue) are closed. Full closure of the A82 through the Study Area requires a diversion via the A9, of some 160 miles. A diversionary route to avoid closures on the A830 requires re-routing via the A861, some 60 miles.

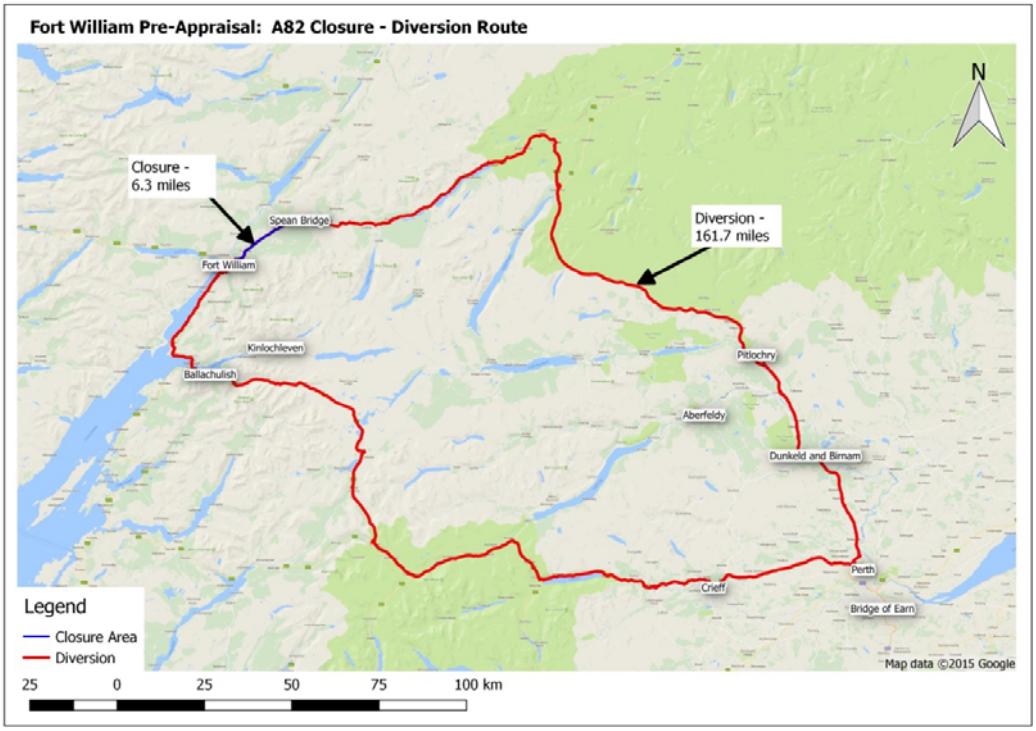


Figure 3-20 - A82 Diversion Route (i)

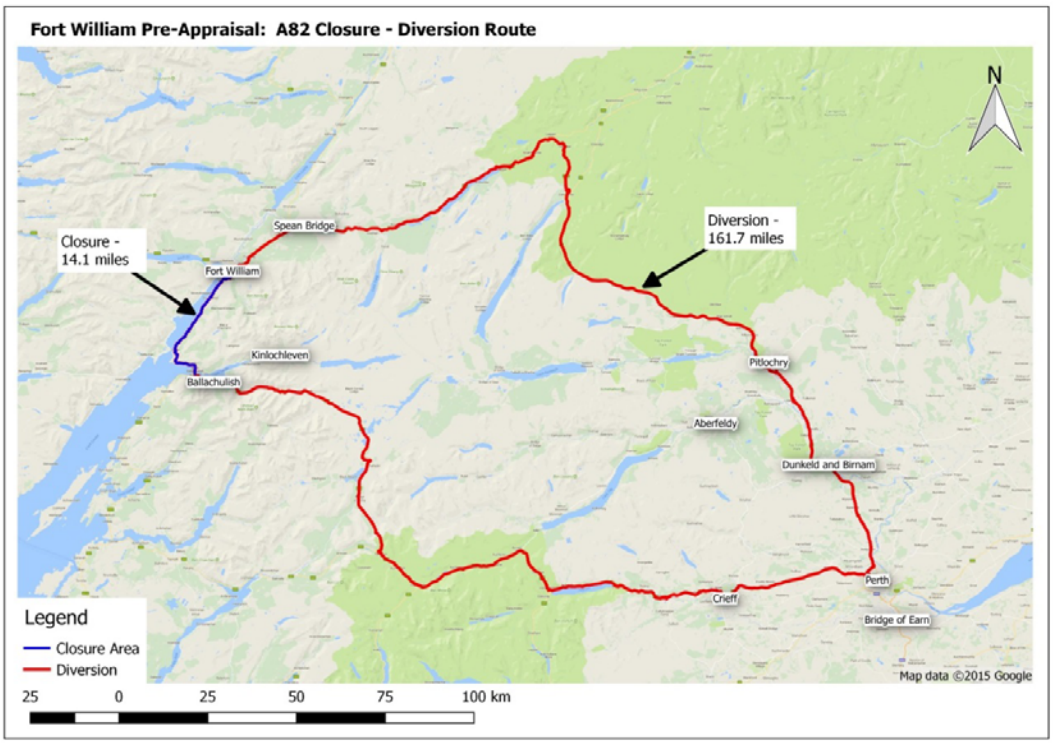


Figure 3-21 - A82 Diversion Route (ii)

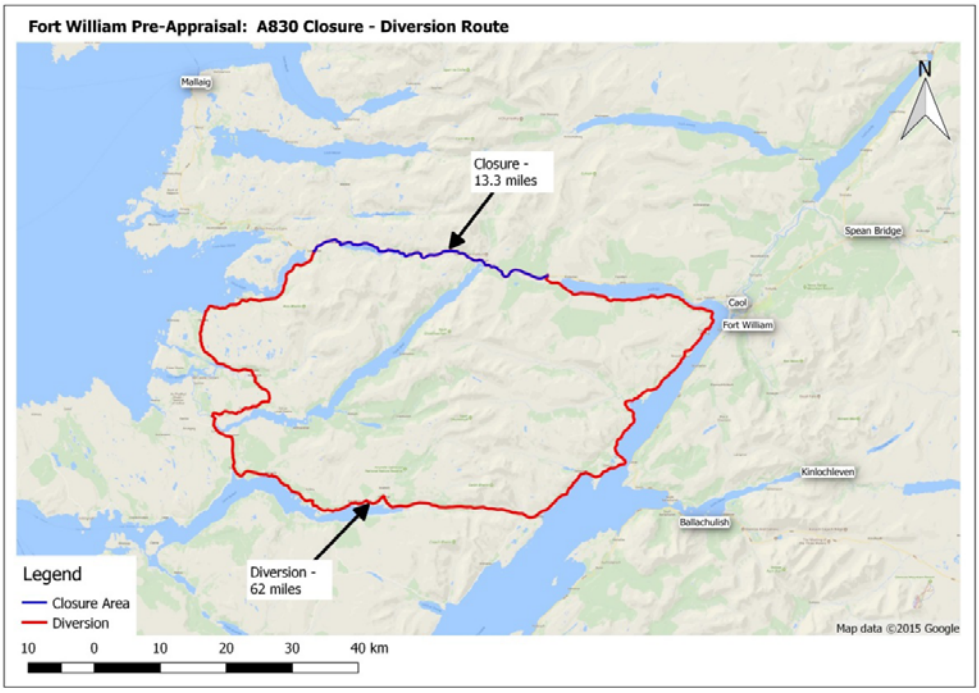


Figure 3-22 - A830 Diversion Route

Figures from the A82 trunk road operator, BEAR Scotland, suggest the A82 has been subject to eight closures in 2016, three in 2017, two in 2018 to end May (partial year). The A830 was closed once in 2016 at Corpach. Seven of the A82 closures were linked to a Road Traffic Collision (RTC), two related to recovery of an HGV/HGV load. Closures in 2016 on the A82 were generally short in duration (45 minutes to just over 3 hours) with one RTC leading to an 8 hour closure. HGV-related issues in 2017 caused two of the three road closures on the A82 that year. An incident in early 2018 was caused by flooding and saw a closure of almost 10 hours, whilst a Police-related incident in May 2018 saw a closure of 14 hours. More information is provided in Appendix B.

3.2.4 Public transport - Passenger Satisfaction and Service Performance

Some data is available which details to what extent passengers are satisfied with bus and rail services. A summary is provided in the following sections. It should be noted however that rail passenger satisfaction information only exists for rural rail services generally in Scotland, and not specifically for the study area.

3.2.4.1 Bus Satisfaction

Transport Focus' Bus Passenger Survey (BPS) is a UK-wide survey of around ¼ million bus passengers. Results are presented at region and, where possible, operator level.

The figure below details the overall satisfaction of bus users in the Highland region. It is not thought possible to obtain data at a sub-local authority level.

Figure 3-23 Highlands BPS Journey Satisfaction

The above graph illustrates that overall satisfaction amongst bus passengers in the Highlands region is relatively high. Interestingly however, the graph illustrates that there are different perceptions amongst different passenger groups. 78% of respondents whose journey purpose was for commuting were satisfied overall compared with 90% of those whose journeys were not for commuting purposes.

Separate graphs showing satisfaction levels based on Value for Money, Punctuality & Time Waiting and Time the journey on the bus took are included in Appendix B.

3.2.4.2 Rail Performance

The Network Rail Public Performance Measure (PPM) is the percentage of booked services which arrive within 5 minutes of their booked arrival time, having called at all booked stations on the route. Train Operating Companies are set target Moving Annual Average (MAA) PPMs for their entire network. In addition, a Right Time (RT) measure and a Cancelled and Significantly Late (CaSL) measure are also recorded for individual rail operators. Under the terms of the current control period, PPM is the only regulated measure of the three.

The table below details the collective performance of Scotrail Rural services which constitute the majority of services on the Corridor.

Table 3-5 Scotrail Rural Performance (10 December to 6 January)

PPM four weekly	PPM MAA	Right Time (RT) [8]four weekly	Right Time (RT) MAA	Cancelled and Significantly Late (CaSL) [9]four weekly	Cancelled and Significantly Late (CaSL) MAA
83.9%	88%	61.5%	66.2%	5.5%	3.1%

As can be seen from the above, the proportion of trains meeting the PPM across the entire ScotRail Rural network during the 10 December 2017 to 6 January 2018 period was 83.9%. It is noted however that train operating companies are targeted against the Moving Annual Average (MAA) which as of January 2018 was 88%. This is below the target figure of 91.7%.

The table below illustrates arrival time performance at terminating stations within the Study Area.

[8] Right-time performance measures the percentage of trains arriving at their terminating station early or within 59 seconds of schedule
[9] A train is classed as CaSL if it is cancelled at origin/en route, the originating station is changed, it fails to make a scheduled stop at a station or it arrives at its terminating station 30 or more minutes late

Table 3-6 Annual on Time Arrival at Destination

Location	On Time_T[10]	Booked_T[11]	On Time_A[12]	PPM
Fort William	96.3%	1	78.7%	88.2%
Mallaig	74.9%	4	74.9%	83.1%

Table 3-6 further illustrates that the PPM for Fort William station is almost identical to the Scotrail Rural overall PPM, but the PPM for Mallaig station is lower still.

3.2.5 Road Safety

The DfT publishes all STATS 19 accident record datasets for public download. Accident records are as recorded by relevant police forces across the UK. Accidents are categorised according to severity:

- Slight
- Serious
- Fatal

The figure below illustrates the location of all recorded accidents in the Study Area during the five year period 2012-16. There would appear to be a greater number of accidents occurring on the A82 within the study area than the A830 or local residential roads, and a fatality was recorded south of the A82/A830 roundabout in August 2018. It is difficult to conclude any patterns from accident data without more detailed analysis of STATS19 data and the causal factors. Furthermore, to meaningfully compare accidents across areas and understand if there are specific reasons for road traffic accidents beyond a higher volume of traffic, a rate should be considered against traffic flows. This has not been done for this study.

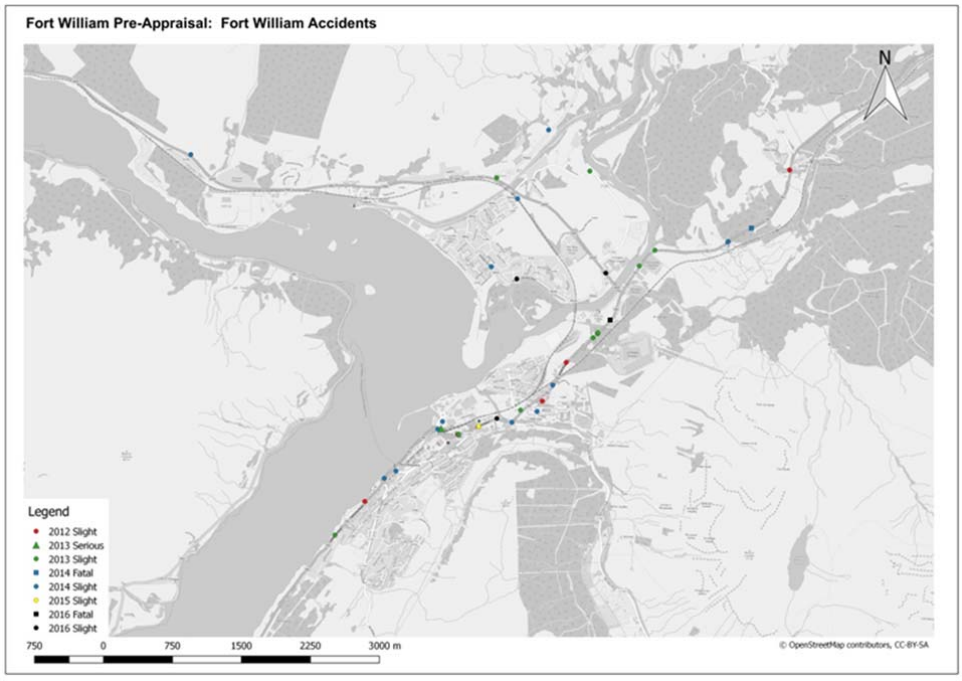


Figure 3-24 Fort William Accidents

The table below demonstrates accident data for the Study Area against the context of the Highlands and Scotland generally. The caveat above on comparison should again be noted.

[10] On Time_T - The percentage of ScotRail services that terminate at this location On Time*
[11] Booked_T - The number of ScotRail services planned to terminate at this location on a typical weekday
[12] On Time_A - The percentage of ScotRail services that arrive at this location On Time* (all trains that stop at this station)
* On time is the percentage of booked services which arrive within 59 seconds of their booked arrival time, having called at all booked stations on the route

Table 3-7 Accident Numbers

Location	Severity	2012	2013	2014	2015	2016
Fort William	Slight	5	10	13	1	3
	Serious	0	1	0	0	0
	Fatal	0	0	1	0	1
Highland	Slight	422	373	359	317	308
	Serious	79	54	54	49	61
	Fatal	13	17	19	14	17
Scotland	Slight	7879	7400	7170	6902	6753
	Serious	1736	1429	1490	1420	1432
	Fatal	162	159	181	157	175

Maps showing the findings of analysis undertaken to establish the number of locations of accidents involving either pedestrians or cyclists are located in Appendix B. Pedestrian accidents appear again to be largely associated with the A82 corridor in the Fort William study area.

3.2.6 Transport Baseline Summary

This section has provided an overview of findings which have emerged from the Transport Baseline and has also provided evidence to inform the list of problems identified in Chapter 5. In particular, this section has highlighted the following problems which will follow through to Chapter 5.

- Many bus services operate on schooldays only, so weekend bus provision, particularly Sundays, is significantly lower.
- Stagecoach announced their Fort William depot was to close in June 2018.
- Of the three rail stations in the Study Area, only Fort William can be considered fully accessible in terms of level access to the platforms and ramp access to the train.
- There is no direct rail link between Fort William and Inverness, which places the bus as the only public transport option between these settlements.
- There is a sizeable gap (almost 6 hours) during the day in the rail timetable for services leaving Fort William and travelling to the Central Belt. The inability to travel by rail to spend a full day in Fort William may limit the use of rail for certain trips, including business.
- There is no Sunday ferry service between Camusnagaul and Fort William.
- Transport Scotland's Scottish Access to Bus Indicator (SABI) scores indicate that the Study Area does not score well for bus accessibility.
- The Study Area has a higher percentage of households with no access to a car/van when compared against Highland.
- Travel to work by rail is very low in the Study Area - 0.75% of travel-to-work journeys are made by rail compared to the 4.17% of travel-to-work journeys nationally (2011 Census).
- Transport Model output indicates traffic is concentrated on the A82 between the Belford and A82/A830 roundabout junctions. Further insight offered by Transport Scotland consultants from traffic survey data seems to suggest that the nature of some junctions along the A82 within the Study Area can have a significant impact on traffic movement during higher flows, and the A830/A82 junction in particular can influence queuing.
- The A82, and the West Highland Line, are highly seasonal in terms of demand. RSI data from September on the A82 showed over 40% of respondents were on holiday. Seasonal demand on the rail line (the most seasonal of all routes in Scotland) makes it difficult to justify investment which will have year-round costs. There is some evidence that events cause peaks of traffic flows as observed in a daily calendar analysis of ATC flows.

- INRIX shows that there is travel time variability when August is compared to a year's worth of travel time data. The results from each of the identified sections show that there are higher levels of travel time variability for south/westbound journeys compared to north/eastbound journeys. They also illustrate that the highest degree of seasonal variability occurs in the south/westbound direction and that these effects are mostly observed during the period from late morning through to early evening.
- Diversionary routes are lengthy if the A82 is closed in the Study Area – up to 161 miles in length. Incidents involving road closures do not happen often but can have a varying level of impact, with closures reported from 45mins in duration to 14hours.

3.3 Socio-Economic Baseline

This section provides an overview of the Socio-Economic Baseline, based on:

- Population;
- Labour Market (Occupations, Economic activity rates, Claimant rate and Employee jobs by sector); and
- Residents (Qualifications, Salary, House prices and Deprivation).

These factors are important to understand for the Study Area, as:

- Transport can play a role in economic development through unlocking investment and supporting access to jobs – and can contribute to inclusive growth, where all parts of society benefit from economic success.
- Transport can play a role in access to education and quality of life generally, in particular, social inclusion.
- STAG supports a wide view of the impact of transport investment, with appraisal criteria across Safety, Environment, Integration, Accessibility and Economy.

3.3.1 Population

3.3.1.1 Overall Population

The total mid-2016 population of the Fort William area was 10,304[13]; this total includes the areas of Fort William, Caol, Inverlochy, Corpach and Banavie. Population broken down by data zone is presented in Table 3-8. A map showing the boundaries of each data zone is provided below in Figure 3-28.

Table 3-8 Fort William Population by Data Zone

Data Zone	Name	Total 2016 population
S01010518	Fort William South - 03	676
S01010519	Fort William South - 04	812
S01010520	Fort William South - 05	898
S01010521	Fort William South - 06	799
S01010522	Fort William South - 07	574
S01010523	Fort William South - 08	568
S01010510	Fort William North - 01	869
S01010511	Fort William North - 02	856
S01010512	Fort William North - 03	597
S01010513	Fort William North - 04	763
S01010514	Fort William North - 05	697
S01010515	Fort William North - 06	802
S01010516	Fort William South - 01	577
S01010517	Fort William South - 02	816
		10,304

The study area population has increased slightly from a total of 10,262 in 2011, representing a small increase of 0.4%. Should any large population decreases in future years occur, this would be anticipated to have a negative impact on the town's future economic growth and development. However, National Records of Scotland has

[13] National Records of Scotland Mid-2016 population estimates

projected that Highland Council's population will increase by 3.4% between 2014 and 2039[14]. This is less than the projected population growth for Scotland (6.6%) though still represents growth.

Further to this, the new alloy wheel facility at the Smelter site to the east of Fort William is expected to generate around 400 additional jobs in its first phase, although it is not known how many of these jobs would be sourced from the existing population and how many would lead to an overall increase in the local population.

3.3.1.2 Population Age Structure

The age structure of the study area (noted as Fort William) compared against Highland area and Scotland is shown in Figure 3-25. This demonstrates that Fort William's age structure broadly reflects the structure of Highland and Scotland as a whole. Minor differences are seen between Fort William and Scotland in the 0-15 and 25-44 age categories, with Fort William recording a percentage difference of 2% when compared against Scotland.

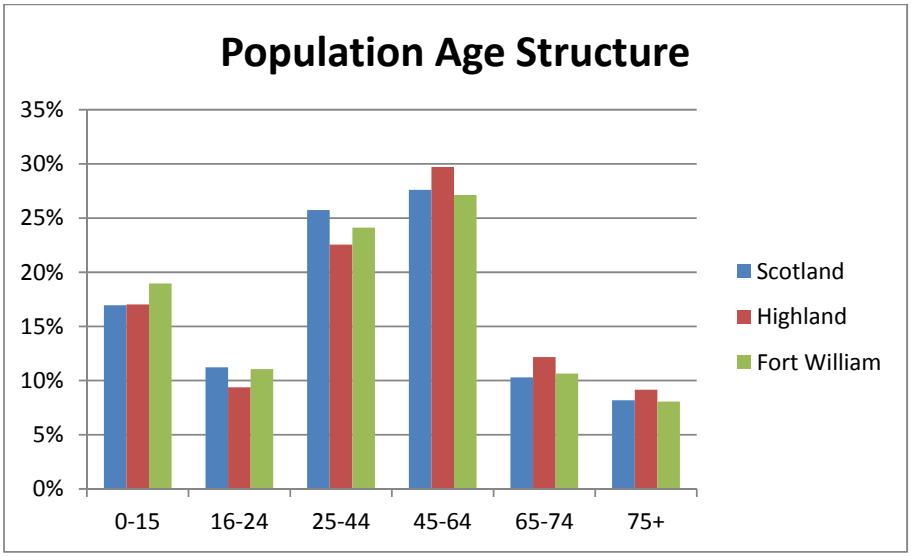


Figure 3-25 Population Age Structure[15]

Fort William has a slightly higher percentage of 0-15 year olds in comparison to Scotland wide figures. This suggests that the town may be in a strong position for future economic growth; although there will likely be challenges associated with retaining young people in the area as they reach adulthood or attracting people back to the area once they have moved away for higher education.

3.3.2 Labour Market

This section provides an overview of the various labour market components which operate within Fort William. There are a range of employment sectors within the town, with the development of the Liberty alloy wheel manufacturing site in the east of the town expected to generate around 400 jobs (further details of the site development can be found in section 3.5.3). This is anticipated to have a positive economic impact on the town and will have an impact on employment sector statistics once the site is fully operational.

3.3.2.1 Economic Activity Rates

Economic activity rates for the study area are shown in the table below and are compared against Highland and Scotland averages.

Table 3-9 Economic Activity Rates[16]

	Study area average[17]	Highland	Scotland
All persons 16 to 74	8,865	232,132	3,970,530

[14] https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-projections/sub-national-population-projections/2014-based
[15] National Records of Scotland Mid-2016 population estimates
[16] 2011 Census
[17] 2011 Census local level data is only available for Fort William, Caol and Corpach & Banavie. As such, for the purposes of data analysis, although this covers the majority of the study area, it does not include statistics for its whole extent.

	Study area average[17]	Highland	Scotland
Economically active	73.6%	71.5%	69.0%
Employees – part time	18.4%	15.2%	13.3%
Employees – full time	41.2%	39.5%	39.6%
Self-employed	8.0%	11.0%	7.5%
Unemployed	4.0%	4.0%	4.8%
Full time student – employed	1.6%	1.5%	2.9%
Full time student - unemployed	0.4%	0.3%	0.8%
Economically inactive	26.4%	28.5%	31.0%
Retired	14.6%	16.0%	14.9%
Student	2.5%	3.2%	5.5%
Looking after home or family	3.7%	3.8%	3.6%
Long term sick or disabled	4.2%	3.9%	5.1%
Other	1.3%	1.7%	1.9%

Economic activity relates to whether or not a person who was working or looking for work in the week before census. Rather than a simple indicator of whether or not someone was currently in employment, it provides a measure of whether or not a person was an active participant in the labour market[18]. . Table 3-9 demonstrates that 73.6% of people are economically active within the study area, which is 4.6% higher than the Scotland average. This suggests that Fort William's economy is performing strongly, although this should be viewed alongside the type of jobs people are employed in (see Table 3-10 and Table 3-11). Table 3-9 also shows that the proportion of people classified as being in part time or full time employment is higher than both the Highland and Scotland averages. The high proportion of part time workers may indicate potential underemployment[19]. However, in the absence of underemployment data this cannot be definitively stated as the high proportion of part time jobs may be indicative of the types of jobs people are employed in, e.g. seasonal employment. It is also unknown to what extent transport contributes to any potential underemployment, though consultation noted that poor public transport connectivity is a wider issue in the study area.

It is also noted that unemployment is lower in the study area compared to across Scotland (4.0% compared to 4.8%), though it is in line with the Highland average.

3.3.2.2 Occupations

Occupation statistics provide a general overview compared to the industry statistics outlined in Table 3-11. Sectors have been grouped into occupation types, as shown in Table 3-11.

Table 3-10 Occupation Type[20]

Occupation	Study area average[21] (%)	Highland (%)	Scotland (%)
All persons 16 to 74 in employment	5,256	115,270	2,516,895
% Managers, directors and senior officials	9.6	9.7	8.4
% Professional occupations	10.3	14.6	16.8
% Associate professional and technical occupations	7.6	11	12.6
% Administrative and secretarial occupations	8.7	9.7	11.4
% Skilled trades occupations	16.6	16.9	12.5

[18] See Economic Activity definition under Variables section here: https://www.nomisweb.co.uk/census/2011/qs601ew
[19] Office for National Statistics states that to be classified as underemployed, a person must satisfy all the unemployment criteria; willing to work more hours, available to do so and worked less than the specified hours of work threshold.
[20] 2011 Census
[21] 2011 Census local level data is only available for Fort William, Caol and Corpach & Banavie. As such, for the purposes of data analysis, although this covers the majority of the study area, it does not include statistics for its whole extent.

Occupation	Study area average[21] (%)	Highland (%)	Scotland (%)
% Caring, leisure and other service occupations	10.1	10.3	9.7
% Sales and customer service occupations	9.7	8.2	9.3
% Process, plant and machine operatives	11.5	8.2	7.7
% Elementary occupations	15.9	11.4	11.6

National Records of Scotland classifies occupations into groups via the Occupation hierarchy. The hierarchy is numbered 1 to 9, with Managers, directors and senior officials classified as 1 and Elementary occupations classified as 9. The table above shows that Skilled trades occupations account for the highest percentage of employees in the Study Area; this includes a wide array of professions, including those employed in the agricultural sector, engineers and food specialists (butchers, bakers etc.). This percentage is around 1/3 higher than the Scotland average. Elementary occupations (which account for 15.9% of all jobs in the Study Area) are ranked 9 in the Occupation hierarchy and employs a higher percentage of people in the Study Area in comparison to the Scotland average (11.6%).

The higher than average proportion of trades such as Sales and customer service occupations underlines the role of Fort William as the regional service centre, acting as a hub for local and regional services. Accessibility to and from the settlement is therefore important from a regional economy perspective.

3.3.2.3 Employee Jobs by Sector

Scotland's 2011 Census provides details relating to the percentage of people employed in each industry; outputs are shown in the table below. Note that NOMIS also provides the proportion of people working in various industries. Whilst more recent data (2016) is available from NOMIS, this is not available at the local level; as such, an analysis of 2011 Census data has been undertaken.

Table 3-11 Jobs by Sector/Industry[22]

Industry	Study area average[23] (%)	Highland (%)	Scotland (%)
Agriculture, forestry and fishing	1.1	1.4	1.5
Mining and quarrying	0.0	0.3	1.3
Manufacturing	5.0	5.4	7.1
Electricity, gas, steam and air conditioning supply	0.0	0.7	0.8
Water supply; sewerage, waste management and remediation activities	0.2	1.8	0.7
Construction	5.9	6.3	5.4
Wholesale and retail trade; repair of motor vehicles and motorcycles	14.0	15.3	14.4
Transportation and storage	6.4	4.5	4.2
Accommodation and food service activities	15.8	10.8	7.3
Information and communication	0.2	2.0	2.9
Financial and insurance activities	0.1	0.8	3.5
Real estate activities	1.9	1.4	1.4
Professional, scientific and technical activities	1.9	5.4	6.8
Administrative and support service activities	4.1	4.5	7.4
Public administration and	8.4	5.4	6.2

[22] Business Register and Employment Survey 2016, Nomis
[23] Average percentages are an average of data from the 14 data zones which constitute the study area.

defence; compulsory social security			
Education	7.5	7.2	7.6
Human health and social work activities	12.1	19.8	16.4
Arts, entertainment and recreation	5.6	4.5	3.1
Other service activities	1.2	2.0	2.1
Activities of households as employers; undifferentiated goods-and services-producing activities of households for own use	0.0	0.0	0.0
Activities of extraterritorial organisations and bodies	0.0	0.0	0.0

The table above demonstrates that Accommodation & Food Services is the most common industry type within the Fort William area, accounting for 15.8% of all employment. This is followed by Wholesale and retail trade; repair of motor vehicles and motorcycles (14.0%) and Human health and social work activities (12.1%). Accommodation & Food Service activities employs a significantly higher percentage of people compared to Highland and Scotland as a whole; Accommodation and food service activities accounts for double the proportion of people it employs in comparison to Scotland wide figures (15.8%% against 7.3%). Agriculture, forestry and fishing employ a small percentage of people (1.1 %), though this figure does not include farm agriculture.

Median hourly pay for 2015 is available per industry at a Scotland level. This reveals that Mining and quarrying has the highest median salary at £20.61 per hour, though according to BRES 2016 this industry does not employ anyone residing within the study area. Of those industries listed which employs people in Fort William, 'Financial and insurance activities' has the highest average salary at £16.62 per hour (employing 0.1% of the population), whilst accommodation and food services, which is one of the largest employers in the Study Area at 11.4%, is the lowest paid at £7.00 per hour[24]. This therefore suggests that although unemployment in the Study Area is low, the proportion of lower paid jobs may be higher than the Scotland average. This is relevant to the Scottish Government's agenda on Inclusive Growth[25].

As discussed above, this data is indicative of Fort William as a regional economic centre.

3.3.2.4 Tourism Sector

Tourism is one of the key growth sectors identified by the Scottish Government. It is not one of the industries specified in the 2011 Census jobs by sector. However, research indicates that the sector is an important part of the local economy and so a brief analysis has been undertaken in this section.

The areas of Lochaber, Skye & Lochalsh, Arran & Cumbrae and Argyll & Bute have the highest proportion of people working in the tourism industry of any region in the UK at 17.3%[26]. Whilst this covers an area far larger than the study boundary, it nevertheless provides an indication of how important the sector is to the wider area. Looking at a more focused area, 2012 figures showed that overnight tourism in Lochaber was worth £175.5m, excluding day visits. Using a proportional analysis and applying to Highland wide figures, it can be estimated that day visitors account for a further £12 million and that tourism sustains around 4090 jobs[27]. However, it should be noted that even in instances where Fort William is not a holiday destination, as the main service centre for the West Highlands, tourism has implications for the town's transport network.

Visit Scotland through its Insight Department capture and report tourist statistics at a regional level. Research from the department indicates that the Highland Local Authority area has the third highest volume of Sustainable Tourism employment in Scotland (behind Edinburgh and Glasgow)[28]. This accounts for 14% of total employment in the Highland region.[29] Sustainable Tourism is defined as 'tourism committed to generating a low impact on the surrounding environment and community by acting responsibly while generating income and employment for the local economy and aiding social cohesion. Sustainable tourism aims to ensure that economic development as a result of tourism is a positive experience for everyone involved; local community, tourism businesses and visitors'.

[24] http://www.parliament.scot/ResearchBriefingsAndFactsheets/S4/SB_15-82_Earnings_in_Scotland_2015.pdf
[25] https://beta.gov.scot/policies/economic-growth/inclusive-growth/
[26] http://www.parliament.scot/ResearchBriefingsAndFactsheets/SB_16-17_Labour_Market_Update_February_2016.pdf
[27] Lochaber Area Committee, Tourism in Lochaber / Lochaber Tourism Business Improvement District Proposal, August 2013
[28] http://www.visitscotland.org/pdf/Tourism_in_Scotland_Regions_2016.pdf?_sm_au_=iVVQVjMMkRsW2QTM
[29] http://www.visitscotland.org/pdf/InsightTopicPaperTourismEmployment2015.pdf?_sm_au_=iVVQVjMMkRsW2QTM

It is also of interest to note that of the top five visitor attractions within the Highland region, three are within a 20 miles radius of Fort William (Glenfinnan Monument, Nevis Range and Glencoe Visitor Centre).

Further information on visitor numbers is provided below.

3.3.2.5 Claimant Rate

NOMIS provides the number of claimants for out of work benefits at Highland local authority and Scotland level; statistics at the settlement level are unavailable. Numbers in Table 3-12 show the number of claimants as a proportion of resident population of the area aged 16 to 64. The table shows that 10.4% of the Highland population claims one of the main benefits. This is lower than the Scottish average of 13.0%, supporting information above which shows that a higher proportion of people in Highland (and Fort William) are economically active compared to the Scottish average. This also further supports the assertion that the economy is performing well. However, it is noted that these claimant rates represent the Highland area and that statistics at a local level are required to make meaningful conclusions.

Table 3-12 Working age client group main benefit claimants (November 2016)[30]

	Highland (Numbers)	Highland (%)	Scotland (%)
Job Seekers	1,110	0.8	1.4
Employment and Support Allowance and Incapacity Benefits	8,740	6.0	7.8
Lone Parents	920	0.6	0.9
Carers	2,250	1.6	1.7
Others on Income Related Benefits	220	0.2	0.2
Disabled	1,430	1.0	0.9
Bereaved	370	0.3	0.2
Total	**15,040**	**10.4**	**13.0**

Note that under Universal Credit, a broader span of claimants are required to look for work than under Jobseeker's Allowance. As Universal Credit Full Service is rolled out in particular areas, the number of people recorded as being on the Claimant Count is therefore likely to rise[31].

3.3.3 Visitors and events

3.3.3.1 Visitor numbers

The International Passenger Survey (IPS) collects information about passengers entering and leaving the UK, and has been running continuously since 1961. The IPS conducts between 700,000 and 800,000 interviews a year of which over 250,000 are used to produce estimates of Overseas Travel and Tourism[32]. The study results are used by various government departments, including the Office for National Statistics (ONS), the Department for Transport, the Home Office, HM Revenue and Customs, VisitBritain and the national and regional Tourist Boards.

Anecdotal reports have indicated an increase in visitor numbers to the Fort William area in recent years. Data from the IPS presented below, illustrates visits over the period from 2010-16, along with sample sizes (variation in which should be noted when viewing this data, along with the small sample sizes in some cases).

[30] NOMIS, Out of Work Benefits
[31] https://www.nomisweb.co.uk/reports/lmp/la/1946157421/report.aspx#tabwab
[32] https://www.visitbritain.org/town-data.Note, International Passenger Survey data for towns and cities typically measures staying visits (where visitors stay overnight).

Table 3-13 IPS Visit Numbers

All visits (VFR, holiday, study, business, other)			Year						
Data	town		2010	2011	2012	2013	2014	2015	2016
Visits (000)	Aviemore	Highland	39	23	41	20	43	27	14
	Fort William	Highland	112	111	91	102	127	130	126
Sample	Aviemore	Highland	63	48	70	56	62	47	32
	Fort William	Highland	166	166	135	140	159	159	128

Table 3-14 IPS Holiday Visits

Journey purpose - Holiday only		Year						
Data	town	2010	2011	2012	2013	2014	2015	2016
Visits (000)	Aviemore Highland	29	18	37	18	38	22	13
	Fort William Highland	101	97	85	97	98	121	112
Sample	Aviemore Highland	51	41	63	53	53	41	31
	Fort William Highland	145	148	123	132	137	145	112

As can be seen from Table 3-13 and Table 3-14 above, results from the IPS verify anecdotal reports of increased holiday-related visits over the last few years. This appears to contrast with Aviemore over the same time period. The tables also illustrate that the majority of visits to Fort William are for holiday purposes.

In addition to the anecdotal reports of increasing visitor numbers, reports regarding origin country of visitors suggested growing numbers from North America. The table below illustrates the number of trips to Fort William by origin country.

Table 3-15 IPS Visitor Origin Country

Top markets by town – Fort William		Year						
Data	Country of Residence	2010	2011	2012	2013	2014	2015	2016
Staying Visits (000)	Germany	23	25	21	25	29	24	27
	Netherlands	8	12	15	14	16	12	5
	France	17	9	13	13	14	10	19
	USA	8	16	8	7	19	24	39
	Spain	7	16	6	5	8	2	3
	Australia	6	4	4	5	4	9	6
	Italy	8	2	4	9	5	1	0
	Poland			4		2		0
	Denmark	4	2	3		0	18	
	Canada	4	2	3	1	4	9	6
	Belgium	8	1	3	6	7	5	2
	Switzerland	0	3	2	1	3	1	3
	New Zealand	1	2	1	0	1	4	1
	Sweden	3	4	1	4	3		5

Source: International Passenger Survey, Office for National Statistics from Visit Britain Town Data

Again the results shown in the above table correlate to anecdotal reports of increased visits from North America. Reports have suggested this is due to the emergence of new flight routes between the UK and the US and changes in the value of the pound. It should be noted however that sample sizes are low for the Visit Britain Town Data presented above, and results should be treated with a degree of caution.

The Visitor Attraction Monitor (VAM) produced by the Moffat Centre for Travel and Tourism Business Development, compiles detailed data on public and private sector Scottish attractions on a yearly basis. The

numbers in the table below show the total annual visitor numbers for attractions based in and around Fort William from 2010 through to 2017.

Table 3-16. Annual tourist visitor numbers to attractions local to Fort William

Attraction	2010	2011	2012	2013	2014	2015	2016	2017
Glenfinnan Monument, Glenfinnan	21,761	19,620	17,963	22,423	20,491	14,888	251,181	396,448
Nevis Range, Fort William	175,306	137,339	139,900	150,842	171,074	176,830	188,017	162,605
Glencoe Visitor Centre, Ballachulish	-	116,997	80,629	114,284	130,006	133,444	199,327	165,303
Glencoe Folk Museum, Ballachulish	-	4,007	4,817	3,106	4,284	3,989	4,823	5,046
West Highland Museum, Fort William	9,821	31,115	35,536	44,444	46,004	44,400	48,333	55,013
Legend of the Dew of Ben Nevis, Fort William	24,367	23,445	19,430	23,555	21,281	23,584	22,720	27,512

Source: Visitor Attraction Monitor (VAM) produced by the Moffat Centre for Travel and Tourism Business Development (supplied by client group)

All of the attractions have seen an overall increase in visitor numbers from 2010 to 2017 bar the Nevis Range in Fort William. The Glenfinnan Monument has seen a significant rise in visitor numbers, particularly since 2016[33]. The West Highland Museum in Fort William has seen a rise in visitor numbers from 9,281 in 2010 to 55,013 in 2017.

The VAM's take into consideration both paid and free admission attractions, with the West Highland Museum being the only free attraction in this Table, Across all reports it was noted that free admission attractions welcomed over twice as many visits as paid admission attractions. The overall trend in numbers indicates that tourism is still a growing industry in this area.

3.3.3.2 Events

Fort William has seen a growing number of events in recent years, linked to its growing brand as Outdoor Capital of the UK. These events can attract thousands of spectators, such as the Mountain Bike World Cup in early June as well as large numbers of participants and supporting organisations / businesses.

The table below highlights a number of the events staged in the Study Area in 2018. This table may not be exhaustive, and aims to include a snapshot of key events across the year with varying degrees of impact on the transport network.

Table 3-17. Indicative 2018 Events Calendar for Fort William and surrounding area

Event and location	Description	Date
Fort William Mountain Festival	Celebration of all things outdoors and adventurous. Film, talks, arts activities. Events at the Nevis Centre in Fort William and other locations.	21st-25th February
Fort William Runduro	Multi-stage running event. Registration in town centre and running various trails around the area.	24th February
Ski-an-duro	150 individuals or teams expected to compete at Ben Nevis	25th March
Loch Shiel Festival	Music festival across the Lochaber Area	19th-22nd April
10 Under the Ben	Attracts around 700 competitors to Ben Nevis	28th April
Scottish Six Day Trials	282 competitors, estimated crowd of between 3,000 and 4,000 spectators, begins in Fort William	7th- 12th May

[33] It should be noted the data from these reports is presented here, and no further research has been done into why some numbers show significant increases which may be due to other factors at each visitor attraction.

Event and location	Description	Date
UCI Mountain Bike World Championships	Held at Nevis Range outside Fort William, 250 competitors. Potentially 22,000 spectators. Organisers suggest event has brought £37m to the Scottish economy since 2002[34].	2nd-3rd June
Three Peaks Yacht Race	Finishes in Fort William	9th-12th June
Lochaber Agricultural Show	Attracts around 1,500 locals and visitors to Torlundy	25th August
Ben Nevis Race	Will attract approx. 600 competitors to FW	1st September
Rat Race Coast to Coast	Around 1000 competitors, passes through FW	8th-9th September
Marathon de Ben Nevis	64km ultra-marathon which begins in Fort William	22nd September
Tour de Ben Nevis	72km mountain bike challenge which begins in Fort William	22nd September
Glencoe Marathon	Begins at Red Squirrel Campsite near Ballachulish, ends in Fort William	30th September

Taking the Fort William Mountain Bike World Cup event in June as an example of how events are dealt with in terms of transport, a free, bus-based park and ride system operates during the event. The main park and ride for the event is at Blar Mor on the A830 (free parking) and charged parking is also available for £5 at the Rural Complex on the Nevis Range access road. A free Shuttle bus system operates across the weekend on three routes – the Blar Mor Park and Ride referred to above; from the Town Centre in Fort William; and from Spean Bridge.

3.3.4 Residents

This section provides an overview of statistics related to residents in Fort William, including qualifications, house prices and deprivation. Further details are provided on each area below.

3.3.4.1 Qualifications

2011 Census data provides details of qualifications attained by residents. Qualifications are categorised into four levels; further details are provided below alongside examples of each qualification level.

- No qualifications
- Level 1 – O Grade, Standard Grade, GCSE
- Level 2 – Higher, Advanced Higher, A Level, AS Level
- Level 3 – HNC, HND, SVQ Level 4 or equivalent
- Level 4 – Degree, Postgraduate qualifications, Masters, PhD

[34] http://fortwilliamworldcup.co.uk/media/news-releases/

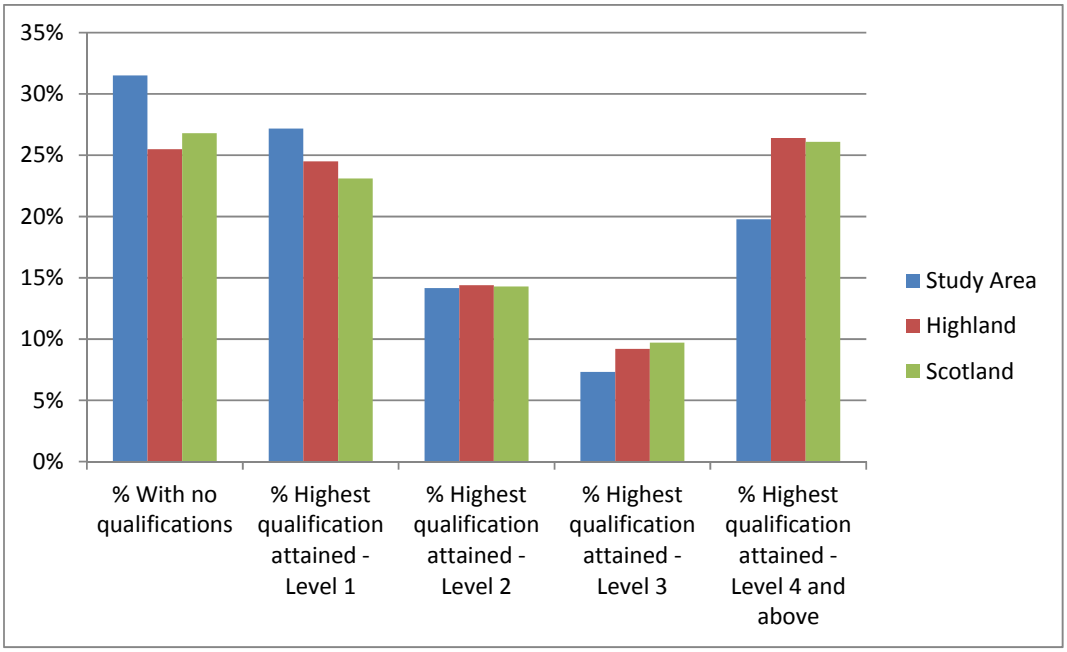


Figure 3-26 Qualifications

Figure 3-26 demonstrates that 'no qualifications' constitutes the largest proportion of level achieved, accounting for 31.0% of the population; of this percentage, when Fort William, Caol and Banavie & Corpach, Caol are considered separately, Caol accounts for the highest proportion of residents with no qualifications (37.9%). Conversely, some 68.5% of the Study Area population have attained a qualification (Level 1 to Level 4), although this remains lower than the Highland (74.5%) and Scotland (73.2%) averages. The lower proportion of residents with the highest qualifications could be attributed to more highly skilled and younger people leaving the area for education or employment.

3.3.4.2 Average Salary

An Office for National Statistics tool collates median gross weekly earnings at a local authority level across Great Britain as part of the Annual Survey of Hours and Earnings. Through this tool, data is available for the Highland area. However, a report produced on Earnings in Scotland[35], which uses results from the Annual Survey of Hours and Earnings shows that the median gross week pay for full-time employees in Scotland was £527 and £175 for part time employees.

Table 3-18 Salary (weekly) by Gender and Employment Type[36]

	Highland
All	£380
Male	£461
Female	£294
Full Time	£473
Part-time	£169
Male, Full Time	£512
Female, Full Time	£434
Male, Part Time	£152
Female, Part Time	£171

A comparison of Highland and Scotland average weekly salaries shows that average salaries in Highland are lower than the Scotland average for full time and part time employees. In the case of full time weekly salaries, these are 11% lower in Highland than the Scotland average and part time salaries are 4% lower.

[35] http://www.parliament.scot/ResearchBriefingsAndFactsheets/S4/SB_15-82_Earnings_in_Scotland_2015.pdf
[36] https://www.ons.gov.uk/visualisations/nesscontent/dvc126/

3.3.4.3 House Prices

House prices can provide a useful measure of the economic wellbeing of an area. Figure 3-27 shows that both median and mean house prices are significantly below the Highland and Scotland average. For example, median house prices are 23% more expensive in Highland and 18% more expensive in Scotland when compared to Fort William South.

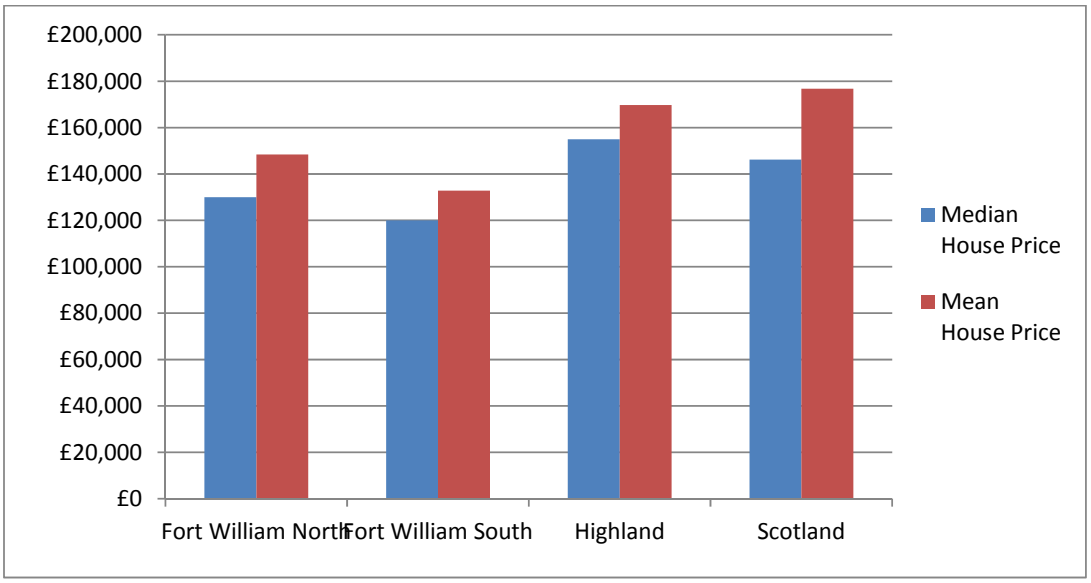


Figure 3-27 Median and Mean House Prices

3.3.5 Deprivation

The Scottish Index of Multiple Deprivation identifies areas of multiple deprivation in Scotland by measuring small areas (data zones) from the most deprived to least deprived; there are a total of 6,976 data zones across Scotland. SIMD ranks each data zone based on the following indices:

- Income;
- Employment;
- Health;
- Education/skills;
- Housing;
- Geographic area; and
- Crime.

There are 15 data zones within the Fort William area, as shown in Figure 3-28; this total includes data zone S01010509 Lochaber West 06, which includes a large area to the west of Fort William.

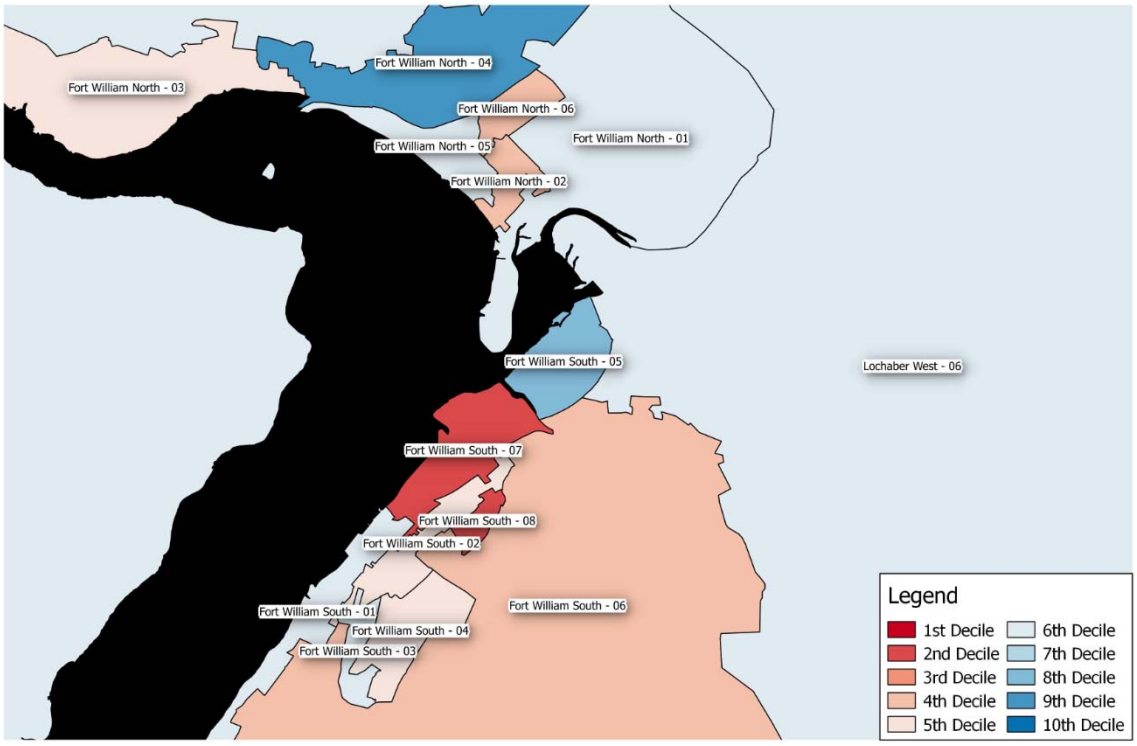


Figure 3-28 Fort William Scottish Indices of Multiple Deprivation

Each of the indices is provided with a ranking between 1 and 6,976, i.e. the total number of data zones in Scotland. Data zones are also split into ten decile groups which each contain 10% of Scotland's data zones. Rankings from each of the seven indices listed above are used to provide an overall domain ranking; it is this overall ranking which is represented in Table 3-19. Red data zones indicate a low overall ranking and blue a higher ranking. The map clearly shows that data zones S01010522 and S01010523 (Fort William South 07 and 08, which includes Fort William Town Centre) are ranked within decile 2, which sits at the deprived end of the scale. When results are broken down, Fort William 07 scores particularly low for Crime (76), Health (773), Housing (1152) and Employment (1,316) and Fort William South 08 scores low for Education/skills (82), Geographic access (861), Income (1350) and Crime (1,351).

Conversely, data zone S01010513 (Fort William North 04) sits within decile 9, which is at the least deprived end of the scale. This data zone consists of the Banavie area and with the exception of Geographic access, each of the indices ranks greater than 5000. A full breakdown of SIMD scores are provided in Table 3-19 below. This table shows which rank each data zone has been given per index on a scale of 1 to 6,976, where 1 is most deprived and 6,976 least deprived.

Table 3-19 SIMD Fort William Data Zone Rankings

Data Zone	Overall	Income	Employment	Health	Education / Skills	Geographic access	Crime	Housing
S01010510	4144	4071	4611	2774	4173	2642	2572	4463
S01010511	2187	2012	2903	1707	1899	2452	3859	2272
S01010512	3312	3794	3438	2643	3510	1192	5640	4035
S01010513	6086	5532	6211	6013	5144	2418	6219	5691
S01010514	3547	3765	3809	2739	2554	3037	4609	3102
S01010515	2669	2944	3350	2593	1209	2266	5278	3366
S01010516	3802	4305	4116	5128	4850	675	1245	4265
S01010517	3073	3118	3834	4116	2610	865	3464	2183
S01010518	3888	5045	4580	4845	2873	598	2796	2911.5
S01010519	2867	3478	3745	3843	1874	588	4451	1879
S01010520	5164	4271	5396	3578	4756	4253	5945	3504.5

Data Zone	Overall	Income	Employment	Health	Education / Skills	Geographic access	Crime	Housing
S01010521	2762	3022	2705	2529	2650	2602	2855	2618
S01010522	1269	1941	1316	773	2697	1979	76	1152
S01010523	954	1350	1653	2766	82	861	1351	2784

The SIMD data supports the map in Figure 3-28 and provides further details of how each data zone ranks against each index.

The figure below presents SIMD Geographic Access indicator scores for the Study Area. The geographic access domain within SIMD refers to the ability of citizens to reach a number of key services, with sub-domains by public transport journeys and journeys by private car. This domain therefore measures access deprivation. Key services assessed include health services, schools, retail centres, fuel stations and post offices. It can be seen from the figure below that zones to the south of Fort William town centre and to the north-west rank lowest in terms of access. Lochaber West has a low score as a large, rural area.

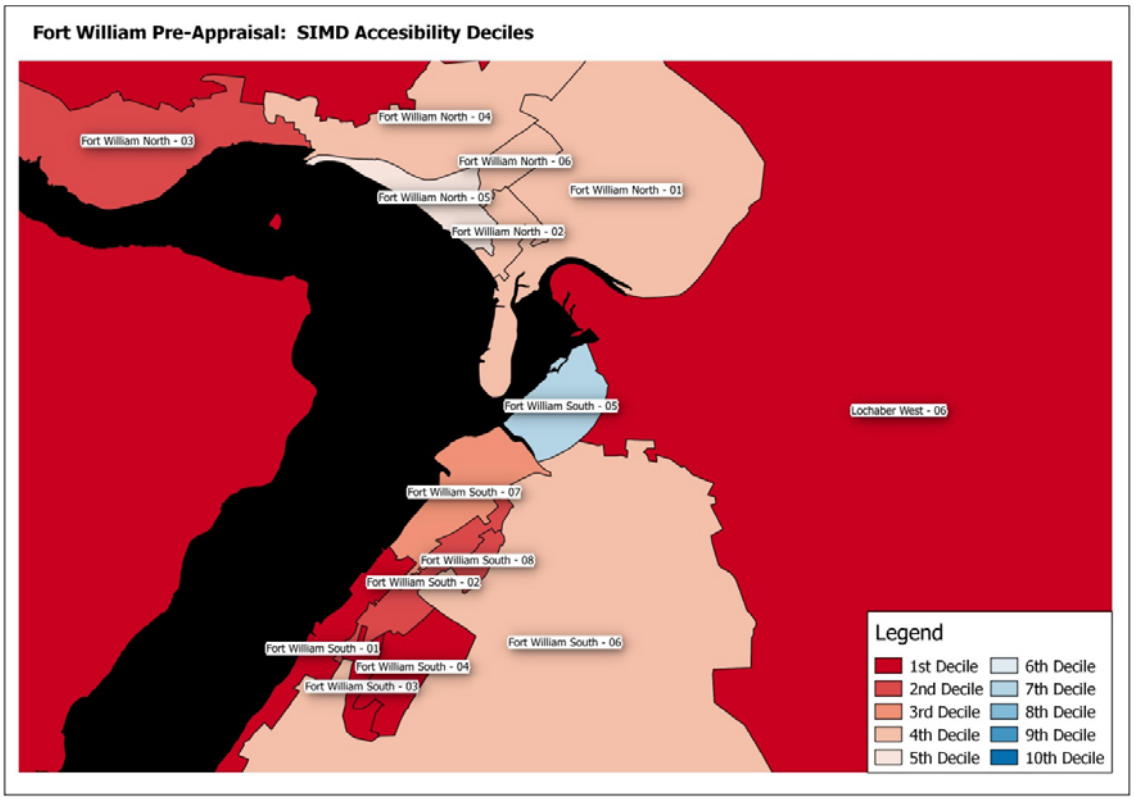


Figure 3-29 SIMD Geographic Access Domain

3.3.6 Summary

This section provides a socio-economic baseline for the Fort William area, summarising information related to population, labour market and residents. It has demonstrated that although some parts of Fort William return low scores on the Scottish Index of Multiple Deprivation scale, overall, data reveals that the area performs well against both Highland and Scotland averages. The Study Area has higher than average economic activity and although there is a higher than average proportion of people working in Elementary occupations, the proportion of Managers, directions and senior officials is also above the Scotland average. Further to this, the percentage of main benefit claimants in Highland is lower than the Scottish average, although local claimant information is not available. Similarly, salary information at the local level is unavailable and so it is not possible to make any firm conclusions. However, Highland wide data shows that average salaries are slightly below the Scotland average.

Details recorded in this section have been used to inform the study as it progressed.

3.4 Environment Baseline

Environmental factors should be considered at an early stage so that any problems and opportunities can be highlighted and if required, consideration given to how these might be mitigated. As part of the Pre-Appraisal process, environmental agencies were consulted to identify any environmental issues in the Fort William area that should be taken into consideration as the study progresses; this included issues such as flood risk concerns or the presence of any Sites of Special Scientific Interest (SSSIs).

Consultations noted that emerging solutions in the Study Area should take advantage of the opportunity to enhance protected areas in and around Fort William and avoid impacts on them. Scottish Natural Heritage noted that parts of the Ben Nevis and Glen Coe National Scenic Area (NSA) are located near the Study Area near the A82. The NSA draws people to the area for the views it offers and there should be no adverse impacts on visual amenity.

There is an SSSI located at Achintore on the uphill side of the A82. The Ben Nevis SAC / SSSI is also located within 1 km of the A82, so cognisance should be taken of potential sensitivity to this. Any improvements in traffic flow may reduce potential air pollution impacts on this site.

A number of nationally important heritage assets within the Study Area have been identified by Historic Environment Scotland which could be impacted by any improvements:

- Remains of Cromwell's Fort, Fort William (SM 2174)
- Battle of Inverlochy I (BTL 34)
- Battle of Inverlochy II (BTL 24)
- Caledonian Canal, Corpach to Banavie (SM 6491)
- Caledonian Canal, Neptune's Staircase, Canal Locks, Banavie (SM 3530)
- Caledonian Canal, Banavie to Moy Bridge (SM 6492)
- Inverlochy Castle (SM 90172)
- Roman Catholic Church of St Mary and the Immaculate Conception and Enclosing Walls with Gate Piers (category A-listed HB No. 31780)

These assets will be taken into consideration as the study progresses.

SEPA noted that flood risk in the town should be taken into account at this early stage of the study. SEPA mapping shows that substantial parts of the Study Area are vulnerable to flooding, though a Flood Management Scheme is proposed to be carried out on land situated at Caol and Lochyside.

3.5 Future Change in the Study Area

This section provides an overview of the anticipated future changes in the Study Area, predominantly in line with details provided in the West Highland and Islands Proposed Local Development Plan. Recent discussions with The Highland Council have noted that the Proposed Local Development Plan is the most up to date document and should be used as part of the Proposed LDP review. A review of relevant planning applications in relation to the Smelter site has also been undertaken, alongside a light touch review of the adopted Highland-wide Local development.

3.5.1 West Highland and Islands Local Development Plan

The Proposed WestPlan has been approved by the Council, providing its view on where and how growth should be delivered. It has been subject to a period of public consultation in 2017, and whilst not yet formally adopted, it is at an advanced stage. For the purposes of this overview therefore, this Plan has been treated as the most up to date document and a detailed review of the West Highland & Islands Local Plan (April 2012) has not been carried out.

Table 3-20 provides details of each development allocation within the Study Area. These are also shown on the map below (information provided by The Highland Council). It should be noted that there is proposed housing and mixed use development for Spean Bridge, which could place additional travel demands on Fort William as the regional service centre.

Table 3-20 Proposed West Highland and Islands Local Development Plan Allocations

Allocation	Allocation Name	Area	Indicative Housing Capacity	Area
Housing				
FW01	Annat Farm	Corpach	130	14.3 ha
FW02	North of A830 at Banavie	Caol	15	1.4 ha
FW03	Former Lochyside RC Primary School	Caol	40	1.5 ha
FW04	North East of Health Centre	Caol	10	1.5 ha
FW05	Lundavra Road	Fort William Town Centre	125	8.7 ha
			320	**27.4 ha**
Long Term Housing				
FW06	Lochyside Common Grazings	Caol	-	17.4 ha
FW07	Upper Achintore (South)	Fort William Town Centre	-	5.9 ha
			-	**23.3 ha**
Mixed Use				
FW08	Blar Mor	Caol	130	20.6 ha
FW09	Carr's Corner	Inverlochy	40	4.2 ha
FW10	Belford Hospital / RC Primary School	Fort William Town Centre	95	1.6 ha
FW11	BT Depot / Police Station	Fort William Town Centre	30	0.5 ha
FW12	Fort William Primary School	Fort William Town Centre	10	0.7 ha
FW13	Upper Achintore (North)	Fort William Town Centre	220	23.3 ha
FW14	Former Upper Achintore Primary School	Fort William Town Centre	25	1.6 ha
			550	**52.5 ha**
Long Term Mixed Use				
FW15	West of Corpach	Corpach	-	**11.9 ha**
Community				
FW16	North of Kilmallie Sawmill	Corpach	-	2.5 ha
FW17	Fort William Gaelic Primary School	Caol	-	2.0 ha
FW18	North of Lochaber High School	Caol	-	3.2 ha
				7.7 ha
Business				
FW19	Corpach Locks	Corpach	-	1.5 ha
FW20	Smelter Tailrace	Inverlochy	-	1.2 ha
FW21	Glen Nevis Business Park	Inverlochy	-	15.6 ha

Allocation	Allocation Name	Area	Indicative Housing Capacity	Area
FW22	Fort William Waterfront	Fort William Town Centre	-	35.0 ha
FW23	Heathercroft Drive	Fort William Town Centre	-	0.5 ha
				53.8 ha
Industry				
FW24	Annat, Former Paper Mill and Adjoining Land	Corpach	-	70.3 ha
FW25	North of Blar Mor Industrial Estate	Caol	-	9.8 ha
FW26	Aluminium Smelter and Adjoining Land	Inverlochy	-	68.0 ha
				148.1 ha
Retail				
FW27	North Road	Inverlochy	-	2.0 ha
				2.0 ha
			TOTAL	**326.7 ha**

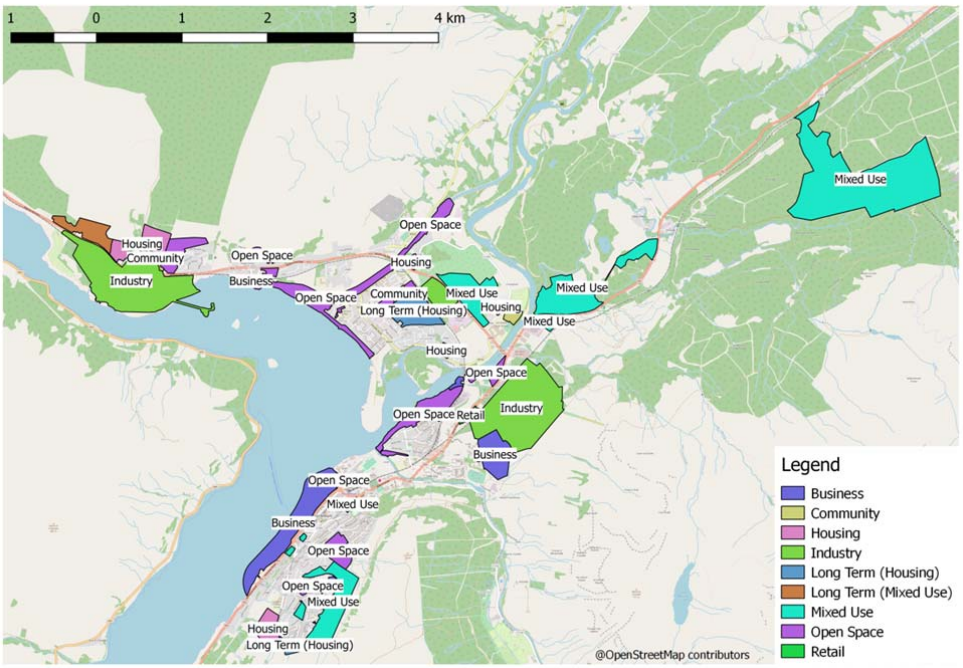


Figure 3-30 Proposed West Highland and Islands LDP land allocations in Fort William Study Area

Table 3-20 shows the total amount of land allocated for development in the Proposed WestPlan. The table demonstrates that there is an indicative capacity of 820 houses within the Study Area (Fort William, Inverlochy, Caol and Corpach) covering an area of 79.9 ha; although only 27.4 ha forms part of the Housing allocation with the remaining 52.5 ha forming part of Mixed Use land, which includes Community, Business and Retail land, in addition to Housing. Further to this, there are also long term housing allocations at Lochyside Common Grazings and Upper Achintore South covering an area of 17.4 ha and 5.9 ha of land respectively.

Industry comprises the largest amount of land in terms of area, covering almost 150 ha. The vast majority of this land is allocated for the Aluminium Smelter and Adjoining Land and Annat (Former Paper Mill and Adjoining Land).

In terms of indicative housing capacity by area, Fort William Town Centre and Corpach have a similar allocation (125 houses and 130 houses respectively), with no indicative housing capacity in Inverlochy. However, there is an allocation of 40 houses in Inverlochy as part of Mixed Use land, although this remains significantly less than the Mixed Use housing allocation within Fort William Town Centre and Caol (380 and 130 houses respectively).

Conversely, with regards to allocated Industry land, 46% of this is within Inverlochy, 47% is located in Corpach and the remaining land is located in Caol. No Industry allocations are located in Fort William Town Centre.

A committee report on the outcome of the proposed West Highland and Islands Local Development Plan, Lochaber Area in April 2018 has presented a 2040 'vision' for Fort William in terms of development and assets[37].

3.5.2 Highland-wide Local Development Plan

A review of the Highland-Wide Local Development Plan does not indicate any development within Fort William that is not included in the West Highland and Islands Local Development Plan.

3.5.3 Liberty British Aluminium Site

As a significant development in the Fort William area, this section looks in more detail at the Liberty British Aluminium Site.

Liberty Lochaber Aluminium Ltd submitted a planning application to The Highland Council with a view to develop an alloy wheel manufacturing facility on land associated with the existing Lochaber Aluminium Smelter adjacent to North Road (A82) on the western side of Fort William; the site is shown as allocation FW26 in the Proposed West Highland and Islands Local Development Plan in Figure 3-31 below. The site currently covers an area of 44 ha and is expected to generate approximately 400 new jobs.

[37] https://www.highland.gov.uk/meetings/meeting/3954/lochaber_committee

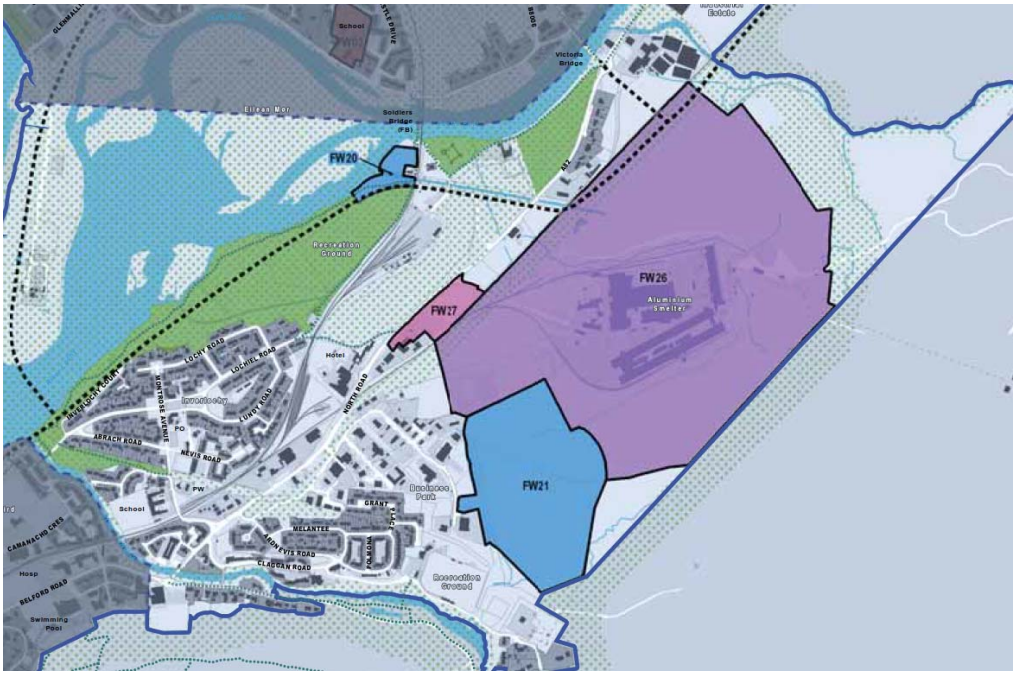


Figure 3-31 Liberty Aluminium Site[38]

The South Planning Applications Committee agreed in January 2018 to recommend to Members that planning permission be granted. Proposals associated with the site include the erection of a 31,300 sqm building which would accommodate the alloy wheel manufacturing facility, alterations and upgrades to the existing access road, the provision of car parking for 150 cars and landscaping in and around the site. The existing access point at the new roundabout on the A82 serving the Retail Park will continue to serve the alloy wheel plant, with all staff entering and exiting from this location. However, there is also the intention to create additional access to the facility from Ben Nevis Drive through the Glen Nevis Business Park. This would be used for HGV exit movements and would also provide site access to pedestrians, cyclists and emergency site access.

3.5.3.1 Transport Assessment

Systra produced a Transport Assessment (TA) on behalf of Liberty Lochaber Aluminium Ltd in 2017 to support the planning application for the development of the proposed alloy wheel. The purpose of the TA was to examine the current and future transport matters associated with the proposed development site.

The document identifies that the proposed facility would operate on the same work shift patterns as the existing smelter, 7am to 7pm and 7pm to 7am; this is a condition of the planning permission. The TA also notes that the application is for a maximum possible number of 220 staff on site during shift changeover times. Key findings from the TA are as follows:

- Based on 2011 Scotland Census data, 80% of staff are expected to travel by private car as driver. This equates to approximately 96 car drivers associated with the day shift and 80 car drivers associated with the night shift; the TA considers this to be a very low number of vehicles being added to the network.
- A 150 space car park is considered to be sufficient, although the situation will be monitored and further spaces will be added if required.
- The site will be accessible by a range of sustainable modes.
- The development integrates well into the existing transport network.
- The development is in accordance with local and national transport policy requirements.
- There would be no adverse impact on the surrounding road network as a result of the sites development.

The final point that there will be no adverse impact on the surrounding road network is supported by a Traffic Modelling exercise. This conclusion is largely owing to what the TA considers to be a very low number of cars

[38] Proposed West Highland and Islands Local development Plan

being added to the road network, particularly as the shift changeover occurs out with commuter peak periods in Fort William. The supporting non-technical summary covering the detailed traffic modelling exercise notes that the exercise confirmed that the proposed development would have a minimal impact on the surrounding road network over and above the impact of committed development and base traffic growth. The modelling exercise concludes that road network mitigation is not required as a result of the development.

3.5.4 Summary of future change

This section has provided an overview of anticipated future change within the Study Area. As the most up to date document, the baseline has considered allocations detailed within the Proposed WestPlan. Consideration was also given to the Highland-Wide Local Development Plan, with a review indicating no relevant additional information to that included in the Proposed Plan. In summary, the key findings are as follows:

- A total of 326.7 ha have been allocated in the Proposed West Highland and Islands Local Development Plan.
- Within this allocation, Industry comprises the largest portion (148.1 ha) and Community the smallest (7.7 has). Housing and Long Term Housing accounts for 50.7 ha.
- No adverse impact on the existing road network is anticipated as a result of the alloy wheel development.
- There will be a maximum of 120 staff working a day shift and a maximum of 100 staff working a night shift. 80% of staff are expected to travel to the site as car drivers, resulting in a maximum of 176 vehicle movements during shift changeover. There are expected to be an additional 7 two-way HGV trips per average day.

Further work is required to provide an accurate assessment of what cumulative impact development detailed in this section would have if it progressed and this will likely be covered by any future transport modelling associated with this transport appraisal. Findings from this section have been used to inform the study as it has progressed.

Engagement

04

4. Engagement

4.1 Introduction

Engagement with transport users, and stakeholders with an interest and role in transport supply and provision, is an important part of any transport appraisal. It forms part of the evidence base for the identification of problems and issues. The approach to engagement in this study is summarised in the following figure.

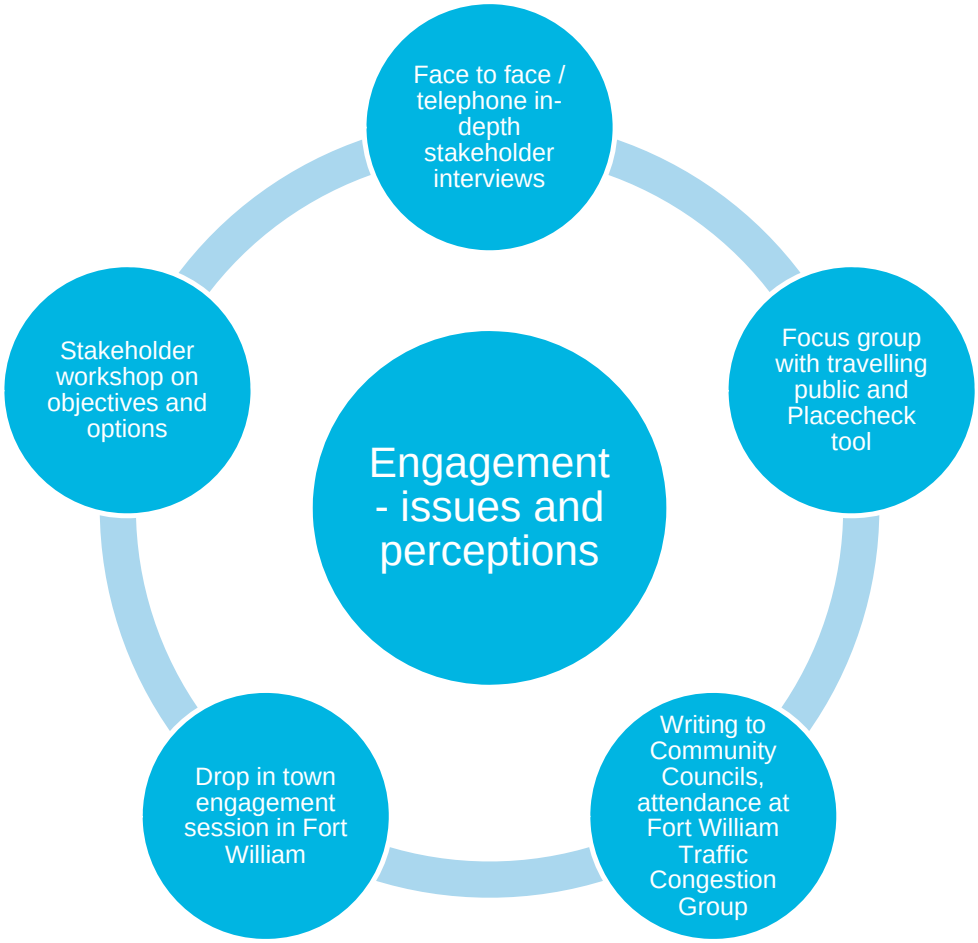


Figure 4-1 Approach to Engagement

4.2 Stakeholder Interviews

A number of stakeholders, agreed with the client group in the inception report, were interviewed by telephone or in-person, and by email. The purpose of these interviews was to gather views and perspectives on transport-related problems in Fort William. This is an important part of the evidence gathering process in the pre-appraisal stage of STAG.

The following table documents stakeholders spoken to, and a summary of the discussion. Each summary is in the process of being agreed with the stakeholders in question.

Table 4-1 Stakeholder Interviews

Stakeholder	Approach	Summary of Points put forward by consultee
Fort William Community Council	In writing	Annual traffic gridlock through the town, from Easter through to November (season has lengthened over the years). Can take well over an hour to go a few miles. Affects local people, visitors and businesses. Development has increased along North Road, and roundabouts put in place at Inverlochy and Liberty Aluminium entrance but no effect on traffic volume. Liberty will increase workforce in coming years and new hospital and more houses. A82 bottleneck at roundabout and bridge over River Nevis. Short-term action here will not resolve all the problems. Poor cycling facilities in town for a town that is promoted as Outdoor Capital of the UK. Poor routes, signage and cycle parking. Situation at breaking point.
Ardgour Community Council	In writing	Attended stakeholder workshop.
Caol Community Council	In writing	Attended stakeholder workshop.
Inverlochy and Torlundy Community Council	In writing	Attended stakeholder workshop.
Kilmallie Community Council	In writing	Attended stakeholder workshop.
Cllrs Thompson and Maclean	In person at Fort William Traffic Congestion group	The geography of the Fort William area, including surrounding communities, is challenging in terms of transport. One key route (A82) running through the area and linking settlements. Lack of diversionary routes, and extremely high cost of these diversions to the economy in Lochaber (potentially highest of any region in Scotland). Route is prone to closure from incidents. Seasonal traffic increases and perception that tourist season lasts longer each year. Delay adds a cost to people and goods moving around and through the area. Also implications for emergency services.

Stakeholder	Approach	Summary of Points put forward by consultee
		Future development planned in Fort William, and transport network is already under pressure. Active travel network is reasonable but needs improvement, and active travel to school must be a priority. Small improvements would also help people including dropped kerbs, controlled crossings to help pedestrians cross busy roads. Lack of alternative rail routes is also an issue, and timetable not ideal for commuting. Transport hub in centre of town has issues – wide, busy road and not an attractive gateway for visitors arriving by train or bus. Active travel infrastructure along section from Camanachd Crescent to the High Street is particularly poor. Solutions could include A82 realignment, footbridge or active travel link between Inverlochy and Caol, dedicated routes for emergency service vehicles, improving sea links for freight and business.
Cllr Henderson, Member for Caol and Mallaig, Chair of HITRANS	In person at Fort William Traffic Congestion group	Lack of infrastructure in the area is its biggest problem. The old Nevis bridge and associated roundabout is one of the main issues - extremely narrow for modern day traffic, meaning that lorries and buses need to stop to let each other past. Traffic queues build up here causing significant congestion. Achintore Road on the other side of town has exactly the same problem. This also manifests itself when work has to be done to the roads, as it can only be done under convoy or at night. The area is busy with tourists and is also the main route to Skye. Shorter off-season each year. Perspective as a local business owner in the tourist accommodation sector – increasing numbers of people are doing road trips in the Highlands and Islands. Also seeing an increase in cycle tourism, though the road network is challenging for cycling. Slight concern people may carry on through Fort William if congestion is bad and they are delayed on their journey. Rail services could be improved in the area, particularly from Banavie and Corpach for rail commuting. Reasonable bus services in the area though they too get caught up in traffic congestion. Lots of small industries and businesses in the area as well as larger employers. Light engineering companies offering services to Liberty and marine aquaculture businesses, and congestion carries high costs for them. The area is doing well in terms of the local economy, and housing is in short supply. Priority investment needed in A82 realignment to provide an alternative route. Traffic destined, sometimes in convoy, for ferries at Mallaig can have a significant impact on traffic flow in Fort William. These convoys can be lengthened further by Banavie swing bridge, impacting upon traffic levels at Lochy Bridge roundabout which also receives convoys linked to Laggan swing bridge, Aberchalder swing bridge, Fort Augustus swing bridge. All this traffic then merges into the local South bound traffic and North/East

Stakeholder	Approach	Summary of Points put forward by consultee
		bound traffic once it gets through Lochybridge roundabout, snarling up at Nevis Bridge roundabout. Wind turbines being transported can also have a similar convoy effect.
John Hutchison, member of Fort William Traffic Congestion Group, Chair of West Highland College, Chair West Highland Museum, member of East Lochaber Community Development Trust	Telephone Interview	Historical involvement in transport in and around Fort William and on the A82. Progress on improvements to the A82 have suffered from split local government and national government responsibilities over the years. Congestion on the A82 through the study area is a major issue that needs to be tackled. Trunk road should carry through traffic and this function is not currently being well served by the many junctions and crossing points on the A82 between Fort William and Lochybridge. There is also concern in Fort William over the lack of a contingency plan or usable diversion in the event of a restriction due to accident or damage at Nevis Bridge. A82 realignment within Fort William has been proposed since 1970s and would tackle congestion issues and help through traffic. Caol Link Road has also been proposed but has major deliverability issues and potential negative impacts on residential areas around Kilmallie Road. West Highland College has ten campuses around the region, with Fort William being the Headquarters. Centre for science and technology being proposed near Police Scotland location. Longstanding aspiration to have an airstrip serving the area, and there has been a seaplane operation in the past. These initiatives could provide opportunities for both business and tourism.
Brian Murphy, Chair of Lochaber Transport Forum, Vice Chair of A82 Partnership and a member of Fort William Traffic Congestion Group	In person at Fort William Traffic Congestion group	Congestion is a major issue in Fort William, and group hears complaints from Chamber of Commerce members, hauliers and employers regularly. Also causes issues for buses in terms of punctuality. Community transport minibuses and taxis are also severely affected. Existing road infrastructure is not fit for purpose. A direct link between An Aird and the A830 would take an estimated 50% to 66% of the existing traffic off the A82 between the town and Lochy Bridge providing more direct access to Caol, the new developments on the Blar Mor, Corpach and the West for all traffic including cyclists and walkers. Nevis bridge junction is a major pinch point, though the problems at various junctions have changed over the years with intermediate solutions. Tweaking and tinkering with the present road infrastructure will never achieve more than very minor improvements in travel times. A new road is required. Either my preferred option above or the An Aird to the Kennels option promoted by the SDD in the 1980's. New developments in town will affect travel demand including new Belford Hospital, West Highland College site and Smelter proposals. In terms of rail, additional services and more passing loops would be ideal. Rail freight should be encouraged. Also opportunities for sea-based freight, linked to rail.

Stakeholder	Approach	Summary of Points put forward by consultee
		Active travel improvements are also needed in the area.
Stewart Maclean, Member of A82 Partnership and Fort William Congestion Group and local business person	Telephone interview	Involved in A82 Partnership (and one of founding members) for over 15 years. Focus of that Partnership has been the A82 as a route between Glasgow and Inverness, and inadequacies of the route in terms of width, alignment, surface etc. Fort William has seen traffic growth over last two years in tourist season in particular. Perception that tourist season is lengthening. Town centre is busy, and perceives a move from retail to food and drink businesses in recent years (from local property owner perspective). Nature of A82 and lack of alternative routes mean it is not resilient to incidents or events or large volumes of traffic, and can very quickly come to a standstill. Congestion can build quickly within the Fort William area and can occur at any time, particularly afternoons. Northbound and southbound traffic is an issue, though queues are a particular issue to the north of the study area. Recent investment in Inverlochy roundabout helped northbound traffic but potentially made southbound traffic queues worse. Bottleneck currently is Nevis bridge junction. Impacts of congestion on local businesses, particularly with time-sensitive loads like fish – building in time for delay carries financial cost to many companies. Also has an impact on access to services by residents and tourists. Developments continuing in Fort William which will impact further on the A82 in the future, including Police Station / GP surgeries / Hospital relocation, and out-of-town retail. Liberty development will also bring new jobs to the town and additional traffic. Key priority for transport investment is A82 realignment north of Fort William (as opposed to Caol bypass)– most effective and deliverable solution to congestion issues. Perceive any short-term measures to Nevis bridge junction to be a temporary measure only and will not address wider issues on the route.
Fort William Fire and Rescue	Telephone interview	22 staff in the Fort William area, on call for Fire and Rescue services. Must live within 6 minutes travelling time from station central Fort William (though in rural areas this can be extended to 8 minutes). Most drive although one person cycles. Difficult to arrange car-sharing as all have an individual contract and are responsible for their own transport and arrival on time at the station. A minimum of four crew are needed to turn-out a vehicle, 8 for two vehicles. Across two fire engines, need a minimum of 2 drivers, 2 officers and the remainder qualified fire crew. In last five years, have had 1579 call-outs. In addition to fire engines, have a van for community safety events. Fort William station covers up to Spean Bridge and halfway to Fort Augustus. Call-outs depend on which fire crew is closest in Lochaber. Main transport issues for Fire and Rescue is congestion and impact on crew accessing station, vehicles exiting from the station and getting to emergency situations. Lack of diversionary routes in town means there is no “Plan B”. A Road Traffic Collision event can mean a full road closure, which blocks up the road network and very limited passing opportunities or diversionary routes. Fire engines cannot use the bridge crossing near

Stakeholder	Approach	Summary of Points put forward by consultee
		Inverlochy Castle. Queuing at peak season for fuel garage at Morrisons can inhibit emergency vehicle access. Particular pressure in Fort William area due to number of COMAH sites (Control of Major Accident Hazards Regulations 1999 – COMAH chemicals which carry specific regulations for emergency services, must respond within 20 minutes). These sites include distillery and Liberty. Fire and Rescue response is time-critical, particularly with house fires where every second counts. Recent fire in timber yard which was contained – occurred in the evening which may have been lucky in terms of easier access on less congested roads. Staff cannot use blue light on vehicles to get to the station, and even if could, would be of limited benefit as limited passing places. Staff kept records of incidences in August 2017 when did not make it to the emergency vehicle turn-out in time due to congestion on-route. Estimate that during the peak season and height of congestion, 2 or 3 staff can get delayed by congestion. Between 18th August 2017 and 11th September 2017, 10 incidences of staff not making it to the emergency vehicle turn-out on time and vehicle left with less crew than desirable. Key priorities for transport investment – alternative routing to A82, and improved access/egress from fire station particularly at roundabout.
NHS Highland	In Writing	Good place to live, opportunities for work increasing Issues of health inequalities in Study Area. Inequalities and health directly impacted by employability which is heavily dependent on transport. Public transport has reduced significantly and parking is limited with increases in duration and hourly rate recently implemented by council. Lack of transport impacts on the following:- • Recruitment • Care at Home service • Attendance of appointments, particularly the older members of the community • Attendance at events steered to prevent social isolation. • Access to mental health and Psychology services. • Other health options, gym, activities, shopping options Information currently being gathered in relation to the Lochaber Adult and Social Care redesign and the Lochaber Community Partnership (health inequalities). Main users of the transport network in Fort William area are shoppers from outlying areas, commuters, informal care providers, care at home services and tourists

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		Specific issue re: reduced services to the health centre for visiting services such as Ophthalmology and mental health. Future redesigning of services and new build for Belford hospital planned. New housing in response to expected increase in population as a result of Liberty plans anticipated to impact on travel demands/operations. Top priority for transport improvements from NHS perspective is transport to Health Centre.
Lochaber Chamber of Commerce	Interview in person	Tourism is number one industry locally, followed by timber/forestry, aquaculture. Also trying to promote renewables industry more, wind and tidal. A lot of industry is time-sensitive e.g. fish products. Affected by congestion on the road network therefore. Cruise ships have been recently introduced to Loch Linnhe and potentially growing in number in future years. Demand for more pontoons. Passengers need one day itineraries and have a limited catchment (two hour travel time in any direction). Destination marketing – Outdoor Capital of the UK brand for Fort William. Increase in visitor numbers. Also more pressure from growing numbers of campervans, and marine leisure is also growing (kayaks). Cited example from Loch Lomond where camper vans are allocated space to provide certainty and reduce pressure from ad-hoc pitching. Road issues in the area – journey time variability, narrow roads and limited passing places, with possible damage to some heavier vehicles if passing close to edge of road. Insufficient parking spaces for heavier vehicles and parking in laybys. Concerns over Mallaig ferry crossing as smaller vessel sizes is leading to disruption (tidal and weather issues) – 72 days in 2017 with no service which affects both passengers and freight Suggested that some businesses have re-located from the area in recent years – partly due to congestion but also linked to lack of office space and housing. Businesses want quality housing for staff. Keen to explore more use of rail for transporting both goods and people. Potential to use canal more for transporting goods. Radical solution required to restricted road network issues.
Central Belt haulier	Brief telephone interview	One haulier who runs a weekly delivery to Oban and Fort William from Central Belt – in a bad winter, the A82 is difficult to drive. Short respite in spring and then summer traffic begins and affects journey times. Tend to do early morning driving on the A82, linked to the delivery times for the shops in questions. Tend to drive via Stirling to avoid A82 Loch Lomond-side. Generally sees the A82 as an inconsistent route with potential for delay.
Shiel Buses	Interview in person	Run local services, rural journeys around Lochaber area and sub-contract to Citylink (run their Glasgow to Skye service). Also do seasonal work for tour operators.

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		Informal agreement in place that Highland Rover cardholders can use bus and rail tickets on bus and rail services between Fort William and Mallaig. Some discussions re: an integrated ticket with Stagecoach. Seasonal work is increasing year on year. Do day hires and tours over multiple days. E.g. tours connected with the steam train. Also serve cruise ships. Issues in rural areas include declining population and difficulty in maintaining bus services. Demand for local services in the study area is steady. Perception that growing number of tour buses to the area from Central Belt. Concerns over the visual impression of the town by visitors approaching on the A82 – view the back of the High Street. Priority for investment is improved bus station. 8 bays, and very difficult to fit 12m coach into bays. Limited waiting facilities, limited information and no place to buy tickets. Citylink member of staff at station 10am-7pm but does not work for Stagecoach or Shiel bus services. Calmac tour office in town sells Citylink tickets only. Calmac office or tourist info are the only places to find information on bus services. Bus drivers are often asked for info from passengers e.g. which bus to Glasgow etc. Concern that tourists do not know which stance buses leave from as stances are shared by buses and people get confused. Lack of overnight parking in the town for HGVs, use vacant land near bus station. This vacant land would be an ideal location for an improved bus station. Sometimes issues with large buses at stances and taxis queuing – manoeuvring in confined space. Congestion is an issue in the summer. Concern that bus passengers get deterred from using buses when stuck in congestion and slow journey times. Perceive congestion has gotten worse in recent years. Do not build delay into timetable but have put out extra vehicles when buses are delayed to try to catch up and serve waiting passengers. Do see a slight commuter peak in usage of buses though small numbers of people. Around 75% of fleet is accessible. See the Liberty development as positive for the bus market as already run buses along this route. Could also serve workers specifically.
Stagecoach	Telephone Interview	[discussion held in February 2017] Operator in area – mixture of commercial and supported services in the area (latter tend to be in weekend/evening and some school services). School buses are shared with the public. Some pockets in the town have reasonable demand for bus services due to population density although usage has declined in recent years. Bus station is not located in ideal location as away from the town centre, and not a defined hub in their view. Middle Street is a more important hub

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		for Stagecoach than bus station. May be difficult for people to connect between rail and bus as may be unsure of locations. Also stops in Banavie and Corpach that may not be in best location. Summer is a challenge due to traffic levels and do encounter delay. Manage as best as possible although they have limited local resources to fill in with extra provision. Perceive less visitors use buses in Fort William compared to other areas they operate in. Citylink service between Fort William and Inverness does see a reasonable level of visitors however. Large distances involved in local bus network, so mainly operate singles and returns as opposed to day tickets. Hard for people to travel to more than one destination in one day. See the Liberty development as positive for the bus market. Could be better awareness of Plusbus which is available in Fort William. Priority improvements? Could benefit from a better, more defined bus hub. Real time information screens may be declining in relevance due to growth in real time tracker apps. Would like to see more bus priority particularly in congested sections of road network.
ScotRail	Telephone Interview	The works required to gauge clear the West Highland Line (WHL) for class 158 operation are extensive. As a result refurbished Class 156s will continue to operate on the route for the time-being. Refurbishments are being informed by stakeholder discussions to best meet the needs of the WHL for example by including additional luggage racks. This may also ensure luggage does not block other spaces on-board for bikes and buggies. The West Highland Line is the most seasonal of all ScotRail routes in Scotland. With the exception of 2016, there has been steady growth in passenger demand on the WHL since 2013. There was a small downturn in usage in 2016 as a result of the 20 week Queen Street tunnel closure which took place during the peak summer season. However the increase in services to Oban from May 2014 will account for much for the demand increase – the new timetable was designed to encourage commuting into Oban and around 90 school children are transported each day during term time. Anecdotal evidence suggests the new services have attracted 15-20 regular non scholar commuters. WHL services run with extra carriages between April and September to accommodate the increased summer passenger use. Outwith this period services are much less busy and this has implications for any future investment in rolling stock or timetabled services because costs such as train leases and staffing are incurred all year round. There is funding in place to fit real time customer information screens at each station between Fort William and Mallaig. CCTV programme at all stations on the WHL is now complete.

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		SMART and integrated ticketing is in place e.g. through the Spirit of Scotland ticket. Work is ongoing on a Scenic Trains offer on tourism-linked rail routes across Scotland including the WHL, and is likely to focus on an enhanced offer to passengers including better information, dedicated staff resources and catering package. The train toilet emptying system at Fort William will be upgraded this year to help improve reliability of toilet availability on Sleeper and ScotRail services. Programme for Government commitment to have additional train carriages for bicycles and outdoor sports equipment on rural routes, including WHL. ScotRail are currently developing proposals for Transport Scotland consideration
Ferguson Transport and Shipping	Telephone interview	Road haulage company which transports most goods by road, although some are transported by sea. Discussions are ongoing to improve rail haulage to and from Fort William. Modal shift needs to be promoted. Congestion is a major issue across Fort William between Easter and the end of the year, although conditions are particularly poor in the summer period. The congestion causes the company to put extra vehicles onto the road. . For example, a lorry which should be able to make 5 or 6 loads per day can perhaps only make 3 or 4, representing considerable under-utilisation. This in turn leads to additional fuel costs, which are incurred by the haulier rather than manufacturers. To overcome part of the problems associated with congestion, the company adds extra time to allow the transportation of goods, as trips can frequently take between 45 minutes and 1 hour through Fort William. The roundabout by the new Retail Park on North Road is anticipated to become a pinch point during the summer period. The Nevis Bridge (Roundabout) with the exit for Glen Nevis is another pinch point due to its narrow width. There are congestion issues on the A830 by the High School around opening and closing hours. Company has Crown Estate leases in place, approval and permission along with plans for developing land for increased marine activities adjacent to their rail terminal. The facilities are the only ones to date in the area that have marine and rail adjacent to one another. There are severe constraints with the road network in Fort William, with existing roads in the town unable to withstand the volume of traffic. Therefore thought that the only possible option is to provide route/s which would divert traffic away from existing roads. There is the potential for Park & Ride in the town, thus promoting modal shift.
Highland Timber Transport Group	Telephone interview	Non-statutory partnership which bridges the timber industry and regulatory authorities (e.g. Forestry Commission and The Highland Council). The road between the town centre and Inverlochy is heavily congested. This has an impact on the industry with longer journey times.

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		There are very limited alternatives for transporting timber by road other than existing routes. Timber comes from a wide area surrounding Fort William, including Argyll, the Isle of Mull, Ardnamurchan and Rannoch. Timber is also transported via Corran Ferry to reach Fort William. There is a huge opportunity to promote modal shift. Discussions are ongoing between the relevant statutory bodies and businesses to transport timber from Rannoch to Fort William via rail. There is also an opportunity to transport timber by sea. In terms of improvements, there are no easy solutions in Fort William due to geographical constraints. Anything which alleviates congestion would be beneficial; a new bypass could work, although specific locations are unknown.
Highland Council Planning Department	Telephone interview	The first phase of the Liberty British Aluminium Smelter has planning permission approved. The Transport Assessment indicated that due to the nature of work shift patterns (7am to 7pm), there would be no adverse impact on traffic conditions within the town. Linked to the first phase of the Smelter development, sites such as Blar Mor will be brought forward at a quicker pace; this site could deliver consists of around 200 houses. Should additional phases of the Smelter gain planning permission, up to 2,000 direct and indirect jobs could be created. Not all of these jobs will go to workers requiring new housing but a guesstimate would be 50% The most up to date Local Development Plan is the Proposed West Highland and Islands LDP (May 2017); note that a Transport Background Paper supported the Main Issues Report, which references the safeguarded lines for the A82 realignment and Caol Link Road. . The 11 April Lochaber Committee meeting will decide whether to make any further changes to this Plan before it is sent for Examination by a Scottish Government appointed Reporter. However, it is anticipated that there will be a few minor changes to the Proposed Plan. [Post discussion note – 11 April committee papers now in public domain and referenced in this note] It is considered that there is sufficient housing allocated in the Plan to meet demand over the next five years.
BSW Sawmill	Telephone Interview	Nevis Bridge was seen as the root cause of the congestion in the area. Consultee suggested the potential to open up the bridge to the east to allow southbound traffic to cross over there, and implementing a one-way northbound over the current bridge. Transport network constraints highlighted as a contributing factor toward sawmill operating below capacity in terms of tonnes of timber processed (consultee also stated that transport network issues are not the sole constraint). Road accounts for about 90% and water 10% of in/out goods transportation. Currently build in for delay when transporting goods as more and more customers are moving to fixed time delivery slots. If the slot is missed, the next available isn't often until the next day. This has direct cost implications.

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		In the event of an accident closing the A82, they choose to ground their vehicles instead of routing via Corran ferry as their HGVs would end up clogging up the B roads. Fort William area is the slowest for them when transporting goods beyond, with the average speed on the A82 to Glasgow around 30-35mph.
Liberty Aluminium	Telephone Interview	The biggest problem in Fort William is that there is only one road in, and one road out. In the Summer months this becomes gridlocked The quality of the A82 in general is poor which impacts connectivity with customers. At Loch Lomond for example, breakdowns or accidents have the potential to cause huge delays. This is particularly problematic when operating 'just in time' deliveries. Regular delays would result in a direct loss of customers. It was noted that it is not uncommon for tourists to stop in the middle of the road to take photos of the scenery. Motorists are also often distracted by the scenery, which leads to accidents. There were felt to be lots of motorbike accidents resulting from this. The high volume of tourists on the route is generally seen from Easter all the way through to October. This busy period has extended in recent years. Concerns regarding emergency service vehicles being able to access during gridlock were noted. The Inverlochy and Nevis Bridge roundabouts were seen to cause congestion along the A82. The replacement of the traffic lights with a roundabout at Inverlochy was seen to move the previous problem point further down the road. The new roundabout at the end of the Liberty site was noted as having caused additional problems too, in part to its size which encourages fast movements through the roundabout. It was felt that a smaller roundabout would be better. The creation of a bypass somewhere was considered a priority as it was felt that the current road cannot cope with the volume of traffic in Summer when it can take half an hour to drive two miles. During Summer months the A82 can be backed up to Torlundy and the A830 tailed back to Blar Mohr. Lunchtimes and AM/PM peak were noted as being the worst, but it was noted as being bad all day. The upgrading of the wider A82 route was also noted as being a priority. Plans regarding improvements elsewhere on the route were understood to be being progressed; this includes removal of bends to allow vehicles to pass, drainage improvements and general road widening.
Scottish Ambulance Service	Telephone Interview and on-site observation	The road network is narrow in parts which causes inconvenience to other road users when yielding for ambulances. This is particularly true on parts of North Road, at Blar Mhor and at Lochy Bridge. Some sections of North Road also lack footway provision which causes additional difficulty for both pedestrians and cyclists. As the only road through Fort William, any incident on the A82 North Road causes complete gridlock. As a result of a recent fatal accident on North Road, the ambulance service stationed crews at either end of the town to enable response to any callouts.

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		In terms of scheduled patient transport services, ambulances are subject to the same delays and tailbacks on the road network experienced by other road users. Nevis Bridge was described as a bottleneck whereby flows from Nevis Bridge prevent vehicles from being able to access the Ben Nevis roundabout exit, which in turn causes traffic to tailback behind them. During the PM peak period (4.30pm – 6pm) traffic often tails back along the A830 and A82 , making it difficult for ambulance staff to get home or on routine business It was noted that from observation, it would appear that higher volumes of HGVs travel through Fort William than used to be the case. It was noted that there seems to be a lot of public support for a Caol Link Road, but it was felt that a number of shorter term, interim solutions could be delivered which would alleviate some of the existing problems. It was stated that the construction of the new roundabout and retail facilities represented a missed opportunity to widen the road network and improve pedestrian facilities and wider pavements to also allow cycle paths to keep cyclists off the North roadway. Widening of roads at narrow sections was seen as a priority area to be addressed. Removal of the roundabout junction at the Woollen Mill was also identified as a priority measure. It was stated that historically there was no roundabout at this junction yet this never precluded visitor/delivery access in the past. Keep left bollards at various locations on the network were identified as causing an obstruction to emergency service vehicles which may require to straddle the middle of the road. The need for some form of link road to Caol was highlighted with it suggested that this could be smaller in terms of scale than previous proposals which were to cross the Caol Spit. It was further suggested that this could constitute a route for residents of Caol as opposed to catering for all westbound traffic. It was noted that that the small bridge over the River Lochy from Lochyside would present an opportunity to be used in emergencies for vehicular access.
Historic Environment Scotland	In writing	HES have identified the following nationally important heritage assets within the study area that could be impacted by the trunk/local road network improvements: • Remains of Cromwell's Fort, Fort William (SM 2174) • Battle of Inverlochy I (BTL 34)

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		• Battle of Inverlochy II (BTL 24) • Caledonian Canal, Corpach to Banavie (SM 6491) • Caledonian Canal, Neptune's Staircase, Canal Locks, Banavie (SM 3530) • Caledonian Canal, Banavie to Moy Bridge (SM 6492) • Inverlochy Castle (SM 90172) • Roman Catholic Church of St Mary and the Immaculate Conception and Enclosing Walls with Gate Piers (category A-listed HB No. 31780) Any transport study should consider potential direct and indirect (setting) impacts on these assets.
Scottish Natural Heritage	In writing	Emerging solutions in the Fort William Strategic Transport Study should seek to take advantage of any opportunities to enhance protected areas in and around Fort William, and avoid impacts on them. Parts of the Ben Nevis and Glen Coe National Scenic Area (NSA) are located near the study area near the A82. The NSA draws people to the area for the views it offers – there should be no adverse impacts on visual amenity and worth considering potential to improve opportunities for people viewing the spectacular mountain and coastal scenery from the road eg laybys with viewpoints.. There is an SSSI located at Achintore on the uphill side of the A82. The Ben Nevis SAC / SSSI is located within 1 km of the A82, so cognisance should be taken of potential sensitivity to this. Improving traffic flow may reduce potential air pollution impacts on this site. SNH is also interested in place making, improving the connectivity of natural habitats, and facilitating easier access and movement around Fort William by active travel modes. It was noted that the dual carriageway A82 currently has the effect of causing severance in the town by restricting movement between the town and Loch Linnhe.
Scottish Environmental Protection Agency	In writing	Concerned with environmental protection but until specific route improvements/new route options are identified, difficult to provide site specific comments. When options start to be known, happy to be involved and provide comment on all the issues within SEPA remit. At the very early stages impacts on the environment and flood risk should be taken into account.
Police Scotland	Telephone interview	Police Scotland have a local uniformed police presence in Fort William, and cover a large geographical area. They sit within a tiered structure, reporting to South Highland Command and then divisional HQ in Inverness. Local Police are the first port of call to respond to incidents and road accidents locally. There is also a section of the national trunk roads policing group based in Fort William. A Collision Investigation Unit is based in

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		Dingwall, and is a specialist unit for investigating serious or life-threatening injuries or fatalities on the roads. Serious and fatal road collisions can cause road closures/diversions to allow investigation and clear-up work. Closures on certain parts of the A82, can mean significant issues for traffic movement due to a lack of available diversion routes. There have been instances where this effectively closes down Fort William. While investigators are more than aware of the disruption caused, Police are duty bound to establish the cause of a collision and whether criminality was a factor. A major transport issue from the Police perspective is congestion during Summer months on the road network in and around Fort William.. This seems to arise from volume of traffic as opposed to collisions. Congestion in Fort William and surrounding communities does not always happen in the traditional peak – can build up during the day and afternoon and may be linked to many factors including ferry timings. Perception that the tourism season is lengthening. There are a large number of single-occupancy and short vehicle trips in Fort William and this also may contribute to high traffic levels. Perception that some people are already amending their behaviour by deciding not to come into town from surrounding communities if there is major congestion. Police can only use blue light if a reason to do so, and can generally get through with this facility. Do have alternative routes built into plans if needed although do not need to use frequently. Pre-planned events do not disrupt roads significantly – events which involve road management/closures (Scottish Six Days Trials in April/ May in and around Fort William with Police motorcyclists conducting rolling traffic management rather than closure and Loch Ness Etape which has closures out with Lochaber which affect the travelling public from Lochaber. These closures are early a.m on a Sunday). The number of people coming to see events does increase traffic. Wide loads through the road network locally can cause issues, and improvement needed to how these companies publish their plans and communicate with the public. Police are involved in escorting but have limited say over planning and timing, and escorting at night is limited due to road structure and safety. Suggested priority solutions – demand management to tackle single occupancy vehicles and short journeys, encourage modal shift to car sharing, walking and cycling, public transport. Work at Nevis junction may help with traffic flow though must safeguard pedestrian access and crossings. May be confusion on road network due to worn-away markings on the road e.g. at box junctions – this is a short-term measure that could help improve flow in some locations. “
Visit Scotland	Telephone and email	Data sources on visitor trends highlighted of value to the study.
DFDS (Haulier for Marine Harvest	Telephone interview	3,400 loads transported to/from Fort William Marine Harvest plant in 2017 equating to 60,000 tonnes. Operations at Marine Harvest plant commence at 6am, with vehicles transporting goods for outbound delivery leaving the site every hour until 3pm.

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Scotland)		Goods transported via A82 to distribution centre in Larkhall. Deliveries are time critical, with onward distribution required to tie in with e.g. air freight connections from Heathrow to the Chinese market. One of the biggest problems identified on the A82 in general is in terms of the condition of the roads. It was stated that due to poor quality road surfacing and the volume of potholes etc. trailers are continually damaged which leads to vehicle downtime and direct cost implications. The six weekly repair bill is now in the order of three times greater than the historic annual repair bill as a result. These costs now outstrip fuel costs. Narrow road width on the A82 was also identified as a significant problem in terms of vehicle damage as it is a common occurrence for vehicle mirrors to get clipped by oncoming vehicles. The narrowness of the roads was also highlighted as making it impossible for HGVs to manoeuvre out the way of potholes etc. The A82/A830 roundabout was identified as a particular pinch-point on the local network. It was suggested that some form of slip road via the field on the west of the A82 would help alleviate this problem. The high number of traffic light and roundabout junctions on the A82 within Fort William were also identified as contributing to local congestion. The close proximity of the pedestrian crossing south of the A82/A830 roundabout was felt to further add to congestion. Due to congestion on the A82 and the low condition of road surfacing, vehicles are often diverted via Spean Bridge and the A9. It was stated that the sheer volume of traffic on the local road network is the root cause of the congestion problems and this heightens during tourist season. It was anticipated that traffic volumes are further set to increase in future years with the planned development at the smelter and the new retail park adjacent to the A82. It was noted that in the event of an accident on the A9, traffic is diverted onto the A82 which is already suffering from congestion. In the event of an accident on the A82 it was noted that there is no alternative route through Fort William. Additionally, the frequency of accidents on the route during the summer months was stated as high with the consequence being delays of several hours. An alternative route for traffic through the town was seen as a priority. It was highlighted that in the event that the Corran Ferry is out of action, this results in additional road traffic on the Fort William road network too as was the case for a three week period recently. The road geometry at Nevis Bridge was highlighted as requiring northbound HGVs to cross into the opposing lane to make the turn, which in turn requires southbound vehicles to stop to allow them through. It was suggested that pedestrian traffic could be re-routed onto the adjacent foot-bridge via Glen Nevis Road in order to widen the carriageway for vehicle traffic. This was also highlighted as reducing risk to pedestrians, especially schoolchildren who currently use Nevis Bridge and are often seen to be walking in the carriageway. School bus transport was also highlighted as a current problem in terms of the location of the operator's depot in Claggan. It was suggested that if

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		the operator's vehicles were located in the vicinity of the police station on the A830 then this would remove the number of trips currently on the A82. The need for mandatory police road closure warnings for high sided vehicles during high winds was also highlighted. It was stated that the current lack of official closure notices has insurance implications if vehicles capsize during high winds as well as the effect of causing blockages on the network. The same was suggested as being required for snow conditions. The issue of temporary traffic lights remaining in situ for months on end on the wider A82 was also raised. The location of some of these lights on inclines was also highlighted as having resulted in HGVs becoming stuck after having had to draw to a stop.
Scottish Canals	Telephone interview and email	Plan on applying for Sustrans funding to improve walking and cycling connections to Canal in and around Fort William. Looking at potential development opportunities around Banavie. Scottish Canals are at early stages of looking at the possibility of disabled access across their right of way lock-gate at Corpach, which would allow wheelchair users an easier crossing to link the villages of Corpach and Caol leading to Fort William. Development of the Thomas Telford Marina might eventually give potential for a water taxi business between Corpach & Fort William. Scottish Canals minimise the bridge swings at Banavie with a maximum number of swing even in the height of the season being five. They work alongside the emergency services / Network rail /Undertakers in trying to reduce the disruption to traffic users.
Fort William Traffic Congestion Group participants	AECOM attended forum in early 2018 and discussions with individuals afterwards in person and by phone	Complaints about congestion made by many organisations in the town. Affects hauliers and bus services and emergency services. Congestion costs, and suggestion that cost of diversionary routes is highest in Lochaber. Feeling that summer season has extended over the years. A82 services the area and also Skye and the west. Growth of car-based touring e.g. NC500 route. Existing road infrastructure is inadequate to cope with demand. Changes in the town which will affect volume and nature of travel demand – relocation of Hospital, proposed new STEM site for West Highland College near Police and Hospital, Smelter development. Would like to see a bypass of the A82; more freight on rail; more sea freight and development of port facilities; better active travel links. Longstanding suggestion of an airstrip for Fort William. Caol Link Road has been proposed as an alternative to a bypass. Heavy traffic and wide, multi-lane road infrastructure in centre of town is not a good welcome to visitors.

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HITRANS	Telephone Interview	Has been deemed by Government that no additional work is required on the West Highland Line (WHL) up to the year 2043. The radio based signalling system will operate up to the year 2040. Rail services in Fort William are the 'least frequent in Scotland'. Saturdays in particular are worst. Currently timetables are constrained due to onward running of WHL rolling stock to Maryhill and Barrhead. From 2019, rolling stock will be 'captive' to WHL affording opportunity for greater service flexibility. Difficulties for the rail operators in obtaining cover for drivers absent through illness led to poor performance in the last year. The inability to reach Glasgow before 11.30am is highlighted as a shortcoming. In comparison, the 5.40am service from Oban allows for Glasgow arrival by 9am. The latest departure from Glasgow to Fort William of 6.21pm was also highlighted as being lacking. Rail does not provide an adequate service for local people. It was suggested that trains could be run from Tulloch via Roy Bridge/Spean Bridge in the am peak. It was also suggested that services via Banavie station would allow school children at Lochaber High to travel by rail. Slow station use growth in the area is due to there having been no investment or changes in service frequency. Popularity of Jacobite Express is likely to mean considerable numbers of tourists visiting Fort William by road as research shows that even where connectivity by rail is good, only around 2% travel to steam train locations by rail. Car parking is therefore also an issue for steam train passengers. It was noted that running steam trains is a costly operation and as such, there is an element of risk to the Jacobite Express's continued operation. The number of rail cars on the Caledonian Sleeper trains serving Fort William has increased in recent years. New rolling stock is anticipated to be introduced in the next 12 months designed to improve passenger comfort e.g. double beds and en-suite. Caledonian Sleeper franchise runs until 2030 and the ScotRail franchise runs until 2025. Disabled access to stations in the study area and their feeder stations is poor. Step free access is not available at all stations, chips on platforms are difficult for wheelchair users and 'island platforms' are often accessed via steps. Future housing growth at Fassfern provides the opportunity to replace the Loch Eil Side station which has low levels of usage. Liberty Smelter is served by a freight rail line which provides the opportunity for materials to be moved in/out by rail. Gauge and capability of the wider WHL network act as constraints however. Were a freight rail siding to be developed at Corpach Harbour, materials could potentially be moved in/out via a combination of sea and rail as opposed to road. This could potentially be utilised by the timber industry and the smelter. The rail line itself may require more investment to enable this shift. Fish industry also accounts for freight movements in study area. Live fish is trucked from Mallaig to Fort William for the first stage of processing,

Stakeholder	Approach	Summary of Points put forward by consultee
		before going on to Central Belt for the final stages. Operates on 'just-in-time' basis where stage 1 to completion is all on same day. Large volumes of hydrogen peroxide are also transported in from Cheshire which is used to kill sea lice. The bus network from Fort William to Mallaig has improved thanks to Shiel Buses. The Fort William to Inverness bus connection is important for access to Raigmore Hospital.
Lochaber Environmental Group	By Email	Lack of active travel infrastructure is an issue, and a need for improved connectivity. Existing active travel infrastructure is often too narrow, the road surface is in poor condition and sometimes has obstacles on them such as cars, bins and signs. In addition, the A82 along Belford Road and North Road could benefit from improved bike paths, either designated paths or painted on the road. In general, active travel infrastructure would benefit from increased connectivity. Need for improved EV charging infrastructure locally as Lochaber Environmental Group have had several requests from the public regarding more EV charging points and complaints about the existing infrastructure often not working. Lochaber Environmental Group run events to promote bike repair and electric cars and keen to work with others in the community on these topics.

4.3 Focus Group with Fort William Residents

A focus group was undertaken in Fort William on Wednesday 28th February at the Ben Nevis Hotel with eight residents from the Fort William area. Focus groups are an established market research approach to gaining deeper insight into how people think and make decisions. The group was recruited by a professional field recruiter to a quota agreed with the study team. The quota aimed to ensure a representative mixture of participants by age, gender and use of different types of transport in the area.

The group was well attended and all participants were vocal and passionate about the topic at hand. It should be noted all attendees were offered cash incentives to attend (£40), and this is standard market research practice to maximise turnout and ensure participants are compensated for their time. The group ran for an hour and a half.

The key points from the group were as follows:

- Residents are very happy living in Fort William and are proud of their town and community. Length of living in the area by participants ranged from 1 year up to 35-40 years.
- Some of the residents said that especially during the high season, they won't go into the town if they don't need to as they know they will get stuck in congestion. Some suggested they would rather go to the out of town Retail Park that has been opened recently if they can.

  "They were saying I can't wait for them to open {new out of town ALDI}, because I'll not need to go into town."

  Yes, that's just what I was going to say. The local people will choose when they go, when they know it's either going to be quiet or they'll shop elsewhere, you know, avoid that.
- It was raised that parking at out of town shopping facilities are already at a maximum at times and still units are being added which is only going to cause problems in the future:

  "The parking there's shocking, I think that they own the bit across the road and I don't know if they'll have to develop that as well, because right now, for Marks & Spencers and Home Bargains the car park's full. So like Aldi going in there, there's no chance."
- The new recently built medical centre which has been moved out of town and combined existing practices was raised as an issue for local elderly people as before they could walk to their GP but now have to travel through congestion to go out of town, taking public transport or a taxi:

  "They built a new health centre, which is good for the doctors, but the elderly who could walk, previously walk to the doctors surgeries, they now have to get public transport and if it's gridlocked out there, they're late for appointments, etc. Or they have to get taxis or whatever."
- This was highlighted in additional to the planned proposals of building the hospital out of town in the future and this would cause the same problem for people in the Fort William area.
- One of the group members was a teacher and he pointed out that congestion in the area does have an effect on the children getting to school as it has become noticeable in school that both staff and pupils are late more frequently due to congestion or problems on the road.
- A problem at some of the key junctions can cause the whole town to come to a standstill.
- There was a general concern in the group that more fatalities or major, standstill accidents would need to happen before the town or appropriate authorities would tackle congestion issues.

4.4 Placecheck Tool

The Placecheck tool for Fort William was launched in mid-February 2018 and allows users to provide comments based on three broad themes; things they like, things they do not like and things that need to be worked on[39]. Respondents were asked to provide comments on transport services and infrastructure and places in general. The Placecheck tool is straightforward to use, with contributors registering and then able to proceed with comments. Users are also able to be location specific by pin-pointing the area they are talking about. Anyone is able to view the map and comments once they have been submitted, which helps stimulate further thoughts.

[3939] Placecheck is an online mapping engagement tool developed by UDS Planning Ltd

A total of 121 comments were received; of these, 11 are categorised as 'things I like', 48 as 'things I don't like' and 62 as 'things we need to work on'.

These comments covered a range of topics and themes, with multiple themes often featuring within comments from individuals. Comments have therefore been analysed for content, and references (or **mentions**) of specific themes were counted to identify the most frequently mentioned topics. The most common themes are shown below, alongside the number of times they were mentioned in individual comments and examples of the type of responses received.

Table 4-2 Placecheck Comments Themes

Theme	Number of Mentions	Examples
Congestion	28	The volume of traffic during the summer season is very high. The A82 is a strategic route for north west Scotland with large volumes of traffic; when these volumes meet suburban traffic within Fort William, the road cannot cope and regularly becomes gridlocked. The Nevis Bridge Roundabout is the major reason for congestion. Southbound A82 traffic has to give way to non-trunk road traffic. The road is not fit for purpose and is heavily used by HGVs, causing frequent bottle necks. Congestion can prevent fire crews attending the fire station to deploy and respond. Too many vehicles do drop offs at the high school, causing considerable congestion.
Pedestrian / Cyclists Improvements	25	Improvements required to Black Parks path to prevent vehicles using this route as a shortcut. The new flood prevention scheme (at Caol) should encourage cycle/walking option to take traffic off the roads. Existing walking/cycling links at Torlundy, Soldiers Bridge and Black Parks are good but could be improved with lighting and improved surfaces. Others noted that active travel routes are poor from the town centre. Overgrown vegetation should be better maintained.
Poor Public Transport Connectivity	19	Of the 19 comments, 11 respondents commented on rail, 9 commented on bus and 3 mentioned ferry connections (note that these values do not total 19 as some respondents mentioned more than one mode). Comments received relating lack of bus and rail connections within the study area and between study area and further afield (e.g. Aviemore and Edinburgh). Should Stagecoach withdraw services, Shiel Services are not timetabled to get into the town centre in time for work at 9am (alternatives either arrive too early or after 9am). Commuter rail services into Fort William would be good.
Safety	18	There are blind corners at various locations, with the threat of accidents occurring as a result. Vehicles using Black Parks path as a shortcut is dangerous for pedestrians walking to town. There is a large amount of HGV traffic travelling at high speed.

Theme	Number of Mentions	Examples
		There should be a crossing at ground level of the A82 rather than people having to negotiate the subway to get from the station to the town centre. Other areas close to schools also highlighted as requiring pedestrian crossings. Lack of street lighting in places.
Extra Road Capacity	17	The volume of traffic during the summer season has reached unmanageable levels and an additional route to filter traffic needs to be sought. Separating out of strategic and local traffic is the best way to reduce gridlock; the only way to achieve this is a separate link road to Caol from Fort William for local traffic. With the new site for the Belford Hospital, consideration should be given to having a road link between here and the new roundabout at the police station/new Belford site. An option must be found to bypass the Nevis Bridge Roundabout.
Poor Condition of Roads	12	Some roads are not fit for purpose, particularly for HGVs which can cause damage to road surfaces. Some roads are too narrow; particularly at Nevis Bridge Roundabout.
HGVs	9	There is an enormous amount of HGV traffic travelling at high speed on this route, with a high chance of an accident involving children. A ban on HGVs using the A82 during peak traffic times during the summer should be considered to help reduce congestion. The road is not fit to carry HGVs.
Modal Shift	8	Need to encourage use of railway for export of goods from smelter, instead of more lorries on road. We need to ensure that the new flood prevention scheme encourages cycle/walking options to again take traffic from our roads.
Pedestrian / Cyclist (Positive)	6	This is an excellent facility (Canal path Banavie to Gairlochy), running parallel to the A82 but traffic free and with fantastic views. More of this sort of thing would be good. Great start to the path in Fort William for those arriving on the Camusnagaul Ferry. The coastal path between Corpach and Caol is a great walk with tremendous views.
Signage	4	Signage for visitors is poor and could be better positioned. Poor signage and a lack of knowledge about local parking restrictions regularly leads to parking tickets for behaviour that seems reasonable There is a lack of signposting for cyclists on High Street, with confusing signs about restricted access times.
Speeding	4	The solution to allow safe crossing is to reduce the speed of traffic at the Banavie swing bridge. Inverlochy Roundabout should be raised as traffic travels at speed through the

Theme	Number of Mentions	Examples
		painted roundabout. A considerable proportion of traffic ignores the 30mph limit, particularly HGVs when the school warning signs aren't in action.
Road Connectivity	4	Due to the increasing traffic problems, and with the new site for the Belford Hospital, consideration should be given to having a road link between Carr's Corner and the new roundabout at the police station/new Belford site. With the addition of the roundabout at the smelter entrance this road should now be linked onto the roundabout. There needs to be a direct link from Caol to Fort William, which does not add traffic onto the A82. We cannot continue to be a one road in, one road out, town.
Unattractive Surroundings	3	The area behind the shops, which runs parallel with the dual carriageway between the West End car park and the Morrisons roundabout looks run-down, unloved and uninviting. There are 6 lanes of road (Middle St plus dual carriageway) between the High Street and the loch side which should be one of Fort William's best assets. Horrendous traffic in the summer does not give a good impression to visitors to the area, who may decide to keep going instead of stopping in town
Electric Vehicles (Improvements Required)	3	More rapid charging sites needed. Preference would be West End car park, but Middle St car park, new Aldi car park and Lochaber High School would seem good places. By An Aird Car Park it should be possible to charge 4 electric vehicles at once on the equipment, as there are two fast and two rapid charging options; however, there are only three parking spaces designated. Need more rapid charging points in and around fort William as there is only one rapid charging point. In the summer months in particular this has been in use.
Parking	3	Free parking permit for local residents in some of car parks within town area encourages use of car to get into town rather than using public transport. This leads to lot of single use passenger trips in/out of town resulting in increased traffic on road. Concerns with double yellow lines, particularly around the climbing centre.
Visitors	3	Comments related to visitors, including limited availability for coaches to drop off tourists in the vicinity of High Street and a need for a circular/shuttle bus to the town's most popular sites.
Noise	3	Noise concerns, particularly around waterfront areas.
Other	4	Comments included issues related to litter and comments on the beautiful scenery.

Table 4-2 provides the themes identified from the Placecheck comments. Congestion was the most common theme, which is broadly in line with findings from other engagement methods, e.g. congestion was identified as a main issue by many attendees of the public drop in session. Safety (road and pedestrian/cyclist related), poor public transport connectivity and a need to improve pedestrian/cyclist infrastructure were also common themes.

Geographically, most comments relate to the Fort William Town Centre and Inverlochy areas, particularly around the rail/bus station and A82 North Road between Nevis Bridge Roundabout and Lochybridge Roundabout.

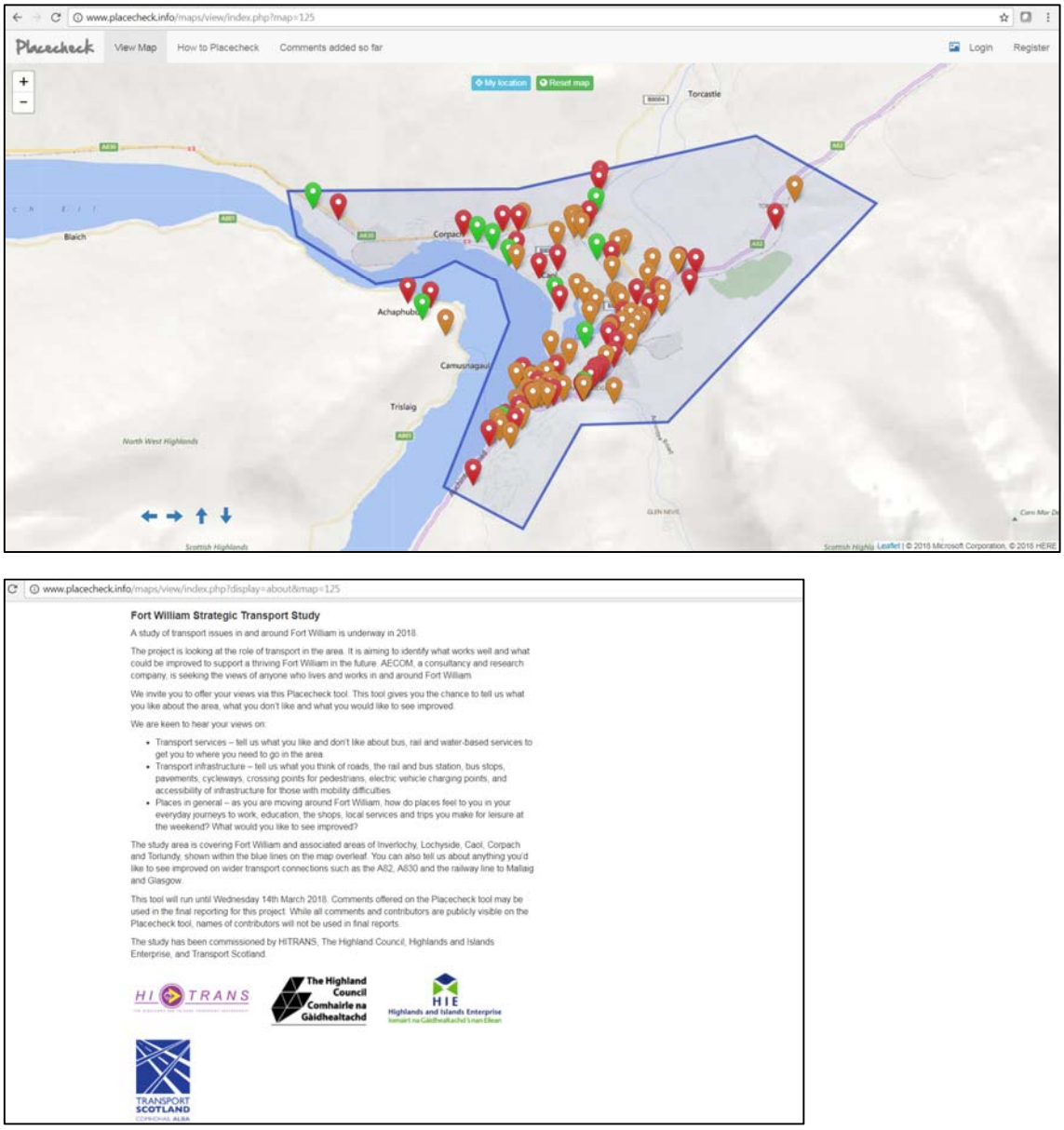
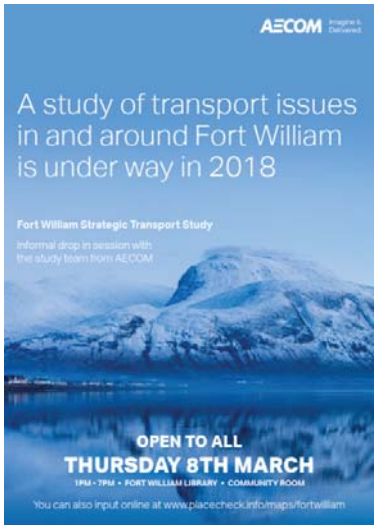


Figure 4-2 Screenshots from Placecheck Fort William

4.5 Drop-in Engagement Session

A public drop in session was held on Thursday 8th March between 1pm and 7pm at Fort William Library in the town centre. The session provided an opportunity for members of the public to find out more about the study and to provide any comments in relation to transport problems, issues and opportunities within the Fort William and surrounding area. Approximately 40 people attended throughout the day.



The event was promoted in advance using the following mechanisms:

- Poster prepared on event and shared with Fort William Traffic and Congestion Group members, Community Councils, Lochaber Chamber of Commerce, Fort William Town Team and by project steering group social media streams.
- Details of event included in Chamber of Commerce newsletter.
- Hard copy posters sent to Library in advance to post in prominent locations.

Similar problems and issues, both in relation to their nature and locations, were detailed by many attendees at the session to comments received on Placecheck. It should be noted however that some comments received from the public (via Placecheck and the drop in session) were dependant on where they reside. For example, some respondents residing in Inverlochy expressed negative comments in relation to the A82 realignment option.

Congestion was a commonly cited problem, particularly during the summer period. However, there is a perception that this period has been extended in recent years, with congestion frequently affecting the town between Easter and September/October. The most common area noted was the A82 between the roundabout by Morrison's and Lochybridge Roundabout. In particular, the Glen Nevis Roundabout and adjoining Nevis Bridge were cited as the main causes of congestion by many for two main reasons

- Vehicles travelling southbound on the A82 must give way to vehicles exiting the Glen Nevis junction, with a high number of vehicles using this exit due to a main car park for Ben Nevis and the large Glen Nevis camping site being located on the route. As such, the problem is exacerbated during summer month. Vehicles exiting the Nevis Centre junction also causes traffic on the A82 (northbound and southbound) to become stationary); and
- The Nevis Bridge is narrow, particularly for HGVs and other large vehicles. Concerns related to capacity issues on the bridge were also discussed.

More detail on this session, as well as full Placecheck comments and focus group discussion points is provided in Appendix C.

4.6 Stakeholder Workshop

A stakeholder workshop was held on Thursday 3rd May 2018 in Fort William with three key aims:

- To identify any problems which had not been previously identified as part of the study;
- To identify which themes Transport Planning Objectives (TPOs) should be influenced by; and
- To generate a long list of potential options / solutions.

The workshop was an important element of the engagement process as it provided an opportunity for stakeholders to discuss key elements of the study, including problems, TPOs and potential options/solutions. In addition to the extensive engagement undertaken prior to the workshop (including the public drop in session, online Placecheck tool and business interviews), providing stakeholders with an opportunity to provide input in a workshop setting where ideas could be discussed openly helps to ensure that key project considerations are recorded as the study progresses. A full summary of the workshop can be found in Appendix D; an overview is provided below.

It was agreed that most problems had been recorded as part of previous engagement activities, though a few additional problems were identified, including a lack of active travel connections in specific areas/routes (e.g. North Road Retail Park and A830), disparity between the pricing structures of Camusnagaul and Corran ferries when travelling with a bike, the resilience of Banavie swing bridge and abnormal loads causing problems on the road network (e.g. wind turbines). The problems have assisted in the identification of TPOs (see chapter 6) and options (see chapter 7) and are detailed fully in Chapter 5.

A number of key TPO themes were identified; see section 1.1 for the full list. Themes included alleviating congestion, active travel, environmental concerns and modal shift. Further details on the development of TPOs can be found in Chapter 6.

Lastly, a long list of options was generated at the workshop with a view to develop these in line with the identified problems and TPO themes. All modes were considered in the option generation process, including road based options, Park & Ride / Choose site, active travel infrastructure and improvements to public transport. Alongside options generated from other engagement channels, the options generated at the workshop have informed the long list of options in Chapter 7.

4.7 Summary of issues emerging from engagement process

The figure below summaries some of the key issues that have emerged from the engagement process. It should be noted that congestion was a general concern by most sections of the community engaged with – residents and community councils, businesses and their representatives, emergency services. Other issues also appeared to concern people, including a declining bus service, a perception of unsafe infrastructure for walking and cycling and severance caused by the A82 and A830 in the Study area, and a concern that the existing transport network will not be able to cope with future growth in Fort William.

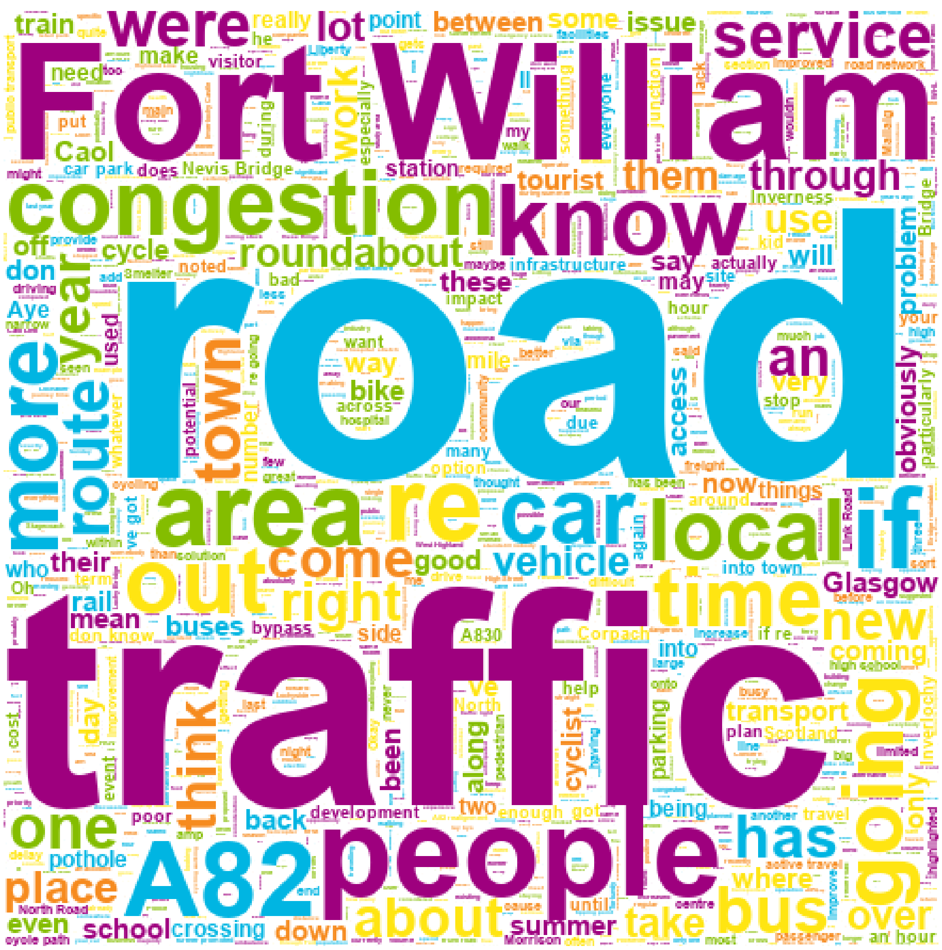


Figure 4-3 Summary of engagement input

Problems and Opportunities

05

5. Problems, Opportunities, Issues and Constraints

5.1 Introduction

The evidence gathered through the engagement stage (Section 4), the review of documents (section 2) and preparation of transport, development and socio-economic baselines (Section 3 and Appendix B) have helped to inform an emerging list of problems that need to be tackled in the Study Area. In addition, they have highlighted a number of opportunities that can be built upon in the future. This section addresses problems and opportunities emerging from evidence gathered in the Fort William Strategic Transport Study.

An assessment of issues (or uncertainties) and constraints for the Study Area has also been carried out for this study in accordance with STAG guidance, and is presented below. Issues reflect uncertainties that may influence the need for and nature of transport investment in the Study Area, whilst constraints are things that decision-makers may have limited control over.

5.2 Identifying Problems and Opportunities – STAG Guidance

It is useful to recap on STAG guidance on the role of identifying problems and opportunities within the STAG process at this point to ensure compliance and transparency of approach.

> "It is important to recognise that actual and perceived problems or opportunities within the transport system must be the rationale for a STAG study.
>
> Perceptions of problems or opportunities with the transport system as identified by users, operators, the public at large and politicians can be as equally important as problems that can be quantified through data analysis.
>
> The analysis of problems should look beyond the immediate manifestation of problems on the transport system. The analysis should, instead, explore the root causes and consequences of problems. At this phase of the Pre-Appraisal process, opportunities for improvements to the transport system and the way it is used should be thoroughly explored.
>
> Practitioners should ensure that an appropriate analysis of data has been undertaken to provide a robust evidence base for the study before proceeding to more detailed appraisal." **(STAG Technical Database, Section 2.5)**

5.3 Problems

A key aim of the Pre-Appraisal stage is to understand if there is an evidence-based case for change, and therefore investment, in the transport network. It is important to assess the evidence for problems and try to understand the root causes of problems. As per STAG guidance (shown above), problems can be both perceived (reported by people who live, work and do business in the area) and observed where quantifiable or direct evidence exists.

Problems have been gathered throughout the engagement, document and data analysis tasks in this study. Appendix E presents a list of problems which have emerged from this process, together with their source and evidence base. These problems have also been sense-checked with stakeholders during the workshop reported in Section 4 above, and additional problems generated at that workshop have been added to this table as well as any additional evidence.

This section aims to present a narrative on the problems reported in relation to the transport network (infrastructure and services, multi-modal) in the Fort William Strategic Transport Study area. It summarises the key problems identified in the study area, their potential root causes and their local and strategic implications. Finally, a visual representation of Fort William transport issues as they currently stand is presented.

5.4 Journey time variability and seasonal congestion

Through engagement with stakeholders and the general public in this study, one of the most common themes that came up when asked about transport issues in Fort William was seasonal traffic congestion. Congestion is a difficult topic to define, as it can vary depending on what people are used to and individual perspectives. For this study therefore, journey time variability has mainly been focused on as an indicator. Notwithstanding that, people

who live and work in Fort William frequently refer to the problem as “congestion”, and it should be recognised that this is how people perceive and articulate the problem.

Seasonal congestion has been recognised as an issue in Fort William for many years, with the existence of a local Fort William Congestion Group and development of a traffic model by Transport Scotland to test potential solutions. Some improvements have been made to the road network in recent years, most notably the replacement of the traffic signals at A82/Earl of Inverness (Inverlochy Junction) junction with a mini-roundabout in 2016 to improve northbound journey times. At the time of writing, work is underway to improve the junction at the Glen Nevis bridge to improve traffic flow and relieve congestion at this point. This work suggests there is evidence that individual junctions and their configurations may be contributing to issues of congestion along the A82 within the Study Area. As incremental improvements are ongoing however, it is difficult to conclude if these will cumulatively improve travel time consistency within the Study Area until works are completed and monitoring has been carried out.

As set out in Section 3, data published in Transport Scotland’s Scottish Transport Statistics illustrates the higher relative seasonal increase in traffic volumes in the Study Area compared to the Highland region as a whole, and visitor data suggests that visitor numbers are increasing in the study area. A September Road Side Interview survey on the A82 south of Fort William in 2017 showed over 40% of vehicle drivers interviewed were on holiday. INRIX travel data and bespoke surveys carried out on the A82 in 2017 provided by Transport Scotland present the implications of these seasonally high traffic volumes in terms of travel times and travel time variability. Analysis of this data verifies the local conceptions that southbound journeys are slower and more susceptible to higher degrees of variability compared to northbound journeys.

The study has identified the problems these traffic patterns and their impact on travel times present:

- Emergency Services in Fort William report issues of staff being unable to reach work due to traffic congestion, as well as delays to emergency vehicles accessing the road network at Belford junction which is in the heart of the A82 road network in Fort William. A teacher in a focus group as part of this research suggested congestion also impacted upon staff and students getting to school.
- Engagement for this study suggests people who live and work in the area are concerned the transport network cannot cope with the planned growth of the town with the Liberty Smelter proposals. The future anticipated population growth of surrounding settlements such as Spean Bridge would also further the importance of Fort William as a regional economic centre. Growth of both these outlying settlements and Fort William may potentially be constrained if travel times are highly variable and lengthy in nature, and diminishing attractiveness of the area as a place to live, work and invest in is a concern for some.
- There is a lack of diversionary routes within and through the study area, which means any delay on the A82 through Fort William can cause the road network to ‘gridlock’. As several people have commented during engagement for this study, there is “one route in, and one route out” of Fort William.
- Bus operators have commented on the impact of congestion on their services, with additional vehicles having to be run during congested times to try to catch up with the timetable.
- Companies transporting goods in the area report that they sometimes choose to ground vehicles completely during road closures rather than attempt diversions, and some vehicles which should be able to make up to 6 loads a day are only making 4, leading to less efficient and more expensive operations.
- The Glen Nevis bridge/junction was reported by many as a source of congestion in the area, as well as the Inverlochy junction. Reports of southbound queuing on the A82 extending as far north as Torlundy were also noted during engagement. Traffic data for a Transport Scotland model suggest traffic flows are highest between the A82/A830 junction and Belford junction. As noted above, Transport Scotland has recently implemented an online improvement at the Glen Nevis junction to improve traffic flow at this point. INRIX data highlights high variability in travel times from the A82 to the A830/A82 junction in the north of town.
- During engagement in the study, people expressed concerns about growing traffic linked with new development such as the retail park and the move of some core services to Blar Mhor. Whilst it is not clear if these developments are leading to additional trips on the road network (as opposed to relocating existing trips), there is a fear that problems will worsen in these areas in years to come. It was also suggested at the focus group for this study that some residents choose not to come into Fort William for fear of congestion, which may have longer term impacts on the vitality of the town centre.

5.5 Road Network Resilience

The nature of the road network in the Study Area is such that it carries both local and strategic traffic as evidenced by results of RSIs discussed in Section 3. Additionally, due to the fact that the A82 constitutes the sole north-south road link through Fort William, the network is highly sensitive to incidents resulting in road closures. The series of maps presented in Section 3 illustrate the official diversionary routes as supplied by the trunk road operating company Bear Scotland.

The length of diversion routes in the event of a road closure in the Study Area is considerable. During road closures as illustrated in Section 3, the journey time of A830 diversions would be at least 1hr and journey time of A82 diversions would be over 2½ hrs.

Data on road closures from BEAR Scotland Ltd seem to suggest road closures are infrequent and variable, with eight recorded in 2016 (mostly linked to Road Traffic Collisions), and three in 2017. The duration of road closures varies from 45minutes to one incident in 2018 where the A82 was closed for 14hours. Whilst infrequent, these closures cause significant disruption as reported through the engagement process.

Analysis of ATC data suggests traffic volumes do intensify during weekends, public holidays and potentially around events such as the Mountain Bike World Cup in early June. It is difficult to conclude however if these traffic volumes lead to journey time variability, and Shuttle Bus services and Park and Ride is offered for large-scale events like the Mountain Bike event. Anecdotally, local people state that unexpected incidents are more likely to cause gridlock, and the lack of diversionary routes compounds the problem. Incidents can vary from road traffic collisions, issues with the canal swing bridge at Banavie, abnormal loads.

5.6 Public transport network – poor bus accessibility and declining services

Public transport issues have been commonly cited during engagement for this study. The bus industry in the UK generally is facing a period of sustained passenger decline. Stagecoach has withdrawn from bus service provision in the area in 2018. The infrequent nature of the majority of bus services in the Study Area may limit the appeal of bus travel and may contribute to geographic exclusion/isolation, particularly for residents of the outlying settlements. Bus accessibility (SABI) analysis, reported in Section 3, suggests Fort William has poorer bus accessibility than Oban, though is on a par with comparable areas elsewhere. Areas to the north-west of Fort William town centre, and the furthest south in the town, rank lowest on the SIMD Geographic Access domain which measure access to vital services by public transport and private car. The study area has a higher proportion of households without access to a car than the Highland-wide average.

A local bus operator advocates for an improved bus station with better waiting facilities for passengers. The current bus station has real time information but buses share stances which may confuse some passengers. The waiting area offers limited protection from cold weather, though it is close to the rail station and taxi ranks which offers an opportunity for transport integration. The journey from the bus and rail station area to the town centre is not an inviting one, with the negotiation of a pedestrian underpass.

A local bus operator has commented that innovative thinking is required to make the bus network commercially viable in this area, with a better link to development opportunities.

5.7 Public transport network – low use of rail for local journeys and limited Central Belt connections

The timetabling of rail services in the Study Area is such that opportunities to commute by rail are limited. In respect of local commuter journeys, there is a single weekday service which calls at Corpach (07:13) and Banavie (07:17) en route to Fort William where it arrives at 07:25. In terms of services departing from Fort William, the only evening service which operates between Fort William and the same settlements departs at 16:19, calling at Banavie at 16:25 and Corpach at 16:30.

In addition to constraining the usability of rail for work commuting purposes, the existing timetabling and location of rail halts also constrains the usability of rail for travel to school purposes. Census travel to work data shows that rail accounts for 0.75% of travel-to-work journeys in the Study Area, which is lower than the Highland average, and the national figure of 4.17%.

The limited number of Central Belt rail connections has been highlighted by a number of stakeholders and the public during this study, with a notable gap in the timetable from Fort William to Glasgow in the afternoon. The timetable also prohibits the use of rail for a full day trip in Fort William from the Central Belt, allowing only five hours in the town. ScotRail are refurbishing the existing West Highland Line rolling stock which may address current deficiencies like lack of air conditioning and limited toilet facilities.

ScotRail data suggests rail demand on the West Highland Line continues to grow, though it is the most seasonal of all rail routes in Scotland, which suggests the business case for investment which would have all-year round costs (e.g. additional rail services) may be difficult to prove.

5.8 Constraints on active travel

Active travel issues were commonly cited during engagement, and there appears to be a real desire to walk and cycle more for everyday journeys. The alignment of the A82 causes severance of the Town Centre from the rail and bus stations and from the waterfront. This was frequently raised during the engagement process. Gaps in the cycle network were highlighted by local people, including a need for better links between Caol and Fort William town centre.

Lack of awareness of existing active travel facilities was highlighted in respect of visitors and locals, in part due to a lack of signage. The off-road shared use path to the east of the A82, providing connectivity with Torlundy was highlighted during engagement as such an example. This lack of awareness, and gaps in onward connectivity i.e. with the Town Centre, may potentially make travelling by bicycle a less attractive option.

The alignment of National Cycle Network Route 78 which necessitates users to undertake two ferry crossings (Corran and Camusnagual), falls short of achieving the ‘5 c’s’ design principles for active travel; convivial, convenient, connected, conspicuous and comfortable. The inconvenience and indirectness of the route is further compounded by the fact that ferry services operate from Camusnagaul, Monday to Saturday only. These shortcomings may too be anticipated to make travelling by bicycle a less attractive option.

5.9 Summary: State of the Town – Transport problems

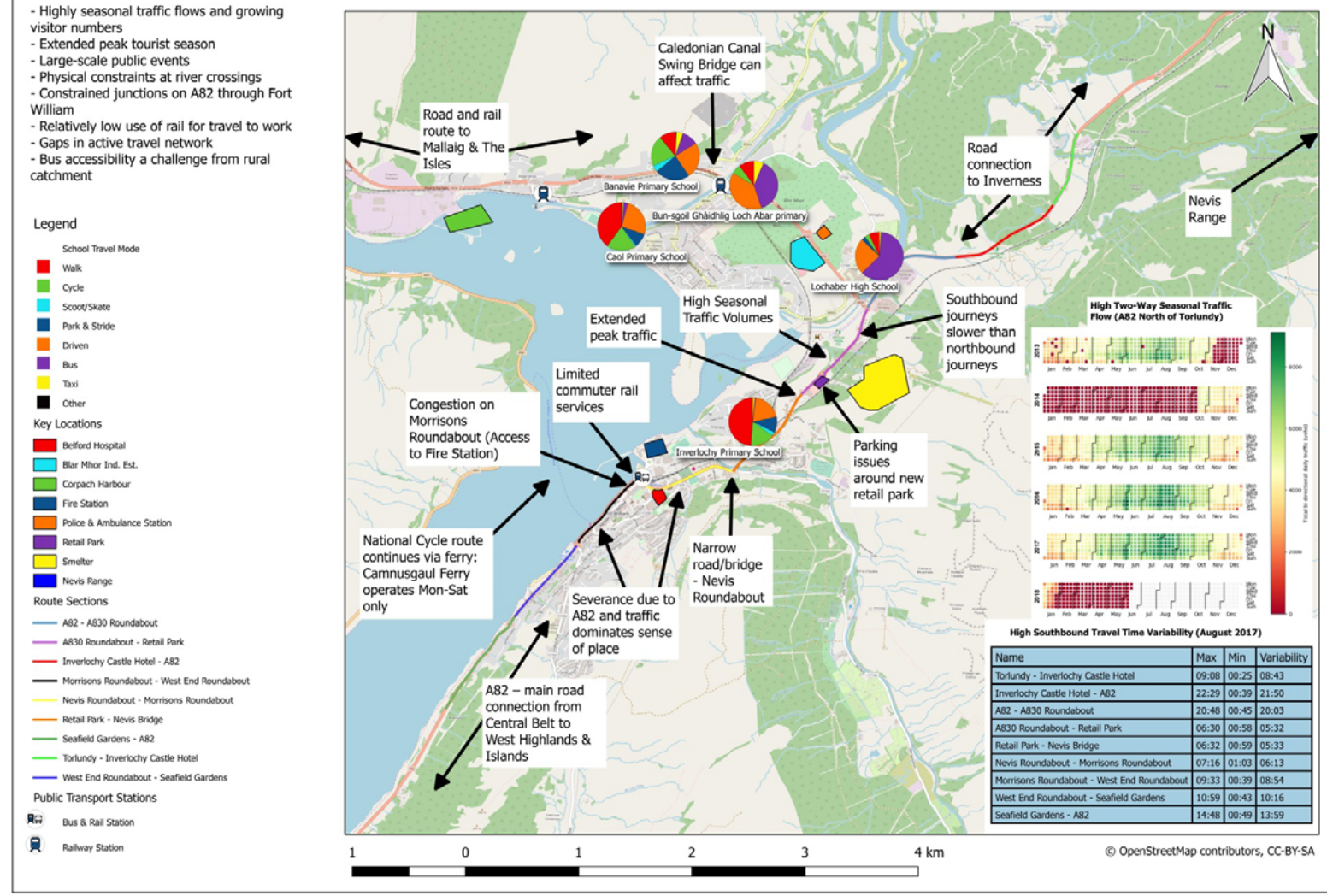
It is clear that congestion is a major concern for the people who live and work in Fort William. The contributory factors are less clear, though previous work by Transport Scotland suggests specific junctions are an important factor, whilst high seasonal volumes of traffic correlate with the largest degree of travel time variability. It is not clear if events themselves lead to travel time variability, and incidents, whilst having a major impact when they occur, do not happen frequently according to official data. The impacts of incidents however are compounded by the significant diversionary routes required in an area with limited or no diversionary routes within the Study Area.

Together with a range of wider contributory issues, such as an active travel and public transport network that is not supporting as many sustainable travel journeys as it potentially could, there is a case for intervention of varying types and magnitude to support Fort William’s continued growth in the future.

Fort William Pre-Appraisal: State of the Town

Contributory Factors?

- Highly seasonal traffic flows and growing visitor numbers
- Extended peak tourist season
- Large-scale public events
- Physical constraints at river crossings
- Constrained junctions on A82 through Fort William
- Relatively low use of rail for travel to work
- Gaps in active travel network
- Bus accessibility a challenge from rural catchment



5.10 Opportunities

The following table sets out opportunities for improvement to the transport system and the way it is used in Fort William.

Table 5-1 Opportunities

Opportunity Description	Source	Implications for FW Strategic Transport Study
High level of engagement with transport and place issues in the town, as evidenced by comparatively high level of participation in this strategic transport study (Placecheck, Community Councils, drop-in session).	This study and high level of participation by community.	Suggests high degree of interest in finding solutions to transport-related problems in the community, and could lead to high level of buy-in to a range of solutions if addressing issues in a tangible way.
A dialogue has started at policy level on transport improvements needed in the town suggesting political will which is important for change. Proposed WestPlan and Lochaber Area Committee stated priorities for transport infrastructure. Fort William Active Travel Audit/ Masterplan has a body of work highlighting gaps in the active travel network and potential improvements, which can be built upon further.	Highland Council.	At a key point in the planning process to safeguard and identify transport improvements (ref Transport Background Paper[40]). Body of work already exists on Active Travel needs in town.
Active travel infrastructure continues to be invested in, with recent improvement to Soldiers bridge through Sustrans Community Links, The Highland Council and HITRANS. Further improvements to Soldiers Bridge planned in 2019 through funding support from Liberty.	Multiple partners	Commitment to improving active travel infrastructure has been demonstrated, and opportunities to continue this in coming years. Opportunity to secure developer contributions as town continues to grow.
Liberty Smelter proposals and associated jobs and housing.	Planning documents and stakeholder interviews.	Growing travel demand on local network for staff and associated ancillary industries, although TA suggests minimal impact. New areas of housing and associated travel demand and transport improvements potential through the planning process.
High level of primary school cycling to school as evidenced by Hands Up Surveys results.	Hands up Survey results for Fort William schools.	Appetite for cycling to school which has wider benefits for the community. This could suggest existing community buy-in to better cycling infrastructure and more investment in networks which can be built upon in the future.
A82 short-term junction improvement (Nevis junction)	Transport Scotland and Fort William Traffic	May see some improvement in A82 during seasonal months in terms of journey time and queuing though impact may not be

[40] http://consult.highland.gov.uk/portal/westplanpp?tab=files

Opportunity Description	Source	Implications for FW Strategic Transport Study
by Transport Scotland.	Congestion Group.	known until after-scheme monitoring done by Transport Scotland. Short-term improvement however.
Census Travel to Work data suggests potential for modal shift for shorter journeys. Accessibility mapping suggests most of area is within 30 minute cycling threshold.	Census TTW data.	Through improved investment in public transport and active travel infrastructure, there is potential for positive modal shift for some key, short journeys.
Fort Augustus visitor centre, Scottish Canals. Potential for Scottish Canals to act as partner in attracting funding from Sustrans for cycling and walking improvements. Development of the Thomas Telford Marina might eventually give potential for a water taxi business between Corpach & Fort William. Scottish Canals are at early stages of looking at the possibility of disabled access across their right of way lock-gate at Corpach, which would allow wheelchair users an easier crossing to link the villages of Corpach and Caol leading to Fort William. Development of the marina might give potential for a water taxi business between Corpach and Fort William.	Scottish Canals website and initial engagement.	May increase profile of Caledonian Canal further in Fort William and lead to increase in visitor numbers. May enhance walking and cycling connections for both visitors and local residents, and enhance access for those with mobility difficulties. May lead to innovative water-based transport solutions. If progressed, such a service would offer another modal choice for travel between Corpach and Fort William.
Opportunities to improve walking and cycling access to the canal, and by those with mobility difficulties. Corpach Locks development opportunity.	Scottish Canals engagement. West Highlands and Islands Proposed LDP (FW19).	Canal infrastructure can often serve both functional and leisure trips. Water-based recreational and tourism potential which could support transport investment in supporting services / infrastructure..
Fort William Waterfront. Marine study.	West Highlands and Islands Proposed LDP (FW22). HIE.	Enhanced marine connection facilities including promenade, marina/harbour, seaplane and cruise liner facilities. It is noted that there were plans for Fort William Waterfront as part of an £80 million project which would have included a new supermarket, offices and a residential development. However, in 2010 plans were withdrawn owing to the global economic situation at the time. An engineering study to examine the potential for the

Opportunity Description	Source	Implications for FW Strategic Transport Study
Growth in cruise ships in area.	Chamber of Commerce.	development of a deep-water port. This facility would be able to handle in-bound raw materials including Alumina and LNG. It would also offer scope for in-bound transit of other bulk goods and for the shipping of manufactured goods from Lochaber to markets in the south. Should the engineering study demonstrate that such a development would be feasible and affordable, a full master planning exercise of the Corpach industrial area would be required. Growing demand for local tour operators and collective travel (cruise ship passengers unlikely to require private individual vehicles).Potentially demand for better coach access facilities to Loch Linnhe, and pontoons.
Corpach Masterplanning pre-feasibility exercise underway in 2018	The Highland Council	Opportunity to take wholesale look at needs of Corpach area in terms of services and infrastructure across multiple policy areas, and possible opportunity to develop transport proposals and project and improve accessibility by sustainable modes.
Higher percentage of 0-15 year olds in comparison to Scotland wide figures.	Socio-economic baseline.	Slightly younger population, potential for behaviour change?
Growing tourism levels, Outdoor Capital branding, enhanced tourism profile from Scenic rail route (West Highland Line voted Most Scenic Rail Journey in UK 2017[41]), Fort Augustus Caledonian Canal Centre, Glen Nevis visitor centre development.	Tourism figures, engagement, online research, stakeholder interviews.	Growing demand for rail travel by visitors to the area, though highly seasonal demand means it is difficult to make a business case for year-round transport investment in new rolling stock and services.
Other places in Scotland with growing demand from camper vans – Loch Lomond zones for camper vans, to provide certainty of service provision and reduce ad-hoc pressure.	Chamber of Commerce.	Example of localised measure to respond to specific issues around vehicle-based tourism which could be considered for the Study Area.
Scottish Transport Projects Review (STPR) – refresh / update 2018/19.	Transport Scotland.	Opportunity to make the case for national investment in transport network in Fort William.
Flood management scheme for Caol and Lochyside.	Highland Council online material.	Plans include improved walking and cycling infrastructure as part of scheme which will improve active travel opportunities in the Study Area.
Appetite for more rail-based and sea-based freight and ongoing discussions within the industry.	Stakeholder interviews (Ferguson and Timber Transport Forum).	Reduce pressure on strategic road network from freight.

[41] http://www.westhighlandline.org.uk/index.php/news

Opportunity Description	Source	Implications for FW Strategic Transport Study
Transport Scotland consultation on ways to empower local authorities with greater options to improve bus services in their area, in partnership with operators. Published Transport (Scotland) Bill 2018.	https://www.transport.gov.scot/consultation/local-bus-services-in-scotland-improving-the-framework-for-delivery/	Potential for improved partnerships with local bus operators and improved bus provision in the Study Area.
ScotRail investment in rolling stock on West Highland Line.	ScotRail. Caledonian Sleeper/Serco	Refurbished Class 156 trains due to be operational on West Highland Line in 2018. This will see the installation of additional luggage racks. Programme for Government commitment to have additional train carriages for bicycles and outdoor sports equipment on rural routes, including West Highland Line. ScotRail are currently developing proposals for Transport Scotland consideration. This could support more sustainable travel to the area by visitors as opposed to car-based travel. SMART and integrated ticketing is in place e.g. through the Spirit of Scotland ticket. Work is ongoing on a Scenic Trains offer on tourism-linked rail routes across Scotland including the WHL, and is likely to focus on an enhanced offer to passengers including better information, dedicated staff resources and catering package. Caledonian Sleeper rolling stock also being revamped to higher quality accommodation.
Changes to short and long-stay parking charges across all off-street car parking in the Highland Council area including Fort William.	THC website, March 2018.	Enhanced demand management which may encourage some to choose more sustainable modes for shorter journeys. Parking management is an important part of any travel demand management approach in urban areas to achieve modal shift.
Potential development of a whitewater course at the exit of the aluminium smelter tailrace in Fort William.	Fort William Tailrace Development Group e-mail correspondence and West Highlands and Islands Proposed LDP (FW20).	The site is identified as FW20 Smelter Tailrace in the West Highland and Islands Proposed LDP. The project is likely to be in close proximity to the safeguarded route in the Proposed LDP for an A82 realignment project. The Tailrace project may lead to further recreation / tourism improvements and developments of the Black Park, Great Glen Way, Old Inverlochy Castle and BA Club Fields. There has also been investigation into a 'Pump Track' bike facility in this or a nearby location.
The Highland Council is providing Fort William staff with access to a car club for business travel, which is positive for building a sustainable travel culture in the study area.	Highland Council and E Car Club and Enterprise Car Club (Inverness)[42]	The Council recently undertook a review its grey fleet, where staff and Members use their own cars to deliver services, and this review identified that the car club model would be an appropriate way to reduce both costs and risk to the organisation. The car club model is being piloted in 2018 at key sites within the Council's estate including for staff based at the new Charles Kennedy Building (multi-department council Service Centre) in Fort William. The purpose of the pilot is to displace costly grey fleet and car hire journeys by rolling out car club vehicles.

[42] https://www.highland.gov.uk/news/article/11084/car_clubs_help_the_highland_council_drive_ahead

5.11 Issues and Constraints – STAG Guidance

To ensure compliance with STAG guidance, and for the purposes of transparency, an excerpt from STAG on the purpose of identifying issues and constraints is shown below.

> "In parallel to problem and opportunity analysis, relevant Issues and Constraints should also be considered within the context of a STAG led study. It is important that the identification of problems and opportunities is considered within the wider context.
>
> 'Issues' are uncertainties that the study may not be in a position to resolve, but must work within the context of. Where there are uncertainties, there is a responsibility to develop an option that is either robust under different possible out-turns or, alternatively, is flexible enough to be adapted in response to changed circumstances.
>
> Examples of Issues include:
>
> - Uncertainty at the time of the study whether a major road or rail link will be built that will affect the study area;
> - The impact of a major new land-use development has yet to become clear; and
> - A study for a neighbouring area may lead to a proposal that results in significant changes to through traffic passing across a study area.
>
> Practitioners should account for, or if possible neutralise, such Issues through liaison with neighbouring authorities, government departments and agencies, and transport operators.
>
> Constraints represent the bounds within which a study is being undertaken. These may include but are not limited to:
>
> - The statutory powers of an authority to promote change;
> - The funding levels that can realistically be obtained;
> - Scottish, UK or EU legislation; and
> - Scottish or UK fiscal policy.
>
> Similarly, constraints on the shape of a particular option could be affected by:
>
> - Sensitive areas of ecological or landscape or heritage importance;
> - Built-up areas;
> - Rivers or railway lines which are expensive to bridge;
> - Rough terrain making infrastructure works expensive; and
> - Unusual existing patterns of development such as industry and commerce spread over wide areas outside the traditional urban centre.
>
> An early appreciation of these issues will assist in identifying an option which is more readily acceptable than one which ignores them. While it is proper for a study to highlight how a change in the constraints it faces may contribute to the development or success of a transport option, no option should be developed that is dependent upon a change to the constraints upon a study, unless the promoting organisation is in a position to change those constraints."

5.11.1 Issues

Issues, or uncertainties, in this study are itemised below. There is a degree of overlap between issues and the problems and opportunities identified in Section 4, highlighting the iterative nature of the STAG process.

- Uncertainty over the impact of associated jobs and housing with the Liberty proposals on the transport network – direct impacts from the development are forecast presently as being limited. Uncertainty over the precise location and impact of new housing in Fort William although the scale of units is set out in development plan.
- Uncertainty over the cumulative impact of numerous recent developments in the town that are potentially moving the centre of gravity of the town (in terms of local services) away from the town centre – to site of

Police HQ the new hospital, Lochaber High School, Liberty and nearby retail development. Impacts on travel demand (and on demand to travel to town centre).

- Uncertainty over residual issues remaining after any short-term interventions by Transport Scotland on the A82 at Nevis junction in 2018 / 19.
- Uncertainty of marine / port / harbour proposals being developed and any proposals to emerge from recently initiated Marine Study (HIE and local industry partners).
- Uncertainty over the changing nature of tourism in the area and the impact of West Highland Line rolling stock changes, any timetable review by ScotRail and the growth of touring-based tourism (e.g. growth in campervans and visitors following the North Coast 500).
- Uncertainty over the deterrence factor of congestion on the local economy and visitor perceptions of Fort William, and whether this is already happening (e.g. focus group participants talked about avoiding the town centre due to congestion and shopping in outer retail centre instead, and anecdotal concerns by stakeholders through interviews that some coaches and visitors may be passing though Fort William instead of stopping as planned if journey has been delayed).

5.11.2 Constraints

As per the criteria within STAG, constraints in this study include the following:

- Physical and environmental constraints:
  - Nationally important assets identified through engagement with Historic Environment Scotland (see Section 3). Any transport study should consider potential direct and indirect (setting) impacts on these assets which include Caledonian Canal and Inverlochy Castle.
  - Parts of the Ben Nevis and Glen Coe National Scenic Area (NSA) are located near the study area near the A82. SNH state there should be no adverse impacts on visual amenity. There is a SSSI located at Achintore on the uphill side of the A82. The Ben Nevis SAC / SSSI is located within 1 km of the A82, so cognisance should be taken of potential sensitivity to this. Improving traffic flow may reduce potential air pollution impacts on this site.
  - Areas vulnerable to flooding in substantial parts of the study area as shown in SEPA flood mapping. That said, a Flood Management scheme is proposed for this area which represents an opportunity to improve active travel infrastructure[43],
  - Geography of the study area, constrained by mountains and water and shape of settlements along the coast, means that alternative road provision will always be constrained to a degree.
- Organisational and funding constraints:
  - The A82 is a trunk road and the responsibility of Transport Scotland. It is therefore subject to competing priorities for investment at a national level with other trunk roads and major transport schemes across Scotland. The forthcoming STPR review is an opportunity that will provide the opportunity to assess and prioritise spend on transport projects across Scotland.
  - There are also local authority budget constraints within The Highland Council.
- Economic constraints:
  - Whilst the growth in the tourism industry is a positive opportunity for the study area, there are certain constraints associated with this. Car-based visitor access is most likely required to be accommodated in the future to ensure the area stays attractive as a visitor destination, alongside more sustainable modes of access where possible. The study area may be an important stopping point on-route to Skye, which has seen a large increase in visitors in recent years, as have destinations within or adjacent to the Study Area. Finally, the area is home to a number of major events which generate travel demand from participants and spectators which has to be managed in terms of transport impacts locally, ensuring these events are not deterred from happening in the area in the future due to concerns over congestion or access.

[43] Caol and Lochyside Flood Protection Scheme – public exhibition material online

5.12 Summary: Fort William opportunities

A graphic produced by the Highland Council in 2018 summarises the main opportunities in terms of development and assets in Fort William up to 2040. This aims to proactively consider how the town is likely to change in the next 20 years, and the types of infrastructure that may be needed to successfully support change and growth.

Transport Planning Objectives

06

6. Transport Planning Objectives

6.1 Introduction

The transport appraisal process is evidence and objective led. This means that a clear direction and purpose is set by objectives, which in turn respond to evidence-based problems. These objectives state what needs to be achieved any future interventions and investment, and guide the development, and ultimately the assessment of the relative performance, of potential solutions.

This section of the report sets out the approach taken to the development of objectives in this study, referred to in STAG guidance as Transport Planning Objectives.

6.2 The Setting of Transport Planning Objectives

Transport Planning Objectives (hereafter TPOs) are developed as part of the Pre-Appraisal so that the evidence based problems can be addressed. As the study progresses options will be appraised against the developed TPOs. STAG guidance discusses the role of TPOs and the process of setting them in detail, and this study has taken cognisance of this[44]. In essence, TPOs should:

- Confirm the outcomes sought by the study (as opposed to the activities required to achieve them);
- Serve as a basis for directing and guiding the entire study process;
- Be based on a comprehensive exploration and understanding of the root causes of problems and consequences of opportunities;
- Should be informed by existing and relevant material such as previous consultations or existing objectives;
- Should be informed by the Scottish Government's Purpose and National Outcomes, and relevant established policy directives;
- Provide clarity in the appraisal of transport options, and facilitate objective-led, informed outcomes; and
- Be SMART (Specific, Measurable, Achievable/Attainable, Realistic and Timed) although they do not need to be entirely SMART at the Pre-Appraisal stage.

6.3 Analysis of Relevant and Existing Policy Directives and Objectives

Following on from the analysis of policy documents presented in Chapter 2 of this report, a further analysis of policy directives and objectives from relevant strategy documents has been undertaken. This is to ensure the TPOs developed for the Fort William Strategic Transport Study are taking cognisance of national (shown in Figure 6-1), regional and local objectives of relevance (shown in Figure 6-2), to ensure consistency of outcomes.

[44] https://www.transport.gov.scot/publication/stag-technical-database/section-3/

STAG criteria

- Environment (maximising the quality of the built and natural environment for enjoyment by all);
- Safety (reducing the risk and incidence of accidents and improving the security of all transport users);
- Economy (saving people's and business's time and money and facilitating desired economic development);
- Integration (fitting the transport network together and ensuring a rational relationship between transport, land-use and wider policy);
- Accessibility (providing everyone, not just users but also non-users, with the means to travel to opportunities of all kinds).

Scottish Government outcome

- 1. We live in a Scotland that is the most attractive place for doing business in Europe;
- 2. We realise our full economic potential with more and better employment opportunities for our people;
- 3. We are better educated, more skilled and more successful, renowned for our research and innovation;
- 4. Our young people are successful learners, confident individuals, effective contributors and responsible citizens;
- 5. Our children have the best start in life and are ready to succeed;
- 6. We live longer, healthier lives;
- 7. We have tackled the significant inequalities in Scottish society;
- 8. We have improved the life chances for children, young people and families at risk;
- 9. We live our lives safe from crime, disorder and danger;
- 10. We live in well-designed, sustainable places where we are able to access the amenities and services we need;
- 11. We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others;
- 12. We value and enjoy our built and natural environment and protect it and enhance it for future generations;
- 13. We take pride in a strong, fair and inclusive national identity;
- 14. We reduce the local and global environmental impact of our consumption and production; and
- 15. Our public services are high quality, continually improving, efficient and responsive to local people's needs.

National Transport Strategy (under review)

- Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety;
- Reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health; and
- Improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services, value for money and a realistic alternative to the car.

Scotland's Economic Strategy

- Investing in people, infrastructure and assets.
- To foster a culture of innovation.
- To promote inclusive growth,
- To enable Scotland to take advantage of international opportunities.

Figure 6-1 National Objectives

Highland LTS (2000)	Highland Outcome Improvement Plan	Highland Action Plan for Economic Development	HITRANS RTS
• Economy: Provide a transport network to enable sustainable economic growth, noting the very different conditions between urban and rural locations and addressing the remoteness factor facing Highland trips to the rest of the UK; • Social Inclusion: Facilitate travel to enable economic/social involvement and improve access/travel choices to essential services for those without access to a private car; • Environment: Manage/reduce the impacts of transport on the natural and built environment; • Health: Increase levels of cycling and walking to promote health improvement and modal shift; • Road Safety: Continue to improve road safety, addressing locations where road accidents are above average levels; • Personal Safety: Address issues of perceived safety and personal security particularly where they are a barrier to walking, cycling and public transport; • Policy Integration: Identify policy overlap across Council services, and with other public bodies (e.g. NHS), maximise benefits and minimise contradiction; • Investment Integration: Identify benefits and opportunities of combined transport procurement for all Council services; and • Traffic Reduction: Where appropriate consider targets for reducing traffic, although noting the variation in conditions and requirements between rural and urban areas	• Poverty reduction; • Community Participation & Dialogue; • Infrastructure; • Community Safety & Resilience; and • Mental Health & Wellbeing.	• To stimulate and support indigenous business growth • To help maximise the impacts of the UHI and attract national and international research funding into the area • To ensure that the workforce, sector by sector, has the skills to enable the region and its businesses to capitalise on opportunities • To address the growing problem of youth unemployment, and to attract people back to help fill new job opportunities • To focus on job creation that will help raise the region's relatively low average earnings in the private sector • Whilst creating jobs in the short term to compensate for public sector cuts and maintain the region's growth momentum.	• Delivering connectivity across the region which enables sustainable economic growth. • Reduction of barriers to participation, including in employment. • Reduction of journey times and improved journey time reliability and resilience.

Figure 6-2 Regional and Local Objectives

6.4 Involvement of Stakeholders in the Objectives Setting Process

To aid the development of the TPOs, at the stakeholder workshop held on 3rd May in Fort William, attendees were asked to generate a list of key themes which should be used to influence the development of the TPOs. Multiple themes were listed; a summary of the key themes are listed below:

- Alleviate congestion and the impacts of congestion throughout the year particularly economic and social impact
- Active travel and integrated network
- Resilient and future proofed network for all users (including ageing pop)
- Modal shift to sustainable transport for people and goods
- Reduce the environmental impact of transport & making Fort William an attractive and sustainable to visit and live in
- Smarter management of visitor demand
- Smarter management of freight travel demand
- Public transport network accessible, affordable for all (& information)
- A health-promoting transport network

6.5 Draft Transport Planning Objectives

Draft TPOs have been developed for the study based on the outcomes of the tasks outlined in previous chapters and as noted above, have been influenced by:

- The themes generated by stakeholders at the workshop which are directly in response to identified problems
- Existing policy directives of relevance at a national, regional and local level
- STAG guidance

It should be noted these are draft TPOs at this Pre-Appraisal stage, and should be sense-checked through stakeholder consultation in any future Part 1 / Initial Appraisal.

Table 6-1 Transport Planning Objectives

Objective
To create a transport network that alleviates the economic and social impacts of congestion, particularly journey time variability, for both local and strategic transport users and accommodates future growth in the Lochaber area: This objective specifically addresses the problems of: • The perceived and observed impacts of journey time variability in the Study Area. • The concerns that congestion / journey time variability is preventing Emergency Services and bus services from operating properly, and affecting people getting to school and work. • The concerns that journey time variability is leading to lost time for hauliers and deliveries. • Concerns that visitors and local people may increasingly be deterred from the area by levels of congestion, and a desire to ensure the local economy continues to thrive in the future.
To ensure the transport network is resilient in the event of incidents and road closures: This objective specifically addresses the problems of: • The perception by stakeholders that incidents can cause journey time delay on the road network, and prevent vital social and emergency services from operating to the best of their ability. • The limited nature of the road network in Fort William in terms of one primary road network running through the area with limited diversionary routes.
To deliver a health-promoting, sustainable and fair transport network that promotes equal access to opportunity: This objective specifically addresses the problems of: • Households without access to a car in Fort William and the need to ensure the growth of the town benefits everyone in an inclusive manner, even those without access to a car. • The desire by many to be able to walk and cycle for more local journeys and Census evidence on the proportion of relatively short journeys for work and education. • The severance caused by the A82 and A830 throughout the study area, and difficulties imposed by this road network on active travel connections. • Local concerns over safe and appropriate active travel infrastructure. • The need to improve the bus and local rail offer in Fort William to support modal shift to public transport.
To achieve smarter, more reliable and sustainable movement of goods to, from and through the area: This objective specifically addresses the problems of: • The desire by some industry sectors and employers to move freight away from road to offer greater resilience. • The proportion of HGVs on the road network in the Study Area (though data is variable on this). • Improved efficiency of road-based freight movements where road is the only option.
To achieve smarter management of travel demand to reduce seasonal impacts on the transport network: This objective specifically addresses the problems of: • Observed longer journey times during seasonal peaks (INRIX data) and resulting impacts on wider community as reported during engagement for this study. • High proportion of vehicle travellers on A82 in vicinity of Fort William (as evidenced by RSI data) being visitors to the area, and a need to encourage more to travel by rail or bus (or even by water-borne means) to the area.

Appendix E presents a cross-referencing of the detailed list of problems emerging from this study with the draft objectives above. This is a useful sense-check to ensure the objectives clearly address evidence-based problems.

6.6 Draft Transport Planning Objectives: Indicators

There will be an opportunity to "smart-en" draft objectives later in the STAG process. That said, it is important to check that objectives can be measured in the future to ensure progress can be monitored. The following table outlines some indicators and data sources that could be used to gauge change and the impact of investment over time as a result of this study.

Draft TPO	Indicator	Baseline dataset	Future monitoring
To create a transport network that alleviates the economic and social impacts of congestion, particularly journey time variability, for both local and strategic transport users and accommodates future growth in the Lochaber area:	Travel time variability Traffic volumes in study area	INRIX 2017 Baseline ANPR survey data 2017 (Transport Scotland) ATCs 2017	INRIX is an ongoing data source held by Transport Scotland ANPR would have to be repeated (and can be costly) ATCs – ongoing data source Previous Scottish Government National Performance Framework indicator on congestion was measured by Scottish Household Survey Travel Diary but SHS data sample not sufficient for study area
To ensure the transport network is resilient in the event of incidents and road closures:	A82 (through study area) closure time from incidents Diversionary distance for study area road closures	No available baseline found though could be collated by BEAR and Police Scotland BEAR information on length of diversion routes 2017	Set up robust monitoring regime for this between agencies in 2018 Compare diversionary route distances each year
To deliver a health-promoting, sustainable and fair transport network that promotes equal access to opportunity:	Modal share for journey to work Modal share for journey to school Accessibility of bus services using SABI analysis	Census data factored up Travel plan data for Liberty (staff travel) Hands Up Survey data for all schools, 2017 SABI analysis, reference period 2017	Census data from 2021 may be best future source though often a lag of several years to obtain travel to work data Previous Scottish Government National Performance Framework indicator on % of journeys to work by public transport and active transport was from Scottish Household Survey but data sample not sufficient for study area Assume baseline staff travel survey and follow up surveys as part of Liberty Travel Plan process Hands Up Survey is annual (though dependent on schools participating) SABI done annually by Transport Scotland
To achieve smarter, more reliable and sustainable movement of goods to, from and through the area:	Freight tonnage carried by road and rail and water RSI and proportion of HGVs Traffic data and % of HGVs on A82 and A830	Uncertain if baseline exists – a better indicator would modal split of total freight but would be difficult to calculate RSI 2017 ATCs and reported in STS, also baseline traffic model survey data 2017	Set up monitoring of goods transported from FW area and gather data from key companies (could be commercially sensitive) RSI repeated in future years
To achieve smarter management of travel demand to reduce seasonal impacts on the transport network:	Modal share for visitors to the area RSI 2017 on proportion of vehicle drivers on holiday	No baseline known – bespoke survey required RSI	Survey every 2 years of how visitors travelled to FW RSI could be repeated by Transport Scotland in the future (though can be costly)

Option Generation and Sifting

07

7. Option Generation and Sifting

7.1 Introduction

This chapter sets out the long list of options generated as part of the study. Options relating to all modes have been considered at this stage of the appraisal process and have been generated to address the identified problems and opportunities. Options have also been generated with cognisance taken of the draft Transport Planning Objectives (TPOs).

As outlined in STAG guidance:

"It is vital to derive options which fully reflect the range available and at this early phase in the process, this exercise should not be constrained. It is imperative that practitioners cast the net wide in generating options as potential solutions to the identified transport problems and opportunities".

The option generation process has followed the following processes:

- Review of relevant policies
- Analysis of problems and opportunities
- Development of Transport Planning Objectives
- Development of Do-Minimum and Reference Cases
- Generation of long list of options

7.2 Options

7.2.1 Do Minimum

STAG states that generated options should be appraised against a do-minimum option. The do-minimum includes transport improvement commitments that have policy and funding approval and from which it is difficult to withdraw. The do-minimum would be further developed to inform any transport modelling of options in later stages of the transport appraisal process. At this stage, the do-minimum for the purposes of this study includes the following:

- Liberty development.
- Relocation of Belford Hospital.
- A82 Nevis Bridge improvements to improve traffic flow within the existing carriageway. Project led by Transport Scotland and BEAR, and being progressed in 2018.

7.2.2 Reference Case

The Reference Case in STAG is composed of interventions and investment that may happen in the future with an influence on travel demand, but which are not classed as fully committed (in contrast to the Do Minimum). The Reference Case for this study will be developed further in future stages and is likely to include elements of the emerging West Highlands and Islands LDP where funding has not been committed, alongside other emerging proposals which are at an advanced stage of planning such as the concept of a multi-modal port facility.

7.2.3 Long list of options

Table 7-1 details a long list of options considered as part of this Pre-Appraisal stage. Options have been categorised into type of option (roads based, active travel, public transport etc.) and whether an option is infrastructure or management. An initial commentary has also been provided outlining the feasibility, affordability and public acceptability of each option where this information is available.

An initial assessment of whether option contributes to the five Draft TPOs above has also been carried out using the following scale:

- Positive contribution to draft TPO +
- Uncertainty over contribution or neutral impact 0
- Unlikely to contribute to / negative contribution to TPO -

Finally, a recommendation has been made on whether to take each option forward to further development and appraisal at the Part 1 / Initial Appraisal stage. The rationale for this is set out, and is linked to:

- Contribution to Draft TPOs
- Deliverability (feasibility, affordability and public acceptability)

Table 7-1 Long List of Options

Ref	Option	Type of measure	Rationale / Detail	Geographic Focus	Origin	Initial Commentary (Implementability-feasibility, affordability, public acceptability)	To deliver a health-promoting, sustainable and fair transport network that promotes equal access to opportunity	To create a transport network that alleviates the economic and social impacts of congestion, particularly journey time variability, for both local and strategic transport users and accommodates future growth in the Lochaber area	To ensure the transport network is resilient in the event of incidents and road closures	To achieve smarter, more reliable and sustainable movement of goods to, from and through the area	To achieve smarter management of travel demand to reduce seasonal impacts on the transport network	Take forward to Part 1/Initial Appraisal?
Roads Based – new infrastructure												
A1	New road link between A82 and A830. Variants of this include the Caol Link Road as presented in the Proposed LDP and a bridge crossing of River Lochy further to the east inland.	Infrastructure	Construction of a new link road between Fort William and Caol, in line with the indicative route detailed in the West Highlands and Islands LDP. Aiming to connect the A82 An Aird roundabout to the A830 at Blar Mor, and would also include a rail bridge crossing. New road is anticipated to release capacity which may allow measures such as bus priority to be implemented on existing road network.	Strategic	West Highlands and Islands Local Development Plan, Placecheck, Workshop, Telephone interview	- Land ownership issues - Feasibility issues related to bridge span and physical constraints of the land including flood risk. - Costs anticipated to be high - £35m-£50m as per THC WestPlan Transport Background Paper 2016 - Pinch point issues in residential area of Caol - Limited public support in affected area (Caol)	0 (although could be positive if includes active travel infrastructure and bus priority)	+ (with the caveat new infrastructure may induce more travel demand)	+	0	0	Take forward for further exploration at Part 1 Appraisal.
A2	A82 Realignment	Infrastructure	Construction of a new road, in line with the indicative route detailed in the West Highlands and Islands LDP. New road is anticipated to release capacity which may allow measures such as bus priority to be implemented on existing road network.	Strategic	West Highlands and Islands Local Development Plan, Placecheck, Workshop, Telephone interview	- Limited land ownership issues (most land is owned by THC or Liberty) - Limited public support in affected area - No commitment from the Scottish Government as Trunk Road Authority to support the preservation of the A82 line in the LDP Option does not open up any allocated or proposed development land.	0 (although could be positive if includes active travel infrastructure and bus priority)	+ (with the caveat new infrastructure may induce more travel demand)	+	0	0	Take forward for further exploration at Part 1 Appraisal.
A3	Dual A82 within study area	Infrastructure	Dual the A82 within the study area and through Fort William	Local	Professional judgement	- Major feasibility issues to dual A82 through built-up urban area lined with	- (though could be	+	+	0	+	Do not take forward for further exploration as

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						residential, business and industrial frontages - Significantly high costs associated with option. - May exacerbate some problems identified by study include active travel severance	roadspace for bus and active travel but may exacerbate severance)					deliverability and cost likely to be significant and major barriers and would increase severance, although elements of widening could be considered in option B10 below.
A4	A82 Glasgow to Fort William Dualling	Infrastructure	Dualling of A82 outside of Fort William (south) would provide overtaking opportunities, improve journey times and journey time reliability and may reduce disruption in the event of accidents or incidents.	Strategic	Professional judgement	- Feasibility issues, including physical constraints. - Significantly high costs associated with option.	0	0	0	0	0	Do not take forward as outwith the study area and does not contribute strongly to the study objectives
Roads Based – managing and maximising the value and performance of existing infrastructure												
B1	Variable Message Signs on A82 (north and south)	Management and Information	Variable Message Signs on A82 on approach to Fort William northbound and southbound, displaying information such as parking availability and details of any accidents or delays. This would provide advance warnings to motorists of any issues on the road network.	Strategic	Professional judgement	- Low cost relative to physical infrastructure options - Maintenance of signs required (preventative and corrective maintenance)	0	+	+	+	+	Take forward for further exploration at Part 1 Appraisal as part of a package to improve transport information.
B2	Replacement of Nevis Bridge	Infrastructure	Existing bridge creates a pinch point on the strategic road network. A new bridge would allow capacity to increase and potentially provide more space for HGVs to manoeuvre.	Nevis Bridge	Placecheck, Workshop	- High costs associated with option anticipated - Depending on capacity of new bridge, this may not have any impact on road capacity and therefore seasonal congestion issues although could make the	0 (though could be + if includes improved space for people on foot and on bikes, and	+	+	0	0	Take forward for further exploration at Part 1 Appraisal as part of a package to improve the existing network.

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						infrastructure more resilient in the future.	buses)					
B3	Implementation of High Occupancy Vehicle Lanes	Infrastructure	Implementation of High Occupancy Vehicles Lanes to discourage single or low use car occupancy on key routes within the town.	Strategic	Professional judgement	- Lack of available space to implement measure and may not enjoy public support – space may be better allocated to bus priority at pinch points. - Would require substantial investment in promotion and enforcement to be effective. - Not many examples of HOVs operating in UK and mainly in major urban areas (cities)	+	0	0 (may be positive if additional road capacity as part of this option)	0	+	Do not take forward to Part 1 Appraisal as deliverability would be a challenge.
B4	Construction of a fixed link at Corran	Infrastructure	A fixed link could provide quicker journey times and would reduce costs to motorists. This is largely an option however to tackle social and economic issues on Ardnamurchan, as whilst the A861 does act as a diversionary route for A830 closures, it is of varying standard.	Corran – Argdour	Workshop	- Highland Council budget constraints - Road infrastructure may be unable to cope on Ardnamurchan Peninsula with any increase in traffic associated with a fixed link - Consideration required regarding height of any bridge so shipping can pass beneath	+	0	0	0	+	Do not take forward for further exploration as outside of Study Area, may not significant address issues in Fort William, may require significant infrastructure upgrade of A861 and benefits v. costs is unclear.
B5	Fixed link between Fort William and Camusnagaul	Infrastructure	A fixed link could provide quicker journey times and would reduce costs to motorist. A fixed link could also provide a more efficient diversionary route in the event of road closures, e.g. on A830, although onward roads are of	Camusnagaul to Fort William	Professional judgement	- High costs associated with option including upgrade to A861. - In close proximity to two other major options which currently have status in the Proposed	+	0	0	0	+	Do not take forward to Part 1 Appraisal as deliverability may be an issue (cost), demand for this is not clear (was not

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			varying standard.			LDP (Options A1 and A2 above) – unlikely to deliver all						raised extensively in engagement exercise) and benefits may not outweigh significant costs.
B6	Improve lining on road surfaces	Management	Paint on some box junctions and other linings on road surfaces have worn away. This makes it difficult for the police to enforce laws and makes it difficult for visitors to know where they are going.	Study area	Telephone interviews (IC)	- Low cost relative to other options. - Uncertainty over scale of impact on traffic flow issues.	0	+	+	0	0	Take forward as part of a package to improve resilience / management of existing road network.
B7	Better enforcement of wide loads (wind farms etc.)	Management	Anecdotal evidence suggests that insufficient warning is given to locals when wide loads such as wind turbines are being transported through the town, with associated disruption to road network. Suggestion that better coordination of multiple agencies and better communications required.	Strategic	Public drop in session	- Input required from Transport Scotland and industry representatives.	0	+ (if reduces congestion)	+	+	0	Take forward as part of a package to improve resilience / management of existing road network.
B8	Banavie Swing Bridge at Caledonian Canal – explore options to minimise traffic impact	Management	Option could include management measures (e.g. investigating times that the bridge currently opens for canal traffic) or infrastructure measures to minimise risk of failure of swing bridge.	Banavie Swing bridge, A830	Stakeholder interviews	- Input from Scottish Canals required. - Potential to be a low cost option though requires further exploration.	0	+	+	0	+	Take forward as part of a package to improve resilience / management of existing road network.
B9	Clear/cut back roadside vegetation	Management	Overgrown vegetation cited as a problem on A82. Cutting vegetation back would provide a safer driving environment.	Study area	Workshop, Placecheck, Stakeholder interviews	- Low cost associated with option - High public acceptability associated with option	0	0 / +	+	0	+	Take forward as part of a package to improve resilience / management of existing road

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												network.
B10	Package of measures to improve performance of existing A-road network in study area	Management and Infrastructure	A potential alternative option to new road capacity, looking to explore pinchpoints on the A82 and A830 through the study area and assess traffic management and smaller-scale infrastructure interventions to improve the efficiency of the road network. Previous work by Transport Scotland consultants in developing a traffic model for Fort William identified options to improve journey times and reduce queue lengths at specific points on the A82 in the study area. Further work is needed to assess opportunities on the A82/A830 route as a whole – looking at side road access points, junction configurations, traffic signal systems, selective widening at pinchpoints - particularly after the planned junction improvement at Glen Nevis bridge is complete.	Local	Professional judgement and Transport Scotland have explored measures previously. Current work on Glen Nevis junction is one example of an online improvement	- Feasibility to be explored but likely to be technically feasible on the whole - More affordable than a new road link - Impact of interventions would have to be monitored	0 (though could be + if improves priority for public transport and people on bikes at key locations)	+	+	0	+	Take forward as part of a package to improve resilience / management of existing road network.
Active Travel												
C1	Improve the active travel link from bus/rail station to town centre. Explore roadspace reallocation on A82 between bus/rail station and town centre if any alternative	Infrastructure	The existing subway route is seen as unattractive and unappealing to use, with safety concerns raised.	Rail/Bus Station – Town Centre (beneath A82)	Public drop in session	- Feasibility issues should an over ground active travel link be provided given the width of carriageway.	+	+	0 (could be + if achieves modal shift and less single occupancy vehicle trips on existing network)	0	+	Take forward as part of an active travel package of infrastructure improvements

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	route is in place in the future.											
C2	Implementation of a bike share scheme, including e-bikes	Management	A bike share scheme, comprising standard and electric bikes, for both workplaces and public use, would encourage greater levels of active travel and help to reduce traffic on the road network. E-bikes are growing in availability and are particularly useful for hilly terrain (some residential parts of south-east Fort William have steep gradients).	Study area	Professional judgement	- Suitable locations for workplace or public scheme would need to be identified. - Local organisation in place to work on these kinds of community-led projects (Lochaber Environment Group)	+	+	0	0	+	Take forward as part of an active travel and/or behaviour change package
C3	Increase number and improve quality of sheltered and secure cycle parking at key locations	Infrastructure	Perceived lack of cycle storage in the town. Greater level of storage which is secure would encourage more people to cycle.	Study area	Professional judgement	- Relatively low cost and funding may be available (e.g. Cycling Scotland Cycle Friendly Workplace programme)	+	+	0	0	+	Take forward as part of an active travel package of infrastructure improvements
C4	Ensure there is sufficient space for bikes on trains	Management	Potential changes to bike provision on trains could see a reduction of on board cycle space per train. Ensuring there is sufficient space for bikes would encourage more people to travel part of their journey by bike. If done in conjunction with increased service frequency then commuters could benefit.	Strategic	Workshop	- Programme for Government (published 2017) has already committed to additional bike carriages for West Highland Line	+	+	0	0	+	Do not take forward as this topic has already been explored and assumption made that already commitment made in the Programme for Government to additional bike carriages on the West Highland Line. Revisit option if this does not materialise.

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C5	Increase the number of pedestrian crossings at east end of A82/A830, the canal and Corpach	Infrastructure	Perceived lack of pedestrian crossings in these areas. Increasing the number of crossings would provide safe crossing points on the busy road network, particularly during the busier summer months.	Study area	Workshop	- Could have public acceptability issues if affects traffic flow, though may also enjoy strong public support	+	+	0	0	+	Take forward as part of active travel package
C6	Active travel route between Nevis campsite and North Road Retail Park	Infrastructure	There is no direct active travel link between Ben Nevis and North Road Retail Park.	Nevis campsite to retail park	Workshop	- Low to medium cost - Requires exploration to assess demand	+	+	0	0	+	Take forward as part of an active travel package
C7	Construct a cycleway between Corran and Fort William	Infrastructure	Users of National Route 78 (Caledonia Way) are currently directed to use the ferry crossing between Camnusgaul and Fort William/ This does not operate on Sunday's. A link on the eastern side of Loch Linnhe would provide more reliable trips which can be taken 365 days of the year.	Strategic	Workshop and stakeholder engagement	- Traffic volumes on A82 may require a segregated facility, increasing costs and space is limited as along the coast - Support within the cyclist community	+	+	0	0	+	Take forward as part of an active travel package though concerns over deliverability.
C8	Route Signage Strategy	Infrastructure	Perception that active travel routes are difficult to find without local knowledge, with limited destination or distance signing for pedestrians and cyclists. Cycling route to Torlundy and Great Glen Way highlighted as examples.	Study area	Fort William Active Travel Audit (July 2010), Workshop, Focus Group	- Low cost option	+	+	0	0	+	Take forward as part of an active travel package
C9	Establish Fort William Active Travel Action Group	Management	Existing groups and partnerships could be strengthened to enable wider range of promotional and route building activities to take place. Could also support Council with funding bids.	Study area	Fort William Active Travel Audit (July 2010)	- Little to no cost associated with option - Local organisations in place to work on these kinds of community-led projects (Lochaber Environment Group and	+	+	0	0	+	Take forward as part of an active travel package

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						Fort William Town Team)						
C10	Fort William Spine Route active travel improvements including improved connections between Caol and Fort William Town Centre	Infrastructure	A large part of the route is already in place and is well used both by long distance walkers and local people. As the route is largely flat and has a number of traffic free sections, it has the potential to be a high quality, well used route.	Great Glen Way from Corpach to Fort William town centre	Fort William Active Travel Audit (July 2010), Public drop in session	- Support from Sustrans NCN route manager is essential - Sustrans Community Links funding could be used - New flood prevention scheme may improve links in this area also	+	+	0	0	+	Take forward as part of an active travel package
C11	Caol Links active travel improvements	Infrastructure	Links in Caol would create a network of routes linking to Blar Mhor Industrial Estate, Lochaber High School, Banavie train station and the local shops, primary school, and library. Caol is relatively flat and provides a good environment to support and encourage cycling.	Various routes within Caol	Fort William Active Travel Audit (July 2010)	- May overlap with C11 - Sustrans Community Links funding could be used - New flood prevention scheme may improve links in this area also	+	+	0	0	+	Take forward as part of an active travel package
C12	Lochaber College Link	Infrastructure	Access to the college without a car is via an informal route through the supermarket car park to Carmichael Way and access for cyclists is via the busy roundabout which is the main vehicle access to the supermarket. Provision of a walking and cycling route from the bus/train station would improve safety and encourage active travel.	Lochaber College and surrounding routes	Fort William Active Travel Audit (July 2010)	- Land ownership issues may make implementation of link difficult	+	+	0	0	+	Take forward as part of an active travel package
C13	Outer Orbital Route active travel improvements	Infrastructure	Develop safe walking and cycling routes along the A830 and A82.	A82 (Belford Roundabout to Lochy Bridge) and A830 (Caol and	Fort William Active Travel Audit (July 2010)	- Any proposals affecting the A82 and A830 would require support from Transport Scotland as Trunk Road Authority	+	+	0	0	+	Take forward as part of an active travel package

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				Corpach)								
C14	Revisit layout of A82 at waterfront area in Fort William to reduce severance from town centre	Infrastructure	Assess roadspace allocation currently and consider improvements to reduce severance – more crossing points, roadspace reallocation to walking and cycling.	A82 Fort William south	Professional judgement	- Space available for alternative layouts - Public conversation needed to explore acceptability of reallocating roadspace and priority on this stretch to non-motorised users	+	0	0	0	+	Take forward as part of an active travel package
C15	Cycle route along the A82 & A830 through the study area, or at least a review of junctions to enhance priority at key points on-road for people on bikes.	Infrastructure	Lack of a coherent, direct and connected cycling network has been raised during engagement with the public in this study. A route clearly visible and following the main road arteries in the area could help to raise the profile of cycling in the area, and if segregated, make people feel safer than off-road routes with less overlooking.	Study Area	Professional judgement	- At points where roadspace is limited, may be public acceptability issues with cycle priority – behaviour change and communications need to accompany this intervention - Need further exploration to test if technically feasible along the length of the route	+	+	0	0	+	Take forward as part of an active travel package
Public Transport (General)												
D1	Implementation of multi-operator and smart ticketing	Management	Ticketing which can be used across multiple modes (bus and rail) and operators would provide time savings. It would make journeys more efficient and allow users to purchase tickets in advance of their journey.	Study area	Stakeholder and public engagement	- Low to medium cost - Some multi-modal ticketing already exists in Fort William and greater awareness is needed of it	+ (if promotes modal shift and affordability of public transport)	+ (if promotes modal shift and affordability of public transport)	0 (could be + if achieves modal shift and less single occupancy vehicle trips on existing network)	0	+	Take forward for further exploration particularly with Smartcard proposals in Transport (Scotland) Bill 2018 in mind

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D2	Promotion of buses and trains to visitors via online platforms or app (Visit Scotland etc.). Consider extending this to include information of relevance to all users including residents and employees in the area.	Information	Better promotion of bus and rail services operating in the area online so visitors are aware of alternatives to the car in advance of any trips. This could be an online information service branded appropriately (e.g. Smarter Travel in Fort William) which should also be of value to people living and working in the area, including cycle maps and local bus information, links to car sharing platforms and car clubs.	Strategic		- Low cost associated with option	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	0	+	Take forward for further exploration at Part 1 Appraisal as part of a package to improve transport information.
D3	Construct a multi-modal bus, rail and active travel Hub at Banavie	Infrastructure	There is potential for the rail station at Banavie to become a travel hub with enhanced multi-modal infrastructure.	Banavie	Workshop	- Low to medium cost	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	0	+	Take forward for further exploration in Part 1 Appraisal
D4	Mobility as a Service (MaaS)	Management and Information	Develop a multi-modal MaaS option which targets visitors to the area, and also supports local trip decision-making. This option would aim to build on the information package above and make it easier for people to purchase packages of transport services rather than have to purchase transport options individually.	Fort William	Professional judgement	- Medium cost - Likely to require external developer, Smarter Choices Smarter Places funding could be used - Requires buy in from operators and sharing of data - new Transport (Scotland) Bill may support this	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	0	+	Take forward for further exploration in Part 1 Appraisal
Public Transport – Rail												
D5	Reconfigure rail timetable to support local rail commuting and	Management	There are currently four services operating per day between Fort William and Mallaig and three services per day between Fort	Study area	Public drop in session	- WHL services only operate at or close to capacity on some services during summer	+ (if promotes modal shift to	+ (if promotes modal shift to	0 (could be + if achieves	0	+	Take forward for further exploration though deliverability

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	school travel from Banavie and Corpach to Fort William		William and Glasgow. None of these services arrive or depart during typical commuting hours (AM and PM respectively).			period. As such, any increase in frequency may not be commercially viable and supported by ScotRail. Timetables also normally designed with origin and destination points in mind.	public transport)	public transport)	modal shift and less single occupancy vehicle trips on existing network			concerns.
D6	New rail halts at Inverlochy and sites by Liberty, Lochaber High School and industrial area west of Corpach. Could include innovative local rail / tram-train services for local commuting and everyday trips and potentially rail freight.	Infrastructure	Providing new rail halts at key locations would provide an alternative mode of transport, particularly for commuters. This would remove cars from the road and help to reduce congestion on the road network. Local operation of tram-train type services could provide more service options for commuting and everyday journeys.	Study area	Public drop in session, Workshop	- Very high cost associated with option - Stations would need to be well used for a positive cost benefit analysis, and in close proximity to a number of existing rail stations – additional stops mean longer journey times for rail services - Tram-train technology and operations still developing in the UK. - Additional services on existing track may impact upon existing rail services.	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	+	+	Take forward for further exploration though deliverability concerns.
D7	Rail link between Fort William and Inverness	Infrastructure	Provide a rail link between Fort William and Inverness. This would provide a non-road based link between the settlements, particularly in the event of A82 road closure.	Strategic	Professional judgement	- Feasibility issues / physical constraints - High cost associated with option.	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	+	+	Do not take forward for further exploration as a significant undertaking and not clear if benefits would outweigh the costs at this stage, though

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												strong commuting flows exist.
Public Transport – Bus												
D8	New bus station	Infrastructure	Existing bus interchange has few facilities and RTPI boards which sometimes state incorrect information.	Town centre	Telephone interview (AH)	- May be lack of available space for a new facility; land near existing bus station is busy with overnight HGV parking	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0 (could be + if achieves modal shift and less single occupancy vehicle trips on existing network	0	+	Take forward as part of a bus improvement package
D9	Shuttle bus from rail station to points of tourist interest	Management	No permanent shuttle bus currently exists between the rail station and key points of interest (Nevis Range, Caledonian Canal etc.); only local services serve these areas. Provision of a shuttle bus would provide an easy to use and direct service for visitors.	Study area	Placecheck		+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	0	+	Take forward as part of a bus improvement package
D10	Bus priority at pinchpoints in town and / or implementation of bus lanes	Infrastructure	If buses have journey time advantages over general traffic, people are more likely to choose them for everyday journeys, and bus services being more commercially viable to run for operators.	Study area	Telephone interviews, Workshop	- Additional capacity may be released on existing road network should any new roads be constructed, potentially providing space for bus priority - However, should additional capacity be released the road network may remain largely constrained in the study area	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	0	+	Take forward as part of a bus improvement package

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D11	More bus services (particularly for local services)	Infrastructure	Following the announcement that Stagecoach is to cease operations in Fort William, perception that more bus services are required, particularly those serving local communities (longer distance Citylink services to Inverness, Glasgow, Oban and Skye remain unaffected by Stagecoach's withdrawal). Noted that Shiel services will continue to operate in the town. Bus services should be timetabled to ensure they fit into typical commuting patterns.	Study area	Workshop, Public drop in session	- Support required from bus operators - May require public subsidy	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	0	+	Take forward as part of a Bus Improvement package within the context of specific Enhanced Partnerships proposed by the Transport (Scotland) Bill 2018
D12	Roll out of electric buses	Infrastructure	Potential for electric buses to operate in the town, providing cleaner and more environmentally friendly alternatives to car use.	Study area	Workshop	- Electric buses are typically more expensive to purchase than diesel buses, though are cheaper to operate. - No new physical infrastructure required beyond charging points which there may be national funding available for. - Moving towards cleanest EURO engines in short term may be more cost effective and deliverable option with electric longer term.	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	0	+	Take forward as part of a bus improvement package
D13	Reconfiguration of bus timetables	Management	Concerns from some members of the public that following the withdrawal of Stagecoach from the area, other services arrive either too early or too late for a 9am start (although other	Strategic	Placecheck	- Low cost option - High level of public acceptability - Local bus network is a mixture of commercial and subsidised, and	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	0	+	Take forward for further exploration as part of a bus improvement package.

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			operators may step in to offer these services). Altering timetables to benefit commuters would encourage greater use of bus services and remove traffic from the road network.			unclear if any further scope to enhance bus timetables that has not already been considered.						
D14	Implementation of a Park and Ride site	Infrastructure	There is no Park & Ride facility operating in the study area. A facility located on the edge of town would remove cars from the road network and help to reduce congestion in the town.	Strategic	Public drop in session, Telephone interview (AF)	- Lack of available space and location suitable for Park & Ride site.	+ (if promotes modal shift to public transport)	+ (if promotes modal shift to public transport)	0	0	+	Take forward for further exploration as may tackle issue of visitor-related traffic in study area in particular (though will not deter strategic vehicle trips), as well as supporting local trips.
Freight												
E1	Formalise lorry parking	Infrastructure	There is no dedicated parking for HGVs in Fort William; only shared facilities with coaches, campervans etc. exist.	Study area	Telephone interview?	- Lack of available space which could cater a large number of HGVs, without reducing the number of spaces available to other vehicles (coaches, campervans etc.)	0	0 / +	0	+	0	Take forward as part of a local traffic management package.
E2	Water-based freight – deep water port proposals	Infrastructure	Providing facilities which allows freight to be transported by sea rather than road would promote modal shift and help to reduce congestion in the town.	Local / Strategic	Workshop, Telephone interview	- Marine Study underway led by HIE and local company	0	+		+		Take forward as Marine Study underway so deliverability is being explored.
E3	Water-based freight – rail freight hub at	Infrastructure	Providing facilities which allows freight to be transported by sea rather than road would promote modal shift and help to reduce	Local / Strategic	Workshop, Telephone interview	- Being explored already by local company	0	+	+	+	0	Take forward as Marine Study underway so deliverability is

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	Corpach		congestion in the town.									being explored.
E4	More rail-based freight movement	Infrastructure	Providing facilities which allows freight to be transported by rail rather than road would promote modal shift and help to reduce congestion in the town.	Strategic	Workshop, Telephone interview	- Support from Network Rail and ScotRail required, and any rail space allocated to freight may impact on passenger services	0	+	+	+	0	Take forward for further exploration.
E5	Promote and utilise canal to ship northbound freight	Infrastructure	Promote and use the Caledonian Canal to transport more freight from study area north to Inverness.	Strategic	Stakeholder engagement	- Transport of goods via the canal already takes place; as such, infrastructure is in place.	0	+	+	+	0	Take forward for further exploration.
Ferry / Water Based												
F1	Sunday service for ferry crossing from Fort William to Camusnagaul	Management	The ferry service operating between Camnusgaul and Fort William does not operate on Sunday's, increasing journey times for those travelling across Loch Linnhe. It also has an adverse impact on cyclists using NCN 78 who are required to cycle an additional 20 miles (approx.) to circumvent the ferry not operating.	Camusnagaul – Fort William	Placecheck	- Services are operated by CalMac and required to be commercially viable to operate - Important link for the NCN (cycling)	+	+	0 / +	0	+	Take forward for further exploration.
F2	Improve ferry services at Corran and connecting bus services.	Management	Reduce cost of travel for residents in particular as lifeline services for some. Only return bus Fort William – Ardnamurchan 2pm.	Corran – Ardgour	Placecheck	- Lifeline service for some, fares perceived to be high by some and connecting bus services not good. - Not clear on volume of demand for this option and may affect business case for any improvements.	+	+ (if promotes modal shift for significant numbers)	0	0	0/ +	Take forward for further exploration.
F3	Creation of a	Management	No formal harbour authority exists within the study area. A harbour	Strategic	Workshop	- Some local businesses do not support the	0	0	0	+	0	Take forward but as a management

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	harbour authority		authority would have responsibilities for the safe and efficient management of the harbour and would provide a coherent and consistent set of directions for ships/vessels entering the harbour.			creation of a harbour authority						option to be explored as part of a marine package.
F4	Water based taxis	Infrastructure	Implementation of a water based taxi service between Fort William and Corpach / Caol. This would provide a service for locals and visitors alike, removing traffic from the road network thus contributing towards a reduction in traffic and associated congestion.	Study area		- Less maintenance costs compared to road and rail transport - May require some new infrastructure. - Being explored already.	+	+	+	0	+	Take forward for further exploration.
F5	Sea plane for use on Loch Eil/Linnhe	Infrastructure	A sea plane service would provide quicker access to Fort William than any other mode. It would also help to reduce traffic on the strategic and to an extent, the local road network.	Strategic	Workshop, Stakeholder engagement	- Identified as potential development within Proposed LDP - Stakeholder engagement suggested previous seaplane trials were unsuccessful…	0	0 /+	+	0	+	Take forward as currently within proposed LDP and should be explored further (and may be in current marine study)
Parking												
G1	Off-Street parking controls all year around (though parking charges just been increased and standardised across all THC off-street car parks)	Management		Study area		- May manage demand for journeys as part of a demand management package and encourage more sustainable modes for short journeys where possible	0	+	0	0	+	Do not take forward as recent changes to off-street car parking standardised across Highland Council area

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G2	On-street parking restrictions	Management	Explore if any areas where on-street parking is contributing to excessive or constrained traffic movements and congestion.	Study area		- Enforcement and associated costs required	0	+	0	0	+	Take forward for further exploration as part of a demand management package.
G3	Dedicated parking for campervans and caravans just outside of town	Infrastructure	There is no dedicated parking for campervans/caravans within or on the outskirts of the town. Only shared parking facilities are available, including at West End and An Aird Car Parks.	Study area		- Lack of available space which could cater a large number of campervans/caravans, without reducing the number of spaces available to other vehicles (cars, coaches etc.)	0	+	0	0	+	Take forward for further exploration as may tackle issue of visitor-related traffic in study area in particular (though will not deter strategic vehicle trips).
G4	Real time parking information signs	Management	Provide real-time parking information signs at key gateway points to town on road network, to direct people to available parking and avoid unnecessary vehicle mileage in town	Local	Professional judgment	Technology is common and applied elsewhere	0	+	0	+	+	Take forward as part of travel information package
Other												
H1	Liberty - Travel Plan	Management	A Travel Plan was prepared to support the planning application for a new facility at the Lochaber Smelter site. Measures within the Plan could be implemented to encourage travel by modes other than the single occupancy car use. Measures include walking, cycling, public transport and car sharing.	Study area	Proposed Alloy Wheel Facility, Lochaber Smelter, Fort William Travel Plan, Systra (2017)		+	+	0	0	+	Do not take forward as should already be in place and being delivered as part of the Planning process. Staff could benefit however from H3 and H4 below.
H2	New air strip in the area, with one	Infrastructure	As there is currently no suitable infrastructure available for	Strategic	Workshop, Telephone	- High impact on strategic and local traffic	0	+	+	0	+	Do not take forward on the

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	possible option alongside / on A830		seaplanes, the A830 provides an alternative landing area. Flights operating to/from the town would help to reduce traffic on the strategic and to an extent, the local road network.		interview (JH)	anticipated - No infrastructure currently exists to allow planes to take off/land on the A830 - Was removed from LDP in 2006 and replaced with seaplane option. - Demand would have to be tested as existing airport at Oban						basis the seaplane option is explicitly mentioned in LDP and airstrip is not, and deliverability if an air strip on or alongside the A830 is unclear.
H3	Car club in Fort William and/or explore concept of a shared autonomous vehicle for visitor sites in particular.	Management	Currently no car clubs operating in study area, though car club bays are planned for Fort William in due course. Car clubs helps to reduce single car occupancy, thus helping to reduce traffic and associated congestion on the road network.	Study area		- Could form part of a package for visitor management, to encourage visitors to travel to the area by rail and bus, and then use a car club to access local sights. - Car Club at Mallaig, extending to Fort William could be explored.	+	+	0	0	+	Take forward for further exploration.
H4	Travel behaviour change campaign aimed at residents and workplaces	Management	Development of initiatives which enable changes in people's travel behaviour. Campaigns could include development of Personalised Travel Plans, information leaflets on available walking and cycling routes and working with schools to promote active travel to school.	Study area		- Cost anticipated to be low relative to other proposed measures. - HITRANS PTP was trialled in Fort William previously. - Evaluation of National Smarter Choices Smarter Places programmes showed behaviour change with direct engagement (such as PTP) was effective	+	+	0	0	+	Take forward for further exploration. May also need to be linked with package to improve sustainable transport infrastructure to address perceived and actual gaps e.g. better

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						though expensive.						cycleways.
H5	Locate a Collision Investigation Unit in Fort William	Infrastructure	The current Police Collision Investigation Unit is located in Dingwall. In the event of an accident it takes around 2.5 hrs for officers to reach Fort William; depending on the severity of an accident this can result in lengthy road closures and associated delays.	Study area	Placecheck, Public drop in session	- Support from Police Scotland required for such a move to take place and no evidence from Police Scotland that this is required or deliverable (specialist skillset which serves the region)	0	+ (if it makes a material difference to how quickly accidents get cleared and resulting congestion impacts)	+	0	0	Do not take forward to Initial Appraisal – deliverability and need for this is unclear, and would require significant changes in overall Police Scotland operations.
H6	Exploration of ways (infrastructure and operational) to improve access and connectivity for emergency services, in particular Fire & Rescue located near Belford Junction / Morrisons.	Land Use / Infrastructure / Management	Evidence presented by Fire and Rescue in Fort William in this study suggests this service is particularly vulnerable to congestion, through staff access to the fire station as well as emergency vehicles getting onto the road network at a frequently busy Belford Junction (queuing noted in traffic surveys by Transport Scotland). Police Scotland and Scottish Ambulance Service are located in Inverlochy, Blar Mhor (though these services are also subject to delay when travelling through congested parts of road network).	Study area	Professional judgement	Would require financial investment and partnership working with Scottish Fire & Rescue in particular	+	+	+	0	0	Take forward as option for further consideration.

7.3 Option Sifting

The following table shows which options have been sifted out at this stage and the rationale behind this process.

Table 7-2. Sifted out options

Option reference	Option name	Rationale for sifting out
A3	A82 dualling within study area	Do not take forward as deliverability is a significant barrier.
A4	A82 Dualling (Glasgow to Fort William)	Do not take forward as outwith the study area and does not contribute strongly to the study objectives.
B3	Implementation of High Occupancy Vehicle Lanes	Do not take forward to Part 1 Appraisal as deliverability would be a challenge.
B4	Construction of a fixed link at Corran	Do not take forward for further exploration as outside of Study Area, may not significantly address issues in Fort William, may require significant infrastructure upgrade of A861 and benefits v. costs is unclear.
B5	Fixed link between Fort William and Camusnagaul	Do not take forward to Part 1 Appraisal as deliverability may be an issue (cost), demand for this is not clear (was not raised extensively in engagement)
C4	Ensure there is sufficient space for bikes on trains	Do not take forward as this topic has already been explored and a commitment made in the Programme for Government to additional bike carriages on the West Highland Line.
D7	Rail link between Fort William and Inverness	Do not take forward for further exploration as a significant undertaking and not clear if benefits would outweigh the costs.
G1	Off-street parking controls all year around	Do not take forward as recent changes to off-street car parking standardised across Highland Council area.
H1	Liberty - Travel Plan	Do not take forward as should already be in place and being delivered as part of the Planning process.
H2	New air strip in the area, with one possible option alongside / on A830	Do not take forward on the basis the seaplane option is explicitly mentioned in LDP and airstrip is not, and deliverability if an air strip on or alongside the A830 is unclear.
H5	Locate a Police Collision Investigation unit in Fort William	Do not take forward to Initial Appraisal – deliverability and need for this is unclear, and would require significant changes in overall Police Scotland operations.

7.4 Options to take forward and initial option packaging

The following table shows which an initial set of individual and packaged options that could be taken forward for further exploration, consultation and appraised in Part 1 / Initial Appraisal. Most will require further development to assess deliverability as well as start the process of understanding costs and benefits against multiple criteria within the STAG process.

Table 7-3. Options to take forward for further appraisal at Initial / Part 1 Appraisal

Option reference	Option title	Compatibility issues?
A1	New road link between A82 and A830 Variants of this include the Caol Link Road as presented in the Proposed LDP and a bridge crossing of River Lochy further to the east inland (suggested at stakeholder workshop).	May have compatibility issued with A2 due to funding required
A2	A82 Realignment	May have compatibility issued with A1 due to funding required
B10 Improve efficiency of existing route with smaller-scale infrastructure and traffic management interventions with: B2 Replacement of Nevis Bridge. B6 road lining B7 enforcement / management of wide loads B8 Banavie Swing Bridge operations review B9 vegetation cut-back	Package to maximise performance of existing road network for general traffic	B2 Replacement of Nevis Bridge may be a significant undertaking and will affect cost of this option – some elements may need to be separated out into sub-options for Part 1 / Initial Appraisal
C1 active travel links from public transport hub to town centre C3 secure bike parking C5 review and add pedestrian crossings C6 active travel connections to North Road Retail Park C7 A82 cycleway Corran-FW C8 Active travel route signage C10 FW active travel Spine Route connections C11 Active travel links within Caol C12 Lochaber College active travel links C13 Outer Orbital route active travel connections C14 Address A82 severance at waterfront with town centre C15 Cycleway along A82 & A830 throughout study area	Active travel infrastructure package	May be a high cost and medium cost variation within this package. Where any roadspace reallocation required, this may not be compatible with B10.
D3 Multi-modal sustainable transport hub at Banavie D8 new bus station D14 permanent P&R	Bus infrastructure improvement package	Each project could have substantial cost – some elements may need to be separated out into sub-options for Part 1 / Initial Appraisal.
C2 bike share scheme C9 Active Travel Action Group D1 smart and multi-operator ticketing D4 Mobility as a Service exploration H3 car club H4 behaviour change campaign	Travel behaviour change package	Elements of this package could carry substantial cost e.g. MaaS and behaviour change campaign. Other elements may depend on improved infrastructure first under the Active Travel infrastructure package above.
B1 VMS signage D2 information provision	Travel information package	

Option reference	Option title	Compatibility issues?
D5 local rail timetable review D6 new rail halts	Rail service improvement package	D6 new rail halts may have compatibility issues with D5 rail timetable review due to impacts on rail journey times on constrained railway
D9 shuttle bus to visitor sites D10 bus priority D11 more bus services D12 low emission buses D13 bus timetables review	Bus service improvement package	D10 may conflict with some elements of B10 if it restricts movement of general traffic. May also conflict with some elements of the active travel infrastructure package.
E1 lorry parking E2 deep water port proposals E3 rail freight hub at Corpach E4 rail-based freight movement E5 canal use for freight F3 harbour authority	Freight management package	E4 may conflict with D5 as limited amount of space on the existing railway line.
F1 FW Camusnagaul ferry Sunday crossings F2 Corran ferry and bus connections F4 water-based taxis F5 seaplane	Marine and water package excluding freight	
G2 On-street parking review G3 Campervan/caravan designated parking G4 real-time parking information signs	Parking management	
H6 exploration of access arrangements to support resilience of emergency services during incidents and congestion	Planning and development package	

Summary and Next Steps

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8. Next Steps

This study constitutes the first part of a STAG-based approach. It has sought to establish the case for change in Fort William with regards to transport. The report is associated with The Highland Council's Proposed West Highlands and Islands Local Development Plan in terms of safeguarding transport infrastructure and related policies.

The steering group for the study and associated governance structures will take a decision on whether to proceed to the next stage of STAG, known as Initial / Part 1 Appraisal. At this stage, further development of options is carried out, with further sifting / refinement if required and packaging. Further consultation with stakeholders should be carried out and final Transport Planning Objectives agreed. Options are subjected to initial appraisal against final objectives, STAG criteria and deliverability criteria. These options will then be subject to quantitative assessment in the Detailed / Part 2 Appraisal stage, particularly to gauge the impact of potentially alternative options designed to address the key problems highlighted in this study – chief amongst these being congestion and lack of network resilience in the area. The ultimate aim of the appraisal process is to assess which options best address objectives set, and deliver more benefits than costs when all factors and impacts are considered across a range of criteria.

It is recommended that the following areas are researched further in preparation for the next stage of appraisal if appropriate:

- A thorough study of INRIX data to understand where and when travel time variability is greatest.
- A traffic engineering review of the A830 and A82 throughout the study area to further develop Option B10 (improvements to make the most of the existing road network) and to identify suitable areas for bus priority.
- An update of the Fort William Active Travel Audit/Masterplan produced by HITRANS with recently completed active travel infrastructure, and with the findings of this Pre-Appraisal work.
- A review of automatic traffic counters in the study area on the A82 and A830 to ensure there is a robust baseline in place against which future progress can be monitored, and to ensure robust data exists to inform any future quantitative assessment of options generated by this study.