

Fort William Strategic Transport Study

Pre-Appraisal, the Case for Change
APPENDICES

HITRANS

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Appendix A Policy and Document Review

Document (Title, Year, Source)	Summary	Problems in Fort William area and any evidence	Opportunities for Fort William area and any evidence	Any relevant policy drivers or priorities from document?	Any proposed transport interventions from the document?	Any useful data?
Key Transport Strategies / documents						
Strategic Transport Projects Review (2009, Transport Scotland)	STPR is the first nationwide, multi-modal and objective-led, appraisal process which aims to address transport issues. It provides a robust analysis of Scotland's transport system at the time of publication (2009) and identifies national strategic land-based transport priorities for the medium to long term (2032).	<ul style="list-style-type: none"> Lack of alternative routes to the A82 means diversion routes add significant additional time and distance to journeys. There are Constraints on the A82. Congestion identified as problematic, although Fort William not specifically highlighted. 	<ul style="list-style-type: none"> Opportunities to improve reliability through better use of road capacity, including intelligent transport systems and demand management systems; although these are not identified specifically for Fort William. 	<p>Report does not focus on policies but has a number of priority areas, including:</p> <ul style="list-style-type: none"> Everyone, regardless of location, should share in the benefits of sustainable economic growth. Transport plays a critical role in this. Identifies interventions to be delivered, although they only form part of overall transport investment in Scotland. 	<ul style="list-style-type: none"> A82 improvements, including carriageway widening at selected locations between Corran Ferry and Fort William. 	-
National Transport Strategy (2016, Transport Scotland)	The NTS sets a framework for transport in Scotland up to around 2026 with a refresh produced in 2016. It is designed to be a useful tool for all working in transport.	<ul style="list-style-type: none"> No areas specific to Fort William are highlighted. Scotland wide trends may be applicable to the area, including a decline in bus patronage and a general reduction in congestion. 	<ul style="list-style-type: none"> No opportunities specific to Fort William are highlighted. A82 Improvements may have a positive impact on Fort William, although these are focused on areas out with Fort William, e.g. at Crianlarich and Pulpit Rock. Investment in the West Highland rail route may increase visitor numbers to the town. 	<p>Underlying principles of the NTS include:</p> <ul style="list-style-type: none"> A vision for accessible, safe, integrated and reliable transport in Scotland. This helps the Scottish Government achieve its purpose of increasing sustainable economic growth. Strategy acts as an enabler of economic growth. Promotion of social inclusion by connecting remote and disadvantaged communities. 	<ul style="list-style-type: none"> A82 improvements noted. However, main improvements located on A82 away from Fort William at Pulpit Rock, Tarbert and Crianlarich. 	-
Draft HITRANS Regional Transport	RTS refresh includes details of committed	<ul style="list-style-type: none"> A main challenge for the regional economy 	<ul style="list-style-type: none"> Economic development opportunities, including 	<ul style="list-style-type: none"> Delivering connectivity across the region which 	<ul style="list-style-type: none"> Rail Freight Strategy, including the freight terminal 	Headline findings from data only. Relevant data

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<p>Strategy (2017, HITRANS) and Main Issues Report (HITRANS, 2016)</p>	<p>transport projects in the region. It provides a summary of a Delivery Plan, an overview of how things have changed since the 2008 RTS and details the Strategy, which sets out the vision and objectives.</p> <p>Main Issues Report summarises policy and other changes since the publication of the original Regional Transport Strategy in 2008. It also sets out HITRANS vision and objectives and details their delivery plan.</p>	<p>(HITRANS) remains relatively low productivity.</p> <ul style="list-style-type: none"> • Shorter journey times are required between the region and areas to the south. • The region has an ageing population; 24% of the population is aged 65+, compared to 18% across Scotland as a whole. • Lack of accessibility in the region, particularly for those in remote areas and the elderly. • Issue with multiple transport modes, including roads (some of which are fragile and require attention), ferry, air, bus and rail services. This includes issues with network reliance and reliability. • Journey times have increased between Fort William and Inverness between 2009 and 2016. 	<p>freight and the tourism potential of ports in the region.</p> <ul style="list-style-type: none"> • There are external funding opportunities to assist in the development of strategy/s for establishing transport routes / corridors as visitor attractions. 	<p>enables sustainable economic growth.</p> <ul style="list-style-type: none"> • Reduction of barriers to participation, including in employment. • Reduction of journey times and improved journey time reliability and resilience. 	<p>at Fort William.</p> <ul style="list-style-type: none"> • Noted that a STAG is required to find a solution to existing issues at Fort William. • Improvements for pedestrians and cyclists on Soldier's Bridge in Fort William. This is an important connection on NCN 78. There are also a number of higher level priorities which may impact on Fort William: • Advancement of a programme of investment on key region and trunk road pinch points, including the A82 and A830. • Full implementation of Scottish Ferries Plan, which addresses, amongst other areas, service gaps. • Strategy to consider approaches to sustainable access to popular tourist destinations. • Quality Bus Partnerships and Interchanges. • Implementation of Regional Active Travel Strategy and Active Travel Town Masterplans and Personalised Travel Planning and Behavioural Change. 	<p>includes:</p> <ul style="list-style-type: none"> • Journey times have increased by 14 minutes between 2009 and 2016 between Fort William and Inverness. • 14% of people in the region stated public transport in their area is fairly or very inconvenient (2014). • GVA increased across the region by 24% between 2006 and 2015. • Active travel to school is higher than any other region in Scotland. • Bus service kilometres in the Highlands and Islands have fallen by 11% in five years to 2015/16. • The regional economy has a GVA per capita of £21,499. This compares to a Scottish figure of £23,685.

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<p>Highland Council Local Transport Strategy 2010/11 – 2013/14</p>	<p>Guided by the overarching aims/objectives of the NTS and constituting the daughter document to the RTS, the LTS sets out Highland-wide transport aims and objectives.</p> <p>It includes a number of core policies and programmes geared to achieving the aims/objectives.</p>	<p>Predominantly local authority level problem identification</p>		<p>The 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 LTS also sets out the following 9 objectives:</p> <ul style="list-style-type: none"> • 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; 	<ul style="list-style-type: none"> • Tackling pinch points on Locally significant Roads • Improve and maintain Road Conditions • To improve the accessibility to non car modes. Improve quality of bus services and encourage their use • To improve the quality of community transport and encourage its use • To improve the quality of rail travel and encourage its use • To improve the quality of ferry services and encourage their use • Ensure (parking)spaces are available for shoppers, visitors and business within urban centres • Policy Integration Traffic Reduction: where appropriate consider targets for reducing traffic • To promote efficient movement of freight by encouraging transfer of goods from road to rail and sea. • Ensure developments provide for sustainable travel and achieve no net detriment on the transport network • To improve safety on the transport network • To improve management of network and information available to users 	

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				<ul style="list-style-type: none"> • 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 		
Development						
Proposed West Highlands and Islands Local Development Plan (The Highland Council, 2017) including	The document is one of three plans which guide future development in the Highlands. This Plan focuses on where	<ul style="list-style-type: none"> • There is population growth in the West Highlands area, with net in-migration not births exceeding 	There are multiple developments opportunities in Fort William. The largest developments include: <ul style="list-style-type: none"> • Capacity for 130 	<ul style="list-style-type: none"> • There is a placemaking priority in the town, including the need to encourage consolidation within the settlement and for new 	Potential transport improvements in/affecting the Fort William include: <ul style="list-style-type: none"> • Public transport and active travel improvements. 	<ul style="list-style-type: none"> • The sparsity of the area's population is twice the Highland average and 17 times more than the

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Transport Background Paper	development should and should not occur in the West Highland and Islands area over the next twenty years. The Plan has four key themes; growing communities, employment, connectivity & transport and environment & heritage.	<p>deaths.</p> <ul style="list-style-type: none"> • There's a higher reliance on the primary, tourism and construction employment sectors in the area. • Travelling to, within and from the Plan area (including Fort William) is challenging because of the physical constraints such as mountains and lochs. • There is a need to support further growth but to make the urban area and the community more cohesive. 	<ul style="list-style-type: none"> • houses at Annat Farm; • Capacity for 125 houses at Lundavra Road • Mixed use at Blar Mor, including capacity for 130 houses. • Mixed use at Upper Achintore (North), including capacity for 220 houses. • 35 ha of land for business/tourism related purposes at Fort William Waterfront. • 70.3 ha of land for industry purposes at Annat, Former Paper Mill and Adjoining Land. • 68.0 ha of land for industry at Aluminium Smelter and Adjoining Land. <p>Focusing the majority of developments on existing settlements helps to reduce the need for additional transport improvements.</p>	<ul style="list-style-type: none"> • commercial expansion to only be supported in central locations. • There is a policy to ensure development is delivered, including in Fort William. This development should be generally consistent with indicative capacities specified in the Plan (see further details under 'Opportunities' column). • Fort William town centre is protected by the Town Centre First policy. The policy stipulates that if the Council considers that a proposal may result in an adverse impact on the vitality and viability of the town centre, the developer will be required to produce a retail or town centre impact assessment. • As part of the 'Growing Settlements' policy, the Plan helps to deliver employment, improves connectivity and transport 	<ul style="list-style-type: none"> • Potential new road alignments safeguarded in plan for link road to Caol and realignment of A82 	<p>Scotland average.</p> <ul style="list-style-type: none"> • There are high levels of multiple deprivation for Fort William. • Unaffordable house prices across the area, with average mortgages greater than 6 times average local incomes.
West Highlands and Islands Local Development Plan	Committee paper to one of three area committees affected by proposals					<ul style="list-style-type: none"> • Pending approval from all three area committees, the

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Committee Paper, 11 April 2018	within the proposed West Highlands and Islands Local Development Plan					proposed Plan and details of representations will be sent to the Reporter. In addition, the road corridor safeguards in the Plan will be retained pending the outcome of the ongoing Pre-Appraisal transport study which will be sent to the Reporter when completed with a suggestion that Plan respondents are able to comment on it during the Examination process before the Reporter reaches his/her conclusions.
Lochaber Local Priorities Committee Paper, 11 April 2018	Committee paper to Lochaber Area Committee setting out priorities, proposed actions, and delivery timelines.	Negative impact on local economy due to current traffic issues.	Joined up transport system, and a long-term sustainable solution for crossing the Corran Narrows.	<ul style="list-style-type: none"> Priority A is 'A82 realignment' Priority B is 'Transport Infrastructure' 		
Proposed Alloy Wheel Facility, Lochaber Smelter, Fort William Transport Assessment (2017, Systra)	Transport Assessment produced to support a planning application for the development of a proposed Alloy Wheel manufacturing facility on land associated	<ul style="list-style-type: none"> Approximately 80% of staff currently travel to the site as single vehicle occupants (although there are five shifts). 	<ul style="list-style-type: none"> The proposed site creates employment opportunities locally. There are opportunities to improve pedestrian and cyclist 	-	<ul style="list-style-type: none"> Development of an alloy wheel manufacturing facility on land associated with the existing Lochaber Smelter. 	<ul style="list-style-type: none"> The main mode of travel used by staff to travel to work is private car. Approximately 80% of staff currently travel to

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	<p>with the existing Lochaber Aluminium Smelter in Fort William. The development comprises a new industrial building adjacent to the existing smelter facility, with associated ancillary infrastructure and access. The assessment examines current and future transport matters associated with the proposed development.</p>	<ul style="list-style-type: none"> Pedestrian and cycling links between the site and Glen Nevis Business Park could be improved. This could also improve access between the site and Fort William town centre. 	<p>infrastructure associated with the site.</p>			<p>the site as single vehicle occupants.</p> <ul style="list-style-type: none"> Datashine data shows that 60% of 3,375 individuals in the Fort William and Caol area drive to work. 19% travel to work by foot, followed by 9% taking the bus and 8% as a car passenger. Only 4% of people travel by bicycle. Postcode data shows that 51% of staff live to the south of the site and 43% live to the north of the site. Of the 43% living north of the site, 9% travel from the A82, from the residential areas of Lochyside, Caol and Corpach.
Economy						
<p>Scotland's Economic Strategy (The Scottish Government, 2015)</p>	<p>The Strategy sets out how actions will be targeted to make a difference to investment, innovation, inclusive growth and internationalisation with an overarching purpose to increase economic growth</p>	<p>No problems identified specific to the Fort William areas. However, Scotland wide problems include:</p> <ul style="list-style-type: none"> Although Scotland's labour market has strengthened since 2011, headline 	<p>No opportunities identified specific to the Fort William areas. However, Scotland wide opportunities include:</p> <ul style="list-style-type: none"> Opportunities for sustained economic growth, with economic indicators now close to 	<p>The Strategy has four priorities for sustainable growth:</p> <ul style="list-style-type: none"> Investing in people, infrastructure and assets. To foster a culture of innovation. To promote inclusive growth, 	<p>-</p>	<p>-</p>

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	and tackle inequality in Scotland.	unemployment rate was falling consistently.	or above pre-recession levels.	<ul style="list-style-type: none"> To enable Scotland to take advantage of international opportunities. 		
Infrastructure Investment Plan (The Scottish Government, 2015)	The Plan sets out why the Scottish Government needs to invest, how it will invest and what strategic large scale investments they intend to take forward within each sector over a twenty year period. It presents a long term strategy for the development of public infrastructure in Scotland.	No problems identified specific to the Fort William areas. However, Scotland wide problems include: <ul style="list-style-type: none"> Connectivity issues associated with digital connectivity and geographic remoteness. 	No opportunities identified specific to the Fort William areas. However, Scotland wide opportunities include: <ul style="list-style-type: none"> New powers to support capital investment will bring about new opportunities to finance, deliver and manage Scottish infrastructure assets. 	A set of guiding principles were developed, assisting with decisions on the prioritisation of projects: <ul style="list-style-type: none"> Delivering sustainable economic growth through increasing competitiveness and tackling inequality. Managing the transition to a more resource efficient, lower carbon economy. Supporting delivery of efficient and high quality public services. Supporting employment and opportunity across Scotland. 	-	-
Low Carbon Economic Strategy (The Scottish Government, 2010)	The document is an integral part of the Government's Economic Strategy to secure sustainable economic growth and is a key component to meeting Scotland's climate change targets. The strategy seeks to establish strong policy direction around Scotland's key low carbon economic opportunities and	No problems identified specific to the Fort William areas. However, risks at a Scotland wide level are identified which pose potential problems, including: <ul style="list-style-type: none"> Flooding leading to loss of, or damage to premises, assets and stock. Disruption to energy sources, raw 	No opportunities identified specific to the Fort William areas. However, Scotland wide opportunities include: <ul style="list-style-type: none"> Commercial opportunities for businesses and industry to maximise their competitive advantage as the global economy moves to a low carbon basis. Low carbon 	There are 13 objectives related to transforming the whole economy, with opportunities for businesses and industry to adapt to and exploit low carbon economies.	-	-

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	strengthen business confidence in exploiting low carbon opportunities.	materials or other supplies. <ul style="list-style-type: none"> Inability to deliver services to customers as a result of extreme weather events. Increases in costs, or complete loss of supply of principal imports. 	employment could increase by 60,000 by 2020, including in renewable energy, low carbon technologies and environmental management.			
Highland Action Plan for Economic Development	The main thrust of the Plan is to generate new employment in the private sector and social economy to compensate for employment and earnings reductions through national public sector cuts.	No problems identified specific to the Fort William area. However, Highland problems include: <ul style="list-style-type: none"> 5,000 full time equivalent jobs were expected to be lost between 2009/10 and 2014/15, with an overall reduction in total pay of more than £200 million. Youth unemployment. 	No opportunities identified specific to the Fort William area. However, Highland opportunities include: <ul style="list-style-type: none"> There is confidence in the region that economic growth can be sustained. Attract those back to the region that have family connections to help fill new job opportunities in renewables, tourism, life sciences, IT etc. Opportunities to maximise the provision of superfast broadband. 	The principal themes of the Action Plan can be summarised as: <ul style="list-style-type: none"> 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 	-	-

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				<p>that will help raise the region's relatively low average earnings in the private sector.</p> <ul style="list-style-type: none"> • Whilst creating jobs in the short term to compensate for public sector cuts and maintain the region's growth momentum. 		
<p>Highlands and Islands Enterprise Operating Plan 2017-18 (Highlands & Islands Enterprise)</p>	<p>The purpose of Highlands and Islands Enterprise is to generate sustainable and inclusive economic growth across the region. This is reflected in the agencies Operating Plan which details the priorities.</p>	<ul style="list-style-type: none"> • There is a need to increase the scale within the indigenous business base, the dominance of sectors with traditionally low-wage structures and difficult market conditions facing the oil and gas supply chain. 	<ul style="list-style-type: none"> • No opportunities specific to Fort William are highlighted. • Opportunities to support employment creation using a holistic approach. • Opportunities for growth and development to help tackle inequalities using the regions natural assets, ambition, skills base and cultural background. • Enhance digital connectivity through the roll out of superfast broadband and community broadband solutions. • Opportunities to collaborate more 	<p>The Plan has four national ambitions centered around investment, innovation, inclusive growth and internationalisation. There are four priority areas:</p> <ul style="list-style-type: none"> • Supporting businesses and social enterprises to shape and realise their growth aspirations. • Strengthening communities and fragile areas. • Developing growth sectors, particularly distinctive regional opportunities. • Creating the conditions for a competitive and low carbon region. 	<p>-</p>	<p>-</p>

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			effectively across the public sector.			
Active Travel						
Fort William Active Travel Audit, The Highland Council/HITRANS	The audit provides baseline information on existing infrastructure provision for active travel and recommends priorities for future investment.	<ul style="list-style-type: none"> A82 passes through Fort William, causing problems for pedestrians and cyclists. Between 15,000 and 18,000 vehicles use the stretch of road between the A830 and the roundabout by the railway station. Cyclists must share the carriageway here with vehicles. The A82 is unsuitable for on road cycle facilities. There are few cycling facilities in Fort William. There is a lack of confidence for disabled people using local buses as they report that not all buses are accessible. The steepness of roads in the residential areas of Fort William will be a deterrent to increasing walking and cycling in 	<ul style="list-style-type: none"> Various public transport opportunities in relation to new developments. These include ensuring bus routes to new developments are as direct as possible from the existing bus network and the improvement of existing bus stop facilities. Development of long distance cycle route from Oban to Fort William. Build on the tradition of recreational walking and cycling to improve the existing Great Glen Way to encourage more utility trips. A number of large scale residential and commercial developments are in progress and could make a positive contribution to active 	<p>There are a number of priorities/recommendations as part of the audit:</p> <ul style="list-style-type: none"> Route signing strategy, with the provision of signing to Corpach, Banavie, Caol and Torlundy from Fort William. Establishment of Fort William Active Travel Action Group to promote walking and cycling and to access funding. Improve the quality of the existing route of the Glen Way from Corpach to Fort William (Fort William Spine Road). Create a network of links in the Caol area to link to local services and existing active travel routes. Investigate the provision of a walking and cycling route from the bus/rail station/Fort William Spine Road to Carmichael Way. Develop safe walking and cycling routes on the A830 	<p>There are a number of priorities/recommendations as part of the audit:</p> <ul style="list-style-type: none"> Route signing strategy; provision of signing to Corpach, Banavie, Caol and Torlundy from Fort William. Establishment of Fort William Active Travel Action Group to promote walking and cycling and to access funding. Improve the quality of the existing route of the Glen Way from Corpach to Fort William (Fort William Spine Road). Create a network of links in the Caol area to link to local services and the existing active travel routes. Investigate the provision of a walking and cycling route from the bus/rail station/Fort William Spine Road to Carmichael Way. Develop safe walking and 	<ul style="list-style-type: none"> Data from Transport Scotland shows that between 15,000 and 18,000 vehicles a day use this stretch of road between the A830 and railway station. There is a wide footway adjacent to the dualled section of the A82, with traffic volumes dropping to approximately 10,000 vehicles per day on this section. 24,000 people were recorded using the Great Glen Way in 2006 and approximately 50,000 people a year walk the West Highland Way. Both routes end adjacent to the A82. Traffic on the A82 near to the swimming pool has increased by 5% since 2003. However in the south

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		<p>the area.</p> <ul style="list-style-type: none"> Wet weather in the areas will be a major hurdle in the promotion of walking and cycling. There is an unattractive gateway between the bus and railway stations and the town centre. 	<p>travel infrastructure.</p> <ul style="list-style-type: none"> There is an existing network of cycle enthusiasts to help promote cycling. 	<p>and A82 (Outer Orbital Route).</p>	<p>cycling routes on the A830 and A82 (Outer Orbital Route).</p>	<p>of the town, traffic flows are considerably less. This indicates that much of the traffic causing congestion in the town is generated locally.</p> <ul style="list-style-type: none"> Pedestrian and cyclist accident data for 2006 to 2009 shows that during this period there were no pedestrian deaths, but there was one cyclist who died. A total of six pedestrian accidents were recorded, two of which suffered severe injuries and a total of six other cyclist accidents, one of which was severe. All other accidents are recorded as slight.
Other						
<p>Highland Outcome Improvement Plan, Highland Community Planning Board, 2017</p>	<p>Document outlines the Highland Community Planning Partnership's aspirations for Highland and the specific actions they will be undertaking to deliver them. The Plan has been developed following</p>	<p>No problems identified specific to the Fort William area. However, Highland problems include:</p> <ul style="list-style-type: none"> Poverty across the region, partially as a result of wages being below the equivalent 	<p>No opportunities identified specific to the Fort William area. However, Highland opportunities include:</p> <ul style="list-style-type: none"> There are opportunities to share training across agencies, sectors and communities. 	<p>There are five core outcomes with priority areas for each action under the outcome. The outcomes focus on:</p> <ul style="list-style-type: none"> Poverty reduction; Community Participation & Dialogue; Infrastructure; 	<p>Potential transport related interventions include:</p> <ul style="list-style-type: none"> Better awareness and co-ordination of public transport. Developing the transport market; some areas in Highland would benefit 	<p>-</p>

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	extensive engagement with communities.	<p>of the national living wage, particularly in remote rural areas.</p> <ul style="list-style-type: none"> Lack of affordable housing. Recent increases in fuel poverty. Existing timetable information is often inaccessible to those who depend on public transport options. The cost of transport can be prohibitive for some, e.g. for work and leisure purposes. Community Transport is at times restrained by funding rules or sustainability problems. 	<ul style="list-style-type: none"> It is important that economic opportunities are recognised and provided. Opportunities to explore working with private companies and large traders to look at funding or sustaining improvements to community led transport options. Opportunities to review the current investment and support structures around community transport in Highland. 	<ul style="list-style-type: none"> Community Safety & Resilience; and Mental Health & Wellbeing. 	<p>from transport options which meet the community's needs.</p> <ul style="list-style-type: none"> Community transport investment / support; there are opportunities to review the current investment and support structures around community transport in Highland. 	
Fort William Town Centre Action Plan (2015, The Highland Council)	<p>The Plan 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 opportunities have been identified which can deliver regeneration in Fort William town centre.</p>	<ul style="list-style-type: none"> Finding opportunities to implement proposals are limited. Proposals include improvements to sustainable transport infrastructure. There is a need for safer, more attractive pedestrian access in the town centre; for example, between the 	<ul style="list-style-type: none"> Multiple opportunities to revitalise Fort William are identified. These are noted as priorities in the column to the right. Sustrans continues to have the long term aim to increase opportunities for active travel along the A82. 	<p>Multiple priorities are identified in the Plan:</p> <ul style="list-style-type: none"> Pedestrian environment between the Fort and the High Street requires improving, which would create safer and more attractive pedestrian access. Improving the public realm of the High Street was identified as a priority, with a particular need to bring 	<p>There are multiple proposals in the Plan. Proposed/priority transport related interventions identified include:</p> <ul style="list-style-type: none"> Pedestrian and cyclist infrastructure improvements across the town centre. Review and improvements to traffic management on the High Street. 	<ul style="list-style-type: none"> 20% of 85 shops on Fort William High Street are lying empty. Fort William has 18 hotels and circa 74 B&B's and Guest Houses.

Document (Title, Year, Source)	Summary	Problems in Fort William area and any evidence	Opportunities for Fort William area and any evidence	Any relevant policy drivers or priorities from document?	Any proposed transport interventions from the document?	Any useful data?
		<p>Railway/Bus Station and town centre.</p> <ul style="list-style-type: none"> • There are issues around on-street parking and traffic regulation enforcement. • A public consultation event confirmed that summer traffic congestion discourages local residents from using the town centre. • 20% of 85 shops on Fort William High Street are lying empty. 		<p>empty shops back to use.</p> <ul style="list-style-type: none"> • Improving gateway roundabouts and signage for drivers. • Promotion of better walking and cycling links between the town centre and the waterfront. • Development of new uses for redundant space and buildings in the town centre. • Public consultation identified a desire to create more good quality greenspace in the town centre. • Make better use of MacRae's Lane. This area has the potential to provide pop up space and workshops. 		

Appendix B Transport Baseline

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A.1 Introduction

This Technical Note constitutes the Transport Baseline deliverable as Task 3 of the agreed programme; namely to present:

- Supply-Side Baseline
- Demand-Side Baseline

A.2 Supply-side Baseline

Methodology

This section considers the supply-side baseline which provides a description of:

- Existing infrastructure;
- Existing public transport services
- Consideration of freight routing; and
- Review of committed transport projects in the region

Active Travel

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, watersports, snowsports, 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.

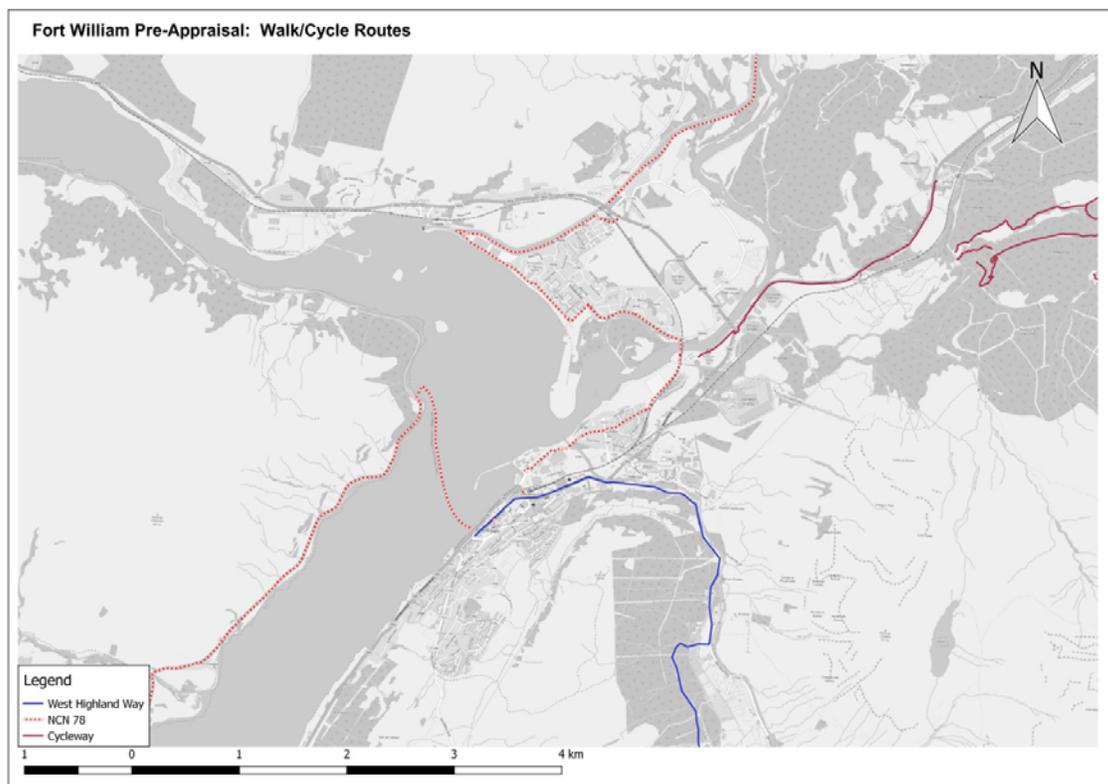


Figure 1 Fort William Walk/Cycle Routes

Walking/Cycling Accessibility Levels

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 everyday, shorter journeys, usually up to 2 miles for walking and up to 5 miles for cycling.”¹

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 figures below illustrate the results of the accessibility mapping.

¹ <https://www.transport.gov.scot/media/33649/long-term-vision-for-active-travel-in-scotland-2030.pdf>

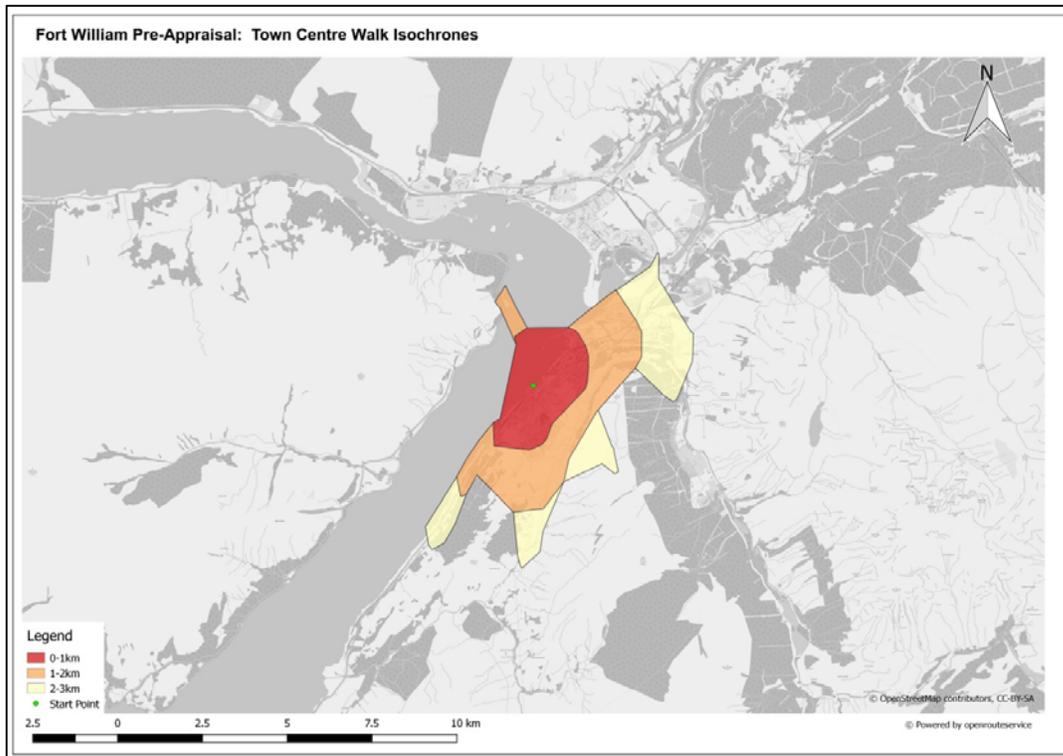


Figure 2 Town Centre Walking Accessibility – Town Centre Walk Isochrones

The above figure illustrate 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 outwith this comfortable commuting walk distance.

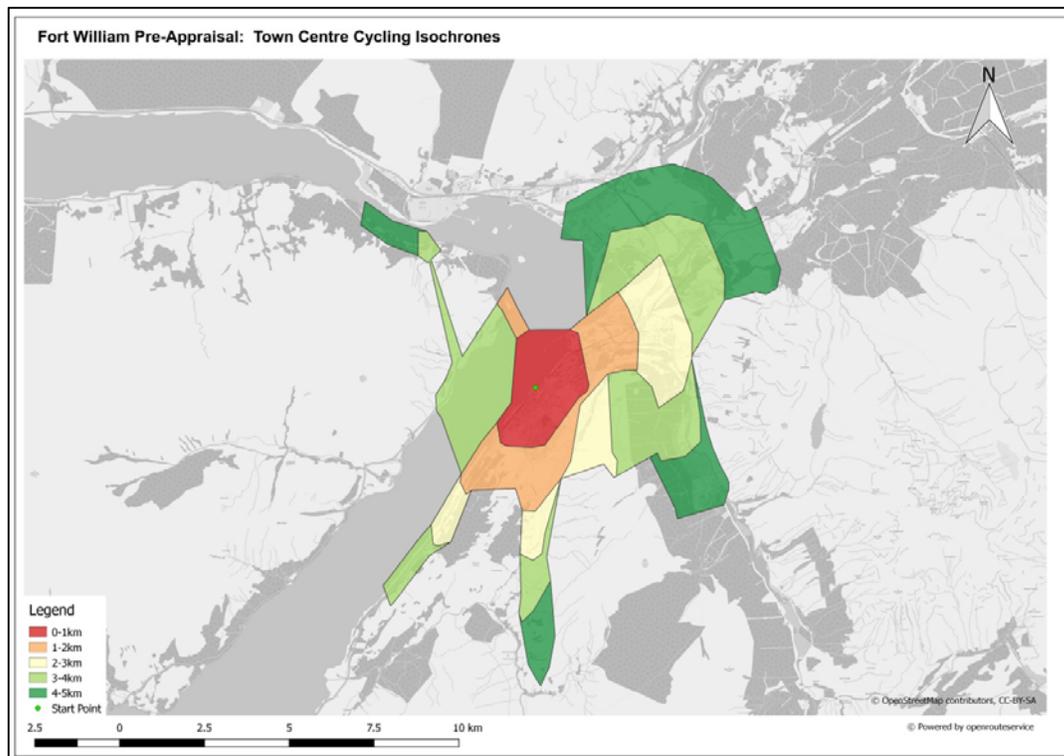


Figure 3 Town Centre Cycling Accessibility – Town Centre Cycling Isochrones

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.

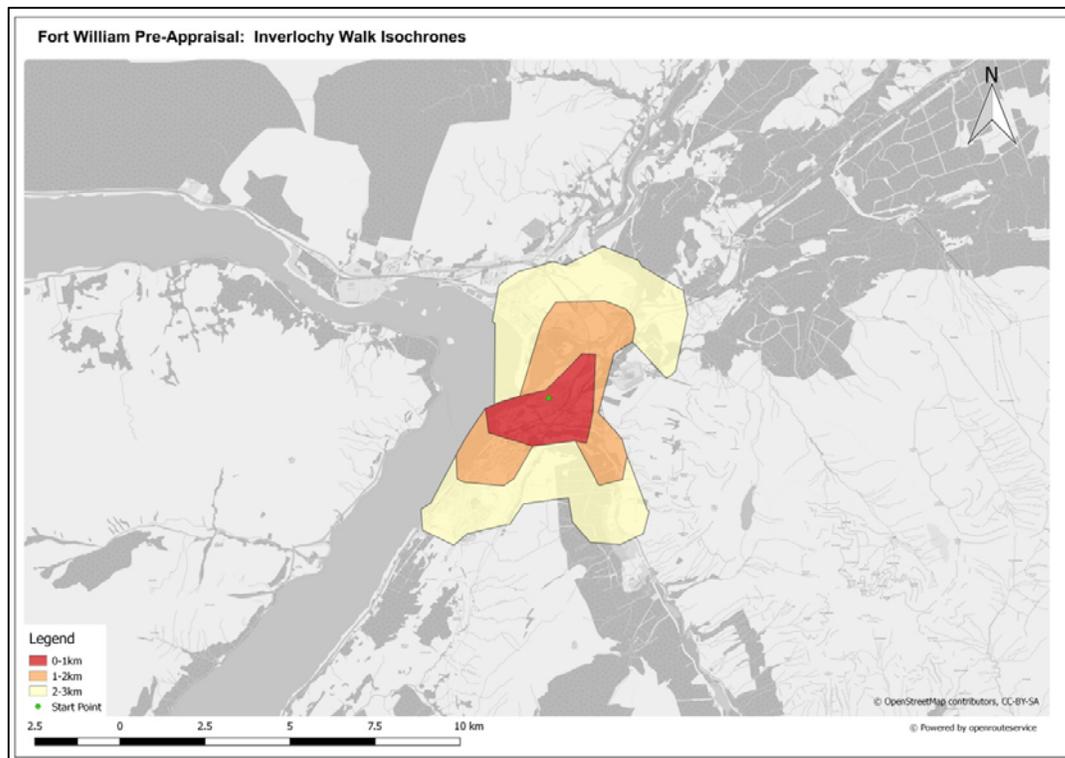


Figure 4 Inverlochy Walking Accessibility – Walk Isochrones

The above figure illustrates that the urban areas of the Town Centre and Caol lie within a 3km walking distance from an origin of Inverlochy. It also illustrates that the smelter lies within this walk distance.

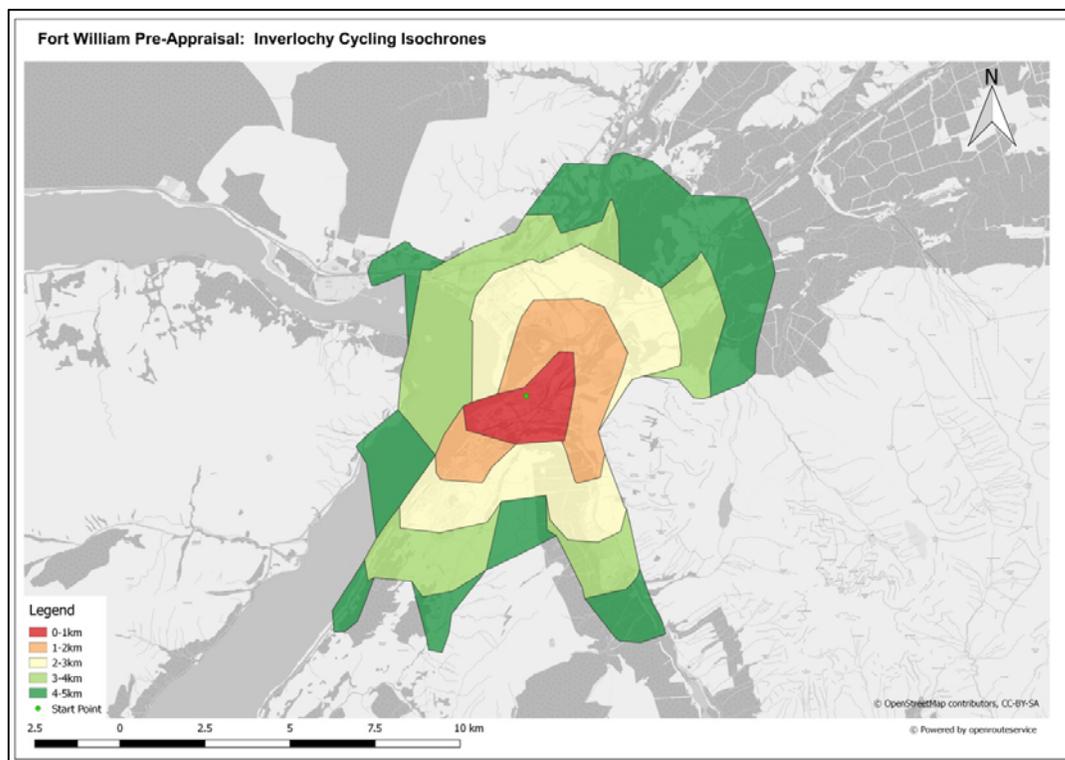


Figure 5 Inverlochy Cycling Accessibility – Cycling Isochrones

The above figure illustrates that the entire settlement of Fort William falls within a 5km distance from a start point of Inverlochy. This again indicates opportunities for locals to cycle to work, school and the shops etc. as well as for visitors to explore the town by bicycle and to access Glen Nevis and its trails.

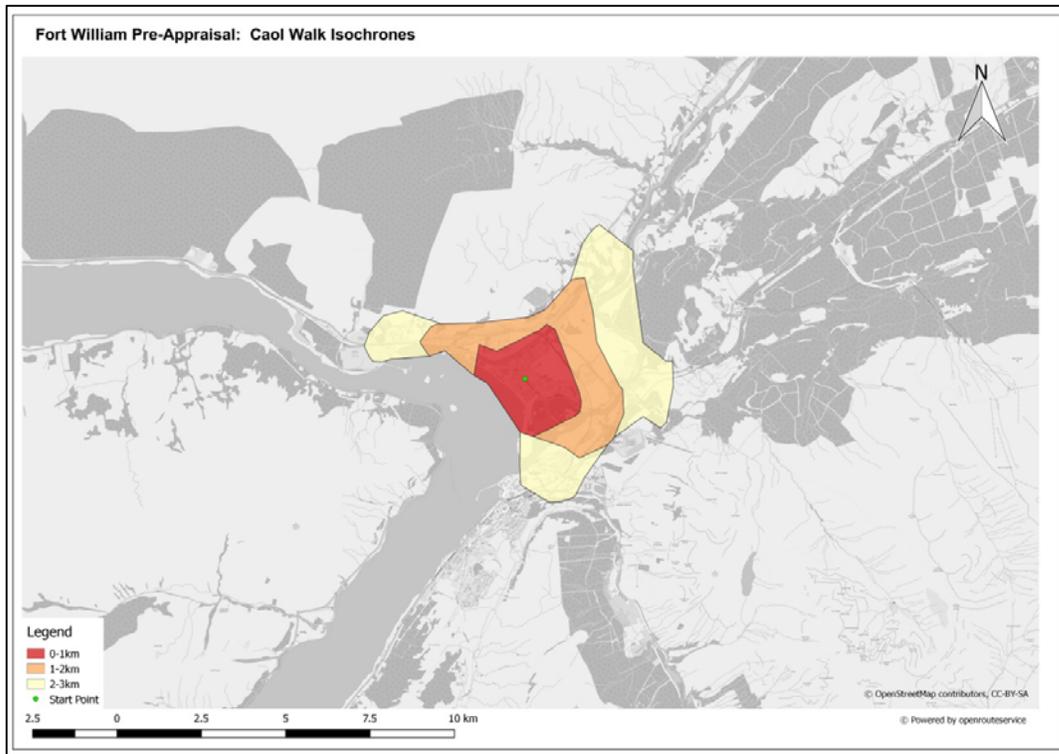


Figure 6 Caol Walking Accessibility – Walk Isochrones

The above figure illustrates that the urban areas of Corpach and Inverlochy lie within a 3km walking distance from a start point of Caol. It also illustrates that the smelter lies within this walk distance. Fort William town centre however lies outside of this threshold.

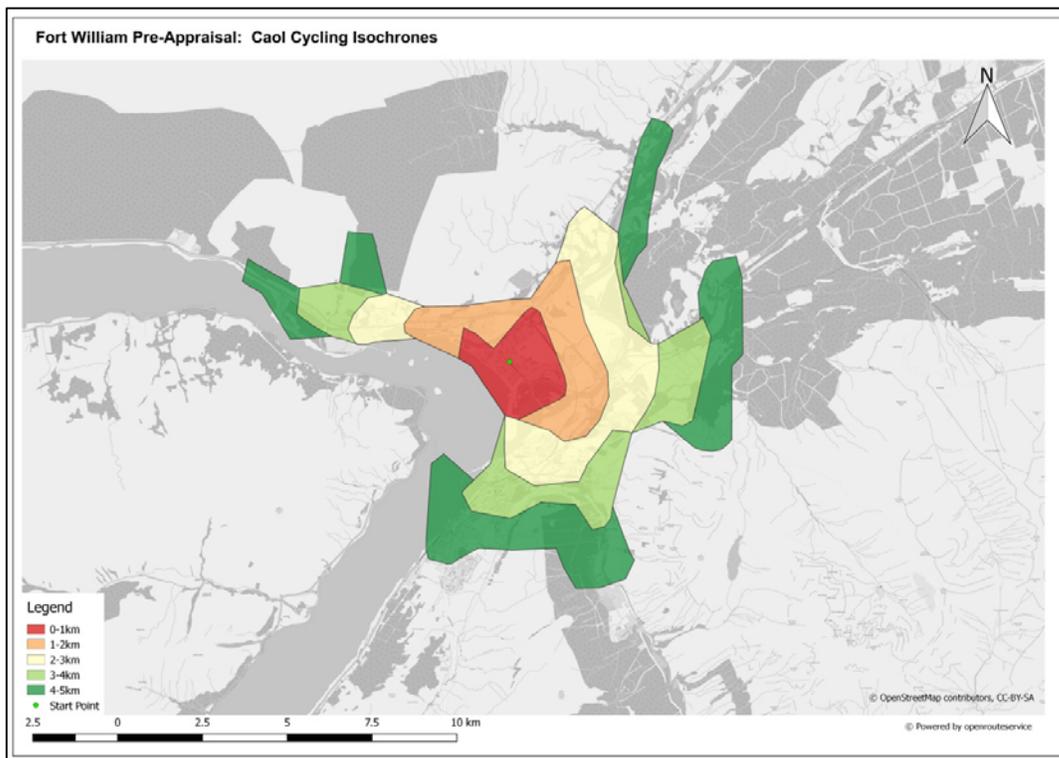


Figure 7 Caol Cycling Accessibility – Cycling Isochrones

The above figure illustrates a similar cycle catchment to that from Inverlochy. Relative to Inverlochy, less of Glen Nevis is accessible within the threshold, but a greater proportion of the Caledonia Way (Inverness to Fort

William), National Cycle Network (NCN) Route 78 is accessible. The Town Centre lies within a commutable cycle (depending on the definitions used for commutable cycling distance, in this case 5km).

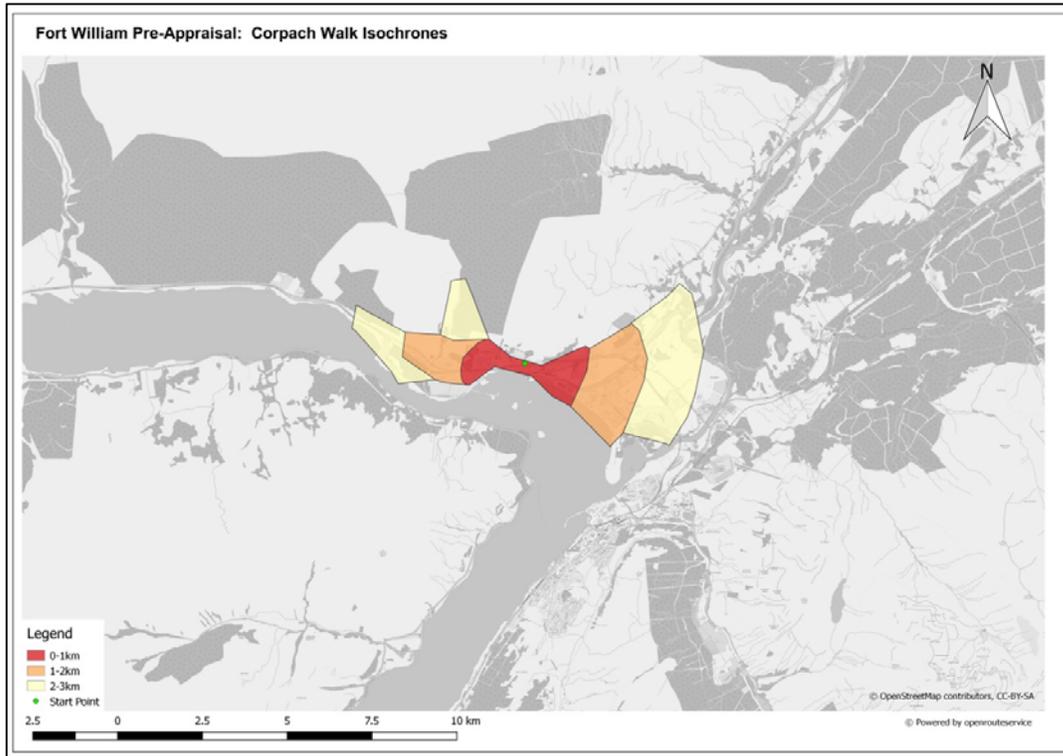


Figure 8 Corpach Walking Accessibility – Walk Isochrones

The above figure illustrates that, in addition to Corpach, only the urban area of Caol is accessible within a 3km walk catchment from Corpach. On the outer limits of this however are the Blar Mhor Industrial Estate and Lochaber High School indicating opportunities to walk for the travel to school/work journey. Annat Industrial Estate and the Linnhe holiday park are also accessible within this threshold.

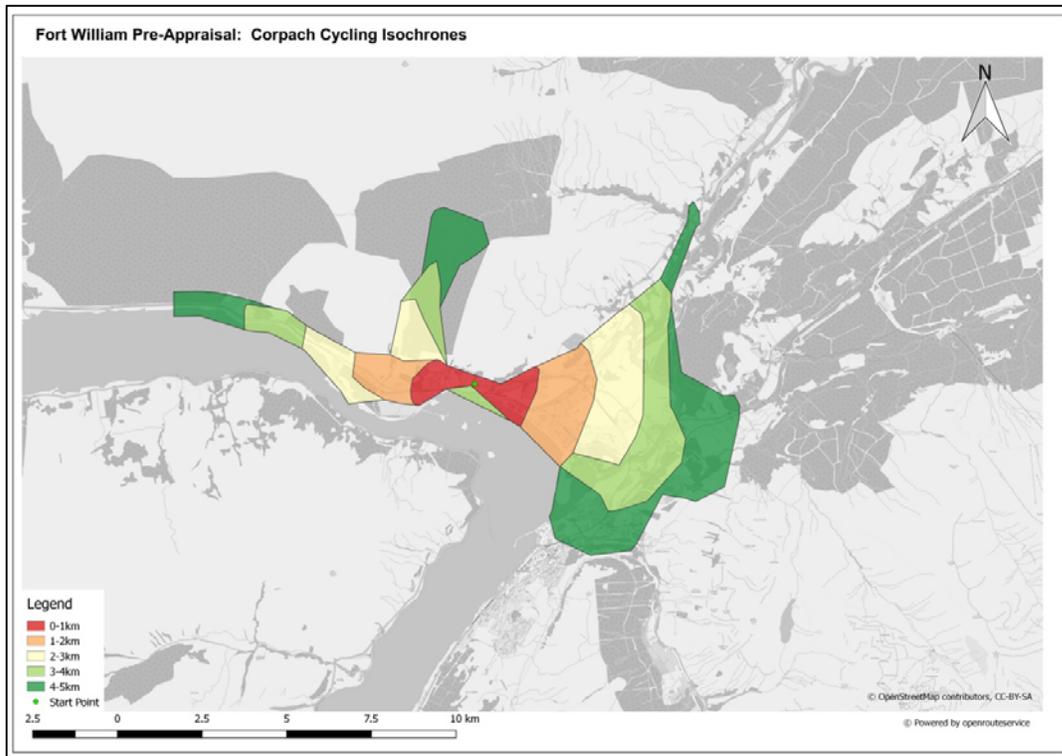


Figure 9 Corpach Cycling Accessibility – Cycling Isochrones

The above figure illustrates that the urban areas of Caol and Inverlochy are within a 5km distance threshold from a start point of Corpach. The Town Centre area however is marginally outwith this distance. In addition, though accessibility into Glen Nevis and the Caledonia Way is less than from Caol/Inverlochy, a greater extent of the A830 toward Mallaig is accessible, with the Loch Eil Outward Bound Centre within this threshold.

Bus

Bus Infrastructure

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. The figure below illustrates the geographic location of all on-street stops within the Study Area.

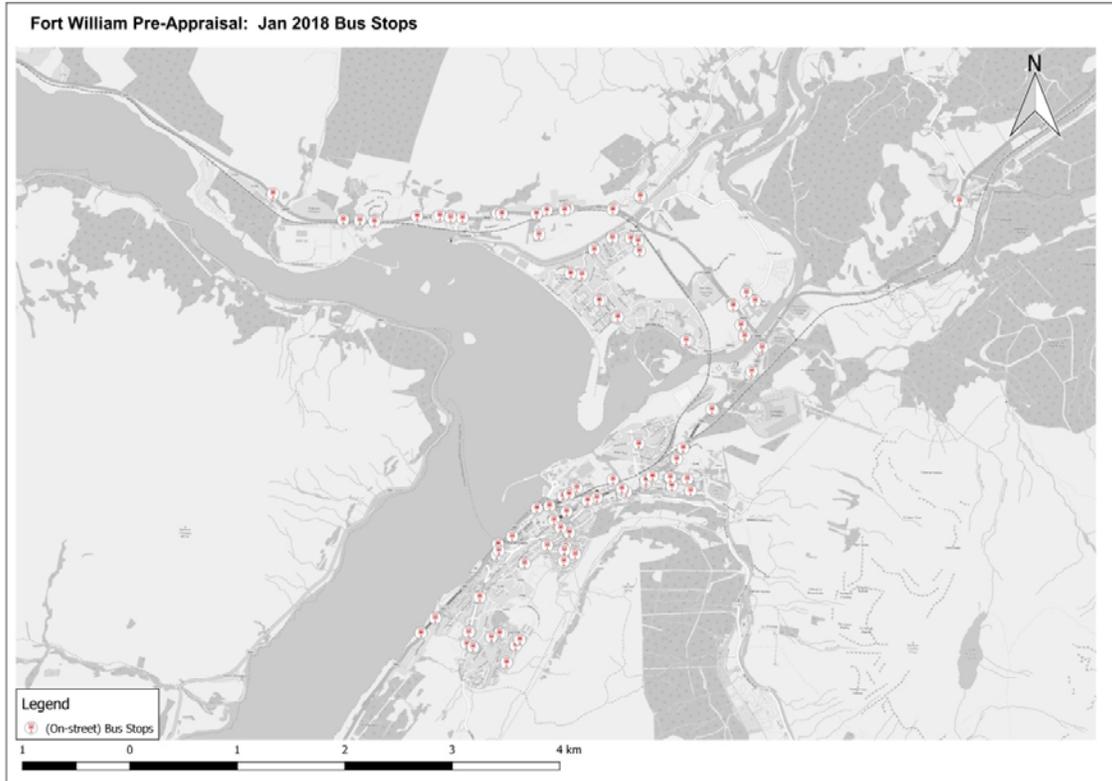


Figure 10 Fort William On-Street Bus Stops

As can be seen from the above, there is an even spread of bus stops within the built-up section of the Study Area. It can also be seen that there are bus stops on the A82 adjacent to Torlundy.

In addition to on-street bus-stop facilities, the bus station in the Town Centre (illustrated in the figure below) has a number of stances used by local and inter-urban services. This also displays bus information electronically.





Figure 11 Bus station in Fort William

Middle Street is also an important bus hub in Fort William, west of the town centre.





Bus Services

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 the table below. It should be noted that Stagecoach announced closure of their Fort William depot in June 2018.

Table 1 Fort William Bus Services (as of April 2018)

Service	Operator	Route description	Mon-Fri	Saturday	Sunday
F10	Highland Council	Fort William – Causnagaul	Five services daily	Five services daily	Five services daily
41/41D	Stagecoach	Glen Nevis – Roy Bridge	Daytime: Every 2hrs	Daytime: Every 2hrs	No services
42	Stagecoach	Gairloch – Fort William	Schooldays only: One Service per day	No services	No services
N42	Shiel Buses	Fort William – Glen Nevis	21 May to 14 October: 30 mins to Hourly	21 May to 14 October: 30 mins to Hourly	21 May to 14 October: 30 mins to Hourly
44	Stagecoach	Fort William – Kinlochleven	Daytime: Hourly Evening: 2-3 hrs	Daytime: Hourly Evening: 2-3 hrs	Daytime: 2-3 hrs
45/45A	Stagecoach	Middle Street – Caol Circular	Daytime: Every 30mins Evening: 4 services from 1720 to 0015	Daytime: Every 30mins Evening: 4 services from 1720 to 0015	No services

Service	Operator	Route description	Mon-Fri	Saturday	Sunday
47	Stagecoach	Corpach – Upper Achintore Circular	Evenings only: Hourly	Evenings only: Hourly	No services
144	Stagecoach	Fort William – Kinlochleven	Schooldays only: One Service per day	No services	No services
226	Fishers Tours ²	Arbroath – Fort William	Fortnightly Tuesday service (March – October)	No services	No services
242	Fishers Tours	Forfar – Fort William	Fortnightly Tuesday service (March – October)	No services	No services
500	Shiel Buses	Mallaig – Fort William	Three services per day	One service per day	One service per day
502	Shiel Buses	Acharacle – Fort William	One service per day (2 on Thursday)	One service per day	No services
506	Shiel Buses	Kilchoan – Fort William	One service per day	One service per day	No services
507	Shiel Buses	Drimmin – Lochaline – Fort William	Monday, Wednesday, Friday: One service per day Tuesday, Thursday: Two services per day	No services	No services
510	Shiel Buses	Invergarry/Roy Bridge – Fort William	Schooldays only: Four services per day	No services	No services
512B	Shiel Buses	Ballachulish – Lochaber High School	Schooldays only: Monday to Thursday, two services. Friday, three services	No services	No services
513	Shiel Buses	Inverness – Fort William	Two services per day	One service per day	No services
515	Shiel Buses	Corpach – Achintore	Daytime: Every 30 mins	Daytime: Every 30 mins	Daytime: Hourly
517/517A	Shiel Buses	Upper Achintore – Lochaber High School – Caol – Lundavra School	Schooldays only: Five services per day	No services	No services

² <http://fisherstours.co.uk/wp-content/uploads/2018/01/2018-timetable.pdf>

Service	Operator	Route description	Mon-Fri	Saturday	Sunday
518	Shiel Buses	Fort William – Plantation – Lochaber High School	Schooldays only: Three services per day	No services	No services
521	Shiel Buses	Upper Achintore – Bun-Sgoil Loch Abar	Schooldays only: Three services per day	No services	No services
522/522A/522B	Shiel Buses	Aberdeen – Inverness	Hourly	Hourly	Hourly.
591	Lochabar Action on Disability	Roy Bridge – Fort William	Thursday only: Two services per day	No services	No services
592	Lochabar Action on Disability	Corpach – Fort William	Friday only: Six services per day	No services	No services
914	Scottish Citylink	Glasgow – Fort William	One service per day	One service per day	One service per day
915	Scottish Citylink	Glasgow – Uig	One service per day	One service per day	One service per day
916	Scottish Citylink	Glasgow – Uig	One service per day	One service per day	One service per day
918	West Coast Motors	Oban – Fort William	Two services per day	Two services per day	No services
919	Scottish Citylink	Fort William – Inverness	Four services per day	Five services per day	Two services per day

As can be seen from the above, Fort William is relatively well served in terms of bus services. Many of the services operate on schooldays only however, 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.

The map(s) below further illustrate the routes operating within the Study Area.



Figure 12 Stagecoach Bus Routes and Fares³

An excerpt of the Shiel Buses “faretable” is shown below for route 500.

Faretable													
Mallaig													
.80	Police St												
.80	.80	High School											
£1.30	£1.30	£1.10	Morar										
£1.50	£1.50	£1.10		Tougal									
£1.70	£1.70	£1.30	.80	.80	Garramore								
£2.05	£1.90	£1.70	£1.10	£1.10	.80	Traigh							
£2.05	£2.05	£2.05	£1.70	£1.70	£1.10	.80	Keppoch						
£2.55	£2.55	£2.40	£1.90	£1.90	£1.70	£1.10	.80	Arisaig					
£3.10	£3.00	£2.70	£2.70	£2.70	£2.70	£2.70	£2.70	£2.70	Lochalort				
£3.80	£3.80	£3.80	£3.80	£3.70	£3.55	£3.40	£3.40	£3.30	£2.20	Glenfinnan			
£5.00	£5.00	£5.00	£5.00	£5.00	£3.80	£3.80	£3.80	£3.80	£3.00	£1.90	Fasolem		
£5.60	£5.60	£5.60	£5.60	£5.60	£5.00	£5.00	£5.00	£5.00	£3.30	£2.70	£2.20	Corpach	
£6.10	£6.10	£6.10	£6.10	£6.10	£5.60	£5.60	£5.60	£5.60	£3.80	£3.30	£2.55	£1.10	Ft William
£7.95	£7.95	£7.95	£7.95	£7.95	£7.30	£7.30	£7.30	£7.30	£4.95	£4.30	£3.35	£1.45	Return

Figure 13 Shiel Bus Faretable (route 500)⁴

Bus Accessibility

The Scottish Access to Bus Indicator (SABI) gives a score for the accessibility of bus services in each of Scotland’s 6,976 data zones and 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

³ <https://ticon-maps-stagecoachbus.s3.amazonaws.com/Timetables/North%20Scotland/Highlands/Fort%20William%20%26%20Loch%20NessA5-02October2017-WEB.pdf>

⁴ www.shielbuses.co.uk

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.

Comparators of Aviemore and Oban have been used in the following analysis. Having a comparator helps to place Fort William in context. Whilst Aviemore is smaller geographically and in terms of population than Fort William, it offers an interesting comparison in terms of a town that deals with high, seasonal peaks in terms of tourism, and balancing this with the needs of local residents and businesses. It is also in close proximity to a trunk road, though in the case of Aviemore, this trunk road bypasses the town. Oban is a useful comparator in the West Highlands as a popular tourist destination and served by road and rail.

The figures below detail the SABI scores for Fort William, Aviemore and Oban respectively.

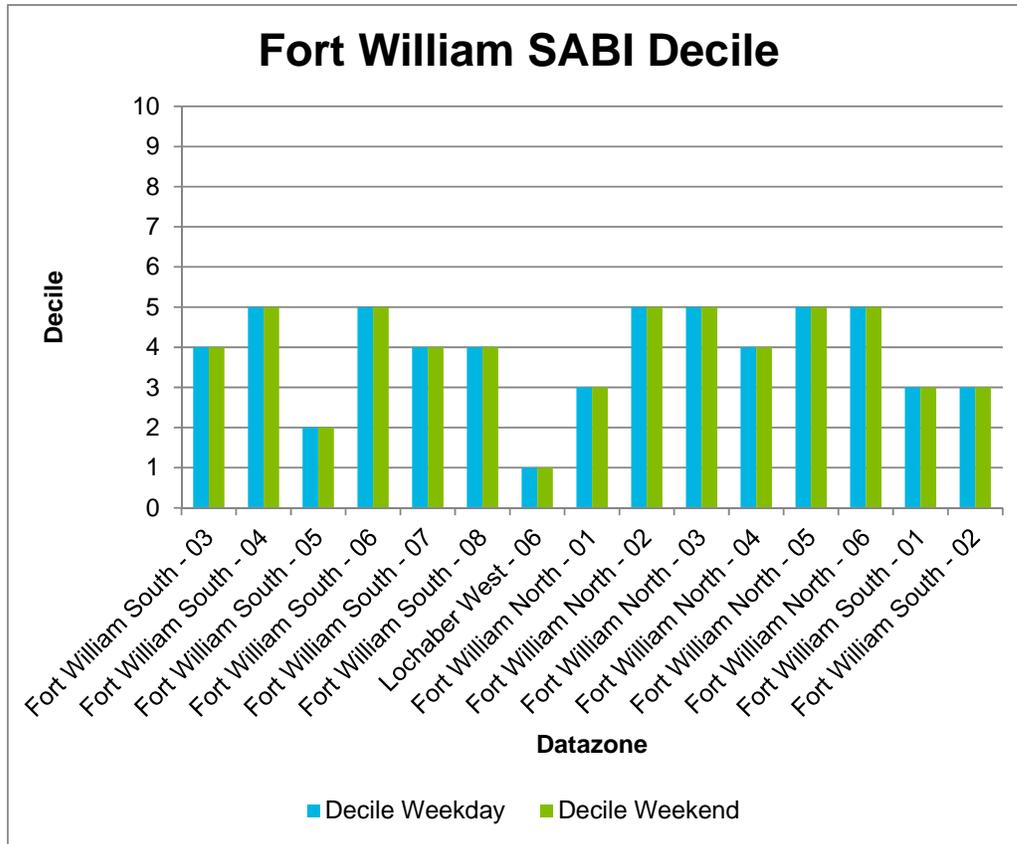


Figure 14 Fort William SABI

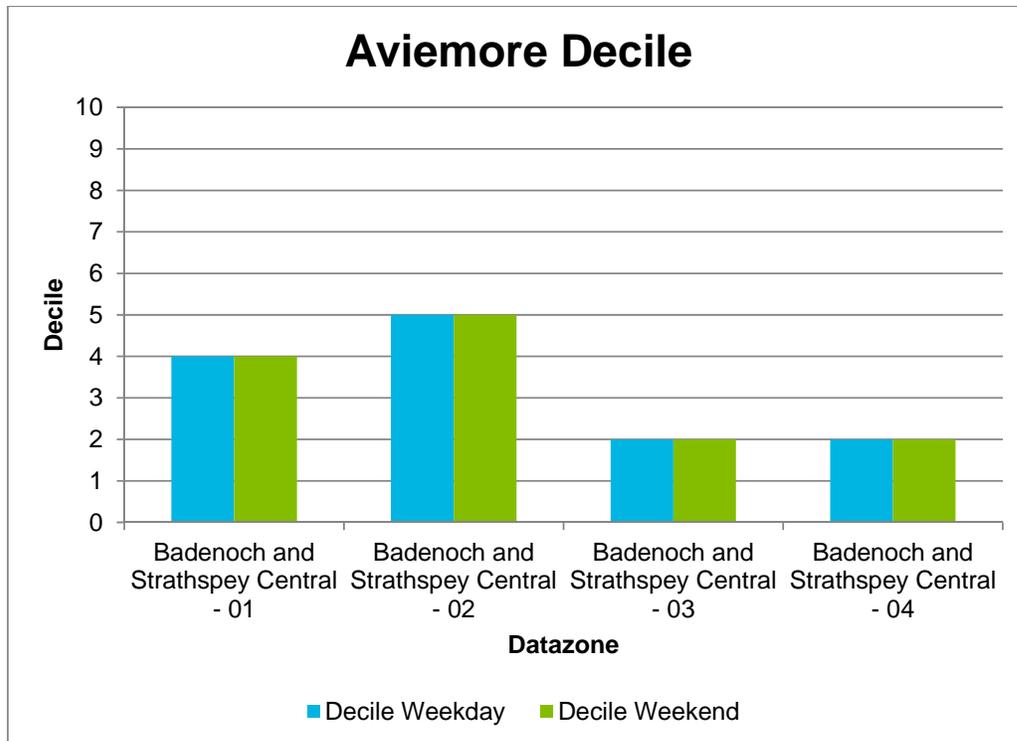


Figure 15 Aviemore SABI

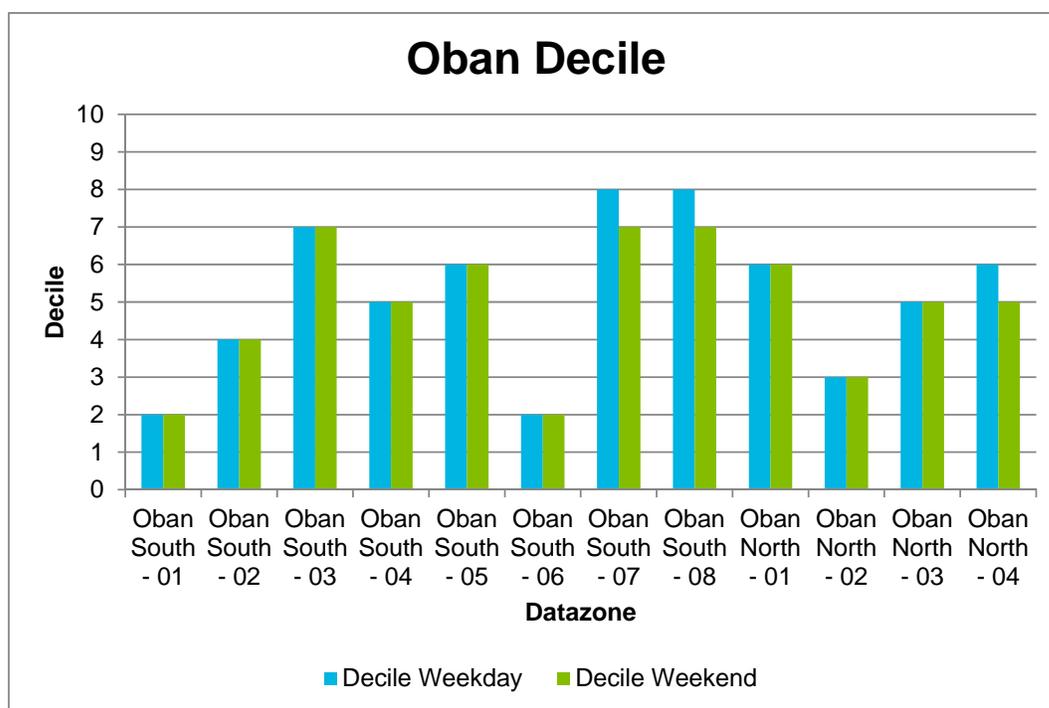


Figure 16 Oban SABI

For the purpose of this analysis, the scores for the Lochaber West datazone cannot be considered truly representative as the geographic area of the zone extends considerably beyond the scope of the Study Area, as far afield as just south of Mallaig. As can be seen from the above, 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%. This is comparative to the SABI scores of Aviemore for the datazones within the town centre area.

The figures below provide additional context in terms of average accessibility scores for similar settlements across the country.

Table 2 National SABI Weekday Deciles

Classification	1	2	3	4	5	6	7	8	9	10
Large urban areas	2.6%	2.4%	3.7%	4.4%	5.5%	8.4%	10.4%	14.5%	21.0%	27.1%
Other urban	4.8%	7.1%	10.3%	12.5%	14.3%	14.7%	14.3%	12.0%	7.6%	2.4%
Small accessible towns	12.2%	14.1%	15.3%	16.1%	16.6%	11.6%	8.5%	4.4%	1.2%	0.0%
Small remote towns	12.8%	23.5%	23.5%	18.1%	11.7%	6.4%	2.7%	1.3%	0.0%	0.0%
Accessible rural	24.5%	20.8%	16.4%	12.0%	9.6%	5.7%	5.5%	3.4%	1.4%	0.6%
Remote rural	55.7%	27.0%	10.5%	4.3%	1.5%	0.9%	0.1%	0.0%	0.1%	0.0%

Table 3 National SABI Weekend Deciles

Classification	1	2	3	4	5	6	7	8	9	10
Large urban areas	2.6%	2.4%	4.0%	4.7%	5.9%	7.9%	9.7%	14.5%	20.6%	27.6%
Other urban	4.8%	7.4%	10.2%	12.3%	13.6%	14.6%	14.7%	12.4%	8.0%	2.0%
Small accessible towns	12.1%	14.5%	14.6%	16.5%	16.9%	12.2%	8.1%	3.9%	1.2%	0.0%
Small remote towns	14.1%	26.2%	20.8%	17.4%	11.4%	7.4%	2.3%	0.3%	0.0%	0.0%

Accessible rural	23.4%	20.2%	16.8%	12.9%	9.8%	5.9%	5.3%	3.4%	1.7%	0.6%
Remote rural	55.6%	28.2%	9.4%	4.0%	1.7%	1.0%	0.2%	0.1%	0.0%	0.0%

The settlement of Fort William as defined by the NRS is primarily classified as 'Other Urban' in the Scottish Government's 6-fold Urban/Rural Classification. The SABI decile scores presented in Figure 14 however, also include scores from the peripheral datazones on the outer extents of the Study Area. These datazones are classed as 'Accessible Rural' and 'Remote Rural' respectively.

From the above tables it can be seen that, relative to other equivalent areas in Scotland, the accessibility of bus services in Fort William is largely of a similar level. Similar as these scores may be to other equivalent areas, they are similarly low.

Also illustrated above are the comparative SABI scores for the settlement of Aviemore which is primarily classed as a 'Remote Small Town' in the Scottish Government's 6-fold Urban/Rural Classification. As with Fort William, the SABI decile scores presented also include those for the settlement's outlying areas (Badenoch and Strathspey Central – 03 & Badenoch and Strathspey Central – 04). The similar SABI score of 4/5 for Aviemore is therefore considered to mean Aviemore is better connected by bus than other similar locations.

Also illustrated above are the comparative SABI scores for the settlement of Oban which is classed as a 'Remote Small Town' in the Scottish Government's 6-fold Urban/Rural Classification. The similar SABI score of 4/5 for Oban is therefore considered to mean Oban is better connected by bus than other similar locations.

As can be seen from the above, the average accessibility score for the study area (4) is comparable to the equivalent score for Oban, which like Fort William is the key regional service centre for the surrounding area. It can also be seen however that half of the areas within Oban are in the upper 50% in terms of accessibility and thus score more highly than any of the datazones within the study area.

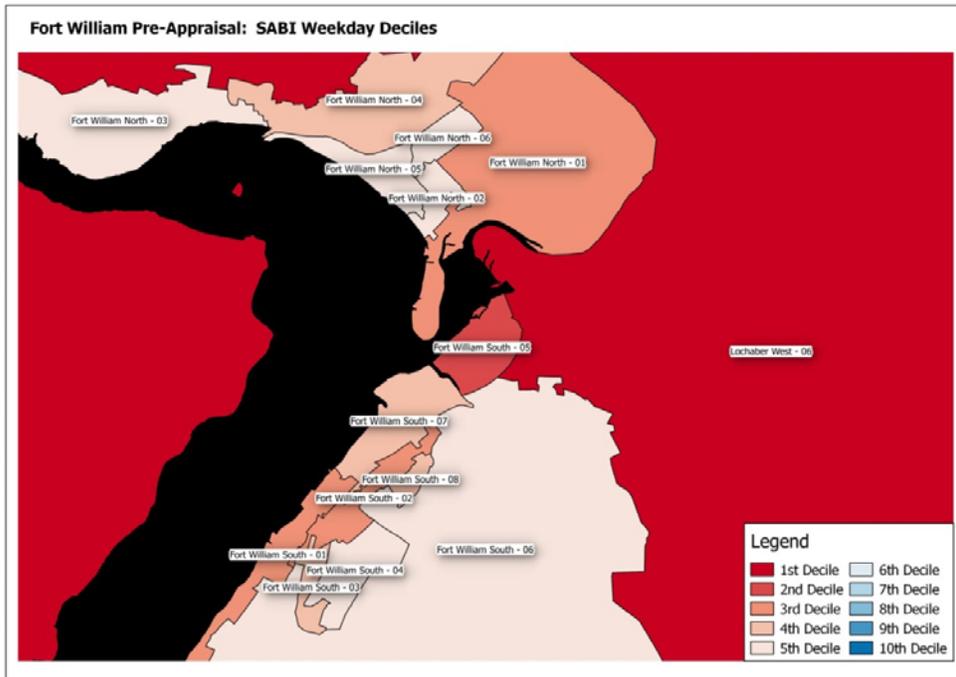


Figure 17 Study Area SABI Weekday Decile

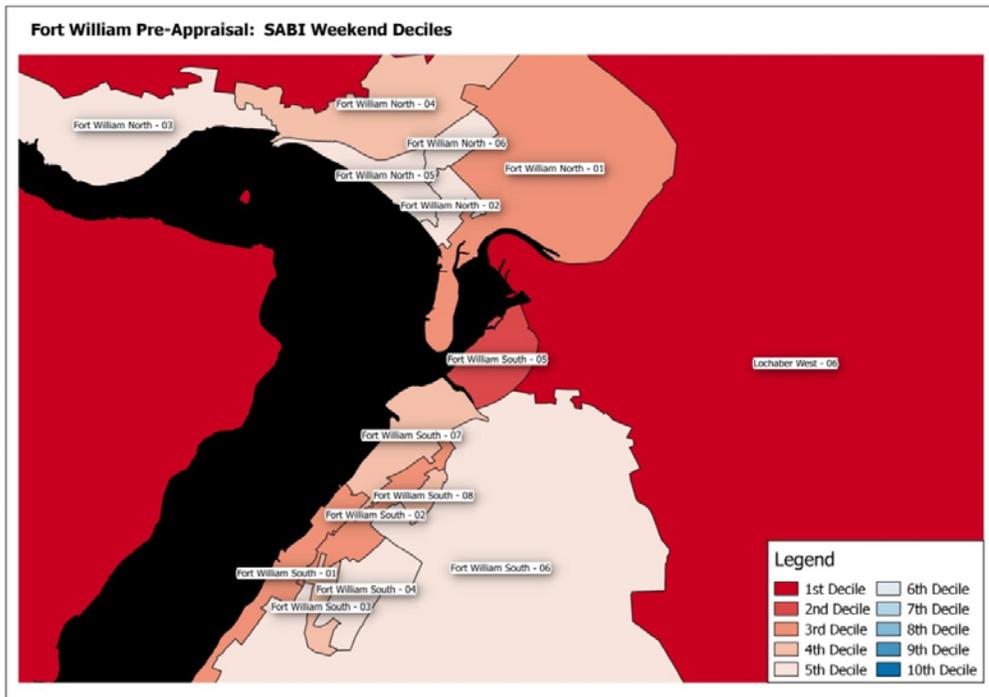


Figure 18 Study Area SABI Weekend Decile

Rail

Rail Infrastructure

There are three rail stations located in the Study Area; at Fort William, Banavie and Corpach as illustrated on the figure below. Station facilities at each are detailed in the table below, alongside a comparator of Aviemore and Oban stations. Aviemore and Oban stations are included as a comparator in this context to highlight the differences and/or similarities in rail connectivity between Fort William and other Highlands and Islands towns with strong links to Inverness and a visitor-oriented local economy.

Table 4 Fort William/Aviemore/Oban Rail Stations

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
Aviemore	Yes	16 spaces	10 spaces	No	Yes	Yes
Oban	Yes	10 spaces	30 spaces	Yes	Yes	Discounted cycle hire available at local provider



Figure 19 Map of rail stations in Fort William area

As can be seen from Table 4 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. The comparator station of Aviemore also lacks full accessibility.

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).

Rail Services

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 operate services which run from Fort William to London.

The table below details operating frequency of services on the corridor.

Table 5 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 relatively well served in terms of connections to the Central Belt, England and, via connecting ferry services at Mallaig, to some island communities to the west. There is no direct rail link between Fort William and Inverness, which places the bus as the only public transport option between these settlements. This should be noted alongside the travel to work flows demonstrated in Figure 67 Census TTW Flows.

Fort William (and the West Highland Line generally) are currently served by Class 156 trains, which are in the process of being refurbished. This refurbishment will see the installation of additional luggage racks. A further benefit of the installation of luggage racks is that this should limit the number of occasions that luggage is placed in areas reserved for bikes and prams.

There is an early train service from Banavie and Corpach which arrives into Fort William for 0725, and a return option leaving Fort William at 1619. It has been noted during engagement for this study that this timetable makes it difficult for local people to use it for commuting and/or education purposes.

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.

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 6 Scotrail Rural Performance (10 December to 6 January)

PPM four weekly	PPM MAA	Right Time (RT) ⁵ four weekly	Right Time (RT) MAA	Cancelled and Significantly Late (CaSL) ⁶ 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.

Table 7 Annual on Time Arrival at Destination

Location	On Time ⁷	Booked ⁸	On Time ⁹	PPM
Fort William	96.3%	1	78.7%	88.2%
Mallaig	74.9%	4	74.9%	83.1%
Aviemore	41.1%	0	41.1%	77.8%

Table 7 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. The above also illustrates that the performance of the rail stations in the Study Area is significantly better to that of Aviemore.

Ferry

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 at the times illustrated in the below table.

Table 8 Camusnagaul Ferry Timetable

	CAMUSNAGAU	FORT WILLIAM	FORT WILLIAM	CAMUSNAGAU
Mon - Sat	Depart	Arrive	Depart	Arrive

⁵ Right-time performance measures the percentage of trains arriving at their terminating station early or within 59 seconds of schedule

⁶ 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

⁷ On Time _T - The percentage of ScotRail services that terminate at this location On Time*

⁸ Booked _T - The number of ScotRail services planned to terminate at this location on a typical weekday

⁹ 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

	CAMUSNAGAUL	FORT WILLIAM	FORT WILLIAM	CAMUSNAGAUL
			07.45	07.55
	08.15	08.25	10.00	10.10
	10.15	10.25	12.20	12.30
	12.3	12.40	16.15	16.25
	16.35	16.45	17.3	17.50

Fares are further illustrated in the table below.

Table 9 Camusnagaul Ferry Fares

Passenger	Fare
Adult	£1.80
Children under 15	£0.90
Children under 5	FREE
Pedal cycle	£1.50

It should be noted there is no Sunday service. The Camusnagaul Ferry service carries people with bikes, an important connection as 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 bikes¹⁰.

Table 10 Camusnagaul Ferry Timetable

	CAMUSNAGAUL	FORT WILLIAM	FORT WILLIAM	CAMUSNAGAUL
Mon - Sat	Depart	Arrive	Depart	Arrive
			07.45	07.55
	08.15	08.25	10.00	10.10

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. 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 £25.80¹¹.

Also outwith 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.

Public transport tickets

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

¹⁰ <https://www.sustrans.org.uk/ncn/map/route/oban-to-fort-william>

¹¹ <http://www.lochabertransport.org.uk/TransportinLochaber/PublicTransport/Ferries/CorranFerry.aspx>

- 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.

Freight

The figure below shows approved timber routes from the Highland Timber Forum¹². 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.

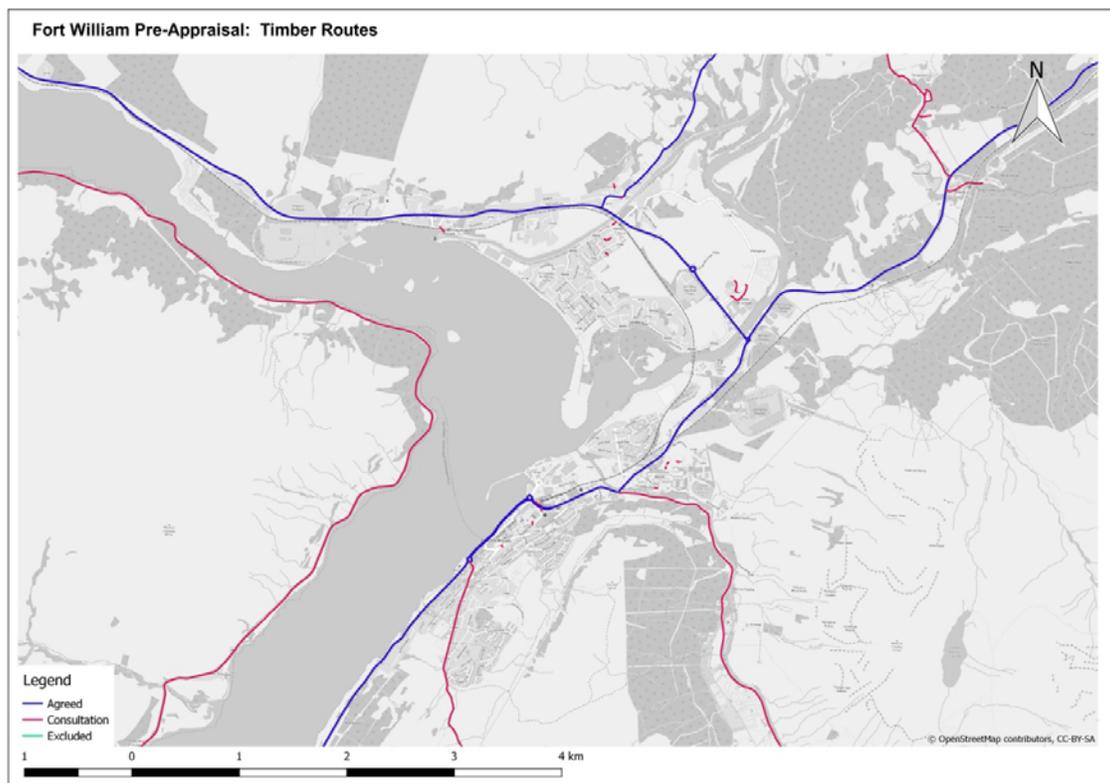


Figure 20 Map of timber routes

Roads-related Infrastructure and analysis

The A82 and A830 Trunk Roads provide the primary 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 Study Area.

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.

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

¹² <https://timbertf.maps.arcgis.com/apps/webappviewer/index.html?id=4a23d4910e604b71872956441113c83c>

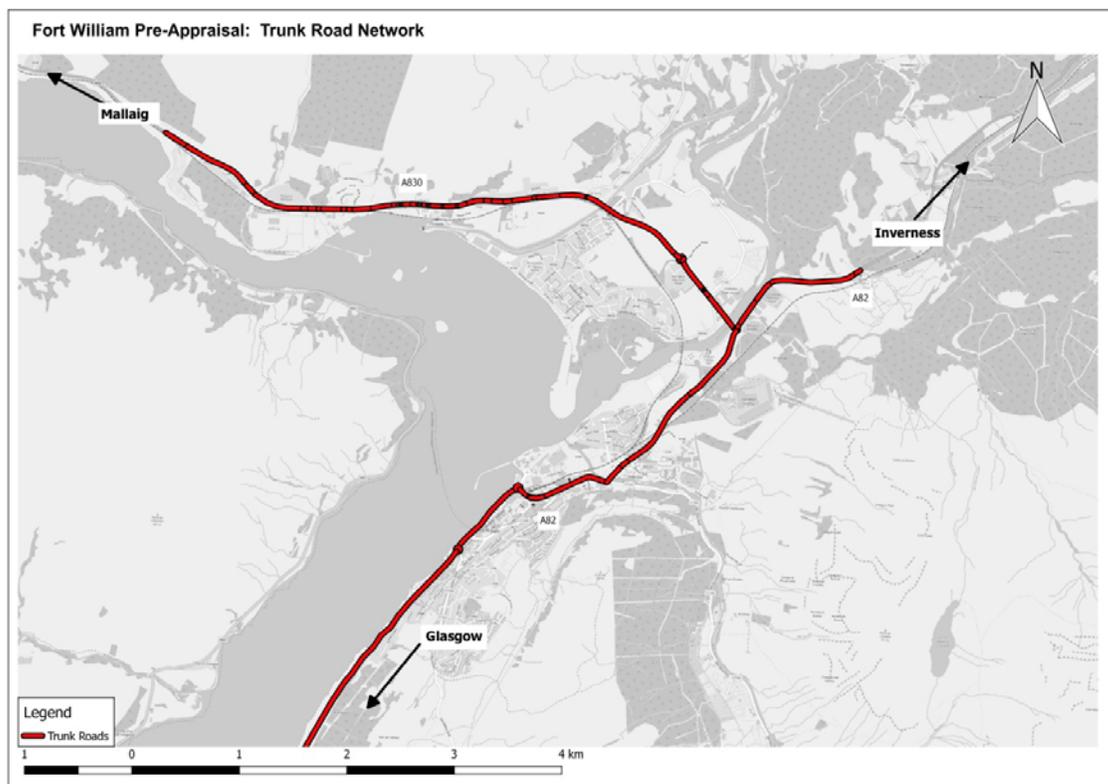


Figure 21 Fort William Trunk Roads

Car parking in Fort William

Some seven car parks are publicly advertised on the Highland Council website within Fort William. Together with parking capacity, these are as follows:

- West End – 271 spaces
- Middle Street Car Park – 106 spaces
- Morisson [sic] – 307 spaces
- Parade Gardens – 25 spaces
- Viewforth – 130 spaces
- An Aird 1 – 53 spaces
- An Aird 2 – 153 spaces

In addition to car parking spaces, Lorry Parking spaces are also provided at An Aird 1.

It is understood there is a mixture of seasonal charges and free parking in Fort William currently. This may be subject to change however. 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 proposals¹³.

Ultra Low Emission Vehicle Infrastructure

In light of UK Government commitments to ban the sale of petrol/diesel cars by 2040, and the Scottish Government's vision to facilitate the phasing out of new petrol/diesel car sales by 2032, Ultra Low Emission Vehicles (ULEVs) are an increasingly important part of the sustainable transport toolkit.

¹³ https://www.highland.gov.uk/download/meetings/id/73144/item_4_details_of_proposed_budget_savings_booklet_b

A review of the baseline provision of ULEV ‘refuelling’ facilities has been undertaken as part of this baseline exercise. Currently there are no hydrogen refuelling facilities in the Study Area. The figures below illustrate the Electric Vehicle (EV) chargepoint infrastructure in the Study Area as recorded in the Department for Transport (DfT) managed National Chargepoint Registry UK.

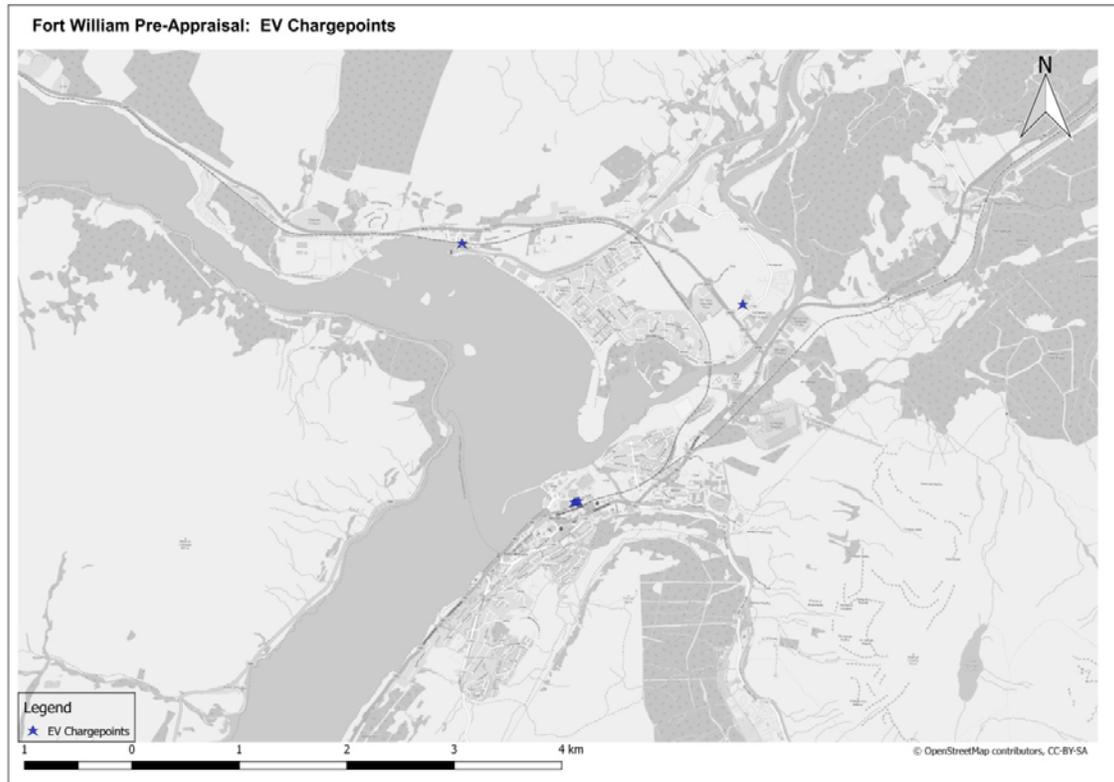


Figure 22 Fort William EV Chargepoints

Through the national ChargePlace Scotland programme, Transport Scotland, in collaboration with Local Authorities, have successfully delivered a network of rapid EV chargepoints at intervals of at least 50 miles on Scotland’s primary road network. This continually expanding network is designed to enable end-to-end EV journeys and supports the vision set out by the Scottish Government to facilitate the phasing out of petrol/diesel vehicles by 2032.

Figure 22 above illustrates that Fort William is well served in terms of the number of EV chargepoints available in the town. Of the five EV chargepoints available in the town however, only one is a rapid chargepoint which allows for an EV to charge to 80% in around 30 minutes. Of the remaining four chargepoints 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. In order to support anticipated future growth of EV ownership, and to ensure visitors to the area in particular are suitably catered for; additional rapid charging facilities may be required.

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 signposted speed limits.

The figures below illustrate the results of the accessibility mapping from Fort William town centre as a centre point.

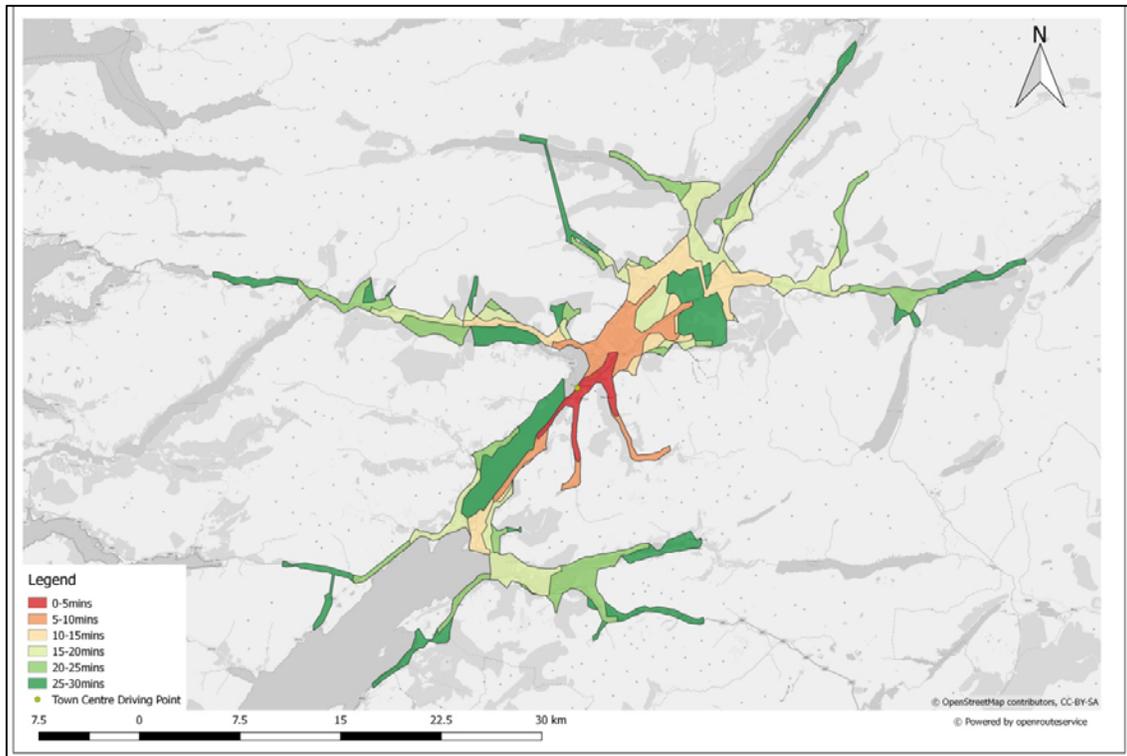


Figure 23 Fort William Town Centre Driving Accessibility

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

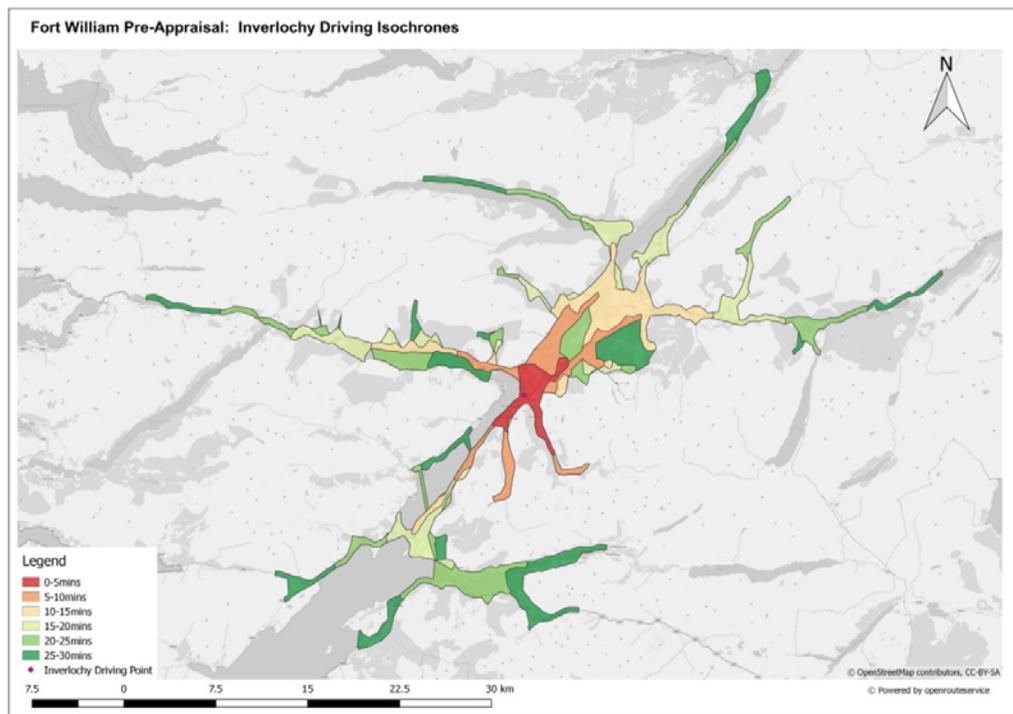


Figure 24 Inverlochy Driving Accessibility

The above figure illustrates no discernible difference in terms of drive time isochrones compared to the Town Centre. From an origin of Inverlochy however, the settlement of Kinlochleven is on the absolute outer limit of the 30 minute drive time.

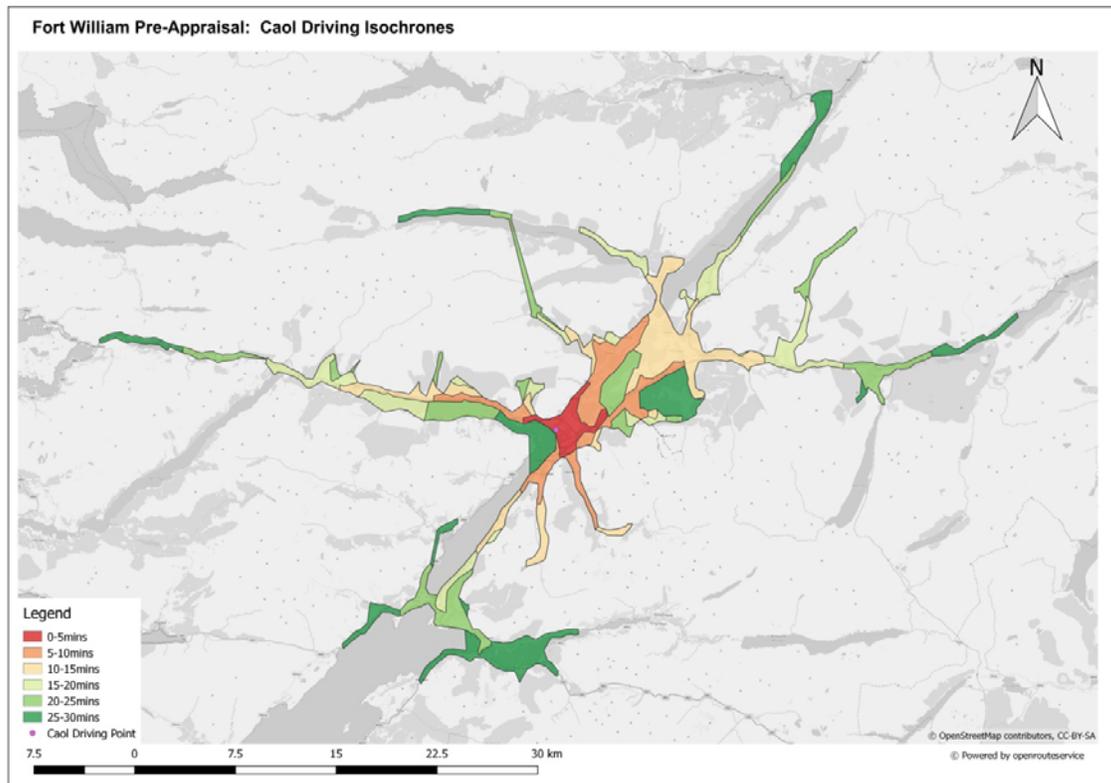


Figure 25 Caol Driving Accessibility

The above figure illustrates similar drive time accessibility to that of Inverlochy. The settlement of Kinlochleven however cannot be reached within this 30 minute time period. Whilst still not quite accessible within a 30 minute time period, the settlement of Fort Augustus is marginally outwith this from a start point of Caol.

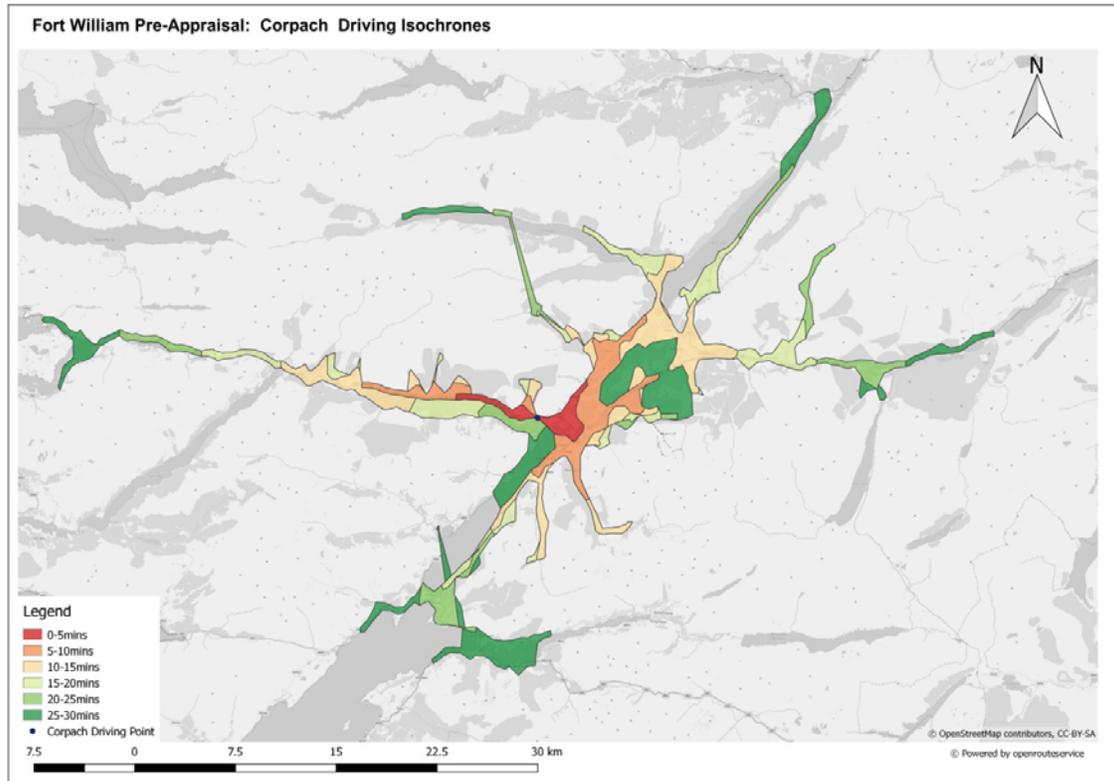


Figure 26 Corpach Driving Accessibility

The above figure illustrates almost identical drive time isochrones to those from Caol. This indicates that although slightly outwith the 30 minute threshold, there is relatively good accessibility by car to the outlying settlements of Mallaig, Fort Augustus and Kinlochleven. This essentially places Corpach as the centre-point in terms of car accessibility which may be of particular interest in terms of tourism opportunities.

A.3 Demand-side Baseline

Methodology

This section considers the demand-side baseline which provides a description of:

- Outputs from Fort William traffic model;
- INRIX travel time data;
- Roadside Interview Surveys on A82;
- Traffic trends;
- Census Travel to Work data and Hands Up Survey Scotland Travel to School mode share data; and
- Public transport passenger satisfaction.

Fort William Traffic Model development & Future Network

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 period¹⁴.

¹⁴ 2015, Fort William Summer S-Paramics Model Base Development Report (Draft), SIAS; & 2014, Fort William Summer Option Testing Report (Draft), SIAS

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.

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 (Inverloch 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 below¹⁵.

¹⁵ This information is sourced directly from Jacobs reporting on work for Transport Scotland in 2017 on the FWTM.

The extent of the modelled network is illustrated in the figure below (information extracted from Jacobs reporting to Transport Scotland).

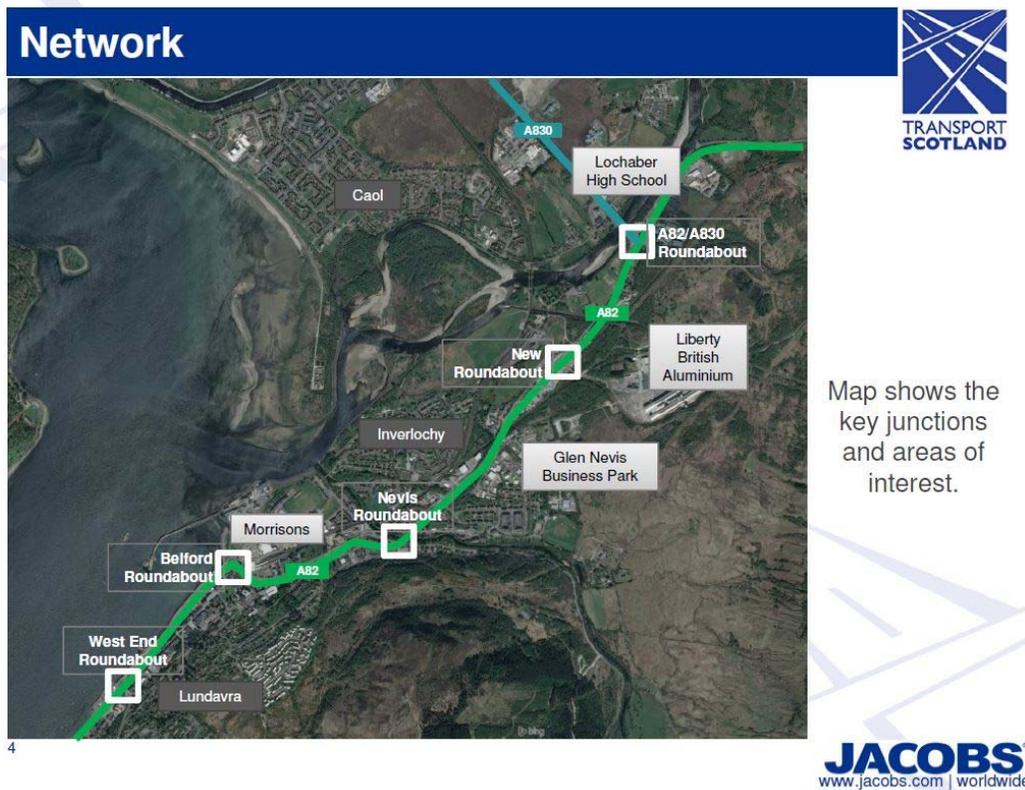


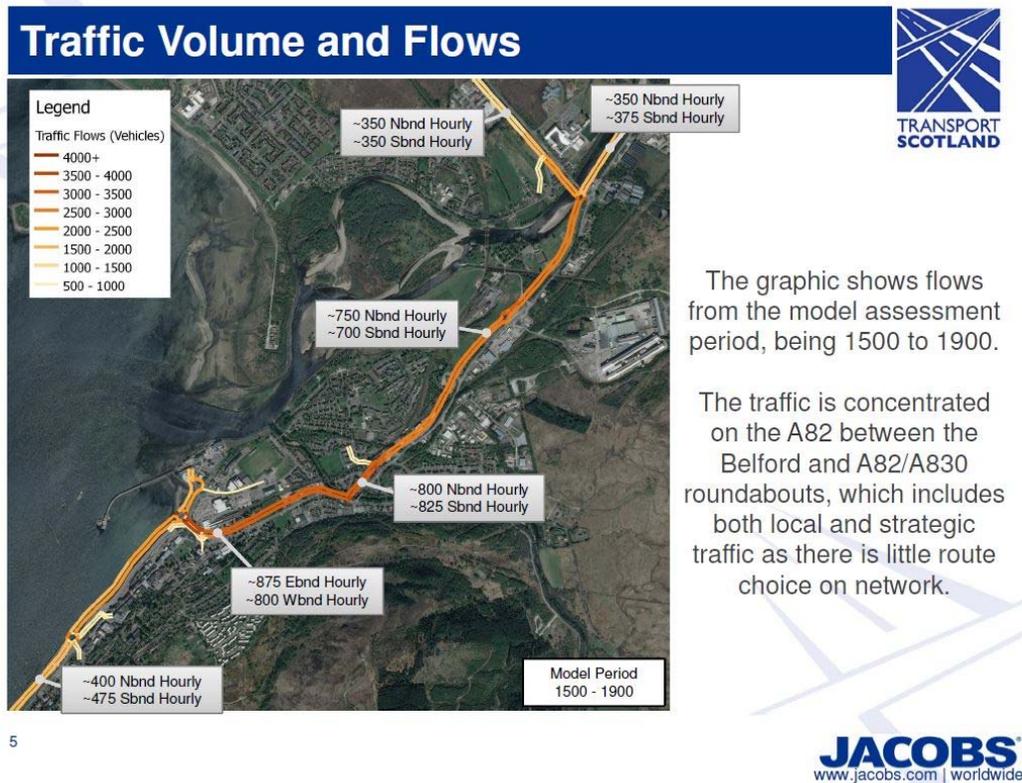
Figure 27 FWTM Network

As can be seen from the above, the modelled network extends from the west end roundabout at the southern-most extent to Carr’s Corner in the north-eastern-most extent and Blar Mhor in the north-western-most extent. Work is being undertaken to extend the model area by Jacobs and Transport Scotland.

Emerging outputs (in 2017) from the Fort William Traffic Model (FWTM), results of traffic surveys and the results of options testing are discussed below. The information below is sourced directly from Jacobs work for Transport Scotland in 2017 on the FWTM.

Traffic Volume and Flows

The figure below illustrates modelled traffic volumes and flows from the model assessment period of 1500 to 1900.

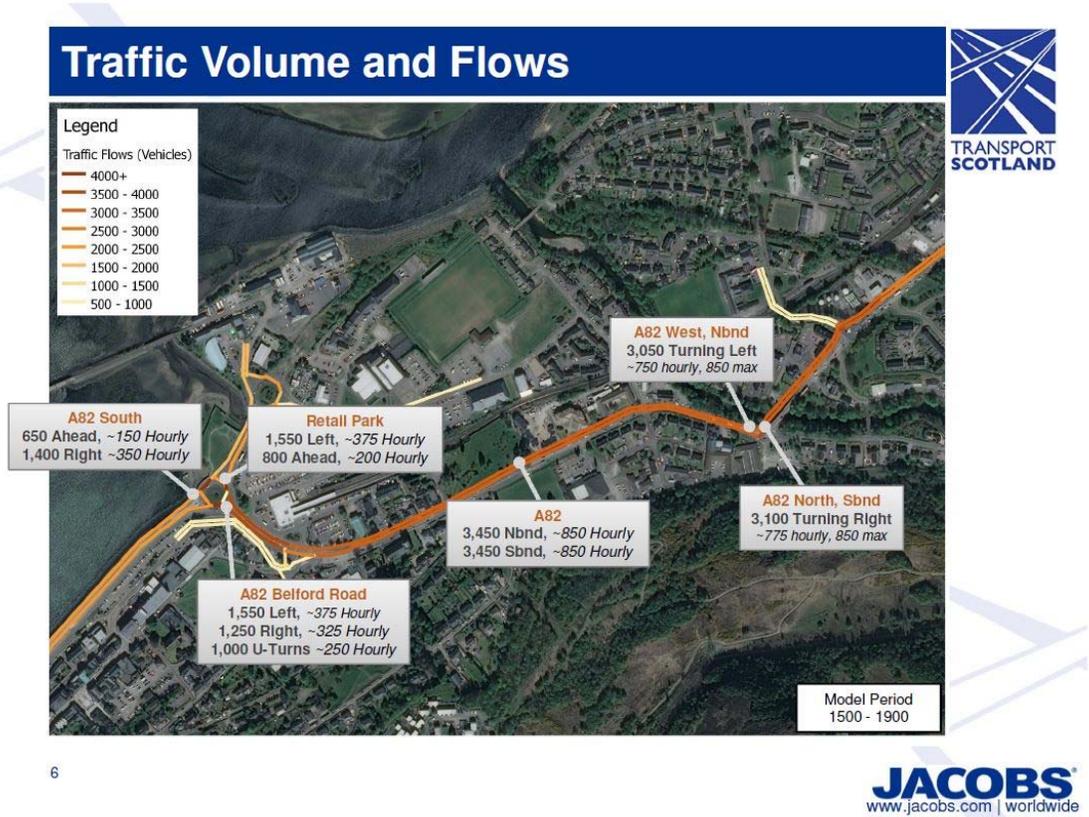


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Figure 28 FWTM Volume & Flows

As can be seen from the above, model output indicates 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.

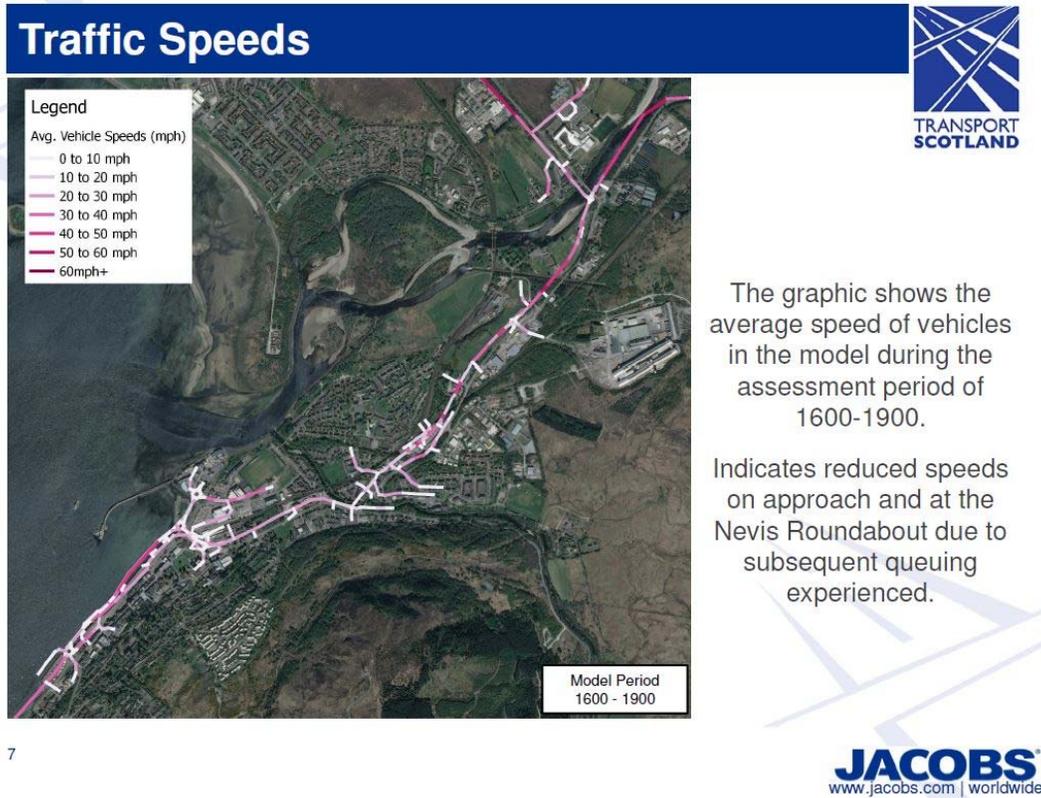
The figure below further illustrates the modelled flows and turning movements between the Belford and Nevis Roundabouts.



As can be seen from the above, 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).

Traffic Speeds

The figure below illustrates modelled traffic speeds from the model assessment period of 1600 to 1900.



7

Figure 29 FWTM Speeds

As can be seen from the above average modelled vehicle speeds on the approach to the Nevis and Belford Roundabouts are between 0 and 10mph. This is indicative of queuing extending beyond the roundabout junction.

Queuing & Congestion

Due to limitations identified in the queue survey data, an assessment of typical traffic conditions during the PM peak was undertaken using Google maps. The output from this assessment is illustrated in the figure below.

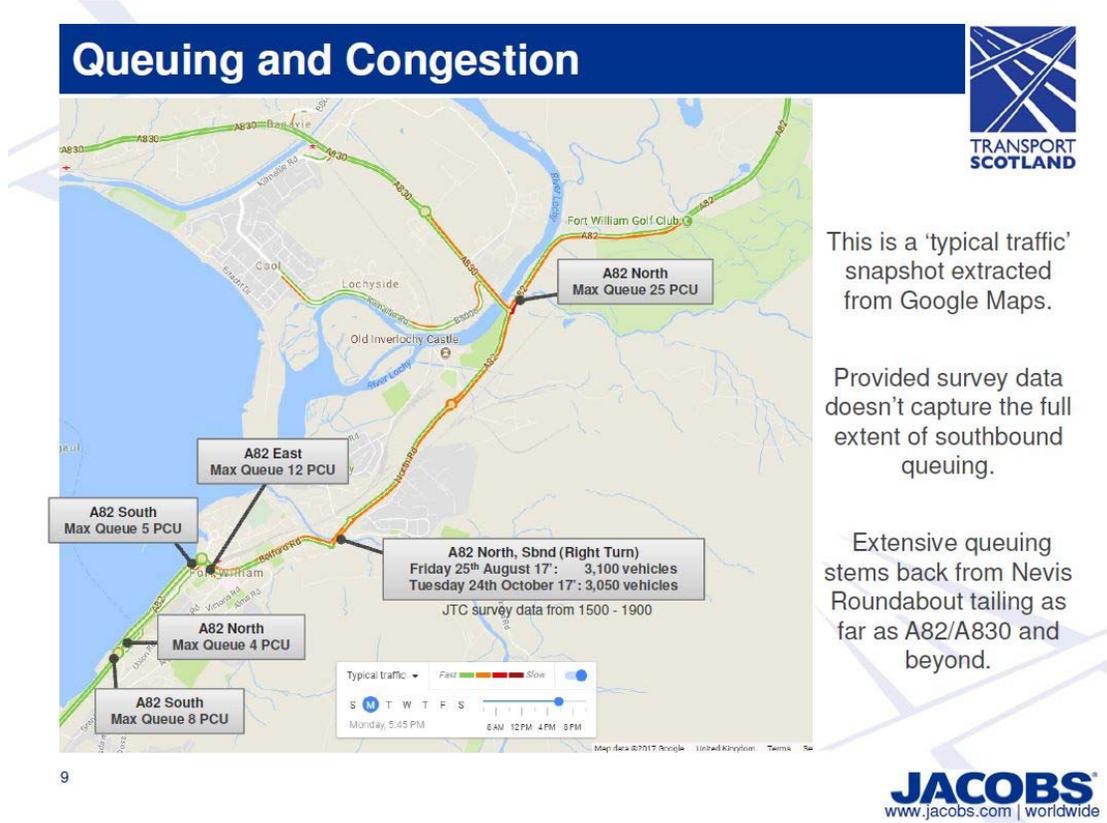


Figure 30 Queueing & Traffic Speed

As can be seen from the above, queueing is worst at the A82/A830 junction. It should be noted that the caveat on this data from Jacobs and Transport Scotland “provided survey data doesn’t capture the full extent of southbound queuing”.

Journey Times

The figure below illustrates average journey times based on survey data for the time period 1600-1900.

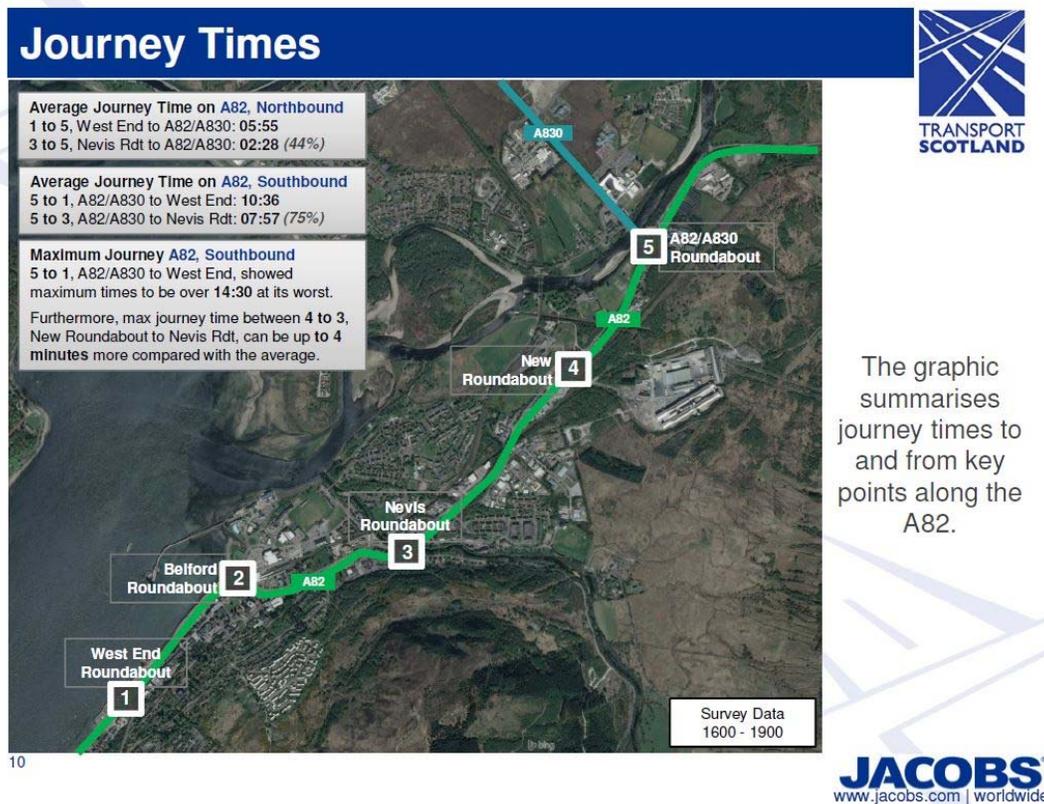


Figure 31 Journey Times

As can be seen from the above, 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.

Constraints

In addition to the assessment detailed above, the modelling consultants identified a number of constraints on the network and contributing factors to the traffic issues at Nevis Roundabout.

Factors at Nevis Roundabout were identified as:

- Vehicles on west approach not indicating direction on approach;
- Poor visibility for north arm;
- High volume of traffic passing through the roundabout;
- Turning radius of vehicles turning north to west;
- Narrow road width over the Nevis River bridge;
- Yellow boxes along corridor; and
- Recent upgrade to Earl of Inverness Road to a roundabout, no deflection

Other network constraints were identified as:

- No other bridge crossings for strategic traffic;
- Summer traffic, addition of tourists on the network;

- A82/A830 and Belford roundabouts, conflicting movements;
- No route choice in the region with A82 and A830 being the main routes; and
- Morrisons is a major attractor within the town as well as the wider area.

INRIX – Travel Time Variability

In addition to the model output reports and survey data, Transport Scotland provided access to INRIX traffic data for the period 2014-18. This dataset allows for the analysis of travel time over specified sections of the trunk road network, broken down by links. For the purpose of this study, INRIX travel time data for a selection of route segments was extracted, at 15 minute intervals. This travel time data is composed of records from vehicles moving along a series of links on the road network, both actual and estimated. The route segments presented below are made up of multiple links. It should be noted the data below does not represent journeys starting and ending within each segment.

Seven day travel time analysis for the full year 1/5/17 – 30/4/18 is presented alongside seven day analysis for August 2017. August was selected on the basis it may represent one of the busiest months on the road network (see Table 12 and Table 13 below). This analysis is directly from the INRIX analytical tool. For each travel time graph below, an overview map showing the segment is presented.

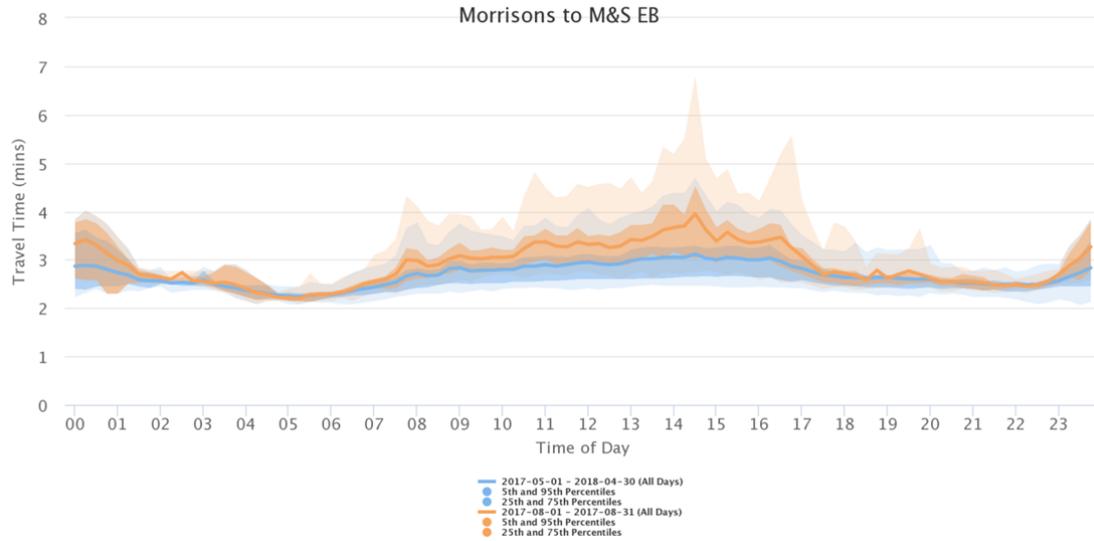


Figure 32 - Morrisons to M&S (EB) INRIX Travel Time Output

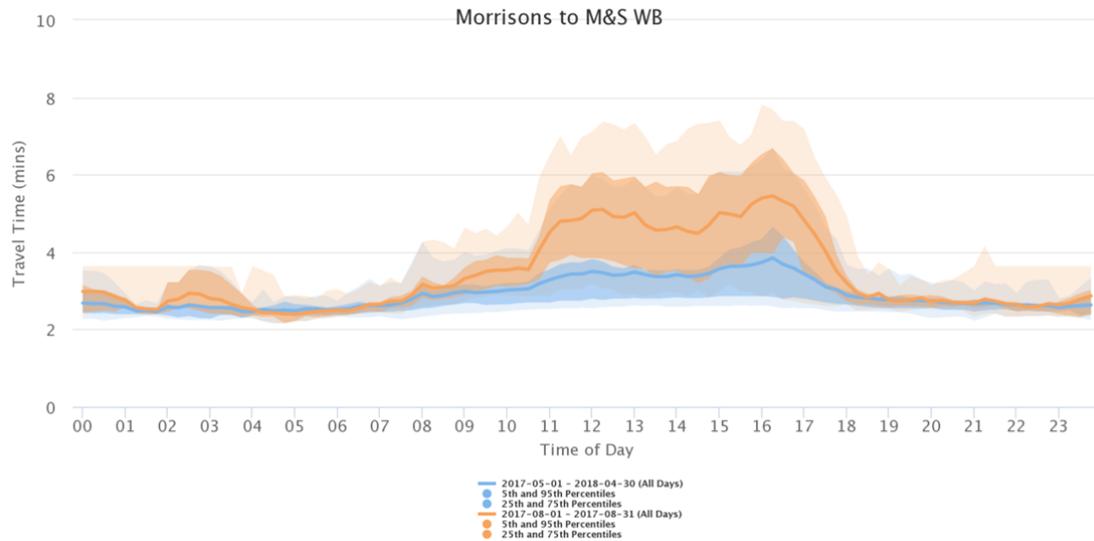


Figure 33 - Morrisons to M&S (WB) Travel Time INRIX Output

Results shown in the graphs above illustrate that there is greater travel time variability in the westbound direction (M&S in to town) in this segment than there is in the eastbound direction. They also illustrate that the westbound journey experiences a greater level of seasonal variability than the eastbound journey.



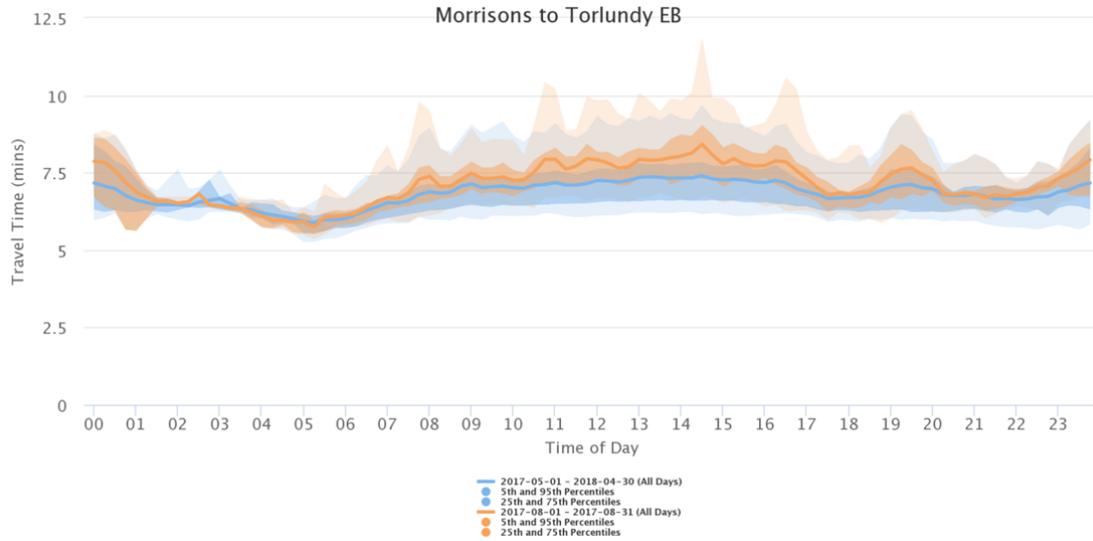


Figure 34 - Morrisons to Torlundy (EB) Travel Time INRIX Output

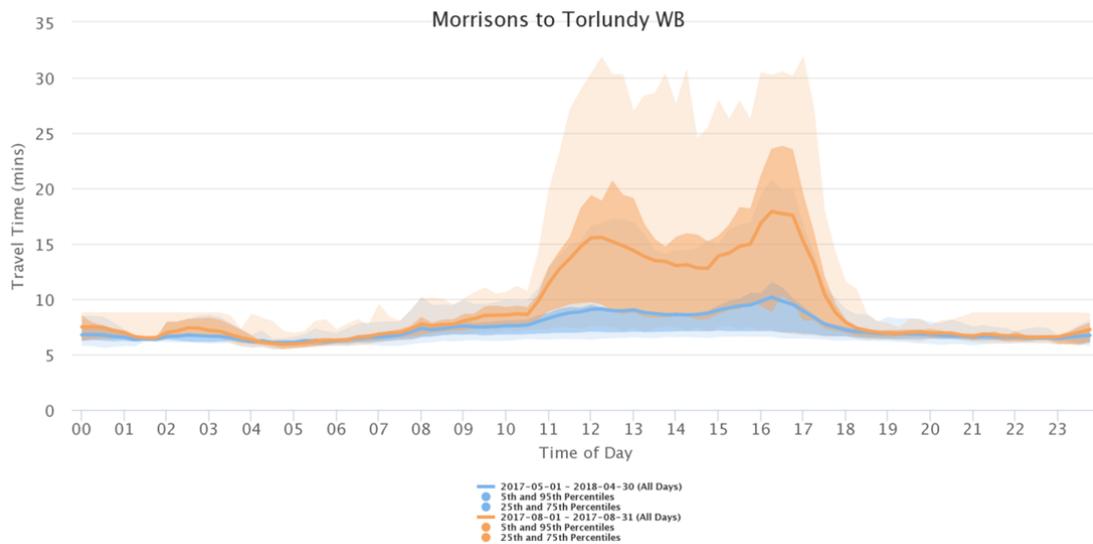


Figure 35 - Morrisons to Torlundy (WB) Travel Time INRIX Output

The graphs above illustrate that there is significantly greater travel time variability in the westbound direction (Torlundy in to town) than there is in the eastbound direction. They also illustrate a more pronounced level of seasonal variability for the westbound journey compared to the eastbound journey. The slowest westbound journeys are also shown to be around three times slower than the eastbound equivalents.



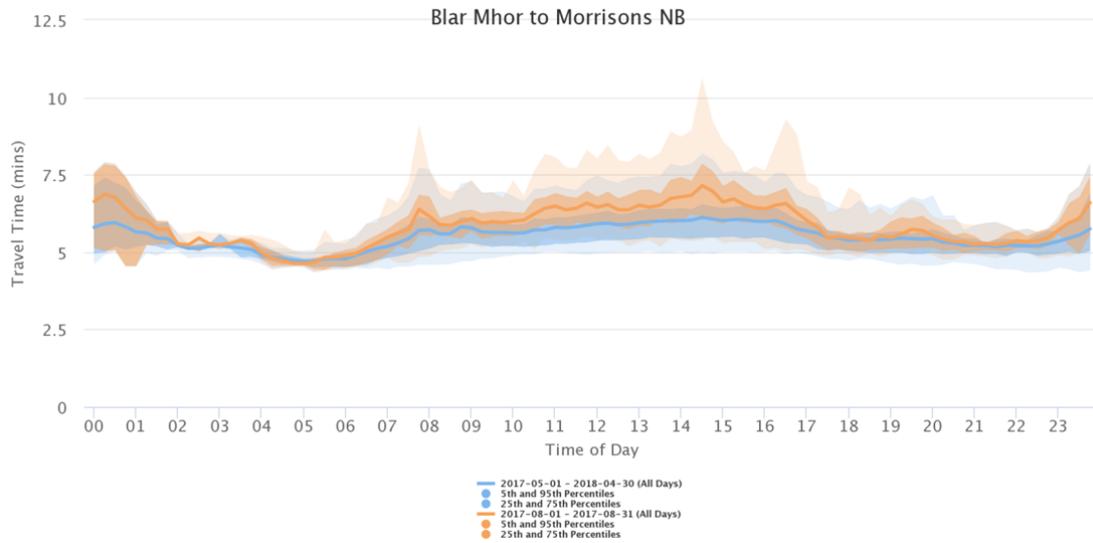


Figure 36 - Blar Mhor to Morrisons (NB) Travel Time INRIX Output

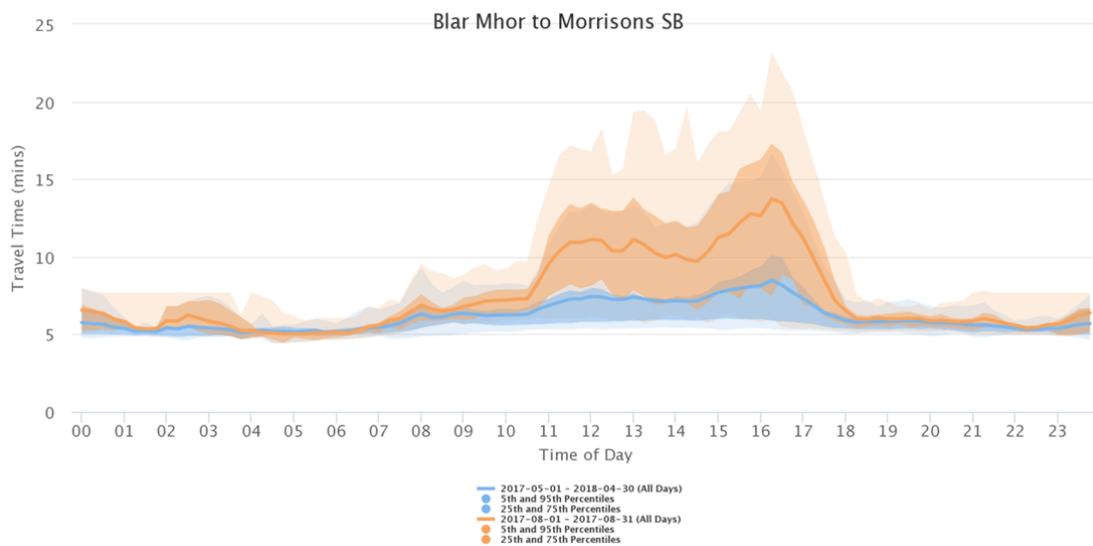


Figure 37 - Blar Mhor to Morrisons (SB) Travel Time INRIX Output

The above graphs again show greater travel time variability for the journey in to town, compared to the opposing direction. Seasonal variability is also more pronounced for vehicles travelling in to town, with the slowest journeys around twice as slow as the northbound equivalents.



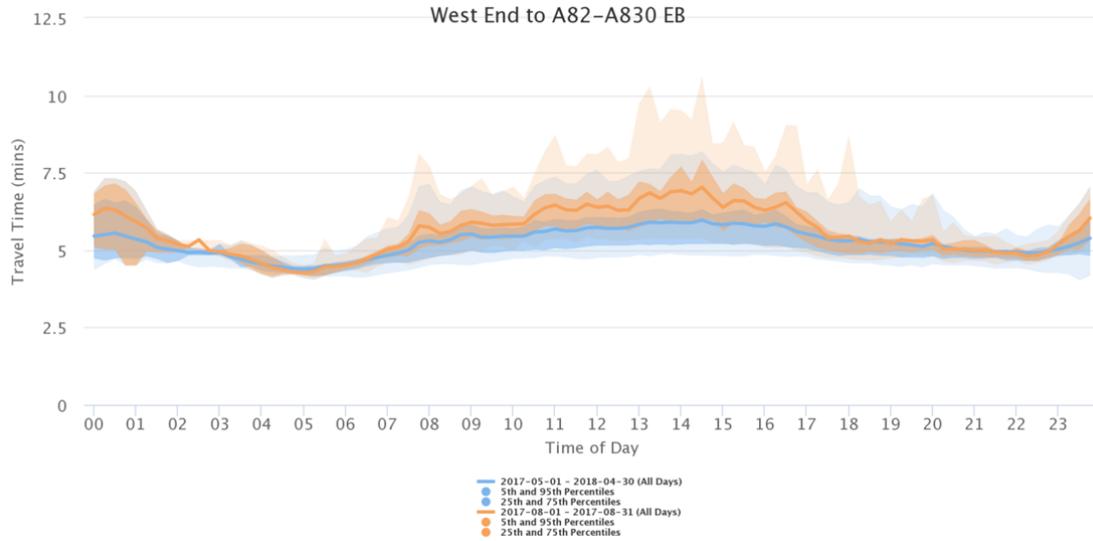


Figure 38 - West End to A82/A830 (EB) Travel Time INRIX Output

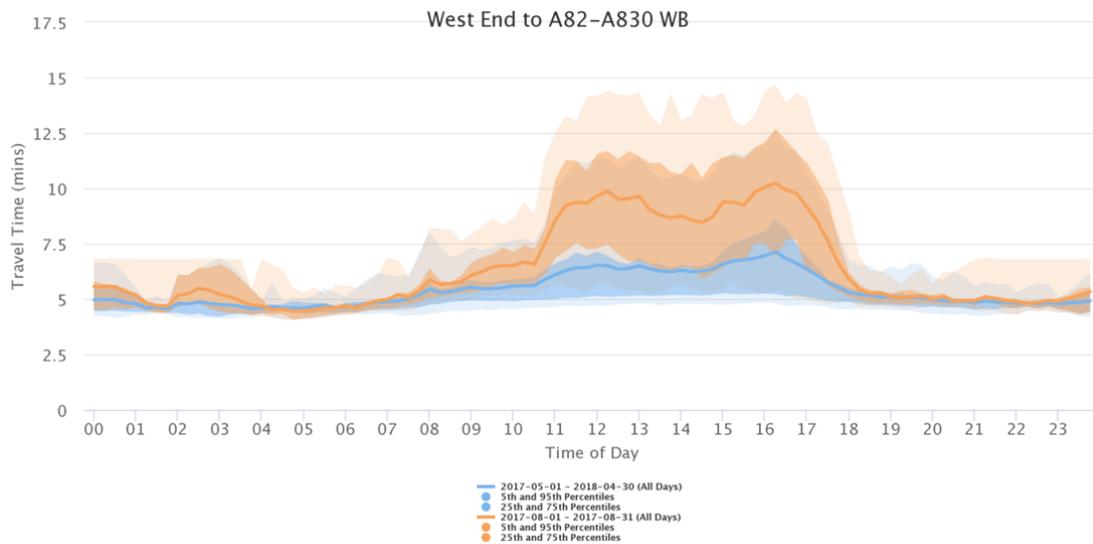
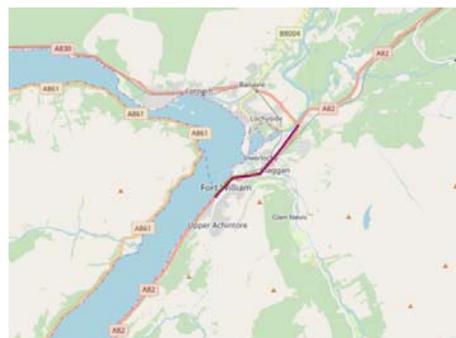


Figure 39 - West End to A82/A830 (WB) Travel Time INRIX Output

It can again be seen that travel time variability for the journey in to town, is greater than that for the opposing direction. In terms of seasonal variability, this too is more pronounced for the westbound journey than for the eastbound.



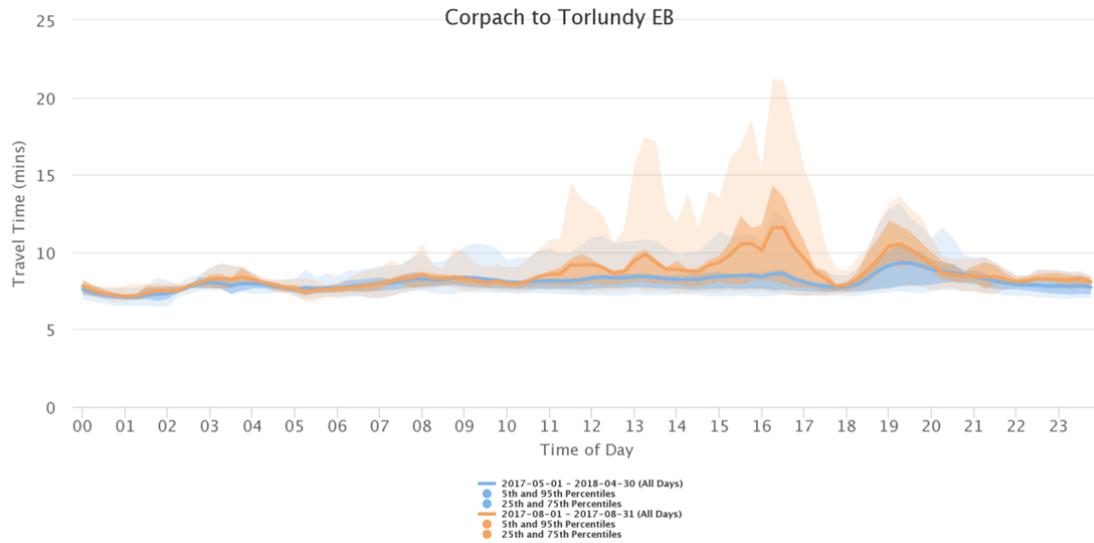


Figure 40 - Corpach to Torlundy (EB) Travel Time INRIX Output

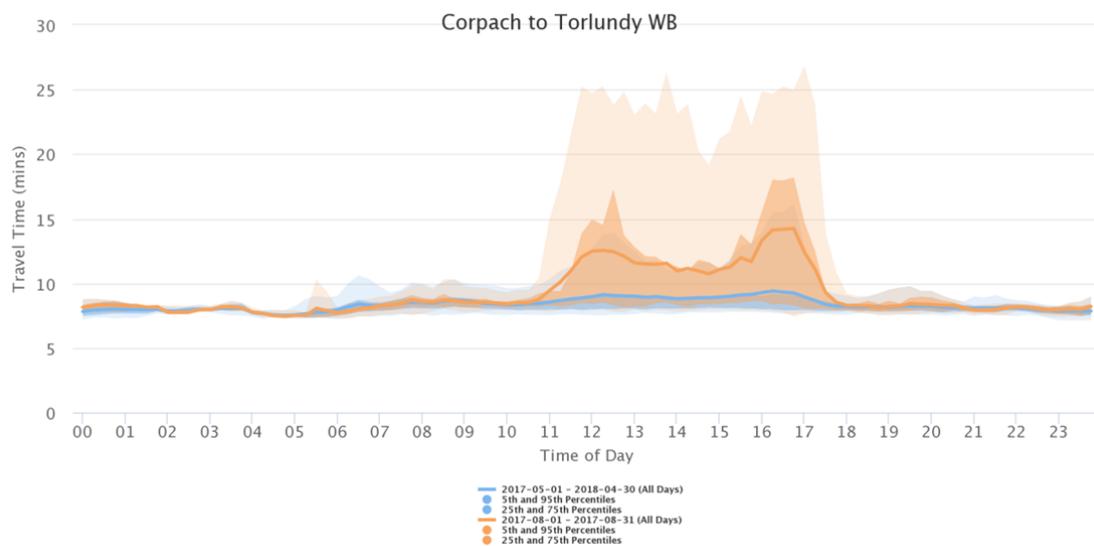


Figure 41 - Corpach to Torlundy (WB) Travel Time INRIX Output

The graphs shown above illustrate that there is a higher degree of travel time variability for westbound journeys (Torlundy to Corpach) than for those in the opposing direction. A greater degree of seasonal variability for the westbound journeys is also shown. Throughout the evening period, there is however a higher degree of travel time variability for eastbound journeys compared to westbound journeys,



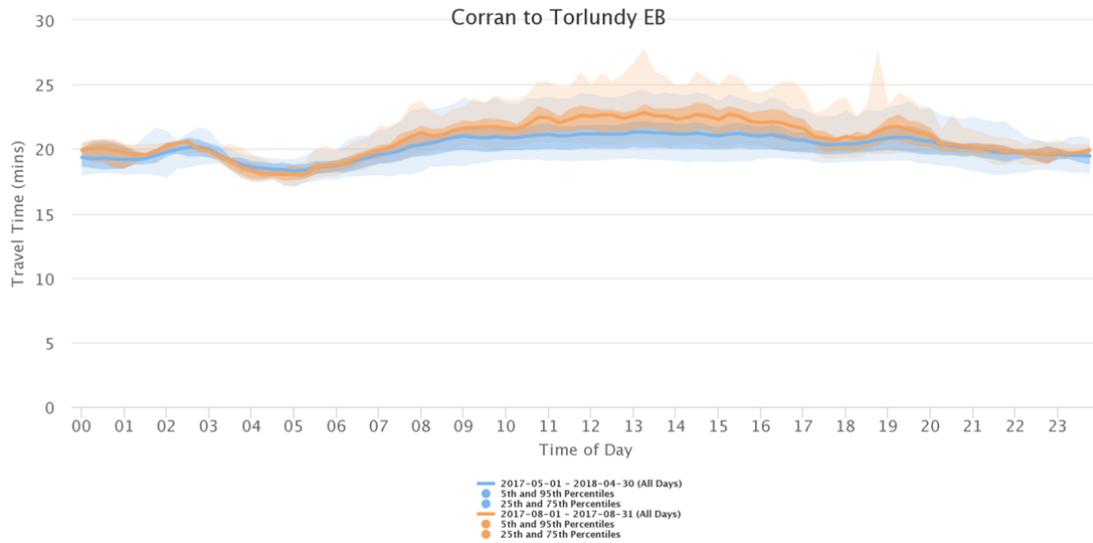


Figure 42 - Corran to Torlundy (EB) Travel Time INRIX Output

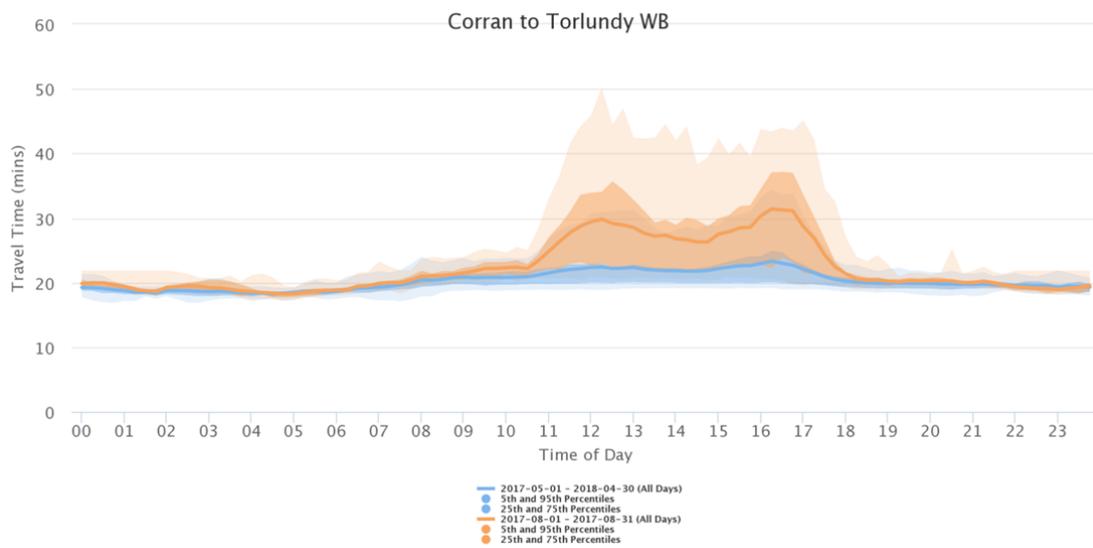
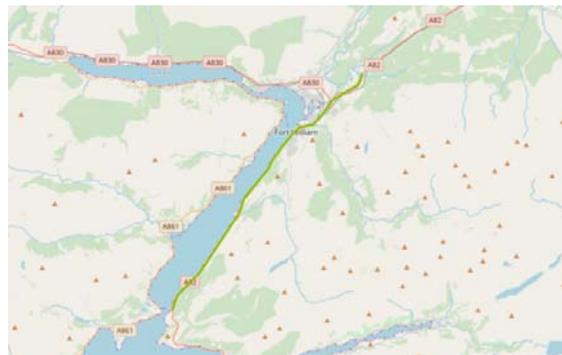


Figure 43 - Corran to Torlundy (WB) Travel Time INRIX Output

The results shown above illustrate that, relative to westbound traffic (Torlundy to Corran), there is a lesser degree of seasonal variability. The results also illustrate that the longest journeys in the westbound direction are considerably longer than their eastbound equivalents.



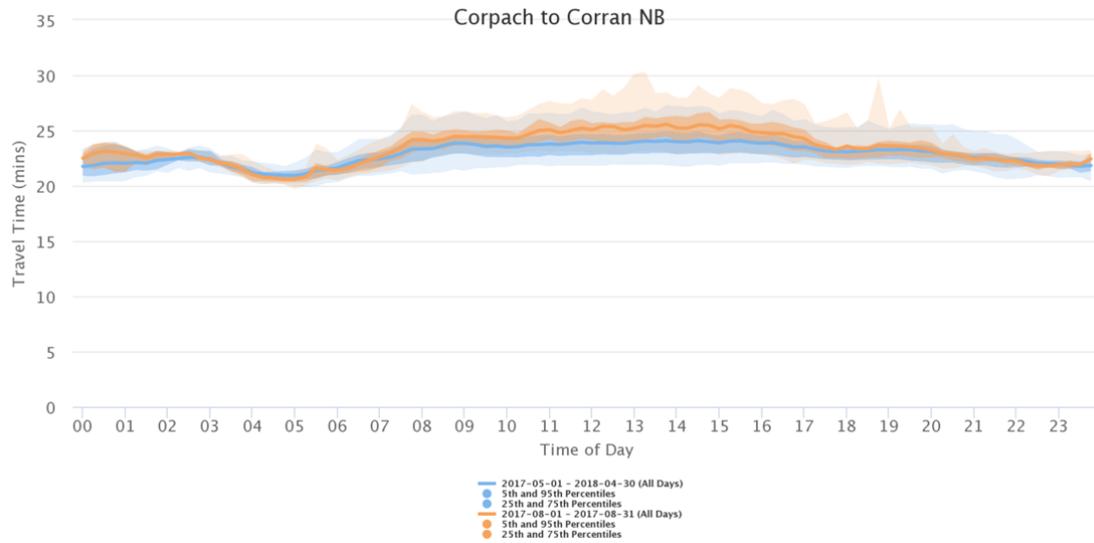


Figure 44 - Corpach to Corran (NB) INRIX Output

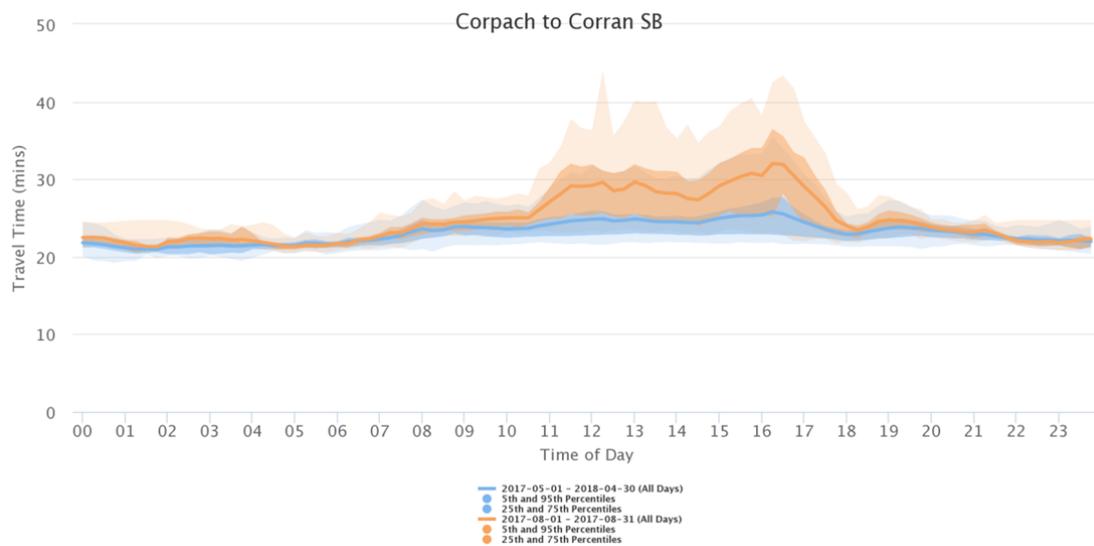
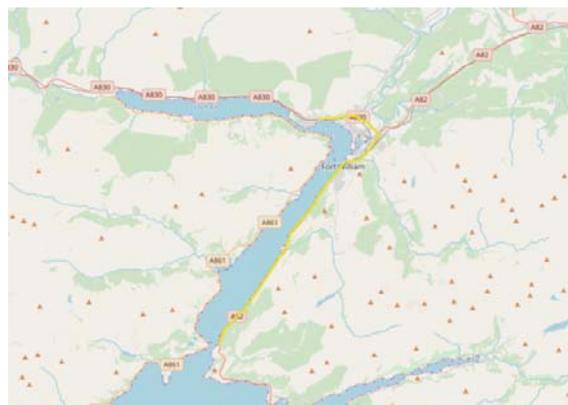


Figure 45 - Corpach to Corran (SB) INRIX Output

Results from above show that the slowest southbound (Corpach to Corran) travel times are around 10 minutes slower than the equivalent northbound journeys. Results also illustrate that southbound journeys experience a higher degree of variability compared to northbound journeys. Seasonal variability is also greater for southbound journeys compared to northbound ones.



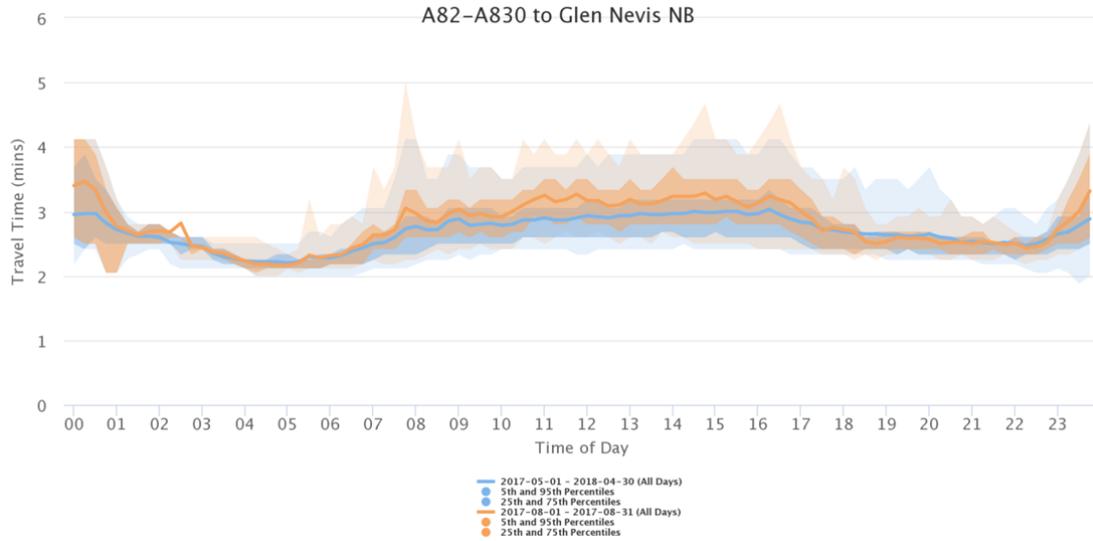


Figure 46 - A82/A830 to Glen Nevis Jct (NB) Travel Time INRIX Output

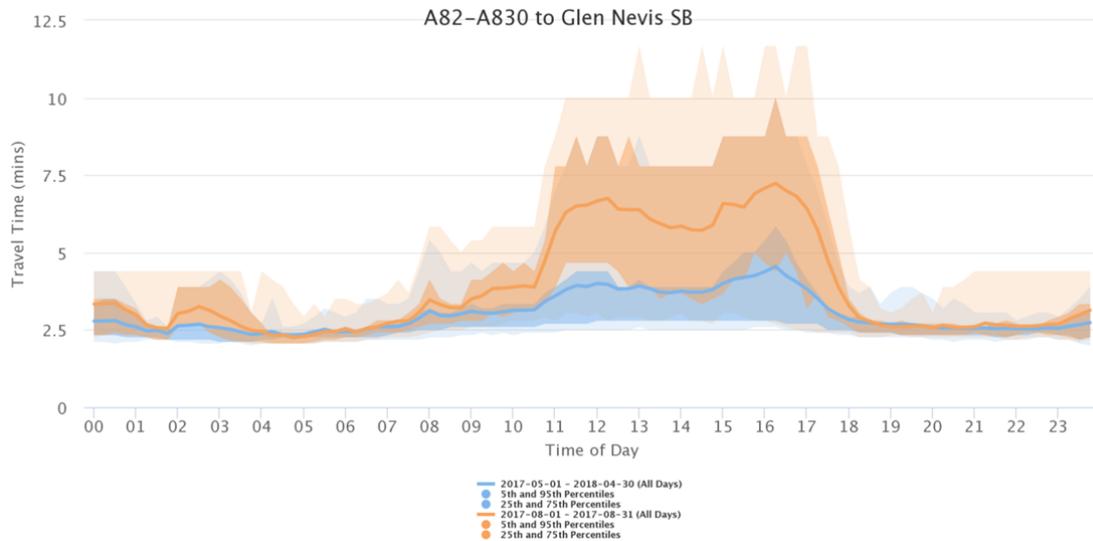


Figure 47 - A82/A830 to Glen Nevis Jct (SB) Travel Time INRIX Output

The results shown above again illustrate the higher degree of travel time variability for journeys in the southbound direction compared to those in the northbound direction and the higher degree of seasonal variability in the southbound direction. The slowest travel times in the southbound direction are shown to be around twice as slow as the equivalent journeys in the opposing direction.



Summary of INRIX data

Overall, the results discussed above illustrate 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 11 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

The graphs depicted above are representative of a high level analysis of the INRIX data available for the study area. The nature of the datasets is such however that it allows for further detailed analysis to be undertaken at a granularity of 1 minute intervals for any given link or routes as above. Metrics included in the datasets include:

Speed Related Data

- Speed — estimated harmonic mean speed
- Average Speed — historical average speed for that hour of the day and day of the week
- Reference Speed — the free flow speed

Travel Time Related Metrics

- Travel Time — estimated harmonic mean speed
- Travel Time Index — average travel time represented as a percentage of the ideal (free-flow) travel time (a measure of average congestion)

Performance Related Metrics

- Buffer Time — extra time (or time cushion) that a traveler must add to the average travel time to ensure an on-time arrival
- Buffer Time Index — buffer time represented as a percentage of the average travel time
- Planning Time — total time that a traveler should plan for to ensure an on-time arrival
- Planning Time Index — planning time represented as a percentage of the ideal (free-flow) travel time

This data is continually collected and supplied to Transport Scotland, and as such, represents a source which could be used should any future analysis required.

Roadside Interview Surveys (RSIs)

A series of 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.

The figures below illustrate the results of the interviews across a number of themes.

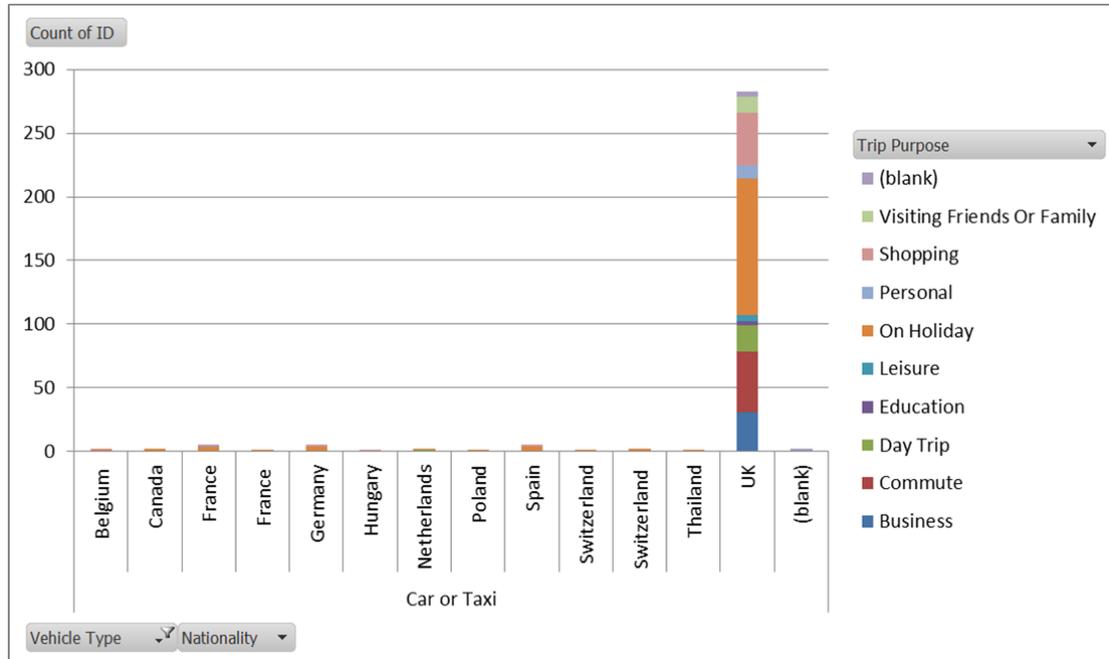


Figure 48 - RSI Journey Purpose

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%

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 49 - 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%

Seasonal and Temporal Traffic Flows

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

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. Extracts for specific ATC sites presented in STS are shown below. Non-A82 sites are shown for comparison, highlighting the seasonal nature of traffic flows on the A82.

Table 12. Seasonality of A82 traffic flows from Scottish Transport Statistics 2017 (data from 2016)

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
<i>For comparison:</i>												
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

Source: <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-36-2017-edition/chapter-5-road-traffic/#Table5.6>

The table below shows this data across several editions of STS, though there are significant gaps in the dataset and it is difficult to draw conclusions in any annual trends in seasonality (or lengthening of high season traffic demand) as a result.

Table 13. Seasonality of A82 traffic flows from Scottish Transport Statistics 2010-2016

A82 Ballachulish	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2016	3016	3904	4484	5166	6414	6959	7292	6602	6105			3366
2015		3604	3792	5034	6042	6164	6615	7156	5984	5031	3352	3101
2014								6884	5739			
2013	4631	2711	3347	3786	4438	5667	5935	6249	6713	5324	4370	3225
2012	2726	3306	3568	4615	5337	6274	5852	6370	5180	4256	3204	2818
2010	2764	3512	3583	4773	5718	6385	6164	6845	5496	4467	3093	2494

Sources: STS publications, table 5.6

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.

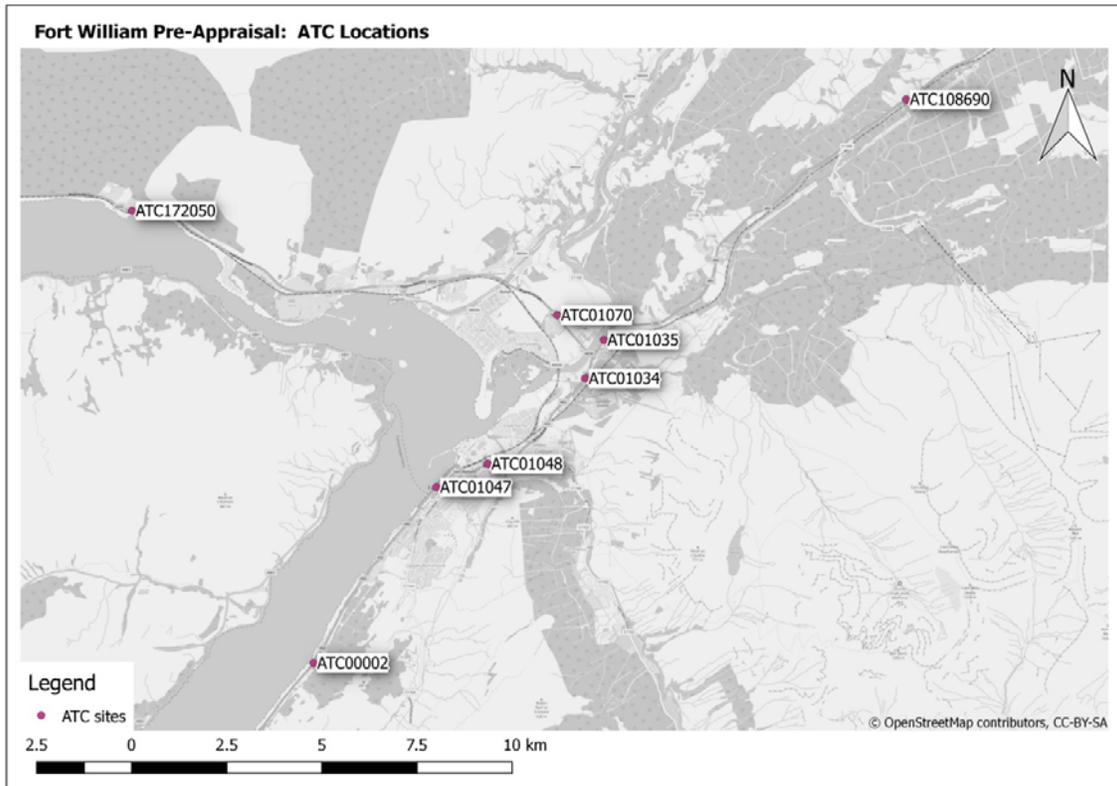


Figure 50 - Transport Scotland ATCs

Operating 24/7, ATCs provide the ability to calculate Average Annual Daily Traffic (AADT) flows or for more detailed analysis of specific timeframes. In line with the rationale for the survey/model periods detailed above i.e. peak flows during tourist season, daily flow profiles for Wednesday 23rd August 2017 have been analysed. Results are presented in the figures below.

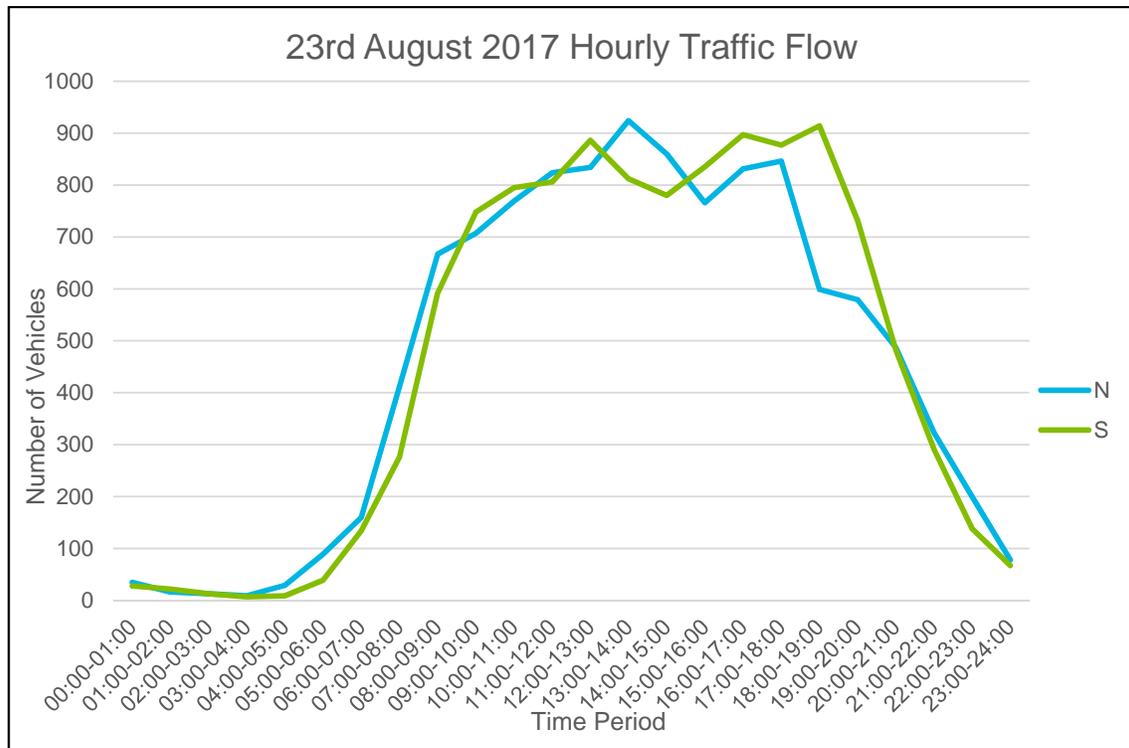


Figure 51 - A82, Belford Road Flow, ATC01048

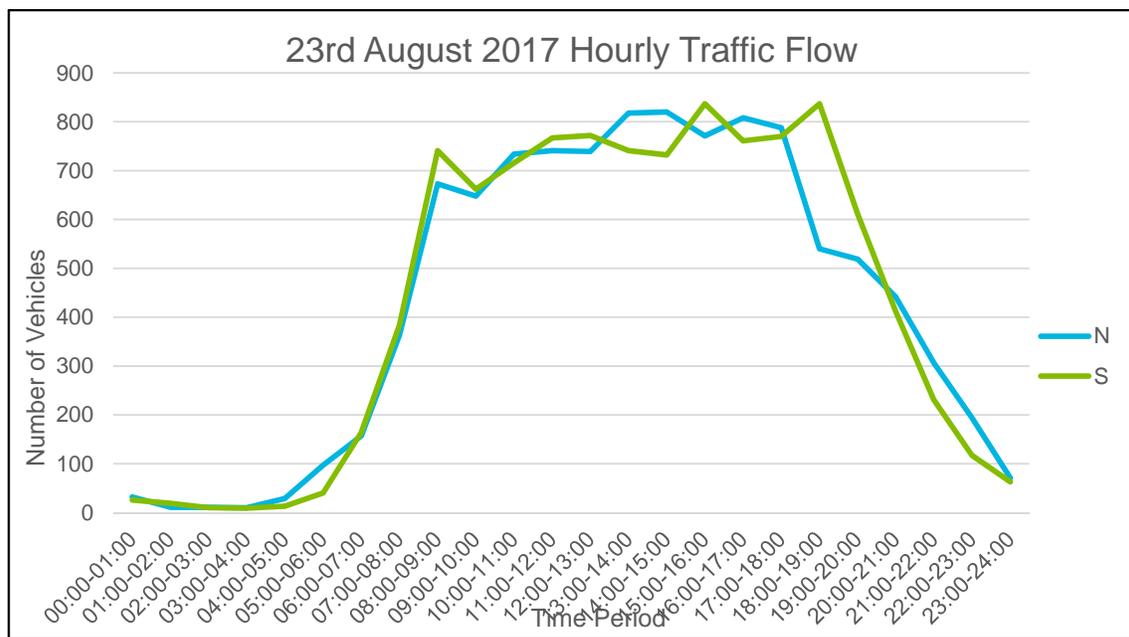


Figure 52 - A82 south of A830 Flow, ATC01034

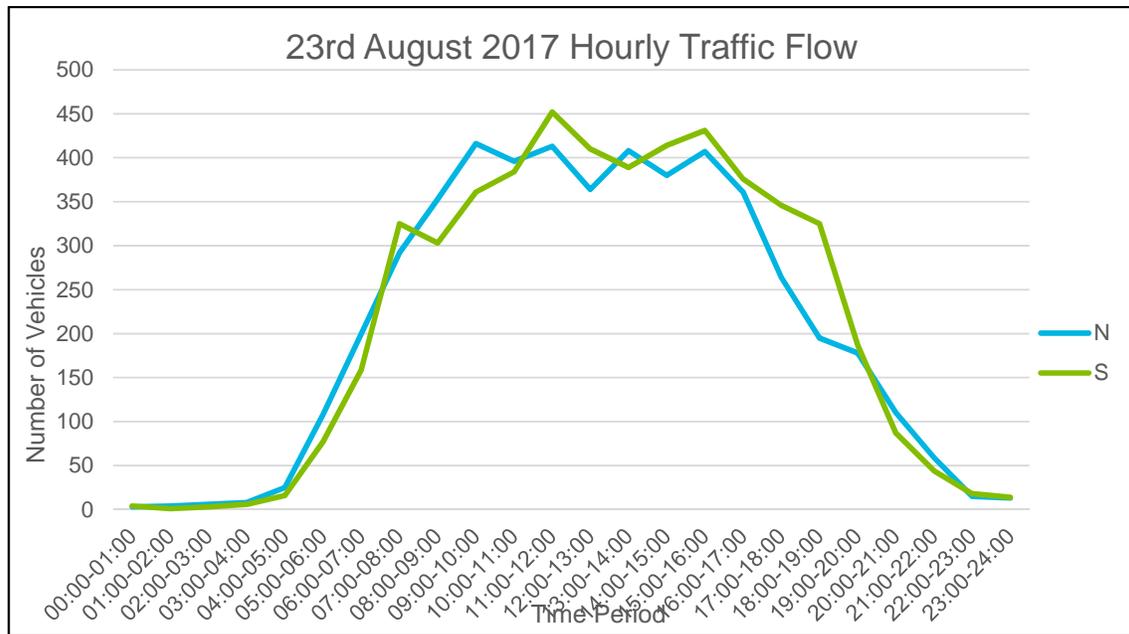


Figure 53 - A82 north of A830 Flow, ATC01035

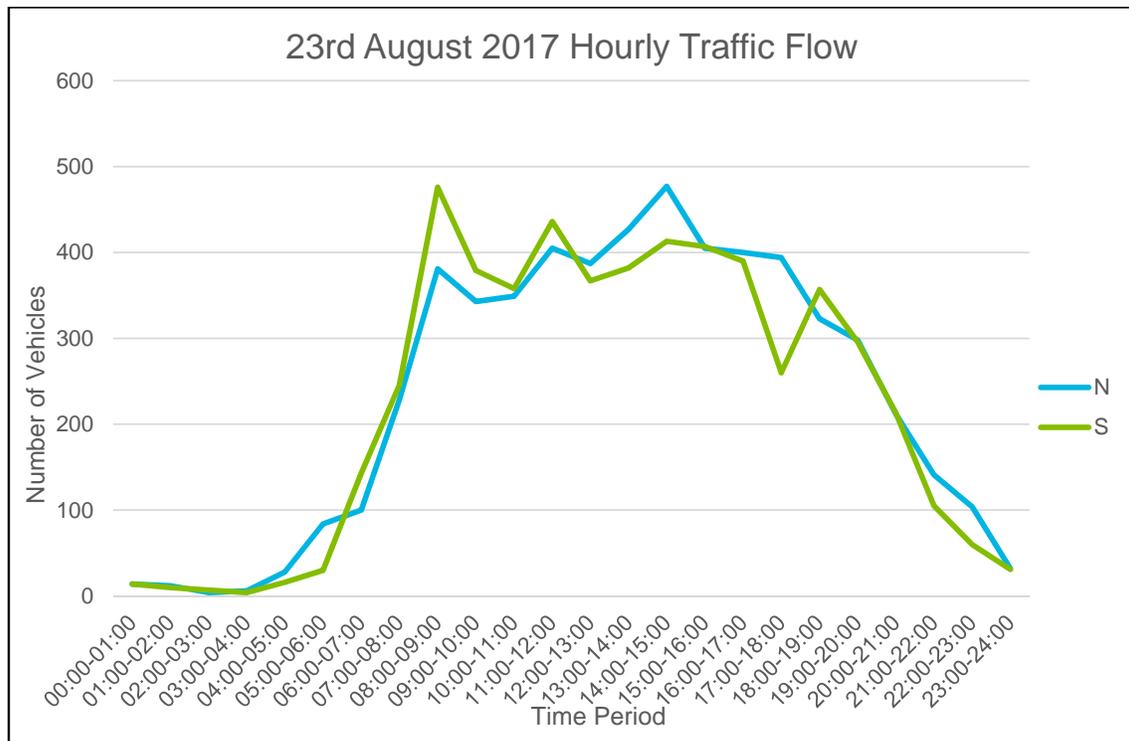


Figure 54 - A830 east of Blar Mhor Flow, ATC01070

As can be seen from the above, peak hourly flows are observed during the afternoon period as opposed to the distinct AM/PM peaks consistent with commuter travel patterns in an urban context. This confirms anecdotal evidence from the engagement process in this work which suggests the afternoon can be problematic for congestion.

It can also be seen that flows remain relatively high throughout the day from around 8am-6pm.

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 that some peaks that could potentially be linked to major events in the winter months. For example, Figure 55 below for an ATC point close to Torlundy, and therefore in proximity to Nevis Range where the annual World Mountain Bike championships are held, seems to show higher traffic flows around the first June weekend where data is available¹⁶.

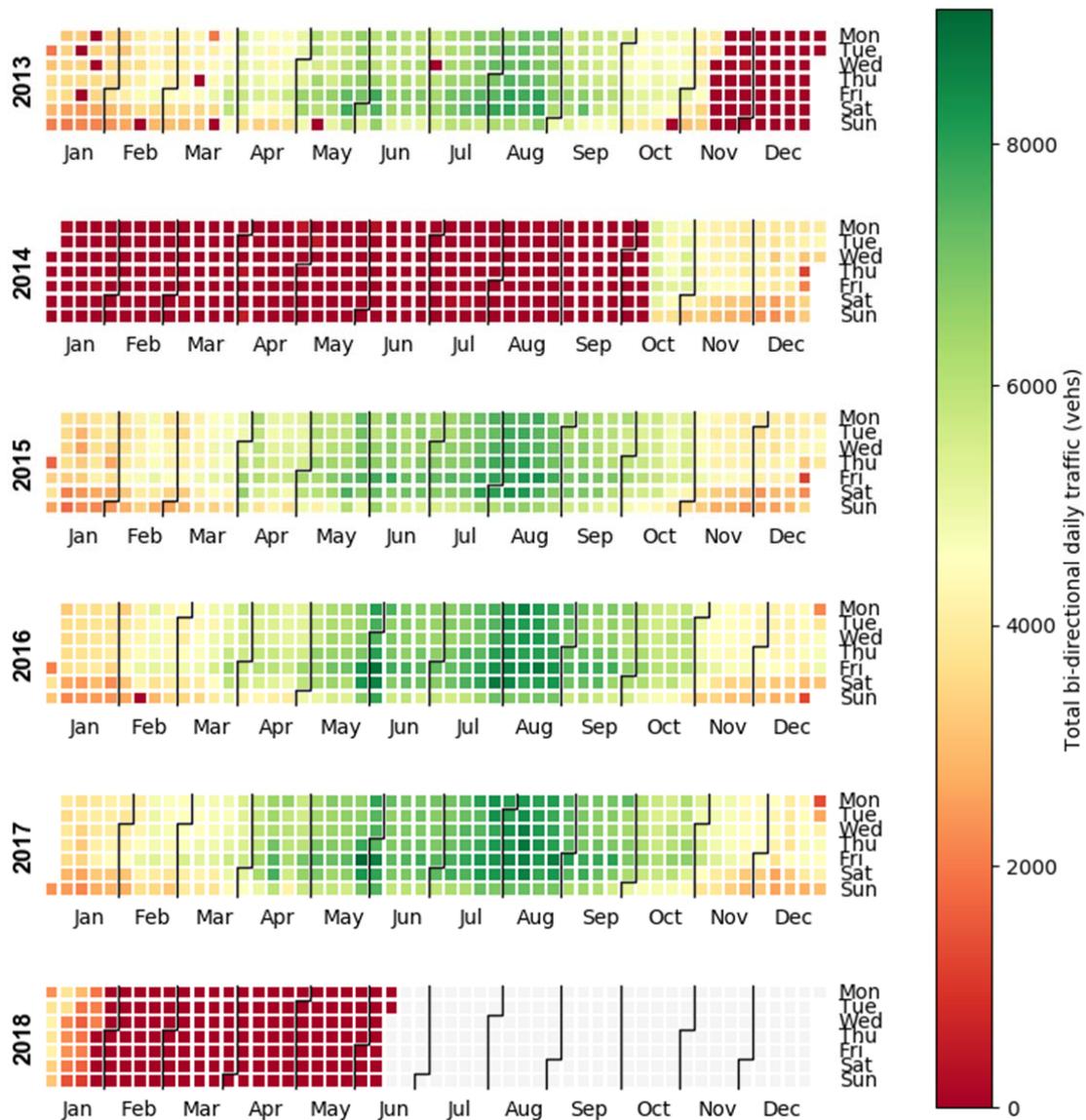


Figure 55 Torlundy ATC (108690) calendar of traffic flows

Annual Traffic Trends

In addition to the modelled network data and observational survey results, historical traffic trend data serves to provide an overview of trends over time. The Department for Transport (DfT) presents a series of road traffic statistics for the major and minor road network across the UK¹⁷, based on actual counts and estimates. Within the study area and the immediate vicinity, there are seven locations at which Annual Average Daily Traffic Flow (AADTF) estimates are available.

The figures below illustrate the estimated flow at each of the seven sites and the corresponding change in flow over the five year period from 2012-16.

¹⁶ 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.

¹⁷ <https://www.dft.gov.uk/traffic-counts/>

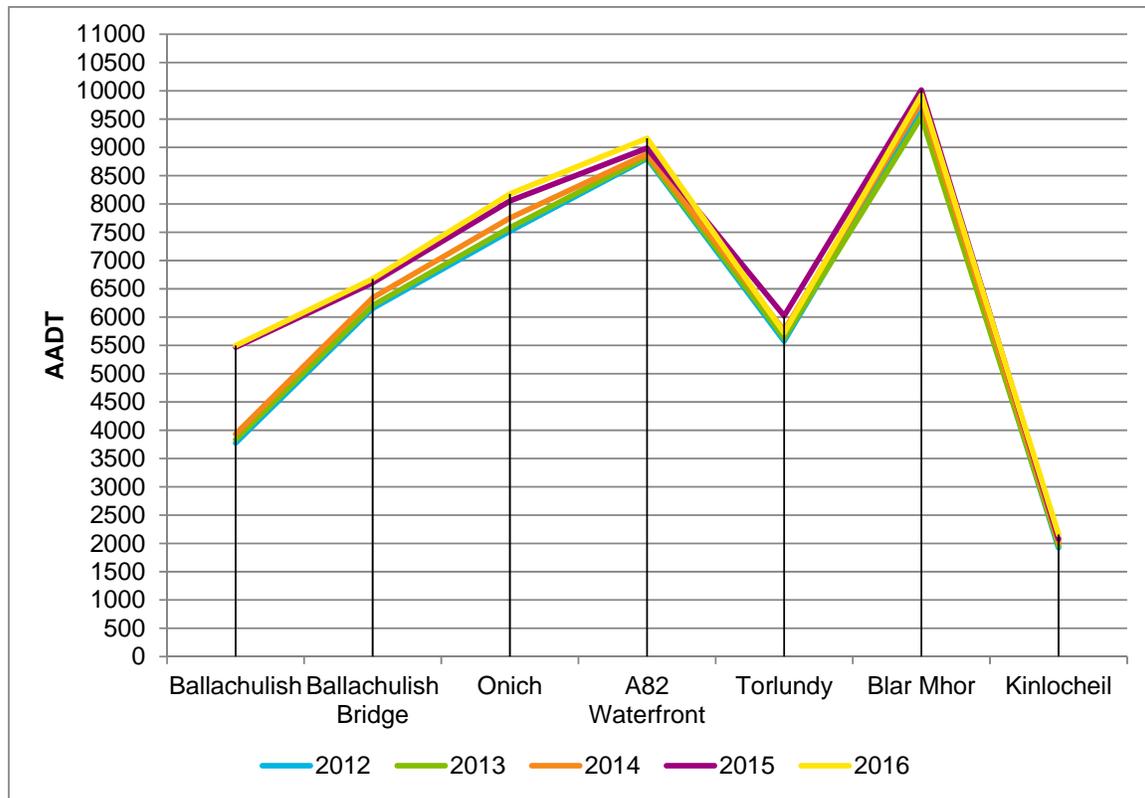


Figure 56 DfT AADT

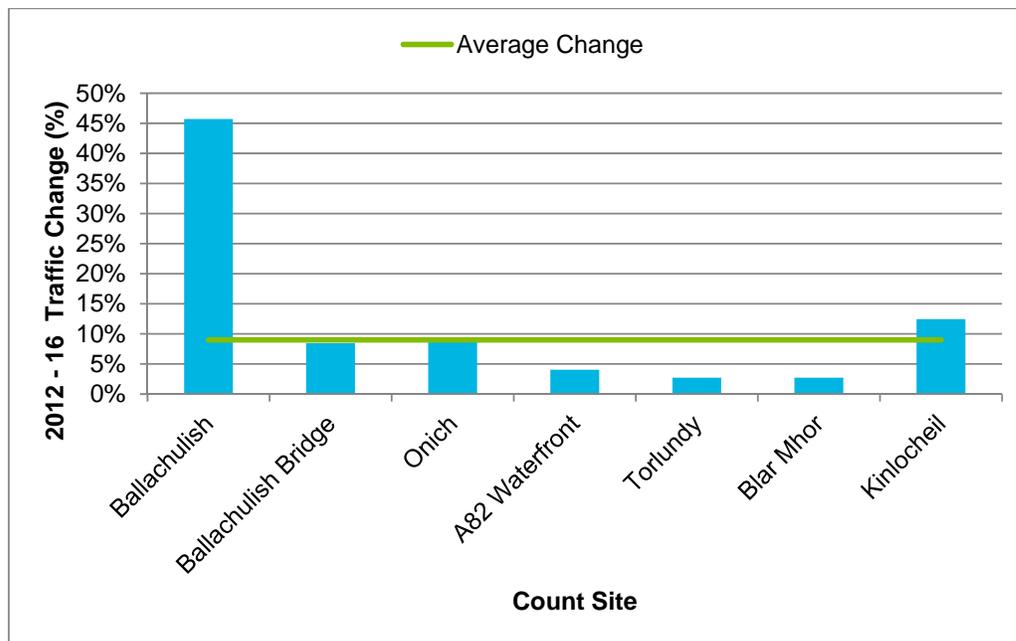


Figure 57 DfT AADT Change Over Time

As can be seen from the above, the general trend in traffic volumes in the area has been an upwardly growth (average 9% increase over time). The biggest increase overtime has been in Ballachulish (though it is unclear why the data source suggests a large increase in 2015 for this count site).

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%).

Table 14. A82 traffic flows from Scottish Transport Statistics edition 2017 – 2007-16

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
A82 Ballachulish	4,696	4,609	4,772	4,625	4,504	4,461	4,631	6,426	5,208	5,353
A82 Spean Bridge	3,524	3,185	3,629	3,351	3,289	3,084	4,103	1,729	..	5,582

Vehicle classification

The mix of traffic in terms of vehicle type is also recorded at the same locations in the DfT datasets. The figure below illustrates the traffic composition across all seven sites for the year 2016.

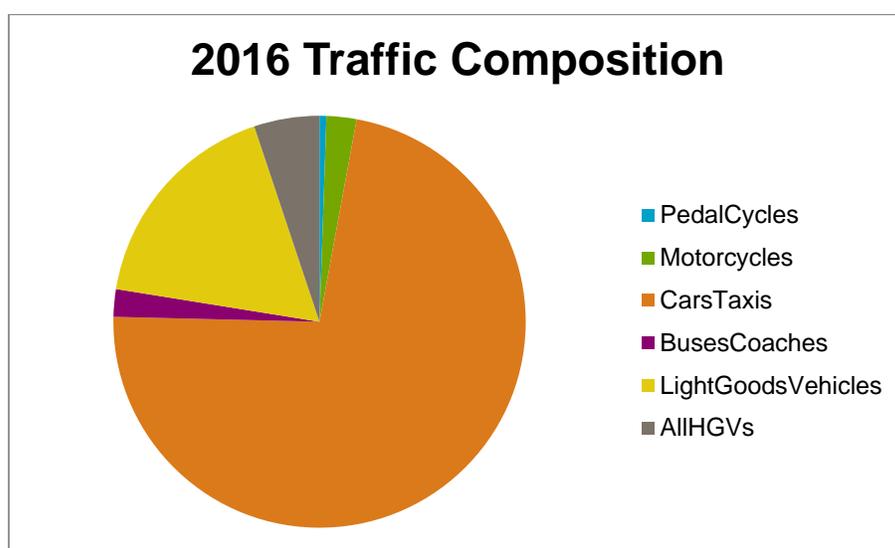


Figure 58 DfT Traffic Mix

The above figure indicates that HGVs are estimated to make up around 5% of overall traffic composition in the study area for all the count points included in this analysis. HGVs make up a larger proportion of all traffic on the A830, over 7%.

The results of journey turning count (JTC) surveys carried out in 2017 (referred to above) which classify vehicle type allow for the number and proportion of HGVs to be calculated. Based on these snapshot results, HGV proportions on the trunk road network during this peak tourist season time period were:

- A82 at West End Roundabout – 5%
- A82 at Belford Roundabout – 4%
- A82 at Nevis Bridge – 3%
- A82/A830 at A82/A830 Roundabout – 5%

These proportions may be artificially lower than expected due to the higher volume of non-HGV traffic during the summer peak.

As a comparison, AADT flow figures recorded at the TS ATC on the A82 at Ballachulish and reported in the Scottish Transport Statistics 2017¹⁸ indicate a 5 day HGV proportion of 14%. It is noted that these flows may contain missing data: “missing data for some sites is due to equipment failure”. Year averages may be based only on data for part of the year, in cases where equipment was not working in some months.

¹⁸ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-36-2017-edition/>

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.

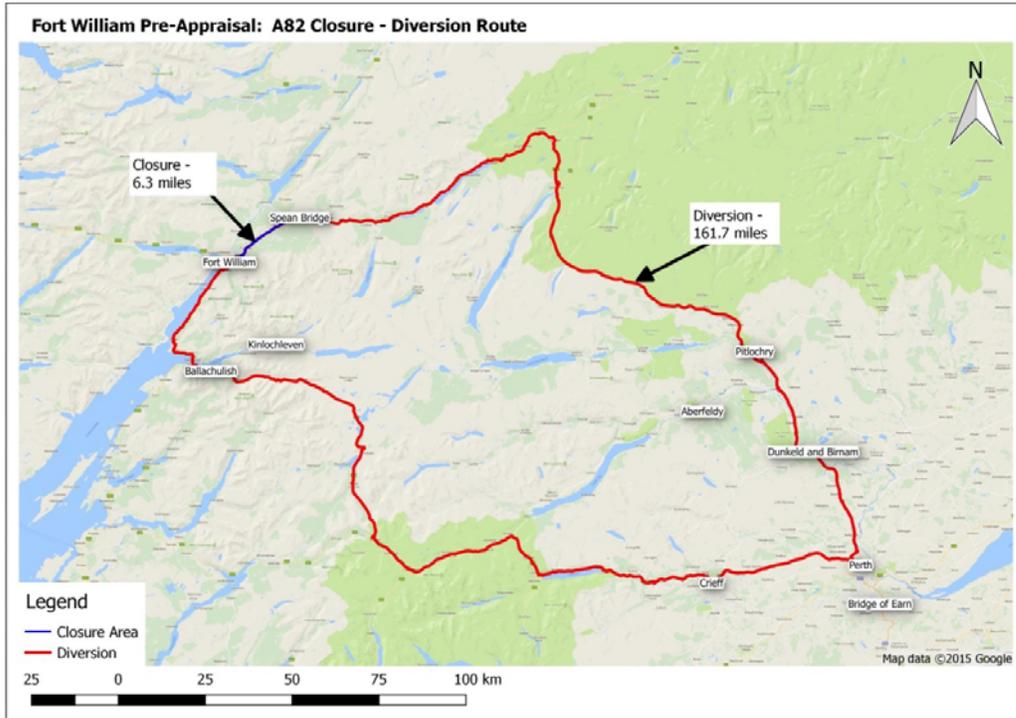


Figure 59 A82 Diversion Route (i)

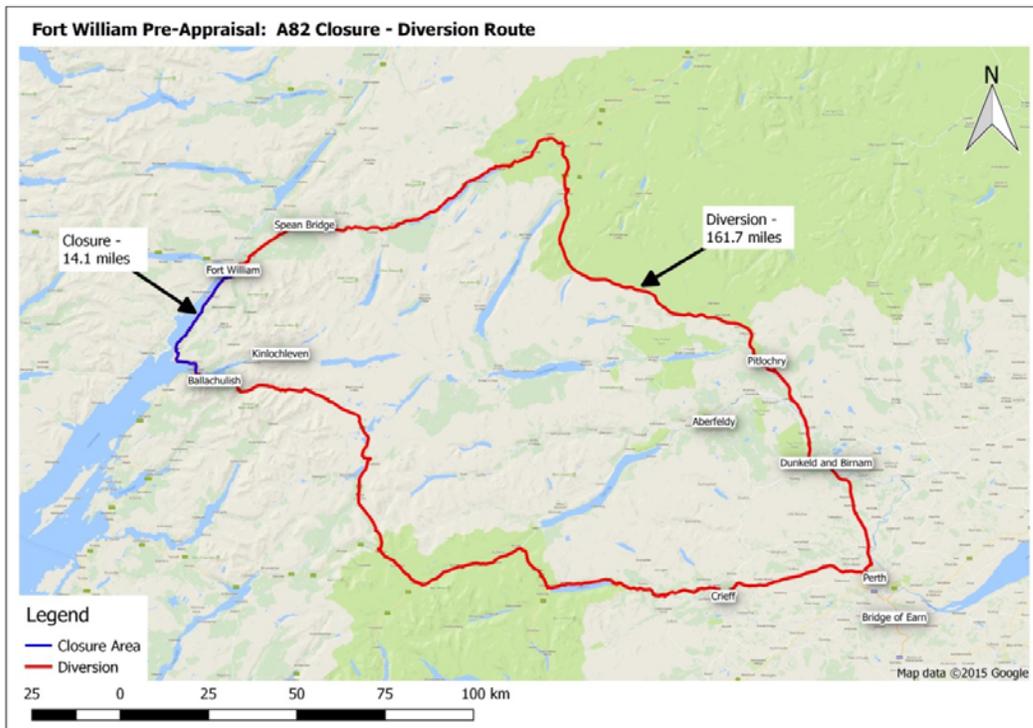


Figure 60 A82 Diversion Route (ii)

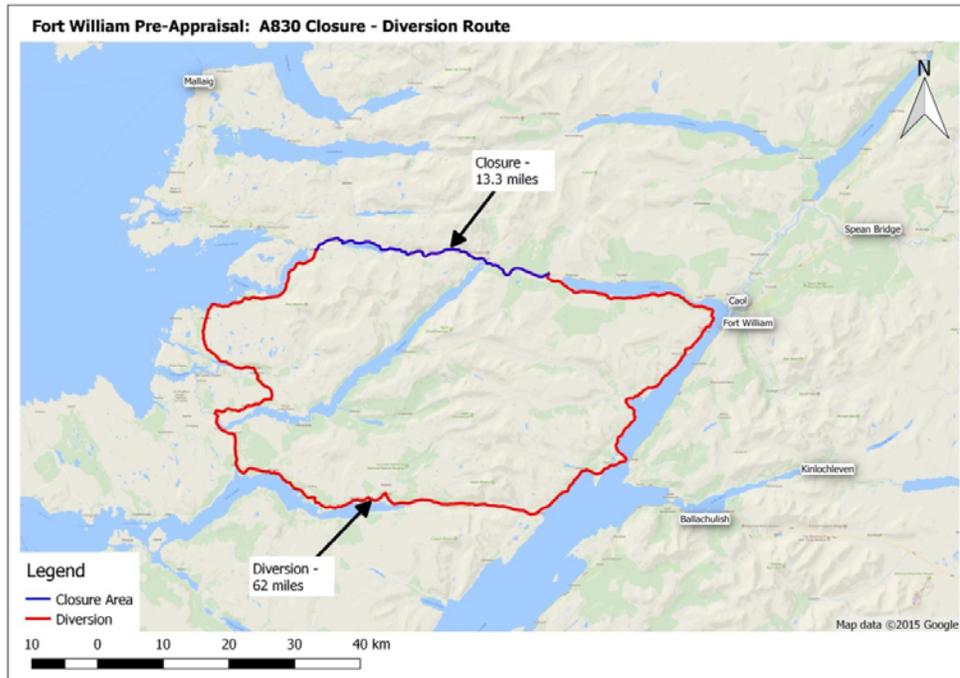


Figure 61 A830 Diversion Route

Figures from the A82 trunk road operator, BEAR Scotland, suggest the A82 has been subject to eight closures in 2016, three in 2017, and 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.

Table 15. Incident data

01/01/2016 to 01/06/2018	Route	Location	Reason for closure	Start time	End time
25/02/2016	A82	South of Fort William	RTC	13:55	17:10
15/03/2016	A82	2 Miles South of Spean Bridge	RTC	17:00	18:03
10/06/2016	A82	Auchintore Road	RTC	20:50	21:45
20/06/2016	A82	0.5 Miles south of Fort William	RTC	14:23	15:32
04/07/2016	A830	Corpach	RTC	16:00	16:45
18/08/2016	A82	Esso Garage Fort William	RTC	17:40	01:36
22/09/2016	A82	Fort William NB Carriageway closed	Dangerous Moorings	16:50	19:18
28/09/2016	A82	1 Mile south of Fort William	RTC	17:50	19:24
2017					
21/02/2017	A82	Belford Street Fort William	Medical Matter	14:45	15:10
26/09/2017	A82	3 Mile Water	Recovery of HGV	19:55	01:05

01/01/2016 to 01/06/2018	Route	Location	Reason for closure	Start time	End time
		South of Fort William			
26/10/2017	A82	Heron Bay	Recovery of Load from HGV	16:00	21:25
2018					
28/01/2018	A82	North road Fort William	Flooding	20:30	06:25
13/05/2018	A82	Auchintore Road	Seriously Injured male found	06:00	20:00

Source: BEAR Scotland and Transport Scotland

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 62 below 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.

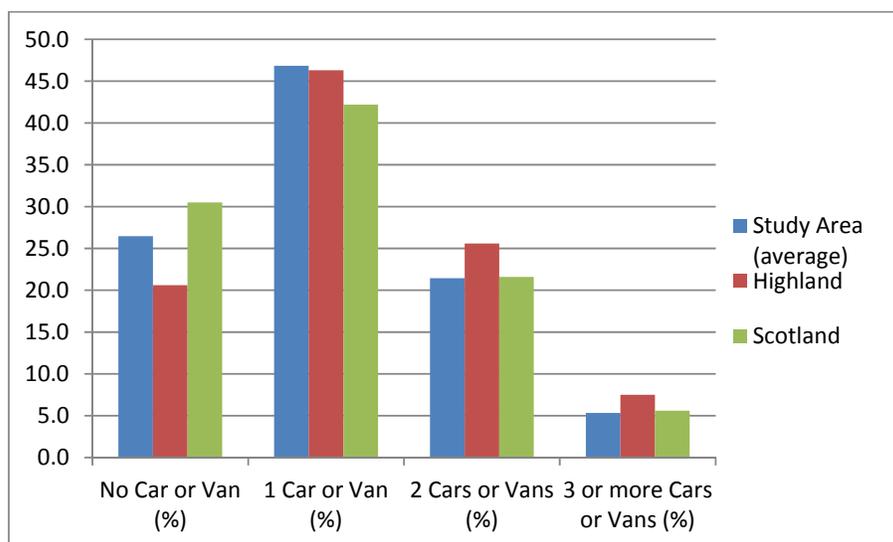


Figure 62 Car Ownership

Figure 62 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, the study area. Conversely, the number of study area households with access to 1 car or van is higher than both Highland and Scotland averages (46.8% compared to 46.3% and 42.2% respectively). However, 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.

This raises issues of equity in terms of transport provision and investment, in that it cannot be assumed that everyone has access to a car in the study area. Multi-modal transport provision is important for quality of life and equality of access to opportunity for all.

Census Travel-to-Work Data

The distance travelled to place of work and the method 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.

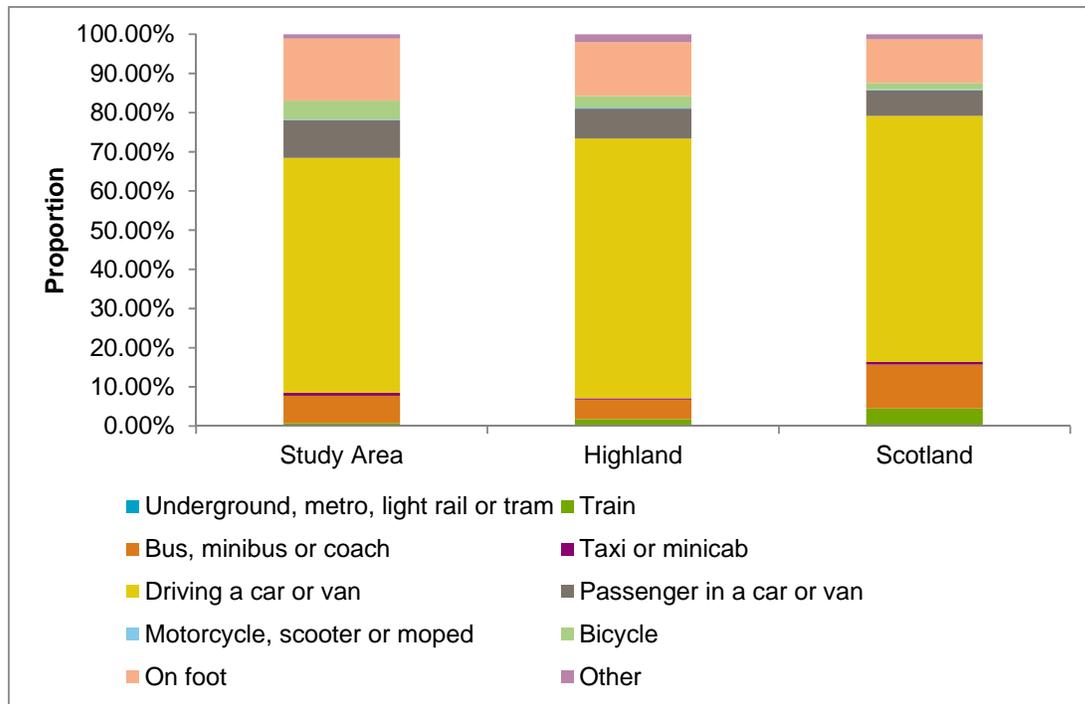


Figure 63 Census Method of Travel to Work

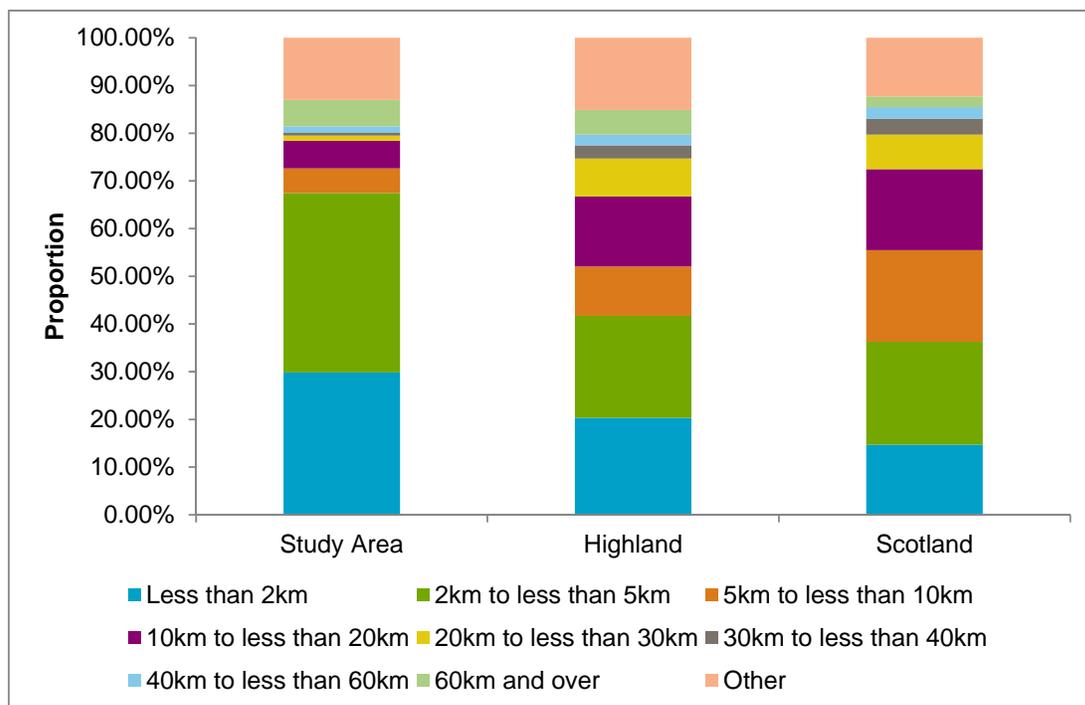


Figure 64 Census Distance Travelled to Work

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.

In terms of journey numbers, the data indicates 4,821 travel-to-work journeys on the network.

The results illustrated in Figure 64 show that over two thirds of travel-to-work journeys in the study area are under 5km. This is higher than the regional and national equivalents of around two fifths and a third respectively. The current combined walking/cycling mode split in the study area is just over 20%.

Analysis of historical (2001) Census data provides an indication of changes in travel distance and method over time. It is noted however that due to geographical boundary changes between 2001 and 2011 and differing dataset availability, a direct comparison of the above is not possible. For the purpose of presenting indicative change, the figures below illustrate the method and distance of travel to work or study for the Highland Council area (2001 data as per 2003 boundaries and 2011 data as per 2011 boundaries) and for Scotland. 2001 data is also presented for the locality of Fort William (2001 boundaries – this also covers the areas of Banavie, Caol and Corpach) and 2011 data for the localities of Fort William, Banavie & Corpach and Caol (2011 boundaries) by way of a proxy for the project Study Area.

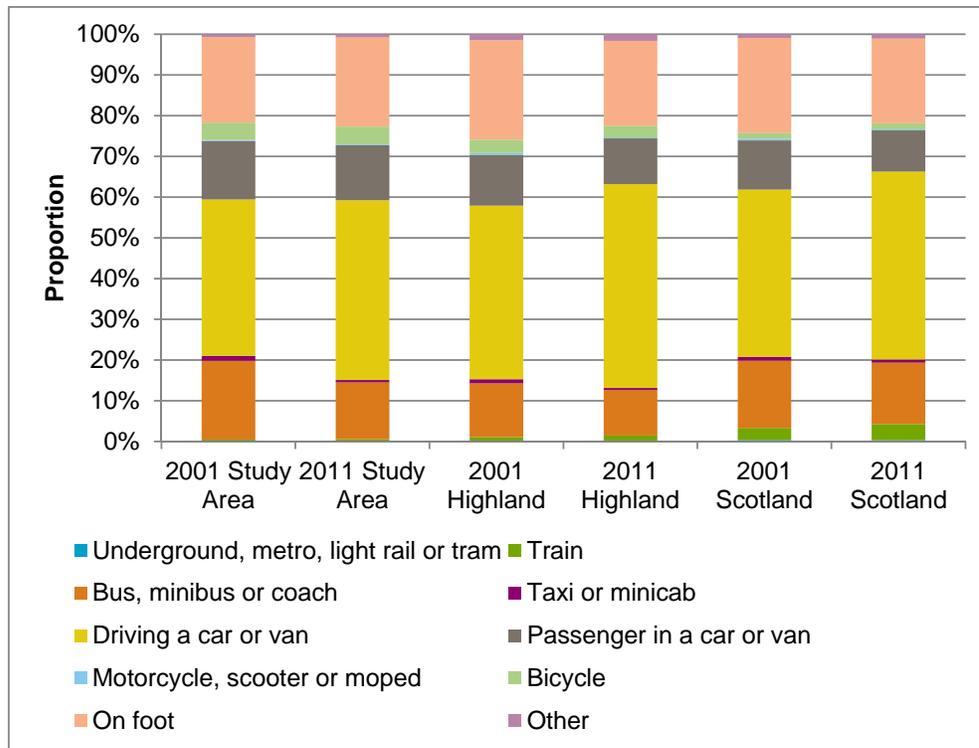


Figure 65 Census Method of Travel to Work or Study

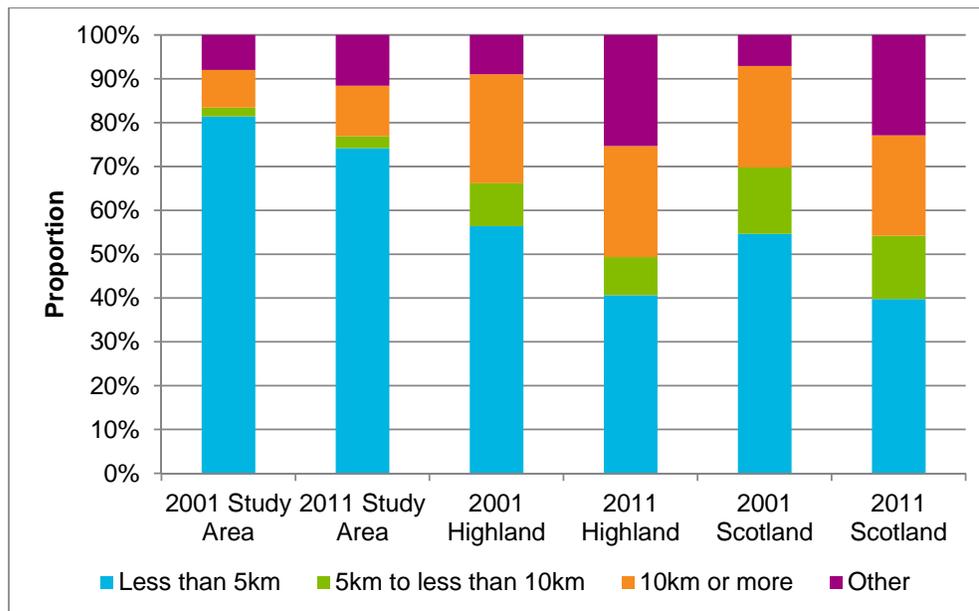


Figure 66 Census Distance Travelled to Work or Study

As can be seen from the figures above, the distance and method of travel to place of work or study in the Study Area has varied slightly from 2001 to 2011. In respect of distance travelled to place of work or study, this change is largely proportionate with the respective change at a regional and national level. Significantly, in respect of walkability/cyclability, though the proportion of individuals in the Study Area who travel a distance of less than 5km has reduced over the time period, having started from a higher base, this still accounts for around 75% of individuals. This compares favourably to the regional and national equivalents of around 40%.

In respect of method of travel to place of work or study, it can be seen that 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. 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, though the split for

walking/cycling in the Study Area has remained largely static over the time period, the equivalent regional and national proportions have reduced.

In addition to the travel-to-work mode split and distance data recorded by the Census, origin-destination (O-D) flow data is also recorded. This is presented for O-D journeys where there are six or more individuals undertaking them via the Datashine Scotland Commute interactive website. The figure below provides a graphical representation of these in/out flows, with the 'glowing' lines indicating where this flow is heaviest.



Figure 67 Census TTW Flows

As can be seen from the above, the heaviest flows are between the three Intermediate Zones that cover the study area i.e. Fort William South, Fort William North, and Lochaber West. It can also be seen that there are relatively heavy flows between the study area and Inverness. There are also a small proportion of journeys made to/from workplaces in England. It is noted that future developments in the areas commutable to Fort William and the proposed development at Liberty may result in additional commuter trips being made to Fort William in future years.

The data presented in Figure 63 illustrates the active travel mode split in the study area of around 20%. This compares favourably to the 16.5% active travel mode split in the Highland region and the 12.5% active travel mode split nationally. Considered alongside the proportion of travel-to-work journeys of a walkable/cyclable distance however, this illustrates that there is a significant proportion of existing journeys that could potentially be transferred to walking/cycling.

Bus mode split in the study area of around 7%. This is largely in line with the regional bus mode split of 5%, although both are below the national bus mode split of 11.25%. The travel-to-work mode split for rail constitutes just 0.75% of travel-to-work journeys in the study area. This compares to the regional figure of 1.71% and the national figure of 4.17%.

The travel-to-work mode split for car (driver & passenger) constitutes just under 70% of travel-to-work journeys in the study area. This is largely similar to the regional figure of 73.9% and the national figure of 69.3%.

Hands up Survey Data

The Hands up Survey Scotland (HuSS) is an annual travel survey of primary and secondary aged schoolchildren across Scotland. Teachers ask schoolchildren 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).

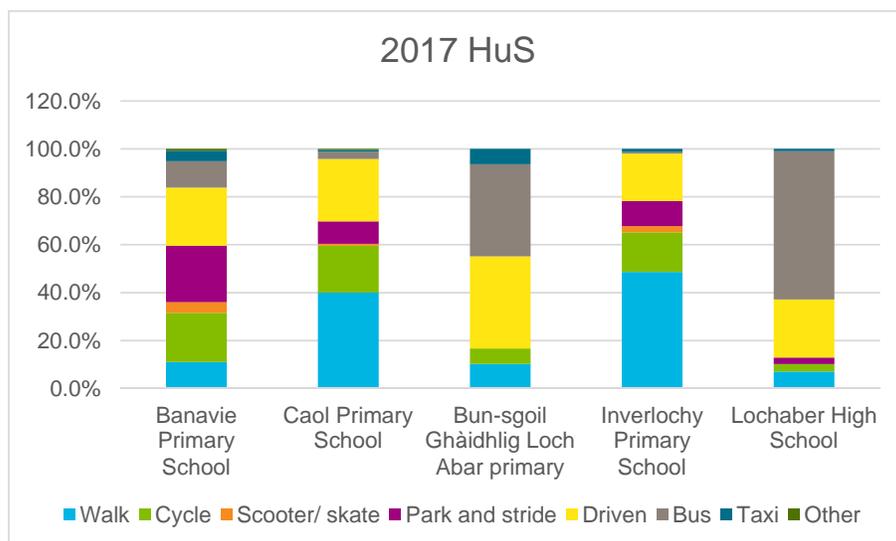


Figure 68 2017 HuSS Results

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 Inverlochey 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 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 Inverlochey Primary. This represents the approximate mid-point of the regional figure of 29.3% (2016).

Highland Council school catchment maps suggest that Lochaber High School has an extensive catchment¹⁹. Caol Primary School in particular has a relatively tight catchment area, reflected in its high proportion of children travelling actively to school.

It is noted that the free bus provision policy for schools in the study area are:

- Pupils under 8 years of age, residing 2 miles or more from school
- Pupils aged 8 years and above, residing 3 miles or more from school

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 figures below detail the satisfaction of bus users in the Highland region. It is not thought possible to obtain data sub-local authority level.



Figure 69 Highlands BPS Journey Satisfaction

The above tables illustrate that overall satisfaction amongst bus passengers in the Highlands region is relatively high.

Interestingly however, Figure 69 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.

¹⁹ <http://www.arcqis.com/apps/webappviewer/index.html?id=531a30ee33564231866ff94e96607f26>

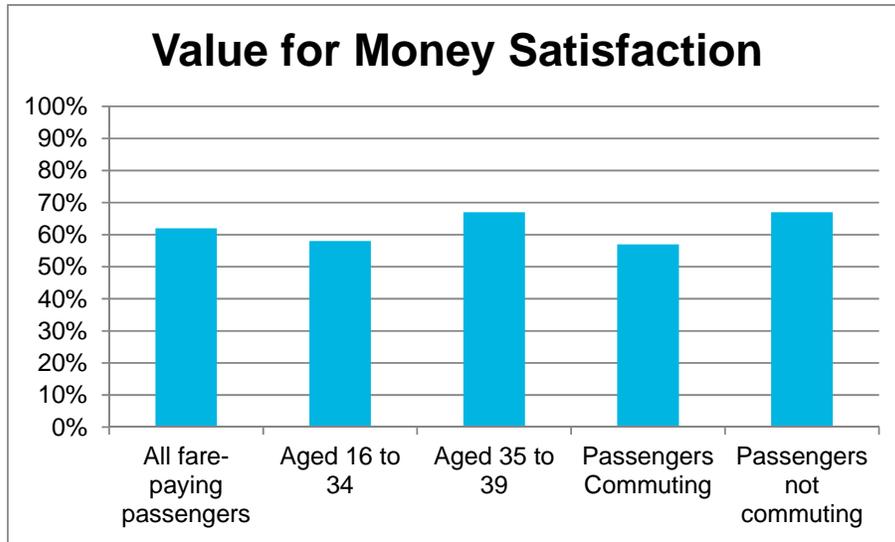


Figure 70 Highlands BPS Value for Money Satisfaction

The above figure illustrates relatively low levels of satisfaction for Value for Money. This is particularly the case for respondents whose journey purpose was for commuting.

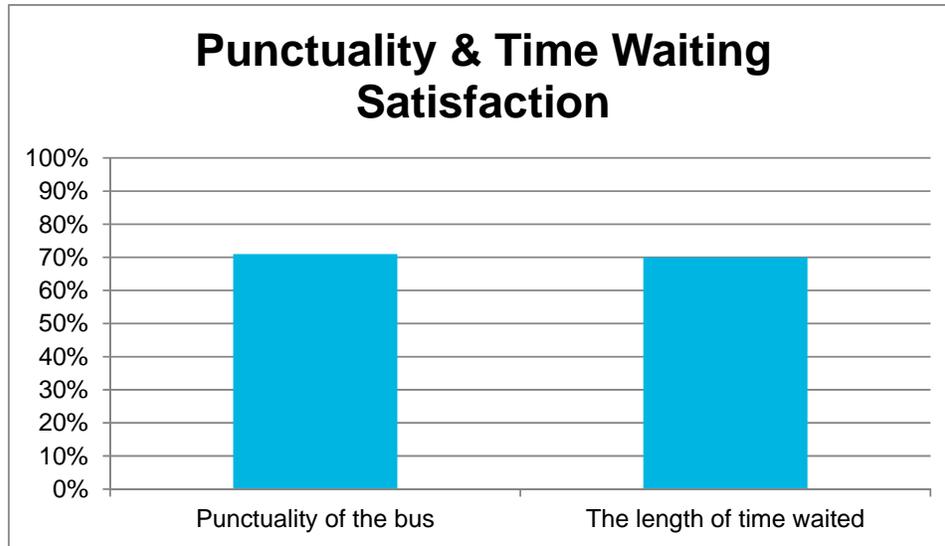


Figure 71 Highlands BPS Punctuality & Time Waiting Satisfaction

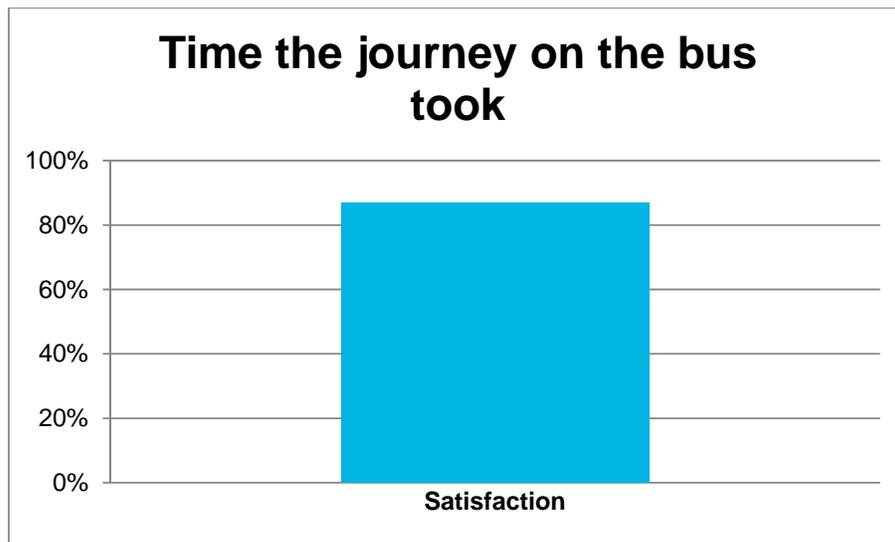


Figure 72 Highlands BPS Journey Time satisfaction

Together, the figures above illustrate that although satisfaction levels for time waiting on the bus and punctuality of the bus are relatively low in the Highland area, the 87% satisfaction levels of journey time on the bus are good.

Rail usage

The Office of Rail and Road (ORR) compile a series of statistics including rail station usage estimates for all stations in the UK. The figure below illustrates the time-series station entries/exits for stations in the Study Area from 1998-2017 in the context of regional and national growth rates over the same time period.

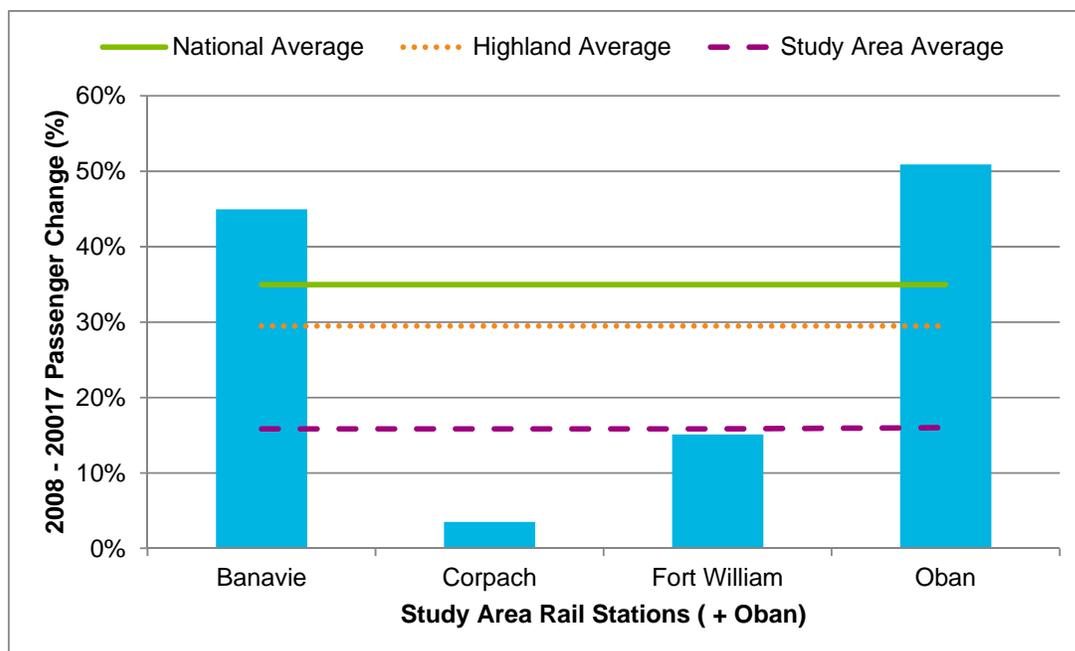


Figure 73 Rail Station Entries/Exits

The figure above illustrates that over the ten year period from 2008 to 2017, the number of rail passengers entering/exiting from all of the rail stations in the Study Area has increased. The level of increase however varies significantly across the three stations with a 3% increase estimated at Corpach, a 15% increase estimated at Fort William and a 45% increase estimated at Banavie. It should be noted that the perceived lack of local rail services for commuting purposes from Banavie and Corpach into Fort William has been highlighted during the engagement for this study.

It can also be seen that the average increase is around half of the Highland average over the same time period and just under half of the national increase. As a comparison, Aviemore has experienced an estimated 26% increase in passenger numbers in the same time.

The table below presents the entries/exits over the last three year period.

Table 16 Three Year Rail Station Entries/Exits

Station	2015	2016	2017
Banavie	5,918	6,344	5,852
Corpach	2,754	2,762	2,518
Fort William	144,106	139,808	138,514
Aviemore	150,724	152,082	145,200
Oban	170,682	176,104	164,332
Highland	2,455,948	2,441,728	2,354,544
Scotland	183,472,348	186,717,520	188,466,042

In addition to data from the ORR above, ScotRail has provided two sets of data; one shows the top ten route sections which include Fort William as an origin/destination, based on the number of tickets sold and the other shows annual passenger journeys on the West Highland Line and other comparable lines.

The data in Table 17 dates from 2017 and shows the top ten route sections for people travelling to/from Fort William. Note that the values are a total of journeys between the two locations provided, e.g. the top value is a total of journeys between Fort William and Mallaig (44,951) and Mallaig and Fort William (13,511).

Table 17 Top ten rail journeys from Fort William²⁰

Route section		Journeys	% of Total
Fort William	Mallaig	58,462	33%
Fort William	Glasgow	47,729	27%
Fort William	Edinburgh	11,657	7%
Fort William	Glenfinnan	6,330	4%
Fort William	Rannoch	2,951	2%
Fort William	Corrour	2,623	1%
Fort William	Arisaig	2,341	1%
Fort William	Crianlarich	1,907	1%
Fort William	Spean Bridge	1,588	1%
Fort William	Arrochar & Tarbert	1,561	1%
Fort William	Roy Bridge	1,373	1%
Total Top 10		138,522	79%

The data demonstrates that Mallaig is the top destination from Fort William followed by Glasgow.

Table 18 shows the number of passenger journeys for each year 2011 to 2017 on the West Highland Line and other comparable lines; Inverness to Wick / Thurso, Inverness to Kyle of Lochalsh and Glasgow to Stranraer. Note that there was an increase in Oban services from three to six introduced in May 2014, which may account for much of the growth on the line. Whilst this data does not display passenger numbers for the Oban and Fort William/Mallaig lines separately, it does nevertheless indicate that there has been growth on the West Highland Line; it is anticipated that some of this increase is derived from the Fort William/Mallaig line.

Also note that the 20 week Queen Street Closure in 2016 had an impact on passenger numbers, hence the decrease recorded on the West Highland Line in this year.

Table 18 Annual Rail Passenger Journeys²¹

	Annual Pax Journeys							Year on Year Increase					
	2011	2012	2013	2014	2015	2016	2017	2012	2013	2014	2015	2016	2017
5420 Inverness - Wick / Thurso	290	290	312	293	263	251	269	0%	8%	-6%	-10%	-4%	7%
5430 Inverness - Kyle	132	140	151	142	145	141	144	6%	8%	-5%	2%	-3%	3%
5450 Glasgow - Fort William / Mallaig / Oban	371	367	400	441	478	454	524	-1%	9%	10%	8%	-5%	15%
5790 Glasgow - Stranraer	1,325	1,254	1,182	1,228	1,149	1,180	1,065	-5%	-6%	4%	-6%	3%	-10%
Total ScotRail and SPT	80,170	82,692	85,222	90,165	95,709	91,761	98,431	3%	3%	6%	6%	-4%	7%

²⁰ ScotRail data

²¹ ScotRail data

Rail Satisfaction

Transport Focus' National Rail Passenger Survey (NRPS) is an annual UK-wide survey of in excess of 60,000 rail passengers. Results are presented at Train Operating Company level and at route level. 82 respondents participated from the Scotrail Rural route.

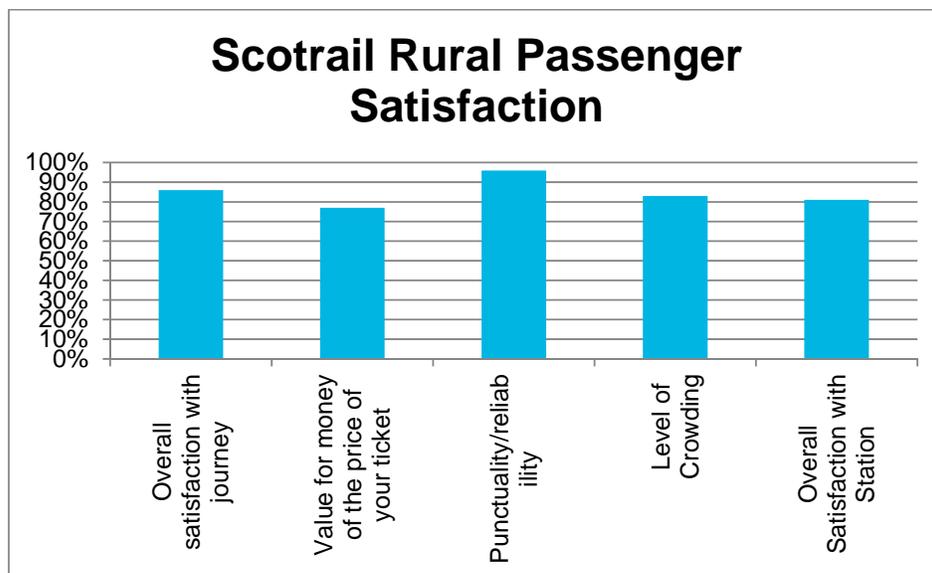


Figure 74 Scotrail Rural Passenger Satisfaction

The above figure provides a useful indication as to satisfaction levels in the Study Area. It is noted however that the sample size is relatively small and that the West Highland Lines which serve the Study Area constitute only one of the Rural routes Scotrail operate.

Ferry Usage

Ferry operator Caledonian MacBrayne who operate the ferry services from Mallaig to Armadale, the Small Isles and Lochboisdale, provide annual passenger number data on their website. In addition to total passenger numbers, this data presents a breakdown of the total number of vehicles and vehicle type on each route. The table below illustrates figures for the period 2016-17.

Table 19 Mallaig Ferry Services²²

Route	2017 Passengers	2016 Passengers	2017 Cars	2016 Cars	2017 Coaches	2016 Coaches	2017 Commercial Vehicles	2016 Commercial Vehicles
Mallaig to Armadale	285,483	250,764	70,009	61,797	2,337	1,942	194	225
Mallaig to Lochboisdale	27,612	22,760	10,974	8,287	26	27	476	568
Mallaig to Eigg/Muck/Rum/Canna	30,486	30,393	1,726	1,665	0	1	247	273

²² <https://www.calmac.co.uk/article/5831/Carrying-Statistics-2017>

As can be seen from the above, overall passenger numbers and non-commercial vehicle numbers increased from 2016 to 2017, with over a quarter of a million passengers carried on the Mallaig to Armadale route. It is noted however that for services to Armadale, these figures represent only a proportion of the demand as the Skye road bridge also carries traffic to the island.

It is additionally noted that deck utilisation levels of vessels used on the Mallaig to Armadale route are forecast to be 92% in 2018, with resultant high volumes of unsatisfied demand. Plans to reintroduce the MV Coruisk vessel to the route in 2019 will increase capacity and are anticipated to reduce utilisation levels to 71%. Short to medium term growth is forecast to continue thereafter with levels of unsatisfied demand growing as capacity constraints re-emerge. A Mallaig-Armadale Infrastructure Working Group has been set up to look at medium to long-term vessel and port options, also taking into account the needs of the Lochboisdale route being served from Mallaig²³.

Accidents

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 figures below illustrate 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. However, 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.

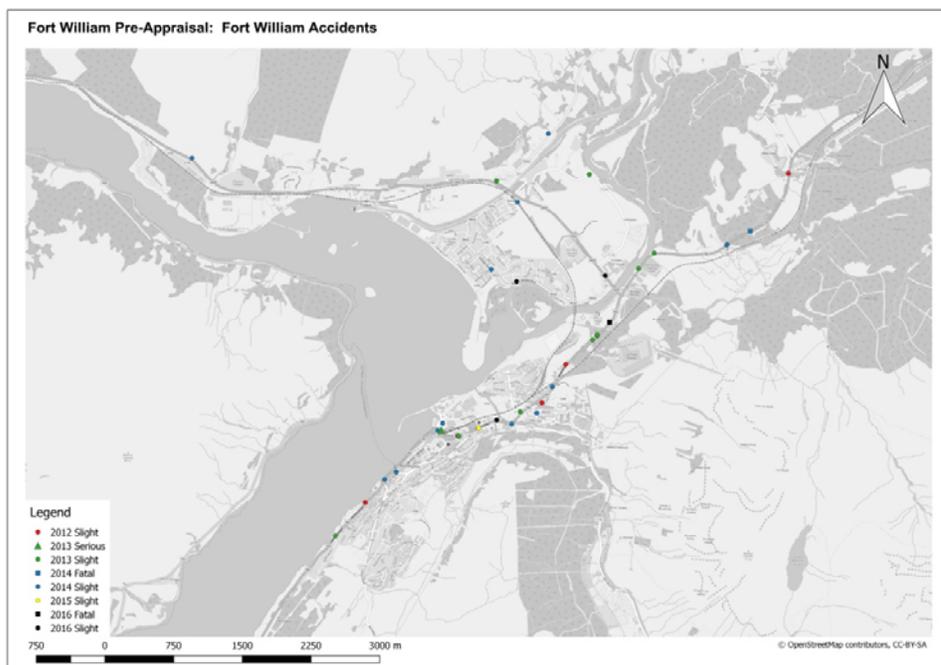


Figure 75 Fort William Accidents

The table below demonstrates accident data for the study area against the context of Highland and Scotland generally. The caveat above on comparison should again be noted.

²³ <https://www.transport.gov.scot/media/41509/vrdp-annual-report-2016-30-january-2018.pdf>

Table 20 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

In addition to general accident numbers, analysis was undertaken to establish the number and location of accidents involving either pedestrians or cyclists. The maps below illustrate the location of these accidents. Pedestrian accidents appear again to be largely associated with the A82 corridor in the Fort William study area.

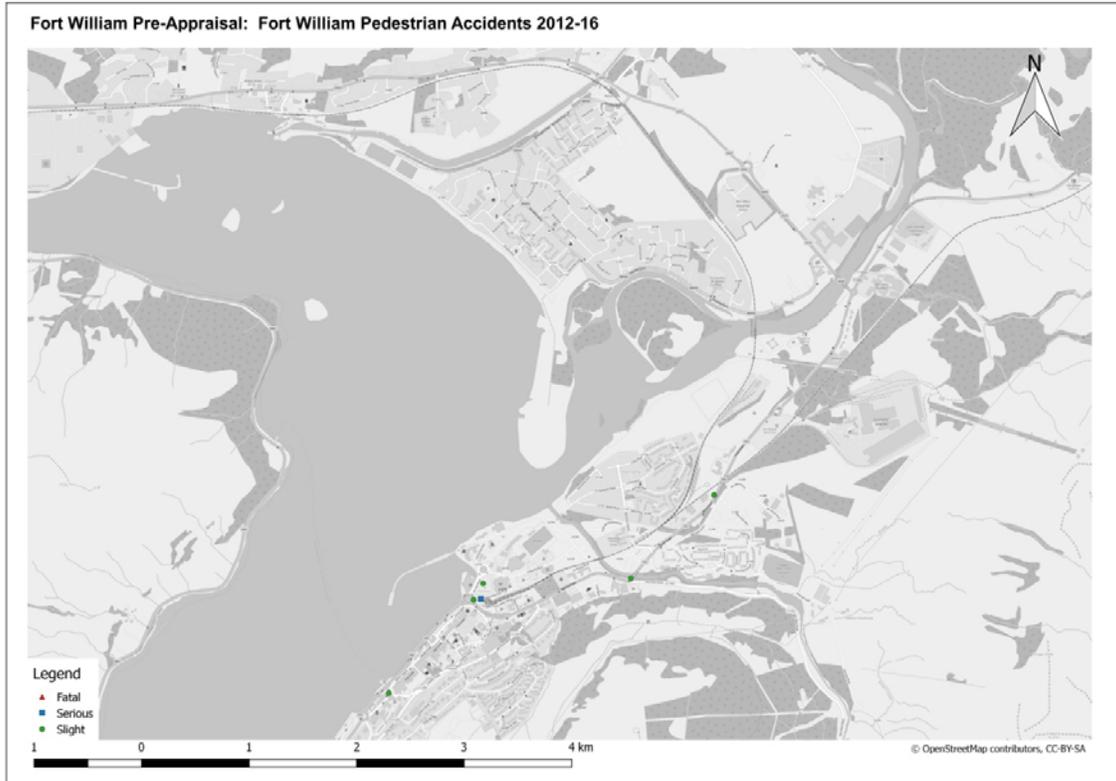


Figure 76 - Pedestrian Accidents

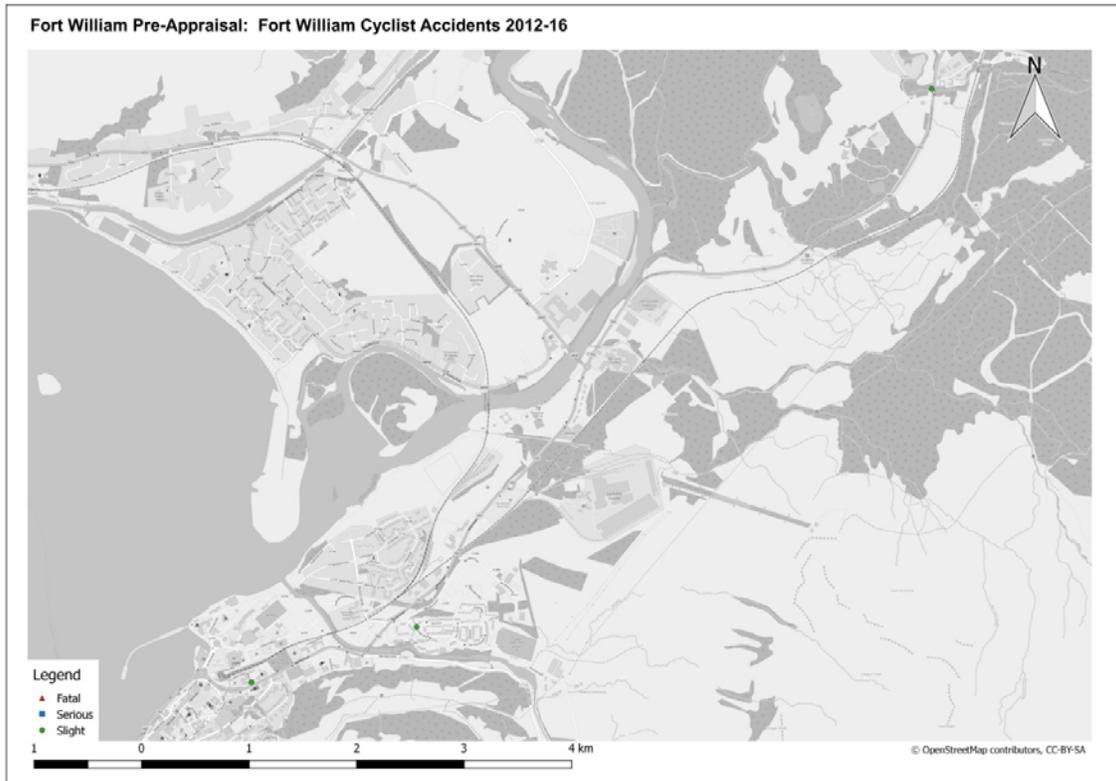


Figure 77 - Cyclist Accidents

Table 21 Non Motorised Users: Accidents

Casualty Type	Severity	2012	2013	2014	2015	2016
Cyclist	Slight	1	1	1	0	0
	Serious	0	0	0	0	0
	Fatal	0	0	0	0	0
Pedestrian	Slight	0	0	5*	0	0
	Serious	0	1	0	0	0
	Fatal	0	0	0	0	0

*Five accidents resulting in pedestrian casualties were recorded in 2014. There were two pedestrian casualties in one of the accidents, meaning the total number of pedestrians injured recorded during the period was six.

The table above illustrates relatively low numbers of personal injury accidents involving either pedestrians or cyclists in the study area recorded between 2012-16. As discussed above however, further detailed analysis would be required to establish the accident and casualty rates relative national figures.

Appendix C Engagement – additional information

A.4 Introduction

This Appendix provides further detail on the engagement process carried out for the Fort William Strategic Transport Study (Pre-Appraisal). It outlines details from:

- Focus group with Fort William residents
- Placecheck comments
- Drop-in engagement session

A.5 Focus group

One group was undertaken in Fort William on Wednesday 28th February at the Ben Nevis Hotel with eight residents from the Fort William area. The group was well attended and all participants were vocal and passionate about the topic at hand.

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 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 places was already at a maximum at times and still units are being added to existing development 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 just walk to their GP. It was suggested now they have to fight through congestion to go out of town and most likely try and take a taxi to see a doctor, which many said this was quite a task,

“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 addition 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 was a teacher and he pointed out that congestion in the area does have an affect on the children getting to school as it has become noticeable in school that both staff and pupils are late more 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 feeling in the group that it is going to take more fatalities or big standstill accidents to happen before the town or appropriate authorities will do anything about it.

As well as the key points reported in the main Technical Note, the sections below provide some further detail on topics discussed at the focus group.

Fort William as a place to live

At the beginning of the group, the participants were very positive about living in Fort William and came across very proud of their town.

“The view, on a good day we live in a beautiful place.”

Many mentioned words such as “community”, “beautiful”, “lovely people” as words they use in conjunction with Fort William.

“You know, when you’re driving, you see the Ben background, it’s absolutely beautiful.”

“To be honest with you, I’d be pushed to find a bad side to Fort William, the weather is a bit of a downer, but you get used to that, but other than that the people ...”

Some made the point that they felt it was a lovely place to bring up children.

“But I also think it’s a really good place to bring up kids.”

Using different modes of transport in Fort William

The group all used a range of modes to get around Fort William. However the point was made quite early that they felt you need a car/ access to a car to fully be able to get around Fort William although some members of the group were regular cyclists or bus users also.

“You need a car, so even if cycle routes and stuff are fine, you still need your car to get there to park at your hotel or to park wherever you stay is, you will still need your car.”

The point was made that in Fort William high street, there is not a lot to do or see so people who come to the area are still going out of the town to different locations to do or see things. Respondents felt that cycling and cycling routes are not publicised, marketed or promoted well in Fort William. People who come to visit the area would not know where to go – it was suggested even some of the locals would not know as it is not signposted or publicised adequately and yet it would be great for some visitors to the area.

“I think it’s difficult to figure out as a tourist, because you certainly don’t want to be cycling along the 82, which is the road that you drive along, because the cars are jam packed here, you know, they’re weaving in and out, it’s really dangerous and there are cycle paths, but they’re not the kind of cycle path that are next to the road, you know and I think that perhaps it might be quite difficult to come across as a tourist, if you don’t know much about cycling.”

Respondents did not think a Park and Ride or shuttle bus would work as there is not a lot to do in the high street. People come to Fort William and go out to many places in the area. It was noted that they had tried a tourist bus a few years ago and that had not worked.

“They started the open top bus here in Fort William, do you remember a few years ago, but I don’t think it was very successful.”

Sometimes shuttle buses work for specific events but only now and again. It was not viewed as a consistent method used in the high season.

Roads in and out of Fort William

The A82 came up throughout the discussion as a difficult road in and out of Fort William.

“Like you’ll be behind them for twenty or thirty miles, like you’re behind them for a while, because it’s all like weaving, there’s nowhere to take over and people are taking chances.”

“Yeah, just at the actual traffic being standstill, it wasn’t even the car was going fast, the whole traffic was standstill and he got hit by a lorry and pulled underneath as they were stopped.”

“Like kind of horrific things like that, because it’s so congested and there’s no room to move.”

They felt it was quite restricted in and out of Fort William and a better road network was needed.

“By comparison, I mean the nearest dual carriageway that we have is either Inverness or Glasgow.”

“Every single thing that comes into here has to be done on that road.”

Whilst the residents acknowledged that the A82 will never be a dual carriageway, even widening it in places so two vehicles can comfortably pass would make things a lot easier.

“Yes, the road widening would make it a heck of a lot simpler for everybody road user.”

“It’s our main trunk roads we need upgraded.”

Housing infrastructure

Housing was mentioned as a potential future issue with more industry coming into the area and more housing developments needed for the increase in people to the area.

“The more houses we’re going to get, the more families we’re going to get, the bigger the schools are going to be and they’ll have to make another school, the hospital won’t accommodate them. You know, the whole area is going to totally change here, I would say with influx.”

Many of these conversations were linked to the new Liberty industrial development and suggestions that new housing will be built in addition to help with it.

“But if you stop to think, these new houses we were talking about, if they go and build out on the golf club, right, where they’re talking about building and there’s a whole lot more going to be built up in the hill, so you take all the influx of people there coming from the high school, the town, the ones from golf club coming out, the ones on Inverlochy Castle farm, because there’s acres of ground over there, that’s sold for a million.”

“You can’t believe it, you won’t be able to walk hardly, never mind drive your car.”

Road condition

Potholes came up in the discussion as a real problem in the area. This contributes to congestion according to the locals as local people slow down to accommodate and take turns to go round the potholes.

“Well, coming from Spean, like I was driving from Inverness, so say coming along on this road, you’re avoiding potholes at Nevis Bridge, then you’re coming along and honestly the stretch from like the Esso petrol pumps to the BP petrol pump would take 10-15 minutes.”

However they felt that visitors to the area were constantly struggling as they did not necessarily realise how bad the road was and they frequently saw people off the road with blown tyres.

“Yes, then you’d go to Lundy and you’d start speeding up and then you’ve got these potholes again, so you’d be going past lay-bys and there’d be five or six cars in it with blown tyres, like it’s so dangerous.”

“This year has been their worst ever and it’s all linked to lack of investment in the road infrastructure over the last thirty years and it’s getting less and less.”

A.6 Placecheck comments (Feb/Mar 2018) and categorization of comments

Type	Title	Content (comments verbatim)	Latitude of comment marker	Longitude of comment marker	Theme 1	Theme 2	Theme 3	Theme 4	Specific Location	Area
Things we need to work on	Gaps in the train timetable	Many users have pointed out that the A82 does sometimes get congested. Better public transport could address this problem. In particular there is a obvious gap in train services during the afternoon. This has been identified by the West Highland Community Rail Partnership. An afternoon train from Glasgow would greatly help.	56.8204	-5.10598	Poor PT connectivity	Rail				
Things we need to work on	Poor sightlines at the Banavie swing bridge mean speed limits need to be reduced to allow for safe crossing of the road	Transport Scotland recently conducted a study at this site which identified the risks to pedestrians and cyclists at this well used, natural crossing point. The solution to allow safe crossing is to reduce the speed of traffic at this point.	56.8447	-5.09598	Safety	Speed issues				
Things we need to work on	West Highland line rolling stock	The West Highland line is classed as one of the greatest railway journeys in the world and it is. Unfortunately the current Sprinter trains used on line are not world class, they are well past their sell by date and need to be replaced with more modern rolling stock. Also since Abellio took over franchise contract the service has become unreliable, it is frequently cancelled and when it does run it regularly has no onboard catering. This leads to a reluctance to use service resulting in more traffic on roads	56.8277	-5.08238	Poor PT connectivity	Rail				
Things I don't like	Free car parking	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.	56.8237	-5.1092	Parking	Congestion				
Things we need to work on	Timing of buses	The timing of buses to Fort William from Corpach and vice versa is out of sync with normal starting/ finishing time of majority of workers, this leads to people using cars to get to/from work.	56.8203	-5.10302	Poor PT connectivity	Bus				
Things we need to work on	SUMMER SHUTTLE SERVICE FOR CRUISE SHIP PASSENGERS	I act as a 'Welcomer' to the passengers and crew off of the visiting Cruise Ships - 7 last year and so far 5 booked for this year. During 2017 season I spoke to around 10,000 passengers and crew as they disembarked and then re-boarded via the Tenders and asked what could be improved - the commonest answer was that the Fred Olsen Guide Book handed to passengers before disembarking says that there is a circular tour shuttle bus service to the most popular visitor sights. I and my colleagues then have to explain that the information provided to them is wrong so that is not a very good start to their visit to Fort William! We need to provide a 'shuttle service' during the summer season that serves the popular tourist sites such as Neptune's Staircase, The Nevis Range, the Commando Memorial and Inverlochy Castle at the very least! In addition, Taxis should be allowed to queue in the West End Car Park when a Cruise Ship is visiting as it costs me and my colleagues a fortune in telephone calls ordering up Private Hire cars or Taxis for disembarking passengers who are not booked onto the organised tours and who do not want to walk the length of the High Street to get a Taxi at the Parade!!!	56.8153	-5.11708	Visitors					
Things we need to work on	NEW BUS ROUTE	There is an urgent need for a regular 'Shuttle Bus' service from Fort William Station to the Nevis Range and back - perhaps a circular service as the 41 that diverts through there at present is a 2-hour gap and if you use it to travel	56.8216	-5.10272	Poor PT connectivity	Visitors	Bus			

		to the Nevis Range, by the time you have ascended the Gondola and enjoyed a coffee brake etc and then come back down you will have missed the connection back to Fort William thus making it a 4-hour gap!								
Things I like	New bus service.	What an enormous improvement Shiel buses have been compared to Stagecoach who treated the town with such contempt. I hear they will be gone for good by the end of the month. Hurrah!!!	56.8286	-5.09354	Bus	Poor PT connectivity				
Things I don't like	Plans for bypass	Horrified that there are calls for a road to be driven through one of the most beautiful and serene parts of Lochaber. Tell drivers to use the bus or drive more intelligently and there won't be any hold ups in the summer.	56.8336	-5.09989	Modal shift	Extra road capacity (not desirable)				Inverloch / Caol
Things I don't like	Blind corner onto old Blar Mhor road	When coming from the canal or from the swing bridge it is blind to traffic coming the other way when you turn onto old Blar Mhor road. On a bike you can just about do it by going all the way round the corner then doubling back on yourself, but I often see cars just risking it. Alternative for them is driving the long way round.	56.8452	-5.09259	Safety	Road issues			Old Blar Mor Road	Banavie
Things I don't like	Planned path (boardwalk) between Caledonian canal and Banavie primary school	To give children from Banavie and Corpach a safe, car-free and beautiful route to school.	56.841	-5.11064	Pedestrian / Cyclist (Positive)					Banavie
Things I don't like	Noise	I would not like to see any further development of the pier until some remedial action is taken to reduce the noise from this facility. There is no need whatsoever for the noise levels and no attempt has been made to reduce this.	56.834	-5.13224	Noise					
Things I like	Development of Corpach.	[personal name removed] complained about the pulp mill for years and celebrated every time more employees were laid off. Now he complains about the sawmill. Tell him to flit to Muckle Flugga.	56.8324	-5.13422	Other					
Things we need to work on	Volume of traffic on A82 North Road	The volume of traffic during the summer season has reached unmanageable levels and an additional route to filter traffic needs to be sought. We are encouraging new business, shops and building more homes and a new hospital so we need to have the road infrastructure to deal with the volume of traffic. However careful consideration needs to be given to how this might be done as suggestions to bypass the traffic directly into Caol or Lochyside would impact on the narrow residential streets and busy roads that it would join with. As part of a strategic plan consideration should be given to the movement of vehicles around the whole area and possibly seek several options which would help to make the traffic more free flowing and not come to an absolute standstill if there is an accident. I agree that it would be great to encourage more use of cycleways and public transport but the reality of this is most people don't have enough time when they are working plus picking kids from school or trying to get across town for appointments etc	56.833	-5.07448	Congestion	Modal shift	Extra road capacity			
Things we need to work on	Volume of vehicles using North Road	The A82 is a strategic Route for North West area of Scotland with large volumes of traffic, when these large volumes of traffic meet the suburban traffic within Fort William/Caol/Corpach <i>conabation</i> the Road cannot cope and regularly becomes grid locked. Separating out of these traffics is best way to reduce gridlock and only way to achieve this is separate link road to Caol from Fort William for local traffic	56.8281	-5.08319	Congestion	Extra road capacity				North Road/A82
Things I don't like	Black Parks footpath/ road	The volume of vehicles using this as a shortcut when A82 has holdups makes it dangerous for pedestrians walking to town. If this single track road use gated off at Hydro substation and River Lochy Rail Bridge it would encourage more people to use this footpath to walk/cycle to Town from Caol/ Corpach and vice versa	56.8314	-5.08398	Safety	Pedestrian / Cyclist (Improvement)	Road issues		Black Parks road	Inverloch

Things I don't like	serious and frequent environmental pollution from the [business name removed] Jetty at Corpach	We live on the family croft in Corpach opposite the [business name removed] Jetty. Particularly because of their dilapidated yellow multidocker and untrained operator this creates a huge noise nuisance when banging a grab of logs 1-2 times against a massive concrete block whilst loading or unloading vessels and wood lorries. This occurs every few minutes and often lasts for hours and can be at 80-100dB. They frequently breach planning conditions on permitted hours of operation. Drastic Enforcement action is needed before any expansion is considered. HC Planning and Environmental Health are well aware of the problem. [personal names removed]	56.8347	-5.13774	Noise			Shorefront	Corpach
Things we need to work on	Bus connections to regional hubs	A daily bus to/from Stirling is badly needed. This would provide connections for onward travel to Perth, Dundee and Edinburgh. At present the only way to reach these places by bus is via Glasgow, adding an hour or more to journeys. This connection would not only ease travel to the cities for west Highland residents, it would make it easier for tourists to visit the area by public transport.	56.8209	-5.10517	Poor PT connectivity	Bus			
Things we need to work on	Need for traffic-light controlled zebra crossing at school road-end	There is an enormous amount of HGV traffic travelling at high speed on this route - high chance of an accident involving children.	56.8449	-5.10916	Safety	HGVs (Issue)		A830 at Banavie Primary School	Banavie
Things I like	Sustrans Route 78 starts here	Great start to the path in Fort William for those arriving on the Camusnaghael Ferry.	56.817	-5.11431	Pedestrian / Cyclist (Positive)				
Things I like	Cycle Path - Fort William to the Caledonian Canal via Caol sea front.	This is great.	56.8421	-5.11671	Pedestrian / Cyclist (Positive)				
Things we need to work on	The look of the town as you enter from the South, by road or water.	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. This section should be opened up somehow to provide a wide and attractive walkway, visually leading to, and encouraging people to explore the town. The rest of the rear of the shops should be thoroughly improved and kept looking good (the three tarp. banners on the back of Mackays have nearly faded and rotted away, and should be removed!), and shops should be forced by the Council to take responsibility for helping with this. Easy access cycle hire should be available from here, so that local residents and visitors could use them to explore or shop.	56.8231	-5.1107	Unattractive surroundings	Pedestrian / Cyclist (Improvement)		A82 (dualled section)	Fort William Town Centre
Things we need to work on	All roads leading into and around Fort William	The whole road network in and around Fort William needs to be reviewed and significantly improved. Many people are working very hard to bring much needed jobs and more visitors into the area, but the infrastructure is embarrassingly inadequate. There are lots of potential options, all of which should be looked at in order to come up with three or four, which work well together to both ease the existing problem and enable Fort William to accommodate the increases it is seeking. These could include: improving the route from the Commando Memorial to Coal, to ease traffic from the North; putting a bridge in at the Corran crossing to ease traffic from the South (and encourage more people to make use of the A861); taking some traffic up behind the town from Achintore Road to the Golf Club by making use of the most Easterly residential roads; installing the bypass from Morrisons to the new Police station; joining up with the peninsula a lot better, including a road across to Sunart from the FW area, and another joining the A861 to the A830 west of Corpach.	56.8303	-5.12838	Road connectivity	Extra road capacity		All routes into FW	

Things we need to work on	Carrs Corner	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 here and the new roundabout at the police station/new Belford site. This would help take traffic away from Lochybridge roundabout where there are congestion problems over the summer.	56.8387	-5.07036	Road connectivity	Extra road capacity				Blar Mor / Lochybridge
Things we need to work on	The entrance to Inverlochy Castle	With the addition of the roundabout at the smelter entrance this road should now be linked onto the roundabout. It seems silly that this off road comes so soon after the roundabout, and it will be increasingly difficult for traffic getting out from there	56.8302	-5.08051	Road connectivity	Extra road capacity				Inverlochy / Lochybridge
Things we need to work on	Link from Kilmalle Road to Fort William	There needs to be a direct link from Caol to Fort William, that does not add traffic onto the A82. We cannot continue to be a one road in, one road out, town. By linking to Kilmallie Road via Inverlochy, and the Islands provides this link. It also bypasses the part of the A82 between the Esso and BP petrol stations, which if this has an accident which closes the road, means there is no other alternative road.	56.8353	-5.09568	Road connectivity	Extra road capacity				Caol to Inverlochy
Things we need to work on	The new flood prevention scheme	We need to ensure that the new flood prevention scheme encourages cycle/walking options to again take traffic from our roads. I would suggest linking the soldiers bridge onto the start of the flood prevention cycle route, with this then linking into a potential new cycle path/walkway through Caol spit back over to Inverlochy, and into the town. This could then ensure we had a cycle path/walkway linking the Corpach Basin all the way over to the Town Centre.	56.8338	-5.08506	Pedestrian / Cyclist (Improvement)	Modal shift			Caol Waterfront	Caol
Things I don't like	The Nevis Bridge roundabout	In my opinion this roundabout is the major reason for the congestion which we have within our town. The congestion over the summer months is nothing short of ridiculous. An option must be found to bypass this area, and ensure that the traffic through Fort William starts to flow properly during the tourist season	56.8214	-5.09431	Congestion	Extra road capacity			Nevis Bridge Roundabout	Fort William / Inverlochy
Things I like	The coastal path between Corpach and Caol	This is a great walk with tremendous views. It also encourages people to walk between Corpach and Caol, especially when the weather is fine. We should be encouraging more people to get out of their cars on the days where the weather allows.	56.8348	-5.10109	Pedestrian / Cyclist (positive)	Modal shift			Caol to Corpach	Caol / Corpach
Things we need to work on	Links from Caol to High School/medical centre and new hospital site		56.8377	-5.08682	Pedestrian / Cyclist (Improvement)				Caol to high school	Caol
Things we need to work on	Great cycle link but could be improved	Black Parks and Solders Bridge and also links to Torlundy via inverlochy castle offer great short cuts for people walking and cycling but these could be improved with lighting and improved surfaces in places	56.8293	-5.08731	Pedestrian / Cyclist (Improvement)					
Things I don't like	Waterfront dominated by roads	There are 6 lanes of road (Middle St plus dual carriageway) between the High Street and the loch side which should be one of Frt Williams best assets.	56.8173	-5.11344	Unattractive surroundings				A82 (dualled section)	
Things I don't like	Link between bus /rail station and High Street	People shouldn't have to negotiate a subway to get from bus/rail station and High Street. There should be a crossing at ground level of the A82 trunk road.	56.8203	-5.10709	Pedestrian / Cyclist (Improvement)					Fort William town centre
Things I don't like	Loch Linnhe crossing at Corran Narrows	A long term solution for the crossing at Corran narrows needs to have a high profile in transport plans. Residents on the peninsula need affordable reliable regular access to medical services as well as facilities unavailable locally. The current ferry does not meet demand in peak season. Both ferries need capital investment for replacement vessels. Suggested solutions to increase profit without raising fares cost are largely ignored. We need highland	56.7204	-5.24614	Ferry				Corran crossing	

		councillors to visit and acknowledge the essential service this crossing provides.								
Things we need to work on	Need for relief road - better bus connections - need for investment in rail/shipping freight/ better signage for cycle paths	Fort William by-pass has become the bottle-neck of the A82. Large volumes of traffic in the summer months blocking the A82 around the town making access difficult for everyone but most importantly fire police and health emergency vehicles. There is more urgent need for that relief road. The majority of local traffic leaving the town is going west and with new business parks, tourism increasing, and the season extending, traffic congestion becomes more problematic. Accidents blocking the A82 for 8-10 hours at a time. A restriction to business and holiday travellers. Heavy duty lorries churning up the road when we should be investing and using rail and shipping for freight. The new hospital is out of the town we need to ensure that increased bus schedules are in place Better signage for cycle paths from the town and especially for cyclist coming from the North on the 82!	56.8149	-5.11225	Congestion	Pedestrian / Cyclist (Improvement)	Modal shift		Extra road capacity	A82
Things I don't like	Local bus services by Stagecoach service 45 to be stopped	This 'direct' bus route is the only one that gets passengers into town in time for work at 08.45 - 9am. Only alternatives now left are Shiel service 08.08am or 08.37am. Neither are suitable. One far too early and the other not in Fort William until between 09.05 and 09.15am depending.	56.8392	-5.1004	Poor PT connectivity	Bus				
Things I don't like	Train Inverness	Long term it would make a huge difference for people living and working here to be able to travel to Inverness by train. Please consider investing in this! Thank you.	56.8358	-5.06744	Poor PT connectivity	Rail				
Things I don't like	Train times	It is such a shame there is no train that gets into Fort William in time for most people to get to work. Moving here recently I could not believe I would not be able to travel from Roy Bridge to town in time to start work at 8.30. I have to take the car which is not what I want! Any chance of an earlier train?	56.8397	-5.08701	Poor PT connectivity	Rail				
Things I like	Rail card	The highland rail card really helps me to travel since moving to the area recently.	56.8407	-5.09062	Other					
Things we need to work on	Potholes	Road needs re-surfacing.	56.8424	-5.10057	Poor road conditions					Kilmallie Road Caol
Things we need to work on	Poor transport links to Spean Bridge	There are few options for public transport to and from Spean Bridge, which makes commuting by car essential. The last train/bus out of Fort William is before 8pm	56.8232	-5.10315	Poor PT connectivity	Rail	Bus			
Things I don't like	Heavy congestion in summer months	There are large volumes of traffic in the summer, where it can take over an hour to drive 10 miles from Soean Bridge to the centre of Fort William. It is impossible for emergency vehicles to pass, and being on call for emergencies at the Belford Hospital, there are significant delays in patient treatment waiting for various staff to get through the traffic. A bypass for west bound traffic would help to ease this.	56.8389	-5.07002	Congestion			Extra road capacity		
Things I like	Canal path from Banavie to Gairloch	This is an excellent facility, running parallel to the A82 but traffic free and with fantastic views. More of this sort of thing would be good.	56.847	-5.09075	Pedestrian / Cyclist (Positive)					Banavie to Gairloch
Things we need to work on	Cycle path	A traffic free cycle path is great to get through town. This one could be improved by taking out some of the sharper bends especially at the Inverloch end. It could also be 2-3ft wider to enable safer passing.	56.8226	-5.10549	Pedestrian / Cyclist (Improvement)					Fort William town centre
Things we need to work on	Camusnagaul Ferry	This is a great service to keep a link between the lochside and town. It might pick up more commuters if there was an earlier morning service ie to get to town for 7:45 in time for 8am start. Also a few runs on a Sunday would be good and make the cycle route NCN78 a viable option then instead of only on the other 6 days.	56.8168	-5.11538	Poor PT connectivity	Ferry				

Things I don't like	Road full of large potholes on the road and pavements	Wrecking tyres/wheels of road users. Bin lorries have to access this weekly and also oil deliveries etc. Road is dreadful. council attended and fixed one large pothole some weeks ago but ignored all the other ones.	56.8098	-5.12156	Poor road conditions	HGVs (Issue)			Grange Road	Fort William town centre
Things I don't like	The condition of this road.	This road is heavily utilised by log lorries. The road is not fit for purpose. It is a single track road and I frequently meet the lorries travelling at speed, and am forced to take evasive action and reverse a considerable distance. There are frequent bottle necks as a result. The road has numerous pot holes and the embankments and verges are badly damaged. Can the companies felling the trees and transporting them perhaps assist in the upkeep of this road?. Just a thought.	56.8498	-5.0901	Congestion	Poor road conditions	HGVs (Issue)		B8004 (north of Banavie)	
Things we need to work on	Buses from Caol and Lochyside to town	The 45 bus is unreliable and often does not appear. The 8:24 from Lochyside was failing to appear several times per week. Stagecoach are now pulling out but there isn't another bus that gets people into town for 9 am without leaving soon after 8am.	56.834	-5.08615	Poor PT connectivity	Bus			Kilmallie Road	Caol
Things I like	Nice path between Caol and Corpach for walking and cycling.		56.84	-5.11255	Pedestrian / Cyclist (Positive)				Caol to Corpach	
Things I don't like	No pedestrian crossing for children going to and back from school .	Because in the morning it's a very busy route and there's no pedestrian crossing, no lollipop, no flashing traffic lights... nothing to make the crossing SAFE FOR CHILDREN.	56.8381	-5.10496	Safety	Pedestrian / Cyclist (Improvement)			Glenloy Street, Caol Primary School	Caol
Things I don't like	Roundabout	The roundabout should be raised as traffic travel at speed through the painted on roundabout and cut straight across ,there will be an accident here	56.8228	-5.09211	Safety	Speed issues			Inverlochry roundabout	Inverlochry
Things we need to work on	Egress from the Leisure Centre, Dentist and Business Estate	It can take several minutes to turn right into the A82 from this junction and many people push into traffic which could cause accidents and slow traffic.	56.8213	-5.09907	Congestion	Safety			A82 Belford Road	Fort William Town Centre
Things I don't like	A82 Congestion in Spring/ Summer	This road is unable to deal with the volume and the type of traffic during the busiest time of the year. Tailbacks are normal daily issues and cause delays	56.8207	-5.10135	Congestion				A82 Belford Road	Fort William Town Centre
Things I don't like	Morrisons Fuel Garage	The congestion on this road during the spring and summer months prevent Fire Crews attending the Fire Station to deploy and respond.	56.8227	-5.10701	Congestion				Carmichael Way	Fort William Town Centre
Things we need to work on	Exit from transport centre car park	Exit towards station is prone to flooding and does not have proper footpath. Positioning of sign is designed for hitting your head on if you don't wade through the floods and risk being hit by a car.	56.8205	-5.10447	Pedestrian / Cyclist (Improvement)	Safety			Station exit	Fort William Town Centre
Things we need to work on	Pedestrian route along Loch Linnhe	When walking along the loch front towards the station you get to a dead zone after the unmarked crossing near Marie MacIntyres. If you continue along the front there are no other places to cross the A82 and getting to the underpass requires chancing your life crossing the road, then fighting through a hedge, or continue with a counter intuitive unmarked diversion down to the Morrison's roundabout, climb through another hedge and then risk your life walking through the car park to get to somewhere a tourist wouldn't know about anyway. It's madness!	56.8194	-5.11072	Pedestrian / Cyclist (Improvement)	Safety				Fort William Town Centre
Things we need to work on	Bridge too narrow	Bridge is only one way with lorries & large buses, traffic has to give way for their overhang or to let large vehicles swing round, quite a few of our visitors also wary of narrow roads / spaces and stop to give way (panic) when a large bus / lorry comes towards them. Also very narrow pavement for walkers. Signage poor for visitors could be better positioned / declutter unnecessary signage) - perhaps alternative bridge for walkers / cyclists	56.8218	-5.09395	Poor road conditions	Signage	HGVs (Issue)	Pedestrian / Cyclist (Improvement)		

Things I don't like	HGV Traffic	The road is not designed to take the heavy volume now using this road. I've been reversed into by a log lorry who didn't see me, I've witnessed two log lorries meeting with one having to reverse round a bend in the road... If anyone else had come round the corner they would have gone straight into the back of it. I've seen a gas tanker falling down an incline when trying to pass another vehicle. The condition of the road is atrocious due to the heavy traffic with potholes littered everywhere. It's time something was done about limiting the use of this road.	56.8507	-5.08976	HGVs (Issue)	Poor road conditions			B8004 (north of Banavie)	
Things we need to work on	electric car charging points	This charging point is one of the busiest in the Highlands by Council data. 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.	56.8219	-5.10156	Electric Vehicles (Improvements required)					
Things I don't like	Local train timetable	Train times often link to buses and ferries. Options for local commuting (Spean to FW, Glenfinnan to FW) don't work well for 9 - 5 working day. Improvements to train service to make it more usable for locals would be helpful. More halts may be needed.	56.8204	-5.10628	Poor PT connectivity	Rail				
Things I don't like	Narrow footway	Footway along Kilmallie Road is very narrow. It is also very busy with school kids and in places is used by cyclists, dog walkers etc leading to conflict.	56.8344	-5.08066	Pedestrian / Cyclist (Improvement)				Kilmallie Road	Caol
Things I don't like	Active travel route	Active travel route has dangerous wooden posts in the middle of it. Path users have to give way to trunk road traffic turning across active travel path - in 1/2 of cases this means giving way to traffic that is behind you. Really poor design.	56.8386	-5.0659	Pedestrian / Cyclist (Improvement)	Safety			A82, Torlundy	Torlundy
Things we need to work on	Soldier's Bridge	Remaining section of bridge needs completing. Visibility splays on north side of bridge are poor. Potential to redesign this crossing on the north side when Caol & Lochyside flood barrier built along Kilmallie Rd. (already in Council capital plan)	56.8332	-5.08452	Pedestrian / Cyclist (Improvement)				Soldiers Bridge	Inverloch / Caol
Things I don't like	Nevis Bridge roundabout	Southbound A82 traffic has to halt here and give way to non-trunk road traffic. Presumably the cause of much of the traffic congestion	56.8214	-5.09422	Congestion				Nevis Bridge Roundabout	Fort William Town Centre
Things I don't like	Active travel route	Active travel route across Fort William is poor from this point to the town centre. Poorly signed for pedestrians, doesn't follow desire lines, sends bike traffic up one way street, along pavements and through a narrow underpass.	56.824	-5.1007	Pedestrian / Cyclist (Improvement)	Signage			Great Glen Way bridge link Inverloch to Fort William Town Centre	Inverloch / Fort William town centre
Things I don't like	No street lighting	Blackparks road. Key part of active travel infrastructure. No streetlighting.	56.8295	-5.08684	Pedestrian / Cyclist (Improvement)	Safety			Blackparks Road	Inverloch
Things I don't like	double yellow lines outside the climbing centre	once upon a time there were double yellow lines, then a section got stripped back to single which worked well but was abused as there were no traffic wardens active - no parking during daytimes is completely acceptable, but is unnecessary during offpeak times- the knock on effect is that side roads and alternative free parking options that block pavement etc immediately around the centre become clogged in the evenings when locals use the climbing centre most. A return to single yellow lines after 6pm along the climbing centre pavement would reduce parking friction in the surrounding area whilst being a practical option. This was agreed at planning application for the climbing centre, but the later addition of the double yellow lines has significantly exacerbated the problem of blocked pavements elsewhere. In addition, poor signage and a lack of knowledge about local parking restrictions regularly leads to parking tickets for behaviour that seems reasonable compared to the parking one car to the left,	56.8168	-5.11109	Parking	Signage			Fassifern Road	Fort William Town Centre

		better signage would resolve these issues.								
Things we need to work on	vegetation restricting view around the corner for cyclists and pedestrians crossing on the marked cycleway	impossible to see in both directions from the cyclists perspective on approach to the crossing point, have seen near misses between them and cars leaving petrol station.	56.8225	-5.10705	Pedestrian / Cyclist (Improvement)				Carmichael Way	Fort William Town Centre
Things we need to work on	electric vehicle parking - you have to laugh...	It's possible to charge 4 electric vehicles at once here on the equipment, as there are two fast and two rapid charging options - if it weren't for the fact there are only three parking spaces designated.	56.8218	-5.10153	Electric Vehicles (Improvements required)				An Aird Car Park	Fort William Town Centre
Things we need to work on	extra narrow and irregular to non-existent pavements	This is a regularly used pedestrian thoroughfare, the pavement cuts back to non-existent in places and regularly forces pedestrians into the road into the path of traffic that travels quickly around the corner without ample line of site. Not too much imagination is required to engineer a solution that would provide an improved, if not perfect walkway.	56.8175	-5.10926	Pedestrian / Cyclist (Improvement)	Safety			Fassifern Road	Fort William Town Centre
Things we need to work on	access to costa / retail park	Access to costa and Argos retail park may be tricky especially in summer months. Lines coming out of this site not marked on road surface.	56.8254	-5.08813	Congestion	Poor road conditions			Costa/Argos A82 North Road	Inverlochy
Things we need to work on	Rail freight	Lorries on A82, despite courteous drivers, significantly add to congestion and road wear. Far less freight uses WH rail line compared to historic use. Improvements to facilities needed to encourage freight handling and transport particularly of bulk goods ; disappointing Scottish fuels now using road transport.	56.8301	-5.08427	HGVs (Issue)	Modal shift	Rail		A82	
Things I don't like	rolling stock on WH line	West highland line is the crown jewel of Scotrail lines. However it has been reliant on the use of the oldest type of train currently in use in Scotland. They are old, rattly and loud. They are due to be replaced - by the second oldest DMUs. Meanwhile Inverness and Aberdeen long distance lines will get locomotive hauled smooth refurbished HSTs - far more suitable and comfortable for long distance travel. We should have locomotive hauled trains with refurbished mark 3 / 4 carriages on West Highland line to enhance comfort in journeying. Also could do with more passing places and re timetabling on the line to speed up journey times.	56.8209	-5.10375	Poor PT connectivity	Rail				
Things we need to work on	congestion at high school times	too many cars are dropping young people off at high school causing considerable congestion. need to work on non car alternatives.	56.8387	-5.07671	Congestion	Modal shift			Lochaber High School	Caol
Things we need to work on	Filter lane for turning right not effective	The sensor for the filter lane if turning right from A830 East bound onto lochside road doesn't always pick up cars sitting in the right turning lane, traffic on A830 W turning left is not always stopped if the filter lane not activated and therefore cars stuck in middle of junction with no where to go	56.8368	-5.07783	Poor road conditions				Lochybridge roundabout	Caol/Inverlochy

Things we need to work on	road markings approaching Lochybridge roundabout need re done	Cars travelling on A82 north should be using right hand lane approaching roundabout from town centre. however line markings not clear and the frequently use the left hand lane then go straight ahead	56.8349	-5.07586	Poor road conditions				Lochybridge roundabout	Caol/Inverloch
Things we need to work on	Vehicle and Foot/Cycle Bridge between Caol and An Aird	One bridge with a covered walk way across mouth of River Lochy with connecting road into Caol. This would relieve both local and regional traffic along Belford/North Roads. Little development would be required on south bank and north bank is waste ground with little environment impact and already contains sewage/water works.	56.8274	-5.10216	Caol Link Road	Extra road capacity				Fort William / Caol
Things we need to work on	A82	The road through fort william is no longer suitable for the large volume of traffic and freight that travels the road now . It's not strong enough or wide enough. For it to be a main route to the north it is a bottle neck. Suggest there be a secondary road put in to take traffic heading west rim the bypass	56.8312	-5.08204	Congestion	Extra road capacity			A82	
Things I don't like	Cost of Corran Ferry fares and public transport into Fort William from Ardnamurchan	Fort William is the nearest town for everyone on Ardnamurchan Peninsula. We travel to work, supermarkets, dentist, vet, leisure centre, onward transport links and more. Even with discounted ferry tickets, a round-trip ferry costs almost £7 plus fuel. Public transport is expensive and only return bus leaves at 2pm. Improved and less expensive transport links into our local town is important for everyone on the peninsula.	56.7226	-5.23979	Poor PT connectivity	Bus	Ferry			
Things we need to work on	Caol Link Road	To ease congestion on the North Road, a link road between Fort William and Caol must be considered	56.834	-5.09336	Congestion	Caol Link Road	Extra road capacity			Caol/Inverloch
Things I don't like	North Road	Horrendous in summer due to amount to traffic. Makes it difficult for local people in particular to get around. Does not give a good impresses to visitors to the area, who may decide to keep going instead of stopping in town	56.8274	-5.08564	Unattractive surroundings	Congestion			A82 North Road	Inverloch
Things I don't like	Cycle Lane	Lovely new cycle lane off road near the new M&S development. However it then deposits cyclists straight back onto the busy A82 - this section is not safe for cyclists especially as you come over the very narrow Nevis Bridge. I can't really say this in another way so will add it here - the policy seems to be geared towards motorists when alternatives should be encouraged and promoted. We are a small community and surely if cycling and walking were promoted we could remove a large portion of traffic off the roads which would improve the problem. Instead I feel we make cycling/walking a discouraged mode of transport.	56.824	-5.08959	Pedestrian / Cycling (Improvement)				A82 North Road	Inverloch
Things I don't like	Black Parks as a cycle way	To add to there being no street lighting. If this is to be promoted as a safe cycle route the surface needs to be improved and maintained. Pot holes are now a common occurrence that also need to be dodged. It is not a path that gets gritted in winter and has lethal sheets of black ice. As usual it is the paths for cars that get gritted but not the ones which cyclists and walkers use (something which needs to be encouraged in Fort William if we are to cut the numbers of cars on the roads) It is becoming a busier route in summer as local traffic uses it to avoid congestion and then becomes more dangerous for cyclists/walkers as the road is not wide enough for a car and bike to pass safely or even for a bike to pull over safely.	56.8285	-5.0877	Pedestrian / Cycling (Improvement)				Black Parks Road	Inverloch

Things we need to work on	Glen Nevis Road	Poor quality road surface, and sometimes prone to flooding	56.821	-5.08641	Poor road conditions				Glen Nevis Road	
Things we need to work on	Possible bridge route?	If a bridge at the mouth of the Lochy is too expensive/unpopular and the An Aird/Kennels route will need a massive flyover to clear the railway, how about using the island as a stepping stone and joining the relief road to the road at the old Lochyside School area, taking all the local traffic away from Inverlochy road end and Lochybridge.	56.8331	-5.0909	Extra road capacity					Fort William / Caol
Things I don't like	West End car park	No lighting in car park so returning to car after dark is safety issue, especially with the uneven surface and worries about other people.	56.8152	-5.11753	Safety				West End Car Park	Fort William town centre
Things I don't like	Morrisons Zebra Crossing	This crossing is poorly positioned, it needs to be between McPhees and Morrisons and not McDonalds. At the moment the crossing leads pedestrians from McDonald's to an area where they still need to cross the Morrisons car park road and it affects the traffic flow to and from Morrisons, moving it beyond Morrisons entrance would solve all of these issues.	56.8218	-5.10542	Pedestrian / Cyclist (Improvement)					
Things we need to work on	Crossing of A830	Need controlled crossing on desire line at swing bridge. Great Glen Way plus lots and lots of tourists use this trunk road crossing, as well as many locals.	56.8446	-5.0968	Pedestrian / Cyclist (Improvement)				A830 at Great Glen Way	Banavie
Things I like	Nevis Bridge Roundabout	This is 95% to blame for traffic flow problems.	56.8217	-5.09388	Congestion				Nevis Bridge roundabout	Inverlochy
Things we need to work on	Need crossing by railway station at Banavie	Very difficult to cross road, there are a lot of local, visitors in and around this area (Neptune's staircase), also traffic doesn't seem to stick to speed limit at times	56.8437	-5.09628	Pedestrian / Cyclist (Improvement)				Banavie Rail Station	Banavie
Things we need to work on	Traffic congestion at roundabout	Having to sit in traffic particularly in tourist season, trying to get home from work is a nightmare and it can take up to 40 mins to go 2 miles	56.8344	-5.07414	Congestion				Lochybridge roundabout	Inverlochy / Caol
Things I like	Electric charging point, very good, but why was a rapid charge not put in?	I have a hybrid car, on a rapid charge it takes 20-30 mins to charge, the one in Corpach basin car park takes a couple of hours, need more rapid charging point in and around fort William as only one rapid charging point, and particularly in the summer months it has been in use when I have gone into fort william	56.8431	-5.12049	Electric Vehicles (Improvements required)					Corpach
Things we need to work on	Trees/ bushes need to be cleared from edge of roadway so you can see what traffic is coming down a82, dangerous trying to get out on to the a82 especially if turning towards speak bridge	I use this junction on a daily basis, and have had a few close shaves	56.8486	-5.04118	Safety				A82 at Torlundy	

<p>Things I don't like</p>	<p>Lochy Bridge to North end of bypass</p>	<p>Between Lochy Bridge & the northern end of the bypass (less than 2 miles) there are 5 roundabouts & 5 pedestrian crossings & it's this that's responsible for the majority of traffic mayhem during a large part of the year. Whomever is responsible for the development of this stretch of road since the installation of the Lochy Bridge roundabout seriously need's to look at their logic. An already congested section of trunk road has had not an unsubstantial amount of retail demand place on it in recent years (Argos, Poundstretcher, Costa, M&S, Home Bargains, Aldi) as well as residential demand from various developments on the distillery ground at Inverlochy road end & it looks very much like a case of developer asks, developer gets & the consequences aren't considered. The new roundabout at Inverlochy road had without doubt been required for a number of years, but weather down to size limitations or poor layout / design I really wonder if it's costs are justified. A large proportion of users who are not familiar with this roundabout don't even realise it's a roundabout until they are on it. Southbound traffic approaching the roundabout see a straight section of road & green traffic lights (from the pedestrian crossing), understandably think they have the right of way & proceed across without even looking right, often oblivious to the fact that they have been a few feet from a collision..... I regularly see this roundabout with a stationary car at each incoming junction & the three confused drivers all looking at each other to try & figure out who actually has the right of way. I really do wonder that if this roundabout were properly scrutinised would it be fit for purpose? Pedestrian crossings situated immediately after roundabouts are a common feature in Fort William, but the are confusing for a large number of drivers & potentially dangerous, if not deadly for pedestrians. Seriously planners, developers, trunk road geeze</p>	<p>56.8237</p>	<p>-5.09096</p>	<p>Poor road conditions</p>				<p>A82</p>	
<p>Things we need to work on</p>	<p>No public transport from Fort William to Newtonmore, Aviemore</p>		<p>56.885</p>	<p>-4.83124</p>	<p>Poor PT connectivity</p>					

A.7 Fort William Public drop in session, 8th March 2018

Key Points

- Congestion traditionally occurred during the summer months but there is a perception that the congested period has become longer in the past 2-3 years (typically between Easter and October).
- The A82 between Morrisons roundabout and Lochybridge highlighted as being congested during this period. During the summer congestion can be present throughout the day; out with the summer it is typically concentrated in the AM and PM peaks.
- Within this section, the Nevis Roundabout and Nevis Bridge were noted as being pinch points.
- Generally, the A830 is thought to be a good route with less congestion compared to the A82; although the route gets badly congested around the high school during opening/closing times.
- The A82 Realignment and Caol Link Road were the most common solutions highlighted by people; A82 Realignment was highlighted more often as a positive scheme which could ease congestion.
- Mixed response in terms of cycling and walking infrastructure. Whilst many noted the town had good infrastructure, facilities are not always used by cyclists.
- The impact of withdrawing bus services would have on social inclusion needs to be considered.

Nevis Bridge / Junction

- Nevis Bridge is narrow and should be widened.
- The A82 needs prioritisation at Nevis Junction; there's merit in investigating the use of signals.
- Access onto the roundabout from the Woolen Mill / Nevis Centre could be removed.
- There are capacity issues at Nevis Bridge.
- A second crossing by Nevis Bridge would be beneficial.
- A filter lane at Nevis roundabout would work.

Congestion

- The existing road network cannot cope with the pressures of an additional 600 houses in the town.
- Lochyside Roundabout is a big issue. SB from A82 north of FW the two lanes are not marked properly.
- The lowering of the ferry tariff has led to an increase in tourists in recent years. The summer period is particularly bad for congestion. Although some felt this period has become longer in recent years, others felt this was not the case.
- It can take 45 minutes to travel between Caol and Inverlochy at 3pm (when the high school finishes).
- An economic analysis of the impact of congestion on the town is required.
- It is difficult trying to turn out of the smelter junction onto A82 (typically during peak hours).
- Nevis Bridge to Inverlochy is particularly bad for congestion, although many noted this extends as far north as Lochybridge roundabout.
- It is often difficult to enter/exit the A82 to/from the Torlundy side road, particularly if wishing to turn right onto the A82. It was noted that in order to head toward Inverness from Torlundy, it was sometimes required to head southwards first, and loop back up. Vehicle speeds at this location were also stated to be high.
- The A830 by Banavie Rail Station was noted as being particularly busy as traffic to/from Fort William, Caol, Corpach and Mallaig all meets at this point. It was stated that from around 1pm onwards, queues could be seen to extend from the A82 roundabout.

Rail

- HGVs should be removed from the road and rail should instead be used.
- Rail timetabling is very poor and does not coincide with commuter patterns. There is only one service between FW and Mallaig each way on Sunday's during the winter.

- There's already an alternative route to the A82- the railway line. One person had a proposal for new halts at:
 - North Road for Inverlochy, new retail park and Liberty Smelter;
 - Blar Mhor for industrial estate and high school;
 - A830 for Ferguson's and BSW.
 - Additional stations further west on the line
- The vision is for at least a 20 minute service. Such a service could be used by commuters and tourists.
- There are concerns regarding the environment and that money is better spent on other services rather than constructing a new road.
- Travel must not be made easier for cars. If new roads are built then people will use them. Invest in rail instead.
- Any rail link must be able to carry bikes.

Walking and Cycling

Walking

- A walkway between Caol waterfront and Soldiers Bridge is required.
- There is no way to cross the dualled A82 section at its northern end. To walk from here to the High Street means a circuitous route via Morrisons.
- There needs to be a pedestrian crossing facility on the A830 in the vicinity of Banavie Rail Station. This was noted as being of particular importance to enable users of the canal to cross the road with their kayaks. It was also noted that horse riders often ride in this area.
- Vast majority felt that pedestrianisation of the town centre is good. However, also noted by one individual that if cars were allowed up High Street in winter this would help support local businesses.

Cycling

- A regular cyclist noted cycling infrastructure is generally good in the town.
- A cycle path to Glenfinnan from FW would be good and possible if trees between the A830 and railway line were removed.
- The new Torlundy cycle path is great.
- A lot of the bike traffic from FW travels to Nevis Range.
- Cyclists need to actually use the cycle paths. Road cyclists in particular do not like using them. There should be less cycleways as they are bad for people in mobility scooters.
- Better signage for cyclists is required on the dualled A82 section immediately south of FW town centre.
- Better cycling signage required in Caol.
- Noted that there is sufficient space for a cycle path between Fort William and Corran.
- A number of bike stations could be located along the waterfront, making use of largely existing walking/cycling infrastructure.

Walking and Cycling

- Great Glen Way needs maintaining.
- Great Glen Way should be closed to traffic, thus removing a rat run and improving the route for cyclists and pedestrians.
- Hitrans produced an active travel route map a few years ago but was never printed.
- The Puggy Line immediately to the east of the smelter should be extended to link Glen Nevis and Nevis Range.
- Ben Nevis Distillery is a right of way but is blocked at present. If opened up this would create a link to the Puggy Line.

Bus

- Kinlochleven is isolated with only hourly bus services to Fort William, which were recently reduced. Coaches are predominantly used with high steps to access the bus, making it inaccessible to many elderly and disabled people. Also noted that these coach-style vehicles are

fitted with a single bell, which presents difficulty for people with limited mobility when wishing to call the bus to a stop.

- RTPI boards at Fort William bus station incorrectly states when low-floor buses are scheduled, leaving passengers reliant on these buses unable to board on their planned service. With buses operating at an hourly frequency, this causes problems in terms of confidence of the service.
- The general lack of RTPI at bus stops means passengers are unaware of times that buses are due to arrive.
- Concerns were raised re: potential withdrawal of Stagecoach service 44 (Kinlochleven to Fort William) which was noted as providing a vital connection for the elderly to access shops and services in Fort William Town Centre. It was understood that services may be withdrawn as of April 2018.
- Concerns were raised re: potential withdrawal of Stagecoach service 45 (Middle Street to Caol) which was noted as providing a vital connection to the Health Centre and to support services. It was understood that services may be withdrawn as of April 2018.
- Shiel Buses generally finish at 5pm at which point Stagecoach take over. What will happen if Stagecoach do pull out of the area?
- A Park & Ride could be built in the town and during the summer the car park at the high school could be used.
- There is no public transport on the west side of Loch Linnhe. This was recently removed.

Potential Solutions put forward by individuals

A82 Realignment

- The A82 realignment was seen by several as a preferred option because it is:
 - Much cheaper than any Caol Link Road;
 - Would bypass the sewage works;
 - Would help split traffic up; and
 - Does not require a CPO (whereas Caol Link Road would). The land required for the A82 realignment is owned by Liberty Smelter but this should not be an issue.
- A realignment should go to the north of Inverlochry rather than through the housing estate.
- Some noted that the A82 realignment is disproportionate for the scale of the problem (this opinion was in the minority).
- One person stated that uncertainty over the A82 realignment is causing them to think about moving as their property looks out onto where the new road would be constructed.

Caol Link Road

- General feeling is that Caol residents are against the Caol Link Road.
- However, many others were supportive of the scheme.
- A Torlundy resident noted that the Caol Link Road would remove local traffic.

Other Potential Solutions

- Some felt both the Caol Link Road and A82 realignment are required to relieve pressure in the town.
- It may be that the signalised junction at Inverlochry Roundabout worked well but sensors were located in the wrong place.
- The long term solution must be a relief road of some sort as opposed to specific junction improvements.
- A new road bridge adjacent to Soldiers Bridge linking to the existing A830 roundabout by the high school would work well.
- It was suggested that the alignment of the A82 could be re-routed around the back of the Town Centre to open up the waterfront area.

- A western relief road could link to the A82 at Carr's Corner. It was stated that the community should have the final say as to any proposed alignment however and that a number of potential options should be tabled, from which the public would choose their preferred option.

Other Comments

- Wind farm traffic in Fort William is problematic and no notice is given when they will be travelling through. They should be transported at night.
- Parking is an issue in town (not because of proposed parking increases). There is a lack of spaces, particularly disabled spaces.
- Overgrown vegetation on A82 south of Fort William needs removing.
- The number of parking spaces is being reduced at West End car park.
- Need to ensure that the Transport Forum and Retailers Association are contacted about any future consultation events.
- A830 is viewed as not having many issues; although traffic can be bad outside of the high school during opening and closing times.
- Safety concerns re. emergency vehicles being unable to access areas in future due to congestion.
- Good quality drop off points at either end of High Street are required as opposed to further away at An Aird car parks.
- The dualled section of A82 severs the town centre from the waterfront.
- The Town Centre would benefit from the introduction of one-way vehicular traffic (northbound) as the result of current pedestrianisation is that there is no passing trade. It was also stated that proposed parking charges were unacceptable and that this places the Town Centre at a disadvantage compared to retail parks which are able to offer free parking. Charges were stated as putting locals and those in outlying areas off coming in to the Town Centre.
- An emergency plan needs to be in place for when the A82 gets closed. Perhaps with a shuttle bus operating from Blar Mhor.
- There is currently a lack of EV charging infrastructure in the Fort Willam area. It was noted that a 20kW chargepoint was recently installed at Corpach Basin, but that one of the outlets has been non-operational since installation. It was also felt that 20kW units are insufficient and 50kW chargepoints are required. It was stated that during Summer, the demand for chargepoints exceeds the supply.
- Overnight parking of motorhomes in lay-bys, especially in Summer was a problem.

Appendix D Stakeholder Workshop Note

Fort William Strategic Transport Study (Pre-Appraisal): Stakeholder Workshop Summary

Introduction

This note provides a summary of findings from the Fort William Strategic Transport Study (Pre-Appraisal) stakeholder workshop held at Nevis Centre, Fort William on Thursday 3rd May 2018, 1300-1630. The agenda for the workshop is presented in Appendix A.

The workshop was split into two sessions. The first session aimed to identify any problems which had not previously been identified as part of the study and also discussed which themes Transport Planning Objectives should be influenced by as the study progresses. The second session generated a long list of potential options/solutions. A presentation by AECOM outlined the background to the study and discussed findings to date, including identified problems. The workshop was attended by the following individuals¹.

Cllr Ben Thompson, Highland Council	Oliver Stephen, BSW Timber Ltd
Cllr Allan Henderson, Highland Council	Cerian Baldwin, SEPA
Cllr Denis Rixson, Highland Council	Corrina Mertens, Scottish Natural Heritage
Patricia Kennedy, Ardgour Community Council	John Barnes, Friends of the West Highland Line
John Gillespie, Caol Community Council	Tommy Deans, BEAR Scotland
Andrew McKenna, Inverlochry & Torlundy Community Council	Frank Roach, HITRANS
Mandy Ketchin, Kilmallie Community Council	Mark Smith, Highland Council
Liz Loudon, Fort William Community Council	David Devine, Transport Scotland
Alan Knox, Scottish Ambulance Service	David Torrance, Transport Scotland
Lesley Benfield, Lochaber Chamber of Commerce	Richard Gerring, Highland Council
John Hutchison, A82 Partnership & West Highland College UHI	Malcolm MacLeod, Highland Council
Pat McElhinney, Scottish Fire and Rescue Service	Neil MacRae, HITRANS
Brian Murphy, Lochaber Transport Forum	Scott Dingwall, Highlands and Islands Enterprise
Stewart MacLean, A82 Partnership	Nicholas Sobey, Highlands and Islands Enterprise
Hugh Wright, NHS Highland	Alastair Nicolson, Highlands and Islands Enterprise
Scott Prentice, ScotRail	Alasdair Ferguson, Ferguson Transport
Ker Corbett, Scottish Citylink Coaches Ltd	

The event was facilitated by Deborah Paton, David Mayne and Andrew Diansangu from AECOM.

¹ This note will be circulated to the full list of workshop invitees, not all of whom attended for various reasons.

Session 1: Problems and Transport Planning Objectives

Attendees were split into three groups where problems not previously identified were discussed, alongside Transport Planning Objective themes.

Identified Problems

Problems identified from the study prior to the workshop are listed below. These have been collated following a review of existing data and documents, and extensive engagement with stakeholders and the public, including face to face meetings, telephone interviews, the online Placecheck Tool and a public drop in session. The list of problems below summarises the key issues that have emerged in the study to date.

Road Network	Congestion and Traffic Growth	Water—based
<ul style="list-style-type: none"> Poor surface conditions in places. Narrow carriageway in places and uncertainty over movements at some junctions (Glen Nevis jct). Constrained network and lack of alternative routes – implications for other routes during incidents e.g. Corran Ferry, A9, and vice versa. Local road pinchpoints e.g. access to Morrisons petrol station during summer which also impacts on Fire Station. Lack of resilience during any road closures. Strategic importance. 	<ul style="list-style-type: none"> Both perceived and actual issues. Slow vehicle speeds in Study Area, and variable congestion and journey time variability. Highly seasonal traffic flows – doubles during summer months. High flows all day, with afternoon also showing peaks. Increase in traffic flows on A82 over last 10 years. Parking in and around town during high season and for major events. 	<ul style="list-style-type: none"> Camusnagaul Ferry – key link for residents and NCN but does not run on Sundays. Seasonal demand for Corran Ferry (outside of study area but relevant). Difficult crossings near Caledonian Canal access. Concerns over disruption to Calmac ferries from Mallaig which impacts on road-based trips through Fort William and journey time variability through Fort William may affect ferry users.
Bus Travel	Active Travel (walking and cycling)	Rail Travel
<ul style="list-style-type: none"> Public transport accessibility. General issue of declining bus market in UK. Pending withdrawal of Stagecoach services. Low quality bus station / interchange. Negative perception of bus rolling stock quality/accessibility. Lack of trust in real-time information. Lack of multi-operator ticketing options (though some do exist, lack of awareness). 	<ul style="list-style-type: none"> Severance of town from rail station/waterfront area due to A82. Lack of direct, quality route from Caol to Town Centre. Pedestrian and cycling access to the public transport hub area of the town, and between hub and town centre, is challenging. On road cycle route on Kilmallie Road is perceived as dangerous. Lack of awareness of segregated cycle facilities. Poor signage, routes and parking for cycling. Narrow footway widths along sections of the A82. 	<ul style="list-style-type: none"> Lack of local rail services for journey to work in morning peak, and services stop relatively early in evening. Gap in timetable between Central Belt and Fort William in afternoon. Quality of rolling stock from central belt to Fort William – no air conditioning, one toilet per two carriage train. Growing demand on the West Highland Line (also an opportunity) though also one of the most seasonal of all ScotRail routes.

Growth in the town and sense of place

- Growth in employment an opportunity though concerns over impact on transport network.
- Re-location of some key services (Police HQ, GP hub, Hospital and new West Highland College STEM campus).
- Retail development including M&S – growing pressure on road network.
- Underwhelming gateways to the town from rail/bus stations, and from the south on A82.
- Poor wayfinding signage for people on bikes.
- Severance from town centre and the shorefront.
- Lack of rapid charging points for EVs.

Note that this list provides a high level summary from the findings of the study to date.

Workshop attendees were asked to identify any problems and issues that had not been captured by the summary problems presented at the workshop (above). Attendees within break-out discussion groups identified the following additional problems:

- The resilience of Banavie Swing Bridge is a concern and a replacement structure may be required.
- Out of gauge vehicles / abnormal loads cause problems on the road network e.g. the transportation of wind turbines.
- Lack of active travel infrastructure on A830.
- Existing road and active travel infrastructure is often too narrow.
- There is a lack of high value jobs, which may contribute towards the higher than average suicide rate amongst young men in the area.
- Issues around North Road Retail Park – a feeling that better active travel connections could have been made here, particularly linking to nearby camping facilities for visitors, and that existing car parking is constrained for space.
- Fire station staff struggle to respond to call outs when the road network is badly congested, so there is a real impact of heavy traffic on emergency services.
- The economic impact of congestion should be further considered.
- Buses are unable to keep to their timetabled schedule due to congestion, resulting in cancelled services and missed appointments.
- The disparity over charging for bike carriage on the Corran and Camusnagaul ferries was raised as a problem.
- The prevalence of railings and boulders deters people from walking.
- Accessibility for people with reduced mobility is considered poor.

Transport Planning Objectives

Due to the complex nature of developing Transport Planning Objectives, groups discussed which themes should be used to influence the development of objectives as the study progresses. Objectives in transport appraisal help to articulate what needs to change in response to evidence-based problems, and what any interventions / solutions should try to achieve.

The objective themes documented within each break-out group are provided below.

Group 1 Themes	Group 2 Themes	Group 3 Themes
<ul style="list-style-type: none"> Integration of active travel 	<ul style="list-style-type: none"> Reduce congestion and reduce the impacts of congestion 	<ul style="list-style-type: none"> Objectives should work towards transitioning to a zero carbon economy
<ul style="list-style-type: none"> Reduce congestion and have balance of traffic 	<ul style="list-style-type: none"> Smarter management of visitor travel demand 	<ul style="list-style-type: none"> Reduce the economic impact of vehicles being held up in congestion
<ul style="list-style-type: none"> Resilience for all modes; this is very important and has an impact on the economy 	<ul style="list-style-type: none"> Smarter management of freight travel demand 	<ul style="list-style-type: none"> Convenient public transport network which is affordable and available when needed - Real time public transport information
<ul style="list-style-type: none"> Journey time reliability 	<ul style="list-style-type: none"> Modal shift to sustainable transport 	<ul style="list-style-type: none"> Resilient transport network for all modes
<ul style="list-style-type: none"> Modal shift for industry (rail, sea, canal) and local trips 	<ul style="list-style-type: none"> Active travel - Network - E-bikes - Modal shift targets - Corpach and Banavie routes 	<ul style="list-style-type: none"> Free flowing traffic in relation to the A82 and Corran Ferry
<ul style="list-style-type: none"> Improve choices for local trips; active travel, car sharing, public transport etc. 		<ul style="list-style-type: none"> Transport network which meets the needs of all users; the demographics of Fort William must be considered
<ul style="list-style-type: none"> Environmental; smaller buses, reduce noise pollution 		<ul style="list-style-type: none"> Improve journey time reliability
<ul style="list-style-type: none"> Future planning; Connected and Autonomous Vehicles 		<ul style="list-style-type: none"> Reduce environmental impact of transport in the town centre
<ul style="list-style-type: none"> Improve signage, particularly for cyclists 		

Several of the themes were highlighted by more than one group. This long list of themes was consolidated collectively into the following key themes at the workshop.

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

Option Generation

The second session focused on developing a long list of options/solutions. It was noted that in future stages of work, options will be appraised against STAG criteria (Economy, Safety, Environment, Integration and Social Inclusion & Accessibility) and Transport Planning Objectives. The process of option generation was explained to attendees, with all options “in” at this early stage. A direct link to identified problems should be demonstrable for options, and their contribution to objective themes should be considered. Options documented within each break-out group are provided below.

Group 1	Group 2	Group 3
<ul style="list-style-type: none"> • A new road based option must be a priority. <ul style="list-style-type: none"> - Caol Link Road - A82 Upgrade (Morrison’s to The Kennels). - Any new routes would provide an opportunity for active travel infrastructure to be incorporated - New road based options support the economy and social issues 	<ul style="list-style-type: none"> • Park & Ride / Park & Choose for A82 and A830 	<ul style="list-style-type: none"> • Step change in public transport [rail] service provision <ul style="list-style-type: none"> - Need to support local commuter journeys - Potential for new rail halts and small rolling stock. May be a trade off with capacity vs frequency - Potential for services to be scheduled to allow for travel to/from High School
<ul style="list-style-type: none"> • Nevis Junction roundabout improvements are a short term solution only 	<ul style="list-style-type: none"> • Smaller, local train services 	<ul style="list-style-type: none"> • Parking charges should only be used to tackle parking demand and not congestion
<ul style="list-style-type: none"> • Bus services which are better advertised 	<ul style="list-style-type: none"> • Travel hub at Banavie 	<ul style="list-style-type: none"> • Locals should have priority over A82 strategic traffic
<ul style="list-style-type: none"> • Higher frequency of local rail journeys 	<ul style="list-style-type: none"> • Re-draft West Highland Line timetable to provide better options for visitor rail trips 	<ul style="list-style-type: none"> • Relief road required for strategic traffic, which would unlock capacity, e.g. for bus priority, pedestrian/cycle infrastructure
<ul style="list-style-type: none"> • Road surface and vegetation maintenance 	<ul style="list-style-type: none"> • A82 junction modifications, both individual and packaged 	<ul style="list-style-type: none"> • Pedestrian crossing at east end of A82
<ul style="list-style-type: none"> • Streamline signage 	<ul style="list-style-type: none"> • Widen A82 	<ul style="list-style-type: none"> • Fixed link at Corran
<ul style="list-style-type: none"> • Park & Ride- electric buses, rail 	<ul style="list-style-type: none"> • Better public transport information; VMS, bus tracker apps etc². 	<ul style="list-style-type: none"> • Deep water port at pier and Corpach
<ul style="list-style-type: none"> • Businesses could provide transport for employees 	<ul style="list-style-type: none"> • Bridge at Corran, particularly for freight 	<ul style="list-style-type: none"> • Freight modal shift to rail
<ul style="list-style-type: none"> • Real Time Information for buses 	<ul style="list-style-type: none"> • Incentivise sea freight 	<ul style="list-style-type: none"> • Improved Bus Station (could have single station facility which combines bus & rail)
<ul style="list-style-type: none"> • Bus priority lanes; though difficult to deliver due to lack of space 	<ul style="list-style-type: none"> • Rail freight, though more passing loops are required 	
<ul style="list-style-type: none"> • Encourage use of electric vehicles 	<ul style="list-style-type: none"> • Rail freight hub at BSW 	
<ul style="list-style-type: none"> • Improve existing active travel infrastructure- active travel needs to be more appealing 	<ul style="list-style-type: none"> • Airstrip needed and joint use of a straight section of A830 mooted 	

² NB Stagecoach commented post-workshop that real-time information, bus tracker apps and accessible bus vehicles already exist in the area

Group 1	Group 2	Group 3
<ul style="list-style-type: none"> Join communities around the loch through active travel infrastructure 	<ul style="list-style-type: none"> Seaplanes 	
<ul style="list-style-type: none"> Signage 	<ul style="list-style-type: none"> Water based taxis 	
<ul style="list-style-type: none"> [Cycling] Infrastructure should be off road to make it safer 	<ul style="list-style-type: none"> Mobility as a Service (MaaS) 	
<ul style="list-style-type: none"> Link Fort William town centre to Corpach 	<ul style="list-style-type: none"> Shuttle buses for visitors; Corran Ferry (locals) and to Glenfinnan 	
<ul style="list-style-type: none"> Transport more freight by rail, which is more efficient and environmentally friendly 	<ul style="list-style-type: none"> A82 bypass / realignment, including provision of active travel infrastructure; though there is a flood plain risk 	
	<ul style="list-style-type: none"> Bridge at Lochyside, though there are Highland Council budget constraints and areas poses flood plain risk 	
	<ul style="list-style-type: none"> Caol Link Road 	
	<ul style="list-style-type: none"> Shared use paths 	
	<ul style="list-style-type: none"> Active travel only bridge between Fort William and Caol/Corpach 	
	<ul style="list-style-type: none"> Creation of a harbour authority 	
	<ul style="list-style-type: none"> Create an active travel route between Ben Nevis campsite and retail park 	

This long list of options was summarised collectively at the end of the workshop as follows:

<ul style="list-style-type: none"> • Relief road for strategic traffic <ul style="list-style-type: none"> - A82 realignment/bypass - A82 – A830 link road and/or Bridge over River Lochy 	<ul style="list-style-type: none"> • Public transport services <ul style="list-style-type: none"> - Enhanced bus service provision, particularly for local and commuter services - Electric buses - Local rail services better timetabled - Using rail for small tram/train / lightweight train options - Look at improving West Highland Line timetabling - New rail halts between Fort William and Mallaig - Travel hub at Banavie - Shuttle buses to popular tourist spots 	<ul style="list-style-type: none"> • Active travel <ul style="list-style-type: none"> - New roads should incorporate active travel infrastructure - Off-road active travel infrastructure for cyclists - More pedestrian crossings at east end of A82, the Canal and Corpach - Active Travel users should have priority at A82 at town centre - Active Travel route between Ben Nevis campsite and retail park - Streamline and improve signage - Cycleway between Corran and Fort William - Shared use paths where width allows - Electric bikes
<ul style="list-style-type: none"> • Integrated transport: <ul style="list-style-type: none"> - Park and Ride / Park and Choose - Buses stopping at rail stations - Trains meeting needs of bikes - Improved bus station to create an integrated transport hub (rail and bus) - Transport freight by rail 	<ul style="list-style-type: none"> • Water based: <ul style="list-style-type: none"> - Water-based taxis - Deep water port proposals and rail freight hub at Corpach – extensive site and facilities and integrated freight facility - Creation of a Harbour Authority - Fixed link to Corran or improved ferries - Corran ferry – shuttle bus and look at fare levels for residents - Seaplanes and airstrip on A830 	<ul style="list-style-type: none"> • Parking charges (demand management)

Next Steps

This note has provided a summary of discussions from the stakeholder workshop held on 3rd May. Discussions from the workshop will be used to confirm the list of problems to be tackled, and will be used to inform the development of Transport Planning Objectives and the option generation process in this Pre-Appraisal study. Future stages of the work would include Part 1/ Initial Appraisal, where solutions would be appraised against Transport Planning Objectives, STAG criteria and deliverability criteria. The final stage of transport appraisal, Part 2 / Detailed Appraisal, would aim to quantitatively appraise the impacts and benefits of a focused number of options.

Appendix E Problems Identification

Problem	Evidence	Commentary
Road network		
<p>Seasonal congestion. This was the predominant theme in a majority of stakeholder interviews, focus group and drop-in session, and an important theme in the Placecheck comments. The impact of seasonal congestion in particular has been cited on everyday journeys, emergency services access and industry / businesses. Stakeholders perceive that the tourist season is lengthening and congestion has worsened in recent years.</p>	<p>Data from Transport Scotland surveys and modelling, Google Traffic information showing long stretches of slow-moving traffic. Scottish Transport Statistics (STS) suggests highly seasonal traffic flows on A82 in comparison to other routes. INRIX data also shows that there are higher levels of variability for south/westbound journeys compared to north/eastbound journeys, and highlighted greater variability in August compared to average travel times for a full calendar year.</p> <p>The A82, and the West Highland Line, are highly seasonal in terms of demand (STS data and evidence from ScotRail). 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.</p> <p>Visitor data suggests the number of visitors to the Study Area has increased in recent years.</p>	<p>Nevis junction short-term solution by Transport Scotland (2018-19). TS will be monitoring impact of this measure on queue lengths and journey times.</p>
<p>Road surface condition along A82.</p>	<p>Placecheck.</p> <p>Online social media groups.</p> <p>Marine Harvest / DFDS.</p>	<p>Transport Scotland and BEAR periodic re-surfacing programmes on A82 and other trunk roads. Specific resurfacing in Fort William area in early 2018.</p>
<p>Constrained road network and lack of alternative routes.</p> <p>Incident data from BEAR Scotland show that whilst road closures are not common (less than 10 a year over the last few years), they vary in duration from 45minutes to 14 hours. Diversionary routes via the A9 are 161 miles in length.</p> <p>Also interrelationships with surrounding road links e.g. Corran Ferry can influence traffic levels in Fort William if it is not operating.</p>	<p>Stakeholder interviews.</p> <p>Public drop-in session.</p> <p>BEAR Scotland diversionary route maps and incident data.</p>	
<p>Impacts on emergency service operations:</p> <p>Difficulties for fire engines to get onto road network due to queuing at</p>	<p>Fire and Rescue interview.</p> <p>Interview with Fire & Rescue – documented</p>	

Problem	Evidence	Commentary
<p>Morrison's for fuel by summer traffic.</p> <p>Access to the fire station during congested periods and impact on emergency services.</p> <p>Keep left bollards at various locations cause obstruction for emergency service vehicles.</p>	<p>incidences of staff being unable to turn out on time and fire engines leaving with less crew than desirable.</p>	
<p>Nevis bridge junction - confusion re: manoeuvre of opposing vehicles on approach to Nevis roundabout causing all vehicles to stop before entering roundabout. Concerns over longevity of bridge, and narrowness on approach and options for active travel users.</p>	<p>Data from Transport Scotland surveys and modelling.</p> <p>Client group site visit.</p> <p>Stakeholder interviews.</p>	<p>Nevis junction short-term solution by Transport Scotland (2018-19).</p> <p>TS will be monitoring impact of these measures on queue lengths and journey times.</p>
<p>Visitor-related types of vehicles and local impacts:</p>	<p>Town engagement session.</p>	<p>Should be noted this is also an opportunity in terms of continued economic growth for the town.</p>
<p>High volume of tour buses accessing Woollen Mill during peak visitor season.</p>		
<p>High and growing volume of campervans/caravans on road network and pressure on local facilities.</p>		
<p>Types of vehicles on the road network:</p>	<p>Stakeholder workshop.</p>	<p>Noted that in some instances insufficient notice is provided warning of disruption to road network.</p>
<p>Out of gauge vehicles / abnormal loads cause problems on the road network, e.g. the transportation of wind turbines.</p>	<p>Slightly higher than Study Area average of HGV traffic on A830 in particular though this may be linked to industry in the area and the route to the islands. STS suggest % of HGVs at A82 Ballachulish as high as 12-14%, though other datasets suggest around 5% within Fort William. Should be noted however that there are height restrictions on A830 which may limit use by some commercial vehicles.</p>	<p>Variable datasets on this and not all consistent – published STS, junction turning counts from 2017 surveys, DfT Traffic Counts.</p>
<p>HGV proportion of traffic – perceived by some to be a problem.</p>		
<p>Existing road infrastructure is often too narrow and can lead to active travel users on footways feeling threatened by traffic, and heavy goods vehicles damaging the verge.</p>	<p>Stakeholder workshop and interviews.</p>	
<p>Strategic links between Fort William and Inverness:</p>	<p>Transport Baseline</p>	
<p>Relatively strong commuting flows on this corridor as evidenced by Census data (though over two-thirds of travel to work journeys in the study area are less than 5km).</p>	<p>Transport Baseline</p> <p>HITRANS RTS.</p>	
<p>There is no direct rail link between Fort</p>		

Problem	Evidence	Commentary
<p>William and Inverness, which means bus is the only form of public transport available and there are strong commuting flows between these settlements.</p> <p>Limited potential to use rail from Central Belt to spend a full day in Fort William.</p> <p>Generally, journeys times by road have increased between Fort William and Inverness since 2009.</p>		
Bus		
<p>Lack of a modern bus station and potential confusion over which buses leave which stance.</p>	<p>Engagement with bus operators.</p>	<p>Real time information exists at the bus station and stances are displayed against bus services although one bus operator suggests passengers sometimes get confused and miss buses.</p>
<p>Decline in bus industry UK wide. Withdrawal (potentially) of Stagecoach from local services. Decline in passenger numbers makes bus services harder to run as less commercially viable, meaning less sustainable transport options available to communities.</p>	<p>Operator Interviews & Trends in Scottish Bus Patronage, KPMG research 2017.</p> <p>Press release from Stagecoach²⁴.</p>	<p>Stagecoach have withdrawn operations from Fort William (mid 2018).</p>
<p>On-bus accessibility. Coach style buses operating on some routes described as prohibiting access for those with limited mobility.</p>	<p>Public drop-in.</p>	<p>Some operators already running accessible buses so this issue may only apply to certain services.</p>
<p>Many buses operate on schooldays only, so weekend bus provision, particularly on Sunday's, is significantly lower compared to other days. Bus accessibility as measured by SABI indicator is low, though broadly comparable to other similar areas (Oban however has better bus accessibility using the SABI indicator).</p>	<p>Transport Baseline</p> <p>Bus timetables</p> <p>SABI analysis</p>	
<p>Buses are unable to keep to their timetabled schedule due to congestion, resulting in cancelled services and missed appointments.</p>	<p>Stakeholder workshop and stakeholder interview with bus operator.</p>	
Rail		

²⁴ <https://www.stagecoachbus.com/news/north-scotland/2018/february/stagecoach-announces-review-of-lochaber-operations>

Problem	Evidence	Commentary
Rail timetable locally makes it challenging to commute by rail into Fort William.	Rail timetables. Placecheck commentary. Stakeholder interviews.	Can get a train from Banavie/Corpach into Fort William for 0725 in the morning and leaves again 1619 – may not be ideal for all working patterns however and potentially too early for high school use in the morning.
Infrequent rail services from central belt and large (6 hour) gap in timetables for trains from Fort William to Central Belt during the day.	Rail timetables. Stakeholder interviews.	New rolling stock on West Highland Line and potential review of timetable in future by ScotRail.
Highly seasonal demand on West Highland Line which makes the business case for investment in additional services, incurring year-round costs, difficult. Demand is the most seasonal of all ScotRail lines in Scotland.	ScotRail interview.	
Lack of freight transported by rail and desire to increase this by hauliers and industry. Challenges in existing rail line accommodating more rail freight without impacting on passenger rail services.	Discussion with hauliers and timber industry expressed a desire to transport products by rail rather than road. E.g. transporting timber from Rannoch takes significantly longer by road than if transported by rail. ScotRail stakeholder interview.	Haulage and timber industries involved in ongoing discussions with statutory bodies re. increasing the amount of freight transported by rail to/from Fort William.
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.	Transport Baseline	
Multiple tickets required to travel on services operated across different operators although there are examples of multi-operator ticketing e.g. Spirit of Scotland ticket, Plusbus. Awareness of these seems low.	Transport baseline.	Were discussions between bus operators at local level to address integrated ticketing.
Active travel		
Lack of a direct and quality route from Caol to Fort William town centre, and specific parts of path network which are perceived to be poor quality by users (e.g. Camanachd Crescent to town centre). Sustrans investment in one end of Soldier's Bridge but poor quality infrastructure on other end and 90 degree angle for people on bikes to negotiate. Also very narrow crossing.	Placecheck engagement and on-site observations. Stakeholder interviews	

Problem	Evidence	Commentary
On road cycle route on Kilmallie Road is perceived as dangerous.	Public drop in session. Expressed concerns that the road has not been widened but cycle lanes have been painted onto the existing carriageway (EB and WB).	
Narrow footway widths along sections of A82 and general observation that active travel infrastructure is too narrow.	On-site observation with emergency services. Placecheck engagement. Stakeholder workshop.	
The A82 causes severance through the town and between the town centre and the shorefront, and raises safety concerns for pedestrians and cyclists.	Fort William Active Travel Audit (2010). Placecheck engagement.	
Lack of awareness of segregated cycle facilities. Poor signage, routes and parking for cycling.	On-site observation of route adjacent to A82. Public drop-in. Fort William Community Council input to study.	
Lack of active travel infrastructure on A830.	Stakeholder workshop.	
Better active travel connections to North Road Retail Park could be made, particularly linking to nearby camping facilities for visitors, to relieve growing parking pressures (perceived) at the Retail Park.	Stakeholder workshop.	
The prevalence of railings and boulders deters people from walking.	Stakeholder workshop.	
Marine / water / sea freight		
Suggestion of high demand for Corran ferry in high season, and Camusnagaul Ferry does not run on Sundays (and is the main link for cycling on NCN).	Placecheck.	
Calmac ferries from Mallaig – concerns by Chamber of Commerce over inconsistency of service and smaller vessel size which struggles to cope with tidal issues / weather and service is often disrupted (72 days in 2018 with no service). Traffic destined for ferries may be travelling through Fort William and any delay to the journey can affect ability to get ferry.	Engagement with Chamber of Commerce. Stakeholder interviews.	
Difficult crossing road to access Caledonian Canal near Banavie rail	Placecheck commentary.	

Problem	Evidence	Commentary
station		
Town centre and people separated from the waterfront by the A82, and shared use path along the A82 along waterfront of variable width. A severance issue caused by transport infrastructure that may deter some people from making active travel choices.	On-site observation. SNH representation to study.	
Disparity between charging for bike carriage on the Corran and Camusnagaul ferries.	Stakeholder workshop	Camusnagaul ferry charges for bikes whereas they travel for free on Corran ferry.
General (problems which may be at the root cause of some transport problems and demonstrate some of the impacts of transport problems)		
Relocation of Belford Hospital to out of town.	Focus group discussion – concerns about accessing the Hospital on congested road network through Fort William.	This problem will be relative and may indeed bring these services closer to some residents.
Gateway to the town centre if arriving by bus or rail is via an underpass under a wide, busy road – no alternative pedestrian route. This is a placemaking and personal security issue, and may also deter local people from walking this route if they do not like underpasses.	Engagement and on-site observation. Stakeholder interviews.	
Gateway to the town if arriving by vehicle on the A82 from the south is underwhelming – backs of buildings on the High Street visible. This is a placemaking issue, and the extents of the A82 in this area may also contribute to this local perception of an “underwhelming” gateway to the town.	Engagement and Placecheck tool.	
Wild campers pitching up in public car parks and leaving waste behind. Campervanners / Caravanners dumping contents of chemical waste toilets at side of car parks.	Town engagement session.	
The local Police Crash Unit is located in Dingwall. As such, due to long journey times to travel between Dingwall and Fort William this can lead to roads being closed for longer periods of time than may otherwise be the case.	Town engagement session.	

Problem	Evidence	Commentary
<p>Impact of congestion on time-sensitive industry (e.g. fish and even timber). Move towards fixed delivery slots and if congestion and delay, hauliers can miss slots.</p>	<p>Stakeholder interviews (Chamber of Commerce, BSW Sawmill, DFDS).</p>	
<p>Growing number of events in the area can lead to congestion from spectators and participants. Informal parking areas used to service events though some of this may be on land which will be developed in future, causing parking problems.</p>	<p>Stakeholder interviews</p>	
<p>The resilience of Banavie Swing Bridge is a concern and a replacement bridge may be required.</p>	<p>Stakeholder workshop</p>	
<p>There is a lack of high value jobs, which may contribute towards the higher than average suicide rate amongst young men in the area.</p>	<p>Stakeholder workshop</p>	
<p>Accessibility for people with reduced mobility is considered poor.</p>	<p>Stakeholder workshop and drop-in session.</p>	

Cross-referencing Draft Transport Planning Objectives with list of problems

Problem	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 deliver a health-promoting, sustainable and fair transport network that promotes equal access to opportunity	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:
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Road network					
Seasonal and growing congestion.	✓	✓	✓	✓	✓
Road surface condition along A82.	✓	✓		✓	
Constrained road network and lack of alternative routes. .	✓	✓		✓	✓
<i>Impacts on emergency service operations:</i>					
Difficulties for fire engines to get onto road network due to queuing at Morrisons for fuel by summer traffic.					
Access to the fire station during congested periods and impact on emergency services.	✓	✓	✓		
Keep left bollards at various locations cause obstruction for emergency service vehicles.					
Nevis bridge junction - confusion re: manoeuvre of opposing vehicles on approach to Nevis roundabout causing all vehicles to stop before entering roundabout. Concerns over longevity of bridge, and narrowness on approach and options for active travel users.	✓	✓			
<i>Visitor-related types of vehicles and local impacts:</i>					
High volume of tour buses accessing Woollen Mill during peak visitor season.	✓				✓
High and growing volume of campervans/caravans on road network and pressure on local facilities.					
<i>Types of vehicles on the road network:</i>					
Out of gauge vehicles / abnormal loads cause problems on the road network, e.g. the transportation of wind turbines.	✓	✓		✓	
HGV proportion of traffic – perceived by some to be a problem.					
Existing road infrastructure is often too narrow and can lead to active travel users on footways feeling threatened by traffic, and heavy goods vehicles damaging the verge.	✓		✓	✓	
<i>Strategic links between Fort William and Inverness:</i>					
Relatively strong commuting flows on	✓	✓	✓		

Problem	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 deliver a health-promoting, sustainable and fair transport network that promotes equal access to opportunity	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:
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this corridor as evidenced by Census data (though over two-thirds of travel to work journeys in the study area are less than 5km).

There is no direct rail link between Fort William and Inverness, which means bus is the only form of public transport available and there are strong commuting flows between these settlements.

Generally, journey times by road have increased between Fort William and Inverness since 2009.

Bus

Lack of a modern bus station (and potential confusion over which buses leave which stance.)	✓		✓		✓
Decline in bus industry UK wide. Withdrawal (potentially) of Stagecoach from local services. Decline in passenger numbers makes bus services harder to run as less commercially viable, meaning less sustainable transport options available to communities.	✓		✓		✓
On-bus accessibility. Coach style buses operating on some routes described as prohibiting access for those with limited mobility.	✓		✓		✓
Many buses operate on schooldays only, so weekend bus provision, particularly on Sunday's, is significantly lower compared to other days. Bus accessibility as measured by SABI indicator is low, though comparable to other similar areas.	✓		✓		✓
Buses are unable to keep to their timetabled schedule due to congestion, resulting in cancelled services and missed appointments.	✓		✓		✓

Rail

Rail timetable locally makes it challenging to commute by rail into Fort William.	✓		✓		✓
Infrequent rail services from central belt and large (6 hour) gap in timetables for trains from Fort William to Central Belt during the day.	✓		✓		✓

Problem	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 deliver a health-promoting, sustainable and fair transport network that promotes equal access to opportunity	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:
Highly seasonal demand on West Highland Line which makes the business case for investment in additional services, incurring year-round costs, difficult. Demand is the most seasonal of all ScotRail lines in Scotland.	✓		✓		✓
Lack of freight transported by rail and desire to increase this by hauliers and industry. Challenges in existing rail line accommodating more rail freight without impacting on passenger rail services.	✓	✓	✓	✓	✓
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.	✓		✓		✓
Multiple tickets required to travel on services operated across different operators although there are examples of multi-operator ticketing e.g. Spirit of Scotland ticket, Plusbus. Awareness of these seems low.	✓		✓		✓
Active travel					
Lack of a direct and quality route from Caol to Fort William town centre, and specific parts of path network which are perceived to be poor quality by users (e.g. Camanachd Crescent to town centre). Sustrans investment in one end of Soldier's Bridge but poor quality infrastructure on other end and 90 degree angle for people on bikes to negotiate. Also very narrow crossing.	✓		✓		✓
On road cycle route on Kilmallie Road is perceived as dangerous.	✓		✓		✓
Narrow footway widths along sections of A82 and general observation that active travel infrastructure is too narrow.	✓		✓		✓
The A82 causes severance through the town and between the town centre and the shorefront, and raises safety concerns for pedestrians and cyclists.	✓		✓		✓
Lack of awareness of segregated cycle facilities. Poor signage, routes and parking for cycling.	✓		✓		✓

Problem	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 deliver a health-promoting, sustainable and fair transport network that promotes equal access to opportunity	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:
Lack of active travel infrastructure on A830.	✓		✓		✓
Better active travel connections to North Road Retail Park could be made, particularly linking to nearby camping facilities for visitors, to relieve growing parking pressures (perceived) at the Retail Park.	✓		✓		✓
The prevalence of railings and boulders deters people from walking.	✓		✓		✓
Marine / water / sea freight					
Suggestion of high demand for Corran ferry in high season, and Camusnagaul Ferry does not run on Sundays (and is the main link for cycling on NCN).	✓	✓	✓	✓	✓
Calmac ferries from Mallaig – concerns by Chamber of Commerce over inconsistency of service and smaller vessel size which struggles to cope with tidal issues / weather and service is often disrupted (72 days in 2018 with no service). Traffic destined for ferries may be travelling through Fort William and any delay to the journey can affect ability to get ferry.	✓	✓		✓	✓
Difficult crossing road to access Caledonian Canal near Banavie rail station	✓		✓		✓
Town centre and people separated from the waterfront by the A82, and shared use path along the A82 along waterfront of variable width. A severance issue caused by transport infrastructure that may deter some people from making active travel choices.	✓		✓		✓
Disparity between charging for bike carriage on the Corran and Camusnagaul ferries.	✓		✓		
General (problems which may be at the root cause of some transport problems and demonstrate some of the impacts of transport problems)					
Relocation of Belford Hospital to out of town.			✓		
Gateway to the town centre if arriving by	✓		✓		✓

Problem	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 deliver a health-promoting, sustainable and fair transport network that promotes equal access to opportunity	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:
bus or rail is via an underpass under a wide, busy road – no alternative pedestrian route. This is a placemaking and personal security issue, and may also deter local people from walking this route if they do not like underpasses.					
Gateway to the town if arriving by vehicle on the A82 from the south is underwhelming – backs of buildings on the High Street visible. This is a placemaking issue, and the extents of the A82 in this area may also contribute to this local perception of an “underwhelming” gateway to the town.	✓		✓		✓
Wild campers pitching up in public car parks and leaving waste behind. Campervanners / Caravanners dumping contents of chemical waste toilets at side of car parks.					✓
The local Police Crash Unit is located in Dingwall. As such, due to long journey times to travel between Dingwall and Fort William this can lead to roads being closed for longer periods of time than may otherwise be the case.	✓	✓			
Impact of congestion on time-sensitive industry (e.g. fish and even timber). Move towards fixed delivery slots and if congestion and delay, hauliers can miss slots.	✓	✓		✓	
Growing number of events in the area can lead to congestion from spectators and participants. Informal parking areas used to service events though some of this may be on land which will be developed in future, causing parking problems.	✓	✓			✓
The resilience of Banavie Swing Bridge is a concern and a replacement bridge may be required.	✓	✓			
There is a lack of high value jobs, which may contribute towards the higher than average suicide rate amongst young men in the area.	✓				
Accessibility for people with reduced mobility is considered poor generally across the transport network.	✓		✓		✓

