

TRANSPORT STATEMENT

HOUSING DEVELOPMENT

6no. HOUSING UNITS, STATION ROAD ARISAIG

Applicant: S + K MacDonald, for Arisaig Community Trust

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1.0 INTRODUCTION

1.1 Scope of Transport Statement

This report has been prepared by Kearney Donald Partnership in support of a planning application for the proposed residential development of 6no. units located on the northern perimeter of the A830/ Station Road junction, Arisaig.

The aim of this report is to ensure that the proposed development is consistent with the principles of Scottish Planning Policy (SPP) in that development sites are promoted as accessible by non-car based travel modes as an appropriate alternative to the car.

2.0 PROPOSED DEVELOPMENT

2.1 Site Location

The site is located within Arisaig and is adjacent to the A830, the main trunk road leading to Mallaig to the North and Fort William to the South.

2.2 Site Description

The site is located between the main railway connection from Fort William to Mallaig and the A830 Trunk Road at Arisaig. The applicants' site is 1.0AC (0.4Ha) in area although exists within a larger land holding of 2.13AC (0.86Ha), owned by Arisaig Community Trust.

The site is predominately open moorlands, sloping away from the railway line to the north and the trunk road situated to the south. In addition, the site contains a small Rock Knoll formation and between the south west perimeter and A830 trunk road, out with the application site, exists a strand of trees that will be retained.

2.3 Development Proposals

The development comprises of 6no affordable housing units' properties: 3no. 2 bed; 3no. 3 bed houses. Arranged as a terrace of 3no. semi-detached houses with all associated roads footpaths and services.

3.0 TRANSPORT PLANNING POLICY CONTEXT - The following local and central government transport policies have been referred to in the design and layout of the proposed development.

3.1 Scottish Planning Policy (SPP)

National policy for transport is detailed in Scottish Planning Policy (SPP), launched in June 2014. The relevant aim of planning policy is to support and accommodate new investment and development in locations accessible by a range of means of transport which seek to minimise the impact on existing transport networks and the environment.

SPP identifies four planning outcomes which the planning process should actively support to deliver the above vision:

- A successful, sustainable place;
- A low carbon place;
- A natural, resilient place;
- A more connected place.

SPP defines the transport qualities of a successful place which '*considers place and the needs of people before the movement of motor vehicles,*' with a key focus on providing paths and routes to improve connectivity and accessibility for all modes of travel.

Paragraph 270 states:

"The planning system should support patterns of development which:

- *optimise the use of existing infrastructure;*
- *reduce the need to travel;*
- *provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;*
- *enable the integration of transport modes; and*
- *facilitate freight movement by rail or water".*

Paragraph 287, SPP states:

"Planning permission should not be granted for significant travel-generating uses at locations which would increase reliance on the car and where:

- *direct links to local facilities via walking and cycling networks are not available or cannot be made available;*
- *access to local facilities via public transport networks would involve walking more than 400m; or*
- *the transport assessment does not identify satisfactory ways of meeting sustainable transport requirements"*

This report will demonstrate that the proposed development is presented in accordance with the above objectives.

3.2 Planning Advice Note 75 (PAN 75)

PAN 75 should be read in conjunction with SPP and provides a good practice guide for planning authorities and developers in relation to carrying out development, proposal assessment, and project delivery. Respectively, Paragraphs 7 states the following:

"The intention is for new developments to be user focused and for the transport element to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes. Consideration should be given to freight logistics as well as person travel.

3.3 Scotland's National Transport Strategy

Scotland's National Transport Strategy (NTS) was updated in 2016 and sets out the Scottish Government's policies and strategies for transport in

Scotland. The strategy maps out the long-term future for transport in Scotland aimed at providing 'integrated, modern, reliable and environmentally friendly transport choices'.

The Strategy document sets out five high level objectives:

- Promote economic growth by building, enhancing managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

Paragraph 58 identifies that 'access to affordable high-quality public transport is particularly important for certain groups: and 'those seeking to get into education, training or employment, access is particularly vital to enable them to become and remain more economically active'.

The Strategy will also seek to 'actively promote SMART measures such as travel plans, and high-quality travel information to encourage more sustainable travel'.

3.4 Regional Transport Strategy, HITRANS (draft)

Although still in draft format (May 2017), the Regional Transport Strategy (RTS) for the Highlands region provides a tiered approach to setting objectives for the region as follows:

- Support sustainable economic growth across the region;
- Reduce barriers to participation in employment, learning, social leisure, health and cultural activities;
- Reduce journey times and improve reliability and resilience;
- Improve safety of transport and travel;
- Tackle capacity constraints;
- Improve the quality, accessibility, availability and integration of travel.
- These objectives closely follow the strategic outcomes identified in the National Transport Strategy (2006):
- Improved journey times and connections, to tackle congestion and lack of integration and connections in Transport;
- Reduced emissions, to tackle climate change, air quality, health improvement;
- Improved quality, accessibility and affordability, to give choice of public transport, better quality services and value for money, or alternative to car.

The monitoring of the RTS from 2008 indicates a decline in active travel for journeys to school:

“In 2015 their shares were at their lowest for the period between 2008 and 2015.”

However, by contrast, journeys to work showed a good increase.

“In 2015 active travel modes were at 23 per cent, up on the lowest rate of 20 per cent in 2010 and 2014, and down slightly on the 24 per cent in 2012. This is higher than the Scottish rate of 16 per cent of people travelling to work by walking or cycling.”

There is therefore further work required to promote active travel, particularly for journeys to school and to build on the existing mode share of sustainable journeys to work.

3.5 Highland-wide Local Development Plan (HwLDP) (Adopted April 2012)

The HwLDP provides the land use strategies and objectives covering the Highland region for a 20 year period. The following policies are applicable to the proposed development:

3.5.1 Policy 28 – Sustainable Design

Policy 28 states that:

“The Council will support developments which promote and enhance the social, economic and environmental wellbeing of the people of Highland.”

Furthermore, The Highland Council will assess proposals based on the extent by which they are accessible by sustainable modes of travel, such as public transport, walking and cycling.

Further assessment of these criteria is provided in Section 4 of this report and demonstrates that the development is consistent with the aims of Policy 28.

3.5.2 Policy 56 Travel

Policy 56 requires enough information to be provided to allow the assessment of transport implications of the development and for proposals to be served by sustainable modes of transport.

To comply with this policy, this Transport Statement has been prepared in accordance with The Highland Council guidance and scope.

3.5.3 Policy 77 Public Access

Policy 77 requires proposals that affect Core Paths to retain the existing path whilst maintaining its amenity value.

3.6 The Highland Council Local Transport Strategy (LTS) 2010/11 – 2013/14

Although this strategy document has not been updated recently, the objectives contained within it are still considered to be valid:

- *Social Inclusion: Facilitate travel to enable economic/social involvement and improve access/travel choices to essential services for those without access to a private car*
- *Environment: Manage/reduce the impacts of transport on the natural and built environment;*
- *Health: Increase levels of cycling and walking to promote health improvement and modal shift;*
- *Road Safety: Continue to improve road safety, addressing locations where road accidents are above average levels;*
- *Personal Safety: Address issues of perceived safety and personal security particularly where they are a barrier to walking, cycling and public transport*
- *Policy Integration: Identify policy overlap across Council services, and with other public bodies (e.g. NHS), maximise benefits and minimise contradiction;*
- *Investment integration: Identify benefits and opportunities of combined transport procurement for all Council services*
- *Traffic reduction: Where appropriate consider targets for reducing traffic, although noting the variation in conditions and requirements between rural and urban areas*

Key considerations include the need to preserve the existing transport network both in terms of quality of infrastructure and also in terms of the network of services which utilises this infrastructure.

Active travel is a key focus of the LTS where sustainable modes of travel are to be promoted and barriers to walking and cycling removed. Other issues such as road safety and vehicular speeds are identified as key areas of focus.

Access to public transport is identified as an area which can be improved upon in rural areas where issues such as a lack of service provision and/or awareness of information may act as barriers to the uptake of public transport usage.

This Transport Statement has been prepared taking cognisance of the objectives of the LTS with focus on the provision of active travel links and access to public transport and local facilities.

4.0 EXISTING TRANSPORT NETWORK

4.1 The Site

The site is located within Arisaig and is adjacent to the A830, the main trunk road leading to Mallaig to the North and Fort William to the South.

4.2 Site Access

Currently there is no formal vehicular access onto the site. A Stone wall stretches the south east perimeter enclosing A830/ Station Road Junction. Proposed access will be granted. North of the wall termination, where it is currently open to the applicant's site, granting a safe distance from junction entry and minimal disturbance to Station Road residents. Prior to the narrowing of Station Road to single track.



Figure 1 Proposed Access onto Station Road

4.3 Foot and bike paths

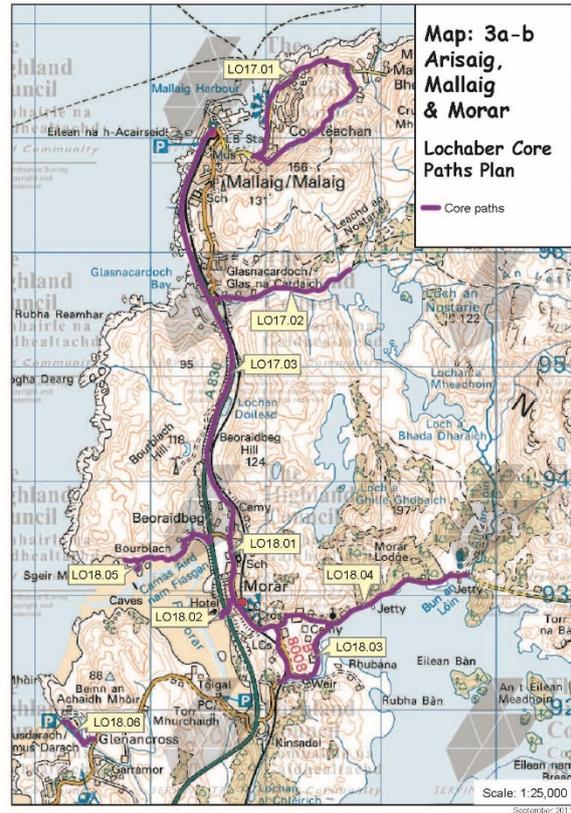
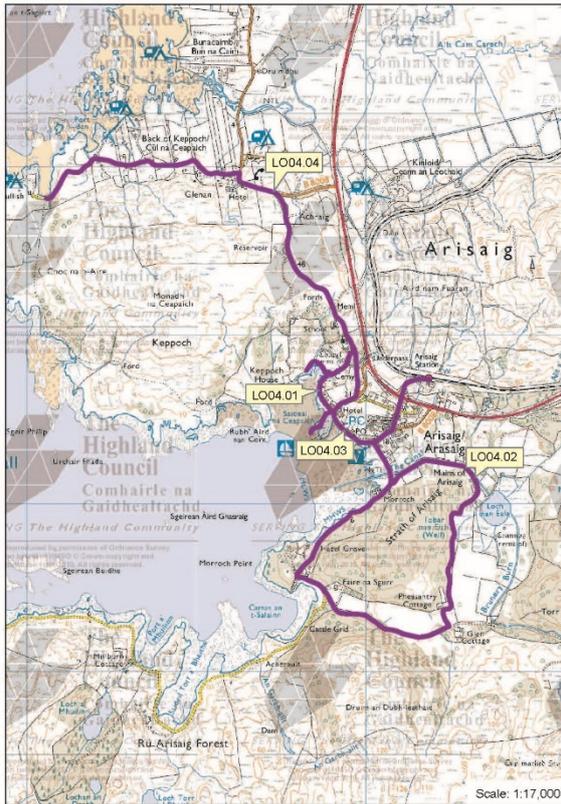
On the opposite side of Station Road, a designated cycle path is accessible to Arisaig village centre. A 'safe path' accessible from the application site to village centre measures at a distance of 0.60km. At an average walking speed of 5km/h a direct commute to the village centre will take approximately 7minutes.

4.3.1 Core Paths

Map: 3a-b Arisaig, Mallaig & Morar

Lochaber Core Paths Plan

Path No.	Path Name/Route	Path Type	Length (kms)
LO04.01	Hotel - Cemetery – St Muelrubha's Circuit	minor roads/track	1.2
LO04.02	Glen Circuit from Visitor Centre	track/minor road	3.7
LO04.03	Station to Pier	minor road	1.1
LO04.04	Gortnachullish to Arisaig on minor road	minor road	2.7
LO17.01	Mallaig Circular	track/minor road	2.8
LO17.02	Glasnacardoch to Loch an Nostarie	constructed path with dust surface/minor road	1.3
LO17.03	Mallaig to Morar cycle track/walkway	tar track/minor road	3.8
LO18.01	B8008 through Morar Village	minor road	1.6
LO18.02	Village Centre to Beach	track/timber and stone steps	0.2
LO18.03	Morar to St Cumins to Rhubana View to B8008	minor road	1.3
LO18.04	St Cumins to Allt an Loin	minor road	1.3
LO18.05	Bourblaich Beach	track/trampled ground	1.1
LO18.06	Camusdarroch Beach	trampled ground/timber bridge	0.4



4.3.2 Summary

The pedestrian facilities around the proposed site provide connection to the surrounding areas including local amenities and Core Paths within and around Arisaig. All pavements and junctions provide appropriate drop kerbs and tactile paving and street lighting is present to the adjacent A830 and Station Road.

4.4 Cycling

The sites position offers a generous advantage to cycling transport. As seen on core path illustration 4 routes are accessible from Station Road and applicants' site. For example, the shore front of 'Back of Keppoch' or a circular route around the Strath of Arisaig. Accessible through designated tracks or minor roads. In addition to the previously stated, a short, designated cycle path from Station Road to Arisaig village centre for local services is accessible.

4.5 Public Transport

	M-F	M-Th SD	FO	M-Th	M-F SH	M-F		SAT
		M-F SH	SD	SD	FO SD			
Fort William (Bus Station)	08:50	13:25	13:25	15:30	15:40	17:40		15:30
Fort William (Medical Centre)	D	D	D	D	D	D		D
Lochaber High School	----	----	13:35	15:45	----	----		----
Corpach (Shops)	09:00	13:35	13:40	15:50	15:50	17:50		15:40
Fassfern (east road end)	09:07	13:42	13:47	15:57	15:57	17:57		15:47
Drumsallie (A861 junction)	09:13	13:48	13:53	16:03	16:03	18:03		15:53
Glenfinnan (Stage House)	09:20	13:55	14:00	16:10	16:10	18:10		16:00
Lochailort (Hotel)	09:35	14:10	14:15	16:25 C	16:25 C	18:25		16:15
Arisaig (Shop)	09:47	14:30	14:30	16:50	16:50	18:37		16:30
Back of Keppoch	----	14:35	14:35	----	----	18:41 D		D
Morar (Station)	----	14:45	14:45	----	----	18:51 D		16:40
Mallaig Ferry Terminal	10:00	----	----	17:00	17:00	----		16:50
Mallaig (Boat yard)	----	14:55	14:55	17:05	17:05	18:57		16:55
Kingsway, Mallaig	----	15:00	15:00	----	----	19:02 D		17:00

Figure 2 Shiel Bus Service 500_ Mallaig to Fort William

	M-F	M-F	M-F	M-Th	M-F			SAT
				SD	FO SD & SH			
Kingsway, Mallaig	07:10	08:50	11:00	15:30	15:30			11:00
Mallaig (Opp Boat yard)	07:15	08:55	11:10	15:45	15:45			11:05
Mallaig High School	07:18	08:58	11:13	15:52	15:48			11:13
Morar (Station)	07:25	09:05	11:18	----	15:53			11:18
Back of Keppoch	----	09:17	----	----	----			----
Arisaig (Shop)	07:35	09:22	11:25	16:07	16:02			11:25
Lochailort (Hotel)	07:49 A	09:40	11:40 B	16:28 C	16:21 C			11:40
Glenfinnan (Stage House)	08:05	09:55	11:55	16:41	16:36			11:55
Drumsallie (A861 junction)	08:12	10:02	12:02	16:48	16:43			12:02
Fassfern (east road end)	08:18	10:08	12:08	16:54	16:49			12:08
Corpach (Shops)	08:25	10:15	12:15	17:01	16:56			12:15
Fort William (Medical Centre)	D	D	D	D	D			D
Lochaber High School	08:32	----	----	----	----			----
Fort William (Bus Station)	08:45	10:25	12:25	17:11	17:06			12:25

Figure 3 Shiel Bus service_ Mallaig to Fort William

	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	M-F	FO	FO	FO
	SD	SD	SH							SD	SD	SD	SD	SD
Lochailort (Hotel)	07:55	----	07:55	----	----	----	----	----	----	----	----	----	----	----
Arisaig (Shop)	08:15	08:02	08:15	----	----	11:30 Th	----	----	14:30 Th	----	----	----	----	----
Back of Keppoch	----	08:05	08:18	----	----	11:35 Th	----	----	14:33 Th	----	----	----	----	----
Morar (Station)	----	08:20	08:33	09:45	----	11:45	----	----	14:45 Th	----	----	----	----	----
Mallaig (High School)	08:27	08:27	08:40	09:52	----	11:52	----	13:17 SD	----	----	15:52	----	13:25	13:25
Mallaig Primary School	08:29	08:29	----	----	----	----	----	----	14:50	15:20	----	----	----	----
Mallaig (Boat yard)	08:30	08:30	08:45	09:55	10:55	11:55	12:55	13:20	14:55	15:25	15:55	----	13:28	----
Kingsway, Mallaig	08:37	08:37	08:50	10:00	11:00	12:00	13:00	14:00	15:00	15:30	16:00	----	13:33	----
Mallaig (opp Boat Yard)	08:42	----	08:55	10:05	11:05	12:05	13:05	14:05	15:05	15:45	16:05	13:05	13:38	----
Mallaig High School	08:45	----	08:58	----	11:08	12:08	----	14:08	----	15:48	16:10	13:25	13:41	----
Morar (Station)	----	----	09:05	----	11:15	----	----	14:15	----	----	16:17	----	----	13:35
Back of Keppoch	----	----	----	----	11:27 Th	----	----	14:27 Th	----	----	16:32	----	----	13:50
Arisaig (Shop)	----	----	----	----	11:30 Th	----	----	14:30 Th	----	----	16:35	----	13:53 CB	13:53
Lochailort (Hotel)	----	----	----	----	----	----	----	----	----	----	----	----	----	14:13

Figure 4 Shiel Bus service 501_ Mallaig Local

4.5.1 Bus Service

There are four primary bus services, operated by Shiel Buses within the local vicinity of the applicants site: 500 (Mallaig - Fort William); 501 (Mallaig - Arisaig); 502 (Mallaig or Ardnamurchan – Fort William) and 534 (Mallaig – Fort William). Accessible from 'Arisaig, at the Road End' on the A830 near B8008. In addition to services to 'Arisaig, Post Office' bus stop. In comparison to many West Coast Settlements the proposal has a strong public network on offer connecting to the local village centre, Mallaig to the North and Fort William to the south.

4.5.2 Rail Services

Arisaig village station, is positioned along the West Highland Rail line connecting Mallaig to Fort William. The Station is located adjacent to applicants' site, a short walk along Station Road. The station accommodates for 5 car parking and bike storage, however, it is not wheelchair accessible.

FORT WILLIAM - MALLAIG - Summer Timetable							
Arisaig Station – Monday to Friday	09:38	13:19	17:27	23:20			
Arisaig Station – Saturday	09:38	13:19	17:27	23:20			
Arisaig Station – Sunday	-----	13:19	17:27	23:20			

FORT WILLIAM - MALLAIG - Winter Timetable							
Arisaig Station – Monday to Friday	09:38	13:19	17:27	23:20			
Arisaig Station – Saturday	09:38	13:19	17:27	23:20			
Arisaig Station – Sunday	-----	13:19	17:27	23:20			

MALLAIG - FORT WILLIAM – Summer Timetable							
Arisaig Station – Monday to Friday	06:09	10:17	16:21	18:31			
Arisaig Station – Saturday	06:09	10:17	16:21	18:31			
Arisaig Station – Sunday	-----	10:17	16:21	18:31			

MALLAIG - FORT WILLIAM - Winter Timetable							
Arisaig Station – Monday to Friday	06:09	10:17	16:21	18:31			
Arisaig Station – Saturday	06:09	10:17	16:21	18:31			
Arisaig Station – Sunday	-----	10:17	16:21	18:31			

4.6 Wider Road Network

As started elsewhere, the A830 runs through the periphery of Arisaig and past the proposed development site. The A830 leads to Mallaig to the North and to Fort William to the South.

4.7 Existing Transportation Network Review

The development site is accessible by a choice of different travel modes. The footways in the vicinity of the site are in good order with sufficient street lighting and offer short walks 8mins to school and 7 minutes to village centre from the site.

4.8 Existing Transportation Network Summary

The site is ideally located to provide a range of sustainable transport modes. Like many rural communities Public Transport facilities are limited but what bus and rail services are available within the vicinity of Arisaig this site has immediate access to them.

5.0 MEASURES TO SUPPORT THE DEVELOPMENT

5.1 Walking

The Development proposed is arranged to form a 'courtyard' enclosure accessed of Station Road, with foot paths connecting to each home individually. Along the southern boundary of vehicle access, a pavement connects housing foot paths which terminates at Station road opposite to the existing designated foot and bike path to Arisaig village centre.

5.2 Cycling

As noted above the new footpaths within the site can be used for cycle access into the village centre or to the local school. Refer to map above.

5.3 Public Transport

As previously referenced, the site is ideally located to gain from bus, rail, foot and cycling alternative modes of transport. Within close proximity of 'Shop' and 'Road End' bus stops serving Arisaig, residents will likely benefit from the existing infrastructure.

5.4 Car Parking

The Highland Council's current parking requirements are set out in table 6.1 Residential Developments, of the Roads and Transport Development Guidelines as indicated below:

Table 6.1 Residential Developments

Residential Development Type	Minimum car parking spaces per unit, including visitor spaces, unless otherwise indicated
General Housing Includes Private, Housing Association and Council Housing	Note: in curtilage parking levels are based on units, not exceeding 6 bedrooms. For larger units, see Note 1 below.
Housing with parking within curtilage for residents	Up to 4no. bedrooms – 2.0 external spaces 5no. or 6no. bedrooms – 3.0 external spaces
Plus, visitor parking (communal, may be on-street)	0.3
Houses and flats within communal parking for residents	1.2
Plus, visitor parking (communal, may be on street)	0.3

There are 6 no. housing units, in total with a total of 12no. car parking spaces.

5.5 Development Vehicular Access

The vehicular access to the site will be taken from a new section of two-way road approximately 78m in length which will be built from the junction of the Station Road with the A830 Trunk Road along the southern boundary of the development site. This new section of road includes a new junction with Station Road including the relevant visibility splays.

The courtyard housing development is accessed directly of the new section of road.

The extent of adoptable road is the 5.5m road built within the site including the hammerhead turning point with associated parking and the formation of 2no. bellmouths on the north side of the road to give access to 4no. private house plots, which is subject of a septate application. The layout within the site is arranged around a central landscaped area. This area is further enhanced by a 2.0m wide service strip around the landscape area and a 600mm road verge upon the undeveloped road boundary to the north. The roads are 5.5m wide within the site and finished in a tarmac hard surface.

The geometry will allow access for refuse vehicles and fire engines.

There will be further hard landscaped areas incorporating parking areas and footpaths to houses using different block and slab materials to differentiate the different uses.

5.6 Summary

The development proposals contain measures to link the internal network of the development to the existing pedestrian, vehicular and public transport networks.

The proposed development will integrate well within the existing network within Arisaig and will also promote the choice of sustainable travel opportunities.

6.0 ROAD SAFETY

The entrance to applicants site accessed from Station Road allows for the safe signalling of vehicles turn from the trunk road A803 and turning into the proposed vehicle access route. Station Road is used to access 6 existing private homes and the village railway station, which is in walking distance to village centre. Due to this the road experiences predominantly low traffic movement/ congestion. In addition, the proposed new junction accessed onto Station Road is located prior to the narrowing to a single-track road. Allowing for visibility splays to be maintained and safe visibility and vehicle speeds to ensure safe usage of designated foot and cycle paths. Built to comply with Highland standards and Road Construction Consent (RCC), not only for this proposal built developing for future potential out with this application.



Figure 8 A803 Turnoff Heading South



Figure 9 A803 Turnoff Heading North

7.0 SUMMARY AND CONCLUSIONS

The scale and positioning of 6no. affordable houses along the A803 trunk road, positively impacts the sustainable development of local settlements in the West Coast Highlands. The position of which encourages the use of public networks, while minimalizing yet adeptly accommodating personal vehicles to each household. With full accessibility, achieved by 'front door parking' and services provisions maintained.