

## Proposed Hotel, Coltfoot, Moray



## Transport Statement

June 2011

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# CONTROL SHEET



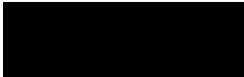
**CLIENT:** Peter Smith, Coltfoot, Moray

**PROJECT TITLE:** Proposed Hotel, Coltfoot, Moray

**REPORT TITLE:** Transport Statement

**PROJECT REFERENCE:** 90469

## Issue and Approval Schedule:

ISSUE 1 DRAFT	Name	Signature	Date
Prepared by	K Malone		06/06/2011
Reviewed by	K Clark		06/06/2011
Approved by	I Ross		06/06/2011

## Revision Record:

Issue	Date	Status	Description	By	Chk	App
2						
3						
4						
5						
6						
7						
8						

This report has been prepared in accordance with procedure OP/P03 of W A Fairhurst & Partners' Quality Assurance System.

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# 1 Introduction

## 1.1 Introduction

1.1.1 WA Fairhurst & Partners have been commissioned to provide professional transportation advice in support of a planning application for hotel located off the U58E in Coltfeld, Moray.

1.1.2 The proposal is for the following:

- 22 bedroom hotel
- 90sqm restaurant / 100sqm bar area
- 55 parking spaces

1.1.3 Figure 1.1 illustrates the location of the proposed hotel.



Figure 1.1: Site Location Plan

## 1.2 Site Access

1.2.1 The site is located adjacent to Coltfeld Crossroads on the U58E a single track road connecting the A96 and the B9089.

1.2.2 There are two main routes that would be taken to access the site, firstly from the A96 via the U58E northbound or secondly from the B9089 (Coastal Route) via the U58E.

1.2.3 The site is located in a remote rural location on quiet single track roads typically used by cyclists and walkers in rural locations. However, it is not envisaged that guests of

the proposed hotel are likely to walk/cycle (unless touring) or take public transport due to geographic restrictions. However, the developer has instead made planning gain contributions set by Moray Council based on the standard calculation for deriving housing equivalent for developments based on Gross Floor Area, in this case the development was calculated as being the equivalent of three dwellings. This contribution is to be invested in core paths in the local area.

### **1.3 Project Background**

1.3.1 The developer previously submitted a planning application for the proposed hotel (Application Ref: 10/02055/APP), however, the application was recommended for refusal by Moray Council Direct Services which was upheld by Moray Council on the following grounds:

- The operation of the hotel/restaurant would be a significant intensification of use, and would add traffic to the U58E.
- Information relating to forecast traffic for the proposed development was not provided with the planning submission.
- Based on an assessment of existing provision of passing places on the U58E are determined to be substandard, based on distances between passing places, intervisibility between passing places and locations where there are restrictions in forward visibility.

1.3.2 Based on the intensification of use and the substandard provision of Moray Council adopted passing places, the following provision has been requested by MC Direct Services prior to any revision of their current position being considered:

- Upgrading of three passing places to MC adoptable standards
- Provision of ten new passing places
- Road widening of to at least 5.5m along the frontage of the site between the site access and Colfield Crossroads

## 2 Planning Policy & Rural Development Guidance

### 2.1 National Policy

- 2.1.1 The National Policy Context is defined by the recently published “Scottish Planning Policy” (SPP) which replaced the existing planning policy guidance for housing (SPP3) and transport (SPP17). Scottish Planning Advice Note 75 (PAN 75) still remains current.
- 2.1.2 The objective to prioritise the opportunities for personal travel by mode in the order – walking, cycling, public transport, car and other motorised vehicles is summarised within the Transport Section which states:
- ‘Buildings and facilities should be accessible on foot and by cycle. Improvements to active transport networks, such as paths and cycle routes, in urban and rural areas will support more sustainable travel choices.’
  - ‘New development areas should be served by public transport accessing a range of potential destinations, or proposals should be put in place to provide public transport’;
  - ‘Reducing emissions from transport sources as a contribution to achieving Scottish Government greenhouse gas emission targets requires a shift to more sustainable modes of transport. For people this means a shift from car-based travel to walking, cycling and public transport.’
- 2.1.3 PAN75 identifies the need for the integration of land use planning with transport, taking into account policies on economic growth, education, health and the objective of a fairer, more inclusive society.

### 2.2 Regional Policy

- 2.2.1 Regional Policy for the proposed development is largely defined by
- Approved Moray Structure Plan (2007)
  - The Moray Local Plan (2008)

2.2.2 The Moray Structure Plan identifies the undernoted aims in relation to developments in rural areas within Moray:

- maintain and grow the population
- promote economic opportunities and diversify the local economy
- spread the benefits of economic growth across the community
- safeguard and enhance the environment and mitigate any impacts caused by new development
- seek improved accessibility within and external to the area
- allow sensitive small scale development in rural areas

2.2.3 In relation to rural areas the Structure Plan follows on the state that “the attraction of further jobs into rural areas is an important aspiration of the plan. Therefore, subject to securing the correct balance between development and environment, expansions to existing industry or new business development within rural areas will be encouraged.”

2.2.4 The Moray Local Plan states that should rural business proposals meet the following criteria:

- Careful control over siting, design, landscape and visual impact, and emissions. In view of the rural location, industrial estate/urban designs may not be appropriate
- The capacity of the local infrastructure can accommodate the proposals

2.2.5 Further to this Moray Council will support proposals which contribute towards Moray’s role and image as a tourist area.

## 2.3 Rural Development Transport Guidance

2.3.1 In November 2010 ‘The Moray Council Transportation Service Requirements for Small Developments in the Countryside’ was published. This documents sets out the requirements for access provision to rural developments on single track roads. In relation to the provision of passing places the following is stated:

- Many of the rural roads in Moray are single track and do not have adequate provision of passing places. This often means deficiency in achieving a suitable and safe access to new developments along these roads
- The provision of passing places on single track roads in the countryside requires a strategic approach i.e. passing places which are appropriately spaced and in locations which will provide benefit where there is restricted forward visibility
- The location of proposed new developments that will be eligible for the provision of a passing place /several passing places (based on the scale of the

development) are those which are adjacent to single track roads and more than 500m from the junction with a S2 road. Eligible developments will be required to provide a maximum of one new passing place on the single track road per dwelling.

- The location of existing passing places on single track roads will be taken into account when considering each development proposal

### 3 Data Provided by Moray Council

#### 3.1 Supporting Data

- 3.1.1 Following MC rejecting the initial application, the developer was provided with a TRICS output file of trip rates which could be utilised to reflect the trip generation for the proposed development.
- 3.1.2 The full TRICS output file is provided in Appendix A.
- 3.1.3 Table 2.1 below highlights the suggested trip rates and associated vehicle trip generation over the course of the surveyed hours.

*Table 2.1: Moray Council Trip Generation Summary Table*

Time	Trip Rates		Trip Generation	
	Arrival	Departure	Arrival	Departure
0700-0800	0.136	0.153	3	3
0800-0900	0.288	0.246	6	5
0900-1000	0.941	0.195	21	4
1000-1100	0.373	0.347	8	8
1100-1200	0.263	0.331	6	7
1200-1300	0.695	0.678	15	15
1300-1400	1.059	0.754	23	17
1400-1500	0.551	0.678	12	15
1500-1600	0.525	0.898	12	20
1600-1700	0.602	0.644	13	14
1700-1800	1.059	0.737	23	16
1800-1900	0.856	0.661	19	15
1900-2000	0.644	0.568	14	12

- 3.1.4 Through further correspondence MC Direct Services agreed that these trip rates were excessive for the proposed development and agreed that for any transportation assessments these rates could be halved. Table 2.2 below highlights the revised trip rates and associated vehicle trip generation over the course of the surveyed hours.

Table 2.2: Revised Moray Council Trip Generation Summary Table

Time	Trip Rates		Trip Generation	
	Arrival	Departure	Arrival	Departure
0700-0800	0.068	0.077	1	2
0800-0900	0.144	0.123	3	3
0900-1000	0.471	0.098	10	2
1000-1100	0.187	0.174	4	4
1100-1200	0.132	0.166	3	4
1200-1300	0.348	0.339	8	7
1300-1400	0.530	0.377	12	8
1400-1500	0.276	0.339	6	7
1500-1600	0.263	0.449	6	10
1600-1700	0.301	0.322	7	7
1700-1800	0.530	0.369	12	8
1800-1900	0.428	0.331	9	7
1900-2000	0.322	0.284	7	6

3.1.5 WA Fairhurst suggests that even a halving of the TRICS trip rates would still be an over estimation of the level of trip making associated with a remote hotel for the following reasons:

- Remote location
- Limited requirement for deliveries by good vehicles, as much of the produce will be grown on site.
- Anticipated that the restaurant and bar will be facilities used primarily by visitors. Again the remoteness of the site being a limiting factor in terms of passing trade.
- Sustainable style hotels / restaurants fulfil the requirements of a niche market.

3.1.6 For the reasons stated above WA Fairhurst suggest that providing for this level of trip generation must be viewed in the context of worst case scenario which is unlikely to be realised in practice.

## 4 Requested Infrastructure Justification

### 4.1 Introduction

- 4.1.1 In response to the initial application MC Direct Services have requested the provision of the following infrastructure prior to the completion of the proposed hotel:
- Upgrading of three passing places to MC adoptable standards
  - Provision of ten new passing places
  - Road widening of to at least 5.5m along the frontage of the site between the site access and Coltfeld Crossroads
- 4.1.2 This request has been informed by on site observations undertaken by MC Direct Services. A location map of existing, proposed passing places and passing places requested for upgrading has been provided to the developer subsequent to the initial application being refused. The location plan provided is located in Appendix B.
- 4.1.3 The assessment was based on required visibility between passing places and maximum spacing of 150m. The assessment accounted only for Council signed/adopted passing places. It does not account for informal passing places which are known to exist along the route
- 4.1.4 The Council's assessments of the passing place requirement are not linked to the development in terms of the traffic generated, nor to an existing road safety issue highlighted by accident statistics. The requirements set are a list of requirements to bring the U58E in line with current adoptable standards. The position of Moray Council Direct Services, therefore is that existing rural roads are not suitable to accommodate development unless brought in line with current standards. This position can be prohibitive to small rural developments being developed
- 4.1.5 Although through consultation with Moray Council, WA Fairhurst confirmed a hierarchy of passing place provision on the U58E. Three passing places were identified as being a higher priority than the remaining seven. These are illustrated in Figure Appendix C. Although Moray Council Direct Services we not suggesting these passing places were the only ones to be provided, their current position is that all are necessary to bring the entire length of the U58E in line with current design standards

## 5 Trip Assessment

### 5.1 Survey Data

- 5.1.1 The Moray Council have provided hourly traffic flow data on the U58E to determine a Base vehicle profile. Table 5.1 below provides a summary of this hourly traffic flow.

*Table 5.1: Observed Traffic Flow Data Summary Table*

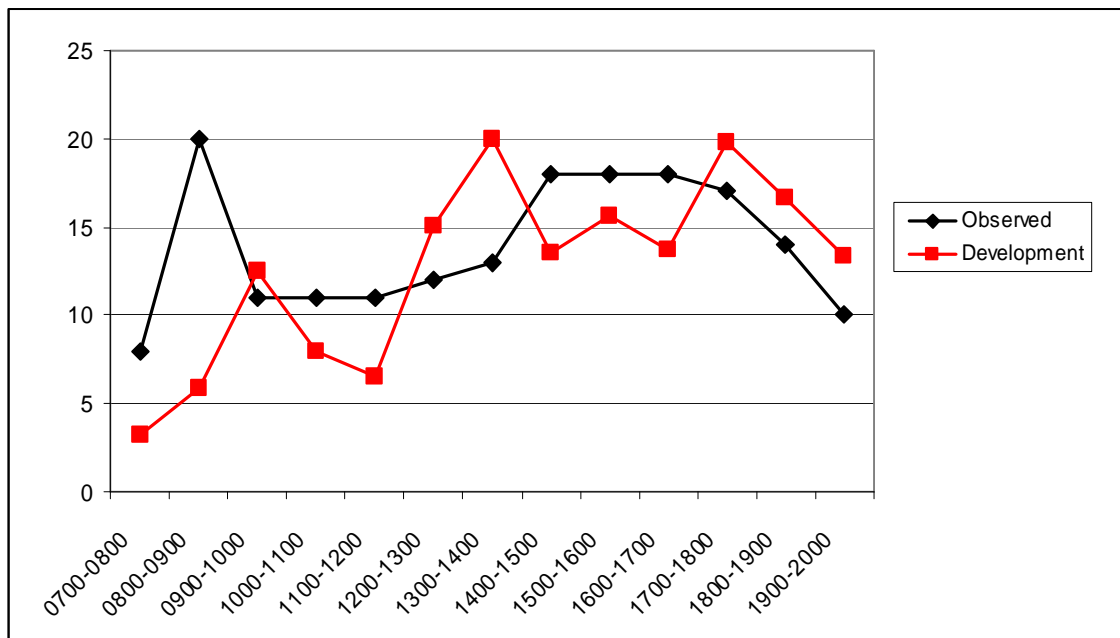
Time	Observed Flows	
	Northbound	Southbound
0700-0800	3	5
0800-0900	5	15
0900-1000	4	7
1000-1100	5	6
1100-1200	6	5
1200-1300	7	5
1300-1400	7	6
1400-1500	9	9
1500-1600	10	8
1600-1700	11	7
1700-1800	11	6
1800-1900	8	6
1900-2000	5	5

### 5.2 Future Year Trip Assessment

- 5.2.1 The key issue when adding development adjacent to single track roads is how the proposed development will impact upon how the existing infrastructure operates. There is no doubting that additional development will add vehicle trips, but it is also how and when these development trips will occur over the course of the day.
- 5.2.2 Table 5.2 and Figure 5.1 below show a two way vehicle profile for both the observed traffic, and the trips associated with the proposed development.

*Table 5.2: U58E Two-way Trip Profile Summary Table*

Time	Observed	Development
0700-0800	8	3
0800-0900	20	6
0900-1000	11	12
1000-1100	11	8
1100-1200	11	7
1200-1300	12	15
1300-1400	13	20
1400-1500	18	14
1500-1600	18	16
1600-1700	18	14
1700-1800	17	20
1800-1900	14	17
1900-2000	10	13



*Figure 5.1: U58E Two-way Trip Profile Summary Graph*

- 5.2.3 As illustrated in Figure 5.1 above, two-way traffic associated with the development would largely occur within the traditional peaks associated with the U58E.

## 6 Accident Analysis

### 6.1 Introduction

- 6.1.1 An analysis of the recent accident data was undertaken to determine whether future traffic volumes associated with the proposed development may alter the current accident rate.
- 6.1.2 This analysis was carried out following receipt of historic accident data from Moray Council. This data includes all injury accidents recorded in the project study area between 01 January 2006 and 31 December 2010.
- 6.1.3 The accident history map for the U58E was provided by Moray Council and is located in Appendix D.

### 6.2 Historic Accident Summary

- 6.2.1 Accidents are recorded under the following categories:
  - Damage only accident
  - Slight injury accident
  - Serious injury accident
  - Fatal injury accident
- 6.2.2 The U58E shows no recorded accidents in any of the categories listed above.

### 6.3 Future Traffic Impact

- 6.3.1 From the TRICS outputs it is anticipated the proposed hotel's peak trip generation periods over the course of a day are as follows:
  - 0900-1000: 12 vehicles (2-way)
  - 1300-1400: 20 vehicles (2-way)
  - 1700-1800: 20 vehicles (2-way)
- 6.3.2 Given that there are no accidents recorded, and the peak trip generation periods for the proposed hotel are outwith observed peaks, it is unlikely that future traffic associated with the proposed hotel would contribute to a significant change in the accident rate.
- 6.3.3 Based on the accident data there is no evidence to suggest the current operation of the U58E can be considered dangerous, and there would be no justification on safety grounds that accident mitigation measures on the U58E would be required based on the scale of hourly trip generation associated with the proposed hotel.

## 7 Summary & Recommendations

### 7.1 Report Summary

7.1.1 This Transport Statement has been prepared to investigate the future impact the proposed hotel in Coltfied will have on the local road network, and propose a reflective level of mitigating infrastructure which can be provided by the developer to minimise potential future accidents. A summary of the statement is as follows:

- The initial planning application was recommended for refusal by The Moray Council Direct Services on the following grounds:
  - The operation of the proposed development would be a significant intensification of use, and would add traffic to the U58E.
  - Information relating to forecast traffic for the proposed development was not provided with the planning submission.
  - Based on an assessment of existing provision of passing places on the U58E are determined to be substandard, based on distances between passing places, intervisibility between passing places and locations where there are restrictions in forward visibility
- Based the substandard provision of Moray Council adopted passing places, the following provision has been requested by MC Direct Services prior to any revision of their current position being considered:
  - Upgrading of three passing places to MC adoptable standards
  - Provision of ten new passing places
  - Road widening of to at least 5.5m along the frontage of the site between the site access and Coltfied Crossroads
- The Council's assessments of the passing place requirement are not linked to the development in terms of the traffic generated, nor to an existing road safety issue highlighted by accident statistics. The requirements set are a list of requirements to bring the U58E in line with current adoptable standards.
- Through the initial application process the developer was required to pay a planning gain contribution. This was calculated using established methodology to equate various development types to the equivalent number of dwelling units. In this case 3 dwellings
- Through discussions with Moray Council Direct Services, a hierarchy of passing places to be provided was determined. Three passing places were determined to be more pertinent over the other seven, although the position of Moray Council Direct Services is that the full compliment is required.

- In addition to the request for provision of passing places, the developer has also been requested to provide road widening of to at least 5.5m along the frontage of the site between the site access and Coltfeld Crossroads. It is the opinion of WA Fairhurst that the sight distance from the development entrance to the junction is sufficient. It is also the opinion of WA Fairhurst that given the scale of the development and the associated level of trip generation this level of mitigation is not reflective of the scale of the development.
- The proposed development meets many of the criteria of both the Moray Local and Structure Plans insofar as it will generate local jobs, retain rural population and add economic benefit to an area promoting tourism.
- Trip generation rates for the proposed development were provided by The Moray Council Direct Services. The rates provided were based on observed sites from the TRICS database. These rates were considered high for the location of the proposed hotel and a factor of 0.5 was agreed to be applied to the TRICS rates. From site observations in the midday peak of other hotels in the area which are located in less rural locations which attract passing trade, there was not this level of trip generation. Therefore, even using the reduced trip rates, it is the opinion of WA Fairhurst that this reflects a worst case scenario that is unlikely to be realised.
- A comparison of observed and development two-way flow profiles was undertaken on the U58E. The outcome of this assessment showed that the peaks in development flows would largely occurred outwith the observed traffic peaks on the U58E. Where increased traffic flow was recorded the increase was never greater than 20 vehicles (two-way) in a given hour.
- Investigation into the accident record for the U58E also demonstrated that the road operates safely in its current layout, and the addition of the agreed level of development trips is unlikely to increase this rate.

## **7.2 Report Recommendations**

- 7.2.1 It is recommended that considering the level of the trip generation associated with the development, the daily profile, the current operation of the road and the accident record and in the absence of a common official methodology between Council departments to determine a dwelling equivalent for alternative land uses, the equivalent determined to derive planning gain should be adopted.
- 7.2.2 In this case the developer should provide a maximum of three passing places. WA Fairhurst recommends that the three highlighted as high priority by Moray Council could be provided.

## **Appendix A**

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# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK  
Category : A - HOTELS

## VEHICLES

### Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	DO DOWN	3 days

### Filtering Stage 2 selection:

Parameter: Number of bedrooms  
Range: 12 to 42 (units: )

### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 24/06/10

### Selected survey days:

Monday	1 days
Thursday	1 days
Friday	1 days
Saturday	1 days
Sunday	1 days

### Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

### Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Free Standing (PPS6 Out of Town)	1

### Selected Location Sub Categories:

Out of Town	1
No Sub Category	4

### Filtering Stage 3 selection:

#### Use Class:

Not Known	1 days
C1	4 days

#### Population within 1 mile:

1,000 or Less	1 days
10,001 to 15,000	4 days

#### Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
250,001 to 500,000	1 days

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**Filtering Stage 3 selection (Cont.):**

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

Travel Plan:

Yes	1 days
No	4 days

1	AN-06-A-01	HOTEL, ANTRIM	ANTRIM
	DUNSILLY ROAD		
	BALLYMENA		
	ANTRIM		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of bedrooms:		40
	Survey date: THURSDAY		24/06/10
2	DO-06-A-01	HOTEL, BANBRIDGE	DOWN
	RATHFRILAND ROAD		
	BANBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:		12
	Survey date: FRIDAY		25/10/02
	Survey date: SATURDAY		26/10/02
	Survey date: SUNDAY		27/10/02
3	GM-06-A-06	PREMIER LODGE, URMSTON	GREATER MANCHESTER
	TRAFFORD BOULEVARD		
	URMSTON		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of bedrooms:		42
	Survey date: MONDAY		07/06/04

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

## VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

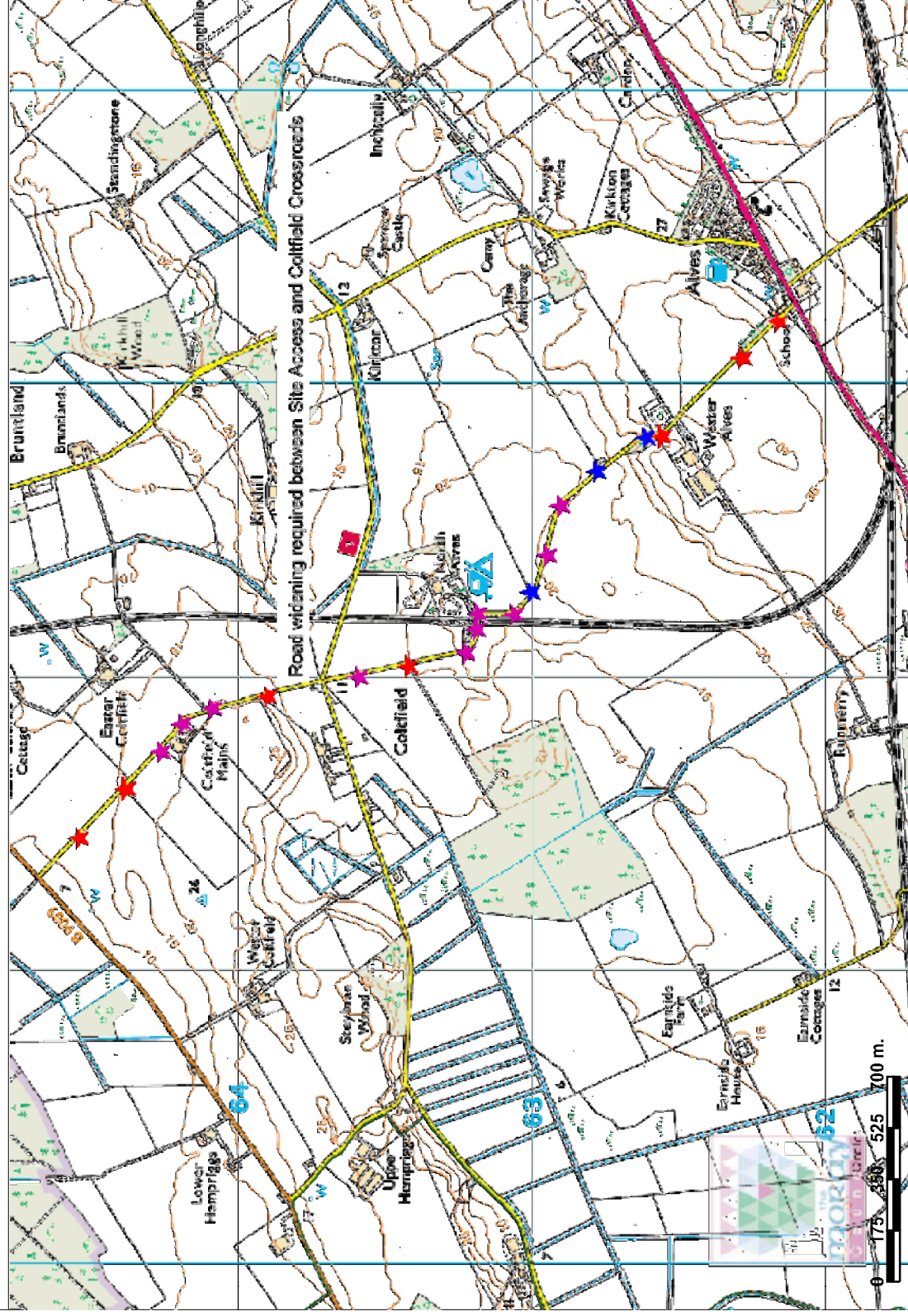
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	5	24	0.136	5	24	0.153	5	24	0.289
08:00 - 09:00	5	24	0.288	5	24	0.246	5	24	0.534
09:00 - 10:00	5	24	0.941	5	24	0.195	5	24	1.136
10:00 - 11:00	5	24	0.373	5	24	0.347	5	24	0.720
11:00 - 12:00	5	24	0.263	5	24	0.331	5	24	0.594
12:00 - 13:00	5	24	0.695	5	24	0.678	5	24	1.373
13:00 - 14:00	5	24	1.059	5	24	0.754	5	24	1.813
14:00 - 15:00	5	24	0.551	5	24	0.678	5	24	1.229
15:00 - 16:00	5	24	0.525	5	24	0.898	5	24	1.423
16:00 - 17:00	5	24	0.602	5	24	0.644	5	24	1.246
17:00 - 18:00	5	24	1.059	5	24	0.737	5	24	1.796
18:00 - 19:00	5	24	0.856	5	24	0.661	5	24	1.517
19:00 - 20:00	5	24	0.644	5	24	0.568	5	24	1.212
20:00 - 21:00	3	31	0.404	3	31	0.553	3	31	0.957
21:00 - 22:00	2	26	0.404	2	26	0.385	2	26	0.789
22:00 - 23:00	1	12	1.000	1	12	1.417	1	12	2.417
23:00 - 24:00	1	12	0.583	1	12	1.167	1	12	1.750
Total Rates:	10.383			10.412			20.795		

### Parameter summary

Trip rate parameter range selected: 12 - 42 (units: )  
 Survey date range: 01/01/02 - 24/06/10  
 Number of weekdays (Monday-Friday): 3  
 Number of Saturdays: 1  
 Number of Sundays: 1  
 Surveys manually removed from selection: 1

## **Appendix B**

# 10/02055/APP Passing Places Assessment



## Legend

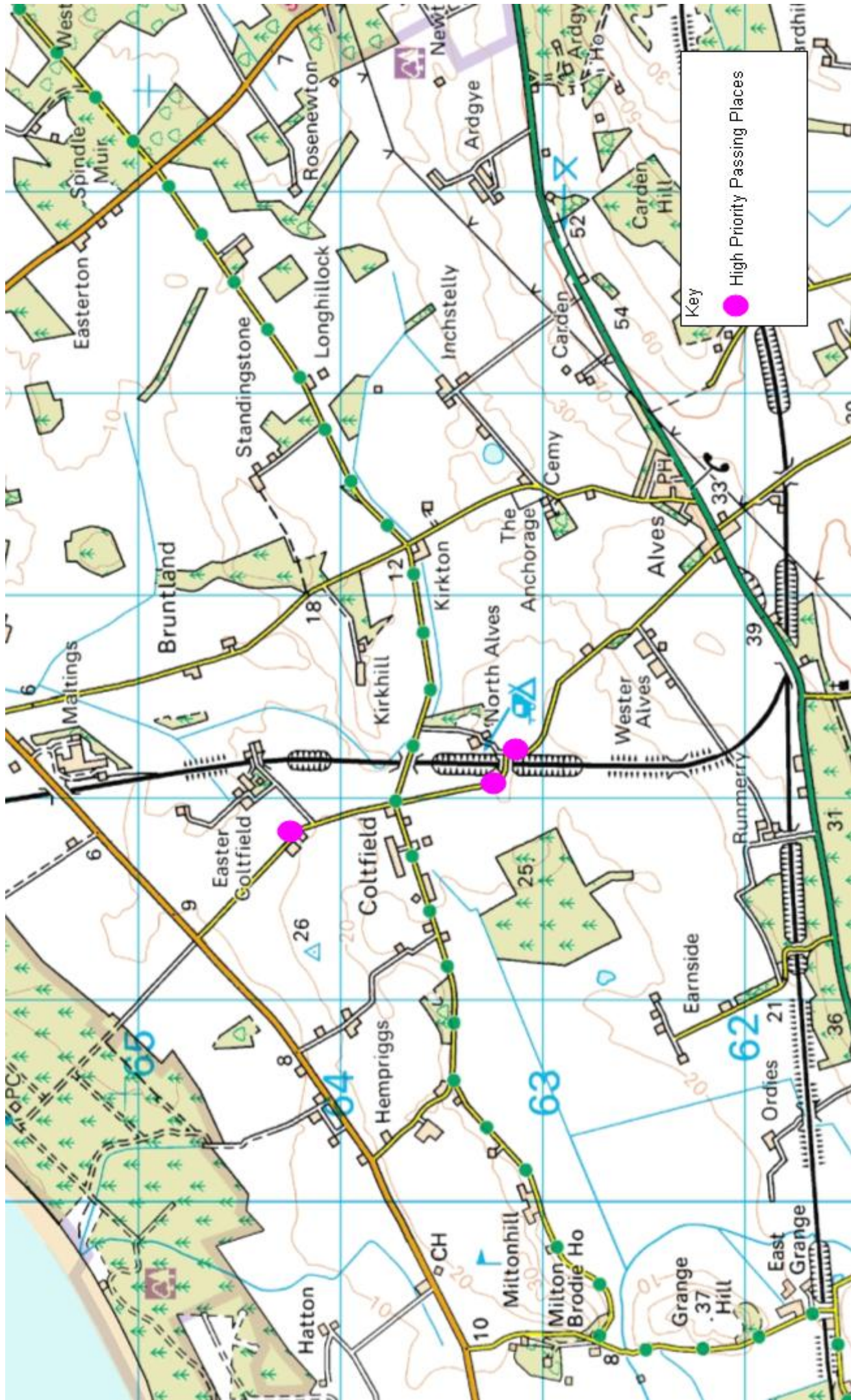
2007 Moray Wards

Scale: 1:20,000

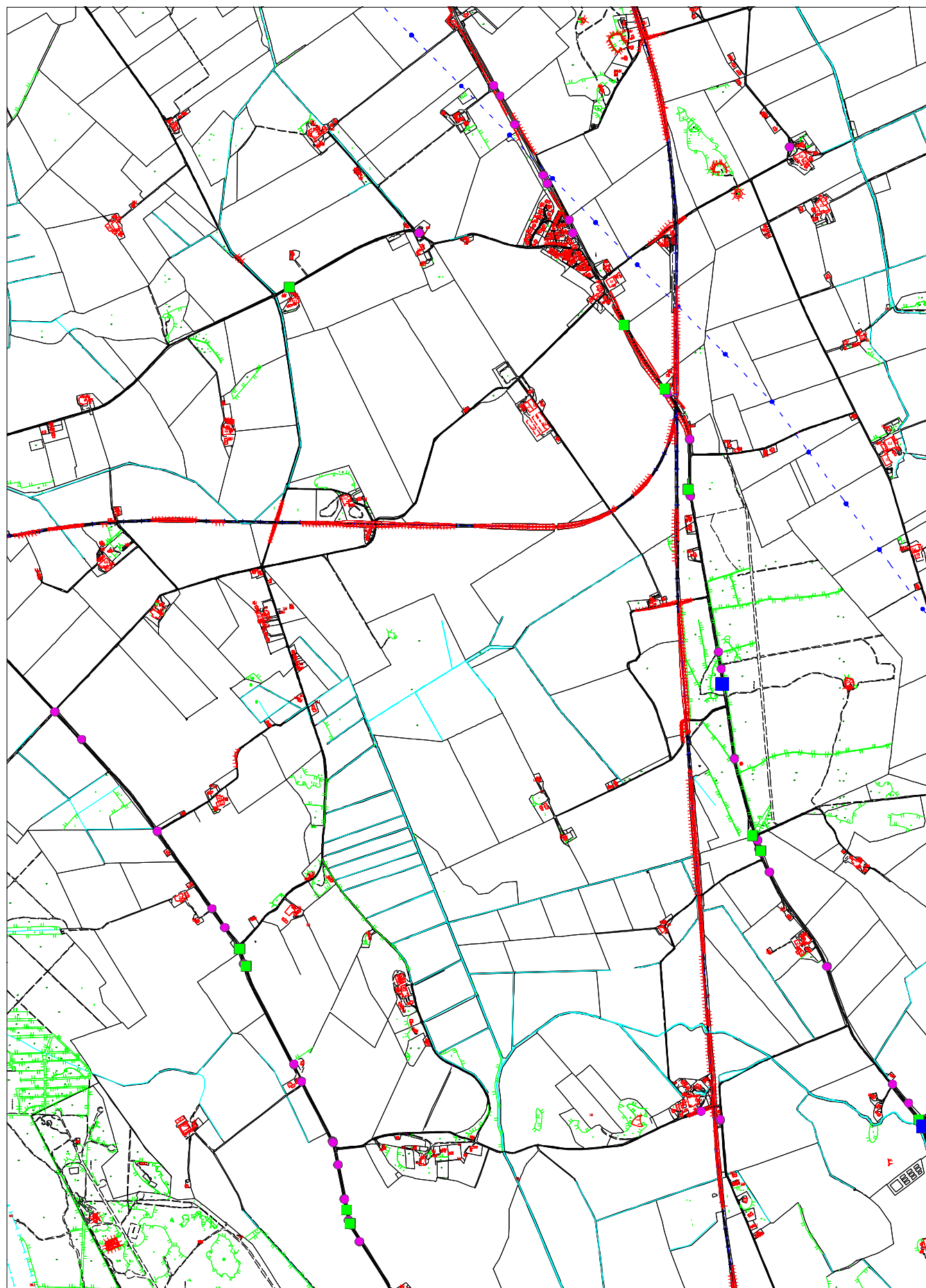
Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationary Office Crown Copyright 2011. The Moray Council 100023422

Notes: red star - existing passing place  
blue star - passing place to be upgraded  
purple star - new passing place to be provided

## **Appendix C**



## **Appendix D**



Zoom: 6000 Center Position = E:311607 N:862750

CIVIL ENGINEERING • STRUCTURAL ENGINEERING • TRANSPORTATION • ROADS & BRIDGES  
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