

## Report to Partnership Meeting 7 February 2020

### RESEARCH AND STRATEGY DELIVERY

#### Active Travel Update

##### Purpose of Report

To provide Members with an update on Active Travel projects in which HITRANS are currently involved.

##### REGIONAL ACTIVE TRAVEL BUDGET (Transport Scotland)

This fund is due to be fully committed for the 2019/20 financial year, with projects delivered under five budget headings:

- *Bikes on Buses*

Despite continued dialogue with Stagecoach/Citylink, we were unable to find a solution to installing bike racks within the understorage lockers of long-distance coaches. Instead we will be trialling Velosock on the three routes identified by bus station staff as being most popular for carrying cycles; X99 Inverness-Thurso/Scrabster, 916 Inverness-Ullapool, and 917 Inverness-Skye. Each bus will carry 4 Velosocks, with instructions for them to remain with the bus.



- *Cycle Parking*

Installation of cycle parking at transport terminals and interchanges across the HITRANS area. Sites include: Skye (Kyleakin, Broadford, Portree), Wick, Thurso, and three sites in Inverness, including the Rail Station. Part of this budget will also be used to match with the EU funded Stronger Combined project, to potentially set up a public bike share scheme in Inverness.

- *Active Travel Service Points*

Funding to be provided towards a Mini Travel Hub at Ballivanich, to match Town Centre Regeneration funds deployed there. There has also been a request for an upgrade of the bus shelter at Riverside Car Park in Wick to a transport hub, providing onward information for sustainable modes including walking and cycling.

- *Active Travel Masterplan Action Plan*

Design and minor works to carry out priority interventions identified in the HITRANS Active Travel Masterplans, to design out and remove barriers to utility active travel. These include lighting and signage on an active travel route to the station in Aviemore

(part-funded by ScotRail Station Fund) and potentially a contribution towards improvements to accessing the new hospital site in Aviemore on foot and by bike.

- *Active Travel Project Design*

A design for improving active travel connections within the Uig Harbour redevelopment and from the harbor to the village will be funded. Request received from A&B Council to fund technical feasibility work for investigating returning parts of the old road to use as a cycle network – a similar project is currently underway on Skye, funded by Sustrans.

## **2020-21 REGIONAL ACTIVE TRAVEL BUDGET**

Suggestions are welcome for projects which could be taken forward in the next financial year.

Ideas so far include:

- Cycling / Walking / Horse friendly roads in the Cairngorms National Park
- Fort William Signage Strategy
- Hospital routes and signage in Aviemore
- Cycle parking along strategic bus corridors in the HITRANS region
- Design / path construction in Oban and Lochgilphead
- Carness – Kirkwall path in Orkney
- Inverness bike share scheme
- Expansion of Velosock / Bikes on Buses in other LA areas

## **SUSTRANS PARTNERSHIP FUNDING**

### *Active Travel Map for The Strath*

An active travel map is under development for Strathspey, from Grantown on Spey to Newtonmore.

### *Inverness cordon counts*

Gathering data to compare against that gathered two years previously.

### *Open Streets Kit*

Portable street furniture to enable “Open Streets” events across HITRANS area, where road space is reallocated away from motor vehicles to facilitate and encourage pedestrian movements – events to tie in with Bike Week (June), Park(ing) Day (September) and World Car Free Day (September).

### *Inverness Active Travel Route Monitoring*

Cordon Counts in Inverness to compare data with that collected 2 years ago.

### *Update Active Travel Audits to Masterplans for Wick and Thurso*

To build on momentum generated by Sustrans’ Street Design project in Wick and work on active travel being done by Thurso Community Development Trust.

## **Projects likely to be taken forward in 2020-21:**

### *Inner Moray Firth Active Travel Masterplan*

Development of a strategic masterplan for active travel connecting settlements within the Inner Moray Firth area, to feed into the IMF Development Plan and include a refresh of existing Active Travel Audits.

## **OTHER PROJECTS**

### *Active Travel Advisory Group*

The next meeting of the HITRANS Active Travel Advisory Group will be 26<sup>th</sup> February in Inverness.

### *Fort William Active Travel Group*

Lochaber Environmental Group is taking the lead in setting up an active travel group for Fort William.

### *Fort William Active Travel Masterplan – Final Report*

The final report of the FW Active Travel Masterplan is now complete and a summary of the report is appended here. The full report can be viewed on the HITRANS website: [https://hitrans.org.uk/Documents/Fort\\_William\\_Active\\_Travel\\_Masterplan\\_Final\\_Report\\_2019.pdf](https://hitrans.org.uk/Documents/Fort_William_Active_Travel_Masterplan_Final_Report_2019.pdf). It will be presented to the Highland Council Lochaber Committee in February, in order that future developer contributions or regeneration funds can be used as match to deliver the routes.

### *Liftshare Promotion*

Smarter Choices Smarter Places (SCSP) funding has been used to promote Hltravel Liftshare through petrol pump advertisements across the HITRANS area. 15 new members have joined the site in January, and added 6 new journeys available for sharing.

### *Ebikes*

The ebikes purchased with funding from the Scottish Government and administered by the Energy Saving Trust are now in the bike shops in Fort William, Aviemore and Grantown on Spey. The bikes are available for short term trials to promote the use of ebikes, and will also be rented commercially as part of the bike shops' fleet to cover maintenance and project running costs. There is potential to expand the scheme in the Cairngorms with LEADER funding obtained by Cairngorms Connect.

## **POTENTIAL PROJECTS FOR 2020-21**

In addition to the above projects, which will run throughout 2020:

### *Travel Planning*

Potential to work with Community Planning Partners to promote travel planning and active travel; as major employers in the HITRANS area, they have the potential to encourage modal shift away from individual private car use to more active and sustainable modes of travel. Travel Know How is a free online resource for organisations, and Hltravel Liftshare operates across the region.

## **Recommendation**

Members are asked to note this report and consider opportunities for advancing projects within the different Active Travel funding streams which will support HITRANS wider policy objectives and priorities.

## **Risk Register**

### RTS Delivery

Impact – Positive

Comment – This work supports both relevant RTS objectives and those of the Cycling Action Plan for Scotland.

Policy

Impact – Positive

Comment – This work supports the development of our Active Travel policies.

Financial

Impact – Positive

Comment – This work is supported by Transport Scotland's Regional Active Travel Grant Fund and Sustrans active travel partnership funding.

Equality

Impact – Positive

Comment – HITRANS support for active travel helps eliminate the barriers to travel for all and removes a number of physical accessibility barriers.

**Report by:** Vikki Trelfer

**Designation:** Active Travel Officer

**Date:** 28<sup>th</sup> January 2020

## **FORT WILLIAM ACTIVE TRAVEL MASTERPLAN - SUMMARY**

### **Background**

HITRANS commissioned AECOM to update the Fort William Active Travel Audit developed in 2010.

Tasks included:

- Desktop review of 2010 audit
- Policy review
- Baseline data review
- Local stakeholder engagement; workshop and Fort William 2040 event
- Site audit and review of 2010 recommendations

### **Priorities**

Four priorities were identified:

1. Route signing strategy
2. Establish Fort William Active Travel Action Group
3. Pedestrian improvements
4. Establish Active Travel Network

### **Active Travel Network**

The identified network consists of seven key routes, and the report identifies specific interventions and estimated costs to improve these routes for pedestrians and cyclists. The costliest route is Route 7, which would enable the trunk road to also be an active travel route.

Route 1 – Fort William Spine Route (est. £3,768,214)

Route 2 – Torlundy Spur (est. £115,092)

Route 3 – Retail Park Links (est. £401,264)

Route 4 – College Link (est. £380,160)

Route 5 – Caol Links (est. £962,041)

Route 6 – Upper Achintore Links (est. £844,632)

Route 7 – Outer Orbital Route: A82 and A830 (est. £7,171,668)

**Total cost of interventions: £13.6M**

### **Black Parks**

Part of the Fort William Spine Route which runs through the Black Parks area of town, from Inverlochry to the Soldier's Bridge, has been separately designed and costed at **£286,108** to carry out surfacing, drainage and lighting improvements (but excluding the cost of replacing the footbridge over the railway).

Approximately **£30k** is available in 2020 as match funding from work being carried out around Old Inverlochry Castle by Historic Environment Scotland.