

Report to Partnership Meeting 16 September 2016

RESEARCH AND STRATEGY DELIVERY

Active Travel Update

Purpose of the Report:

To provide an update on active travel projects and the development of the HITRANS Regional Active Travel Strategy.

Active Travel / Sustrans Partnership Update

As part of HITRANS partnership agreement with Sustrans Scotland, HITRANS were able to draw down £118,000 in 2015/16 (to June 2016) to help develop and enhance active travel projects within the area.

Below is a summary of some of the projects which benefited from this funding;

- Development of HITRANS Regional Active Travel Strategy
- Design, production and printing of Active Travel Maps
- Feasibility studies:
 - Orkney, Stromness to Kirkwall cycle route options
 - Highland, Inverness Millburn Road to Longman access
 - Moray, Cycle Hub development
- Cycle Counters:
 - Argyll And Bute
 - Moray
- Other initiatives:
 - Moray, cycle lights for Police Scotland initiative
 - Argyll and Bute, repairs to Dunoon cycle shelter
 - Cycle Parking / shelters – across HITRANS area at public buildings / transport interchanges
 - Highland, Signage improvements

Detailed proposals for the 2016 / 2017 budget will be brought to the next Partnership meeting. The intention is to prioritise funding towards those projects and initiatives which best address the priorities and measures identified in the final HITRANS Active Travel

Strategy. However, Members and Advisors are encouraged to propose any potential projects at an early stage so that they can be considered.

Smarter Choices Smarter Places

2015/16 - Personalised Travel Planning (PTP)

Copies of the final project reports for the Stornoway and Inverness and Nairn Personalised Travel Planning Projects (PTP) which the Active Travel Officer procured and provided project management support are now available.

SCSP 2016/2017 Funding

HITRANS has made available £10,000 in match funding to support each member Local Authorities draw down their available Smarter Choices Smarter Places grant allocation for 2016/17.

Active Travel Maps

The Active Travel map for Inverness was produced in spring 2016 and the initial 5000 allocation has already been distributed. A revised version will soon be going to print. Other active travel maps are currently being developed for Nairn, Fort William, Dingwall, Stornoway, Forres and Aviemore.

HITRANS Regional Active Travel Strategy

A copy of the consultation report for the draft Active Travel Strategy is attached as an appendix to this report. A final draft which seeks to address the areas identified through the consultation is in the process of being developed and will be brought to the next HITRANS Partnership meeting for approval.

Recommendation

1. Members are invited to note the report.
2. Members are asked to advise of any projects or initiatives which they would like to be considered for allocating spend from the 2016 / 2017 budget.

Risk	Impact	Comment
RTS delivery	√	This work supports RTS objectives and the monitoring of their implementation.
Policy	√	This work supports the development of our Active Travel Policies H27a to H27d
Financial	-	A budget of £100k in 2016 / 17 has been allocated.
Equality	√	HITRANS support for Active Travel helps eliminate the barriers to travel for all and removes a number of physical accessibility barriers.

Report by: Fiona McInally / Neil MacRae
Designation: Active Travel Officer / Partnership Manager
Date: 16th August 2016

Technical Note



Project: HITRANS Regional Active Travel Strategy Job No: 60477568

Subject: Summary of Consultation Responses

Prepared by: David Mayne

Date: 05/05/2016

Checked by: Michael Nimmo

Date: 05/05/2016

1 Introduction

- 1.1 Eleven responses were received in response to the consultation request sent to stakeholders who have an interest in the development of the HITRANS Regional Active Travel Strategy.
- 1.2 The consultation request posed six questions. The responses are summarised below.

2 Are the Objectives appropriate for this Strategy?

Yes	7
No	1
No comment	3

The one negative response stated that rather than simply increasing each mode, the strategy should aim for the government target of a 10% increase.

The majority of respondents stated that the objectives were appropriate, although three respondents (Moray Council, Paths for All and Sustrans) suggested that there should be a baseline from which to measure from.

In relation to which routes should be considered to inform objectives 5 and 6, various routes around Inverness and the wider area were highlighted, including commutable routes and trunk roads. Highland Council suggested routes included in the Active Travel Masterplan.

- 3 Sustrans also suggested the addition of three objectives relating to overall modal splits, everyday journeys by bike and an increase in spending. This question has been split into two sections.

3.1 Are the actions appropriate?

Yes	7
No	0
No comment	4

No respondents stated emphatically that the proposed actions are inappropriate, with the majority being generally happy; although of these, several organisations suggested additions or modifications to the proposed list.

3.2 Are the Key Delivery Partners appropriate?

Yes	5
No	0
No comment	6

Of those that responded to this aspect of the question, five respondents were generally happy with the Key Delivery Partners listed, although three respondents suggested additions/modifications to the list.

4 Do you have any comments on the Monitoring Plan?

The Monitoring Plan was generally well received by all respondents. One organisation noted that the KPIs are appropriate but should focus on both the process and impacts and should be measurable through existing data sources. Sustrans in particular made several suggestions that may be considered appropriate for inclusion in the Plan, including the need for the plan to detail how data sources will be processed and the inclusion of Scottish Household Survey Travel Diary mode of travel data. Sustrans also offer assistance from their Sustrans Research and Monitoring Unit, which has extensive experience in monitoring.

The Moray Council suggests the inclusion of Cordon Counts to give a fuller picture of all transport movements on a given day.

5 Do you have success stories or case studies which could feature in the Strategy?

Most organisations provided success stories and case studies that are relevant to the Strategy. A list of these is provided below.

- Scottish Islay Distilleries (Argyll and Bute)- a 5km traffic free path linking Port Ellen and Ardbeg was completed in partnership with Argyll and Bute Council, Islay Community Access Group and Sustrans.
- AIness to Invergordon Coast Route- speed limit reduction to 50mph made cycling an attractive option again, followed by a tarred joint user path provided on parts of the road, leading to a 'phenomenal' growth in active travel on the route.
- River Lossie Cycle Scheme (Moray Council)- developed as part of River Lossie Flood Bank in Elgin.
- Travel Tracker (Moray Council) - an incentive tool to increase the number of children making active journeys across Moray primary schools.
- Paths for All provide a long list of case studies, including Urban Freedom, which increased levels of walking and cycling as modes of transport in Elgin and Smarter Choices Smarter Places 2015/16 initiatives, including Personal Travel Planning and signage.
- Inverness Beauty Route (CTC Right to Ride)- community led project to create the route with communities on the north doing the same, which are working together to create the Beauty Firth Loop, a project also highlighted by Brian McKenzie.
- AIness to Invergordon Route (Brian McKenzie)- the route has been transformed from virtually no walkers/runners and very few cyclists to become a popular route.
- Oban to Fort William NCN78 (Sustrans)- 46 mile stretch of the Caledonia Way that will connect Oban and Fort William along a series of traffic free routes and trunk roads.

6 Do you feel any of the following should have higher priority within the Strategy?

- Travel within towns;
- Travel between towns;
- Longer distance routes;
- Multi-modal travel.

There were nine responses to this question. The majority of respondents (five) stated that the four areas are interchangeable and should work together, with no one theme taking priority over another.

Three respondents highlighted that travel within towns and multi-modal travel should be given the highest priority, for reasons of maximising health improvement as well as offering the best chance for modal change from cars.

7 Any other comments?

Many of the comments in response to this question relate to minor issues that should be amended within the report. However, several points that are worthwhile to highlight were also made.

Abellio noted that although local roads, ferry services and communities are described in detail when outlining Local Authority areas, there is no mention of rail lines, which are likely to be particularly important routes in the areas concerned. They also state that more emphasis should be placed on available bike hire schemes.

Sustrans also provided detailed additional comments. A key aspect they feel is missing from the strategy is a proposals map which defines Hitrans' aspiration for a long distance active travel network, showing existing and proposed routes. While the primary focus of active travel infrastructure funding remains directed at everyday journeys, long distance routes could be broken down into sections which are funded and constructed in different ways, such as short sections which cater for everyday journeys being prioritised for construction via Community Links.