

Agenda Item	9
Report No	CIA/6/18

HIGHLAND COUNCIL

Committee: City of Inverness Area

Date: 22 February 2018

Report Title: Inverness City Active Travel Network

Report By: Director of Development and Infrastructure

1. Purpose/Executive Summary

- 1.1 This report provides an update on the Inverness City Active Travel Network (ICATN) Programme which has succeeded in the award of Community Links PLUS funding.
- 1.2 The location and design principles of the ICATN Projects are shown on a series of plans at **Appendix 1**.
- 1.3 There is a requirement from the funder for monitoring of the levels of users of new or enhanced infrastructure A sketch of the prospective count site equipment is shown at **Appendix 2**.
- 1.4 As part of the funding bid process an indicative programme was submitted. A copy of the preliminary delivery plan is attached at **Appendix 3**.
- 1.5 The ICATN Programme agreement identifies three levels of groups that will manage/advise the delivery of the Inverness City Active Travel Network Programme. The Advisory Panel is the highest level of the groups and will receive regular reports based on the Master Delivery Plan or individual Project Delivery Plans. Officers consider it appropriate to seek three Elected Members from this Committee to be identified/nominated/selected to sit on the Advisory Panel.
- 1.6 A catch up session with the funder will have taken place by the time of the Committee and a verbal update will be given to the meeting.

2. Recommendations

- 2.1 Members are asked to:
 - note the contents of the report;
 - note that reports will be brought back to Ward Business meetings and this Committee as necessitated, such as the proposal for any statutory approvals like a Road Traffic Regulation Order; and
 - appoint three Elected Members to sit on the Advisory Panel for the ICATN Programme.

3. Background

3.1 The following is a short summary of relevant policies that support the development of active travel initiatives and infrastructure.

Title	Key Criteria
Low Carbon Scotland Meeting The Emissions Reduction Targets 2013-2027	At least 10% of all journeys made by bicycle
Designing Streets	Street design must consider place before movement
Scottish Planning Policy	Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport
Cycling Action Plan	Double the level of cycling by 2020 (10%)
Regional Active Travel Strategy (HITRANS)	Increase the number of cyclists using selected key routes
Inverness City Centre Development Brief (Draft)	Accessible, Easy and Safe to Move Around: A network of safe, attractive routes gives clear priority to walking, cycling and use of public transport while ensuring efficient access for vehicles, including parking.
Local Transport Strategy	The Council will seek to improve pedestrian and cycling facilities
Inverness Active Travel Audit	Intervention E1 East Inverness Active Travel Corridor

3.2 After engagement with stakeholders and the wider community, taking on board the support and feedback, an updated proposal for Community Links PLUS funding was reported to the Committee on 19th June 2017 ([CIA/19/17](#)).

3.3 The ambitious Inverness City Active Travel Network Programme, consisting of a series of Projects, was subsequently presented to the Community Links Judging Panel. The Inverness Project was one of five submissions being considered by the Panel. In September 2017 the Minister for Transport and the Islands announced that all five Projects would get funding from Community Links PLUS. The ICATN Programme has been awarded £6.5m over a three year period.

3.4 The Inverness City Active Travel Network (ICATN) project aims to deliver key elements of the active travel network across the City of Inverness that seeks to double the levels of cycling. The headline interventions include:

- To provide a new link (West Link route) across the River Ness that enables walking and cycling journeys to and from the major sports facility area at Bught Park from the south side of Inverness which will also link up to the existing Southern Distributor Road which incorporates active travel infrastructure.
- To enhance the key 'East to West' active travel corridor linking with the City Centre.
- To complement proposed measures towards enhanced public transport infrastructure (rail and bus) by providing improved cycle routes and cycle parking to the transport hubs in the City Centre.

3.5 The Committee is advised that there are other active travel initiatives and projects

being developed through Community Links funding separate to the ICATN Programme (CL PLUS). Generally there is a requirement for 50% match funding. Projects worth highlighting to Committee include:

- Cavell Gardens Cycle Contraflow (Scheme delivery)
- Inverness Rail Station Access (Feasibility Study)
- Inshes Park Phase 2 (Scheme delivery)
- Stoneyfield Bridge (Scheme delivery)

4. Features of the ICATN Programme

4.1 There are nine strands within the ICATN Programme, including six Projects/Interventions (items 4 to 9 below).

1. West Link (match funding – early delivery)
2. Programme Team
3. Engagement and Promotion
4. Active Travel Network Route 4
5. New Ramp to Golden Bridge
6. Abban Street (Fiestraat and Contraflow)
7. Raigmore Interchange (Enhanced Cycle Track and Signals)
8. Millburn Road (Cycle track and Signals)
9. Millburn Road (Turbo Roundabout – improvements for active travel)

4.2 The location and design principles of the ICATN Projects are shown on a series of plans at **Appendix 1**. The plans have been split by Wards (13, 14 and 16). It should be noted that Millburn Road straddles Wards 13 and 14.

4.3 Engagement with stakeholders, including Inverness BID, disability groups and active travel groups will continue, keeping in mind the core vision of the programme: to develop our city fit for our future through investment in exemplar active travel infrastructure and regeneration, thus creating an economic uplift for the city.

4.4 Since the Community Links PLUS funding announcement there has been ongoing dialogue with Sustrans. An initial 'funding agreement' has been received. Internal legal advice about the associated implications/obligations has been received. A number of obligations within the agreement are the subject of ongoing dialogue. In the meantime an interim 'letter of comfort' has been requested and is expected to be received by the time of the Committee meeting.

4.5 The funding award includes budget to set up a Programme Team and Engagement and Promotion activities (see items 1 and 2 above). Most of the other local authorities who have been awarded Community Links PLUS funding over a number of years have procured project management, engagement and design support from one or several external advisers, in addition to use of available in-house consultancy resource. A tender document is being prepared for the ICATN Programme to ensure project management/engagement/design capabilities for the Programme are put in place.

4.6 A catch up session with Sustrans will have taken place by the time of the Committee and a verbal update will be given to the meeting.

4.7 There is a requirement for monitoring of the Programme and in particular the levels of users of new or enhanced infrastructure. As part of the monitoring officers are taking

forward proposals for additional count sites to be installed across the active travel network. This will include key sections of the new West Link route.

4.8 The prospective count sites are intended to show live counts subject to the scope of the monitoring budget and it is intended to publish the data routinely on a dedicated web page. A sketch of the prospective count site equipment is shown at **Appendix 2**.

4.9 The ICATN Programme agreement identifies three levels of groups that will manage/advise the delivery of the Inverness City Active Travel Network Programme:

Delivery

Primarily the ICATN Programme Manager (THC), the Project Monitor (Sustrans), Project Leaders (THC) and such other persons as may be agreed from time to time.

Steering Group

The Steering Group will be composed of other officers and individuals nominated by the Parties (THC/Sustrans) and shall provide direction on any issues escalated to it by the Delivery Group.

Advisory Panel

It is expected that the Advisory Panel would include Elected Members along with stakeholders. Reports will be taken to the Advisory Panel based on the Master Delivery Plan or individual Project Delivery Plans.

Officers consider it appropriate to seek three Elected Members from this Committee to be identified/nominated/selected to sit on the Advisory Panel. The Advisory Panel would typically meet on an 18 week cycle.

4.10 As part of the funding bid process an indicative programme was submitted. A copy of the preliminary delivery plan is attached at **Appendix 3**. The delivery plan will be regularly reviewed and updated/reported.

4.11 Reports will be taken to back to Ward Business Meetings and this Committee as necessary, such as the proposal for any statutory approvals like a Road Traffic Regulation Order for example.

5. Implications

5.1 Resource: The active travel infrastructure built as part of the West Link Project is being used as match funding unlocking the equivalent in new funds from Community Links PLUS. Funding of £6.5m has been awarded. Project Management, engagement and design services will be procured in order to take the ICATN Programme forward.

5.2 Legal: An agreement will be put in place with Sustrans.

5.3 Community (Equality, Poverty and Rural):

5.3.1 The membership of the Advisory Panel needs to be discussed with the funder. In addition to the three Elected Members representatives it is anticipated there will be representatives from other public sector partners (HiTrans and NHS Highland), and key stakeholders including Inverness BID.

5.3.2 Engagement with stakeholders and the communities will continue.

5.3.3 Early dialogue with Sustrans about the use of Virtual Reality (VR) and other visualisation techniques has been very positive. Promotion is seen as an essential aspect of the Programme. This will involve collaboration with HiTrans, Sustrans, local

public sectors organisations and the voluntary sector. As part of the ICATN Programme new and enhanced infrastructure that will assist non-motorised users (NMU) will be delivered. These will remove existing barriers for those road users with mobility impairment.

5.4 Climate Change / Carbon Clever

The Inverness City Active Travel Network Programme will support reduced emission targets by increasing the level of cycling across the City of Inverness.

5.5 Risk

Sustrans has stipulated (through the agreement) the three levels of groups that will manage/advise the delivery of the Inverness City Active Travel Network Programme. Through robust project management risks will be identified. A preliminary risk register has been prepared and this will be developed and updated by the Programme Manager.

5.6 Gaelic

The Wayfinding element of the ICATN Programme will use Gaelic.

Designation: Director of Development & Infrastructure

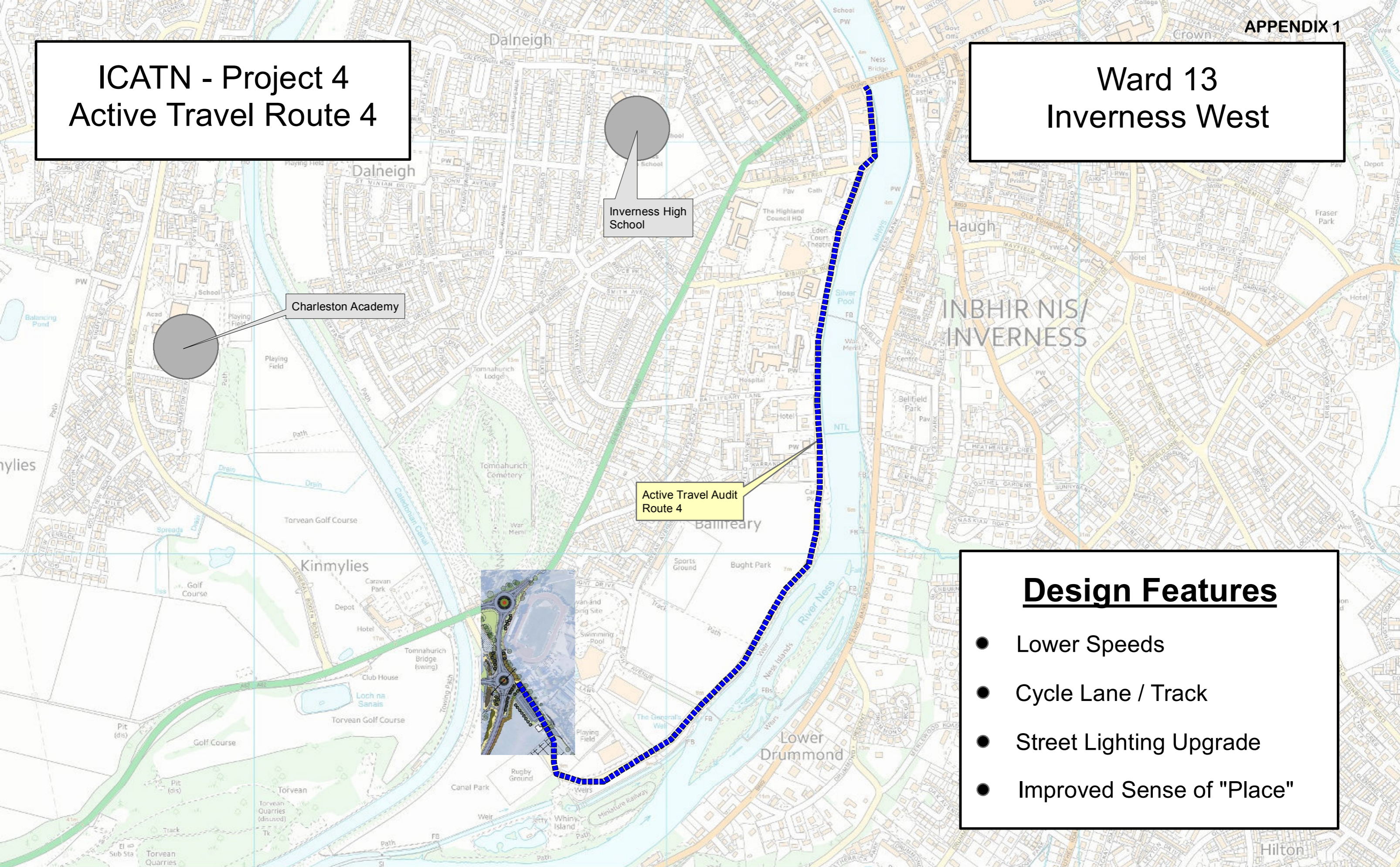
Date: 6 February 2018

Author: Richard Gerring Transport Planning Manager

Background Papers: Community Links PLUS papers held by the author

ICATN - Project 4 Active Travel Route 4

Ward 13 Inverness West



Charleston Academy

Inverness High School

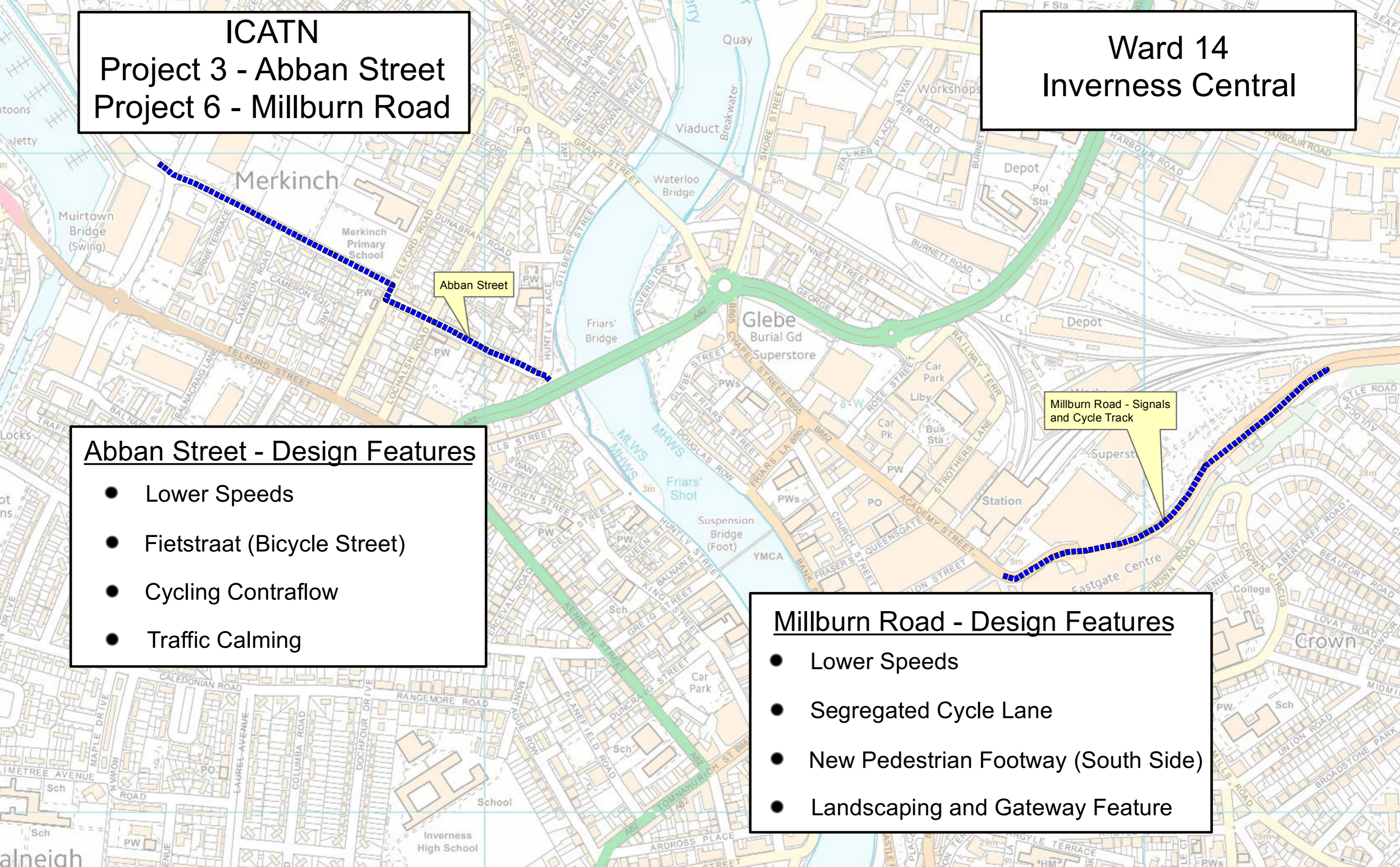
Active Travel Audit Route 4



- ## Design Features
- Lower Speeds
 - Cycle Lane / Track
 - Street Lighting Upgrade
 - Improved Sense of "Place"

ICATN
Project 3 - Abban Street
Project 6 - Millburn Road

Ward 14
Inverness Central



Abban Street - Design Features

- Lower Speeds
- Fietstraat (Bicycle Street)
- Cycling Contraflow
- Traffic Calming

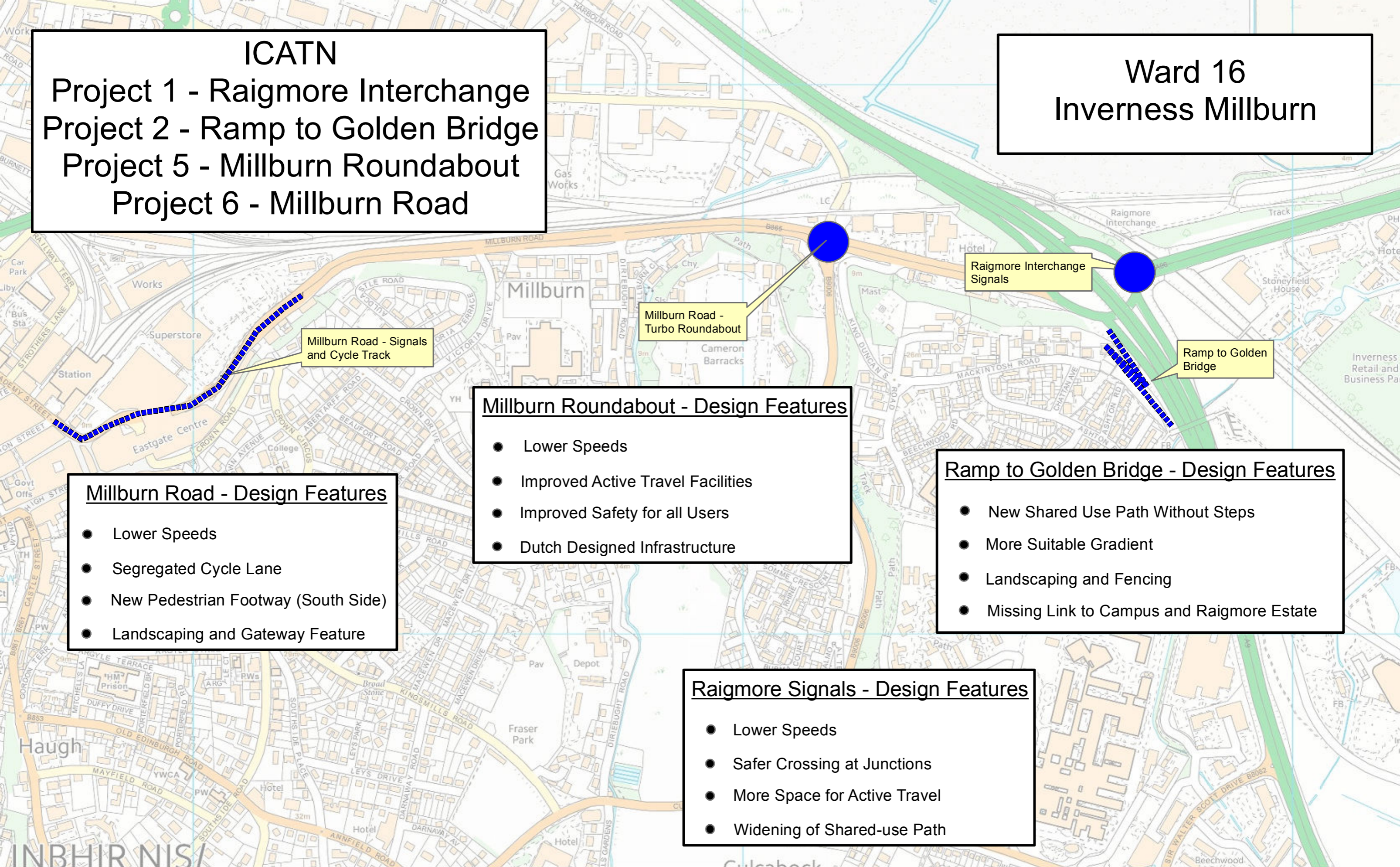
Millburn Road - Design Features

- Lower Speeds
- Segregated Cycle Lane
- New Pedestrian Footway (South Side)
- Landscaping and Gateway Feature

ICATN

- Project 1 - Raigmore Interchange
- Project 2 - Ramp to Golden Bridge
- Project 5 - Millburn Roundabout
- Project 6 - Millburn Road

Ward 16 Inverness Millburn



Raigmore Interchange
Signals

Millburn Road -
Turbo Roundabout

Millburn Road - Signals
and Cycle Track

Ramp to Golden
Bridge

Millburn Roundabout - Design Features

- Lower Speeds
- Improved Active Travel Facilities
- Improved Safety for all Users
- Dutch Designed Infrastructure

Ramp to Golden Bridge - Design Features

- New Shared Use Path Without Steps
- More Suitable Gradient
- Landscaping and Fencing
- Missing Link to Campus and Raigmore Estate

Millburn Road - Design Features

- Lower Speeds
- Segregated Cycle Lane
- New Pedestrian Footway (South Side)
- Landscaping and Gateway Feature

Raigmore Signals - Design Features

- Lower Speeds
- Safer Crossing at Junctions
- More Space for Active Travel
- Widening of Shared-use Path

INVERNESS CITY ACTIVE TRAVEL NETWORK - INDICATIVE CYCLE COUNTER DESIGN



APPENDIX 3

Activities		Delivery Percentage			
		Year 1	Year 2	Year 3	Year of Completion
1	West Link Phase 1	90	10		Year 2
2	Programme Team	40	30	30	Final year
3	Engagement and Promotion	50	30	20	Final Year
4	Active Travel Network Route 4	14	86	-	Year 2
5	New Ramp to Golden Bridge	12.5	87.5	-	Year 2
6	Abban Street	27	73	-	Year 2
7	Raigmore Interchange Signals	20	30	50	Year 3
8	Millburn Road - Signals and Cycle track	12	20	68	Year 3
9	Millburn Road - Turbo Roundabout	11	29	60	Year 3