

Agenda Item	<b>7</b>
Report No	<b>BSAC/11/18</b>

## HIGHLAND COUNCIL

**Committee:** Badenoch and Strathspey

**Date:** 21 August 2018

**Report Title:** Active Aviemore Study - Update

**Report By:** Director of Development and Infrastructure

### 1. Purpose/Executive Summary

- 1.1 This report presents an update to Committee for the Active Aviemore Study. A draft Active Aviemore Study Report has been circulated to the client group of officers (Hitrans/CNPA/Highland Council). Unfortunately due to holidays the report has not yet been reviewed/finalised or published by the commissioning organisation.
- 1.2 Given the Committee dates it was considered appropriate to bring forward this advance report to allow the investigation of submitting an early application for Community Links funding to undertake surveys and detailed design work.

### 2. Recommendations

- 2.1 Members are asked to:
  - i. note the contents of this report;
  - ii. delegate the Director of Development and Infrastructure to prepare and submit an application, or applications, to Community Links funding for the Design Phase for sections 1 to 5; and
  - iii. confirm their support for the submission of an application, or applications, to Community Links funding for the Design Phase for the Aviemore Orbital Path (section 6) and links to NCN7.

### 3. Background

- 3.1 A commission to carry out community and stakeholder engagement, feasibility and design for the active travel corridors in Aviemore was funded through Community Links funding awarded to CNPA. A client group of officers was set up across three public sector organisations: Cairngorm National Park Authority (CNPA), Hitrans and Highland Council.
- 3.2 The study was broken down into the following stages:
- Desk Top Review
  - Review Design Guidance and Standards
  - Review Placemaking Principles
  - Identify Aviemore Project Sections
  - Present Design Options
  - Consultation
  - Preferred Solution
  - Draft Action Plan
- 3.3 Engagement was an important part of the study investigating the delivery of enhanced walking and cycling facilities within Aviemore. A number of methods were used to communicate with as wide a range of stakeholders as possible, including residents and businesses within the Aviemore study area. The approach included:
1. An online 'Placecheck' tool;
  2. Stakeholder engagement workshops;
  3. A public engagement event at Aviemore Community and Leisure Centre.
- 3.4 89 (online) comments were received and categorised into seven broad categories as presented in the chart shown at **appendix 1**.
- 3.5 Consultees attending an 'active travel' workshop included: CNPA, Badenoch & Strathspey Ramblers Group, Stagecoach (North), Badenoch and Strathspey Transport Company, Sustrans and Transport Scotland. Officers from CNPA met with Aviemore Business Association.
- 3.6 A public drop-in session was held on Wednesday 28 March at Aviemore Community and Leisure Centre. The session provided an opportunity for engagement with the wider community, and for people to find out more about the study and to provide any comments in relation to the draft drawings and visualisations of the concept designs. About 45 people attended the session.
- 3.7 The consultant has circulated a draft of the 'Active Aviemore - Active Travel Study' report to the client group of officers. This report is brought to the Committee on the basis of the concept of design principles and the early indications for Costings and an Action Plan. The final report will be circulated once it is published by the commissioning body Hitrans.

#### 4. Aviemore Project Sections

- 4.1 The routes being considered have been separated into six sections for the purpose of the study. The sections are:

Road/Path	Reference	Description
Grampian Road	Section 1	South Roundabout to BP Garage
	Section 2	BP Garage to North Roundabout
	Section 3	North Roundabout to Dalfaber Drive
	Section 4	Dalfaber Drive to Scottish National Heritage Building
Dalfaber Drive	Section 5	Dalfaber Drive
Orbital Path	Section 6	Aviemore Orbital and links to NCN7

- 4.2 The plan at **appendix 2** shows the preferred layout cross section and the locations of sections 1 to 5.

#### 5. Action Plan and Costings

- 5.1 The consultant has identified a series of potential actions to develop enhanced active travel and public realm improvements. There are a number of initial/first stage actions necessary to develop the concept designs further.

Ref.	Activity	Estimate £(thousands)
1	Data collection to feed into the design: <i>Land ownership searches*</i> ; Traffic Surveys; Topographical Surveys; Parking Surveys.	50
2	Landowners Consultation	Not evaluated at this stage
3	Assess the potential to introduce 20mph speed limit over section 2 and possibly wider area (using traffic survey data)	Officer time
4	Detailed design of sections/routes	100
5	Signage / Branding	10
6	Engagement/Behaviour Change	15
	Overall Total	175

- 5.2 Due to holidays the client group officers have not yet met to review and finalise the report for publication. It was considered appropriate to bring this report in advance of the formal publication in order to seek endorsement for Council officers to investigate options to secure funding for the above Design Phase activities at the earliest opportunity.

- 5.3 The consultant has identified a series of estimates for the infrastructure elements. Given the need for various surveys and also utility information there is a range of estimates Low/High to allow for uncertainties and potentially high construction costs. This approach is consistent with HM Treasury Green Book guidance for optimism bias.

Ref	Section	£(millions)	£(millions)
A	Infrastructure - Sections 1, 3, 4, 5 and 6	(Low) 2.790	(High) 8.632
B	Dalfaber Drive	(Low) 0.158	(High) 0.750
C	Orbital Path and Links	(Low) 0.189	(High) 0.900
D	Streetscape / Civic Space (assuming 25% Greenspace)	(Low) 1.530	(High) 1.530
	Total	(Low) 4.666	(High) 11.812
	Optimism Bias (44%)	<b>6.719</b>	<b>17.009</b>

- 5.4 There is an opportunity to submit an application to Community Links funding to undertake the 'Design Phase' of the Active Aviemore Project. There is no requirement for match funding at this stage. However it should be noted that typically a minimum of 50% funding is required at the 'Construction Phase'.
- 5.5 The Committee is asked to delegate the Director of Development and Infrastructure to submit an application to Community Links for funding for the Design Phase for sections 1 to 5. The Committee is also asked to record their support for CNPA to submit an application to Community Links for the Design Phase of the Orbital Path (section 6) and links with NCN7.

## 6. Implications

### 6.1 Resource

The feasibility study has identified the preferred design principle (segregated cycle tracks). Taking the Active Aviemore Project to the next stage (Design Phase) will require about £175k. There is an opportunity to submit applications to Community Links for the funding of the Design Phase.

### 6.2 Legal

There are no legal implications at this stage. Aspects of the proposals may require Road Traffic Regulation Orders to be brought forward. These will be submitted after the surveys and design work has been completed.

### 6.3 Community (Equality, Poverty and Rural)

There is a lot of community support for investment in active travel for Aviemore. Ongoing engagement and consultation is recognised as a key part of ensuring successful funding bids and also to ensure effective delivery of changes in Aviemore.

### 6.4 Climate Change / Carbon Clever

Increased active travel for short journeys is a positive way to lessen the detrimental impact of using the car.

### 6.5 Risk

The public sector organisations do not have the funds to deliver all of the active travel elements identified in a single year. Funding bids will be necessary as well as a phased delivery programme.

6.6 Gaelic

This will be included in the signage and branding that will be taken forward.

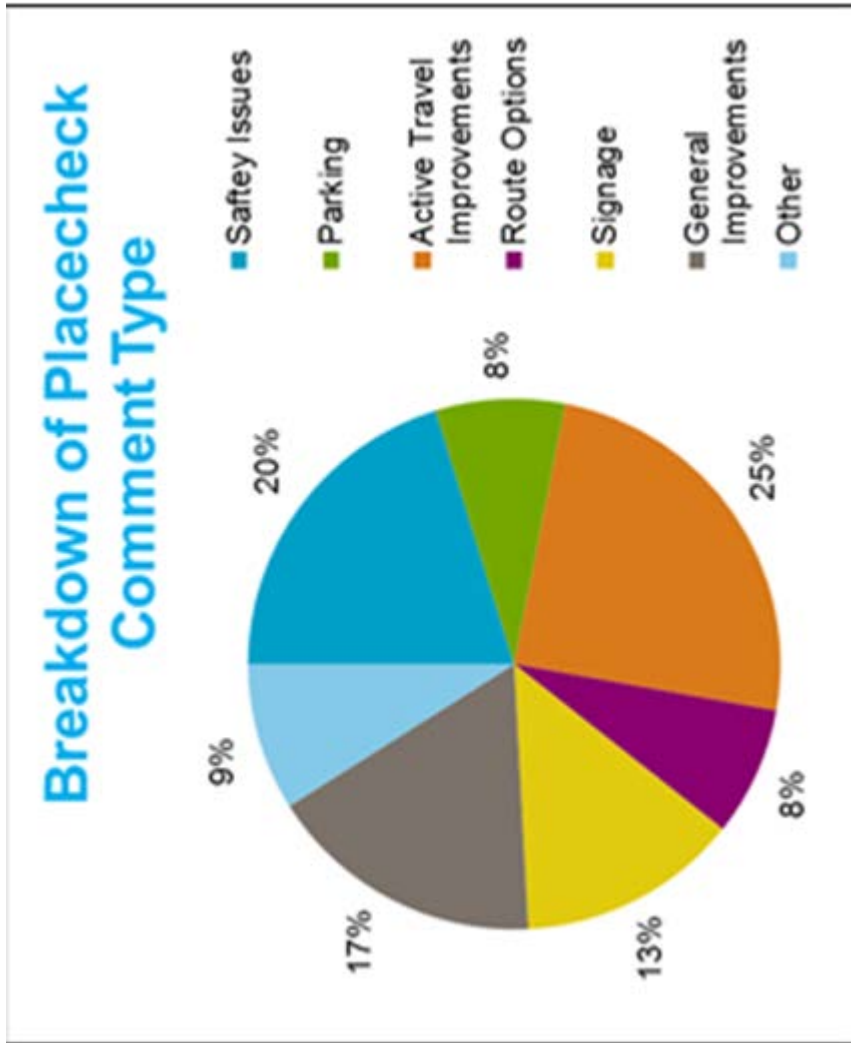
Designation: Director of Development & Infrastructure

Date: 2 August 2018

Author: Richard Gerring, Transport Planning Manager

Background Papers: Active Aviemore Study – held by the author

# APPENDIX 1



## APPENDIX 2

Reference	Description
Section 1	South Roundabout to BP Garage
Section 2	BP Garage to North Roundabout
Section 3	North Roundabout to Dalfaber Drive
Section 4	Dalfaber Drive to Scottish National Heritage Building
Section 5	Dalfaber Drive
Section 6	Aviemore Orbital and links to NCN



Preferred Layout - Cross Section

