

Agenda Item	8
Report No	LA/5/20

## HIGHLAND COUNCIL

**Committee:** Lochaber Committee

**Date:** 19 February 2020

**Report Title:** Fort William Active Travel Masterplan Refresh

**Report By:** Executive Chief Officer Infrastructure and Environment

### 1. Purpose/Executive Summary

- 1.1 The Highland Council has developed a series of Active Travel Audits and Masterplans for 7 settlements across the region to establish a network of Active Travel routes. The audits and masterplans have identified prioritised action plans in each location which will serve as a framework for future investment and new development.
- 1.2 This report presents Members with the updated Fort William Active Travel Masterplan which identifies specific interventions and estimated costs to improve Active Travel routes for all users in Fort William.

### 2. Implications

- 2.1 Resource  
Funding for the refresh of the Fort William Active Travel masterplan has been provided by Hitrans.
- 2.2 Legal  
None
- 2.3 Community (Equality, Poverty and Rural)  
The identification of active travel networks enables a broad range of organisations to promote and support improvements for non-motorised users, including those who walk, wheel, cycle.
- 2.4 Climate Change / Carbon Clever  
The Fort William Active Travel Masterplan is a local active travel plan that is compliant with the sustainable transport hierarchy within the National Transport Strategy.
- 2.5 Risk  
Funding pressures and current difficulties with match funding constraints will hold back delivery of the improved routes.
- 2.6 Gaelic  
Future wayfinding will include Gaelic.

### 3. Recommendations

#### 3.1 Members are asked to:

- i. note the contents of this report, in particular the recent policies that identify walking, wheeling and cycling at the top of the sustainable transport hierarchy;
- ii. approve the use of the Fort William Active Travel Masterplan as a material consideration when dealing with development proposals and as a supporting document for funding bids;
- iii. delegate the Executive Chief Officer Infrastructure and Environment to liaise with other bodies, including Transport Scotland, with a view to identify funding opportunities and a delivery programme to target early improvements across the Fort William active travel network

### 4. Policy and Project Background

#### 4.1 The following policy text is taken from the West Highlands and Islands Local Development Plan.

One of the main elements of the strategy for the Plan area is to guide "destination" developments to sites within the principal town and village centres to bolster their role as **well connected meeting places** and as hubs for local facilities. This follows the national "Town Centre First" principle embodied in Scottish Planning Policy (6) which aims to **maximise active travel** and public transport **accessibility to commercial and community facilities**.

The challenge for the future is to support further growth but to make the urban area and therefore the community more cohesive. Consolidation, rather than further scattering of development and **better internal connectivity** will help Fort William become a more coherent place.

#### 4.2 The Scottish Government's Climate Change Plan report of 2018 highlights that the Government is committed to building an Active Nation and has doubled its active travel spend since 2018-19.

#### 4.3 There are many benefits of active travel and they are set out below.

- is good for individual health and can reduce national health spending;
- is a cheap form of transport;
- can help reduce congestion;
- can improve air quality;
- can increase productivity and footfall in town centres (or other locations)

#### 4.4 The Highland Council declared a Climate and Ecological Emergency on 9th May 2019, as well as setting an ambition for the region to become net zero by 2025. As a result, work is underway across the organisation to embed low carbon actions internally through service delivery, and externally via strengthening planning policy, with an increasingly important focus on travel & transport. One of the largest sectors for emissions in the Highlands is from transport, and the Council therefore must use all levers available to support and promote the shift away from petrol and diesel vehicles to more sustainable, active travel wherever possible. As a result of the Council's declaration of a climate and

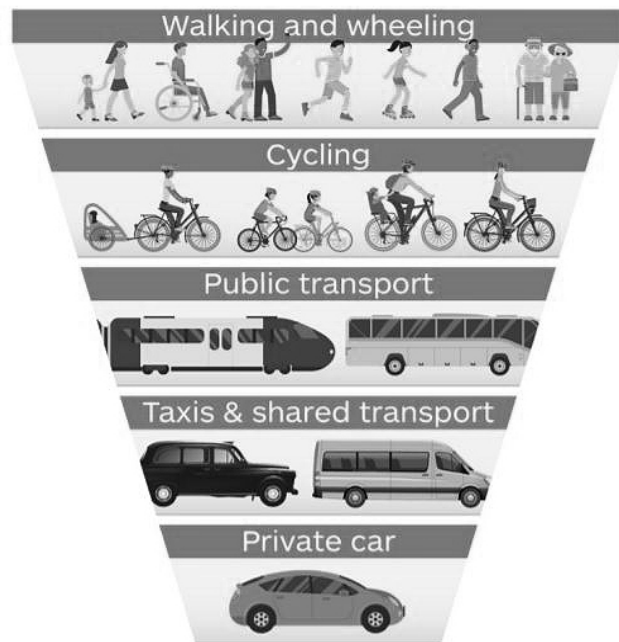
ecological emergency, a Member-led Climate Change Working Group has been established which has oversight of all Council work to reduce carbon emissions.

- 4.5 The draft National Transport Strategy sets out a Sustainable Travel Hierarchy which prioritises walking, cycling and public and shared transport options preference to single occupancy private car.

The National Transport Strategy makes clear that the transport system will help deliver the ambitious climate change agenda and net-zero 2045 emissions target.

The final strategy is due to be published in the coming weeks.

### Prioritising Sustainable Transport



- 4.6 **Fort William 2040.** The FW2040 consultation process generated feedback on the sort of place Fort William and its wider area could and should be. One of the outcomes and placemaking priorities identified by contributors was the necessity to provide safe, reliable and resilient linkages across the town, between communities and between the town and the wider region. The feedback was grouped under the three strategic, interrelated priorities highlighted through the FW2040 consultation – A great place to live, A connected place, and A place facing water. The connected place comments included the desire for:

- A place with a better network of facilities for cyclists
- A place with opportunities to change to more sustainable modes of travel
- A place with a better active travel network

## 5. Fort William Active Travel Masterplan

- 5.1 The Highland Council has developed a series of Active Travel Audits and Masterplans for 7 settlements across the region to establish a network of Active Travel routes.

- 5.2 HITRANS commissioned a consultant to update the Fort William Active Travel Audit developed in 2010. The 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

5.3 Four priorities were identified:

- Establish Active Travel Network
- Route signing strategy
- Establish Fort William Active Travel Action Group
- Pedestrian improvements

5.4 The identified Active Travel 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 A833 (est. £7,171,668)

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

5.5 Black Parks. Part of the Fort William Spine Route (Route 1) which runs through the Black Parks area of town, from Inverlochy to the Soldier's Bridge, has been separately designed and costed at £286,108 to carry out surface, drainage and lighting improvements (but excluding the cost of replacing the footbridge over the railway). Dialogue with key stakeholders is ongoing and will lead to an update report to a future Committee.

5.6 The final report of the Fort William Active Travel Masterplan is now complete, and a summary of the report is at **APPENDIX 1** to this report. The full report can be viewed on the HITRANS website and will be uploaded to the Council web site:

[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)

Designation: Executive Chief Officer Economy and Infrastructure

Date: 06 February 2020

Author: Richard Gerring Transport Planning Manager  
Neil Young Transport Planning Officer



# Fort William Active Travel Masterplan



# Background



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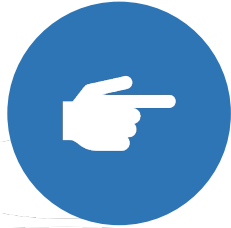
HITRANS commissioned AECOM to update the Fort William Active Travel Audit developed in 2010.

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

# Prioritised Action Plan

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## PRIORITY 1 – ROUTE SIGNING STRATEGY

ROUTE AND WAYFINDING SIGNAGE IS SPORADIC AND NOT COMPREHENSIVE. PROVIDE SIGNAGE TO STRATEGIC AND LOCAL DESTINATIONS, LANDMARKS, AND OTHER ROUTES.



## PRIORITY 2 – ESTABLISH FORT WILLIAM ACTIVE TRAVEL ACTION GROUP

DRAW TOGETHER EXISTING GROUPS AND INDIVIDUALS TO CREATE A CONSTITUTED PARTNERSHIP TO PROMOTE ACTIVE TRAVEL & TAKE A LONG-TERM STRATEGIC APPROACH TO ROUTE DEVELOPMENT.



## PRIORITY 3 – PEDESTRIAN IMPROVEMENTS

DEVELOP AND IMPLEMENT A STRATEGY TO REMEDY ISSUES IDENTIFIED AS PART OF SITE AUDITS



## PRIORITY 4 - ESTABLISH ACTIVE TRAVEL NETWORK

7 ROUTES AND LINKS TO FACILITATE ACTIVE TRAVEL AROUND THE FORT WILLIAM AREA.

# Active Travel Network

Total estimated cost:  
£13.6M

Fort William Spine Route

Torlundy Spur

Retail Park Links

College Link

Caol Links

Upper Achintore Links

Outer Orbital Route

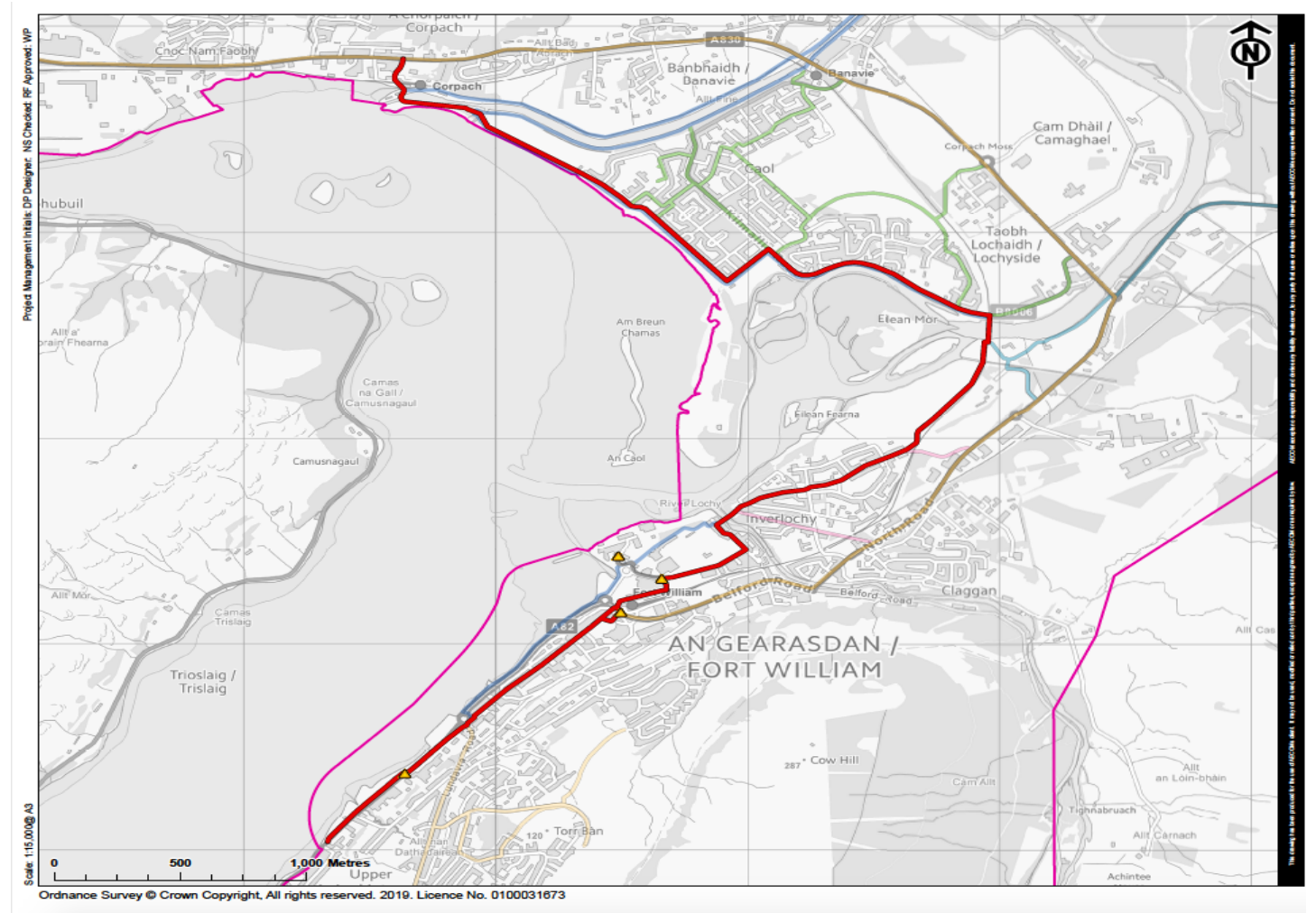


# Fort William Spine Route

Route from Linnhe Lochside Holiday Park on the A830 to the bus stop at the junction with Seafield Gardens on the A82, via Corpach, Caol, and Black Parks.

Estimated cost = £3,768,214

(excluding cost of improvements at Black Parks – these are costed separately)



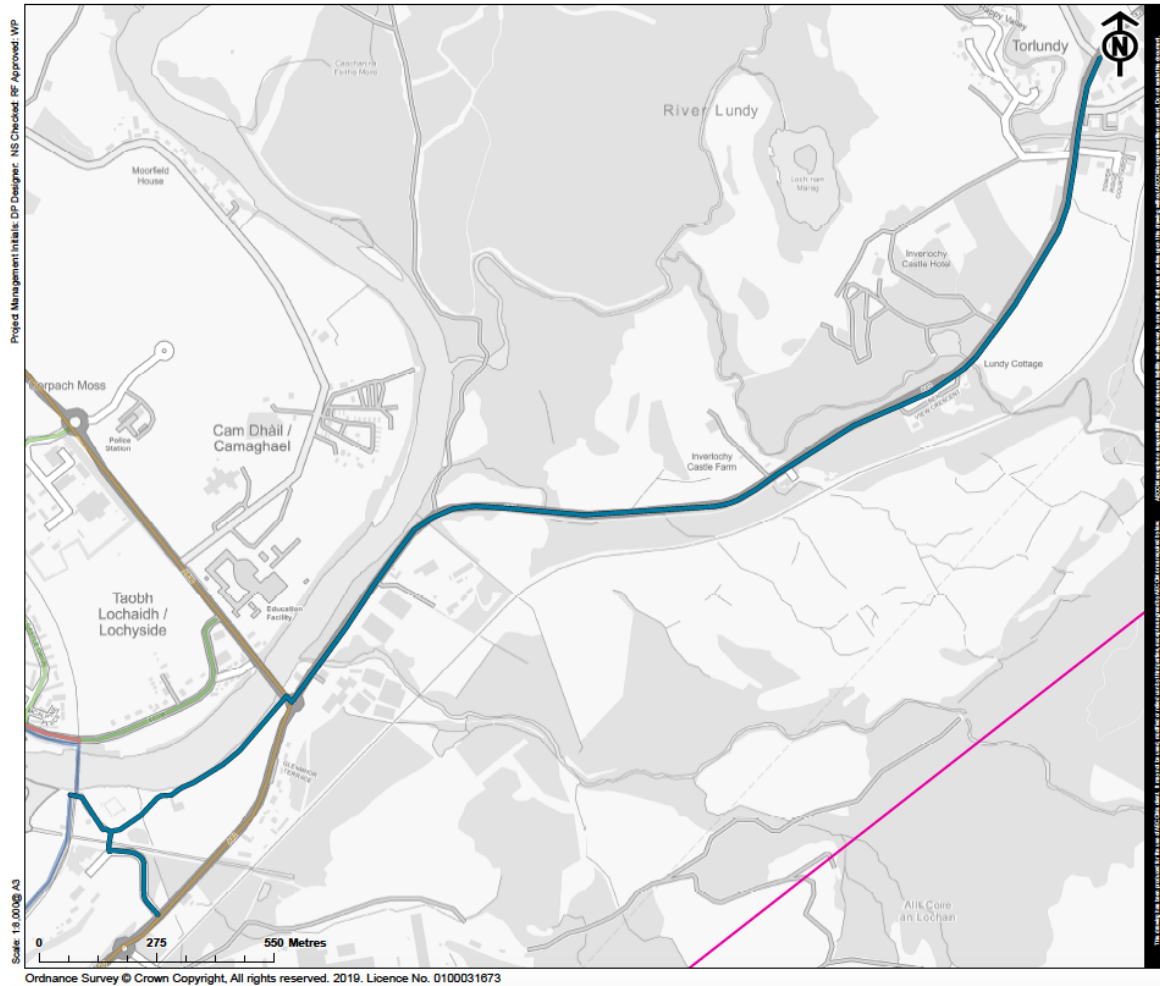
## Recommendations – Spine Route

SW extents to West End Roundabout	Shared use footway	2.5m wide shared use footway
West End Roundabout to High St	Quiet Streets	Road markings, traffic calming
High Street to MacFarlane Way	Quiet Streets / contraflow	Road markings, traffic calming
MacFarlane Way	Quiet Streets / contraflow	Road markings, traffic calming
Camanachd Crescent	Shared use / Quiet Streets	2.5m wide shared use footway / road markings, traffic calming
Inverlochy	Quiet Streets	Road markings, traffic calming
Black Parks & Soldier's Bridge	Shared path	Upgrade road through Black Parks
Kilmallie Road	Shared use footway	2.5m shared use footway (planning application submitted)
Glenmallie Road & Erracht Drive	Shared use footway	3m wide shared use footway (planning application submitted)
Off-road Section	Shared use path	2.5m wide shared use path – widened from current 1.5m
Corpach Section	Quiet Streets	Road markings, traffic calming

# Torlundy Spur

Route linking from Old Inverlochy Castle to Torlundy and on to junction with Tomacharich / Camisky Road for onward quiet route to Spean Bridge.

Estimated cost: £115,092



## Recommendations – Torlundy Spur

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Soldier's Bridge to  
A82 & Old Inverlochy  
Castle to junction of  
A82/A830

No intervention

Improvements around  
Old Inverlochy Castle  
planned by Historic  
Environment Scotland.

Junction of A82/A830  
to Torlundy

Vegetation clearing to  
reinstate path width

Vegetation is  
encroaching on path.

Extension of route to  
junction with  
Tomacharich /  
Camisky

Shared use path

Extension of existing  
shared use path to  
junction with access  
road to Tomacharich /  
Camisky.

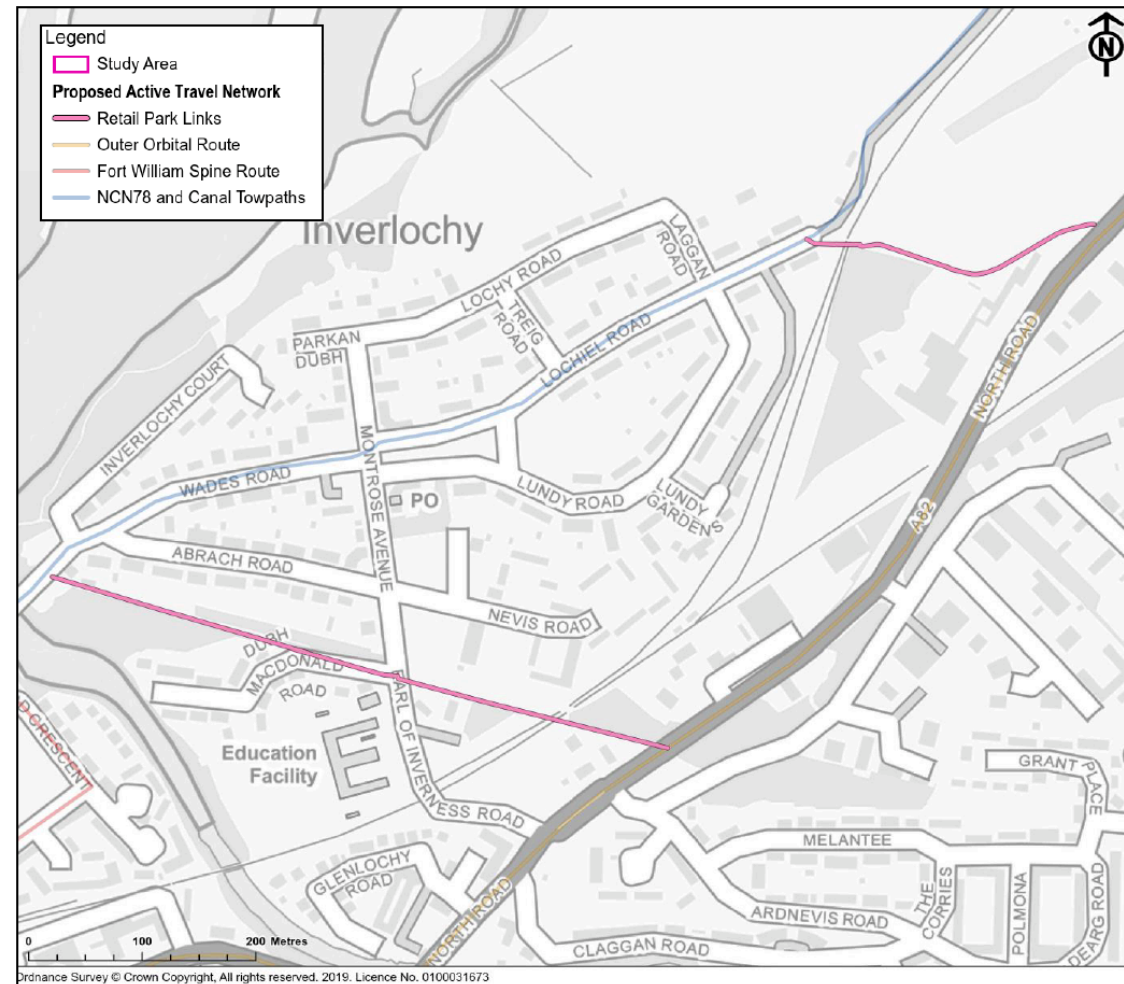
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# Retail Park Links

Inverlochy links from Wades Road to Montrose Avenue and Montrose Avenue to A82 (“Puggy Line”); Lochiel Road to A82 on footbridge and path.

Estimated cost = £401,264

(including bridge over Montrose Av but excluding bridge over West Highland Line at Black Parks)



## Recommendations – Retail Park Links

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Montrose Avenue to A82

Shared use path

Construct a new shared use path along route

Lochiel Road to A82 (over railway line)

Shared use path

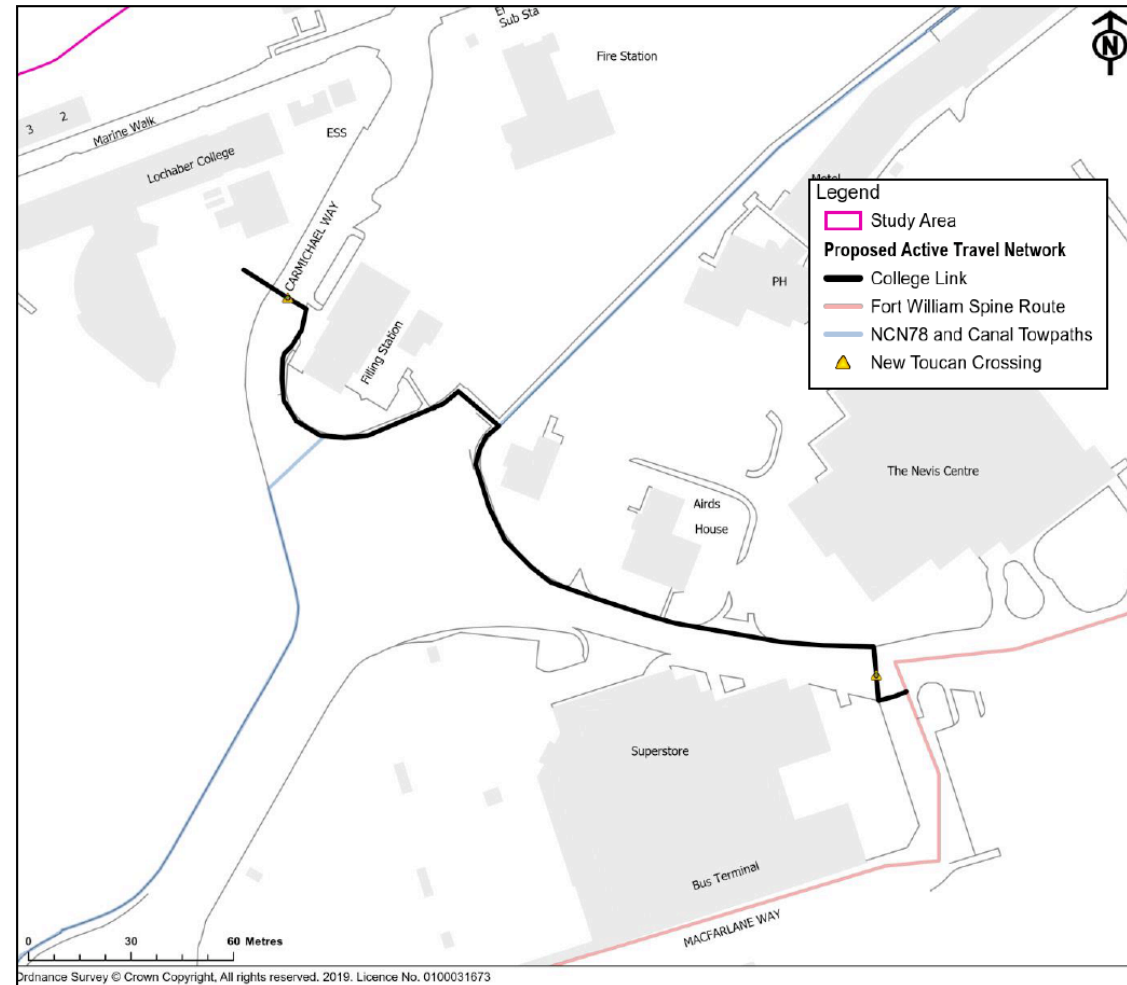
Improve bridge over railway line for cycle traffic and improve surfacing and width of path

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# College Link

Improved route between town centre / bus / rail station to West Highland College UHI.

Estimated cost = £380,160



## Recommendations – College Link

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Camanachd Crescent,  
MacFarlane Way to  
Carmichael Way

Shared use footway

2.5m wide shared use  
footway

Carmichael Way

Shared use footway

2.5m wide shared use  
footway on east side.  
Retain existing 2m wide  
shared use footway on  
west side.

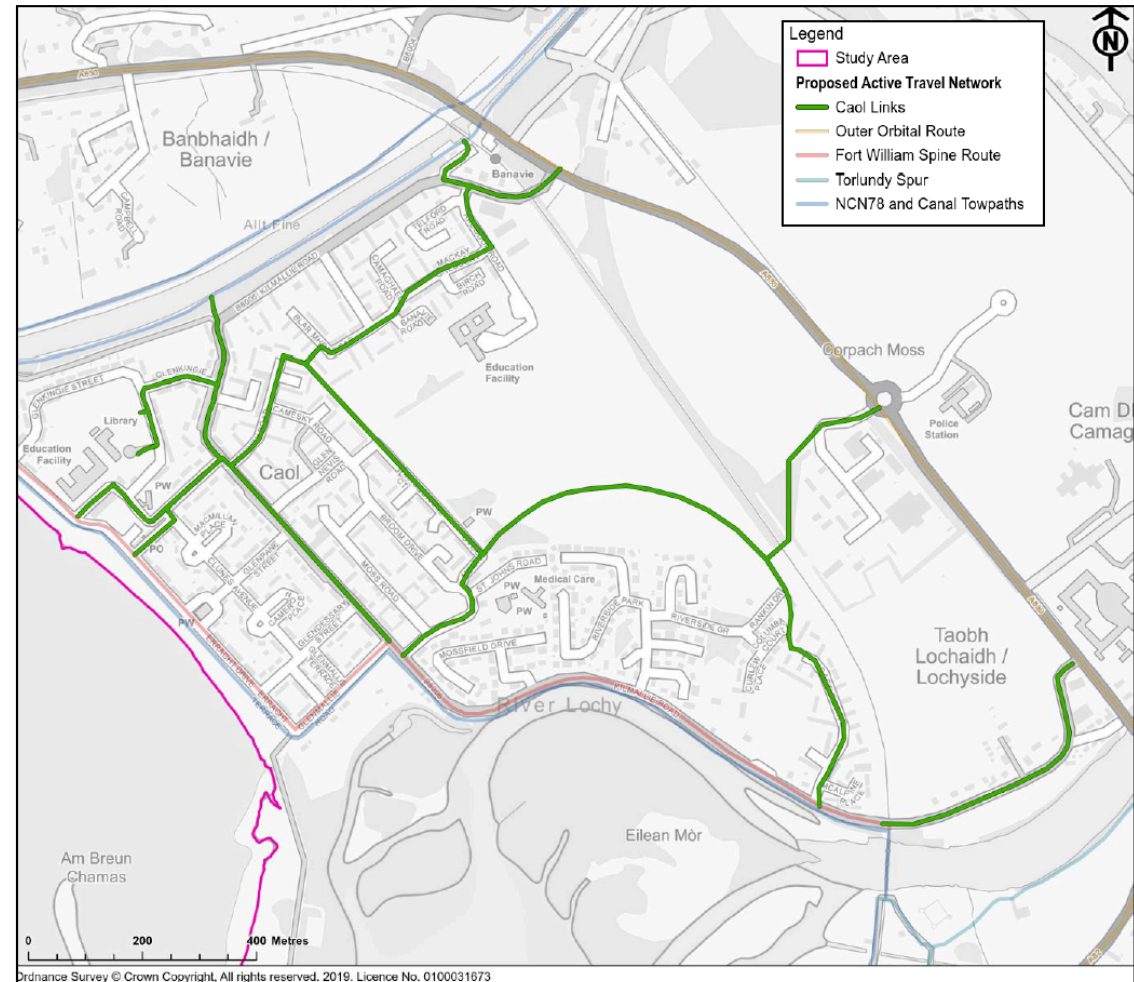
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# Caol Links

Routes around Caol, linking with Fort William Spine Route.

Estimated cost = £962,041



## Recommendations – Caol Links

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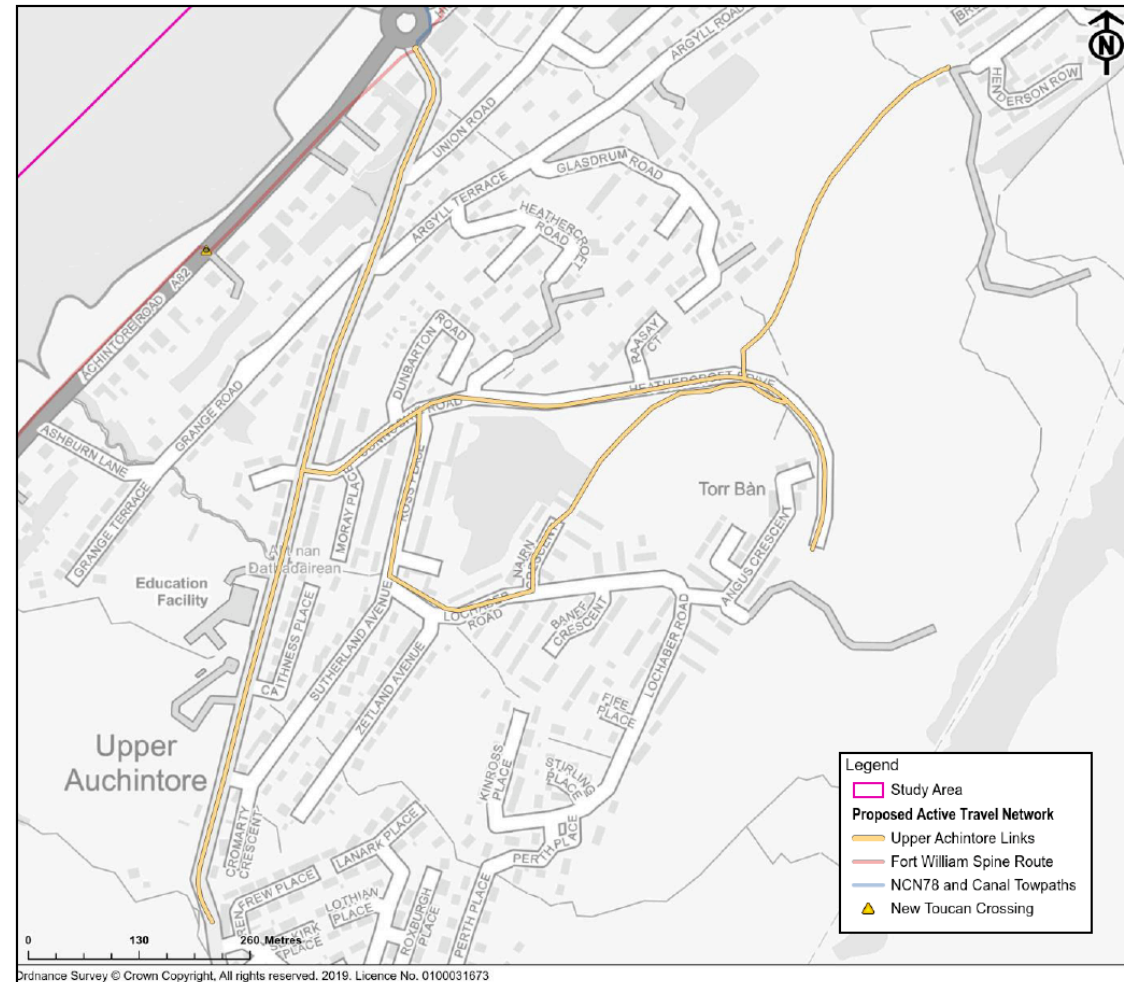
B8006 Kilmallie Road: A830 to Soldier's Bridge	On-road	Road markings, traffic calming
B8006 Kilmallie Road: Glenmallie Road to Caledonian Canal	On-road	Road markings, traffic calming
B8006 Kilmallie Road: Caledonian Canal to A830	Shared use footway	2.5m wide shared use footway on both sides
Minor Streets: Glenloy St, Glenkingie Tce, Torlundy Rd, Blar Mhor Rd, Mackay Cres, Ardgour Rd, Fern Ct, Broom Dr, Moor Rd, Castle Dr.	Quiet Streets	Road markings, traffic calming
Link through development	Shared use path	3m wide shared use path

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# Upper Achintore Links

Routes around Upper Achintore, linking to Fort William Spine Route and Town Centre.

Estimated cost: £844,632



## Recommendations – Upper Achintore

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Lundavra Road: West End  
Roundabout to Primary  
School

Quiet Streets

Road markings, traffic  
calming

Connochie Road /  
Heathercroft Drive

Quiet Streets

Road markings, traffic  
calming

Plantation Path: Kennedy  
Road to Nairn Crescent  
via Heathercroft Drive

Shared use path

2.5m shared use path

Ross Place / Lochaber  
Road

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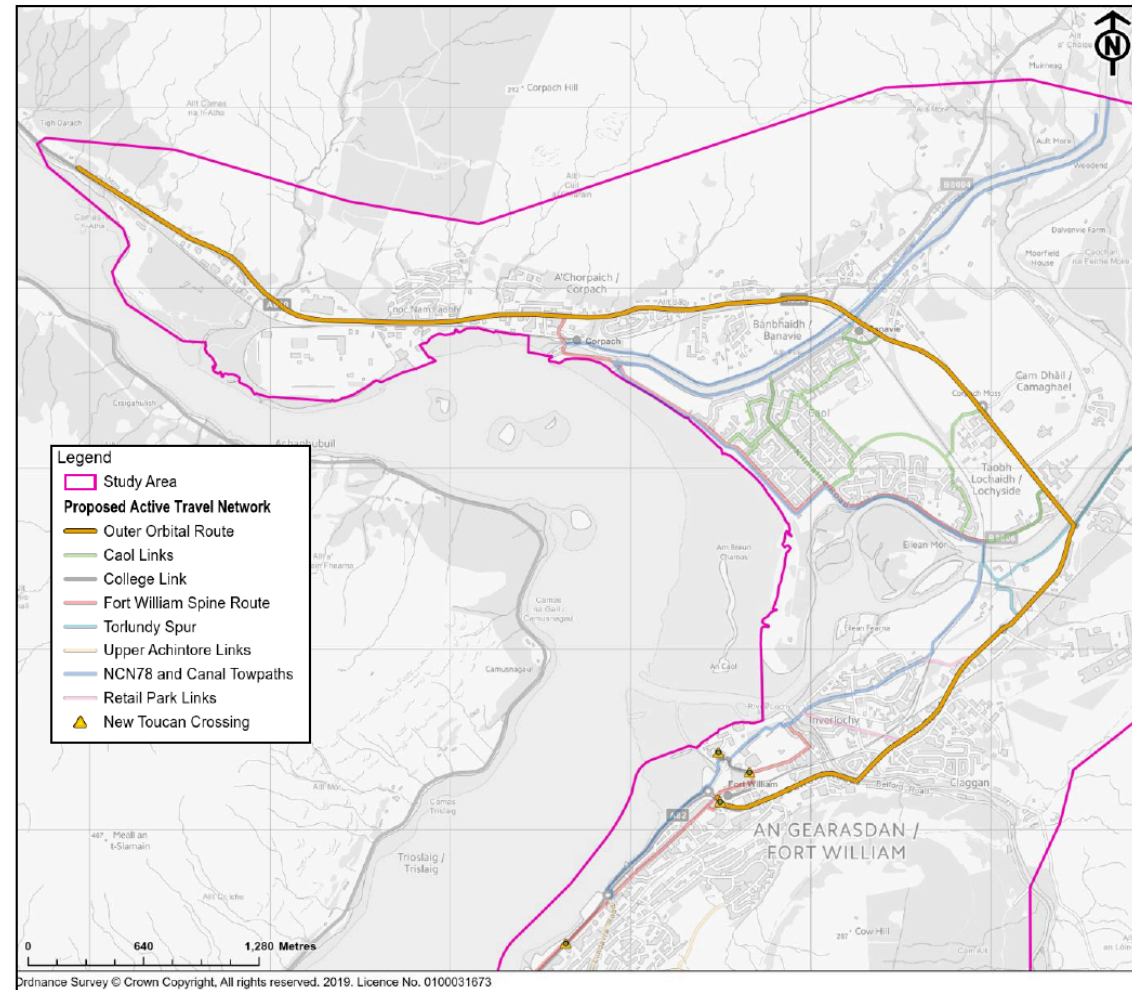
Quiet Streets

Road markings, traffic  
calming

# Outer Orbital Route

Orbital route around Fort William on A82 and A830 from Linnhe Lochside Holiday Park to An Aird Roundabout.

Estimated cost = £7,171,668



## Recommendations – Outer Orbital

A82 Belford Road: Old Fort to River Nevis Bridge	Shared use footway on one side of carriageway where achievable	2.5m wide shared use footway on one side of the carriageway with good crossing facilities throughout
A82 North Road: River Nevis Bridge to Ft William Retail Park	Shared use footway on one side of carriageway (west side preferred)	2.5-3m wide shared use footway on one side of the carriageway with good crossing facilities throughout
A82: Ft William Retail Park to Lochybridge	Shared use footway on one side of carriageway (west side preferred)	2.5-3m wide shared use footway on one side of the carriageway with good crossing facilities throughout
A830: Lochybridge to Banavie Railway Station	Shared use footway on both sides of carriageway	2.5m shared use footways along both sides of carriageway with high quality links to North/South routes
A830: West of Banavie Railway Station	Shared use footway on one side of carriageway (south side preferred)	2m shared use footway on one side of the carriageway with good crossing facilities throughout