

# Nairn Active Travel Masterplan

October 2021



**HI TRANS**  
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

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**The Highland Council**  
Comhairle na Gàidhealtachd



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# Nairn Active Travel Masterplan

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The Nairn Active Travel Masterplan identifies a series of actions to support the essential transition to low carbon transport. The Masterplan has been informed by a rigorous desktop study, a comprehensive stakeholder and public engagement exercise, and by existing and emerging active travel guidance. The Nairn Transport Masterplan 2010 provided a useful starting point, combined with the valuable insight from those who participated in the virtual site audits. This meant that the development of the masterplan actions occurred organically, with emerging actions being continuously shaped and formed over the course of the project through local insights and feedback.

The updated Nairn Active Travel Masterplan will feed in directly to the Inner Moray Firth (IMF) Local Development Plan 2 (LDP). The IMFLDP2 is where the framework for supporting people to make healthier, low carbon travel choices is set. For some, this will mean supporting a transition to low carbon car travel, whilst for others active travel and public transport will provide sustainable travel options. The Active Travel Masterplan identifies a series of actions to support the essential transition to low carbon transport. These actions are a starting point that will enable the Council to identify funding to develop detailed feasibility and design of potential options, to undertake public and stakeholder consultation, and implement the actions. All of this subsequent work will be subject to prior approval by elected Members at appropriate Committees.



7km of **high quality active travel infrastructure** physically separated from vehicular traffic connecting key land uses



**Quiet streets, cycle streets and public realm improvements** that create more attractive spaces and environments which promote walking, wheeling and cycling



**School streets** which enable school pupils to travel to school by active modes





# Nairn Masterplan Overview

- High Quality Active Travel Route / Cycle Street
- Proposed Minor Improvements (e.g. resurfacing/widening/better signage)
- Filtered Streets / School Streets
- Active Travel Bridge
- Mobility Hub / Public Realm Improvements
- Cycle Parking
- Existing Off-road Strategic Routes
- A96 Nairn By-pass route

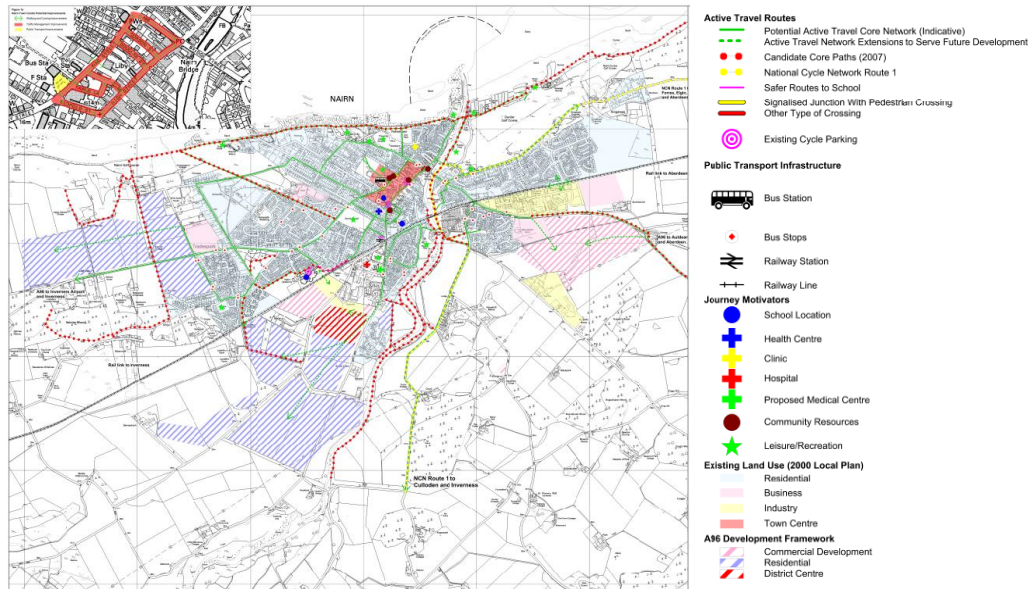


# Nairn Transport Masterplan 2010

## Overview

The Highland Council (THC) commissioned a Transport Masterplan for Nairn in 2010, which identified a network for walking and cycling and access to public transport.

The masterplan identified the key issues in relation to transport and active travel in Nairn. These included the role of the A96 and the rail line as critical aspects of the transport network, extensive car parking throughout Nairn and ongoing development and growth across the town and surrounding area.



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## Summary of Recommendations

The 2010 masterplan outlined potential improvements based on a number of problems identified across the town, which are summarised in the table below.

Problems	Potential Improvements
<b>Town centre:</b> <ul style="list-style-type: none"> <li>Pedestrian crossing facilities not located on desire lines between High Street and the Bus Station.</li> <li>Poor traffic management on High Street.</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian crossings as identified within active travel network.</li> <li>Review traffic management on High Street.</li> </ul>
<b>Active Travel:</b> <ul style="list-style-type: none"> <li>Physical barriers including the A96, the existing rail line and the River Nairn.</li> <li>Difficulties in the promotion of walking and cycling.</li> <li>Town centre and surrounding area is currently not an attractive active travel environment.</li> </ul>	<ul style="list-style-type: none"> <li>Provision of cycle network which addresses physical barriers</li> <li>Delivery of more strategic routes to nearby towns such as Auldearn and Cawdor</li> </ul>
<b>Development areas:</b> <ul style="list-style-type: none"> <li>Transport infrastructure is required to connect these developments with the town centre and other areas of Nairn.</li> <li>Future developments include Sandown, Lochloy and Nairn South.</li> </ul>	<ul style="list-style-type: none"> <li>Developer contributions sought to deliver active travel facilities</li> <li>Provision of bus stops and shelters on Sandown Road with pedestrian access</li> <li>Address physical barriers to active travel that limit north-south connectivity for new developments</li> </ul>

A number of the potential improvements identified in 2010 have not been taken forward, therefore remain applicable to this study. Many of these actions will therefore be considered as part of the Masterplan update.

Further details regarding the Nairn Transport Masterplan 2010 can be found in Appendix A and [here](#).





# Desktop Review

## Introduction

The desktop review has been carried out in a structured and targeted manner. Select sources of data and information have been collated, reviewed and analysed to produce an evidence base used to inform virtual site audits, stakeholder engagement, proposed actions and eventually the final masterplan. Data and information sources reviewed were including, but not limited to:

Local Context and Demographics

Nairn Transport Masterplan (2010)

IMF Local Development Plan 2 (Main Issues Report, 2021)

HITRANS Active Travel Strategy (2018)

Nairn Community Town Centre Plan (2015)

Census 2011 Transport Data

Department for Transport STATS19 Accident Data

Active Travel, Transport and Geographic Mapping

This process was crucial in providing local context and an understanding of the geographic conditions and transport characteristics across the Inner Moray Firth (IMF) and within Nairn.

More details regarding findings from the desktop review can be found in Appendix A.

## Policy Review

Local and Regional Policy related to active travel in Nairn has been reviewed, such as the Inner Moray Firth Local Development Plan 2 (IMFLDP2) Main Issues Report 2021, HITRANS Active Travel Strategy (2018) and the Nairn Community Town Centre Plan (2015).

The key headlines are as follows:

- The IMF is the most urban and populated area of the Highlands, therefore is well suited to providing facilities that promote sustainable travel choices.
- Nairn is a key service area within the IMF and has significant housing allocation of around 2,500 new homes between 2011 and 2031.
- Active travel priorities for Nairn include reducing severance caused by the A96 and the railway, ensuring active travel access to new developments, and improving links to wider active travel networks including National Cycle Network (NCN) Route 1 and Highland coastal paths.
- There is also a desire within Nairn to improve the local town centre environment, improve active travel connectivity and revitalise space identified between High Street and King Street.
- The A96 dualling scheme between Inverness and Aberdeen will involve the delivery of the Nairn Bypass, which will have a significant impact on the provision of transport and active travel infrastructure across the town.



# Desktop Review

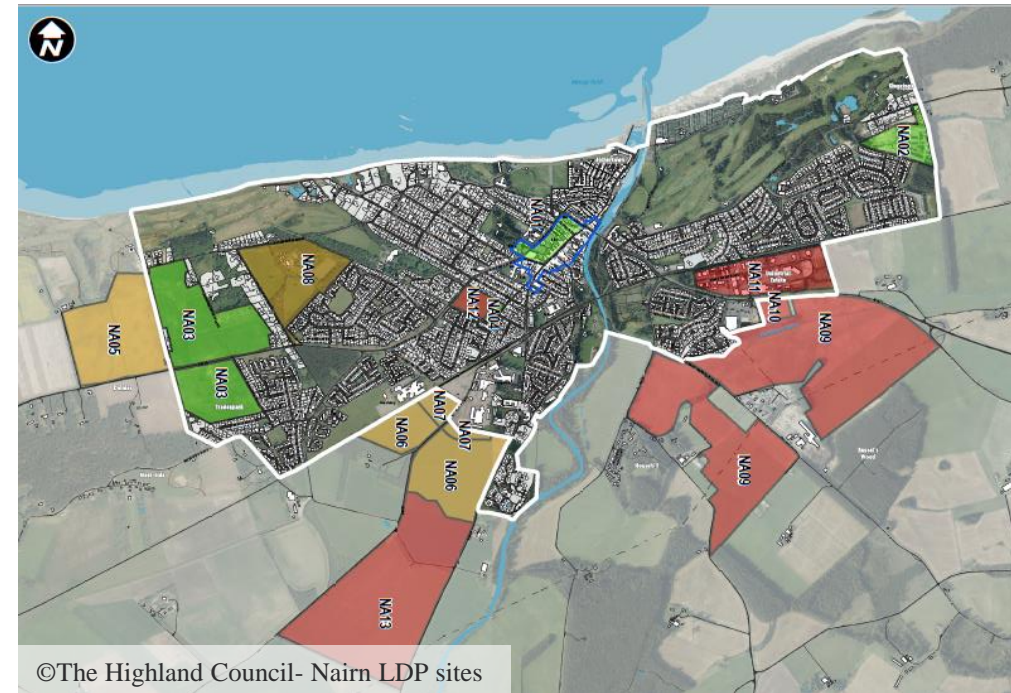
## Development Areas and Proposals

Key development proposals and areas throughout Nairn and the surrounding area have been identified through a review of the IMFLDP2 Main Issues Report. Consideration of new developments presents an opportunity to future-proof high quality active travel infrastructure that enables walking, wheeling and cycling to be undertaken by development users from occupation.

The following key developments proposed for Nairn have been identified within the IMFLDP2 Main Issues Report:

Site Name	Land Use	Site Reference	Site Status
Nairn Town Centre	Mixed Use (Housing, Business, Retail, Community)	NA01	Preferred
Sandown	Mixed Use (Housing, Business, Community)	NA03	Preferred
Nairn South	Mixed Use (Housing, Business, Community)	NA06	Alternative
Balmakeith	Business	NA11	Non-preferred

A review of development sites identified within the IMFLDP2 Main Issues Report shows that significant development is likely to be delivered in the town centre and in the Sandown area to the west of Nairn, due to these sites being identified as preferred by THC. These will be important areas to serve with high quality active travel facilities and will be a key consideration in the development of this masterplan.



## A96 Dualling Scheme

The A96 dualling scheme consists of delivering approximately 88 miles of dual carriageway between Inverness and Aberdeen. One key element of this scheme is the delivery of the Nairn Bypass, which will lead to de-trunking of the A96 through Nairn town centre. This will significantly reduce severance through the town and create opportunities to implement high quality active travel infrastructure through Nairn town centre.

The A96 dualling has been a key consideration in the development of this masterplan. More details can be found in Appendix A.





# Desktop Review

## Baseline Data Review

Baseline data sources related to active travel in Nairn have been reviewed to inform the masterplan. This includes Department for Transport (DfT) STATS19 accident statistics and Census 2011 data, such as method of travel to work or study, distance of travel to work or study and Census Datashine Commute.

### Census 2011

The key headlines gathered from reviewing Census 2011 data are as follows:

- Census method of travel to work or study data illustrates that active modes account for 27% of all journeys to work or study in Nairn, which is higher than the combined walking and cycling mode share for both Highland and Scotland.
- 4.5% of journeys to work or study in Nairn are by cycling, which is around double the percentage of cycle mode share across Highland and Scotland.
- Despite a high active travel mode share, Census distance of travel to work or study data shows that 25% of trips less than 5km are by private vehicle.
- Census Datashine Commute shows the most common destination from Nairn is Inverness. Other destinations include small settlements Croy and Auldearn.
- Around 24% of Nairn's population do not have access to a private car.

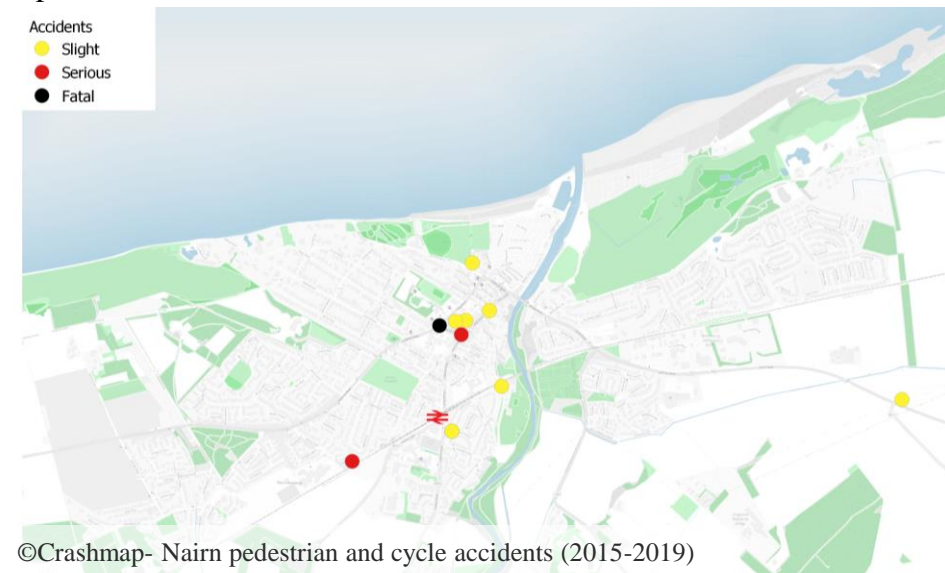
	Walking	Cycling	Public Transport	Can/Van	Work from Home	Other
<b>Nairn</b>	22.3%	4.5%	7.7%	51.6%	11.8%	2.1%
<b>Highland</b>	17.7%	2.4%	10.7%	52.2%	14.9%	1.4%
<b>Scotland</b>	18.5%	1.3%	16.9%	49.9%	11.3%	2.1%

## Accident Statistics

Pedestrian and cycle accident statistics available for the previous 5 years (2015-2019) recorded by the DfT were reviewed using the Crashmap online mapping tool.

The following conclusions can be drawn from this analysis:

- There were 10 reported pedestrian and cyclist accidents within Nairn.
- 2 serious accidents were recorded at the High Street/ Leopold Street junction and Duncan Drive within proximity of Nairn Academy. 1 fatal incident was reported on the A96 Academy Street/ Leopold Street junction.
- Accident clusters have been identified within proximity of the High Street and Leopold Street.



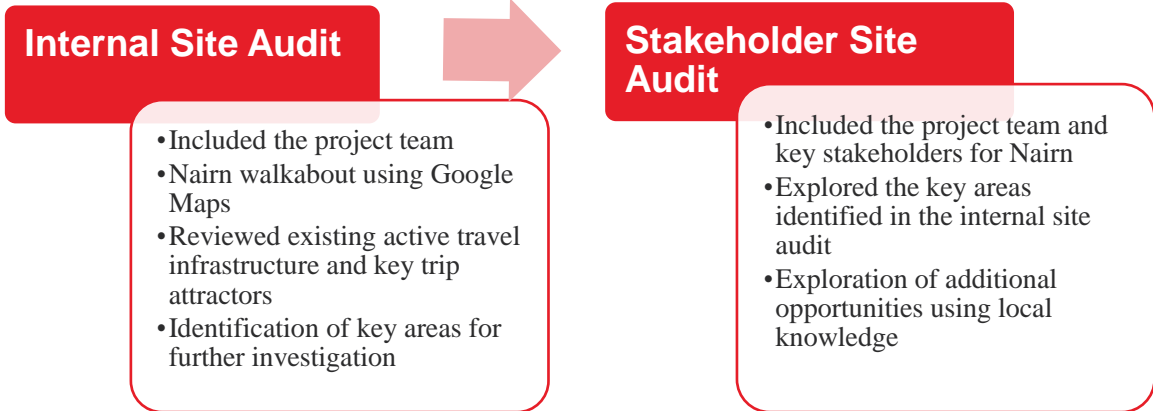
# Virtual Site Audits

## Methodology

Virtual site audits were conducted using digital methods due to Covid-19 restrictions in place at the time of the project. These audits built on the knowledge and understanding of the town developed during the desktop review stage.

An initial virtual site audit of Nairn was conducted using Google StreetView and various mapping sources, namely Google Maps and Open Street Map. A systematic approach was taken during the session, which was informed by the findings of the desktop review stage. Furthermore, areas which required further investigation were noted to be discussed in more detail with local people during follow up stakeholder virtual site audits.

The initial project team audit was followed by a stakeholder virtual site audit. This was hosted using Microsoft Teams where a selected number of THC ward managers and community groups were invited to join. Each party was invited to take control of the screen to “walk through” areas using Google StreetView and highlight key issues or opportunities. This session was recorded, allowing for the discussion to be revisited and viewed/discussed within the wider project team.





# Virtual Site Audits

## Internal Virtual Site Audit

The key high-level observations made during the internal site audit for Nairn was as follows:

- A link through the High Street along the B9090 connecting the rail station and residential area would be beneficial as this is currently a very busy area and not welcoming to people walking or cycling.
- There is opportunity for improvements on the A96 as a result of de-trunking with the new Nairn bypass, this would be a key route connecting various trip attractors.
- There could be an improved connection to the waterfront via Harbour Street connecting key employment and tourist areas.
- There could be improved north to south connections under/over the railway line to connect the town centre to residential areas and Nairn Town and County Hospital.
- There is significant development taking place in the west of Nairn, such as Sandown residential development, where there is an opportunity to consider quiet streets providing access to this development and active travel connections from the A96.

The internal virtual site audit provided the project team with an understanding of key areas throughout Nairn and active travel issues and opportunities. The key themes identified above were investigated further during stakeholder virtual site audit discussions.



©Google Streetview- A96 at Nairn Community & Arts Centre



©Google Streetview- Nairn High Street



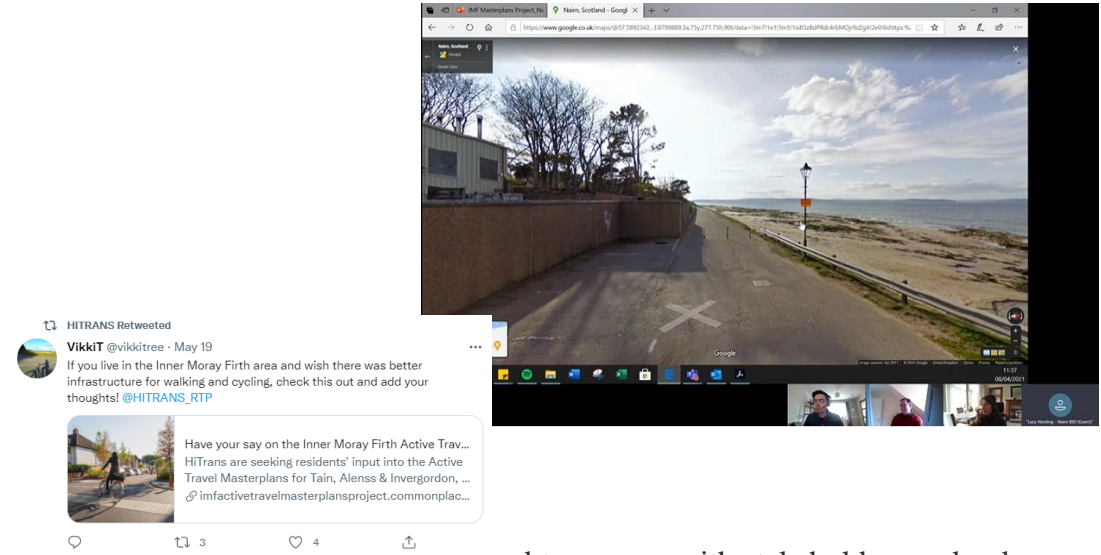
# Stakeholder Engagement

## Methodology

The stakeholder engagement stage was carried out using a number of techniques. This included a stakeholder virtual site audit, 1:1 meetings through Microsoft Teams, email correspondence and a Commonplace platform. The stakeholders and community groups directly engaged with within Nairn, which were agreed with HITRANS and THC at the beginning of the project, included the following:

- Highland Council Ward Manager for Nairn and Cawdor
- Nairn and Cawdor Councillors
- Nairn Connects
- Nairn BID
- Nairn River Community Council
- Nairn Suburban and West Community Council
- East Nairnshire Community Council
- Strathnairn Community Council
- Cawdor and West Nairnshire Community Council

In addition to the above individuals and groups, the wider public were invited to engage through the Commonplace platform. This platform was shared via social media platforms, community groups and councils.



A number of digital methods were used to engage with stakeholders and a degree of flexibility in the method of contribution was taken to ensure all stakeholders could easily input into the masterplan.

Tools utilised to gather contributions included the use of Google My Maps to collect stakeholder comments, Miro to create workshop white boards, Microsoft Teams to host online meetings and workshops and stakeholders were able to contribute with telephone and written responses if preferred. In addition, the Commonplace Platform was used to give the wider public an opportunity to identify key issues and suggestions related to active travel improvements through dropping comments within specific locations onto an interactive online map.





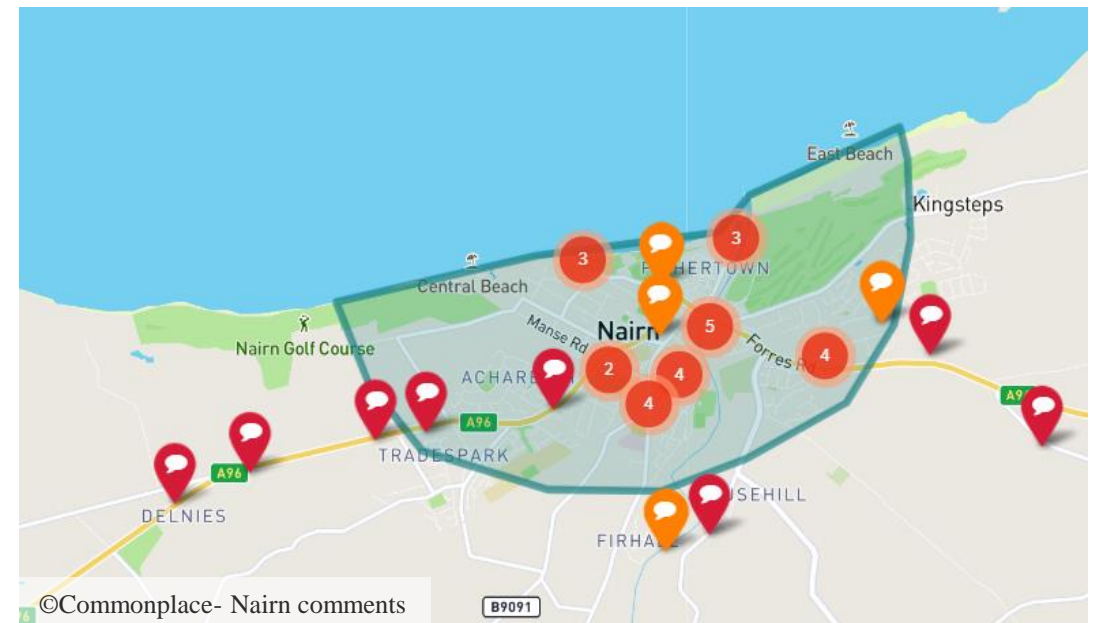
# Stakeholder Engagement

## Stakeholder Feedback

Key outcomes from the stakeholder engagement stages and commonplace comments (bottom-right image) were as below. All stakeholder comments can be found in Appendix B.

- There is a desire across key stakeholders to improve the active travel offering across the town for both local residents and visitors.
- **The A96 is currently a clear barrier** to active travel movement, with large volumes of cars and HGVs passing through the town.
- Vehicles use Attonburn Road, Seafield Street and Marine Road as an alternative (rat-run) to the A96 when it is busy.
- Opportunity to improve **active travel facilities around Nairn Academy**, which is to be redeveloped on the same site and expanded to support residential development and subsequent town expansion.
- Desire to deliver **improvements on the Public Rights of Way** adjacent to Fraser Park bus stop and the coastal route passing through Nairn Beach.
- Opportunity to improve active travel **connectivity between Nairn Harbour and the town centre**.
- A96 dualling scheme, which should involve **de-trunking of the A96** through the town, is an opportunity to improve active travel infrastructure on the existing A96.

- The proposed **active travel bridge** across the railway line in conjunction with Lochloy residential development is required to link the new development with the rest of Nairn.
- **Placemaking initiatives** such as planters are being delivered along the High Street to improve local environment.
- Desire to have an **active travel link between Nairn and Inverness**.



# Action Development

## Methodology

Following the desktop review, virtual site audits and stakeholder engagement, the action development stage of informing the masterplan was undertaken.

The action development and refinement stage has been a collaborative process with HITRANS, THC and local stakeholders. It takes account of the information gathered throughout the project stages as well as the conversations held to ensure the network is not only functional, but desirable by those who will benefit from its use.

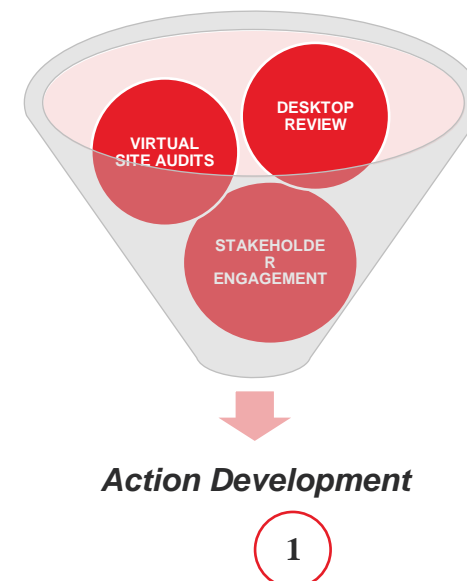
Easy wins have been identified from the actions. These are actions that can have a high impact in the area and can be delivered at a relatively low cost and quick timeline. These actions can generate initial momentum for more active travel trips across Nairn while longer term actions are implemented to compliment and expand the network.

The preliminary/concept nature of the proposals and the information provided is intended to help inform further stages of scheme development. While no detailed design work has been carried out under this commission, a number of recommendations for future strategic active travel improvements have been made. These recommendations have been informed by the comprehensive baseline data gathering exercise, virtual site visits / observations, desktop review and stakeholder comments but have not incorporated a detailed assessment of information such as topographical surveys, public utilities, land ownership and planning /environmental constraints. Contemporary information on these and other issues should be collected, analysed and recorded as part of the next phase of the design process to inform the

detail of the future active travel improvements.

High level cost estimates have been calculated for each the proposals, these are subject to further investigation and should therefore only be treated as an indication.

The United Nations Sustainable Development Goals (UN SDGs) have been a fundamental consideration throughout the masterplan and have supported the development of the actions. The benefits of each action in relation to the UN SDGs can be found within the action descriptions.





# Sustainable Development

## Alignment with the UN Sustainable Development Goals

The Inner Moray Firth region is committed to promoting sustainable development. As a tool for measuring how the Masterplan actions align with this commitment to positive social, economic and environmental outcomes, we have used the SDG symbols where there is a link to the proposed action.

This page provides a summary of how 10 of the 17 SDGs are connected to active and sustainable travel.



Improving local transport networks can improve access to education and employment opportunities, helping to reduce unemployment and deprivation, as well as promoting lifelong learning.

By supporting the uptake of active modes of transport we can reduce air pollution in the local area, as well as reducing the risk of developing a range of cardiopulmonary health conditions.

In developing connected and safe active travel networks, we can support the needs of a range of societal groups with different preferences, concerns and priorities when it comes to making transport decisions.

Making improvements to the urban realm – such as placemaking – alongside investments in active travel infrastructure can support town centres, vibrant places, and developing a sense of place and community.

Through investing in active travel we seek to reduce the reliance on the private car for short trips, and encourage multi-modal journeys to and from public transport stops. Promoting a mode shift reduces carbon emissions, and the contribution of the transport sector to climate change.



# Action Development

- High Quality Active Travel Route /Cycle Street
- Proposed Minor Improvements (e.g. resurfacing/widening/better signage)
- Filtered Streets / School Streets
- Active Travel Bridge
- Mobility Hub / Public Realm Improvements
- Proposed Cycle Parking
- Existing Off-road Strategic Route
- A96 Nairn By-pass





# Action Development

- High Quality Active Travel Route /Cycle Street
- Proposed Minor Improvements (e.g. resurfacing/widening/better signage)
- Quiet Streets
- Active Travel Bridge
- Proposed Mobility Hub / Public Realm Improvements
- Proposed Cycle Parking
- Existing Off-road Strategic Route
- A96 Nairn By-pass
- Local Development Plan (LDP) preferred development sites for Nairn
- Local Development Plan (LDP) alternative development sites for Nairn
- NA09/10 non-preferred development site (likely to be developed)

At the time of writing, The Highland Council has published the Inner Moray Firth Local Development Plan Main Issues Report. This sets out the Council’s initial preferences for future development land. Alongside the range of other considerations made in this audit, these Main Issues Report site preferences have been used to inform the audits undertaken.



# Action Development

Action	Route/Measure	Section	Description/type	Extent (km or item)	Cost Range*	Easy Win (Y/N)	Developments in close proximity
1	<u>High quality active travel route on A96</u>	A96 through Nairn, from Balmakeith Industrial Estate to Delnies Wood Caravan Park	Segregated active travel infrastructure where possible, including safe crossing points at desire lines.	5.5	£2,500,000 - £4,800,000	N	Preferred - NA01, NA03 and NA04 Alternative - NA05 and NA08
2	<u>Cycle Street on Harbour Street</u>	Harbour Street, from Nairn Harbour to the A96	Introduction of a cycle street on Harbour Street, where vehicles must give way to cyclists. There is also the opportunity for a bidirectional cycleway with the removal/reallocation of on-street parking.	0.5	£230,000 - £440,000	N	Preferred - NA01
3	<u>Minor improvements on the Fraser Park Path</u>	Fraser Park Path, from A96 to Nairn Coastal Path	Minor improvements including signage and resurfacing.	1.25	£190,000 - £250,000	Y	Alternative - NA08
4	<u>Minor improvements on the Coastal Path (U54)</u>	Coastal Path, from Nairn Golf Club to Nairn Harbour	Minor improvements including signage, path widening, information boards and markings to separate users where appropriate.	2	£350,000 - £460,000	Y	Alternative - NA08
5	<u>Pedestrianisation of The Brae</u>	The Brae, between the High Street and the A96	Pedestrianise The Brae to provide a safe and traffic free route for active travel users on a narrow section of road.	0.08	£12,000 - £16,000	Y	Preferred - NA01
6	<u>Bus gate on high street between Gordon St and Leopold St</u>	The High Street, between Gordon Street and Leopold Street	Bus gate to prevent vehicles from accessing the High Street, with the exception of blue badge holders, emergency vehicles and servicing.	0.37	£170,000 - £330,000	N	Preferred - NA01
7	<u>One-way and high quality active travel route on Mill Road</u>	Mill Road, between the High Street and B9090, and George Street to provide link to the train station	One-way vehicle movements on Mill Road to allow for segregated active travel infrastructure where possible, including safe crossing points at desire lines. Link to the train station from Mill Road via George Street. Potential to extend if alternative development sites come forward.	1	£610,000 - £1,160,000	N	Preferred - NA01 Alternative - NA06 and NA07
8	<u>Nairn Swimming Pool public realm improvements</u>	Nairn Swimming Pool, specifically the overspill parking spaces	Improvements to the public realm outside Nairn swimming pool, including cycle repair stand, sheltered cycle parking, an information board and seating.	1	£150,000 - £200,000	N	Preferred - NA01

\*Typical Costs for Cycling Interventions & Spans ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/611111/typical-costings-for-ambitious-cycling-schemes.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/611111/typical-costings-for-ambitious-cycling-schemes.pdf))





# Action Development

Action	Route/Measure	Section	Description/type	Extent (km or item)	Cost Range*	Easy Win (Y/N)	Developments in close proximity
9	<a href="#">Public realm improvements to Nairn Harbour</a>	Nairn Harbour	Improvements to the public realm at the harbour, including parklets, cycle repair stand, sheltered cycle parking, an information board and seating. Removal of parking to reduce vehicle dominance.	1	£150,000 - £200,000	N	Preferred - NA01
10	<a href="#">Public realm improvements and neighbourhood mobility hub at Nairn Railway Station*</a>	Nairn Railway Station, including all access roads	Improvements to the public realm at the station, including seating, cycle repair stand, lockers, sheltered cycle parking, information board. Also improved access via George Street and under the railway bridge - introduce lights here with phase for cyclists. Potential to extend if alternative development sites come forward.	1	£180,000 - £230,000	N	Preferred - NA01 and NA04 Alternative - NA06 and NA07
11	<a href="#">Minor improvements on the Nairn River Walk</a>	Nairn River Walk from A96 and Firhall	Minor improvements including signage and resurfacing as well as improved access at the Firhall Bridge.	2	£270,000 - £360,000	N	Preferred - NA01 Alternative - NA06 and NA07
12	<a href="#">Filtered streets on Seafield Street and Seabank Road</a>	Seafield Road and Seabank Road as a safe route through a residential area, connecting to the centre	Filtered streets, providing a safe space for pedestrians and cyclists and prohibiting access to private vehicles.	6	£36,000 - £72,000	Y	Preferred - NA01
13	<a href="#">Schools Streets Initiative at Rosebank PS and Millbank PS</a>	School streets on Lodgehill Road and Millbank Crescent	Filtered streets during school drop-off and pick-up to create safer environment for children to walk and cycle to school. Potential to include further schools following trial at Duncan Forbes Primary School in Inverness.	2	£12,000 - £24,000	Y	Preferred - NA01 and NA04
14	<a href="#">High quality cycle parking*</a>	Identified sites at the Falconers Lane Car Park and Balmakeith Industrial Park	High quality, sheltered cycle parking.	2	£20,000 - £40,000	Y	Preferred - NA01
15	<a href="#">Lochloy Active Travel Bridge</a>	Over the railway line, between Balmakeith Industrial Estate and Lochloy residential development	An active travel bridge across the railway line to provide a pedestrian and cycle link between Balmakeith Industrial Estate and Lochloy development.	1	£1,800,000 - £2,500,000	N	Preferred - NA02
16	<a href="#">High quality active travel route on A939</a>	A939 Househill Terrace and Granny Barbour's Road	Segregated active travel infrastructure where possible, including safe crossing points at desire lines.	1	£460,000 - £880,000	N	Non-Preferred – NA09 and NA10

\* Typical Costs for Cycling Interventions & Spons ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/674442/typical-costings-for-ambitious-cycling-schemes.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/674442/typical-costings-for-ambitious-cycling-schemes.pdf))



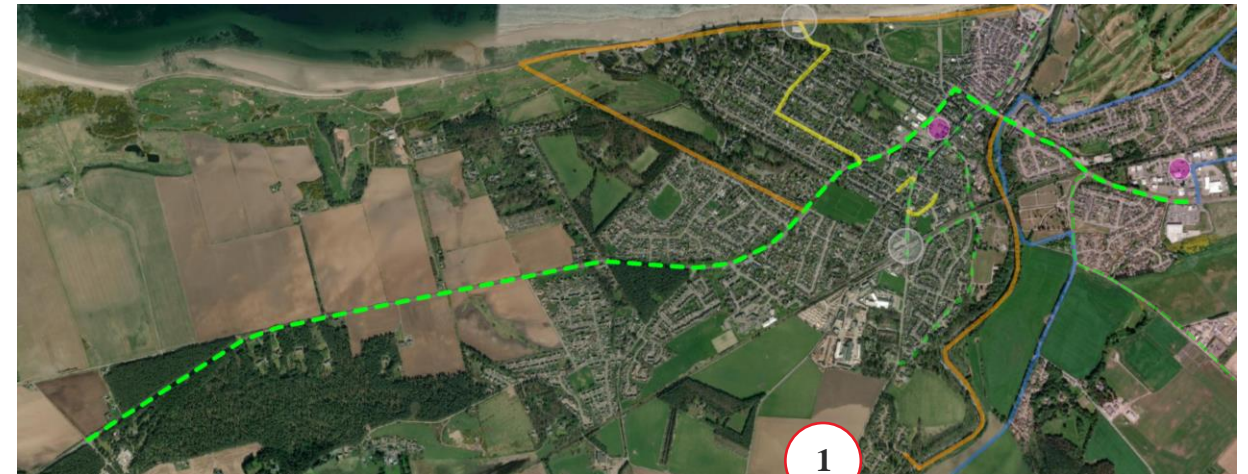
# Actions

## Action 1 – High Quality Active Travel Route on A96

The A96 is the main road running through the centre of Nairn. It is currently a trunk road, however there are plans to de-trunk this road in the future with the arrival of the new Nairn Bypass through the A96 dualling scheme. The road is currently a 30mph with one lane of traffic in either direction with sections of right-turn lanes and central reservations. It is anticipated that de-trunking will reduce the volume of vehicles on the road as well as providing an opportunity to reduce carriageway widths and reallocate space to active travel users.

It is proposed that a **high quality active travel route** be provided on the A96 between Balmakeith Industrial Estate and Delnies Wood Caravan Park (approximately 5.5km) by reallocating road space and reducing the carriageway width on the road. It is also proposed that controlled crossing points be considered at desire lines to enable pedestrians and cyclists to cross safely.

This route will vastly improve active travel conditions through the centre of Nairn, creating links between many key attractors including the High Street, Nairn Community Centre, Nairn Sports Club, Nairn Bus Station and residential areas.





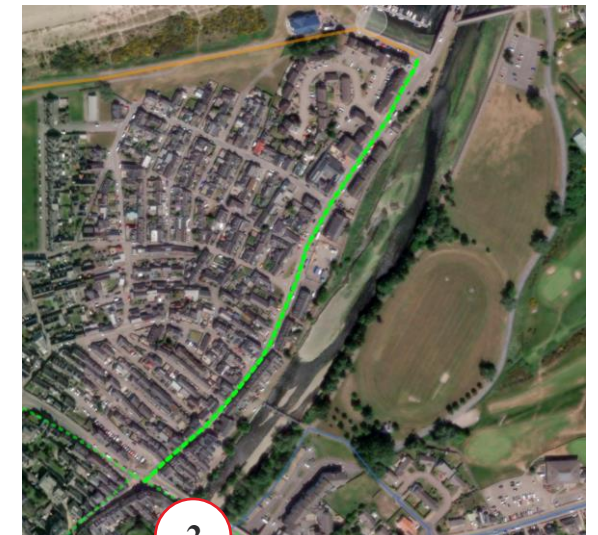
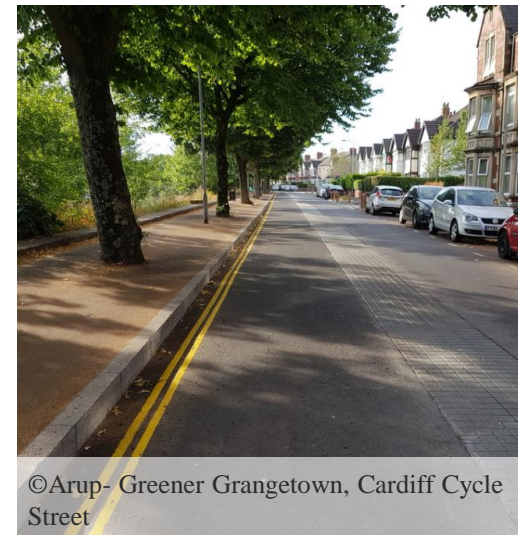
# Actions

## Action 2 – Cycle Street on Harbour Street

Harbour Street provides a key link between the centre of Nairn and Nairn Harbour. It is currently a single carriageway with a speed limit of 30mph and informal on-street car parking. It is a busy route, used by residents as well as tourists/visitors, providing a key link to the Nairn Lochloy Holiday Park.

It is proposed that Harbour Street, between Nairn Harbour and the A96, becomes a **cycle street**. This will involve public realm improvements, widened footways, installation of new crossing points on desire lines, a central textured strip on the road that prompts drivers to take care and signage prompting drivers to give priority to cyclists.

This route will vastly improve active travel connectivity from the coast into the centre of Nairn, whilst also improving safety on a link that is already heavily used by locals and visitors. The cycle street will also provide links to the Coastal Path and the public realm improvements proposed at Nairn Harbour.





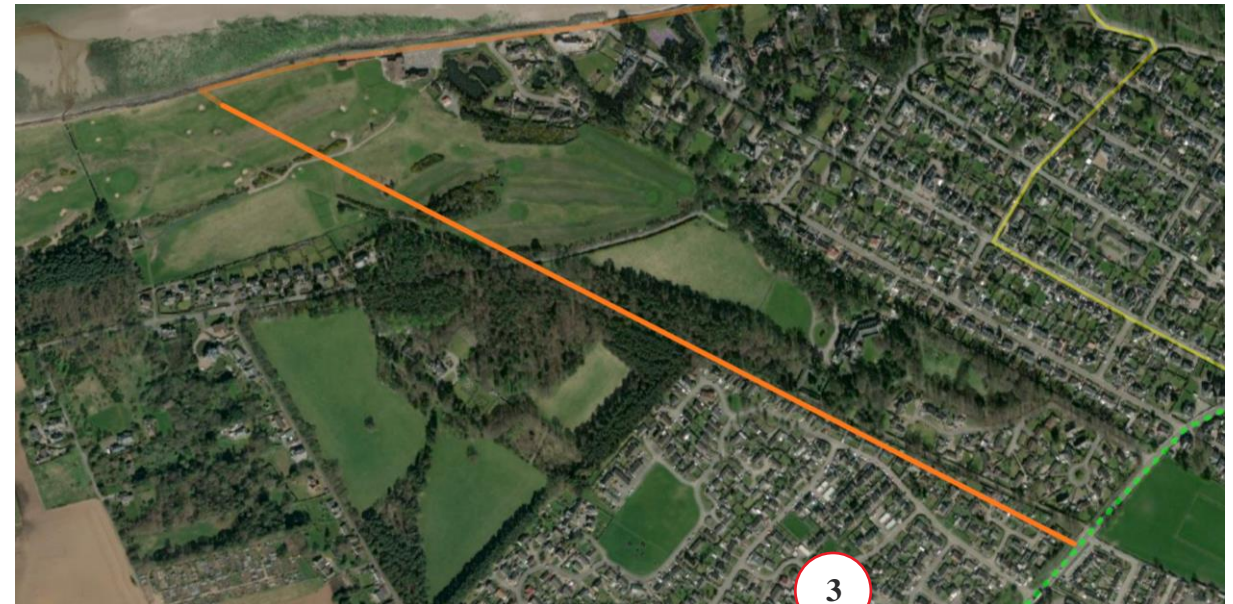
# Actions

## Action 3- Fraser Park Path Minor Improvements

Fraser Park Path runs through housing areas to the west of Nairn and provides connectivity between the A96 western approach and the Nairn Coastal Path (U54). This footpath also provides direct access to Fraser Park bus stop.

This action proposes **minor improvements along this footpath** to improve the propensity to walk, cycle and wheel. Stakeholder engagement indicated a desire to improve this existing path in order to benefit residents located adjacent to the path. Minor improvements may include provision of signage and wayfinding, resurfacing and cutting back of vegetation.

This action will link to actions proposed along the A96 and the Coastal Path, whilst also improving connections between active travel and public transport through providing direct access to the existing Fraser Park bus stop. This action also has the potential to connect with IMFLDP2 site NA3.





# Actions

## Action 4- Coastal Path (U54) Minor Improvements

The Nairn Coastal Path runs east-west along the coast to the north of Nairn. Stakeholder engagement outlined key issues along the route, such as conflicts between pedestrians and cyclists, and emphasised a desire among local residents for the existing path to be improved.

This action proposes **minor improvements along the Nairn Coastal Path** between Nairn Golf Club and Nairn Harbour. These improvements may include better signage and wayfinding, path widening, information boards and markings to separate users where appropriate.

This action has the potential to provide significant benefits to the local community, visitors to the Nairn Lochloy holiday park and walkers and cyclists who regularly use the route. Improvements to this area will also improve the propensity to walk, wheel and cycle for both recreational and everyday journeys. Furthermore, this intervention will connect with actions identified on Fraser Park Path, Nairn Swimming Pool and Harbour Street.



©Dundee City & Arbroath Councils – Broughty Ferry Active Travel



# Actions

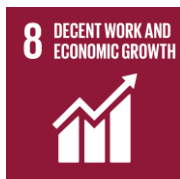
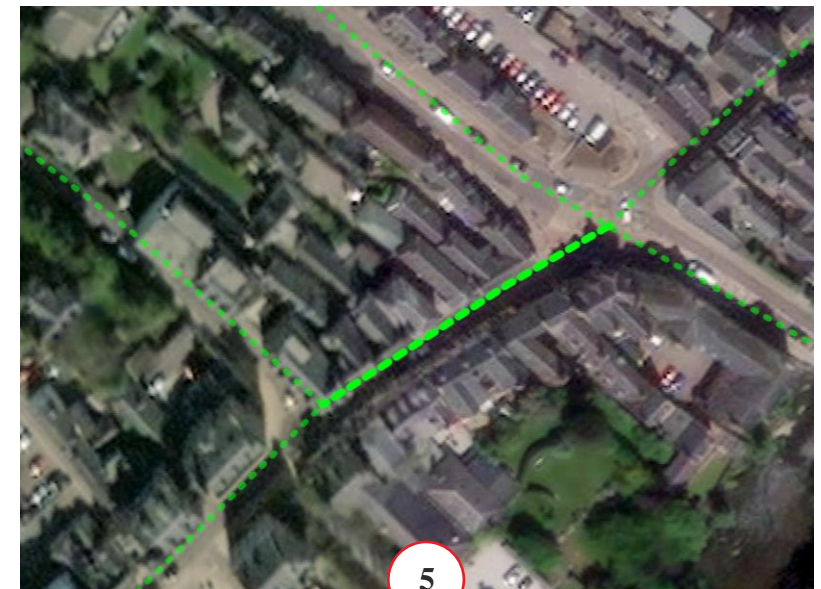
## Action 5- Pedestrianisation on The Brae

The Brae is a small street to the east of the High Street approximately 100 metres in length. The street has a narrow section of road which currently operates as a one-way system for vehicles from east-west with on-street parking.

Public engagement undertaken through the Commonplace Platform identified The Brae as a street that would benefit from pedestrianisation. Therefore this action proposes that the street is **pedestrianised with cycling being permitted**. The potential for placemaking measures to be incorporated as part of this action, such as parklets, planters and street furniture, should also be explored.

This action would create a safe and traffic-free route for active travel users between the A96 and the High Street. This intervention would also bring wider benefits, such as increased footfall to support local businesses and more opportunities for social interaction.

The delivery of this action will be subject to further feasibility work being undertaken.





# Actions

## Action 6- Bus Gate on High Street

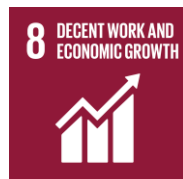
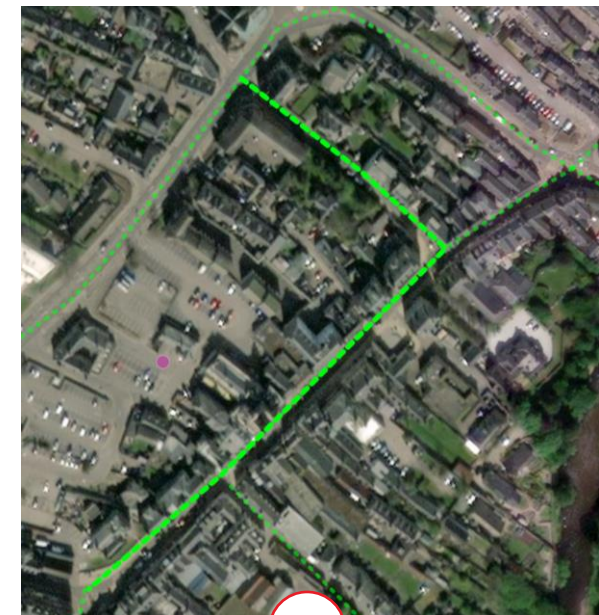
Nairn High Street is a key trip attractor within the town, with essential and non-essential shopping facilities, bus services and on-street parking facilities.

The High Street was identified, through virtual site audits and stakeholder engagement, as an area currently dominated by vehicles and with significant potential to be improved in order to create a more attractive environment.

Therefore, this action proposes the delivery of a **bus gate on the High Street** between Gordon Street and Leopold Street. This would ensure priority for active travel and public transport users through preventing private vehicles from entering the High Street, with the exception of buses, blue badge holders and servicing vehicles. Placemaking opportunities, including the provision of parklets, street furniture and planters, should be considered as part of this action.

This action has the potential to have wide-ranging benefits, including increasing the propensity to travel via active modes and public transport, improving air quality within the town centre and supporting local businesses through an increase in local footfall.

This action should be explored further through the undertaking of a feasibility study.



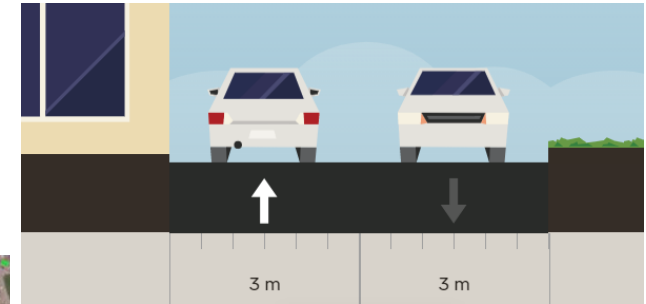
# Actions

## Action 7- High Quality Active Travel Route on Mill Road

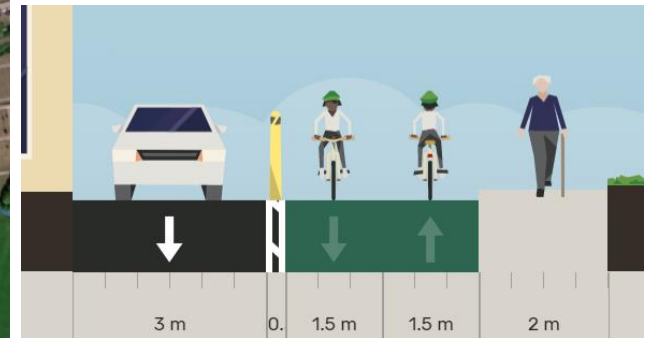
Mill Road is located to the south of the High Street and runs north-south, passing through key land uses such as housing, bus stops and green spaces. Public engagement identified the need for a strong active travel link between the centre of Nairn and the south. Currently Church Street and Mill Road are two-way for vehicle traffic and have sections without any footways.

It is proposed that a **high quality active travel route with one-way vehicle movements and safe crossing points** is provided, which begins along Church Street and continues along Mill Road. This route should be high quality, segregated active travel infrastructure where feasible. There is an additional section along George Street proposed for this action, which would provide active travel access to Nairn Rail Station.

These proposals have the potential to improve active travel connections between adjacent residential areas, the rail station, the centre of Nairn and future developments. This action would also significantly improve the propensity to walk, wheel and cycle within this location where there are currently a number of barriers, including the railway line.



©Streetmix – Existing Layout



©Streetmix – Proposed Layout





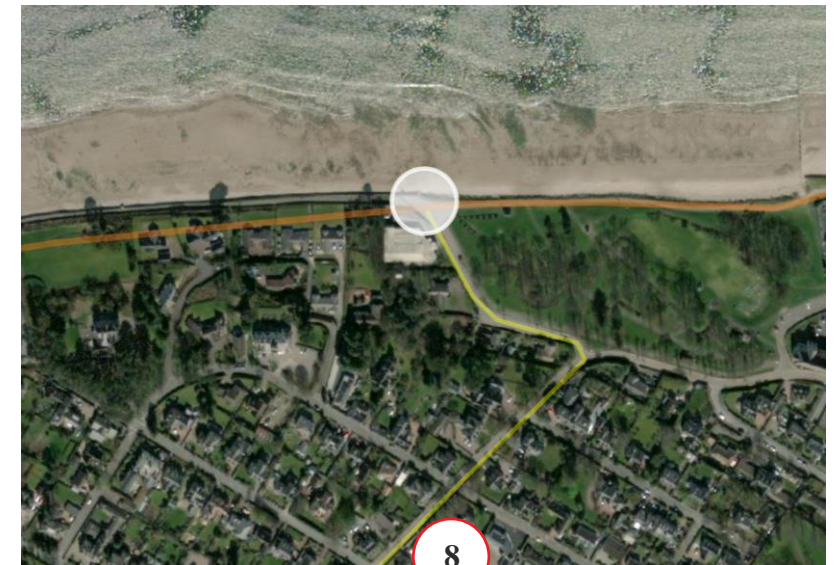
# Actions

## Action 8- Nairn Swimming Pool Public Realm Improvements

Nairn Swimming Pool is located to the north of Nairn adjacent to the coastal path. The surrounding area has been identified as having significant potential to be improved, in order to create a more attractive place for local residents, users of the leisure facility and visitors using the coastal path.

This action proposes that **public realm improvements** are delivered within this location, in particular through making better use of the overspill car parking spaces. Within this context, public realm enhancements could include the delivery of outdoor seating, planters and an information board. In addition, a local active travel hub could be delivered through this action. This would include cycle parking facilities and a cycle repair stand, which would significantly benefit the local community and active travel users passing through the area.

These proposals would have wide-ranging holistic impacts, including creating a more attractive local environment, improving health and wellbeing, promotion of Nairn Swimming Pool as an attraction and facilitating opportunities for social interaction.



# Actions

## Action 9- Nairn Harbour Public Realm Improvements

Nairn Harbour is located to the north of Nairn adjacent to the coastal path and within proximity of Nairn Lochloy Holiday Park. The surrounding area has been identified as having significant potential to be improved, in order to create a more attractive place for local residents, users of the harbour and visitors using the coastal path and holiday park.

This action proposes that **public realm improvements** are delivered within this location, through utilisation of large amounts of car parking spaces within the harbour. Public realm enhancements may include the delivery of outdoor seating, planters and information boards. Facilities for cyclists such as cycle parking facilities and a cycle repair stand could also be delivered through this action, which would significantly benefit the local community and active travel users passing through the area.

The ultimate aim of this action is to improve the attractiveness of the Harbour and encourage more walking, wheeling and cycling. Other benefits include promotion of Nairn Harbour as an attraction and facilitating opportunities for social interaction.

This action would be subject to further feasibility work, including an assessment of car parking numbers at this location.





# Actions

## Action 10- Nairn Railway Station Improvements

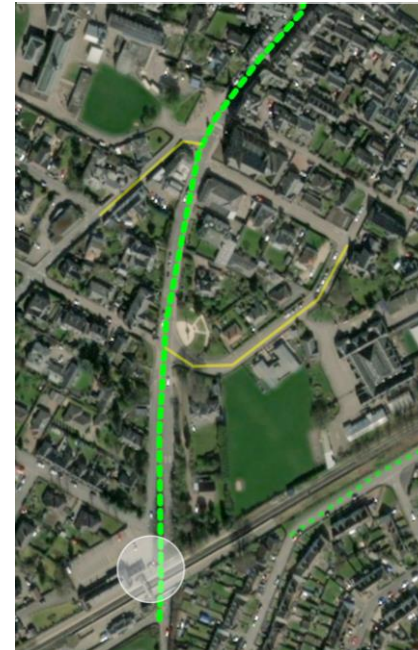
Nairn Railway Station is located to the south of Nairn, and is currently accessed via Cawdor Road and Cawdor Street. Active travel access to the station is currently limited to footways on Cawdor Street, and there are minimal active travel facilities within the station.

It is therefore proposed that active travel improvements are delivered at Nairn Railway Station. These include **public realm improvements and a neighbourhood mobility hub** at the station, which may include seating, cycle repair stand, lockers, sheltered cycle parking and an information board. In addition, **improved active travel access** is proposed via George Street (subject to land ownership) and under the railway bridge at Cawdor Road, with the introduction of traffic lights with a phase for cyclists. There is the potential to extend these proposals if alternative development sites come forward.

This action will bring significant benefits, including better connections between active travel and public transport and a greater propensity to undertake multi-modal journeys within Nairn. This action will also create a more attractive environment for users of Nairn Railway Station.



©Arup – Amazon Lockers



©Arup – Windmill Street Seating

©Dundee City Council – Dundee Train Station Secure Parking



# Actions

## Action 11- River Nairn Walk Minor Improvements

This action proposes **minor improvements to the River Nairn walk**, between the A96 and the small settlement of Firhall. This is currently a footpath which runs north-south parallel with the River Nairn. The route begins at the A96, passes through Firhall and eventually leads to the settlement of Cawdor to the south of Nairn.

Stakeholder engagement identified the River Nairn walk as a key area of improvement in the town, with key issues such as surface quality, lack of suitability for wheeling and cycling and lack of access at the Firhall Bridge.

Improvements may include better signage and wayfinding, resurfacing and improved access at the Firhall Bridge. This action will ultimately create an off-road active travel route between Nairn and Firhall, which will significantly enhance active travel options for the community of Firhall and access to Nairn. These improvements also connect with proposals identified on the A96.



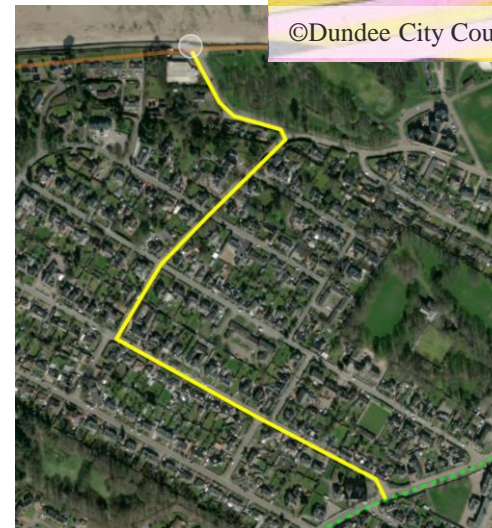


## Action 12- Seafield Street and Seabank Road Filtered Streets

Seafield Street and Seabank Road are residential streets located to the north-west of Nairn. It is proposed that these become **filtered streets** and therefore open to active travel users, local residents and delivery and servicing vehicles only. Therefore, through traffic movements would be prohibited through these streets.

Stakeholder feedback indicated that Seafield Street and Seabank Road are currently used as an alternative route to the A96, especially when the A96 becomes congested. Modal filters along these streets will also help create a more attractive local environment, which improves health and wellbeing and creates opportunities for social interaction. This action will also help mitigate negative impacts associated with through traffic entering residential areas, such as exposure to poor air quality and increased likelihood of collisions involving pedestrians.

This action should be considered alongside placemaking measures, such as the introduction of street art, planters and seating areas.



# Actions

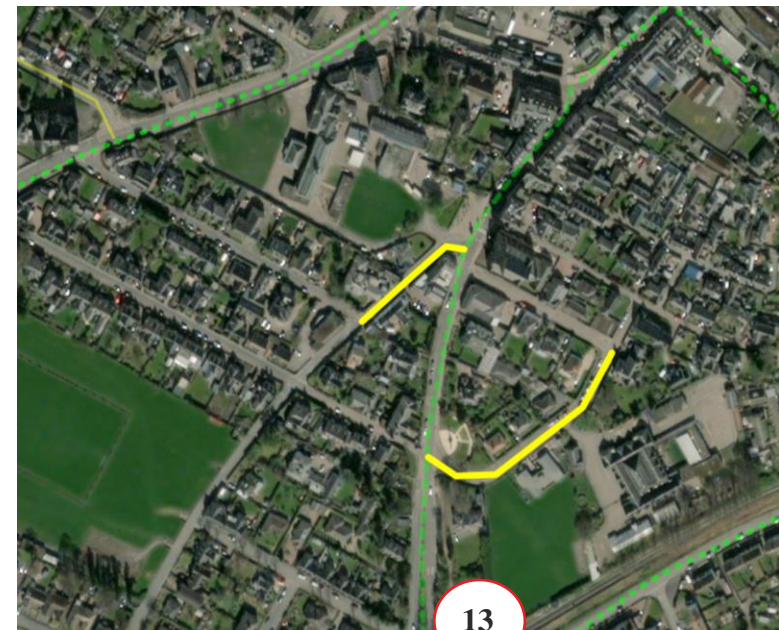
## Action 13- School Streets Initiatives

The Sustrans School Streets programme aims to tackle key issues associated with traffic congestion surrounding schools across the UK, such as health, road safety and air pollution, through restricting vehicular access at the beginning and end of the school day. The aim is to create a more attractive environment for young children walking, wheeling and cycling to and from school. This initiative is currently being trialled at Duncan Forbes Primary School in Inverness.

This action proposes to deliver **school streets at Rosebank Primary School and Millbank Primary School**. Public engagement through commonplace identified congestion surrounding these schools, and subsequent safety concerns for school pupils, as a key barrier to active travel.

This action would increase propensity to travel actively to school, especially from surrounding residential areas. There is also the potential to extend this initiative to other schools should this be successful.

More information surrounding the Sustrans School Streets programme can be found [here](#).





# Actions

## Action 14- High Quality Cycle Parking Locations

Stakeholder feedback, including targeted stakeholder discussions and public engagement through commonplace, identified the importance of improving active travel facilities across Nairn, including cycle parking.

Therefore, this action proposes the delivery of **high quality cycle parking** at 2 key locations within Nairn; Falconers Lane Car Park and Balmakeith Industrial Park. These facilities should be sheltered and secure, which will enable users to park their cycle safely and conveniently. This will ultimately increase the propensity to cycle for everyday journeys in Nairn.

Strategic cycle parking locations will compliment the active travel routes and actions identified previously and serve key areas of the town, such as the town centre and employment areas to the east, with high quality cycle parking.



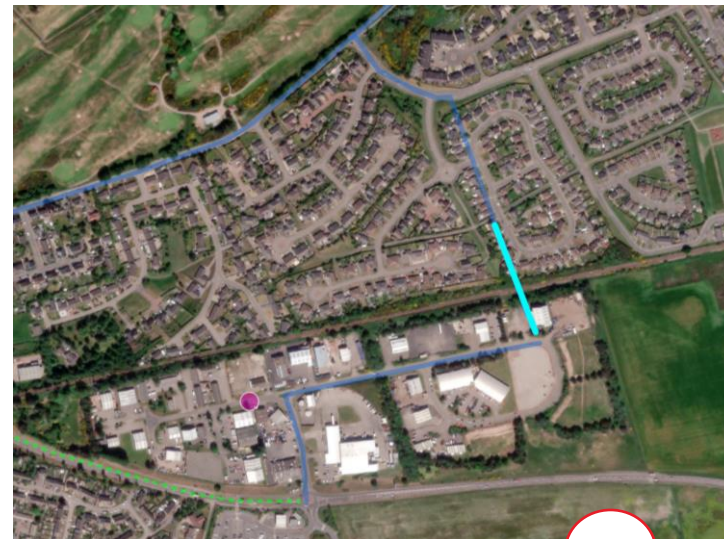
# Actions

## Action 15- Lochloy Active Travel Bridge

Highland Council have developed proposals for an **active travel bridge** between Lochloy and Balmakeith Industrial Estate, creating a connection between the Lochloy area and the A96 Retail Park. There is currently no link for pedestrians and cyclists over the railway line.

Concept designs have been produced for a pedestrian and cycle route, including a bridge over the railway, to link the two areas. The route was identified in the Inner Moray Firth Local Plan, recognising the need for a practical link for active travel to the retail park and from the Lochloy residential area which currently has limited options for active travel routes into the rest of Nairn.

The project has undergone consultation and has secured funding through the Sustrans “Places for Everyone” funding stream which will see the proposals develop into the next stages of detailed design. The concept design proposals can be viewed in more detail here - [Lochloy Active Travel Route and Bridge \(highland.gov.uk\)](http://highland.gov.uk).





# Actions

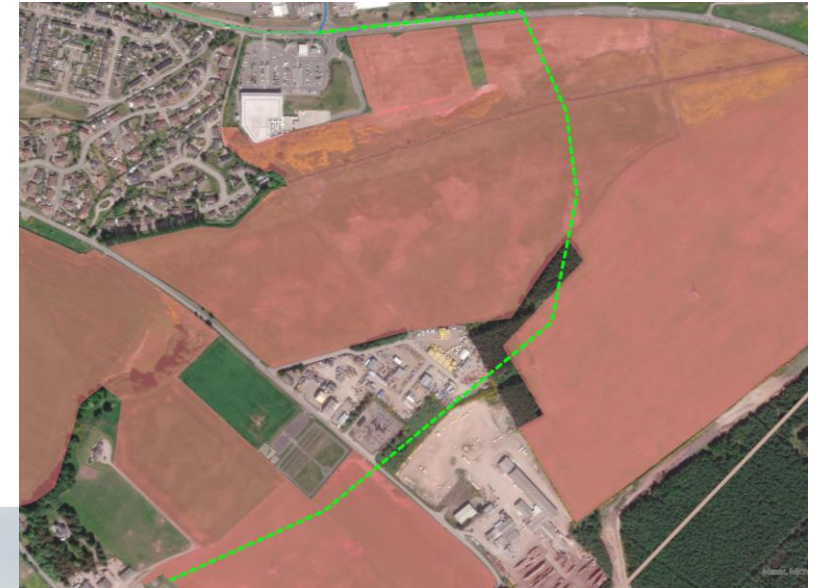
## Action 16- High Quality Active Travel Route connecting NA09/10

This action proposes a **high quality active travel route** be provided as part of the potential future development of MIR sites NA09 and NA10, this is a large development site which would benefit from an active travel link connecting it with the rest of Nairn to encourage sustainable trips in the area. It is proposed that this be segregated infrastructure where possible with controlled crossing points on desire lines.

There are currently a number of local roads and paths that could be utilised in addition to providing a new route through the site that would link into the A96.

This action will serve this development area and existing land uses with a high quality active travel link. The route also has the potential to tie in with an existing NCN Route 1, alongside other masterplan proposals such as high quality active travel infrastructure along the A96.

This route should be explored through a masterplan study for the development site which should identify the wider connections required.



©Arup- South Queensferry residential street



# Actions

## Green/ Blue Infrastructure and Placemaking

The active travel actions outlined previously will be supplemented by **green/ blue infrastructure and placemaking measures**.

Biodiversity will be enhanced through the provision of green infrastructure. This may include trees and additional verge allowed to grow for wildlife purposes along proposed routes, and community planters along quiet streets that benefit wildlife. In addition, actions should strive to include blue infrastructure such as Sustainable Urban Drainage Systems (SUDS) and water management features. Incorporating measures that enhance green and blue infrastructure will bring holistic benefits, including improvements to health and wellbeing, air quality and taking climate action.

Placemaking measures will also be incorporated into proposed actions where feasible. This may include parklets, street furniture, street art and signage and wayfinding. The aim is to create vibrant spaces where people feel safe and want to linger and enjoy. This will benefit local residents and local businesses through increasing footfall and social interaction.

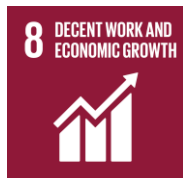
Therefore, green/ blue infrastructure and placemaking will be incorporated into proposals to deliver social, economic and environmental goals for Nairn.



©Arup- Windmill Street Parklet, London



©Arup- Connswater Community Greenway, Belfast





# Summary

## Summary and Conclusion

The proposals identified throughout the Nairn Active Travel Masterplan were informed by a structured desktop review exercise, virtual site audits, targeted stakeholder engagement and wider public engagement.

The key highlights of the masterplan are as follows:

- High quality active travel infrastructure on the A96 and Mill Road, which will improve walking, wheeling and cycling conditions between key origins and destinations.
- Town centre improvements including pedestrianisation on The Brae and a Bus Gate on High Street, to create a town centre environment that prioritises walking, wheeling, cycling and public transport and enables a shift towards sustainable travel.
- Filtered Streets on Seafield Street and Seabank Road and a Cycle Street on Harbour Street, which will provide safe spaces and priority for active travel users.
- School Streets outside Rosebank Primary School and Millbank Primary School, to improve safety for school pupils walking, wheeling and cycling.
- Public realm improvements at key locations across the town, including Nairn Swimming Pool and Nairn Harbour.

Delivery of these actions will create a continuous, coherent active travel network for the town, and bring a wide range of positive social, economic and environmental impacts for the local area. The actions identified throughout this masterplan will also be utilised to inform the development of the IMFLDP2, and the planning and delivery of sustainable, active transport infrastructure in Nairn.



# Appendices

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# Appendices

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## A – Desktop Scrapbook

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# Desktop Review Scrapbook

Nairn Active Travel Masterplan



# Contents

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2. Inner Moray Firth Overview
  - Masterplan Towns Fact-file
  - Policy Review
  - National Cycle Network Overview
3. Nairn
  - Existing Travel Audit (2010)
  - Policy Review
  - Baseline Data Review
  - Existing Active Travel Network and Mapping
4. Desktop Review Conclusions

# Section 1-Background



# 1. Background

Arup has been appointed by HITRANS to produce an Active Travel Masterplan for the Inter Moray Firth (IMF) Development Plan area. This includes the towns of Alness and Invergordon, Dingwall, Nairn, and Tain.

This document provides the findings and analysis from the key elements of the desktop review stage. This includes a review of policy in relation to the wider IMF region, followed by a localised review of the 4 Masterplan locations.

Documents and data reviewed includes:

- Previous Active Travel Audits.
- Local Transport and Planning Policy.
- Baseline data, including census data, movement flows and accident statistics.
- Mapping, including core paths plans and the Scottish Index for Multiple Deprivation.



© Google Maps

# 1. Background

## Existing Active Travel Audits- Key Data Sources for Refresh:

Item	Detail within Previous Audits	Actions for Masterplans refresh
Census Data	Census Travel to Work/Study Statistics (mode share; distance travelled to work/study)	Update to include Census 2011 data.
Movement Flows	Pedestrian and cycle movement flows; Traffic Counts; AADT flows; Speed Data.	Update to most recent data, ideally within the last 5 years. Sources include Open-Source Data (eg Cycling Scotland, Traffic Scotland) and Highland Council Data.
Accident Data	Data from previous 5 years (includes Pedestrian/Bicycle, Pedestrian/Car, Bicycle/Car and Serious Injuries)	Update to include most recent data from previous 5 years (2015-2019 pedestrian, cyclist and vehicular accidents).
Public Transport Information	Existing bus services and extension of bus services for each area.	Public transport not within project scope, however the Masterplans will consider public transport hubs and undertake a high-level review of key public transport characteristics.
Policy documents	Vision and objectives related to active travel.	Update to include recent documents: IMF Local Development Plan (Draft 2021); IMF Local Development Plan (Adopted 2015); HITRANS Active Travel Strategy (2018).
Core Paths Plan	Highland Council Core Paths Plans.	Bring up-to-date to include most recent CPPs.
Travel Plans	School Travel Plans.	School Travel Plans are not available online, therefore will request from Highland Council.



# Section 2- Inner Moray Firth Overview

## 2. Masterplan Towns Fact-file

	Nairn
<b>Population size</b>	9,773 (+1% 2012-16)
<b>Main employment locations</b>	Tourism, leisure (golfing, boating). Previously a Victorian spa.
<b>Key medical facilities</b>	Nairn Town and County Hospital
<b>Key education centres</b>	Rosebank Primary School; Millbank Primary school; Nairn Academy; Auldearn Primary School.
<b>Main features</b>	Train station; River Nairn; Beaches; Lochloy Holiday Park; Nairn Dunbar golf club; Balmakeith Business Park; Supermarkets.
<b>Cycle &amp; Walk mode share</b>	26.8% (22.3% walk, 4.5% cycle)
<b>Demographics</b>	~50% of the population between 25-64 (working age), majority of households are on-person, or cohabiting.



## 2. Policy Review – IMF Local Development Plan (Draft 2021)

### Key points:

- This is a consultation document that does not yet represent approved planning policy of Highland Council and are not yet used in the determination of planning applications.
- This document sets out HC’s initial ideas and preferences for future planning policy within the Inner Moray Firth in order to encourage debate and comment.

### Vision and Outcomes:

- Growing communities- IMF communities will function as networks of locally resilient and self-supportive places which are attractive, safe, socially inclusive and healthy with good access to services and amenities.
- Employment- the IMF economy will strive to become greener, circular and more diverse, with multiple thriving sectors such as sustainable tourism, renewable energy, construction and general industry.
- Connectivity- walking and cycling will be the most attractive option for everyday journeys, with public transport, shared mobility and electric vehicles being preferred options for longer journeys. IMF will also be easy to travel between settlements efficiently and sustainably.
- Environment- the environmental quality of places will be safeguarded and further enhanced where possible.

## 2. Policy Review – IMF Local Development Plan (Draft 2021)

### Main Issues

- **Addressing the climate and ecological emergency**
  - Ensuring new development is accessible via active and sustainable travel.
  - Creating a healthier, more sustainable transport network.
- **Supporting a strong, diverse and sustainable economy**
  - Town centres first policy, creating thriving, attractive town centres through infrastructure and placemaking.
- **Growing the most sustainable places**
  - Ensuring places are well served with a diverse range of sustainable transport options that cater for local demographics, including an ageing population.
  - Ensuring development is located in more sustainable locations.
- **Creating a more healthy, sustainable transport network**
  - Walking, cycling, wheeling and public transport must be the best ways of getting around for all in the IMF.
  - Ambitious aim within LDP to ensure road space is equally shared among other transport modes.
  - The IMF is the most urban and populated area of the Highlands, therefore is best-suited to incorporating sustainable travel choices.
  - This will reduce the reliance on private car travel for all types of journeys across the IMF, and create a fairer and equal transport system for all.
- **Placemaking**
  - Must be incorporated at every stage of design in order to improve the quality of places.
  - Placemaking principles- resource-efficient, easy to move around, welcoming, distinctive, safe and welcoming and adaptable.

## 2. Policy Review – IMF Local Development Plan (Adoped 2015)

### **Vision and Spatial Strategy:**

Aims and objectives for 2030:

- Increase the number of jobs, people and facilities;
- Have a growing City;
- Safeguard and enhance its special places;
- Make it easy for people and wildlife to move about through a green network;
- Have more efficient forms of travel;
- Resolve infrastructure constraints;
- Diversify the local economy; and
- Be regenerated and renewed.

### **Transport/ Active Travel:**

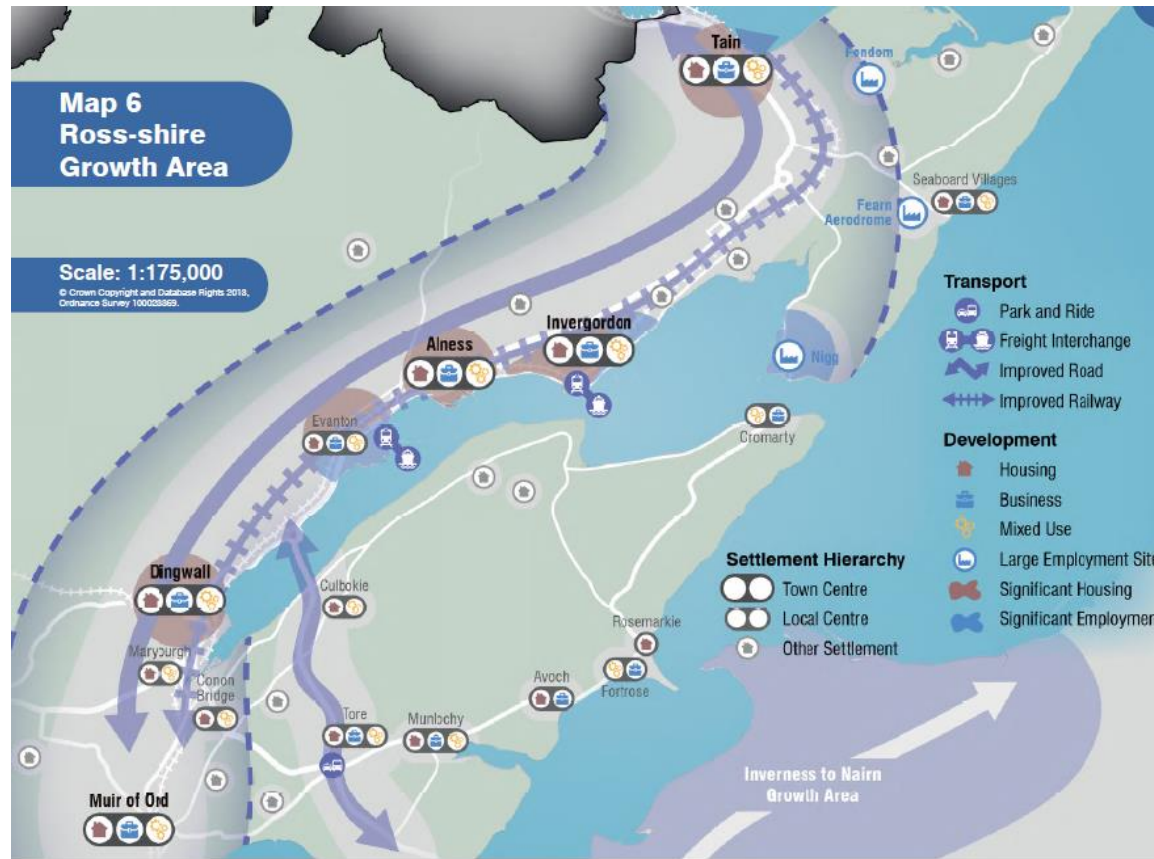
- The IMF is well-suited to a shift towards more sustainable forms of travel due to being one of the most densely populated area of the Highlands. The IMF area is therefore well-suited to the delivery of an active travel network.
- Development within existing settlements should be located within active travel range (eg 400m walking distance) of key services and amenities such as employment and community facilities.
- New developments are required to contribute towards local and strategic transport projects identified within this plan in the form of Developer Contributions.



## 2. Policy Review – IMF Local Development Plan (Adoped 2015)

### Ross-Shire

- Potential for the development of an active travel network around Alness, Dingwall, Invergordon and Tain.
- Rail line enhancement to improve journey times and attractiveness of rail travel for longer distance journeys- potential to encourage links between rail and active travel.



## 2. Policy Review – Highland Wide LDP (2012)

### **Accessibility and Transport**

- Development must be located and designed so that the need to travel is reduced and sustainable transport modes such as walking and cycling are encouraged.
- Sustainable trip making must also be the promoted between key land uses such as housing, schools, employment areas and retail.
- Examples of carefully designed interventions that promote active travel include ‘home zones’ and ‘safe routes to school.’
- The rural nature of much of the Highlands means significant use of the private car for longer journeys. However, there remain clear opportunities to promote sustainable trip making, through promoting multi-modal journeys, where active travel can be undertaken for part of the journey.

### **Policy 56- Travel**

- Development should be well-served by sustainable transport modes from the outset and provide opportunity for modal shift away from private car.
- Active travel proposals must consider key travel desire lines.
- Opportunities for walking and cycling must be maximised.

## 2. Policy Review – Highland Wide LDP (2012)

### **Tain**

- Tain is identified as a key business and industrial location, with land safeguarded for prospective future development that Highland Council would support.
- Tain is also a key service centre within the IMF.

### **Alness/Invergordon**

- Alness Business Park is identified as a key business and industrial location, with land safeguarded for prospective future development that Highland Council would support.
- Invergordon port is a key economic development area for growing industries such as tourism and renewable energy. Invergordon Tank Farm is classified as a major regeneration area for future redevelopment.

### **Dingwall**

- Dingwall is a key service centre within IMF.
- Dingwall Business Park is identified as a key business and industrial location, with land safeguarded for prospective future development that Highland Council would support.

### **Nairn**

- Nairn is a key service centre within IMF.
- Key development areas- Lochloy, Sandown, Delnies and Nairn South. These developments promote the expansion of Nairn as a town. Opportunity to promote active travel upon development occupation.



## 2. Policy Review – HITRANS Active Travel Strategy (2018)

### Key Objectives

- Increase mode share of walking and cycling to work and school within each HITRANS local authority area.
- Increase number of people walking and cycling using selected key routes, and monitor impact of interventions.
- Maintain local, regional and national investment in active travel.

### Challenges

- Long-term funding/ revenue streams and resourcing (eg winter maintenance and reliance on volunteer support).

### Identified Action Plan

Action	Examples
Marketing and Promotion	Behavioural change measures, cycle training, message delivery, school travel.
Planning and Policy	Increased funding, increased partnerships to promote active travel.
Public Transport Integration	Station cycle parking/facilities, cycles on buses, bus stop reviews.
Maintenance	Existing route maintenance such as litter picking on routes, local route audits.
Infrastructure	Trunk road active travel improvements, feasibility studies for routes, speed limits, cycle parking provision, cycle hire schemes.
Development Planning	Links between active travel and new development, high quality designing.

## 2. Policy Review – HITRANS Active Travel Strategy (2018)

### **Tain**

- A9 Missing links on NCN1 at Cromarty Bridge and Tain to Dornoch Bridge

### **Alness/ Invergordon**

- Priority 1: Develop a high quality Strategic Regional Route
- Priority 2: Network improvement strategy
- Priority 3: Promote uptake of travel plans to local employers (Now HItravel PTP)

### **Dingwall**

- Priority 1: Dingwall Schools Accessibility Plan
- Priority 2: Maryburgh to Dingwall School Walking and Cycling Route
- Priority 3: Install Cycle Parking in Dingwall Town Centre

### **Nairn**

- B9090: Cawdor Road Railway Bridge active travel improvements
- Priority 1: Reducing severance caused by A96 and Railway
- Priority 2: Ensuring cycleways and footpaths be provided to and within new developments
- Priority 3: Improving links to wider access networks including NCN 1 and Coastal Paths

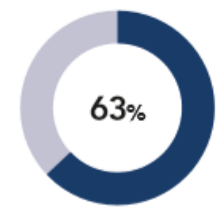
# 2. Policy Review – Cycling Scotland Monitoring Report 2020

## Highland

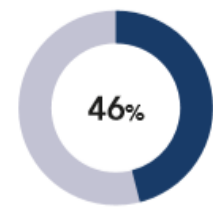


### Trends and context

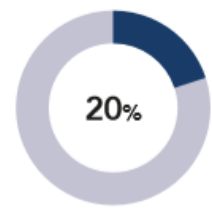
Proportion of journeys under 5km



Households with access to one or more bikes for private use



Households with no access to a car for private use



### Workplaces

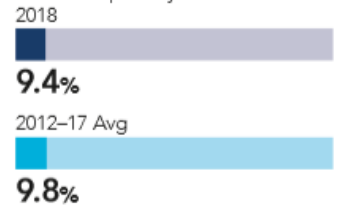
Employees cycling to work usually/regularly



**24**  
Cycling Friendly Employers employing  
**3,759**  
staff

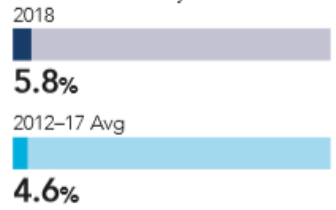
### Schools

Pupils cycling to primary school



**15**  
Cycling Friendly Schools reaching  
**5,890**  
pupils

Pupils cycling to secondary school



**29.8%**  
Percentage of primary schools delivering Level 2 Bikeability Scotland training

### Active travel budget\*

Capital  
**£640,321**  
Revenue  
**£209,977**  
2018/19

\* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

- There is a significant proportion of trips under 5km across Highland, despite the sparsely populated nature of the region.
- There is clear room for improvement in relation to cycling to work and study. Both infrastructure and behaviour change initiatives could stimulate shift towards active travel



## 2. Policy Review – Inner Moray Firth Modal Shift Strategy (2020)

### Key Messages

- Population growth of around ~0.5%/year within the IMF Development Area.
- Need to make public transport more competitive with the car, particularly in terms of journey times.
- Higher use of the car and lower use of public transport in the Highlands compared with the national average.
- Travel plans are becoming more common, particularly for large employers. However, after their production, limited action to promote more sustainable transport is seen.
- 1.6km is found to be the cut-off point whereby individuals in the IMF area select to drive (~3 minutes) over walking (~20 minutes).
- The main focus for modal shift is Inverness since it is experiencing the most severe traffic congestion and has the most trips which could be shifted to active modes.
- Nairn has been allocated significant housing allocation between 2011-2031 (2,500 new homes).
- A number of proposed transport schemes have been discussed including Kinnairdie Link Road in Dingwall and a new rail station at Dalcross (between Inverness and Nairn).

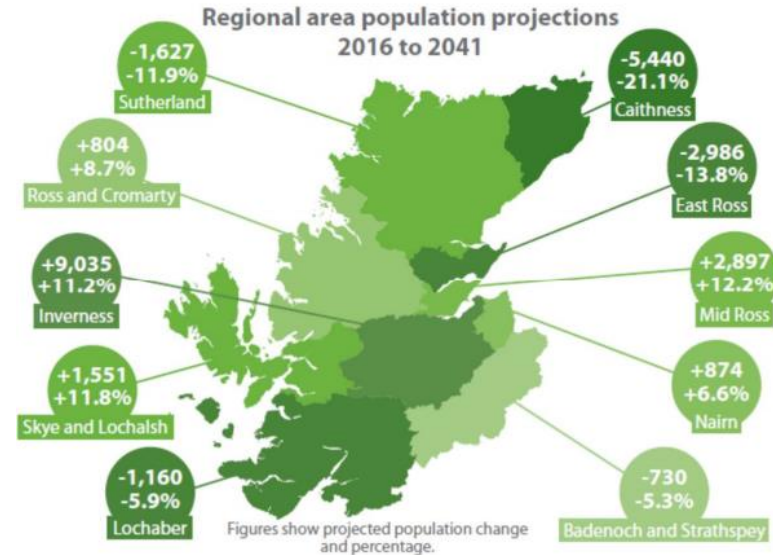
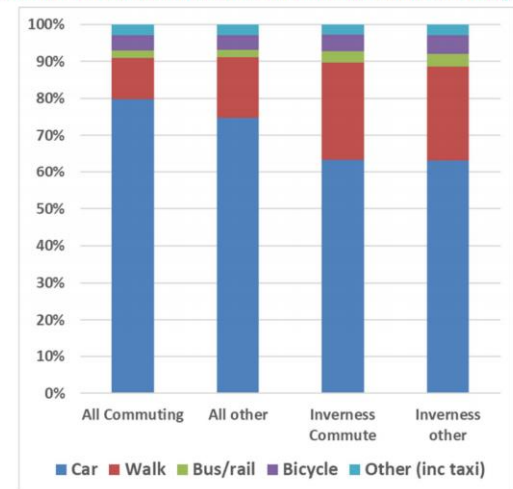


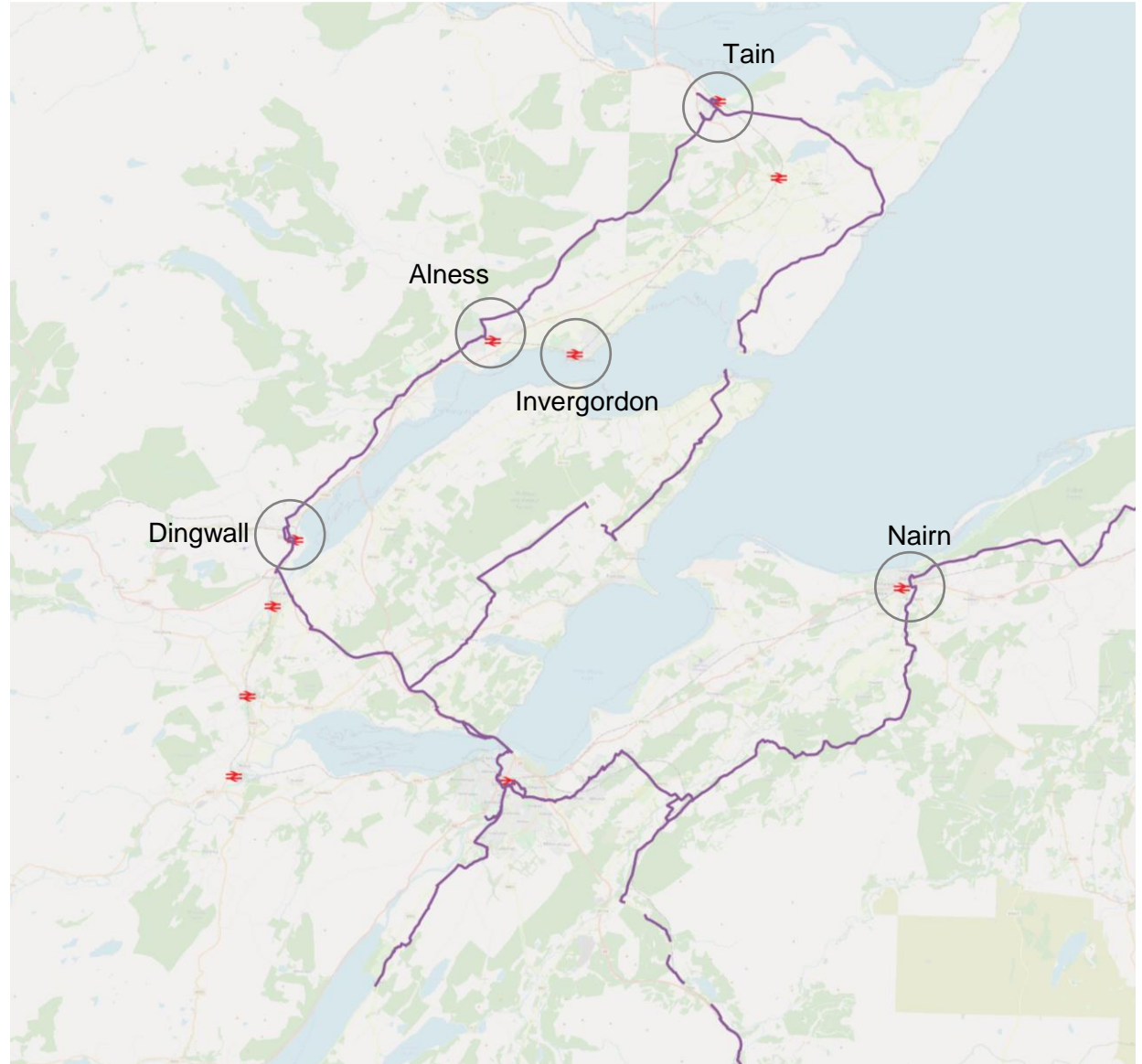
Figure 3.6 – Mode Share Estimates derived from Population and Accessibility characteristics of Census output areas and Scottish Household Survey trip data



## 2. National Cycle Network- IMF Overview

The National Cycle Network (NCN) links many of the towns, villages, and tourist attractions within the IMF area. Apart from Invergordon, all of the study towns see the route go through the town.

The NCN passes close to Dingwall, Alness and Tain railway stations. This facilitates multi-modal trips.



## 2. National Cycle Network- IMF Overview



- The vast majority of NCN routes across the IMF are on-road routes.
- There are small sections of traffic-free routes in Nairn, Dingwall, Tain and on approach to Alness and Invergordon.



# Section 3- Nairn

# 3. Nairn Active Travel Masterplan 2010

## Summary:

1. The A96 and North Coast railway are critical aspects of the local and national transport network.
2. The A96 corridor sees local traffic as well as long-distance travellers.
3. There are plans to strengthen the town: town centre regeneration, business park, tourism/recreation facilities.
4. Segregated cycle and pedestrian routes were suggested as part of the transport link upgrade.
5. Traffic management on the High Street requires improvement to improve the active travel experience.
6. There are 14 car parks within Nairn with no car parking charges. This acts as a deterrent for modal shift towards active and sustainable travel for short journeys.
7. There is a need for improved signage across the town centre and public transport stations.
8. Public transport infrastructure, particularly bus services and stations, is highlighted as an area in need of improvement (no CCTV, lighting, or signage on the approaches). The bus service in 2010 was found to be running at capacity, as well as their being limited option for interchange with other modes.

# 3. Nairn Active Travel Masterplan 2010

## Identified Active Travel Network

### Cycling

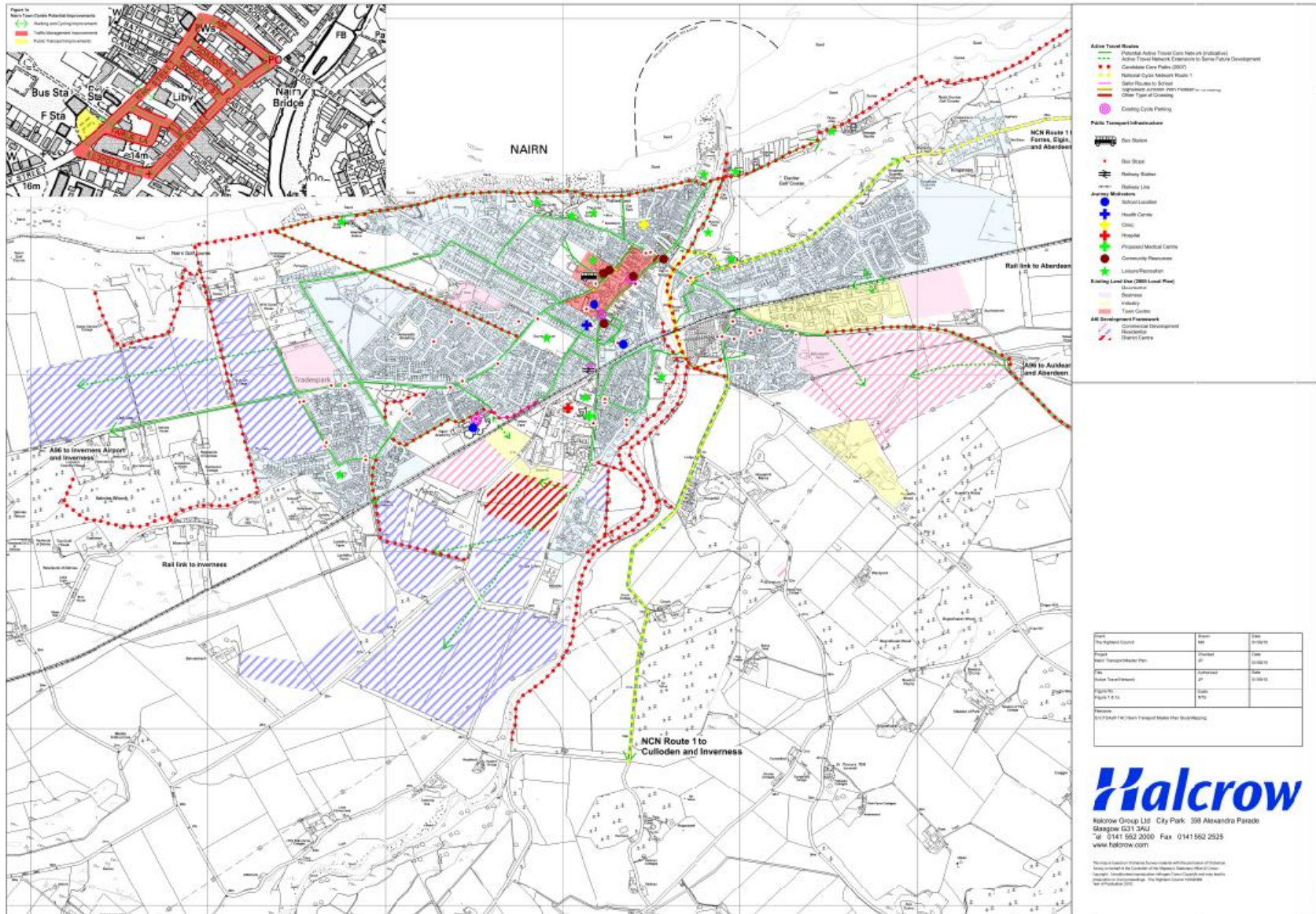
- NCN Route 1 linking Nairn to the south. A portion of this is off-road (from Grantown Road to Maggot Road).
- There are local routes between communities, facilities and the NCN.
- The cycle network is more extensive south of the town centre, with routes to the north of the Town Centre and residential areas more limited.
- The A96 and railway line act as barriers to cycling due to a lack of suitable crossing points.
- Cycle parking facilities are available at Nairn train station.
- The 2010 audit included suggestions for additional cycle parking at a number of locations across Nairn including the Bus Station.

### Walking

- Footpaths and pavements on both sides of busy areas: the High Street and A96.
- Signalised junctions: A96/Leopold Street; north of Falconer's Lane and A96/Lochloy Road.
- Pedestrian crossing: St Ninian Road/Harbour Street.
- Existing pedestrian crossing facilities on A96 are not strategically located (i.e. to/from the High Street and Bus Station).
- Off-road walking as part of the NCN route as well as along the riverside (between Nairn and Cawdor).
- The A96 and railway line act as barriers to walking due to a lack of suitable crossing points.



# 3. Nairn Active Travel Recommendations (2010 Masterplan)



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# 3. Policy Review- IMF Local Development Plan (Draft 2021)

## Settlement Profile- Nairn

### Overview:

- Nairn is the third largest settlement in Highland and provides a wide range of economic and social functions for the wider Nairnshire county.
- Given its attractive coastal location and setting the town is also a well established tourism and leisure hub. The town has seen a slight increase in population since 2011 with the number of residents now at just over 10,000.
- The aIMFLDP identifies Nairn as an important settlement within the A96 Growth Corridor with nearly 1,000 new homes delivered since 2000. Most new homes have been built in Lochloy to the east of the town.

### Transport Issues:

- Progress is currently being made to deliver an **Active Travel Bridge over the Railway Line** and enhance connections through **Balmakeith Industrial Estate**.
- A96 Dualling- involves de-trunking the existing A96 through the town centre, and supports public realm and active travel aspirations for the town. This includes making **King Street more pedestrian friendly**.

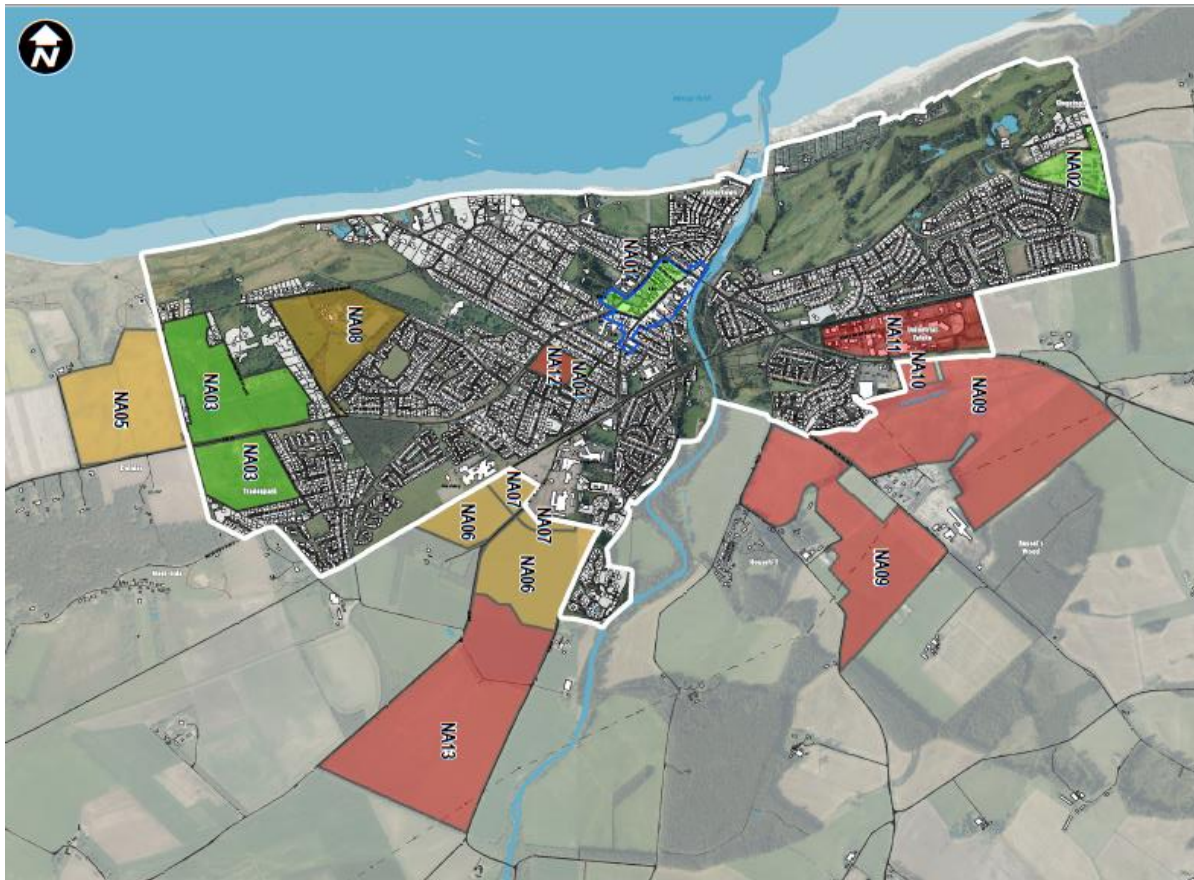
### Placemaking Priorities:

- Consolidate the expansion of Nairn with growth focused on areas which are well connected to the town and facilities and can deliver improved active travel links.
- Maximise the potential benefits from the A96 bypass by creating a more attractive environment and improving active travel links.



# 3. Policy Review- IMF Local Development Plan (Draft 2021)

## Settlement Profile- Nairn



- Preferred developments are located primarily to the west of Nairn. This includes the Sandown housing developments which are likely to come forward in the future.
- The Nairn South masterplan and Lochloy development (south-west) are not preferred due to issues surrounding the provision of active travel infrastructure. However these developments may still come forward in the future.



### 3. Policy Review- Nairn Community Town Centre Plan

The Nairn Community Town Centre Plan highlights proposals and opportunities identified by key stakeholders to increase footfall and deliver regeneration in Nairn town centre.

Key themes:

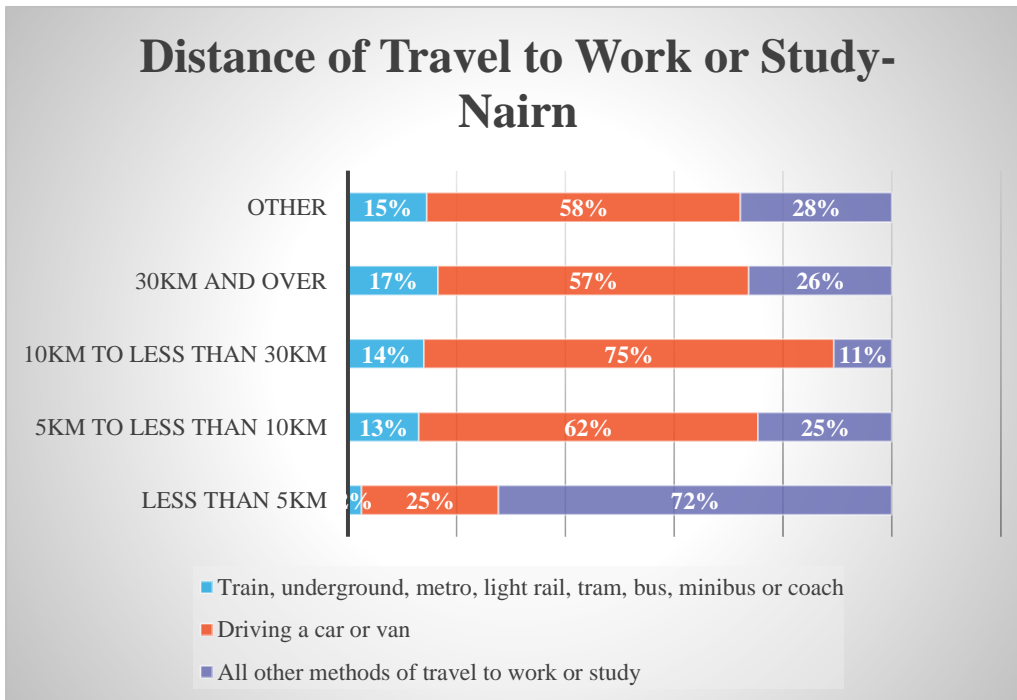
- Improve High Street environment and expand activities
- Make better use of area between King Street and the High Street
- Improve walking and cycling links between the town centre and surroundings.

Relevant Proposals and Suggestions:

- **Improve High Street environment and expand activities**
  - Improvement of **public realm on the High Street**
  - Improve the **amenity of Castle Square** (eg planters, vegetation, street art and street furniture)
- **Make better use of area between King Street and the High Street**
  - Establish a new town square for economic and community activity with placemaking.
  - Restrict car parking on King Street.
- **Improve walking and cycling links between the town centre and surroundings**
  - Improve active travel links between **High Street and King Street** (eg improve pedestrian vennels connecting the High Street with adjacent areas).
  - Improve walking links between **High Street and the river**. Better signage to key destinations such as the harbour, beaches, golf course etc.
  - **Reinstate King Street (A96)** as a vibrant street that prioritises pedestrians and cyclists over vehicles.

### 3. Baseline Data – Census Data (Nairn)

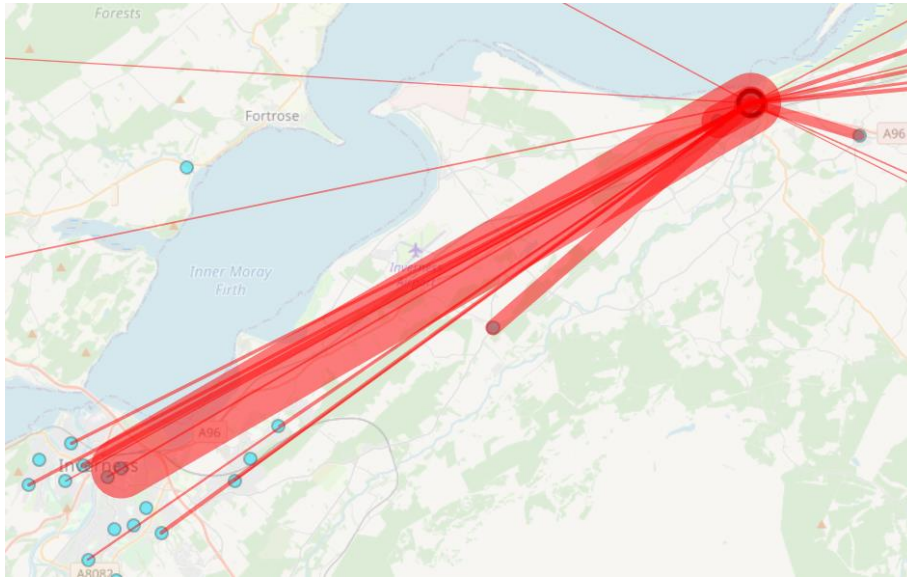
Work or study from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
11.8%	0.0%	2.5%	5.2%	0.3%	41.6%	10.0%	0.2%	4.5%	22.3%	1.7%



- Active travel accounts for almost 27% of all trips to work or study.
- 4.5% of all journeys are cycle trips, which is over double the percentage of cycle trips across both Highland and Scotland.
- Despite a high percentage of active travel journeys, 25% of trips less than 5km are undertaken via private vehicle

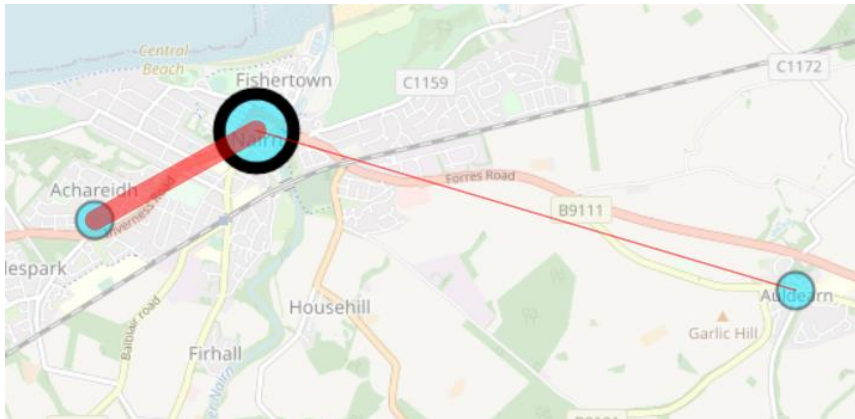
### 3. Baseline Data – Census Datashine Commute (Nairn)

#### All Modes:



- The most common commuter destination from Nairn is Inverness. Other popular destinations include Croy and Auldearn.
- Datashine also shows a significant amount of local trips within the town boundary.
- Commuter trips via active modes within the Nairn town boundary. The most popular trips were from the town centre to Achareidh and from the town centre to Auldearn.

#### Active Travel:



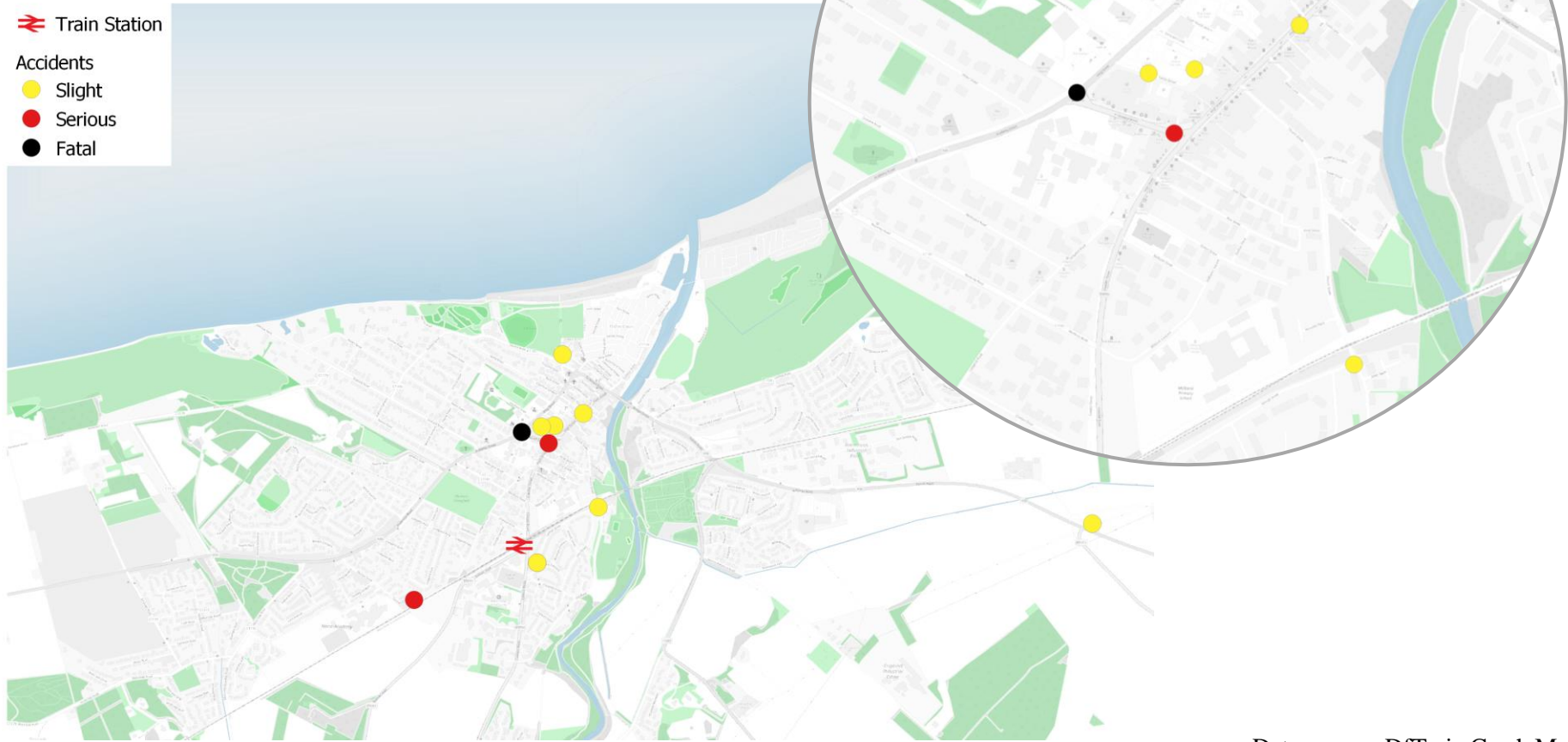


### 3. Baseline Data – Accident Statistics 2015-19

Between 2015-2019 in Nairn there were 12 reported pedestrian and cyclist accidents, including a fatality.

Analysis indicated an accident hotspot near the High Street particularly around the one-way system (see enlarged map)

- 🚉 Train Station
- Accidents
  - Slight
  - Serious
  - Fatal

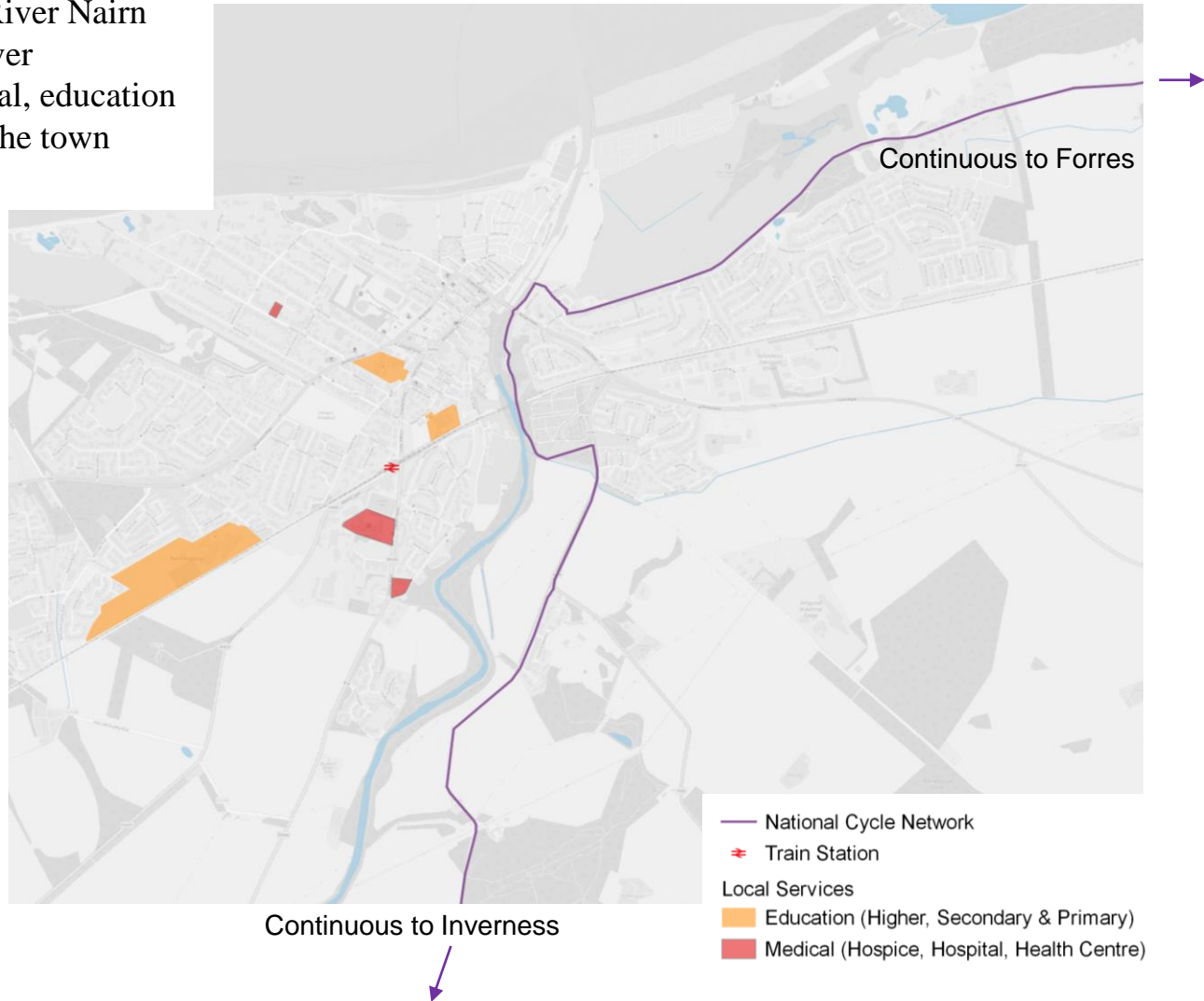


Data source: DfT via Crash Map

### 3. NCN Overview - Nairn

#### Features of the NCN Nairn:

- Only runs along the East of River Nairn
- Off-road portion along the river
- Does not connect with medical, education and railway facilities within the town
- Varied protection for users



# 3. NCN Examples – Nairn (North-East)

- National Cycle Network
- + Train Station
- Local Services
  - Education (Higher, Secondary & Primary)
  - Medical (Hospice, Hospital, Health Centre)



**B-D** Transition from shared-use pavement (both sides) to 60mph road without active travel infrastructure





# 3. NCN Examples – Nairn (South)



**E** off-road cycle/pedestrian path along the river

**F** off-road path meeting the A939



- National Cycle Network
- 🚉 Train Station
- Local Services
  - 🟠 Education (Higher, Secondary & Primary)
  - 🔴 Medical (Hospice, Hospital, Health Centre)



**G** shared pavement on one side of the A939



**H** increase in speed (30 to 60mph) on the edge of residential Nairn

### 3. Spaces for People- Nairn



#### Key Issues:

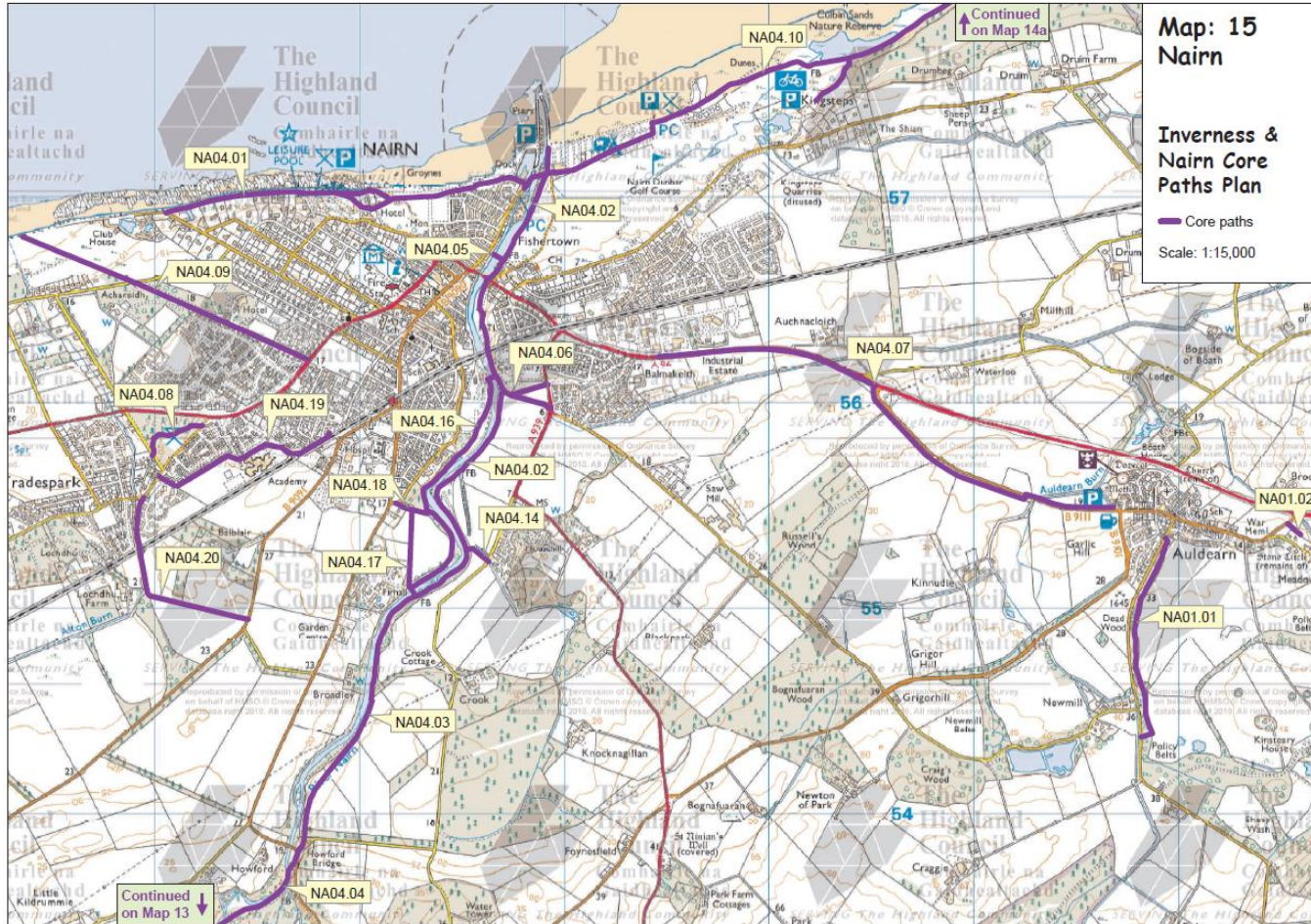
- Narrow footpaths and limited safe passing spaces for people walking, wheeling or cycling.
- Limited space for queueing outside local businesses.

#### Solutions:

- Footpath widening where possible, route signage and stencil and spraypaint road markings.
- Temporary on-street car parking suspensions.



# 3. Nairn Core Paths Plan



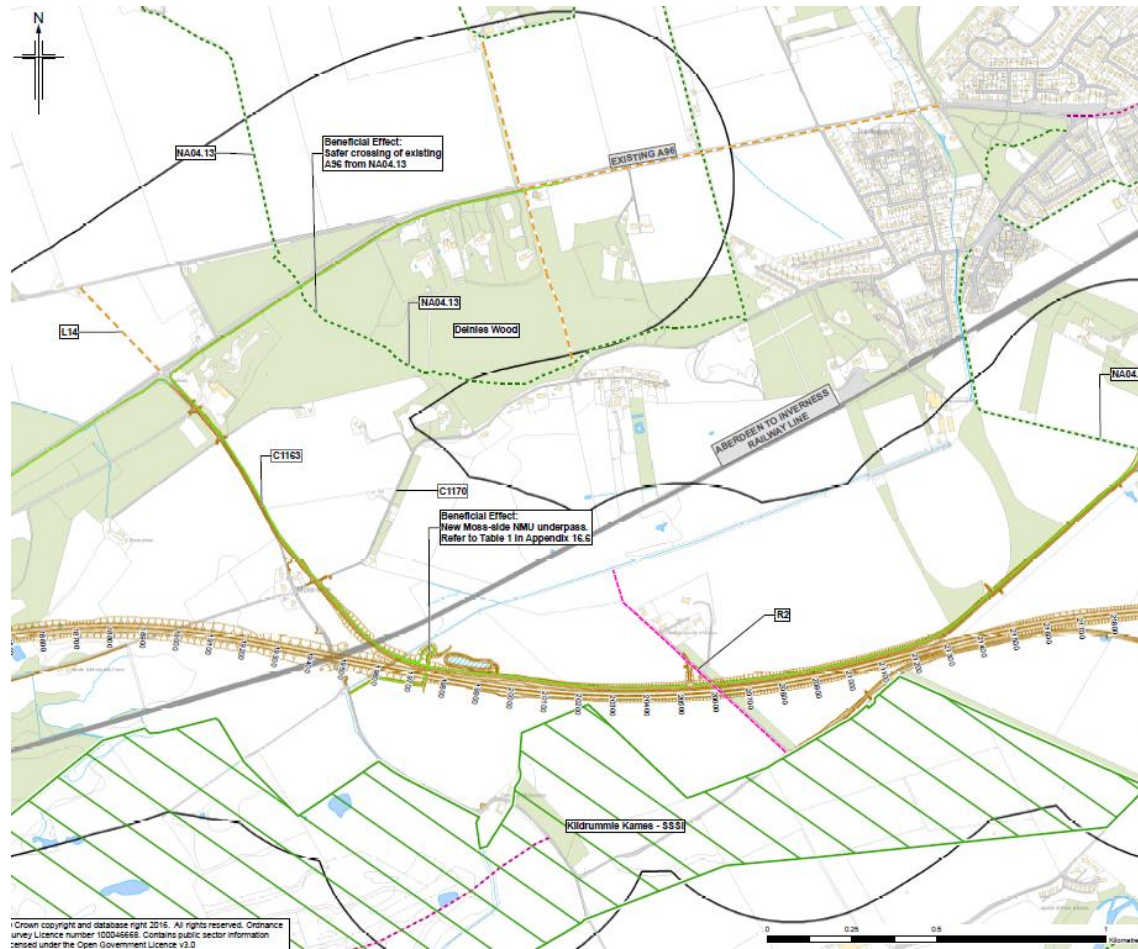
The Core Paths Plan sets out a number of proposed routes.

These are a range of gravel, earth and tar surfaces.

Crossings have also been included: Merryton Bridge (NA04.05) and a road/railway crossing at Moss-side Broadley Road (NA04.20).

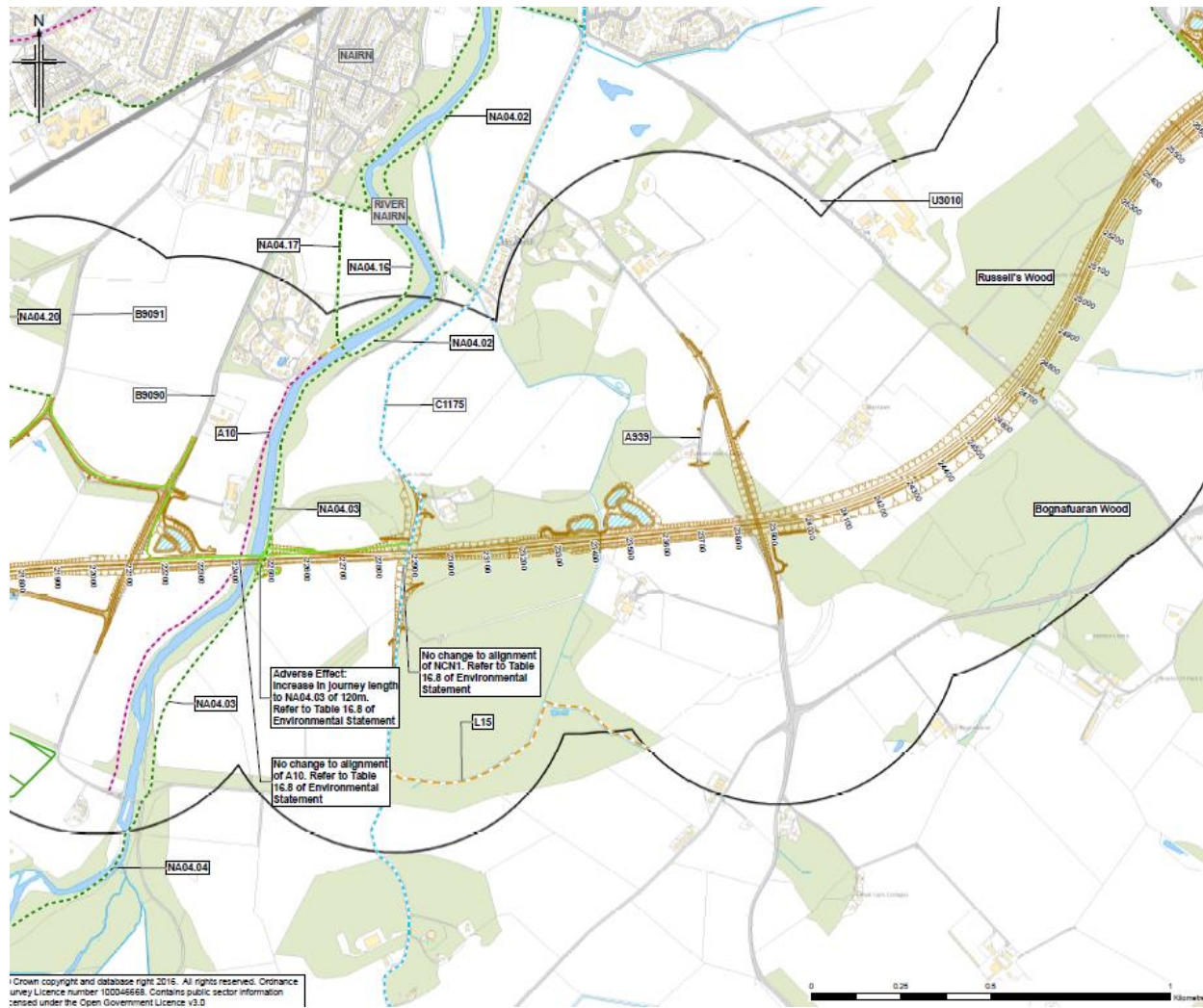


### 3. Proposed A96 Dualling Scheme- Nairn



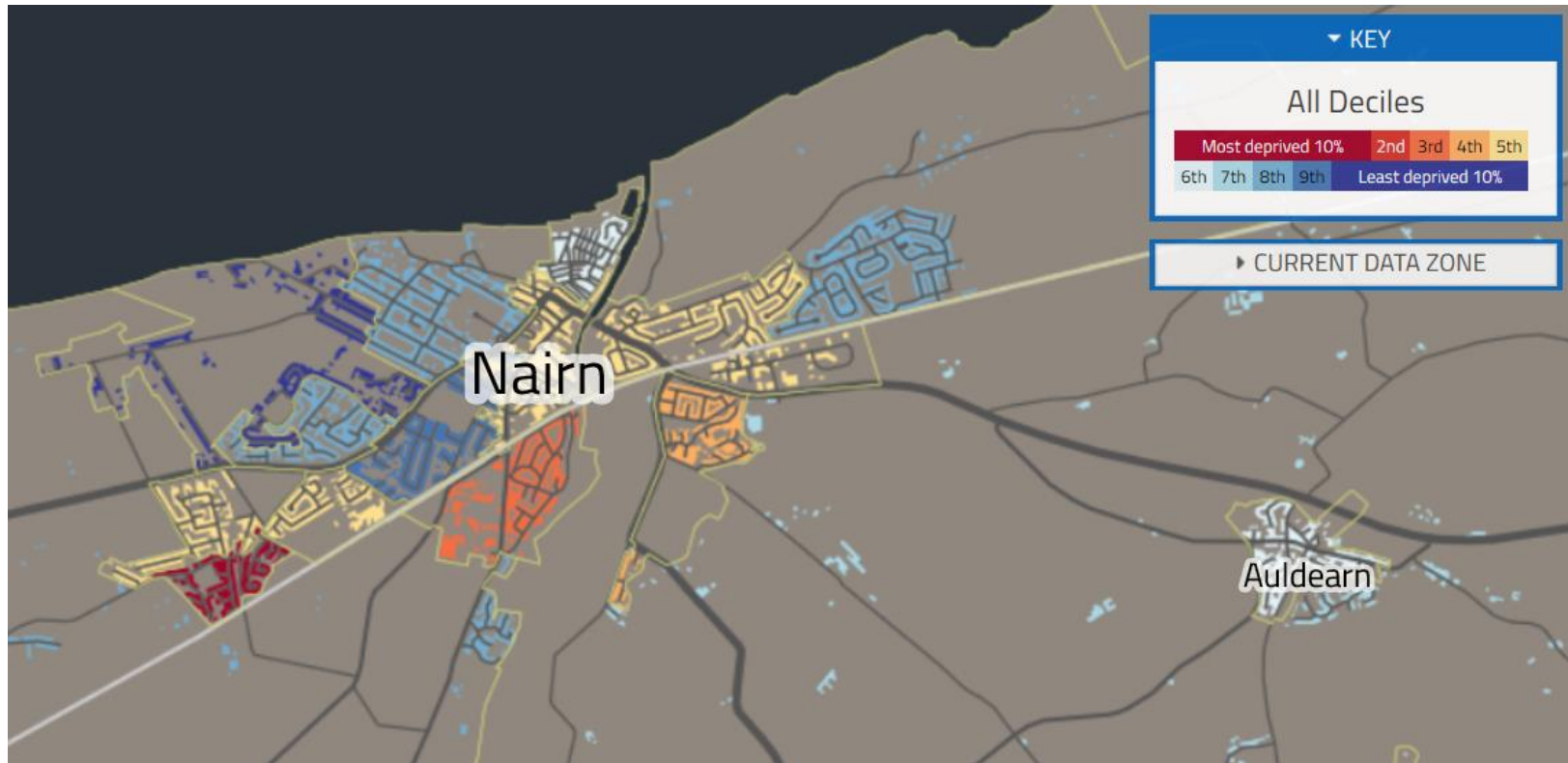
- Indicative route for A96 dualling scheme is located to the south of Nairn.
- This scheme consists of de-trunking the existing A96 which runs through Nairn town centre. This will create multiple opportunities in relation to active travel.

### 3. Proposed A96 Dualling Scheme- Nairn



- The Inverness-Nairn section of the A96 scheme has now been given the go-ahead by Scottish Ministers

### 3. Scottish Index for Multiple Deprivation (SIMD) 2020- Nairn



- There is a neighbourhood to the south-west of Nairn among the 10% most deprived in Scotland. This location would benefit from more opportunities and a more attractive environment.
- There are areas of affluence among the 10% least deprived in Scotland to the north-west of the town.



# Section 4- Desktop Review Conclusions

## 4. Desktop Review Conclusions

The desktop review has been important in providing geographical context and an understanding of transport characteristics and active travel conditions across the IMF and Nairn.

### Key Conclusions

- The IMF is the most densely populated area of the Highlands, which creates an opportunity to promote sustainable travel behaviour.
- Census 2011 data demonstrates a significant reliance on private car trips for everyday journeys across all Masterplan towns. This is despite a large proportion of journeys being below 5km and of a walking and/or cycling distance.
- Accidents involving pedestrians and cyclists have been reviewed. Accident clusters have been identified, for example within the town centre, where multiple collisions involving pedestrians and cyclists were reviewed.
- NCN routes across all masterplan areas are largely for on-road cycling and are of poor quality, with minimal segregated cycling infrastructure.
- There are very few disincentives for users to travel by private car, which is demonstrated by the large amount of free car parking across all Masterplan areas. This is potentially counter intuitive to encouraging travel via active and sustainable modes.
- Public transport hubs such as rail stations across the Masterplan towns create an opportunity to facilitate multi-modal trips, for example through cycle parking, walkable spaces and walking and cycling infrastructure linking to public transport hubs.

# 4. Desktop Review Conclusions

## Issues to inform Site Audits/ Stakeholder Engagement

- Key destinations identified from census datashine commute.
- Key development and employment locations identified from the LDP and planning officer discussions.
- Accident clusters, for example within Nairn High Street.
- NCN routes across all Masterplan towns.
- Transport Infrastructure surrounding schools.
- Free car parking across all Masterplan towns.
- Public transport hubs across the Masterplan towns and the potential to facilitate multi-modal trips.



# Appendices

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## B – Stakeholder Comments

Please scroll...



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