Tain Active Travel Masterplan

October 2021

HITRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

ARUP

The Highland Council
Comhairle na Gàidhealtachd

Explore…

Tain Active Travel Masterplan

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The Tain Active Travel 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 2010 Tain Transport Masterplan has 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 Tain 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 other 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.

4km of high quality active travel infrastructure physically separated from vehicular traffic connecting key land uses

Filtered streets and public realm improvements that create more attractive environments which promote walking, wheeling and cycling

1 Neighbourhood Mobility Hub to deliver active travel facilities and facilitate multi-modal travel

Masterplan Overview

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High Quality Active Travel Route /Cycle Street

Proposed Minor Improvements
(e.g. resurfacing/widening/better signage)

Quiet Streets / filtered streets

Placemaking

Active Travel Bridge

Mobility Hub / Public Realm Improvements

Proposed Cycle Parking

Existing Off-road Strategic Routes

Tain Transport Masterplan 2010

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Overview

The Highland Council (THC) commissioned a Transport Masterplan for Tain in 2010, which identified plans for walking and cycling, public transport, road improvements and traffic management.

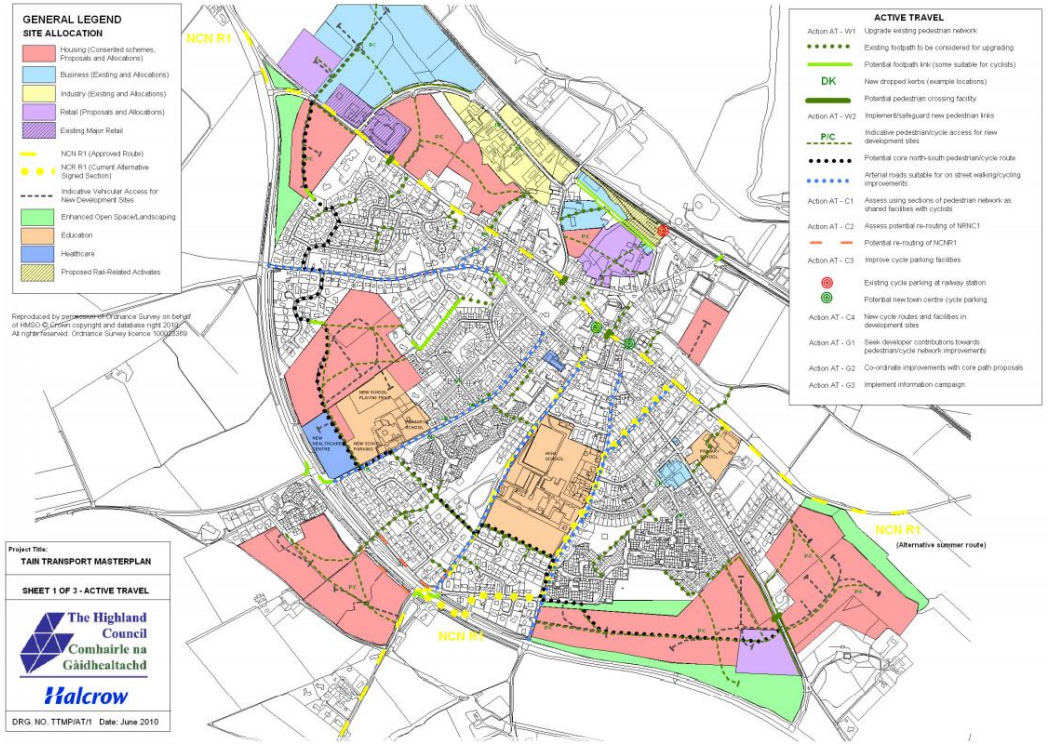
The masterplan identified the key issues in relation to transport and active travel in Tain. These included increased traffic congestion as a result of new development, narrow streets within the town centre, often with no footways, due to Tain being a historic town, and limited propensity to use public transport for longer journeys despite available rail and bus services.

Summary of Recommendations

The 2010 Masterplan outlined potential walking and cycling improvements based on a number of problems identified across the town. These include enhancing existing pedestrian and cycle networks, improving crossing facilities, providing cycle parking and obtaining developer contributions to improve active travel facilities

Many of the key issues and recommendations identified in 2010 have not been addressed, therefore remain applicable to this study. Many of these actions will therefore be considered as part of the Masterplan update.

Further details regarding the Tain Transport Masterplan 2010 can be found in Appendix A and here.



©The Highland Council- Tain Transport Masterplan 2010

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 and analysed to produce an evidence base used to inform virtual site audits, stakeholder engagement and eventually the final masterplan. Data and information sources reviewed were including but not limited to:

- Local Context and Demographics
- Tain Transport Masterplan (2010)
- IMF Local Development Plan 2 (Main Issues Report, 2021)
- HITRANS Active Travel Strategy (2018)
- Tain Town Centre Action 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 Tain.

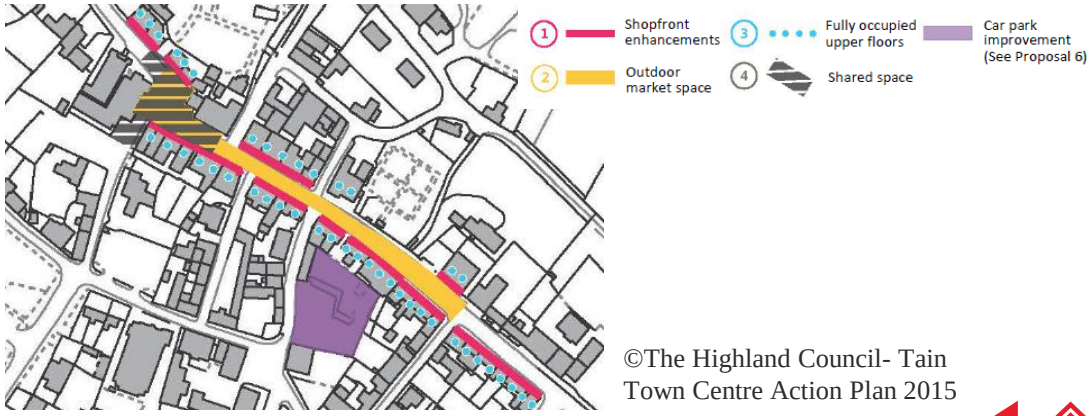
More details regarding findings from the desktop review can be found in Appendix A.

Policy Review

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

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.
- Tain is seeing large-scale housing development, such as at Rowan Drive, and strategic growth in the East Ross area.
- Active travel priorities for Tain include connecting Tain town centre to the Glenmorangie Distillery, ensuring 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 Tain to improve the local town centre environment, improve accessibility and revitalise space (e.g. the High Street).



©The Highland Council- Tain Town Centre Action Plan 2015

Desktop Review

Development Areas and Proposals

Key development proposals and areas throughout Tain 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 Tain have been identified within the IMFLDP2 Main Issues Report:

Site Name/ Area	Land Use	Site Reference	Site Status
Land to Rear of Craighill Primary School	Mixed Use	TN01	Preferred
Tain Royal Academy	Mixed Use	TN02	Preferred
Glenmorangie	Industry	TN05	Preferred
Tain West	Housing	TN10, TN11, TN12, TN13	Alternative

The preferred site for the delivery of a 3-18 years Education Campus is preferred site TN01. If the campus is delivered this will enable preferred site TN02 to be redeveloped. Another key development area is the Glenmorangie Distillery. 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.

©The Highland Council- Tain IMF2 sites

Desktop Review

Baseline Data Review

Baseline data sources related to active travel in Tain 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 30% of all journeys to work or study in Tain, which is higher than the combined walking and cycling mode share for both Highland and Scotland.
- The majority of journeys to work are up to 5km, which emphasises the importance of local accessibility within Tain.
- Around 26% of Tain households do not have access to a private car.
- Despite a high active travel mode share, Census distance of travel to work or study data shows that 24% of trips less than 5km are by private vehicle.
- Census Datashine Commute shows commuter destinations from Tain include Dornoch, Alness, Invergordon and Inverness.

	Walking	Cycling	Public Transport	Can/Van	Work from Home	Other
Tain	28.0%	1.5%	5.6%	49.8%	13.3%	1.8%
Highland	17.7%	2.4%	10.7%	52.2%	14.9%	1.4%
Scotland	18.5%	1.3%	16.9%	49.9%	11.3%	2.1%

©Census Datashine Commute- Tain

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 4 reported pedestrian and cyclist accidents within Tain, 2 of these incidents were serious incidents and the other 2 were classified as slight.
- 2 serious collisions was recorded on the B9174 High Street and Mansfield Estate within proximity of Craighill Primary School.
- 2 slight incidents were recorded on B9174 Knockbreck Road and Juniper Drive.

Virtual Site Audits

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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 Tain 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 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 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.

Internal Site Audit

- Included the project team
- Tain walkabout using Google Maps
- Reviewed existing active travel infrastructure and key trip attractors
- Identification of key areas for further investigation

Stakeholder Site Audit

- Included the project team and key stakeholders for Tain
- Explored the key areas identified in the internal site audit
- Exploration of additional opportunities using local knowledge

Virtual Site Audits

Internal Virtual Site Audit

The high-level observations made during the internal site audit for Tain were as follows:

- Tain town centre has many narrow roads, narrow footways and an environment typically dominated by vehicles.
- Active travel infrastructure is limited to footways and a shared footway/cycleway parallel to the B9174 to the east of the town.
- There are key shopping areas and employers at either end of town, including Glenmorangie Distillery to the west and supermarkets to the east, which would benefit from high-quality active travel connections.
- Crossing provision across the A9 is uncontrolled between the residential area to the east of the A9 and rest of town.
- There are many arterial routes that converge into the High Street.

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

©Arup- Tain High Street (July 2021)


©Arup- King Street (July 2021)

Stakeholder Engagement

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Methodology

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

- Highland Council Planning Officer for Tain
- Highland Council Ward Manager for Tain and Easter Ross
- Tain Councillors
- Tain 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 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

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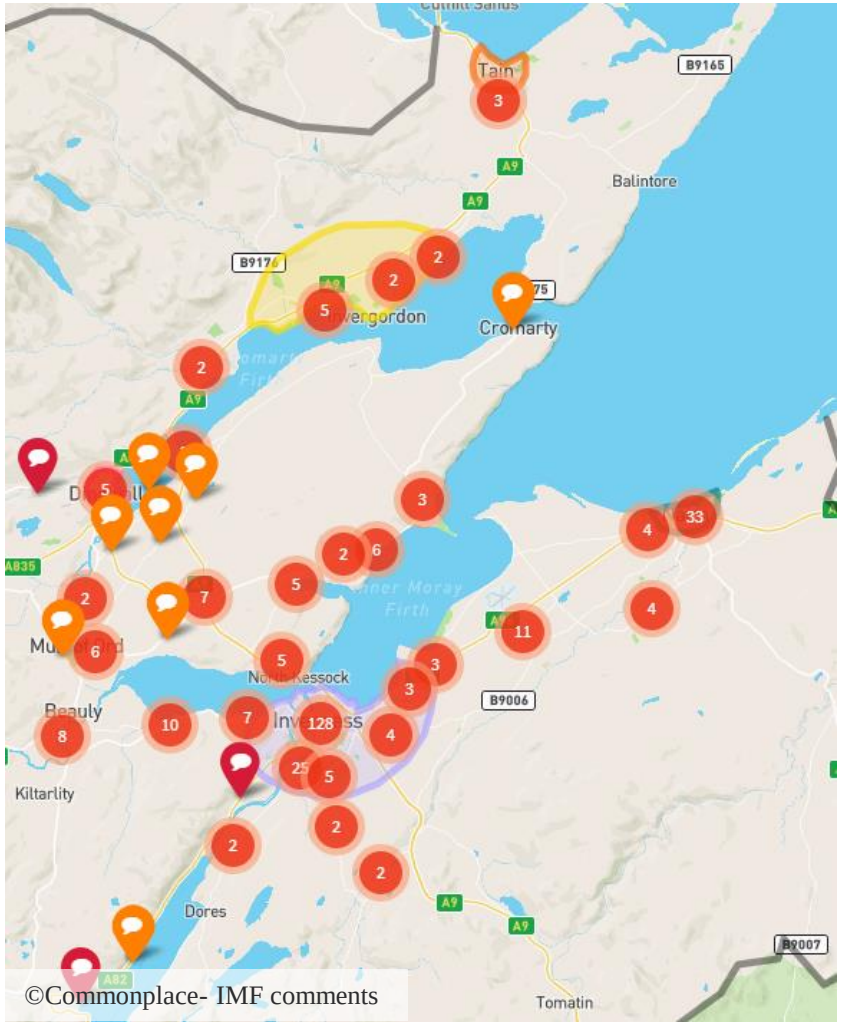
Stakeholder Feedback

Key outcomes from the stakeholder engagement stages were as below. A video clip from the site audit session can be found in Appendix B and all stakeholder comments can be found in Appendix C.

- There is a desire amongst key stakeholders to **improve the active travel offering across the town** for both local residents and visitors.
- There is the potential to provide an **active travel connection to Glenmorangie Distillery.**
- Opportunity to improve **active travel facilities in line with the future Education Hub**, which is expected to be developed adjacent to Craighill Terrace.
- **Roads/cycle infrastructure** need to be improved. Roads are worn and not suitable for cycling.
- The south-east area of Tain has greenspaces that are in need of **placemaking and minor improvements for active travel** such as signage/wayfinding.
- NCN needs to be repaired and upgraded within Tain.



©Commonplace- IMF comments

Action Development

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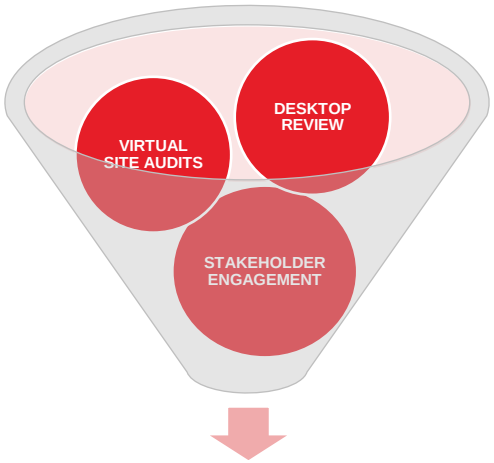
Methodology

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 Tain 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.



Action Development

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Local Development Plan (LDP) preferred development sites for Tain

Local Development Plan (LDP) alternative development sites for Tain

Action Development

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Action	Route/Measure	Section	Description/type	Extent (km or item)	Cost Range*	Easy Win (Y/N)	Developments in close proximity
1	High quality infrastructure on A9 and Morangie Road	A9 and Morangie Road, between Glenmorangie Distillery and Hill Street	Segregated active travel infrastructure where possible, including safe crossing points at desire lines	1.60	£500,000 - £1,000,000	N	TN04, TN05, TN06
2	One-way and high quality active travel loop in Tain centre	Academy Street, Tower Street, Geanies Street, Stafford Street, Cadboll Place, Queens Street, Manse Street and Hill Street	One-way loop within Tain centre to allow for segregated active travel infrastructure where possible, including safe crossing points at desire lines	1.30	£600,000 - £1,000,000	N	TN07, TN14
3	Public realm and placemaking improvements in Tain Centre	Area within Academy Street, Tower Street, Geanies Street, Stafford Street, Cadboll Place, Queens Street, Manse Street and Hill Street	Improvements to the public realm including seating, secure cycle parking, parklets and other active travel amenities	1.30	£200,000 - £300,000	Y	TN07, TN14
4	High quality infrastructure to train station via Shore Road	Shore Road, between Tower Street and Tain railway station	Segregated active travel infrastructure where possible, including safe crossing points at desire lines	0.60	£250,000 - £550,000	N	TN04, TN06, TN09
5	High quality infrastructure on Craighill Terrace	Craighill Terrace, between Manse Street and A9	Segregated active travel infrastructure where possible, including safe crossing points at desire lines	0.80	£300,000 - £550,000	N	TN01

*Typical Costs for Cycling Interventions & Spons (https://assets.publishing.service.gov.uk/government/typical-costings-for-ambitious-cycling-schemes.pdf)

Action Development

ARUP

Action	Route/Measure	Section	Description/type	Extent (km or item)	Cost Range	Easy Win (Y/N)	Developments in close proximity
6	Minor improvements on Burgage Drive and Hartfield Street	Burgage Drive and Hartfield Street, between Asda Tain and Geanies Street	Minor improvements including signage and wayfinding, resurfacing, removal of street clutter and better connectivity to existing infrastructure where feasible	0.60	£90,000 - £120,000	Y	TN03, TN08
7	Public realm and placemaking in south east Tain	South east Tain, between Scotbrun Road, Burgage Road, Queen Street and Seaforth Road	Improvements to the public realm including seating, secure cycle parking, and other active travel amenities	2.20	£400,000 - £500,000	N	TN02, TN03, TN08
8	Neighbourhood mobility hub at potential education centre*	Potential education hub on allocated development	Improvements to the public realm at the station, including seating, cycle repair stand, lockers, sheltered cycle parking, information board	1.00	£180,000 - £230,000	N	TN01
9	A9 Active Travel Bridge	Over the A9, creating a safe crossing on the NCN	An active travel bridge across the A9 to provide a pedestrian and cycle crossing on the NCN. Potential to reduce speed limit and provide signalised crossing	1.00	£1,800,000 - £2,500,000	N	TN01, TN10, TN11, TN12, TN13
10	Filtered Streets on Hill Street and Rose Street	Hill Street and Rose Street as safe active travel routes through connecting to the centre of Tain	Filtered streets, prohibiting access to vehicles and providing a safe space for pedestrians and cyclists	2.00	£10,000 - £25,000	Y	TN14
11	High quality cycle parking	Identified sites at the Blarliath Industrial Estate and Tain railway station	High quality cycle parking that is sheltered	2.00	£20,000 - £40,000	Y	TN04, TN06, TN09

Sustainable Development

Alignment with the UN Sustainable Development Goals (SDG)

As an indication of how the Masterplan actions align with a commitment to positive social, economic and environmental outcomes, we have used the SDG symbols opposite to indicate 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.

Actions

Action 1 – High Quality Active Travel Route on A9 and Morangie Road

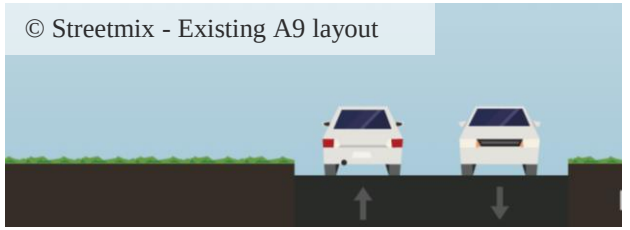
The A9 is a trunk road running around the south of Tain towards Glenmorangie Distillery to the west of the town. The road is national speed limit with one lane of traffic in either direction and sections of right-turn lanes and central reservations.

This action proposes that a **high quality active travel route** be provided on the A9 and Morangie Road between Hill Street (west of Tain High Street) and Glenmorangie Distillery by reallocating road space and reducing the carriageway width where feasible. This action also includes the delivery of controlled crossing points at key desire lines to enable pedestrians and cyclists to cross safely. Due to constraints, it is unlikely that segregated infrastructure could be provided along the length of this route. Therefore a combination of **minor improvements** such as reduced speeds and signage along Morangie Road, and **segregated high quality infrastructure** along the A9, is proposed.

This route would complement proposed changes in the town centre and connect the distillery and residents located to the west of Tain with the High Street.
This proposal should be developed further through the delivery of a feasibility study. Any proposed changes along the A9 will require approval from Transport Scotland.


©Arup- Morangie Road


© Google- A9 leaving Tain


© Streetmix - Existing A9 layout

Actions

Action 2 –High Quality Active Travel Route through Tain Town Centre

Tain town centre is made up of historic narrow streets, some which operate as one-way for vehicles. Currently there are several pinch points along Tower Street and minimal formal crossing points for pedestrians.

This action proposes a **high quality active travel route with one-way vehicle movements** within Tain centre**.** The 'loop' indicated in the map should include Academy Street, Tower Street, Geanies Street, Stafford Street, Cadboll Place, Queens Street, Manse Street and Hill Street. This should be segregated active travel infrastructure where possible, including safe crossing points at desire lines.

By creating a one-way 'loop' and rationalising on-street parking, additional space can be allocated to cyclists (segregated cycleways), pedestrians (footway widening and improvements), and placemaking.

This action should be developed further through feasibility work.

Actions

Action 3- Public realm and placemaking improvements in Tain Centre

This action proposes **public realm and placemaking improvements** in Tain centre. Through measures including public seating, secure cycle parking, parklets and other public realm improvements.

Parklets are becoming more popular within towns and cities across the UK. They typically involve converting existing carriageway space into public spaces where people can rest, relax and enjoy. Many include cycle parking, seating and planters.

This action will bring significant benefits, including creating a more attractive walking, wheeling and cycling environment. Wider benefits include creating attractive spaces for residents and visitors, supporting local businesses through increasing footfall and creating more opportunities for social interaction.

Many placemaking measures, such as parklets, can be trialled at a low cost with a view of them becoming permanent if successful.

©Sustrans- Dunblane Street Design

Actions

Action 4- High Quality Active Travel Infrastructure on Shore Road

Shore Road currently provides an important link towards Tain Railway Station and key employment areas. The road currently operates as two-way vehicle movements without road markings. Active travel facilities include footways on one side of the carriageway, and no cycling infrastructure.

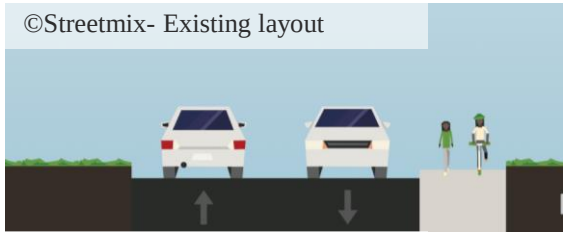
It is proposed that **high quality active travel infrastructure** be introduced to Shore Road. This should be segregated infrastructure where possible, including safe crossing points at desire lines, for example on approach to the railway station.

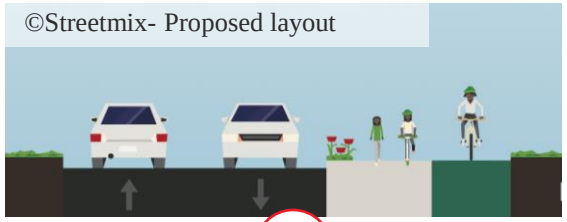
This action will provide a strategic link between the town centre and the railway station, which will promote use of the railway station for multi-modal trips. This route will also encourage more walking and cycling to other key land uses such as the supermarket and industrial employment areas.

This action also effectively ties in with IMFLDP2 site TN04.

©Google- Shore Road

©Google- Segregated infrastructure, Kävlinge


©Streetmix- Existing layout


©Streetmix- Proposed layout

Actions

Action 5- High Quality Active Travel Infrastructure on Craighill Terrace

Craighill Terrace is an important link between the A9 and the town centre, connecting key amenities such as schools, medical centres and bus stops whilst also intersecting with other residential streets.

Craighill Terrace currently operates with one lane in each direction. The area has a 30mph speed limit, with a 20mph section around Craighill Primary School. Active travel facilities comprise footways with no existing cycle infrastructure and poor crossing facilities around Craighill Primary School.

This action proposes that **high quality active travel infrastructure** be introduced on Craighill Terrace between Manse Street and A9. This should be segregated where possible and integrate safe crossings at key desire lines, including around the primary school and medical centre. **Segregated infrastructure** is proposed where Craighill Terrace runs parallel to Mansfield Estate. Due to space constraints the section from Manse Street to the junction with Mansfield Estate could form more of a **quiet street**, with low neighbourhood speeds and relevant cycle signage.

This action will encourage more active and sustainable school trips, as well as multi-purpose trips from this location towards Tain town centre.

This route also effectively ties in with the IMFLDP2 preferred site for a future Education Campus (TN01) and other masterplan actions such as the Neighbourhood Mobility Hub.

©Road.cc- Birmingham segregated route

©AirQualityNews- London Quietway

©Google- Craighill Terrace/Mansfield Estate

Actions

Action 6- Minor improvements on Burgage Drive and Hartfield Street

This action proposes **minor improvements** be provided on Burgage Drive, Gower Place, Sutherland Street and Hartfield Street. These are residential streets located to the south-east of Tain. Current issues within this location include street clutter, surface quality and parking vehicles, which are problematic for active travel users.

Minor improvements will include the provision of signage to improve wayfinding for active travel users and make drivers aware of pedestrians and cyclists. In addition, resurfacing where feasible and the removal of street clutter and rationalisation of on-street parking will also form part of this action.

There is also an existing off-road shared footway/cycleway which provides connectivity to Burgage Drive from the Asda supermarket. This proposal should ensure better links to this infrastructure to enable continuous journeys for active travel users from the supermarket to residential streets and onward to Tain town centre.

The aim of this action is to create a more attractive environment for walking, wheeling and cycling within this location to improve the propensity to travel actively.

©Aspect Studios – Frome signage

©Arup- South Queensferry residential street

Actions

Action 7- Public realm and Placemaking Improvements in South East Tain

This action proposes **public realm and placemaking improvements** to the south east of Tain between Scotsbrun Road, Burgage Road, Queen Street and Seaforth Road. These improvements may include high quality cycle parking, seating and planters. In addition, parklets could be delivered as part of this action, which would transform existing on-street car parking into attractive public spaces.

This location is primarily residential with other land uses such as schools, community and sports facilities and public sector buildings. However, there are currently minimal active travel facilities to serve these land uses.

There is potential for many of these improvements, such as high quality cycle parking, to tie into the school, which is a key trip attractor within the local area. High quality cycle parking facilities encourage pupils to regularly cycle to school.

Public realm and placemaking improvements within this location could be trialled at a low cost with a view of these measures becoming permanent.

©Oxford City Council – Broad Meadow

©Arup- Milsom Street, Bath

Actions

Action 8- Neighbourhood Mobility Hub at Future Education Campus

Discussions with key stakeholders indicated that the delivery of an education campus for young people aged 3-18 has been a long term aspiration within Tain, incorporating a nursery, primary school and secondary school into one campus. IMF2 states that the preferred site for the campus would be adjacent to Craighill Terrace (TN01).

It is therefore proposed that a **neighbourhood mobility hub and public realm improvements** are delivered at this location in conjunction with the future education campus. The aim would be to encourage and enable active and sustainable travel across the young generation of Tain and members of staff travelling to the campus.

The mobility hub should include high quality active travel access, cycle repair stand, cycle lockers, sheltered cycle parking, seating areas and an information board. Public realm improvements will create an attractive environment both within and surrounding the campus.

This action will bring significant benefits to Tain, including better connections between active travel and bus services to create a greater propensity to undertake multi-modal journeys. This action would also ensure the provision of sustainable transport infrastructure to serve the education campus from occupation.

©CyclePods Ltd – BikeBays in Oxford

©Hewitt Studios – Plymouth's Journey Hub concept

Actions

Action 9- Active Travel Crossing on A9

NCN Route 1 runs through Tain, which primarily consists of on-road cycling. NCN users are required to cross the A9 through the use of an underpass, which is unattractive for active travel users and does not meet the active travel design standard within *Cycle Infrastructure Design (LTN 1/20).*

It is therefore proposed that improvements be made to the active travel crossing opportunities over the A9, this can be in the form of a new **active travel bridge, upgrades to existing underpasses or a signalised crossing.**

This proposal would provide a continuous active travel link between Tain and the residential areas and potential future development across the A9, encouraging users from these locations to travel actively. This action would also connect with proposals to the south east of Tain.

This action should be progressed through the undertaking of further feasibility work. Any proposals within this location will require approval from Transport Scotland.

©Your Cumbria- pedestrian and cycle bridge, Carlisle

©7N Architects- Garscube link underpass, Glasgow

Actions

Action 10- Filtered Streets on Hill Street and Rose Street

Hill Street and Rose Street are small side streets to the south of Tain town centre, both approximately 100 metres in length. These streets are narrow in width, however both operate with two-way vehicle movements. In addition, there are no footways on Rose Street and Hill Street has footways less than 1 metre in width.

It is proposed that **filtered streets** are delivered on Hill Street and Rose Street, which prioritise walking, wheeling and cycling and restrict through traffic. The potential to widen footway space on both streets should be considered as part of this proposal. Furthermore, placemaking measures such as parklets, planters and street furniture should also be explored.

This action would create a direct, safe and traffic-free active travel route to the town centre, which would significantly benefit residential areas to the south of the town centre. Other benefits include creating safer, environmentally friendly spaces that bring social interaction opportunities.

The delivery of this action will be subject to further feasibility work being undertaken. There is the potential for this action to be trialled in the short term, with a view of becoming permanent.

Actions

Action 11- High Quality Cycle Parking

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

Therefore, this action proposes the delivery of **high quality cycle parking** at 2 key locations in Tain; Blarliath Industrial Estate and Tain Railway Station. 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 Tain by providing secure cycle parking at key trip attractors and employment areas.

Strategic cycle parking locations will complement the active travel routes and actions identified throughout this masterplan and serve key trip attractors and employment areas across Tain.

©Falco- Kintore Railway Station cycle parking

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 Tain.

©Arup- Windmill Street Parklet, London

©Arup- Connswater Community Greenway, Belfast

Summary

Summary and Conclusion

The proposals identified throughout the Tain 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:

- The delivery of high-quality active travel infrastructure on the A9, Morangie Road, High Street, Shore Road and Craighill Terrace which connects key land uses and trip attractors.
- Public realm and placemaking improvements within Tain town centre and residential streets to the south-east of Tain to create a more attractive walking, wheeling and cycling environment.
- Active travel bridge crossing the A9 to provide active travel access to residential areas to the west of the A9 and IMFLDP2 housing allocations.
- Neighbourhood mobility hub at the preferred site for the future Education Campus, to encourage active and sustainable journeys among young people, staff and local residents.

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 IMFLDP2 and the planning and delivery of sustainable, active transport infrastructure in Tain.

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Appendices

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Appendices

A – Desktop Scrapbook

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Desktop Review Scrapbook

Tain Active Travel Masterplan

Contents

Section 1-Background

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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

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2. Masterplan Towns Fact-file

	Tain
Population size	3.655 (-3% 2012-2016)
Main employment locations	Glenmorangie distillery, Buchanan Seafoods, Tourism
Key medical facilities	Tain 7 district Medical Group
Key education centres	Tain Royal Academy; Craighill Primary School; St Duthus School; Knockbreck Primary School.
Main features	Train station; A9 to the south; Supermarkets (Asda and Tesco); Tain golf course .
Cycle & Walk mode share	29.5% (28% walk, 1.5% cycle)
Demographics	~50% of the population between 25-64 (working age), majority of households are on-person, or cohabiting.

2. Policy Review – IMF Local Development Plan 2 Main Issues Report

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 2 Main Issues Report

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.

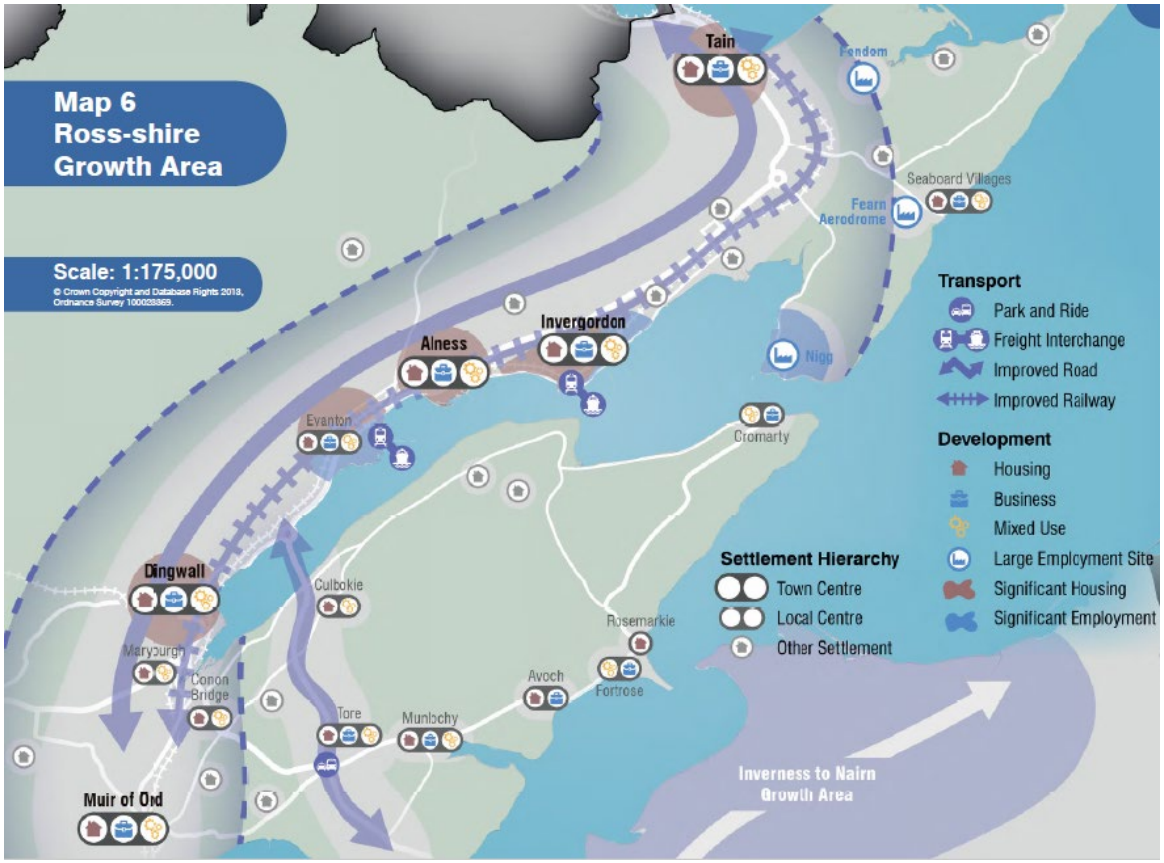
Transport/ Active Travel:

- 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)

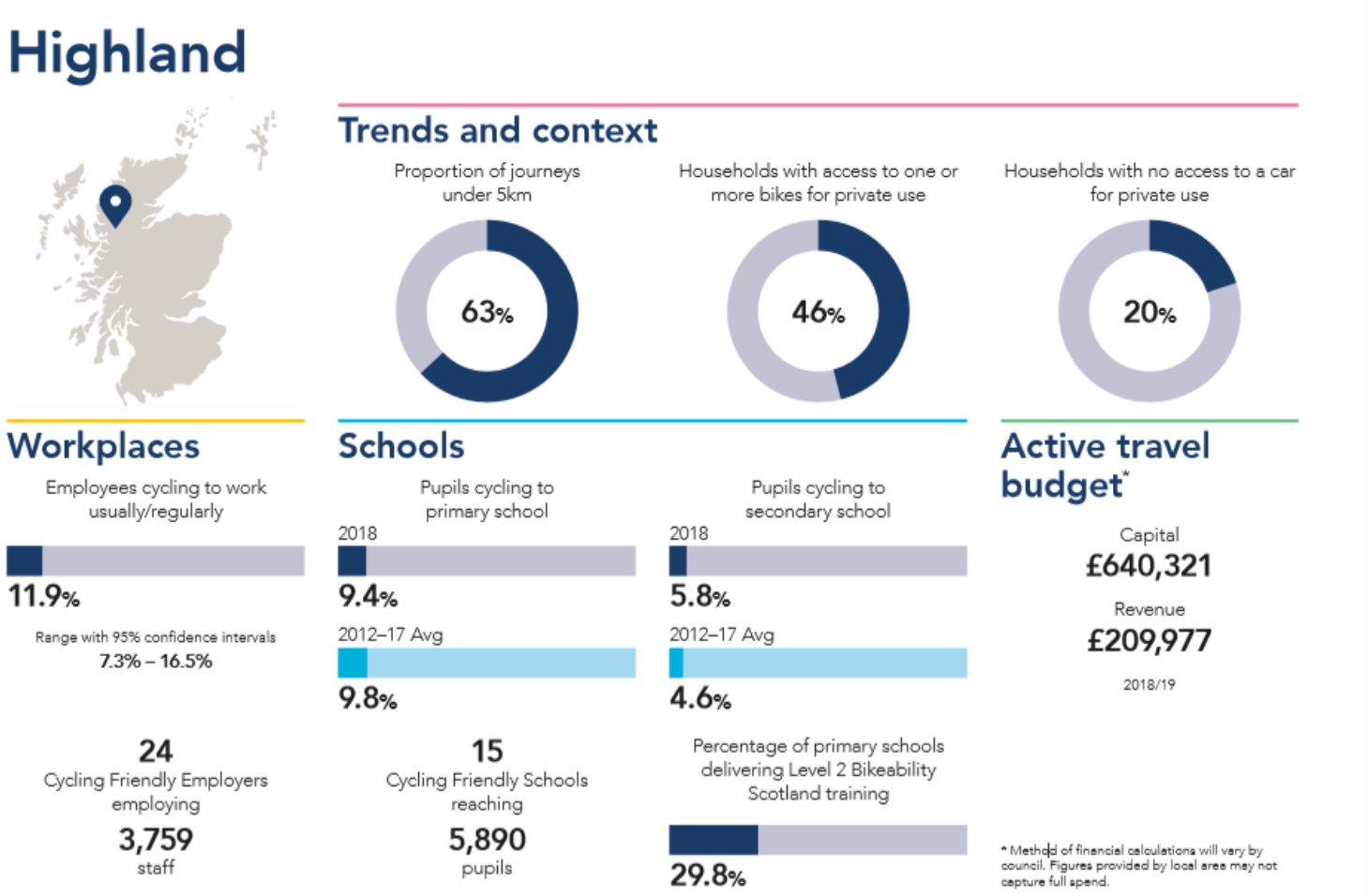
Dingwall

- 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



- 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).

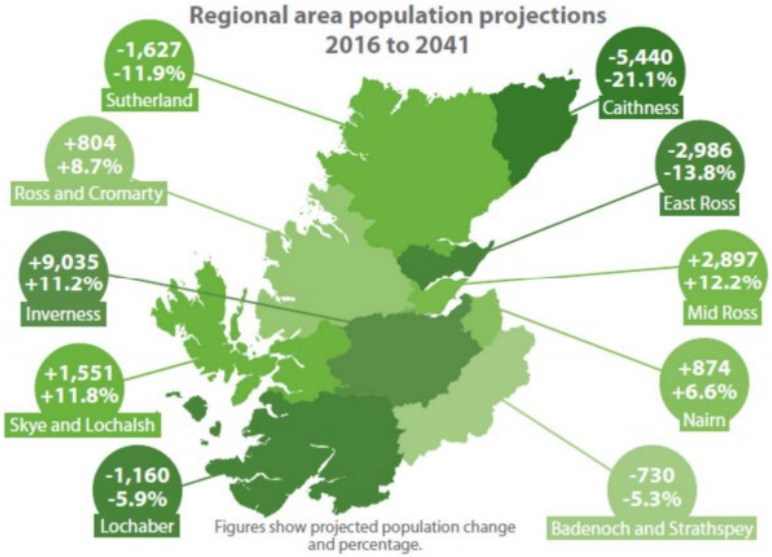
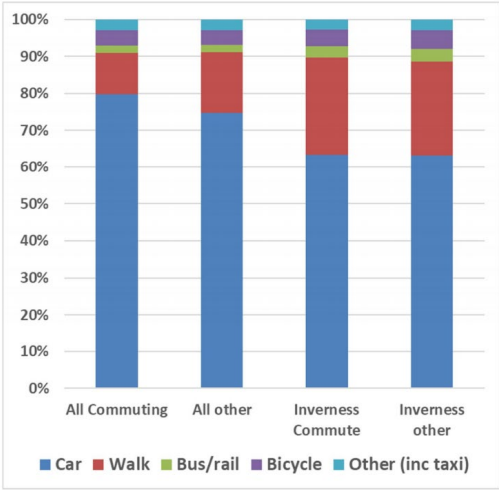


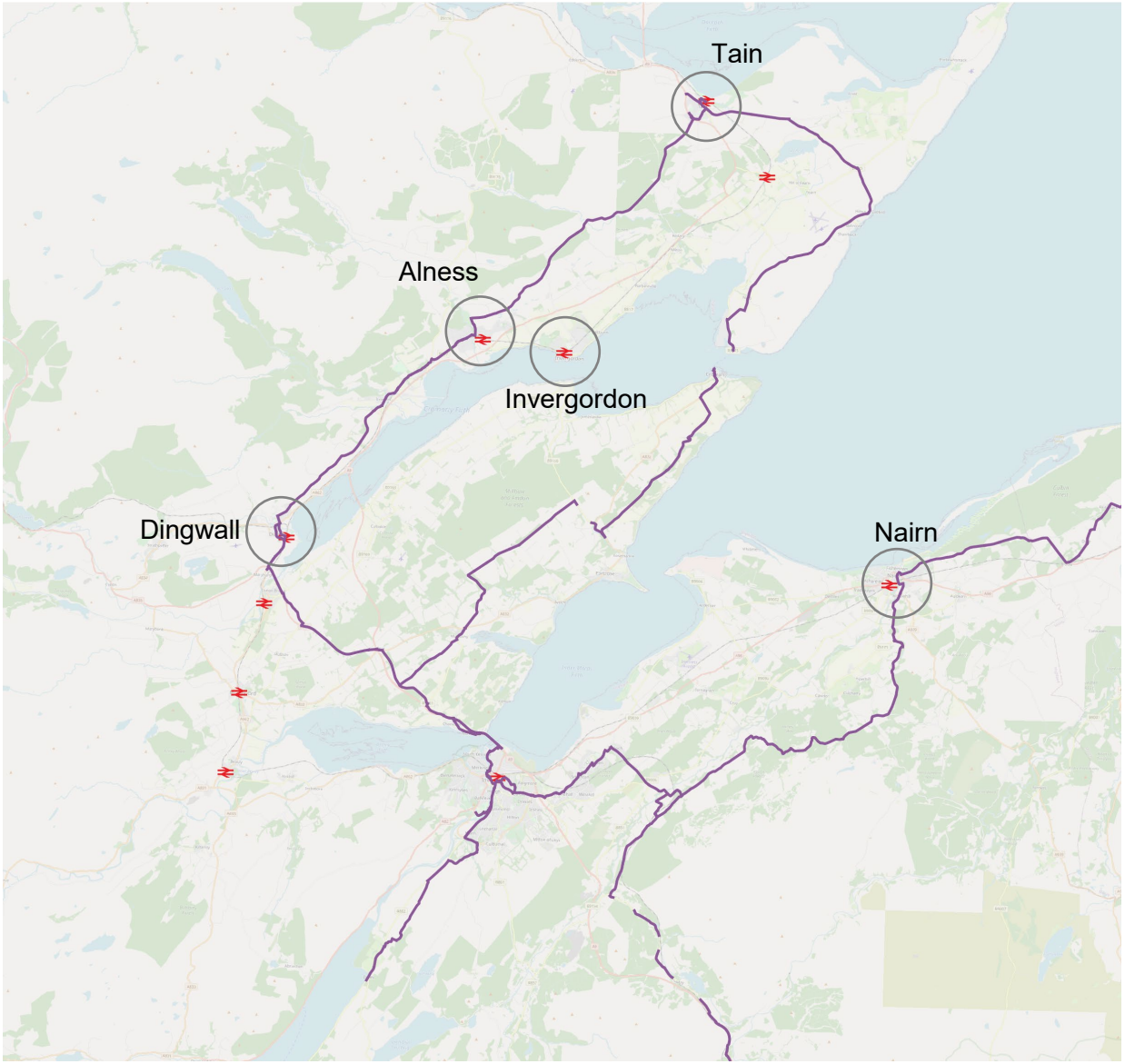
Figure 3.6 – Mode Share Estimates derived from Population and Accessibility characteristics of Census output areas and Scottish Household Survey trip data



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.



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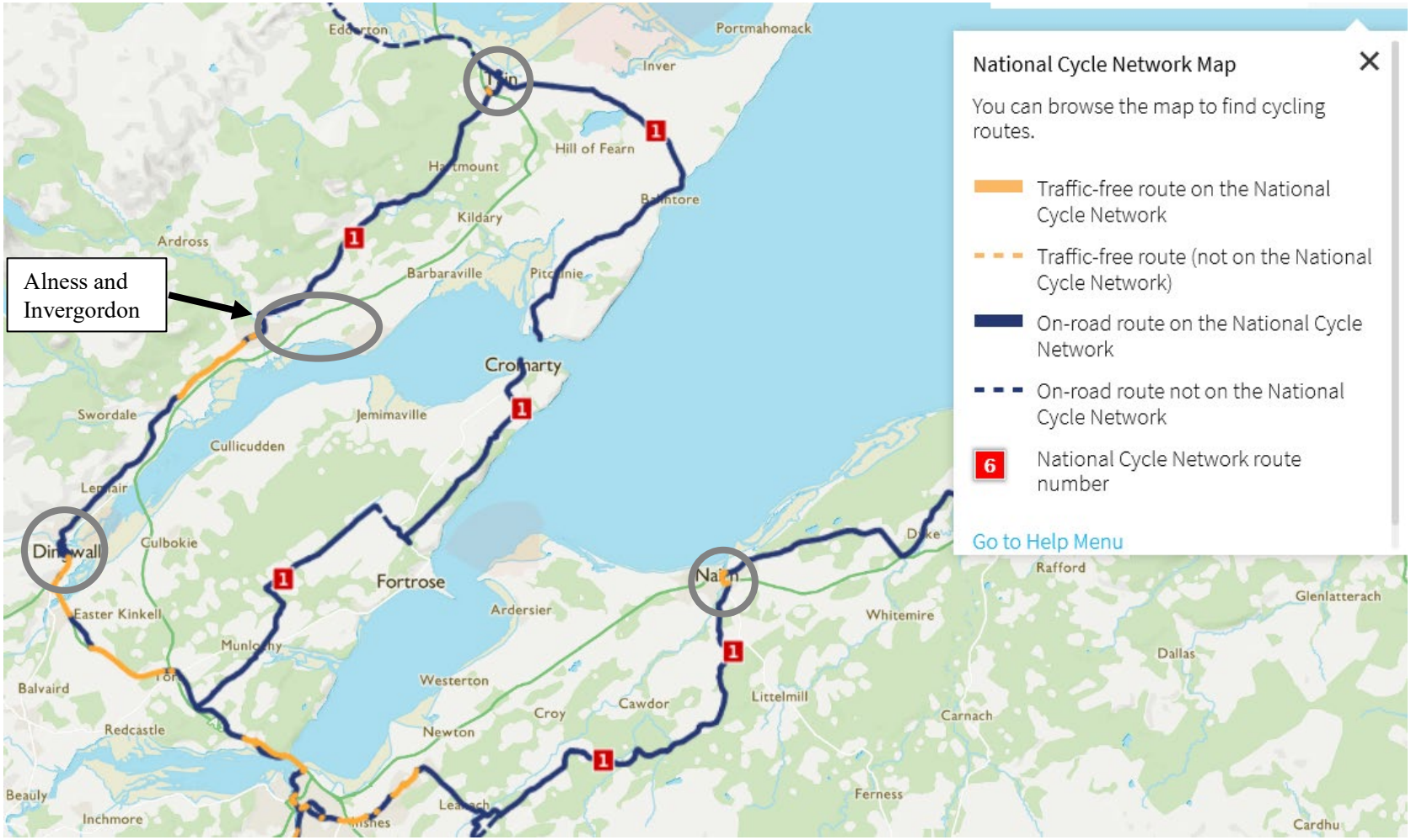
2. National Cycle Network- IMF Overview



- 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 6- Tain

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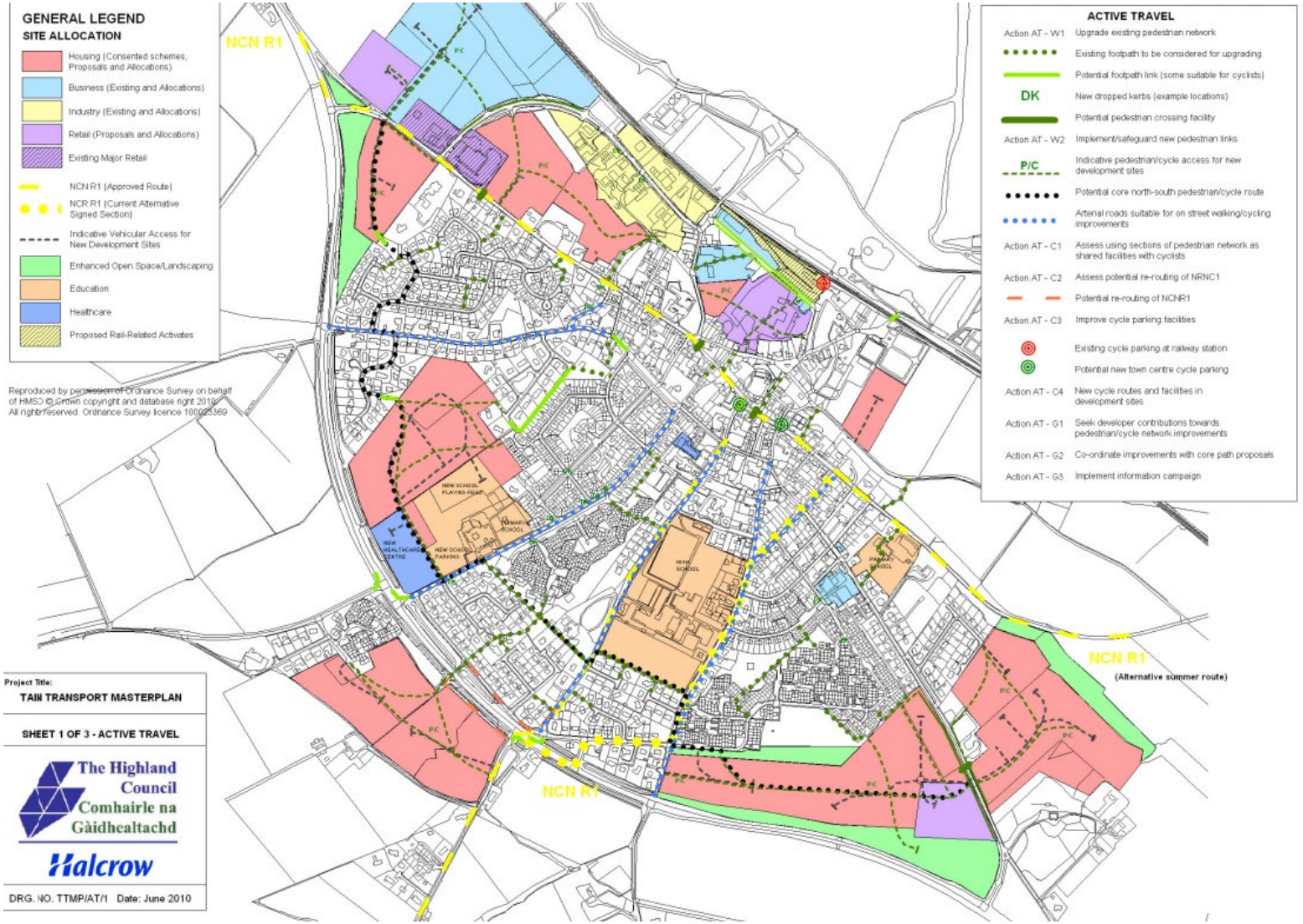
6. Tain Active Travel Audit 2010

Main Messages:

1. Large proportion of commuters (rail, bus and car) to larger centres such as Inverness.
2. Tain is popular with tourists, yet they typically travel by car adding to the local congestion.
3. Tain has experienced population growth as well as serving a greater catchment – as a result traffic has increased particularly on narrow streets in the town centre. Retail development proposals mean that this could be exacerbated.
4. Tain's narrow streets are a challenge, with conflicts between parked and moving cars as well as pedestrians and cyclists, particularly on streets where pavements are very narrow/absent.
5. Transport inequality: >30% of highland residents do not have access to a car. Those without a car including young, elderly, disabled, low-income may not be able to access the full range of services as those with access to a car.
6. Generous car parking provision
7. Implement environmental improvements to the town centre to promote the High Street beyond just a place for traffic to pass through (street furniture, landscaping, footway improvements)
8. Ensure the High Street is DDA compliant (drop kerbs, removing clutter from pavements, additional pedestrian crossings, enhancing signage).

6. Tain Active Travel Audit 2010

Tain Active Travel Recommendations



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

Settlement profile- Tain

Overview

- Tain is a strategic growth centre for the East Ross area due to its close location to many large scale employers and availability of a wide range of services.
- The historic core of Tain and its Conservation Area are key components of the character of the town.
- Large scale housing has come forward for development at Rowan Drive, which is nearing completion.
- The delivery of a 3-18 school campus has been a long held aspiration for the town. Land to the rear of Craighill Primary School is the preferred option.

Transport Issues:

- Glenmorangie Distillery is a key local employer and generates a significant visitor footfall. An active travel link between the distillery and the town centre would provide sustainable travel opportunities for employees and visitors and would encourage more visitors to spend time in Tain when visiting the distillery.

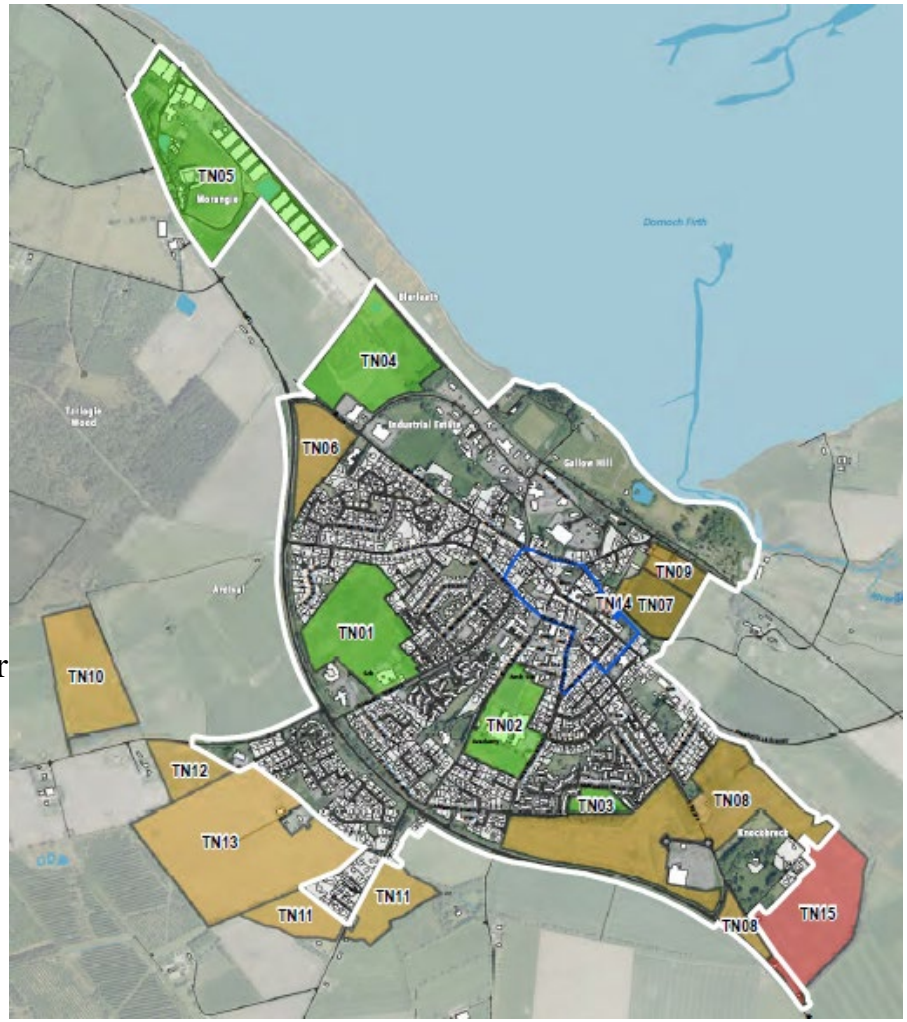
Placemaking priorities:

- Improve town centre environment, diversify activity and improve accessibility.

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

Settlement profile- Tain

- Preferred sites for development are TN01 and TN02. Both have been identified for education and community facilities.
- Potential housing development to the south of the town, however not preferred sites by Highland Council. This could be problematic for active travel users crossing the A9.
- Land allocated and safeguarded for years to the south-east of the town. This is also a key employment area.
- Glenmorangie Distillery (north) is a key employer and tourist destination. Desire for a small active travel link between the distillery and the town centre.



Policy Review- Tain Town Centre Action Plan

The Tain Town Centre Action Plan identifies a range of proposals and opportunities identified by the community that can deliver regeneration to Tain town centre.

Relevant priorities:

- Better signage and wayfinding
- Improved traffic management
- More accessible town centre environment for all

Relevant Proposals and Suggestions:

- **Improve Town Centre Environment and Diversify Activity**
  - **Shared surface at the Court and Royal Hotel**. This will support the heritage of the town centre, ensure priority for pedestrians and create a more inclusive, diverse town centre.
  - Traffic management measures to reduce traffic volume and vehicle speeds would be delivered.
- **Improve Movement Networks and Accessibility**
  - Ensure connections to and from the town centre are accessible and well signposted (eg **crossing at the Clock Tower**).
  - Signage and wayfinding improvements for the town centre and other areas (eg Glenmoragie).
  - Other suggestions included a one-way system on High Street

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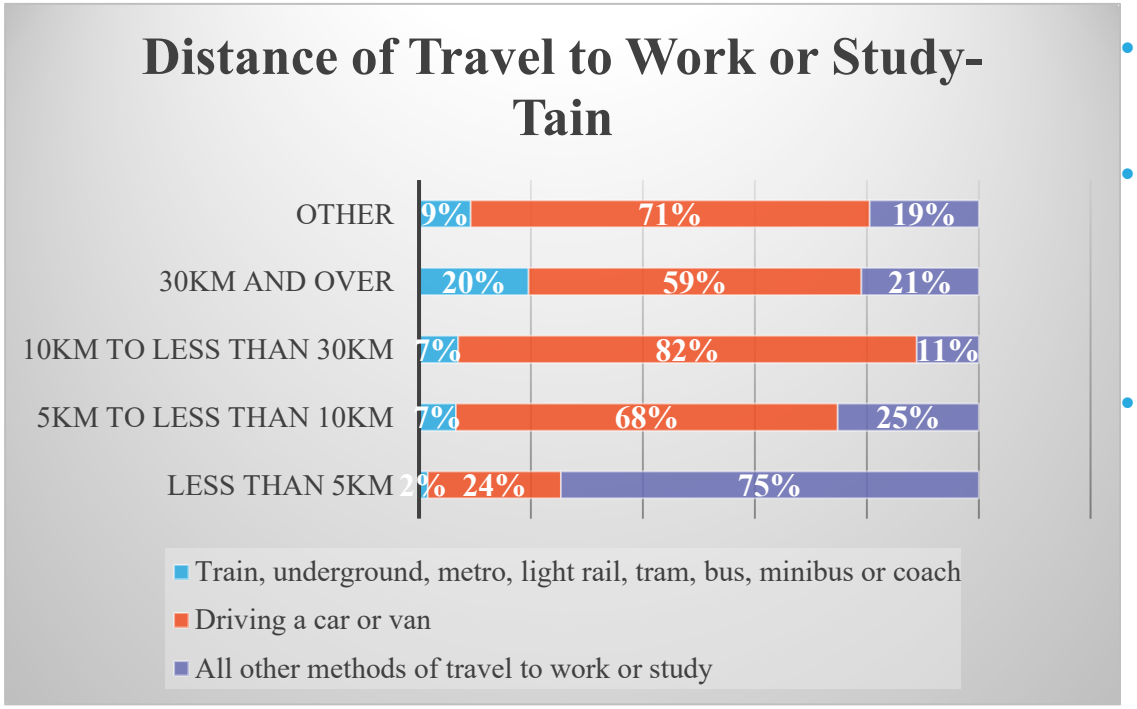
6. Baseline Data Review – Census Data (Tain)

Work or study mainly at or 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
13.3%	0.0%	2.1%	3.5%	0.0%	41.0%	8.8%	0.1%	1.5%	28.0%	1.5%

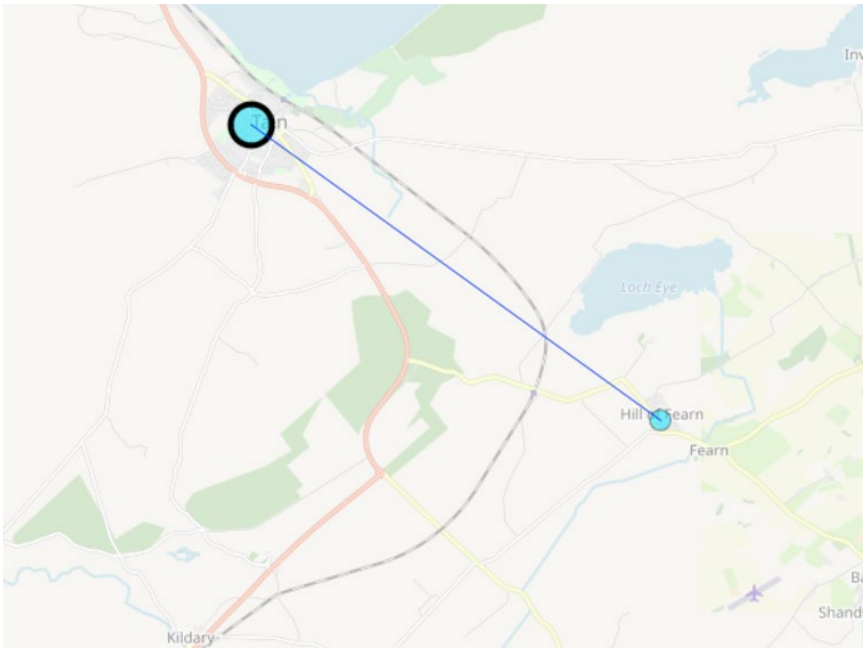


- Active travel accounts for almost 30% of all trips to work or study.
- There is a high percentage of work or study from home. This suggest emphasis should be placed on local everyday trips.
- Private vehicles are the preferred mode of transport for journeys above 5km, alongside a small percentage of public transport trips.

6. Baseline Data Review – Census Datashine Commute (Tain)

All Modes:

Active Travel:



- The most popular commuter destinations from Tain are Clashmore and Fearn. Other common destinations include Invergordon, Alness and Brora.
- Walking trips to work or study were identified from Fearn to Tain.

6. Baseline Data – Accident Statistics 2015-19

Between 2015-2019 in Tain there were 4 reported pedestrian and cyclist accidents.

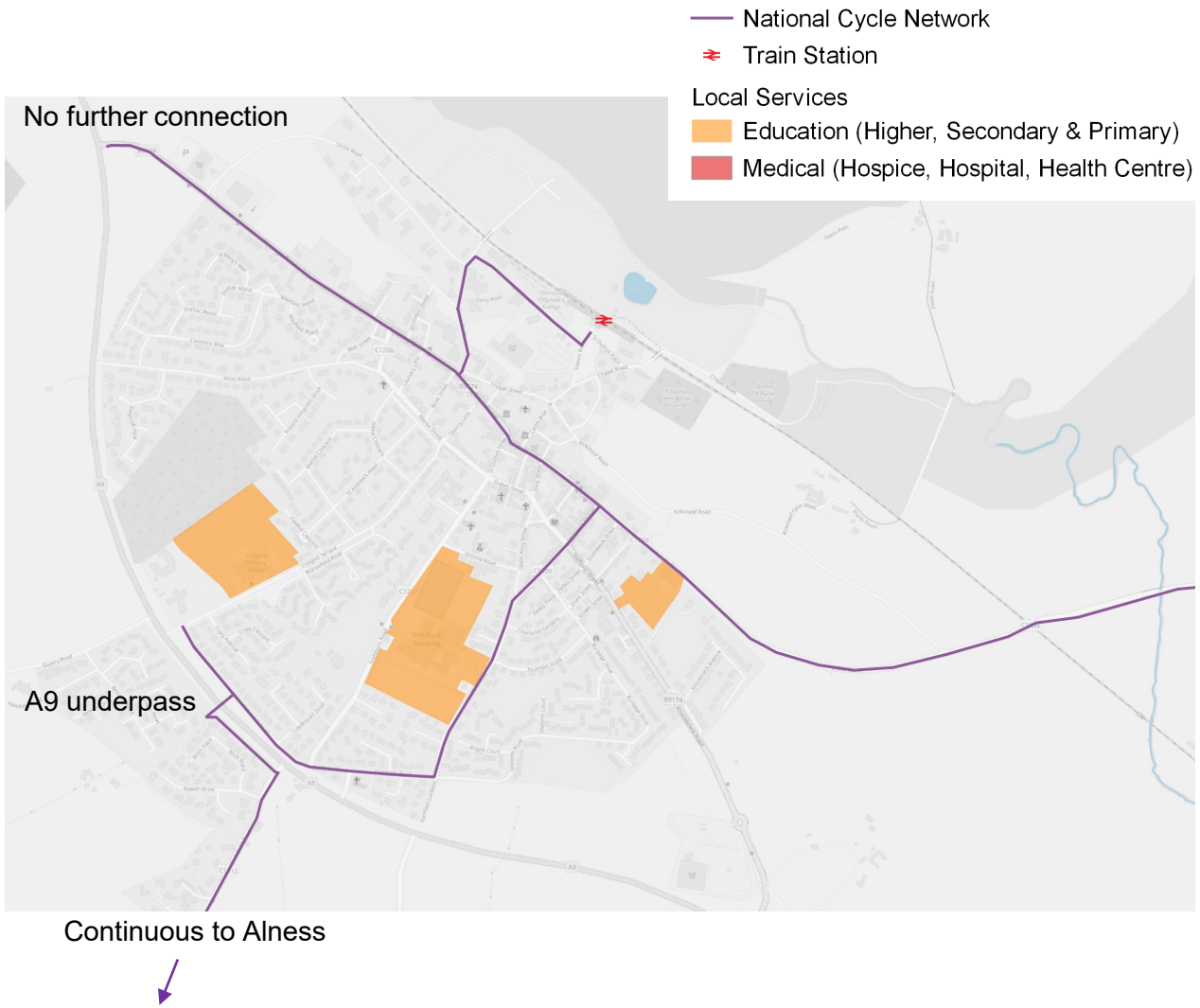
Two of these incidents occurred on the B9174 road, one of which was a serious collision within the town centre.

Data source: DfT via Crash Map

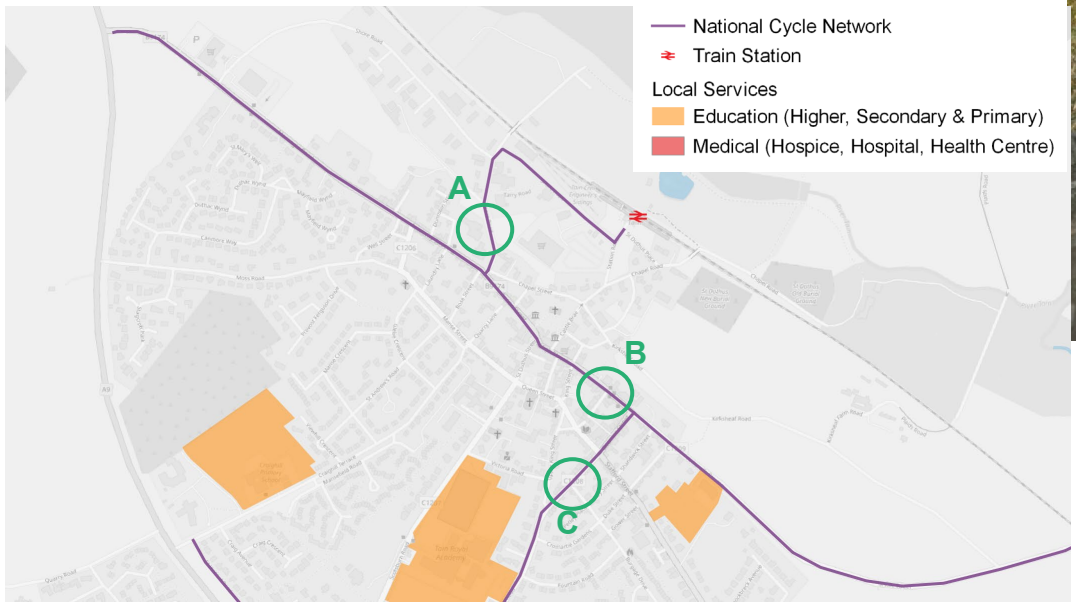
6. NCN - Tain

Features of the NCN Tain:

- Route goes along the Tain High Street
- Connection to Tain railway station
- Route passes by Tain Royal Academy
- Includes A9 underpass



6. NCN Examples – Tain (North)



A route from High Street to the train station with a mixed use pavement on one side

C very narrow pavements and on-street parking on Hartfield Street

B pavement both sides of the High Street. On-street parking and bus stops narrowing on-road cycle space.

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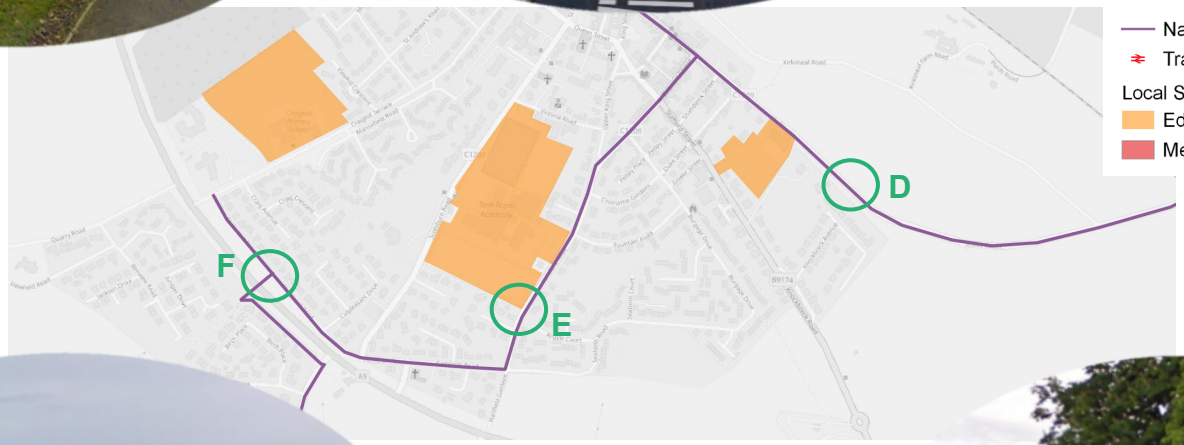
6. NCN Examples – Tain (South)

F railed entry to subway under the A90 from pavement on one side.



E narrow pavement on approach to Tain Royal Academy.

D no pavement and speed increase to 60mph on eastern exit.

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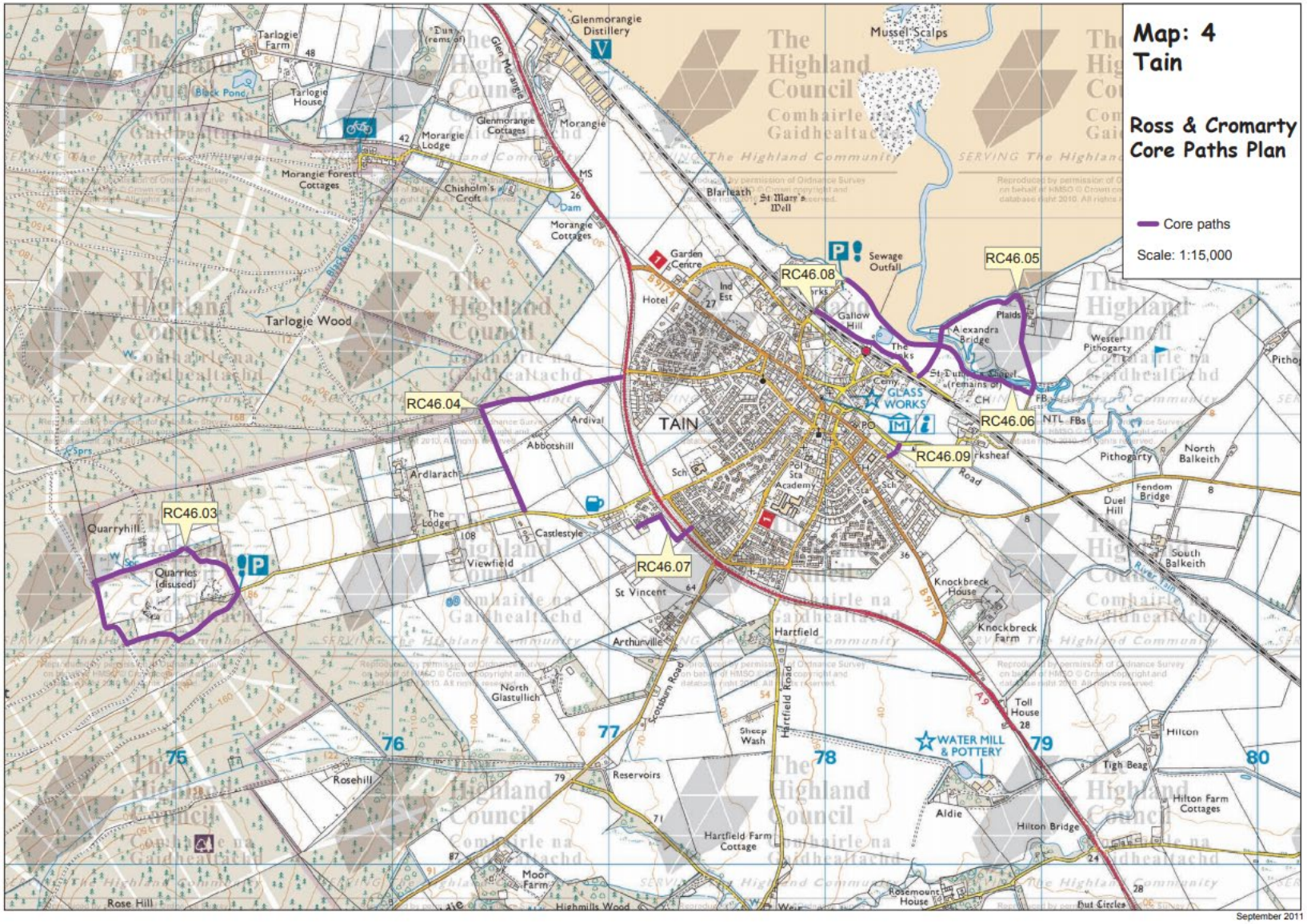
6. Core Paths Plan – Tain (2011)



September 2011

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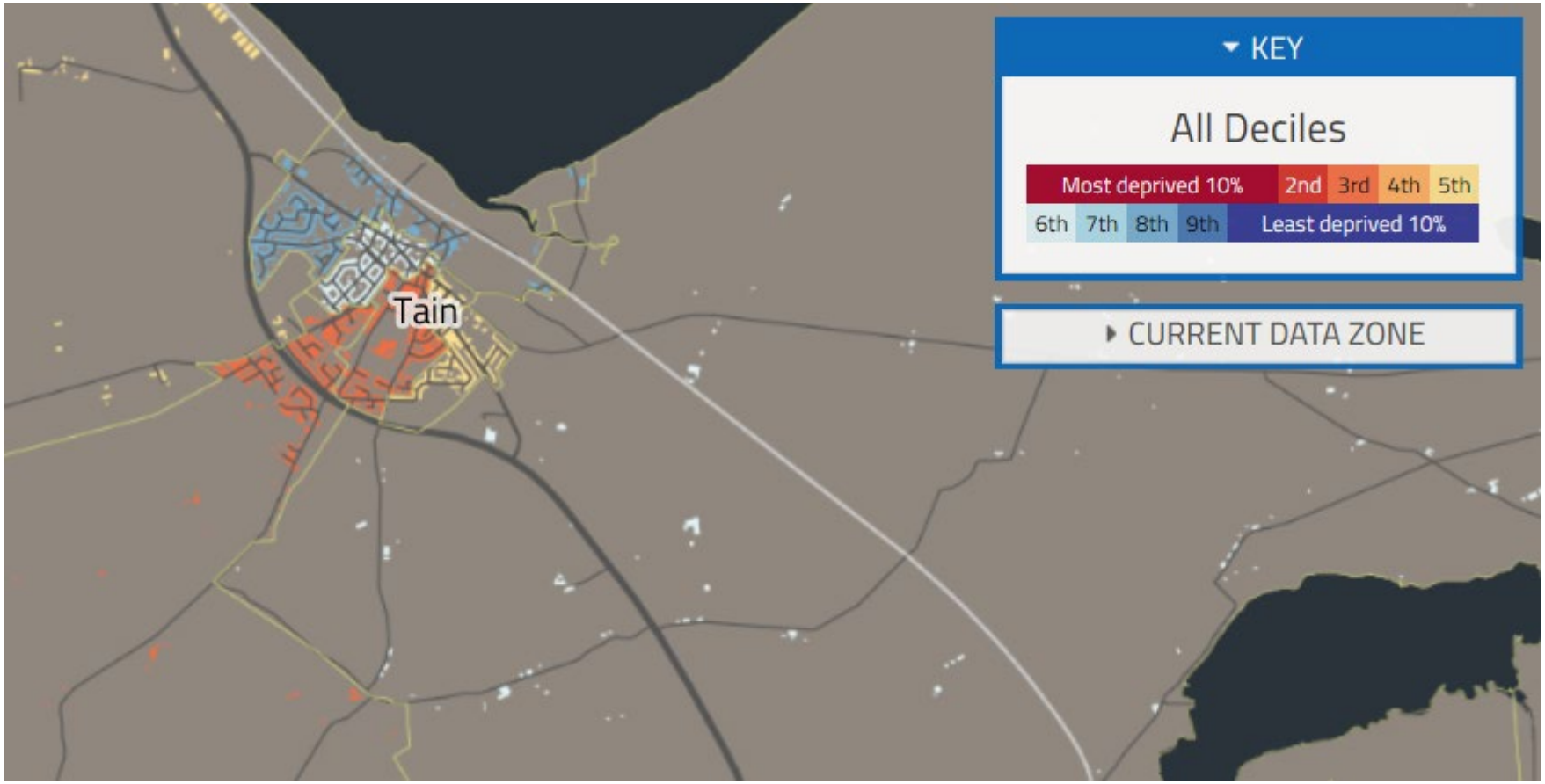
6. Scottish Index for Multiple Deprivation (SIMD) 2020- Tain



- There are no areas of significant deprivation within Tain. There are neighbourhoods of relative deprivation to the south of the town.
- There are also locations with relative affluence to the north-east of the town.

Section 7- Desktop Review Conclusions

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7. 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 Tain.

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 the B9174 (Tain), 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.

7. Desktop Review Conclusions

Issues to inform Site Audits/ Stakeholder Engagement

- Key destinations identified from census datashine.
- Key development and employment locations identified from the LDP and planning officer discussions.
- Accident clusters, for example A9 junctions (Tain) and B9174 (Tain).
- 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.

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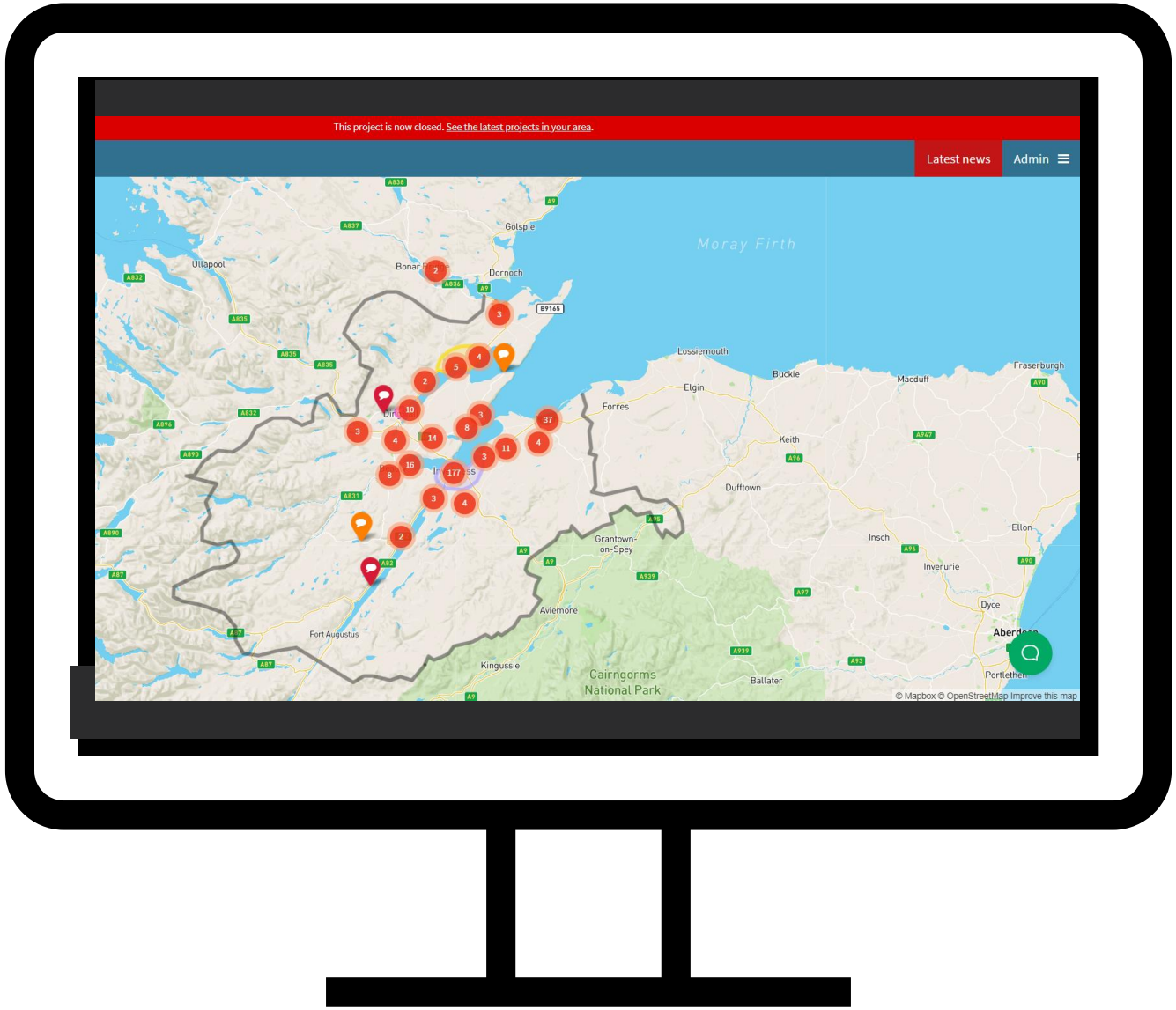
Appendices

B – Stakeholder Comments

Please scroll…

HI TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

The Highland Council
Comhairle na Gàidhealtachd



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