



Tayside and Central Scotland
Transport Partnership

Active Travel Audit

Executive Summary: Crieff

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

Crieff is a town of approximately 7,400 residents, and is located in the south-west quadrant of the local authority area of Perth & Kinross Council. It is a town with a significant history, notably involving the trading of cattle, and developed a centre of tourism within the Strathearn (valley of the River Earn area) which it continues to be until this day. One of the main current employers supporting this is the Crieff Hydro, located to the north of the town. The town has a local retail core, consisting of a High Street and adjoining streets such as James Square. Morrisons Academy is a major private school within the town. Elsewhere, green spaces include a number of named rural walking routes in and around the town (such as the Knock and the Hosh (to the north), and Macrosty Park, Lady Mary's Walk and Torlum Hill (to the west)). Many of these are based on former cattle paths, and rely on access from the north and west of the High Street for movements from the town. A southern off-road cycling and walking route to Muthill is currently being promoted. Cycling is promoted as a leisure opportunity by local establishments such as the Crieff Hydro.

Active Travel is one of the key sub-strategies within the TACTRAN Regional Transport Strategy Refresh (2015 – 2036). Specifically, Action AT6, Audit, identifies that “*Where opportunities arise, locally focused active travel audits will identify priorities for future investment in developing the regional walking and cycling network*”, and this Active Travel Audit for Crieff seeks to support this action and will assist in delivering Perth & Kinross Council's, Shaping Perth's Future: A Transport Strategy for Perth and the Wider Region.

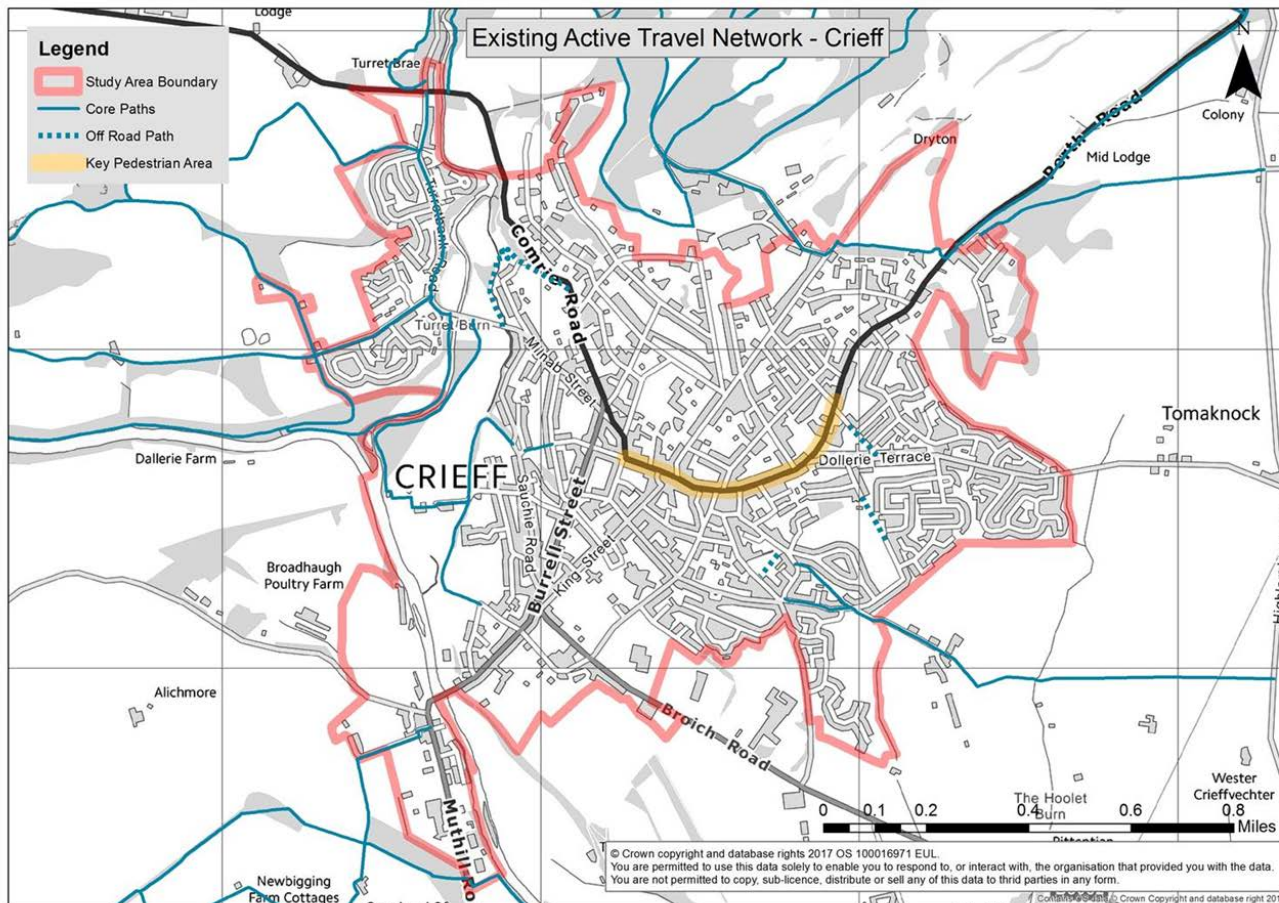
The aims of the Active Travel Audit are to provide:

- Up-to-date information of existing active travel networks to include an account of infrastructure and facilities for walking and cycling;
- Information and mapping of potential active travel networks of Crieff to include an account of recommended infrastructure and facilities needed within Crieff; and,
- A proposal for investment in active travel infrastructure in Crieff, with an indicative action plan, to help guide and secure potential future active travel investment.

2 Information on existing active travel networks

A multi-stage approach to data gathering has been followed. The approach combines the use of available secondary data with site visits, audits and observations and local insight and knowledge through stakeholder interviews to give a comprehensive understanding and record of the existing active travel network. The information collated resulted in a baseline report. Figure 1 shows the existing active travel network identified through this process. Throughout the data gathering exercise four aspects of active travel quality have been analysed (comfort, accessibility, safety and information).

Figure 1 – Existing Active Travel Networks



As Figure 1 displays, there are currently gaps in the active travel network in Crieff. Existing infrastructure does not always join up and as a consequence an active travel user is presented with a series of intermittent routes rather than a complete network. It is these gaps in which the focus lies moving forward as areas for potential interventions and upgrading. Further details are available in a Baseline Report on the Tactran website.

3 Information and mapping of potential active travel network

A series of high-level aims and objectives have been identified in response to the identified issues and barriers to achieving a comprehensive and high quality active travel network in Crieff. The aims and objectives were generated from a review of the existing active travel network. This process involved identifying key active travel routes between everyday activity destinations, and the level of service provided by the current active travel network. The spatial coverage of the current network was reviewed against key existing and future land uses.

Strategic desire lines to provide for key east-west and north-south movements within the study area were identified. In these locations upgraded or new active travel infrastructure would serve or potentially generate a demand for active travel. Example movements include routes to and from the High Street (as the main centre of the town), community facilities (such as schools, health centre and the Community Campus in the south), and leisure (including Macrosty Park and the extensive off-road path network around the north and west of Crieff).

Significant development areas in the south and east were also taken into account, alongside providing strategic active travel routes to and from existing residential neighbourhoods. Figure 2 highlights these routes and identifies the proposed infrastructure type.

The proposed measures highlighted in Figure 2 were subject to two forms of analysis/modelling:

1. Multi-criteria assessment (MCA) considering all aspects of the active travel network, such as accessibility, safety, attractiveness, delivery; and,
2. Spatial Dynamic Network Analysis (sDNA) used to assess network connectivity and completeness and to predict potential usage.

This analysis allowed for the performance of individual active travel actions to be reviewed and ranked. Figure 3 illustrates the resulting potential strategic active travel network.

Figure 2 - Location of potential active travel infrastructure measures

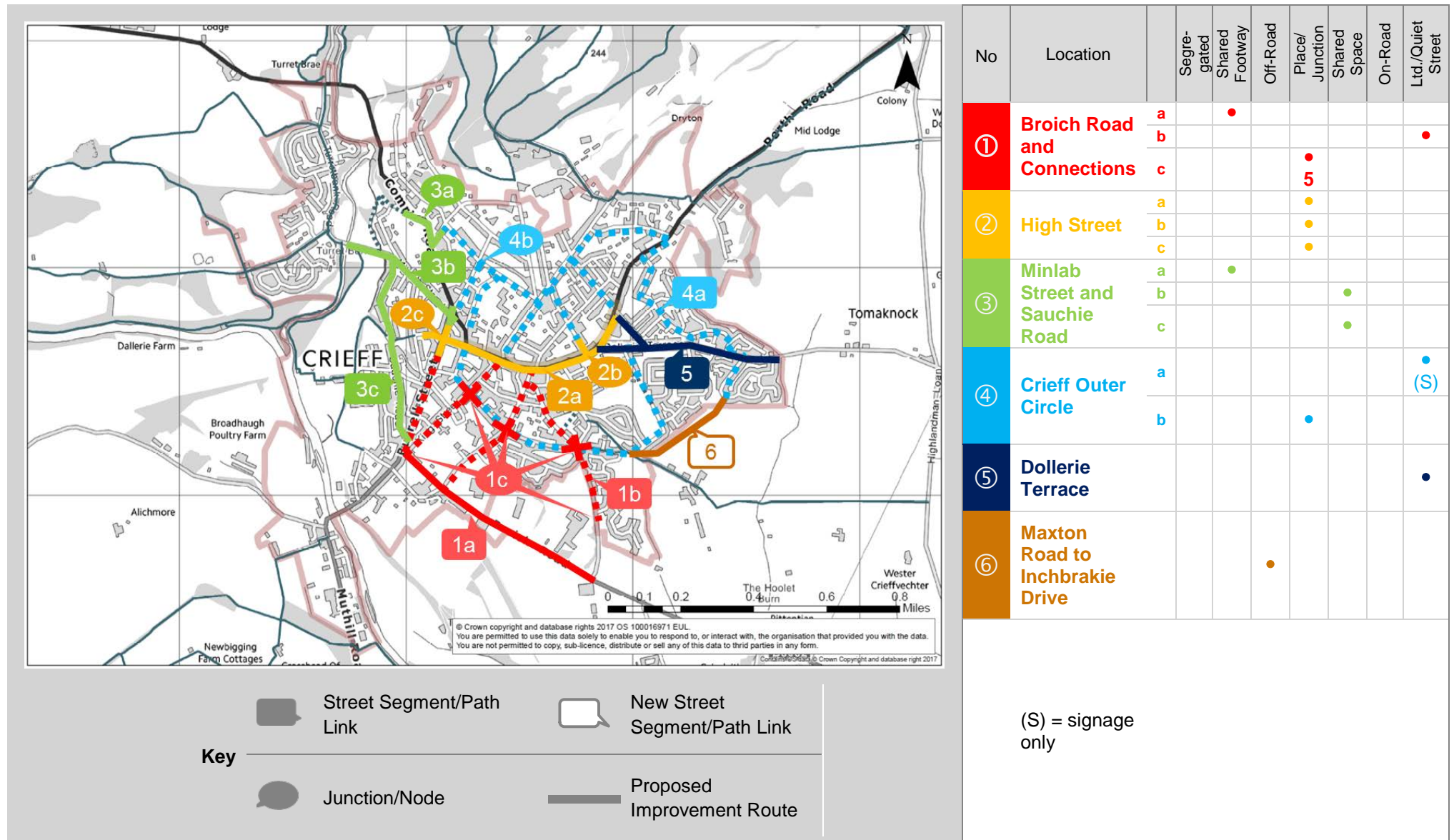
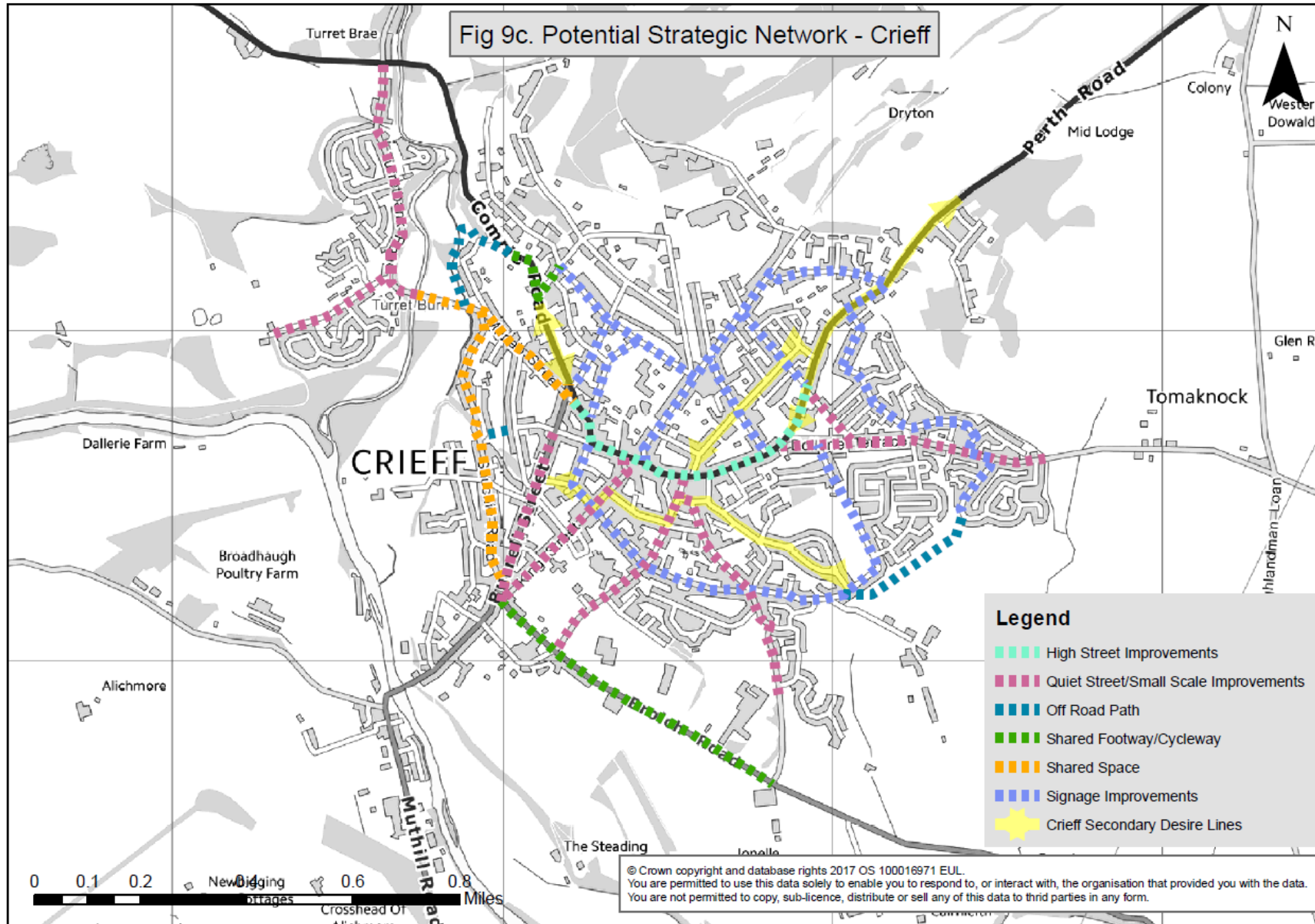


Figure 3 – Potential strategic active travel network



4 Opportunities for investment

The infrastructure action plan (Table 1) provides a description of proposed active travel infrastructure for Crieff, required to deliver the Potential Strategic Active Travel Network, covering:

- The type of infrastructure/intervention proposed, accompanied by a brief explanatory description;
- Approximate lengths of infrastructure (based on GIS measurements);
- Approximate duration of work (from feasibility to opening, assuming political and funding support);
- Indicative order of magnitude of cost.

Table 1 - Proposed action plan of active travel measures in Crieff

Action Ref.	Proposal			Extent (number/length of path (m))	Delivery		
	Location	Type of action*	Supporting information		Duration of work required (Short <1yr/ Medium <2yrs/ Long >2yrs)	Approx. scale of cost (£)	
	Action 1 Broich Road and Connections (Ranking 1, indicative cost <£500k)						
C1	a	Broich Road	Shared footway	Full street renewal/widening or alternative off-road path	996	M	£50k-£150k
C1	b	Pittenzie Street	Quiet Street	Signage	2517	S	£50k-£150k
C1	c	Broich Road/Pittenzie Road Broich Road/King St Pittenzie Road/Hebridean Gdns Broich Road/Burrell St King St/Commissioner St Duchlage Road/Broich Terrace	Junctions	Shared use paths around junctions leading to Community Campus (where improvements not already in place) and place making and Commissioner St/Broich Terrace/King St. Junction improvements to facilitate a continuous, easy to use orbital walking route	6nr	M	£150k-£500k
	Action 2 High Street (Ranking 2, indicative cost <£500k)						
C2	a	High Street	General street improvements	Implement continuous footways, placemaking, traffic control and footway widening and renewal along length, with reference to Living Streets Community Street Audit	744m	M	£500k-£1M
C2	b	High Street/Dollerie Terrace/Strathearn Terrace	Crossing	Implement traffic calming, place making and crossing	1nr	M	£50k-£150k
C3	c	Burrell St/High St junction	Junction	Placemaking, crossings, extended footways, social spaces, bus interchange and visitor information points	1nr	M	£150k-£500k
	Action 4 Crieff Outer Circle (Ranking 3, indicative cost <£500k)						
C4	a	Orbital route	Signed route	Create Crieff Outer Circle signed walking orbital route, linking key radial routes and providing opportunities for small scale improvements over time, e.g. Commissioner St, Broich Terrace, Kincardine Road Connaught Terrace, Ochil View Gardens	5549	S	<£50k
C4	b	Heathcote Road/Victoria Terrace junction	Junction/Quiet Street	Implement mini-Holland-style street closure at junction	1nr	S	<£50k
	Action 3 Minlab Street and Sauchie Road (Ranking 4, indicative cost <£500k)						
C3	a	Comrie Road/Macrosty Park/Craigard Road environs	Crossing	Toucan crossing	285	M	<£50k
C3	b	Minilab St	Shared space	Extend footways and traffic calming/place making	597	S	£50k-£150k
C3	c	Sauchie Road	Shared space	Extend footways and traffic calming/place making/street art/shared space	873	S	£50k-£150k

Proposal					Delivery	
Action Ref.	Location	Type of action*	Supporting information	Extent (number/length of path (m))	Duration of work required (Short <1yr/ Medium <2yrs/ Long >2yrs)	Approx. scale of cost (£)
	Action 5 Dolerie Terrace (Ranking 5, indicative cost <£500k)					
C5	Dolerie Terrace	Quiet Street	General walking improvements (e.g. junction radii, footway width and surfacing)	1018	S	£50k-£150k
Significant Gap Schemes						
	Action 6 Maxton Road to Inchbrakie Drive (Ranking 1, indicative cost <£500k)					
C6	Maxton Road to Inchbrakie Drive	Off-Road Path	Off-route route, e.g. suspended walkway adjacent to carriageway, or southwards through new development. Link to complete outer circle	463	L	£50k-£150k

*The type of action identified in the table above is the high-level optimum solution. Future detailed design work may result in the action type changing to a solution lower in the design hierarchy.