

Agenda Item	10.
Report No	CC/04/21

HIGHLAND COUNCIL

Committee: Caithness Committee

Date: 21 January 2021

Report Title: Wick and Thurso Active Travel Masterplans Refresh

Report By: Executive Chief Officer Infrastructure and Environment

1. PURPOSE/EXECUTIVE SUMMARY

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

2. RECOMMENDATIONS

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

3. IMPLICATIONS

3.1 Resource

Funding for the refresh of the Wick and Thurso Active Travel Masterplans has been provided by HiTRANS.

3.2 Legal

No implications.

3.3 **Community (Equality, Poverty and Rural)**

The identification of active travel networks enables a broad range of organisations to promote and support improvements for non-motorised users, including those who walk, wheel and/or cycle.

3.4 **Climate Change / Carbon Clever**

The Wick and Thurso Active Travel Masterplans are local active travel plans that are compliant with the sustainable transport hierarchy within the National Transport Strategy.

3.5 **Risk**

Funding pressures and current difficulties with match funding constraints will hold back delivery of the improved routes.

3.6 **Gaelic**

Future wayfinding will include Gaelic.

4. **POLICY AND PROJECT BACKGROUND**

4.1 The following policy text is taken from the Caithness and Sutherland Local Development Plan.

To be a competitive and successful place, Caithness and Sutherland need to be well connected. This will enable people and businesses to transport and communicate their goods and services, as well as making it easy for people to live, work and visit.

Promoting active travel opportunities, particularly between settlements such as Brora and Golspie, and within Thurso and Wick. The existing Core Path network is identified and safeguarded from inappropriate development. There are developer requirements to safeguard and/ or enhance the core path network for relevant site allocations. Proposed paths are also identified and may be included as Core Paths through the Core Path Plan review process. Developer requirements and mapping are used in the Plan to maximise opportunities for green network improvements and enhancements. Directing development to locations easily linked to existing connections in the transport network, and utilities and communications infrastructure. Development in such locations can attract investment to upgrade these networks.

Development should contribute towards the delivery of the priority actions identified in the Council's Wick and Thurso Active Travel Audits.

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

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

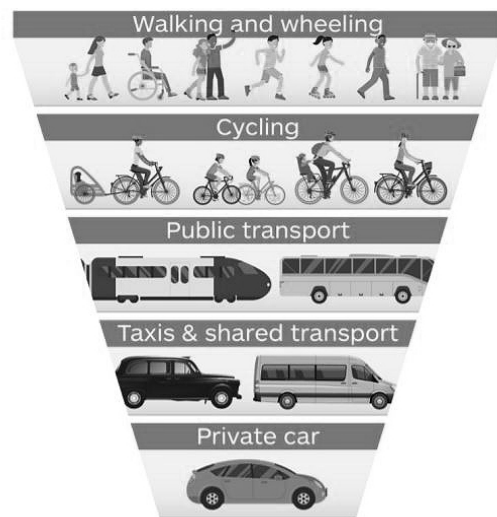
- Good for individual health and can reduce national health spending;
- is a cheap form of transport;
- can help reduce congestion;
- can improve air quality; and
- can increase productivity and footfall in town centres (or other locations).

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

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

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

Prioritising Sustainable Transport



5. WICK MASTERPLAN

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

5.2 In 2020 HITRANS commissioned a consultant to update the Wick Active Travel Audit originally developed in 2010. The tasks included:

- Desktop review of 2010 audit;
- Policy review;
- Baseline data review;
- Review of Wick Street Design Project;
- Virtual Site audits; and
- Stakeholder Engagement (virtual site audit and commonplace).

5.3 Three priorities were identified:

- Construction of over 9km of high quality segregated active travel routes along with safe crossing points;
- Opportunity to develop 3 quiet streets / low traffic neighbourhood areas to create environments that enable walking, cycling and wheeling; and
- Creation of 1 mobility hub to enable sustainable travel choices.

5.4 The Masterplan identifies 17 actions along with estimated costings. These include “easy wins” which are interventions to improve the infrastructure for walking, cycling and wheeling costing less than £50,000 along with more complex interventions which could be delivered in the medium to long term. The interventions, along with estimated costings can be found on pages 14 to 16 and 76 of the Masterplan.

5.5 The final report of the Wick Active Travel Masterplan is now complete, and a summary of the report is at **APPENDIX 1** to this report. The report will be uploaded to The Highland Council website in the near future.

6. THURSO MASTERPLAN

6.1 The Highland Council, in partnership with HITRANS, has developed a series of Active Travel Audits and Masterplans for 7 settlements across the region to establish a network of Active Travel routes.

6.2 In 2020 HITRANS commissioned a consultant to update the Thurso Active Travel Audit developed in 2010. The tasks included:

- Desktop review of 2010 audit;
- Policy review;
- Baseline data review;
- Virtual Site audits; and
- Stakeholder Engagement (virtual site audit and commonplace).

6.3 Three priorities were identified:

- Construction of over 7km of high quality segregated active travel routes along with safe crossing points;
- Opportunity to develop 2 quiet streets / low traffic neighbourhood areas to create environments that enable walking, cycling and wheeling; and
- Creation of 1 mobility hub to enable sustainable travel choices.

6.4 The Masterplan identifies 17 actions along with estimated costings. These include “easy wins” which are interventions to improve the infrastructure for walking, cycling and wheeling and are estimated to cost less than £50,000 along with more complex interventions which could be delivered in the medium to long term. The interventions can be found on pages 13 to 15 and 77 of the Masterplan.

6.5 The final report of the Thurso Active Travel Masterplan is now complete, and a summary of the report is at **APPENDIX 2** to this report. The report will be uploaded to The Highland Council website in the near future.

Designation: Executive Chief Officer Infrastructure and Environment

Date: 15 December 2020

Author: Neil Young, Transport Planning Officer

Appendices: Appendix 1 – Wick Active Travel Masterplan
Appendix 2 – Thurso Active Travel Masterplan

Wick Active Travel Masterplan Refresh



EXPLORE...

November 2020



ARUP

Wick Active Travel Masterplan

Overview

2011 Masterplan

Desktop Review

Virtual Site Audits

Stakeholder Engagement

Covid Temporary Measures

Action Development

Masterplan Actions

The Wick 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 2011 Wick active travel audit 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.



Over 9 km of high-quality routes physically separated from traffic and accompanying safe crossing points throughout Wick connecting key destinations and amenities



3 Quiet streets / low traffic neighbourhood areas and Placemaking opportunities introduced throughout Wick to create environments that enable walking, cycling and wheeling



1 Mobility Hub proposed at Riverside Car Park to enable sustainable travel choices

Wick Active Travel Masterplan



Wick Active Travel Masterplan



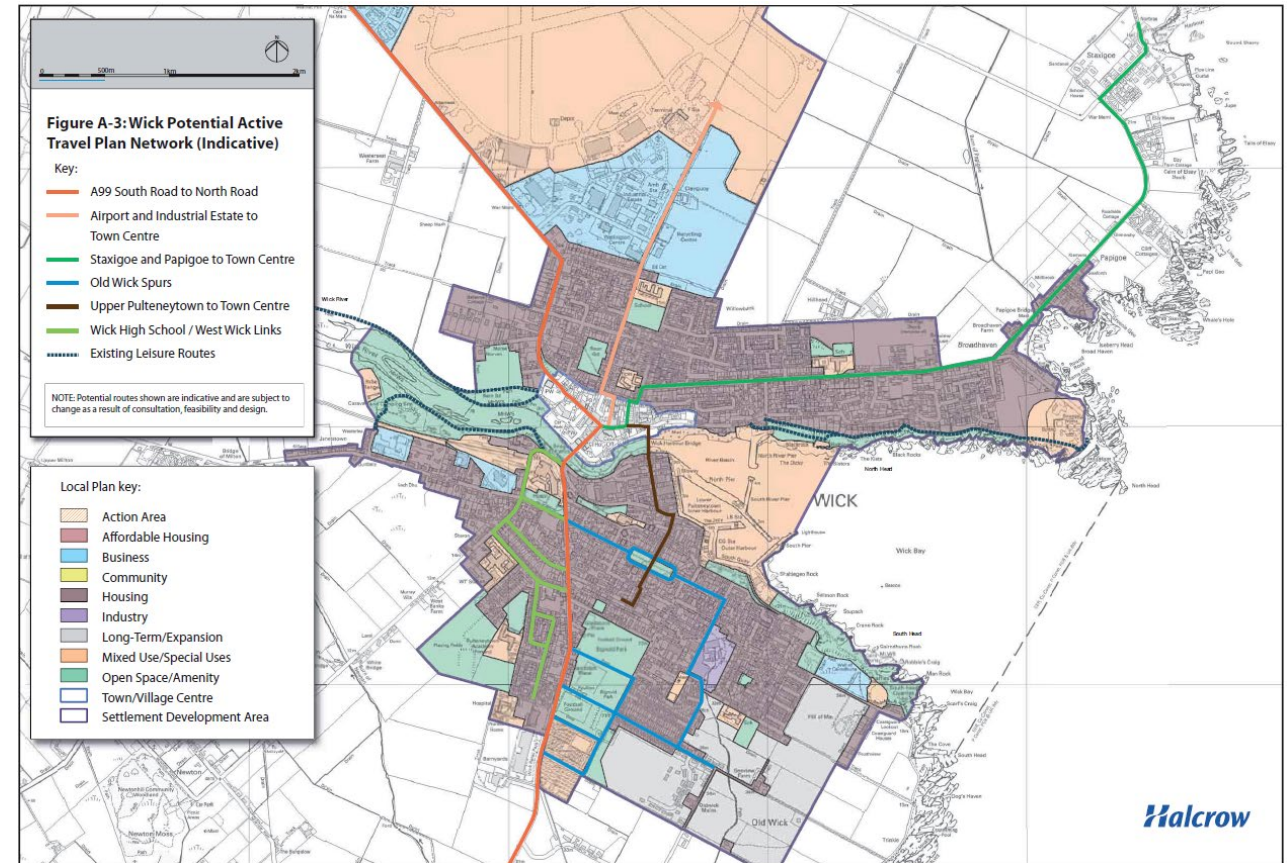
Wick Active Travel Audit 2011

This section provides a summary of the active travel audit for Wick carried out in 2011, which informs the development of the masterplan refresh.

The 2011 audit identified a number of problem areas in Wick including Bridge Street, High Street and Wick Harbour Bridge. There were also a number of key issues in relation to active travel including a lack of cycling culture, widely accessible car parking and limited safe crossing points in areas of high traffic volumes and speeds.

Based on the issues above, a prioritised action plan and active travel network were identified for Wick:

Action	Detail	Progress since 2011
Priority 1: Walking and Cycling Promotion	Targeted promotional campaign	
Priority 2: 20mph Town	Make Wick 20mph town to improve walking and cycling attractiveness	20mph zones introduced in 2019: includes school locations and residential areas
Priority 3: A99 Active Travel Improvements	Reduce barriers to active travel along this highly congested route	
Priority 4: Airport & Industrial Estate to Town Centre	Short link to account for short car trips	
Priority 5: Staxigoe & Papigoe to Town Centre	Ensuring these remote settlements are not isolated from potential active travel network	
Priority 6: Old Wick Spurs	Improve links from Old Wick and Upper Pulteneytown to South Road	
Priority 7: Upper Pulteneytown to Town Centre	Public realm improvements to enhance walking opportunities	
Priority 8: West Wick Links	To serve Wick's key trip generators such as Caithness General Hospital and Wick High School	
Priority 9: Town Centre Improvements	Follow-on from street improvements to enhance town centre environment further	Wick Street Design Project



The prioritised action plan indicates that there has been minimal progress in delivering the routes and actions identified within the 2011 audit, with the implementation of 20mph zones and proposed town centre improvements being the only actions being brought forward. Therefore, the majority of these routes and actions remain relevant and applicable to this study.

However, as part of this masterplan refresh, changes will be required to the type of infrastructure proposed previously, in order to match the ambition set out in contemporary active travel policy, guidance and design standards.

Further details regarding the 2011 audit can be found in Appendix A and [Here](#).

Desktop Review

The desktop review has been carried out in a structured and targeted manner, building on the active travel audit work undertaken by HITRANS in 2011. Select sources of data have been collated and analysed to produce an evidence base to inform the development of an active travel masterplan and action plan. Data sources reviewed included but were not limited to:

- Local Context and Demographics
- Caithness and Sutherland Local Development Plan (CaSPlan) (2018)
- Baseline Movement Data: including census, speed and accident data
- Wick Street Design Project
- Maps with walking and cycling information detailed
- Travel Plans for schools and local businesses

Local Context

Contextual information was gathered using geographic sources, including *Understanding Scottish Places- Scotland's Towns Partnership* and the *Scottish Index for Multiple Deprivation*, to develop a baseline understanding of the key statistics relevant to transport and active travel in Wick. The key headlines were as follows:

34% of households in Wick have no access to a private car.

35% of the local population travel up to 5km to work or study.

37% of trips less than 5km are made by private vehicle

Policy Review

Policy findings relevant to active travel Wick have been reviewed, with reference to documents such as [CaSPlan \(2018\)](#), [HITRANS Active Travel Strategy \(2018\)](#) and [HITRANS Regional Transport Strategy \(2018\)](#).

Key issues and opportunities identified from policy:

- Current challenges around limited transport options and high dependency on car ownership.
- Potential to encourage walking and cycling due to the compact nature of settlements.
- Key growth sectors in Wick include renewable energy and tourism, outlining potential to incorporate relevant locations into the active travel masterplan.

Development Areas and Proposals

Key development proposals and areas throughout Wick have been identified through a review of CaSPlan (2018). Consideration of new developments presents an opportunity to serve these locations with high quality active travel infrastructure that enables walking and cycling from the outset.

Name	Land Use	Size: Area (Ha)
South of Kennedy Terrace	Housing	10 (housing capacity 44)
Wick Business Park	Business	5.4
North of Wick Business Park	Business	8.8
Wick Harbour	Industry	21.1
Wick Industrial Estate	Industry	16.8

Analysis of development proposals conveys that significant development is anticipated for key areas of the town such as Wick Harbour and Wick Business Park to the north. These could become key employment hubs and subsequently important areas to serve with active travel infrastructure.

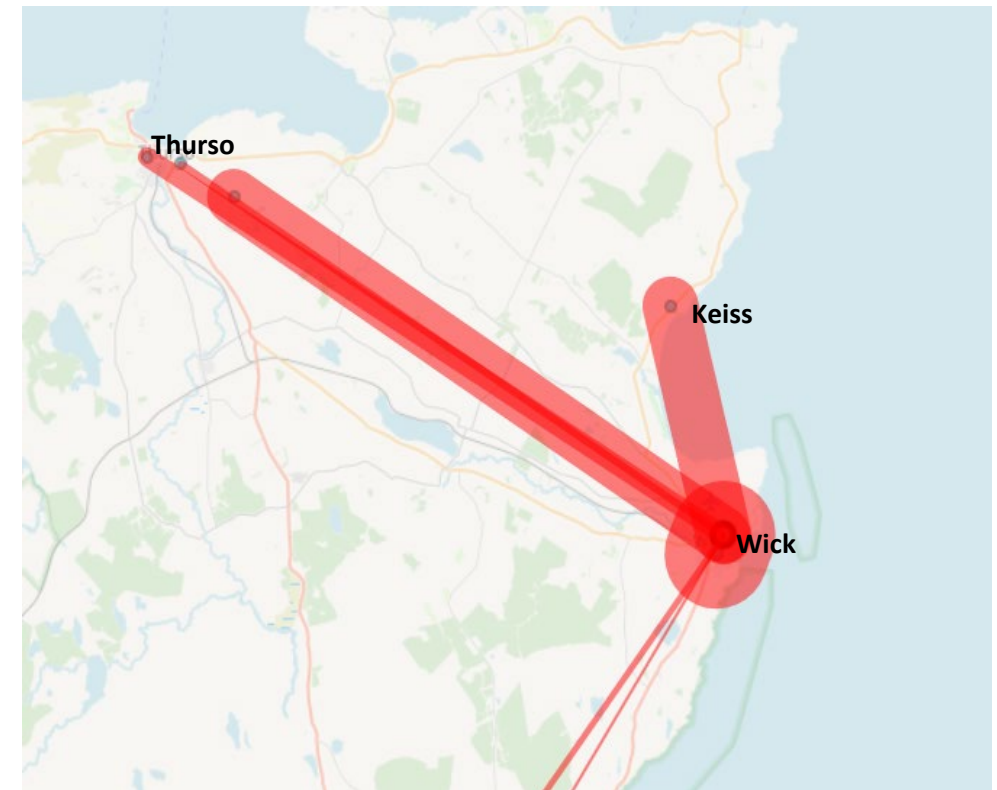
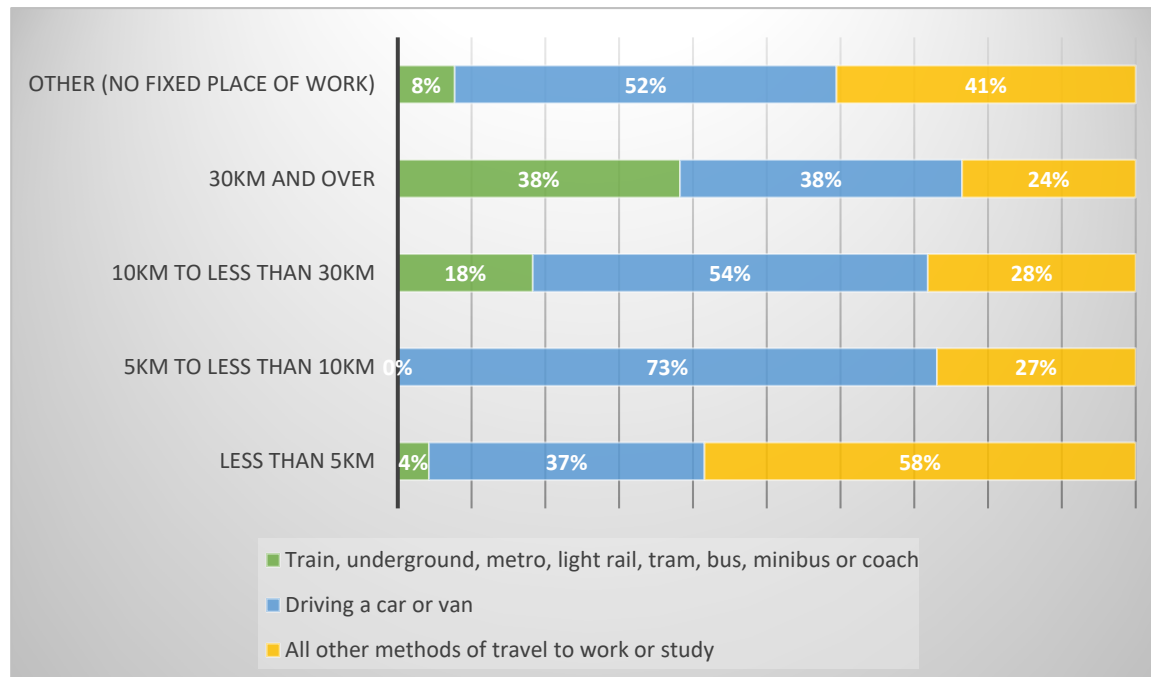
Baseline Data Review

Review of baseline data primarily consisted of census, vehicle speed data and accident statistics. Further details of speed and accident data analysis can be found in Appendix A.

Census Data

Census 2011 travel-to-work statistics were reviewed to provide an overview of existing travel behaviour in Wick. Census analysis included a review of mode share and distance travelled to work or study statistics, alongside use of the *Census Datashine* mapping tool.

	Walking	Cycling	Public Transport	Car/ Van	Work from Home	Other
Wick	28%	1%	10%	45%	12%	4%
Highland	12%	2%	5%	62%	16%	3%
Scotland	18%	1%	16%	50%	11%	4%



The following conclusions can be drawn from analysis of census data, recognising that the data is a now a number of years old:

- The amount walking trips being undertaken in Wick is higher than both the Highlands and Scotland, reflecting a significant amount of local, short distance trips.
- However, the percentage of people cycling to work or study is lower in Wick than across the Highlands, which suggests a lack of a cycling culture and cycling facilities within the town.
- There is a large percentage of trips of a walking and/or cycling distance being carried out by private vehicle, for example 73% of car trips between 5-10km and 37% of car trips less than 5km.
- *Census Datashine* records a number of trips being undertaken between Wick and Keiss, a local fishing village

Wick Street Design Project

The Wick Street Design Project has formed part of the Desktop Review for this masterplan. This is a high profile project ongoing in Wick that focusses on shifting priority in the town centre away from vehicles and towards pedestrians and cyclists through high quality design and infrastructure. The aim is to create a more inviting and attractive town centre environment.

The project has identified a number of locations within the centre of Wick as problematic or to contain physical barriers, including Bridge Street, High Street, River Street, Waris lane, Kirk Lane and Wick Harbour Bridge.

There have also been a number of key issues for active travel in Wick identified such as narrow footways, lack of safe road crossing points, high vehicle speeds on roads, lack of signage and unattractive public spaces.

This masterplan will seek to build on the comments and information obtained in the Street Design engagement, looking at Wick in whole as opposed to focusing on the centre only.

Overview of Proposals

Based on the key issues and problem areas identified, detailed proposals were produced for High Street, Bridge Street and Market Place. Proposals can be summarised as follows:

- Area of High Street is fully pedestrianised, with bollards preventing through traffic except cycles and placemaking such as trees, planters and street art creating a high quality public realm.
- Cycling facilities include gateways on High Street and Shore Lane, alongside cycle parking provision and an advanced stop line on Bridge Street.
- Realignment of the High Street/Bridge Street junction to ensure priority for pedestrians and cyclists.



More detail of the Wick Street Design Project concept design can be found in Appendix A.

The desktop review has been an important stage in understanding the local geography and existing active travel conditions throughout Wick, whilst also enabling key emerging themes to be collated to inform subsequent project stages.

Further details of all desktop review findings can be found in Appendix A

Virtual Site Audits

Virtual site audits were conducted using digital methods due to Covid-19 restrictions preventing travel to the town. These were undertaken in order to build on the analysis carried out during the desktop review and review of the 2011 audit.

Methodology

An initial virtual site audit of Wick was conducted using Google StreetView and various mapping sources namely Google Maps and Open Street Map. A systematic approach was taken to viewing the Street View images whereby the routes identified in the previous audits were examined first before additional areas of interest were explored. Furthermore, areas which required further investigation were noted to be discussed in more detail with those who know the sites well.

The initial audit was followed by a stakeholder virtual site audit. This was hosted using Microsoft Teams where key local authority officers and local access panel groups were invited to join. Each party was invited to take control of the screen to “walk through” areas using StreetView and highlight key issues or details. This session was recorded, allowing for the discussion to be revisited views / discussed within the wider project team.

Internal Site Audit

- Included the project team
- Town walkabout using Google Maps
- Review of the 2011 proposals
- Identification of key areas for further investigation

Stakeholder Site Audit

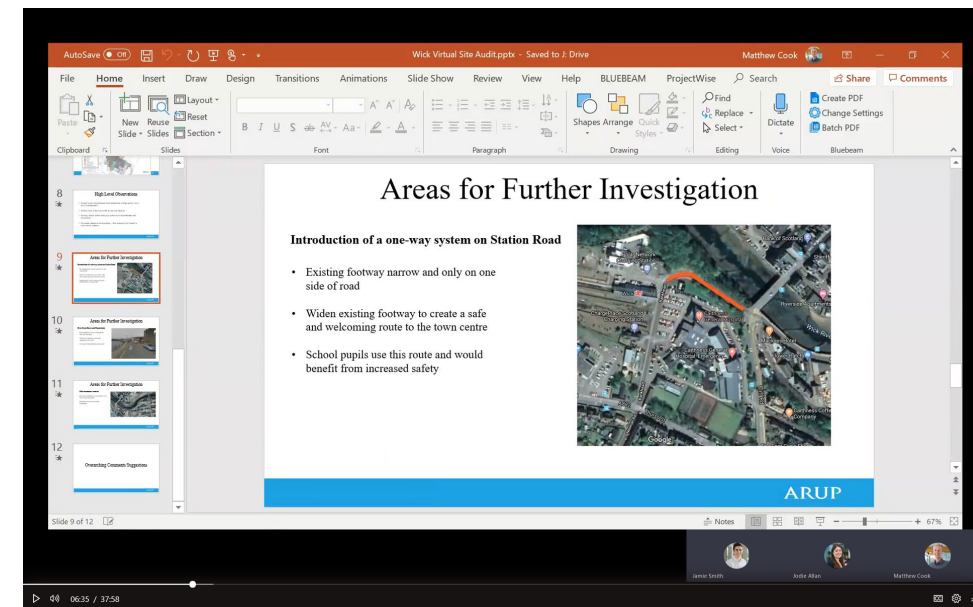
- Included the project team and key stakeholders for Wick
- Explored the key areas identified in the internal site audit
- Exploration of additional opportunities using local knowledge

Internal Virtual Site Audit

The high-level observations made during the initial site audit are as follows;

- Several wide roads pertinent to the installation of high quality active travel infrastructure
- Distinct areas of the town both in form and function
- Railway station suffers from poor active travel infrastructure and information
- Maximum internal town trip approx. 3km, making it well suited to active travel journeys

A key element of this process was to identify specific areas of interest that would require detailed local knowledge and input. The output informed the virtual site audit carried out with selected stakeholders.



Key outcomes from the stakeholder virtual site audit are as below. Video clips from the session can also be found in the stakeholder section on the next page and the full video session can be found in Appendix B.

- The railway station is not as big a transport hub as expected due to infrequent and long journey times to destinations
- River Street is currently a thoroughfare for HGVs from the harbour and also caters to abnormal loads approximately 3 times per year concentrated within 6-8-week period.
- Suggested that footways on River Street could be widened by removing existing cobbles and bollards on roadside edge. This route presents an opportunity to harness the heritage and tourism element of Wick through high quality placemaking.
- A crossing on George Street is required where there is poor visibility for pedestrians, this would create a safer route to Noss Primary School.
- Mini roundabout on the A99 is difficult for all transport users to negotiate safely. Suggested that signalled crossing could be explored to increase safety for pedestrians and cyclists.
- North Road near Tesco suffers from high vehicle speeds making it largely unsafe for walking and cycling.
- Opportunity for safety improvements on Henrietta Street as it would benefit from safe crossing points as it's a route to Noss Primary School.
- South Road (A99) requires safety improvements as children frequently cross the road at this location. It's also an important location within the town due to number of trip destinations nearby such as retail facilities and the cemetery.



Stakeholder Virtual Site Audit

The virtual audit with external stakeholders allowed for additional insight to be shared by those who have a good understanding of the town and experience of how the town functions on a daily basis.

The virtual site audit was held on Wednesday 10th June with representatives from Highland Council, both a transport Officer and local Councillor.


Due to covid restrictions the meetings, which were planned to happen in person within Wick, were held using Microsoft Teams. The sessions were very successful and allowed the project team the opportunity to explore all opportunities for active travel improvements within Wick through online mapping, photographs and the local knowledge brought by stakeholders.



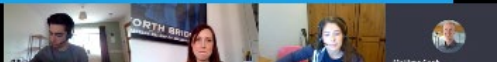
Areas for Further Investigation

Mini roundabout removal

- Existing roundabouts are not conducive to active travel movement
- Dominant arms lessen need for roundabout



ARUP



The video on the top right shows a clip containing discussions around the Bridge St / Cliff Rd mini-roundabout. Discussions were around the mini-roundabout being very unfriendly and dangerous for walkers and cyclists due to the large bell-mouths and lack of controlled crossing points. It has therefore been identified as a difficult junction for active travel users that could benefit from improvements.

The video to the bottom left shows a clip containing discussion around South Rd, a key route through the south of Wick. South Rd is currently heavily used, in particular by those travelling to nursery or school. It has narrow footpaths, no cycling infrastructure, no safe crossing points and has fast moving vehicles. For those reasons it has been identified as a key route that could benefit from better infrastructure.

More information on the stakeholder virtual site audit, including the full video footage of the session, can be found within Appendix B.

Public Engagement

The Wick Active Travel Masterplan Commonplace platform was live from Monday 10th August to Monday 31st August, this enabled the public to leave comments and suggestions related to what would improve active travel within Wick, see an image of the interactive map below. The comments have helped to inform the list of actions within the masterplan, a few examples of the comments received can be seen below:

"The pavement along the A882 from Wick to Milton is dangerous, traffic which includes frequent large lorries moves very fast and the pavement is too narrow to allow pedestrians to feel safe and too worn to allow cyclist to use it, impossible with young children."



"More lowered kerbs to make pavements easier to mount and dismount. Also fix holes in pavement to make surface more even."

"Add a better pedestrian shortcut to Tesco to make it more attractive to walk from Wick to Tesco. The existing path is supposedly wheelchair and cycle friendly by being a long zigzag incline but as a pedestrian you want the shortest route possible, so people have created their own shortcuts, taking down fences etc. A path from the corner of the old Glass Factory to the Tesco carpark would be a simple solution."



"The kids can't possibly socially distance on Newtonhill Rd when they have to stand close to each other until someone allows them to cross the road."

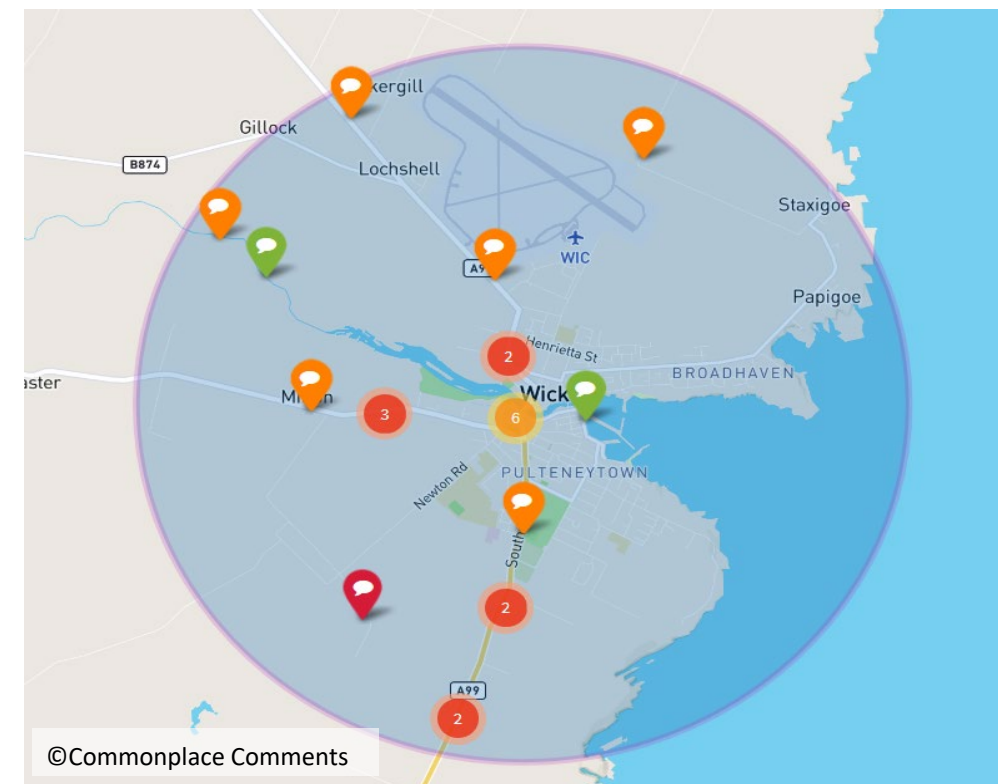
"A large number of long-distance cyclists pass through Wick every year either cycling to/from Groats or doing the NC500 route and most just pass through without stopping. If there was some sort of cycle hub then it may encourage more people to stop and spend some time in the town. Maybe some secure cycle parking, a cycle repair stand, coffee shop etc. It could also act as an information point for local cycle or walking routes from the town centre."

As this masterplan aims to improve active travel links and promote modal shift within the town it is focused primarily on those actions that will impact everyday journeys.

It has been recognised that there are a number of suggestions recorded on the Commonplace platform that will not be taken forward within this masterplan. However, it is possible that these could be taken forward in future projects and schemes. The record of all the comments have been passed onto Highland Council.

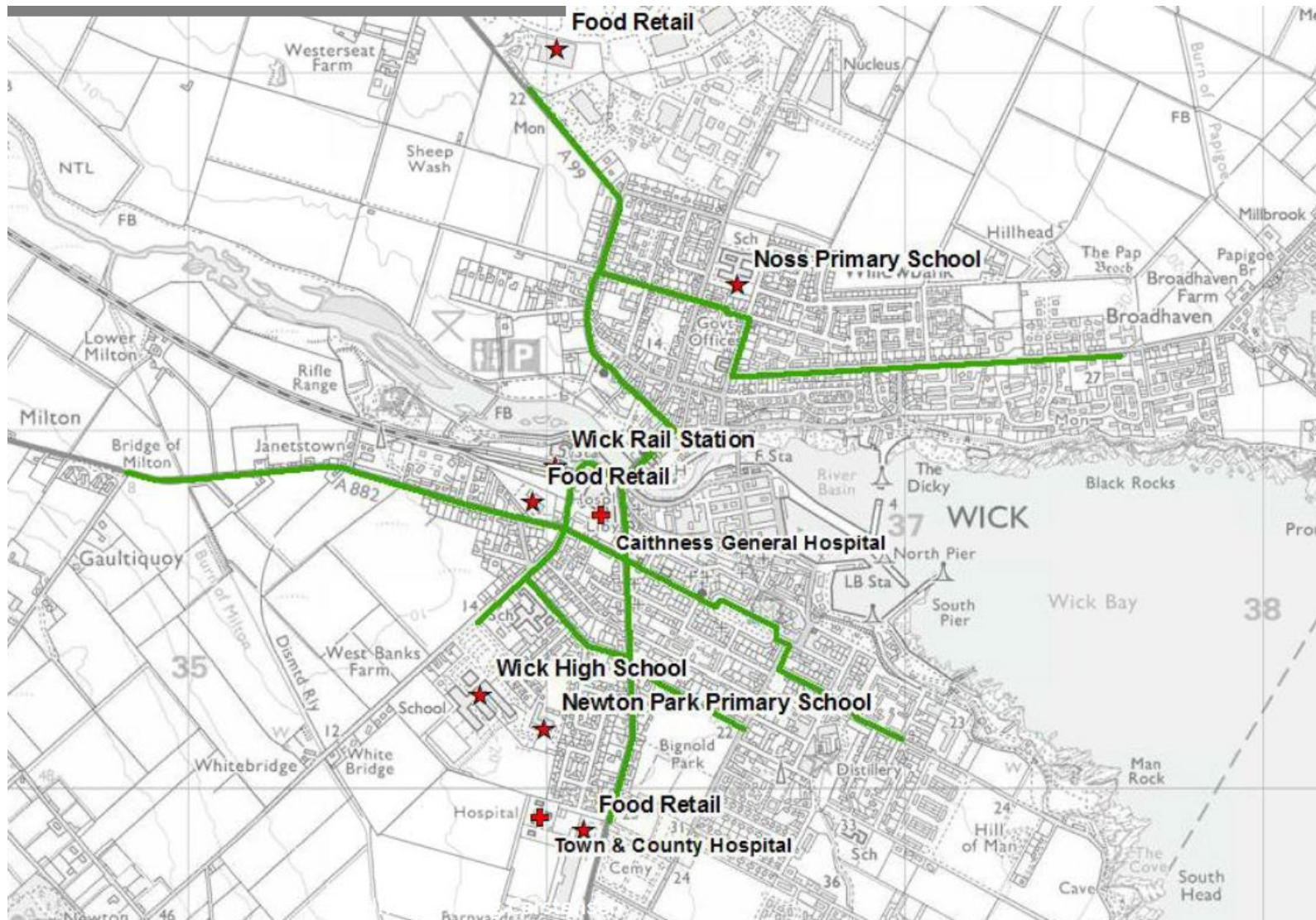
There was also specific engagement with the Sustrans Street Design team, which involved 1:1 meetings with the Sustrans project manager and attendance at a project workshop, to ensure there was a coordinated approach between the two projects.

A full list of the comments received on the Commonplace platform can be found in Appendix C.



Covid Temporary Measures in Wick

This project helped to inform the interventions brought forward through the Sustrans Spaces for People funding. Therefore, many of the proposed temporary measures align with the proposals within this Masterplan. Such infrastructure can be useful in trialling some of the actions or implementing them sooner as quick measures on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



The following temporary measures are related to proposals within this masterplan:

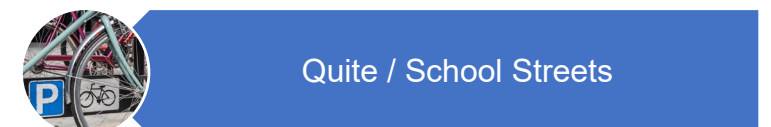
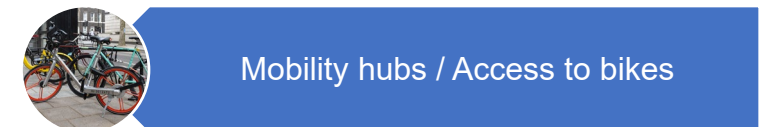
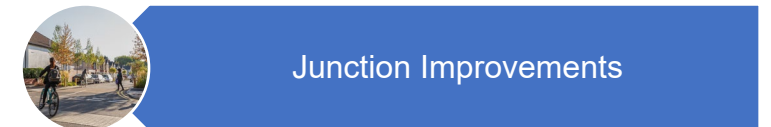
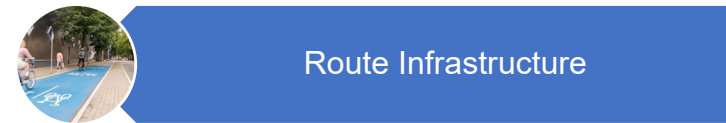
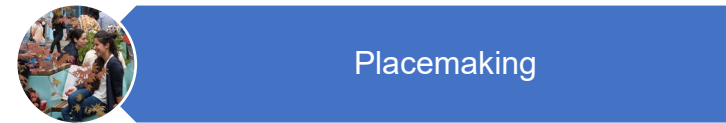
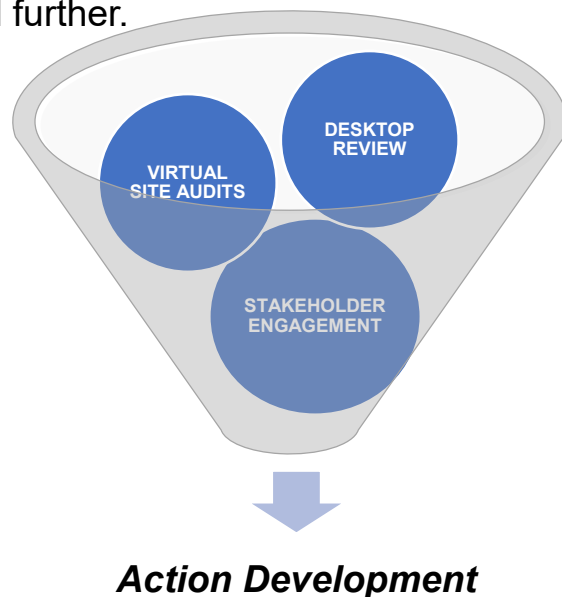
- Widen footpaths and traffic calming to achieve 20mph speed limits Henrietta St/Willowbank
- Introduce crossing point and traffic calming on North Road
- Widen footpath and introduce bike lanes on Bankhead/Station Rd
- Widen footpath and introduce traffic calming measures on Thurso St/Dempster St as well as additional lights-controlled crossings on Cliff Road
- Widen footpaths on West Banks Avenue/Northcote St and introduce additional lights-controlled crossings at Francis St
- Introduce bike lanes where widths allow and signage to highlight availability of adjacent informal footpaths to users on South Rd
- Introduce crossing point on South Rd to the retail park

Action Development

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

The various sources of data gathering and analysis techniques allowed for a wide range of information to be compiled about Wick. However, the real value of this approach presents itself when the data from each preceding stage of the process is examined and applied “on the ground”. Through knowledge of the town, where specific infrastructure works best, as well as looking to the future, actions have been developed to enable and facilitate everyday trips within the town by active travel.

The action development and refinement has been a collaborative process with client bodies and local stakeholders. Easy or quick wins have been identified within the actions, these are highlighted within the list of masterplan actions overleaf. These are actions that can be delivered within a relatively quick timeline and at a low cost, generating initial momentum for more active travel trips within Wick while longer term more complex or costly actions are developed further.



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, 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.

Masterplan Actions

Costings have been estimated for each of the actions using the Typical Costs for Cycling Interventions document by the Department for Transport. For full calculations of the estimated costs please see Appendix D.

- Route Infrastructure
- Resurfacing of Footpaths
- Safe Crossings / Junctions
- Placemaking
- Quiet Streets/Low Traffic Neighbourhoods
- Mobility Hub

Action	Location	Section	Description	Outcome	Local Road / Trunk Road	Easy Win (Y/N)	Typical Cost Range Calculated
1	Henrietta Street/Willowbank	Staxigoe to George Street	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£352,000 - £1,320,000
			ALTERNATIVE LOWER COST OPTION -	Low Traffic Neighbourhood (modal filtes including bollards/planters, bus gates, one-ways, school streets, width restrictions etc..)	More people choosing active travel modes due to the environment being safer	Local Road	Y
2	Henrietta Street/Willowbank	Noss Primary School	Safe crossing point	Provides safe link between residential area and education	Local Road	Y	£5,000 - £50,000
3	Noss Primary School	Ackergill Street	Quiet Street / Low Traffic Neighbourhood	Provides safer environment around school by reducing through traffic	Local Road	Y	>£12,000

Wick Active Travel Masterplan

4	A99	Crossing on George Street	Safe crossing point near Millar Avenue	Provides safe link between residential area and education	Local Road	Y	£5,000 - £50,000
5		North Rd, George Street, High Street, Bridge Street (from Tesco)	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£154,000 - £579,600
6		Bridge Street/River St Roundabout	Junction/roundabout improvements, introduction of safer crossing points	Provides safe links to key amenities and connects the town centre with of south Wick	Trunk Road	N	£215,000 - £265,000
7		Hospital to Retail Park	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Trunk Road	N	£132,000 - £496,000
8		Crossing at retail park	Safe crossing point	Provides safe link between residential area and retail	Trunk Road	Y	£5,000 - £50,000
9	River Street	River Street to harbour	Existing footpath resurfacing improvements (raise and widen)	Improves well used link between key amenities and high street	Local Road	N	£32,000 - £40,000
10		River Street to harbour	Introduce street art/Wick heritage	Provides an opportunity to celebrate Wick's heritage	Local Road	Y	£12,000

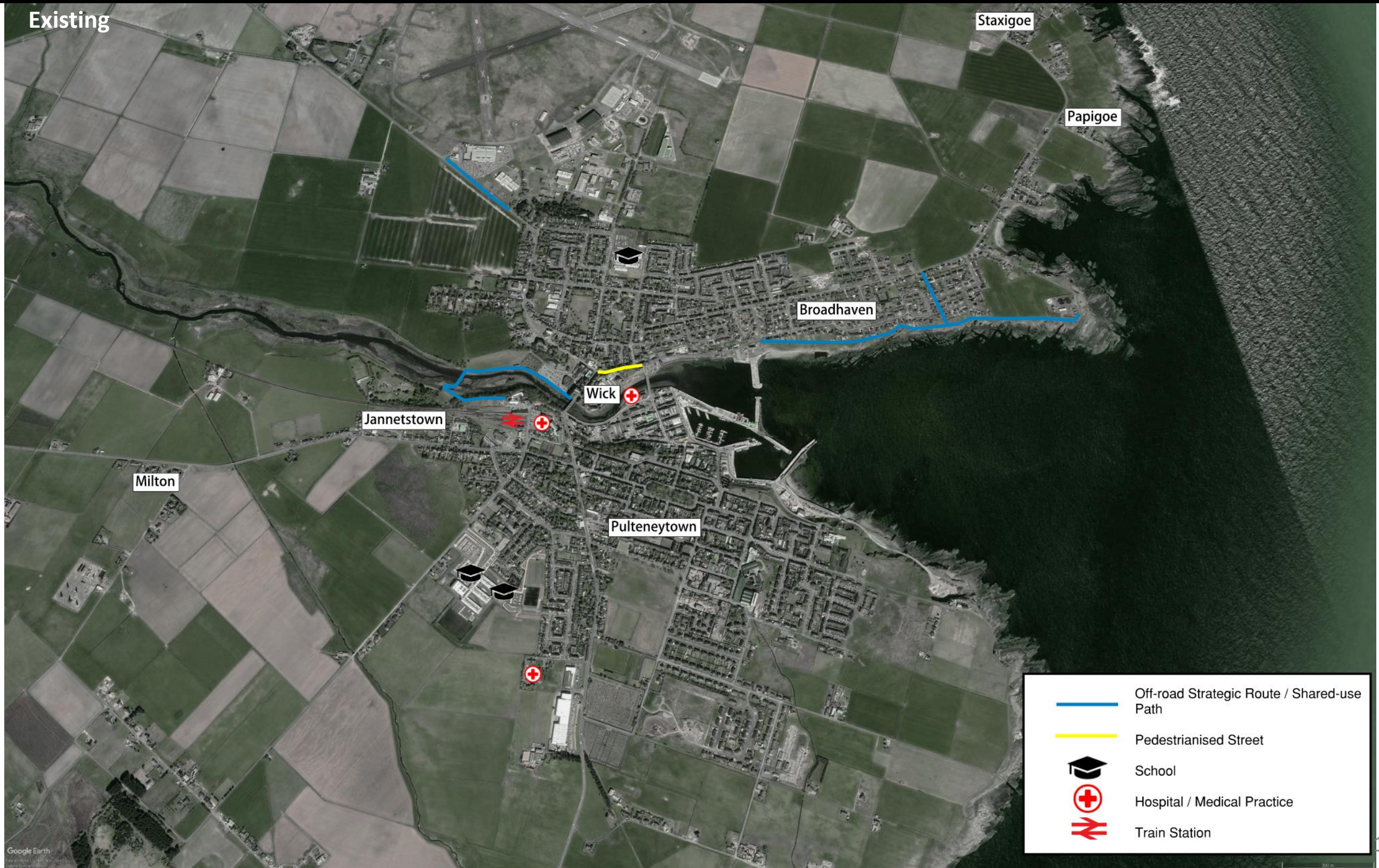
Wick Active Travel Masterplan

11	Wick harbour bridge	Roundabout	Remove roundabout and add safe crossings	Provides safe links between residential and the high street	Local Road	N	£215,000 - £265,000
12	Pultemeytown	Dempster St/Grant St/Huddar St/Kinaird St/Wellington St/Wellington Avenue	Mixed Strategic Infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£132,000 - £496,000
			ALTERNATIVE LOWER COST OPTION - Low Traffic Neighbourhood (modal filters including bollards/planters, bus gates, one-ways, school streets, width restrictions etc..)	More people choosing active travel modes due to the environment being safer	Local Road	Y	> £50,000
13	Milton crossing	Safe crossing point on the A882 at Milton	Crossing at Milton on the A882	Provides safe link across a high speed road to a pedestrian footpath	Local Road	N	£5,000 - £50,000
14	Riverside Car Park	White Chapel Rd	Mobility hub	Offers mobility options such as e-bike hire and information on active travel	Local Road	N	£1,535,000 - £2,115,000
15	Bankhead	Link to train station/police station/hospital	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£33,000 - £124,000
16	Milton	Wick train station to Milton	Mixed strategic infrastructure, traffic calming, reduce to 30mph up to Milton, move and upgrade island to zebra crossing	Upgrades and improves safety on a well used link from Milton to key amenities in Wick, including education, retail and medical	Local Road	N	£187,000 - £703,000
17	Newton Park Primary and Wick High School	Kenneth St, Newton Avenue, West Banks Avenue	Quiet Street / Low Traffic Neighbourhood	Provides safer environment around school by reducing through traffic	Local Road	Y	>£12,000

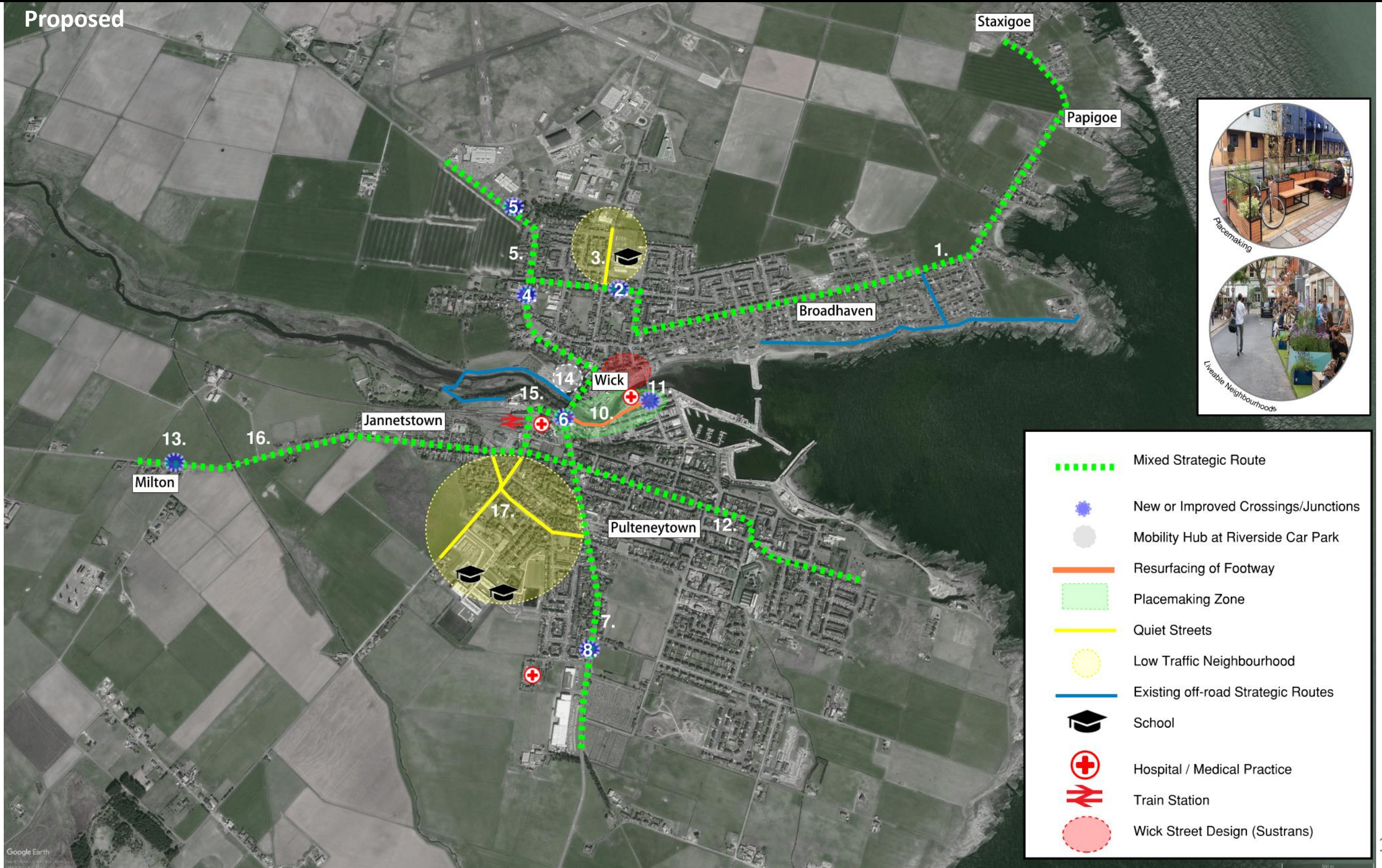
The cost of a Mobility Hub (including bicycle hire and cycle parking at the train station) has been based on the availability of 10 hire bikes at £350 each and secure parking for 10-100 bikes including changing and showers at the largest

Wick Active Travel Masterplan

Existing



Wick Active Travel Masterplan



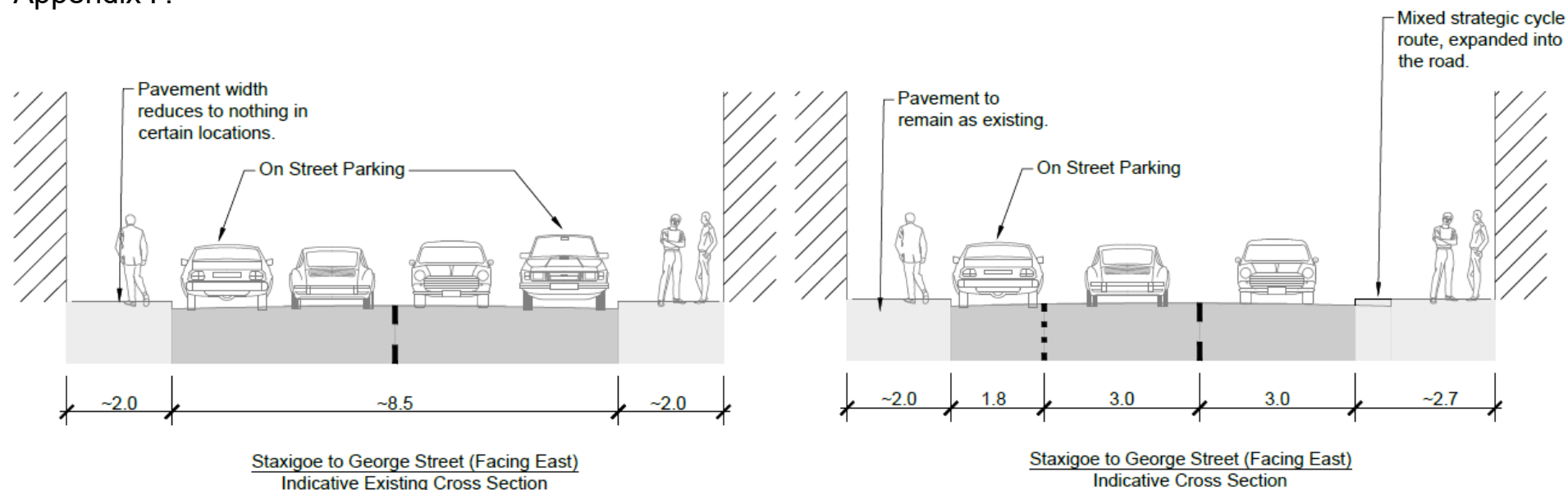
Action 1 Action 2 Action 3 Action 4 Action 5 Action 6 Action 7 Action 8 Action 9 Action 10 Action 11 Action 12 Action 13 Action 14 Action 15 Action 16 Action 17 Masterplan Map

Staxigoe to George Street Mixed Strategic Route or Low Traffic Neighbourhood

Broadhaven Rd, Willowbank, Girnigoe St and Henrietta St currently have two lanes of traffic northbound and southbound. The streets run through largely residential areas in the north of Wick and also connects the town with settlements located out with which include Broadhaven, Papigoe and Staxigoe. The footways are currently narrow (less than 2 metres wide) and non-existent in parts, there is also no cycling provision or safe road crossing points.

It was highlighted through stakeholder engagement that these roads provide important links to key amenities, in particular the recently relocated Noss Primary School, for those residing in the north east of Wick. We propose the introduction of an active travel strategic route on these roads to provide a safe link from these areas to the centre of Wick, local amenities and the primary school. The route would link in with the proposed route along the A99 which creates a north to south link through the town, thus creating a safe network of routes throughout the town. The high cost of providing this off road segregated active travel infrastructure is recognised. However, if budgets do not allow for this scale of intervention, an alternative option that could be implemented at lower cost and in a shorter time frame would be the introduction of a series of modal filters. This alternative action would reduce traffic volumes along the route, creating a Low Traffic Neighbourhood, providing a better environment for active travel within the existing street infrastructure.

There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



Noss Primary School Crossing Point

Henrietta Street currently has two lanes of traffic northbound and southbound and is, a key road travelling to/from the north east of Wick. The road runs through a largely residential area and is a key access road to Noss Primary School.

There is currently no safe road crossing point on Henrietta Street outside Noss Primary School. We are therefore proposing a crossing that enables cyclists to cross safely as well as pedestrians with priority.

This crossing will link in with the mixed strategic route spanning from George Street to Staxigoe and will provide a safe route to Noss Primary School from the surrounding catchment area.



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Ackergill (Noss Primary) Quiet Street

Ackergill Street is a local street which provides access to Noss Primary School. The area surrounding Ackergill Street is primarily residential, with an industrial estate being accessible approximately 300 m north from the school entrance.

This street currently has a 20mph speed limit. The footways along this road are very narrow, reaching widths below 0.5 m in places and there is also no cycling provision. Given this road provides a secondary access to the industrial estate it sees a higher volume of traffic, in particular heavy goods vehicles and vans.

Therefore, a 'quiet street' has been proposed for this location to create a low traffic neighbourhood by removing non-local through traffic surrounding the primary school by introduction of a modal filter, with vehicles being able to access the industrial estate from the primary access on the A99. This intervention would reduce the need for separate active travel facilities, as the reduction in vehicular traffic will improve the environment and conditions for walking and cycling along this street.

This action will ultimately provide a more welcoming space for all users and a more attractive environment for walking and cycling. Wider benefits include improving local health and wellbeing and producing a more attractive space for social interaction and outdoor activities.

This action is also classified as an 'easy win' due to the low cost and significant benefits of this intervention.



©Playing Out (example of a school play street)

George Street Crossing Point

George Street currently has two lanes of traffic northbound and southbound and is, a key road, if travelling north/south in Wick. The road divides residential areas in the north of Wick and forms part of the route to Noss Primary School and Wick High Street.

There is currently no safe road crossing point located on George Street and there is poor visibility for pedestrian due to sharp bends in the road, it is therefore an unsafe location for active travel users to cross the road. It is proposed that this crossing be upgraded to a parallel zebra crossing allow cyclists to cross safely as well as pedestrians with priority. There are numerous types of crossing points that could be provided, and the nature of the crossing should be subject to further consultation and detailed design.

The crossing point will also be accessible via our proposed mixed strategic path along George St and Henrietta St, creating a safe route to Noss Primary School and into the centre of Wick.



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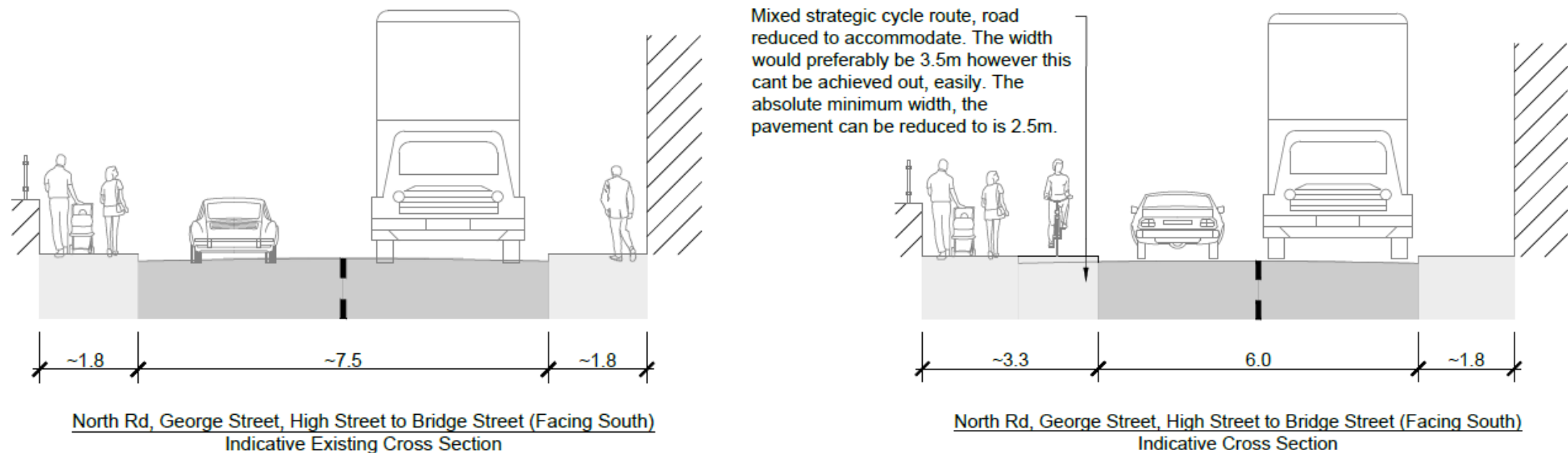
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A99 (North Rd/George St/High St/Bridge St) Mixed Strategic Route

The A99 is a trunk road cutting through the south of Wick, however becomes a local road at Bridge Street in the centre of Wick. The road currently has two lanes of traffic northbound and southbound; it has a very narrow footpath of approximately 1.5 metre in most places and no cycling provision with exception of a short stretch of shared-use footway from the access to Wick Airport Industrial Estate to the Tesco. This section of road is surrounded by residential areas, education, recreational playing fields and retail.

It was noted by stakeholders that the A99 is heavily used by those walking and cycling, in particular families with children. We propose introducing a mixed strategic footway/cycleway along this section of the A99 to create a safe off-road route. As an extension to the existing shared-use path This will create safe routes to schools, retail, recreational facilities and the centre of Wick.

The cross-section diagram below illustrates how cycling infrastructure could be introduced and the footpath widened to allow for an active travel route through the south of Wick. There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



Bridge Street/ Riverside Street Junction Improvements

The Bridge Street/ Riverside Street roundabout provides access to key areas of the town such as the town centre and Wick train station. This location is where the A99 trunk road terminates before entering Wick town centre.

There is currently a significant lack of active travel infrastructure, with narrow footways, no formal road crossing points and no cycling infrastructure resulting in an environment dominated by vehicular traffic. In addition, accident data analysis showed that this area of the town is a significant accident hotspot.

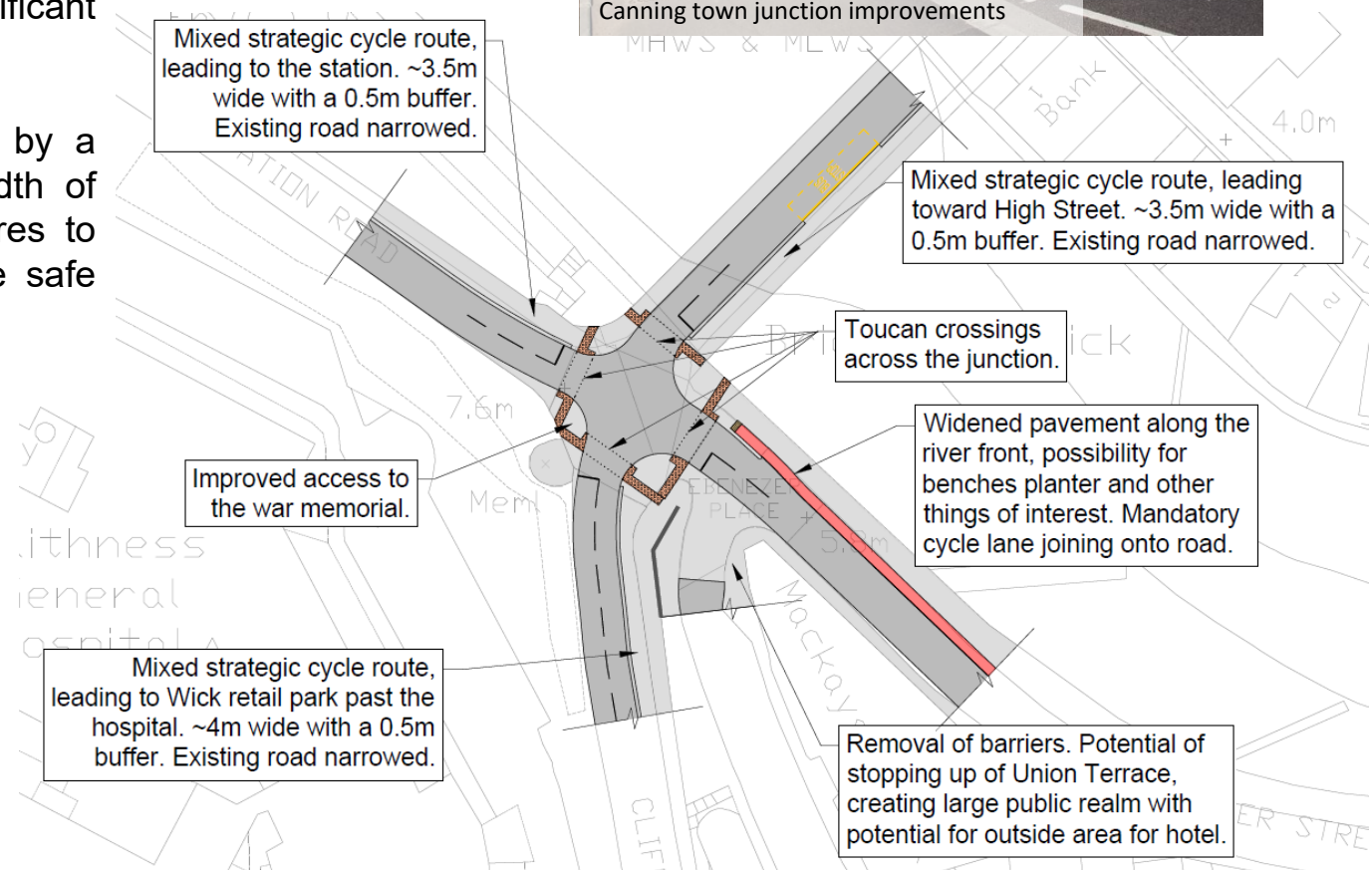
Therefore, it is proposed that the existing roundabout is replaced by a signalised junction, with safe crossings and an increase to the width of existing footways. Other considerations include placemaking measures to create a more attractive public realm. These proposals will facilitate safe movement of active travel users between key areas of the town.



Canning town junction improvements



©Google

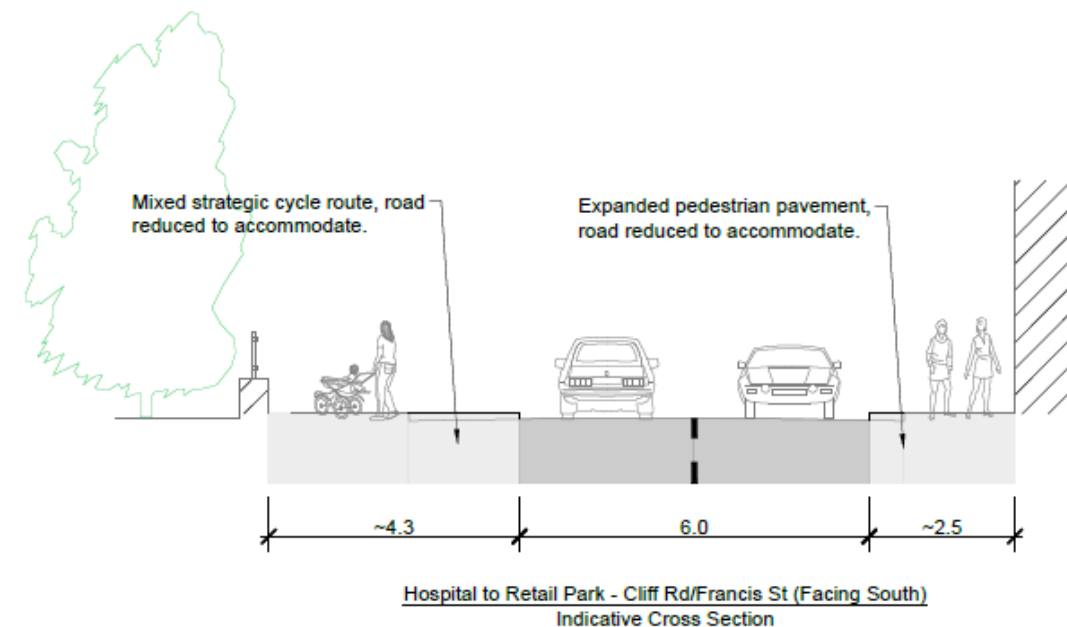
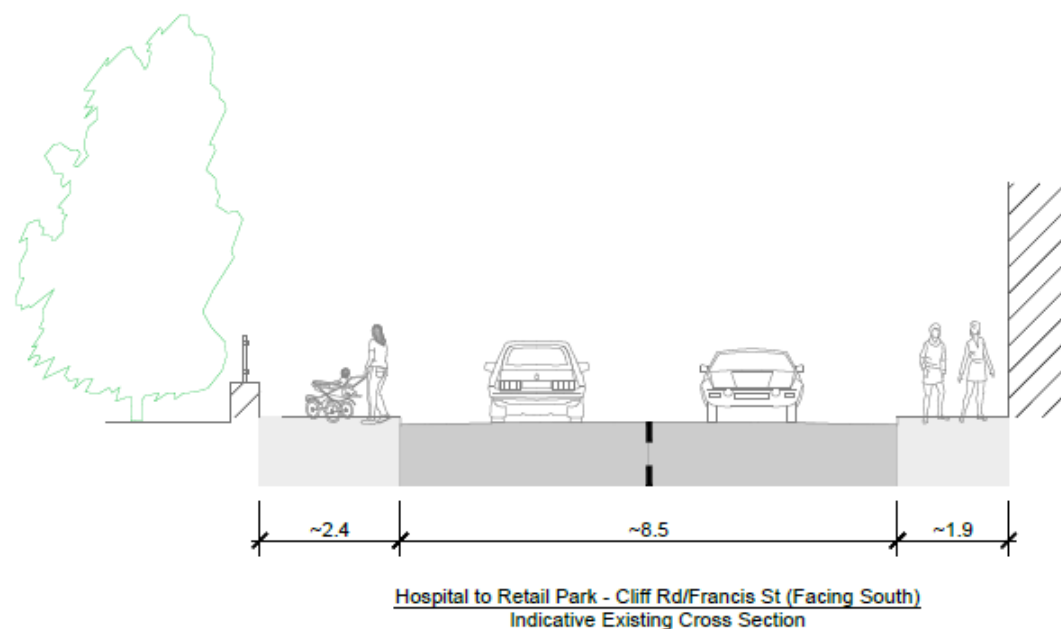


Hospital to Retail Park (Cliff Rd/ Francis St/ South Rd) Mixed Strategic Route

This proposed route is located to the south of Wick town centre and is part of the A99 trunk road. The route covers residential areas to the south and key land uses such as supermarket retail, Wick High School and Caithness General Hospital. Therefore, this route has the potential to act as a ‘spine’ active travel route that connects the north and south of the town through high quality walking and cycling infrastructure.

Road space reallocation to produce mixed strategic cycleway/footway infrastructure is proposed for this location. This approach allows for flexibility in the type of infrastructure that can be provided depending on the changes in conditions along the route. Active travel facilities segregated from vehicular traffic is important along this route because of the volume of traffic and the number of heavy goods vehicles travelling along this trunk road. Therefore, this route will create a safe environment for walking, cycling and wheeling segregated from vehicular traffic.

There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



South Road Retail Park Crossing Point

South Road has two lanes of traffic northbound and southbound. This route is part of the A99 trunk road, therefore high volumes of traffic such as HGVs are expected to take this route.

It was noted by stakeholders that many families and children interact with the A99 when travelling to school, to the retail park and for extra curricular activities. There is currently only one set of controlled crossings, located at Thurso St/ Dempster St, on this 1 km stretch of road.

It is proposed that an additional safe crossing point is provided to allow cyclists and pedestrians to cross safely with priority and access the retail park and local schools. The type of crossing implemented will be subject to detailed design and further consultation.

This crossing point will also be accessible via our proposed mixed strategic path along the A99, which would run from the war memorial roundabout to South Road.

This action is classed as an 'easy win' due to being a low cost, quick to implement intervention that will immediately encourage safe walking, cycling and wheeling.



River Street Resurfacing Improvements

River Street is located within the vicinity of the town centre and has the potential to provide active travel connectivity between the town centre and Wick Harbour, where future development is proposed. Stakeholder discussions also found that River Street is popular with tourists due to views overlooking the River Wick. However, the width and surface quality of the footway, and the lack of cycling infrastructure, makes this area of the town unattractive for active travel users.

Therefore, resurfacing of the River Street path from the war memorial roundabout to Wick Harbour roundabout is proposed for this action. This will consist of raising and widening the footway to ensure the path can be accessible and accommodate all active travel users. The aim is to improve this well used area by providing a safer, more attractive environment for pedestrians and cyclists.

This action is also classed as an 'easy win' due to the low cost and short distance of this intervention.



©Google



Connswater Community Greenway, Belfast

Riverside Street Art / Wick Heritage

In addition to the resurfacing improvements stated in action 9, placemaking initiatives along River Street in the form of street art are proposed. The aim is to create a more attractive public realm for both the residents of Wick and visitors.

Street art that is visually appealing, aligns with the local character of the area and effectively celebrates the culture and heritage of Wick should be encouraged. Examples of street art include sculptures, water features and community planters.

Such projects should be driven by the local community, to make best use of local knowledge and create a sense of community ownership and pride in the local area among the residents of Wick.

This intervention would be low cost and quick to implement, therefore is classed as an 'easy win'.



Lochee (Dundee), Scotland



Letchworth, England



Newport, England

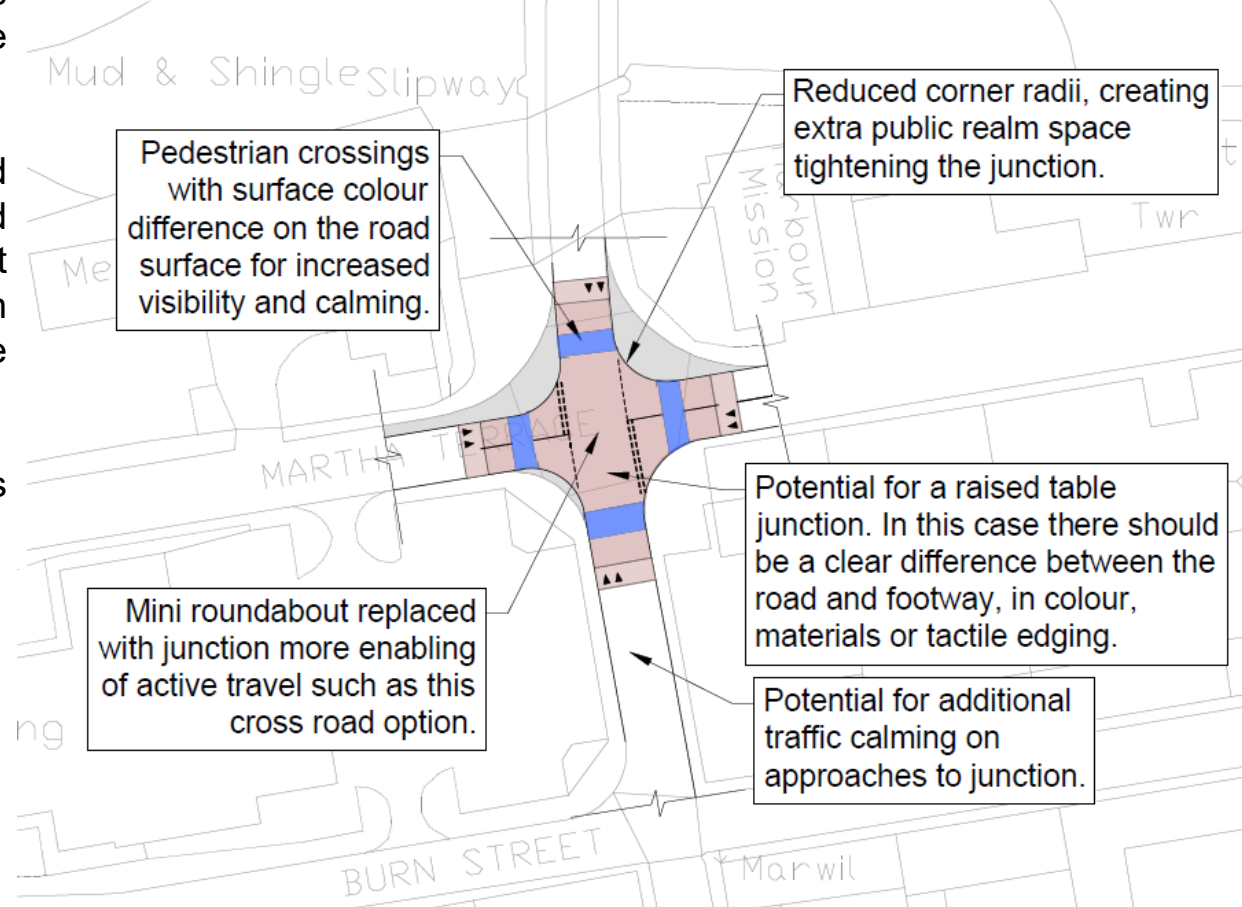
Wick Harbour Bridge Roundabout Removal

Wick Harbour Bridge is located to the east of the town centre. The surrounding area consists of leisure amenities and the site of the proposed Wick Harbour redevelopment. Therefore, this will be an important area of the town to serve with active travel infrastructure.

Stakeholder discussions suggest that the Wick Harbour roundabout in its current form creates an environment dominated by vehicles. Accident data also shows that this area of the town is an accident hotspot. Furthermore, the lack of active travel infrastructure also acts as a deterrent for pedestrians and cyclists.

Therefore, we propose the removal of the Wick Harbour Bridge roundabout and the provision of safe crossings for active travel users. The reallocation of road space also creates opportunities to expand the public realm and implement placemaking. Grey concrete walls could benefit from the likes of murals, which could be related to Wick's heritage, this would brighten up and enhance the area.

This action will improve safety for pedestrians and cyclists, whilst providing links between key residential areas, Wick Harbour and the town centre.



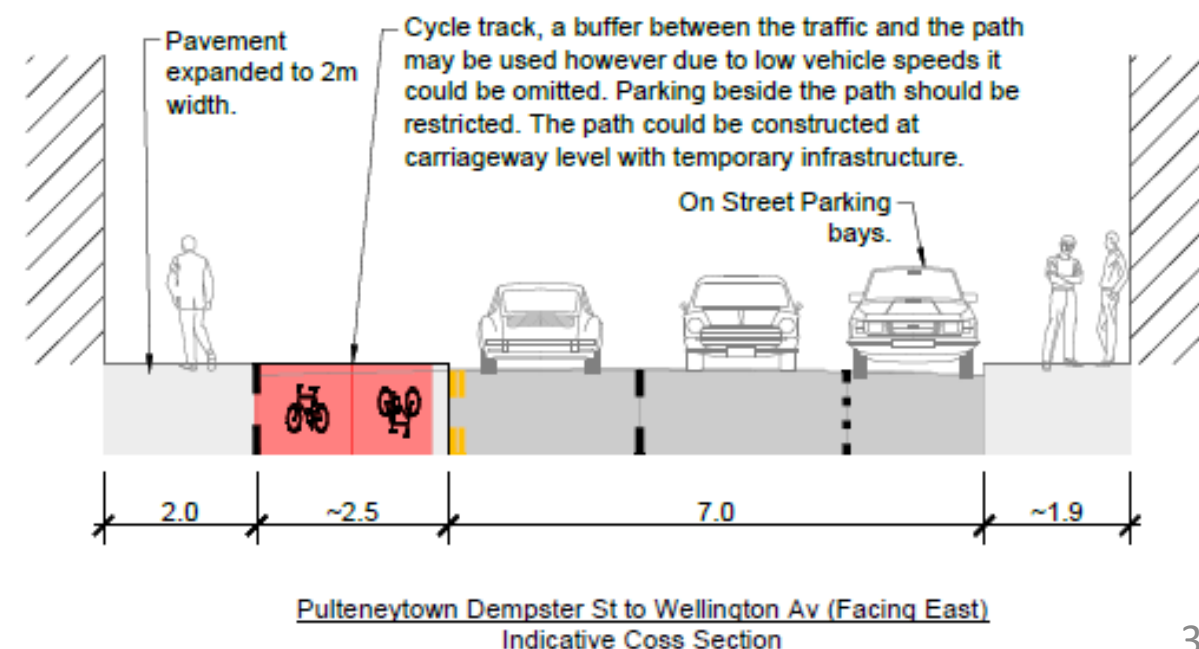
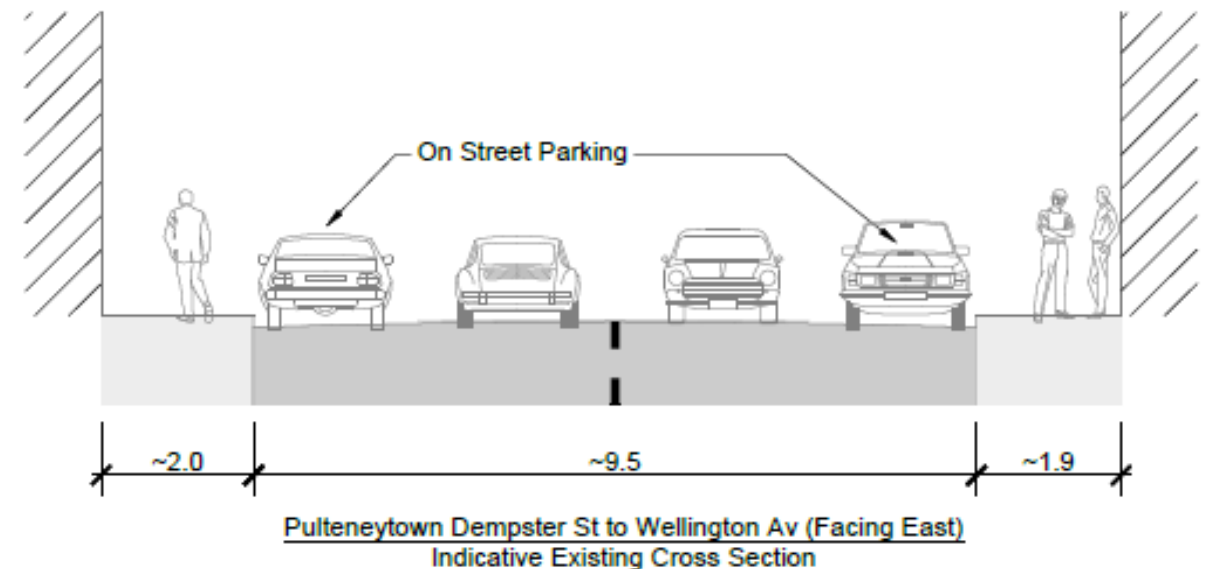
Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Action 7	Action 8	Action 9	Action 10	Action 11	Action 12	Action 13	Action 14	Action 15	Action 16	Action 17	Masterplan Map
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Pulteneytown Mixed Strategic Route or Low Traffic Neighbourhood

This action refers to the residential area of Pulteneytown towards the south-east of Wick. There is currently narrow footpaths and no cycling facilities within this neighbourhood despite streets being wide and able to accommodate active travel infrastructure. In addition, the SIMD 2020 indicates that this location is among the top 5% most deprived in Scotland, which suggests that the area would significantly benefit from more equitable and accessible transport options such as better active travel facilities.

It is proposed that a mixed strategic route be provided in Pulteneytown, which will cover Dempster Street, Argyle Square, Grant Street, Huddart Street, Kinnaird Street, Wellington Street and Wellington Avenue. This would link into the A99 mixed strategic route and provide active travel connectivity between the east of Wick and the rest of the town. This intervention will also create a safer environment for those walking, cycling and wheeling from this residential neighbourhood to other key amenities throughout Wick. The high cost of providing this off road segregated active travel infrastructure is recognised. However if budgets do not allow for this scale of intervention, an alternative option that could be implemented at lower cost and in a shorter time frame would be the introduction of a series of modal filters. This alternative action would reduce traffic volumes along the route, creating a Low Traffic Neighbourhood, providing a better environment for active travel within the existing street infrastructure.

There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



Milton (A882) Crossing Point

The A882 has two lanes of traffic eastbound and westbound. This route links Janetstown and Milton to the centre of Wick.

It was noted through stakeholder engagement that this road is currently very unsafe for both pedestrians and cyclists. The existing footpaths are currently less than a metre wide along the road, there is no cycling infrastructure and no safe crossing points. Stakeholder engagement has identified a Milton to Wick link that has the potential to be well used by pedestrians and cyclists, in particular school children travelling to Wick High School and Newton Park Primary School.

It is proposed that a safe crossing point is provided at Milton, such as a toucan crossing, to allow cyclists and pedestrians to cross safely with priority and join the proposed Milton to Wick mixed strategic footway/cycleway. The type of crossing delivered should be determined by further consultation and detailed design.

This action is classed as an 'easy win' due to being a low cost, quick to implement intervention that will immediately encourage safe walking, cycling and wheeling.



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Mobility Hub at the Riverside Car Park

A Mobility Hub is a recognisable place with an offer of different connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller. A mobility hub located at the Riverside Car Park next to the main bus stop would offer secure cycle parking, e-bike hire scheme and information on active travel including local routes. There would also be opportunities to incorporate placemaking initiatives such as street furniture, planters and green space into the surrounding area to create a more attractive public realm.

In discussions with stakeholders it was identified that a mobility hub with electric bike hire would offer alternative travel to residents of Wick, in particular those travelling from small settlements outside Wick for employment. The bus station was recognised as the best location due to its central location, close proximity to the town centre and retail, whilst offering the opportunity for multi modal travel.

The key benefits of a mobility hub include the following:

- Smarter sustainable transport planning
- Convenience
- Choice of modes
- Plugging the gaps in the public transport network
- Raises the profile of shared travel modes
- Improved public realm through placemaking initiatives
- Support densification of developments
- Management of emerging services



Bankhead/Station Rd Mixed Strategic Route

Bankead Rd/Station Rd is a local road which links to Wick Train Station, Wick Police Station and Caithness General Hospital. The road currently has two lanes of traffic; it has very narrow footpaths of approximately 1 metre and no cycling provision.

The cross-section diagram below illustrates how cycling infrastructure could be introduced and the footway widened to allow for a safer link to the train station, hospital and police station.

It may be possible to consider road closures on the section of Station Rd, from the A99 to Wick Train Station, which would reduce the need for separate active travel facilities as there would be a reduction in vehicular traffic, whilst ensuring to maintain access for emergency vehicles and workers. This would improve the environment and conditions for walking and cycling along this street. This would also be quicker and easier to implement than a mixed strategic Cycleway/Footway.

There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.

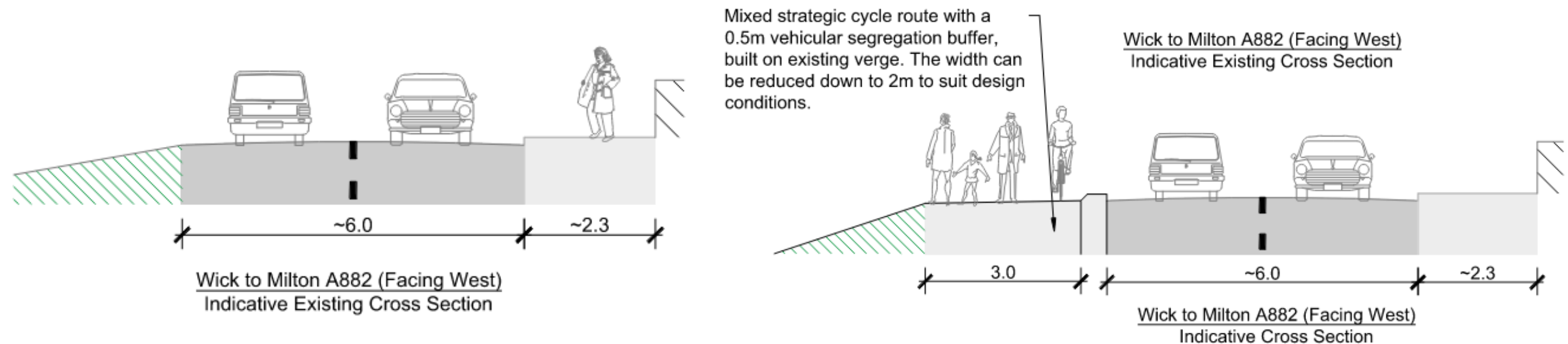


Milton to Wick (A882) Mixed Strategic Route

The A882 connects settlements located just outside of Wick, including Milton. Milton is located approximately 1.5 km from the centre of Wick and is therefore within walking and cycling distance. The road currently has a speed limit of 60mph as it leaves the boundary of Wick, it has a narrow footway of less than 1 metre along the eastbound side of the carriageway and it has no cycling infrastructure or safe crossing points. Stakeholder engagement has identified this as a very unsafe for active travel users, in particular children travelling to Wick High School and Newton Park Primary School.

It is proposed that a mixed strategic cycle/footway be introduced along this section of the A882 to create a safe link between Milton and the centre of Wick as well as safe routes to schools. In addition to this, we would also propose introducing a 30mph on the A882 out to Milton alongside introducing traffic calming measures along the road to ensure compliance with speed restrictions.

This route would vastly improve active travel connectivity between Milton and Wick as well as linking into the proposed route on the A99. The route is also highly visible, which would encourage modal shift towards walking and cycling. There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



Newton Hill Quiet Streets

Newton Hill/Newton Rd/Kenneth St and West Banks Avenue are local streets which provide access to Wick High School and Newton Park Primary School. The area surrounding the streets is primarily residential and education.

This street currently has a 20mph speed limit. The footpaths along this road are very narrow, approximately 1 m, and there is also currently no cycling infrastructure. It was identified in stakeholder engagement that there are no safe routes for children walking and cycling to Wick High School and Newton Park Primary School. It was also highlighted that it is currently unsafe for children to cross Newton Rd due to lack of crossing points and blind corners.

Therefore, a 'quiet street' has been proposed for this location to create low traffic neighbourhood by removing non-local through traffic surrounding the schools through implementation of modal filters. This intervention would reduce the need for separate active travel facilities, as the reduction in vehicular traffic improve the environment and conditions for walking and cycling along this street.

This action will ultimately provide a more welcoming space for all users and a more attractive environment for walking and cycling. Wider benefits include improving local health and wellbeing and producing a more attractive space for social interaction and outdoor activities.

This action is also classified as an 'easy win' due to the low cost and significant benefits of this intervention.



Summary

Having been commissioned by HITRANS, Arup have refreshed the Wick Active Travel Masterplan, informed by the staged mentioned within this document. The proposed masterplan would see the creation of over 9 km of high quality active travel routes, low traffic neighbourhoods (quiet streets), a mobility hub located at the bus station and placemaking along the riverside toward the harbour. The improvements will help to address the following:

- Healthier and aesthetically pleasing environments for locals
- Reduce vehicle usage in Wick and thus carbon emissions
- Create safer links to education
- Promote multi-modal journeys
- Encourage sustainable travel to employment outside of Wick

At all times, caution has been exercised regarding the age and potential accuracy of remote data, and this has been cross-referenced with other sources of primary and secondary data where available. Limitations of sources of data such as OS base mapping for use in technical drawings are recognised and should not be relied upon for detailed design work.

The information provided is intended to help inform further stages of scheme development. While no 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, desktop review and stakeholder comments but have not incorporated a detailed assessment of information such as:

- Topographical surveys
- Public utilities
- Land ownership
- Planning/environmental constraints
- Pedestrian/cycle/traffic data

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.

Appendices

Appendix A – Desktop Scrapbook

Wick Active Travel Masterplan Refresh

Desktop Review Scrapbook

Contents

1. Background
2. Existing Active Travel Audits
3. Policy Review
 - Caithness and Sutherland LDP 2018
 - Highland Wide LDP 2012
 - Wick Design Charette 2013
 - HITRANS Active Travel Strategy 2018
 - HITRANS Regional Transport Strategy 2018
4. Baseline Data
 - Census Data
 - Cycling Scotland Monitoring Report 2019
 - Speed Data
 - Accident Statistics
5. Active Travel Initiatives/ Behavioural Change Measures
6. Others – Wick Street Design Project; Scottish Index for Multiple Deprivation; Understanding Scottish Places- Scotland’s Towns Partnership
7. Desktop Review Conclusions

1. Background

- Arup has been appointed by HITRANS to produce an Active Travel Masterplan for Wick
- This document provides the findings and analysis from the key elements of the desktop review stage, including Previous Active Travel Audits for Wick, Local Policy and Census Data

2. Wick Active Travel Audit 2010

Changes/ Updates for Active Travel Audits refresh

Section	Detail	To be Included (Y/N)	Actions for Audit refresh
Census Data	Mode share; Distance travelled to work	Y	Update to include Census 2011 data- comparison between 2001 and 2011?
Traffic Flows	Traffic Counts; Daily flows	Y	Update to most recent data
Accident Data	Data from previous 3 years (includes Pedestrian/Bicycle, Pedestrian/Car, Bicycle/Car and Serious Injuries)	Y	Update to include most recent data from previous 5 years (2014-2018 pedestrian, cyclist and vehicular accidents)
Public Transport Information	Existing bus services; extension of bus services	N	Public Transport review not within project scope, however active travel routes will consider public transport hubs such as bus stops and rail stations
Policy documents	Objectives related to active travel	Y	Update to include most up to date documents (Caithness and Sutherland LDP 2018; HITRANS Active Travel Strategy 2018; HITRANS Regional Transport Strategy 2018)
Core Paths Plan	Wick CPP Highland Council	Y	Bring up-to-date to include most recent CPPs
Travel Plans	School Travel Plans	Y	School Travel Plans are not available online, therefore will explore possibility of requesting from Highland Council

2. Wick Active Travel Audit 2010

Key issues:

1. No existing cycling culture (despite compact nature of settlement and short journeys to work; large % of journeys to work prefer to walk rather than cycle)
2. Physical barrier created by Wick River (creates divided town with concentrations of population on either side and disjointed location of services Traffic dominated crossing points at Wick Harbour Bridge and Bridge of Wick are barrier to active travel)
3. Town Centre Car Parking (High levels of car parking available presenting no barrier for car travel into shopping areas)
4. Development Control (eg Tesco store- desire lines of pedestrians not considered with store at rear of site and subsequent convoluted route for pedestrians and cyclists to enter site; low standard cycle parking at new developments such as Wick Business Park suggests acceptance of poor active travel design)
5. Maintenance of passageways and steps in town centre (narrow passageways and steps; poor maintenance and upkeep can render them unattractive and unused.
6. Pedestrianised area of High Street not enforced (traffic illegally uses as a short cut from Shore Lane)

Walking and Cycling Objectives:

Objective 1: Recognise existing walking culture in Wick and support and encourage more walking

Objective 2: Consider proposals for a 'Twenty in Town' 20mph zone in Wick on all streets other than A99 spine route

Objective 3: Develop initiatives to begin the development of a culture of cycling in Wick

Objective 4: Ensure key barriers to active travel are addressed

Prioritised Action Plan:

Priority 1: Walking and Cycling Promotion

Priority 2: Twenty Miles per Hour Town

Priority 3: A99 Active Travel Improvements

Priority 4: Airport & Industrial Estate to Town Centre

Priority 5: Staxigoe & Papigoe to Town Centre

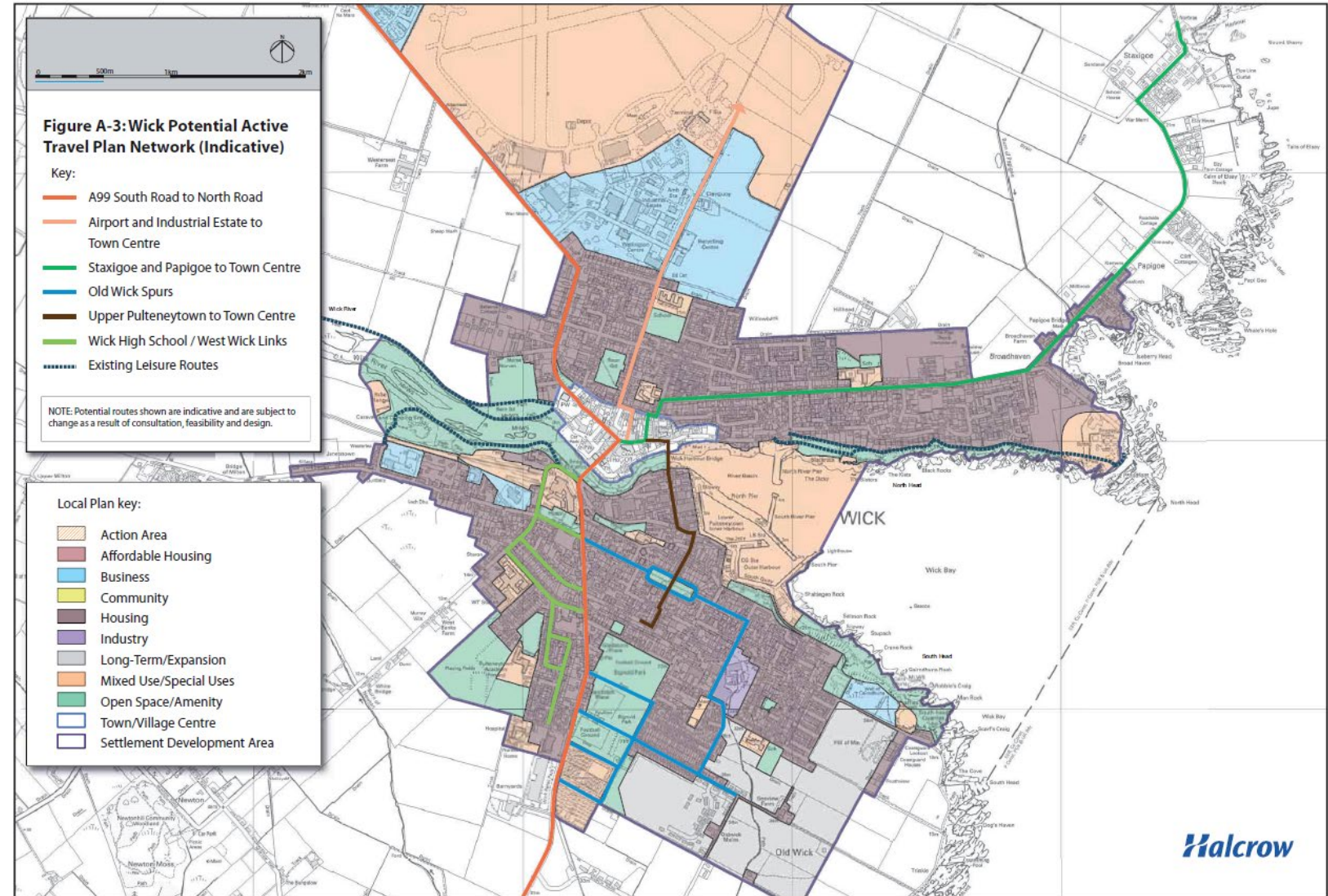
Priority 6: Old Wick Spurs

Priority 7: Upper Pulteneytown to Town Centre

Priority 8: West Wick Links

Priority 9: Town Centre Improvements

2. Wick Active Travel Audit 2010



Identified Active Travel Network:

- A99 South Road to North Road;
- Airport and Industrial Estate to Town Centre;
- Staxigoe and Papigoe to Town Centre;
- Old Wick to South Road;
- Upper Pulteneytown to Wick; and
- Wick High School/West Wick Links

3. Policy Review – Caithness and Sutherland LDP 2018

Key points:

- Key growth sectors in Wick- renewables (potential for wave, tidal and off-shore wind energy generation); tourism (John O'Groats, North Coast 500);
- Improving transport infrastructure particularly along the East Coast Connectivity and Tourism Corridor- would be key for connectivity to and from the larger service centres and provide foundation for sustainable transport services for wider region
- Growing Communities- Policy 1 'Town Centre First'- links to walkable neighbourhoods/ liveability
- Environment and Heritage- consideration of green network connections; safeguarding and promoting historical environmental features; Development and regeneration must not occur at expense of built, natural and cultural heritage

Connectivity and transport:

Challenge: limited transport options and higher dependency on car ownership, and many people travel by car to access services, education, training and employment

Response:

- Promoting active travel opportunities- existing Core Path network is identified and safeguarded from inappropriate development
- Directing development to locations easily linked to existing connections in the transport network. Development in such locations can attract investment

A Vision for Caithness and Sutherland in 2035

Table 1 Vision Outcomes

Growing Communities: A network of successful, sustainable and socially inclusive communities where people want to live, which provide the most convenient access to key services, training and employment and are the primary locations for inward investment.

Employment: A strong, diverse and sustainable economy characterised as being an internationally renowned centre for renewable energy, world class engineering, land management and sea based industries and a tourist industry that combines culture, history, adventure and wildlife.

Connectivity and Transport: Enhanced communications, utilities and transport infrastructure that support communities and economic growth, with development anchored to existing or planned provision.

Environment and Heritage: High quality places where the outstanding environment and natural, built and cultural heritage is celebrated and valued assets are safeguarded.

3. Policy Review – Caithness and Sutherland LDP 2018 (Wick)

Background:

- Wick is a regional service and shopping centre and provides the main administrative and medical functions for the wider north Highland area
- The town centre remains the economic, social and cultural focal point of the town
- Renewed focus on the harbour and its role in supporting the growth of the renewable energy sector- harbour also sits within Pulteneytown which is a key part of the area's heritage

Key points:

- Strategy for Wick is focused on promoting these existing businesses and facilities while also supporting the growth of new industries
- Investment in the harbour may provide significant opportunities to regenerate the more central areas of the town
- Development in Wick must consider East Caithness Cliffs Special Protection Areas (SPA)
- Development opportunities- regeneration of Lower Pulteneytown; creation of a new home for the National Nuclear Archive and North Highland Archive to provide a range of diverse employment and tourism opportunities

Relevant Placemaking Priorities:

- Encourage all footfall generating uses towards the town centre to help enhance its vitality and vibrancy- *link to liveable/walkable neighbourhoods and 'Town Centre First' policy*
- Conserve and Promote history and heritage of the town

3. Policy Review – Caithness and Sutherland LDP 2018 (Wick)

LDP Development Proposals:

Name	Location	Land Use	Size
Hill of Man (WK01)	Wick South-East	Housing	Area (ha): 5.5 (Indicative Housing Capacity 55)
South of Kennedy Terrace (WK02)	Wick South	Housing	Area (ha): 10 (indicative housing capacity 44)
East of Carnaby Road (WK03)	Wick South	Housing	Area (ha): 3.4 (indicative housing capacity 23)
North of Coghill Street (WK04)	Wick North	Housing	Area (ha): 7 (indicative housing capacity 48)
West of Police Station (WK05)	Wick West	Housing	Area (ha): 0.5 (indicative housing capacity 6)
East of Murray Avenue (WK06)	Wick North-East	Housing	Area (ha): 4 (Indicative housing capacity 40)
West of Coronation Street (WK07)	Wick West	Housing	Area (ha): 8.1
South East of Terminal Building (WK08)	Wick North	Mixed use- (Community, Business, Industrial)	Area (ha): 5.5
North of North Wick Primary School (WK09)	Wick North	Mixed use- (Business, Industrial)	Area (ha): 8.3
North of Wellington Avenue (WK10)	Wick South-East	Mixed use- (Business, Industrial)	Area (ha): 2.2
Site at the Shore (WK11)	Wick Town Centre	Mixed use- (Business, Tourism, Retail)	Area (ha): 0.5
Lower Pulteneytown (WK12)	Wick River	Mixed use- (Housing, Community, Business, Tourism, Leisure, Industrial, Retail)	Area (ha): 5.9 (indicative housing capacity 25)
Land West of Green Road (WK13)	Wick West	Mixed use- (Housing, Business)	Area (ha): 0.8 (indicative housing capacity 12)
Hillhead Primary School (WK14)	Wick North-East	Mixed use- (Housing, Community)	Area (ha): 1.3 (indicative housing capacity 18)
Wick High School Building (WK15)	Wick South-East	Mixed use- (Housing, Community, Business)	Area (ha): 1.5 (indicative housing capacity 12)
Land at Francis Street (WK16)	Wick South	Mixed use- (Housing, Business)	Area (ha): 0.2 (indicative housing capacity 8)
South of Roxburgh Road (WK17)	Wick South	Mixed use- (Housing, Community, Business)	4.1
West of George Street (WK18)	Wick West	Mixed use- (Housing, Business)	0.4 (indicative housing capacity 6)
East of Wick Burial Ground (WK19)	Wick South	Community	1.1
Wick Business Park (WK20)	Wick North-West (near airport)	Business	5.4
North of Wick Business Park (WK21)	Wick North-West	Business	8.8
Wick Harbour (WK22)	Wick Harbour/ River Basin	Industry	21.1
Wick Industrial Estate (WK23)	Wick West	Industry	16.8

3. Policy Review – Caithness and Sutherland LDP 2018 (Wick)

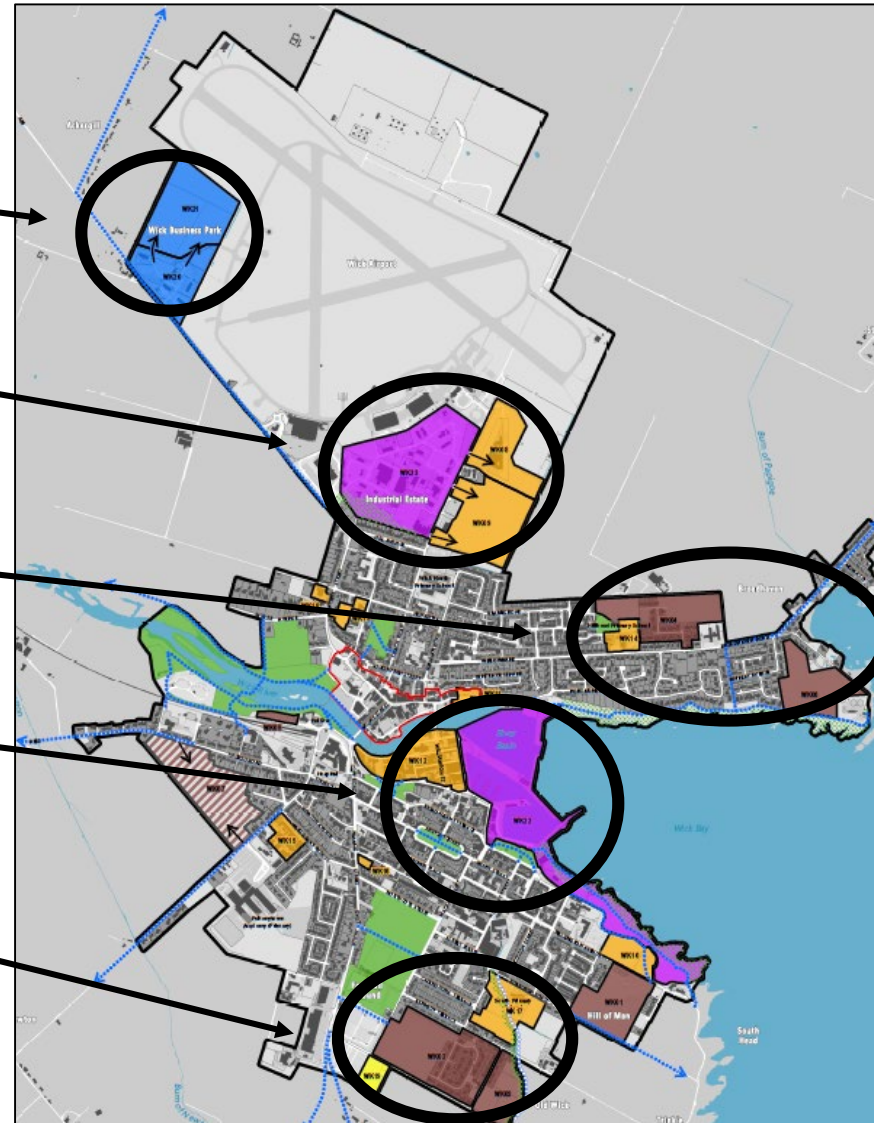
Wick Business Park

Wick Industrial Estate

Broadhaven

Wick Harbour

Wick South



CaSPlan Settlement Map Legend

Settlement Development Area	Allocations	Town Centres
Settlement Development Area	Housing	Town Centres
Long Term Sites	Mixed Use	Paths and Access
Long Term Housing	Community	Site Access
Long Term Mixed Use	Business	Indicative Road
Long Term Business	Industrial	Long Term Potential Distributor/Relief Road Routes
Long Term Industrial	Greenspace	Core Path (existing)
	Expansion of Green Network	Proposed Path

3. Policy Review – Caithness and Sutherland LDP 2018 (Conclusions)

Wick:

- The north-west of Wick, which includes Wick Industrial Estate/ Business Park and John O'Groats airport, is a key area for development within the town
- Other key development areas include Wick Harbour and the town centre (Bridge Street and High Street, linking to sustrans street design project)
- Development surrounding schools present an opportunity to encourage active travel from the outset through infrastructure improvements and behavioural change measures (link to Sustrans/ Paths for all/ SCSP)

3. Policy Review – Highland Wide LDP 2012

Active Travel-related goals:

- Reduce the need to travel
- To protect and enhance the green network within and around settlements leading to a cohesive and high-quality network of greenspaces and opportunities for active travel
- Better active travel and public transport access to greenspace and schools

Development objectives:

- The council will support development of strategic business and industrial locations
- Highland council will also support new development in and around existing settlements to protect and enhance the environment

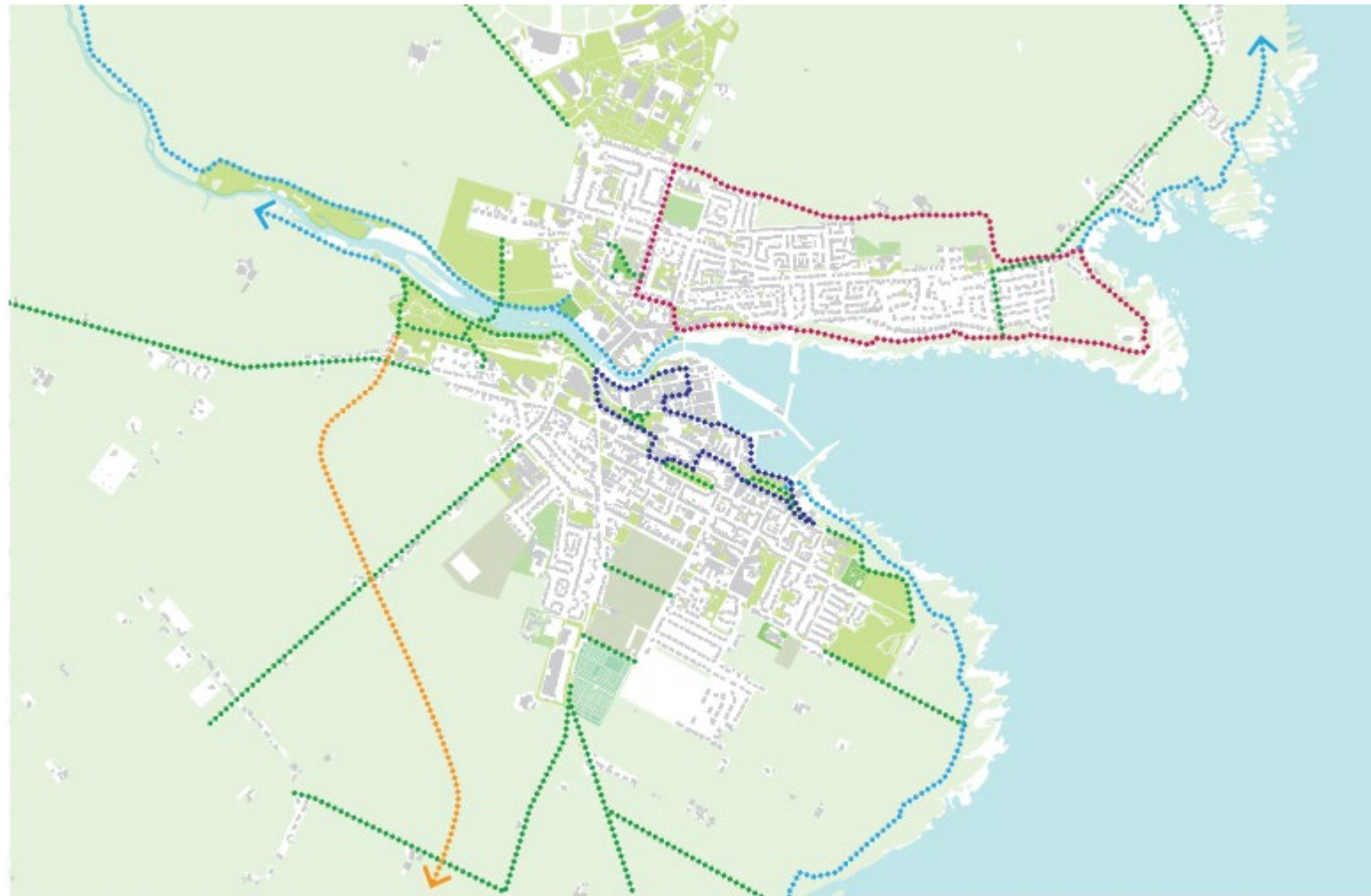
Wick:

- Emphasis on Tourism in Wick (eg John O'Groats, NC500)

3. Policy Review – Wick Design Charette 2013

- Participants also wanted to see improvements to pedestrian paths within town including better accessibility for all and investment in continuous coastal paths and inland routes.
- Streetscaping and environmental improvements are proposed to the historic quayside of Lower Pulteneytown, to create a pedestrian friendly public space at the water's edge which could be used on occasion for local festivals or markets, or on a day to day basis for people simply to walk, cycle or sit and take in the atmosphere and the hustle and bustle of the harbour.
- A pair of tollbooth style leisure buildings on either side of the Wick Harbour Bridge are shown on the illustrated masterplan, with potential south facing terraces overlooking the river. These structures could potentially be small cafes, restaurants or bars, and would help to encourage the flow of pedestrians between the High Street and the harbour, by creating places of interest and activity en route.
- A coastal route was suggested as being the creation of a 6 mile section to Ulbster to the south of Wick, which is a coastal destination in its own right with historic links to the herring industry. An alternative return route along the line of the old railway back to Wick was suggested as offering the option to complete a circuit for daywalkers, and also being a potential off road cycle route for residents and tourists.

3. Policy Review – Wick Design Charette 2013



- Caithness Core Paths
- Telford Trail
- Proposed path route return to town
- Proposed cyclepath along old railway
- Proposed improvements and extensions to existing paths

Existing and proposed pedestrian and cyclepath network

3. Policy Review – HITRANS Active Travel Strategy 2018

Key Objectives:

- Increase mode share of walking and cycling to work and school in each HITRANS local authority area
- Increase number of people cycling using selected key routes, utilising counter data between 2017 and 2021:
- Increase number of people walking using selected key routes to monitor impact of interventions
- Maintain local, regional and national investment in active travel between 2017 and 2021

Wick

- Priority 1: Walking and Cycling Promotion
- Priority 2: Twenty Miles per Hour Town
- Priority 3: A99 Active Travel Improvements

Action Plan:

- Marketing and Promotion (eg behavioural change measures, cycle training, message delivery, focus on school travel)
- Planning and Policy (eg lobbying for increased funding, increased partnerships to promote active travel)
- Public Transport Integration (eg station cycle parking/facilities, bikes on buses, bus stop reviews)
- Maintenance (eg existing route maintenance such as litter picking on routes etc)
- Infrastructure (eg trunk road active travel improvements, feasibility studies for routes, speed limits, cycle parking provision, simple and affordable bike hire)
- Development Planning (eg links between active travel and new development, high quality design and designing streets principles, Scottish Govt place standard tool)

Challenges:

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

3. Policy Review – HITRANS Regional Transport Strategy 2018

Vision: "To deliver connectivity across the region which enables sustainable economic growth and helps communities to actively participate in economic and social activities."

Key stats:

- Active Travel use for the journey to school and to work is higher than any other region in Scotland but is still down over time, with a corresponding uplift in car use
- In 2015 journeys to work by walking and cycling were at 23%, an increase on the lowest rate of 20% in 2010 and 2014
- The HITRANS area has the highest proportion of all the regional transport partnerships in terms of people using cycling as a main mode of transport
- Having a good active travel network is of significant value to visitors and hence to the economy.

Wick- service improvements for the railway line between Inverness and Wick.

HITRANS role- Regional promoter of sustainable and active travel, behavioural change and modal shift.

Active travel strategy:

- Prioritising journeys under 5 miles;
- Encouraging walking and cycling as part of a longer public transport journey by providing more integrated facilities and services;
- Promoting and delivering new development and transport infrastructure that allows more walking, cycling and public transport journeys;
- Boosting the role of active travel has in providing access to employment, for tourism and enhancing the economy.

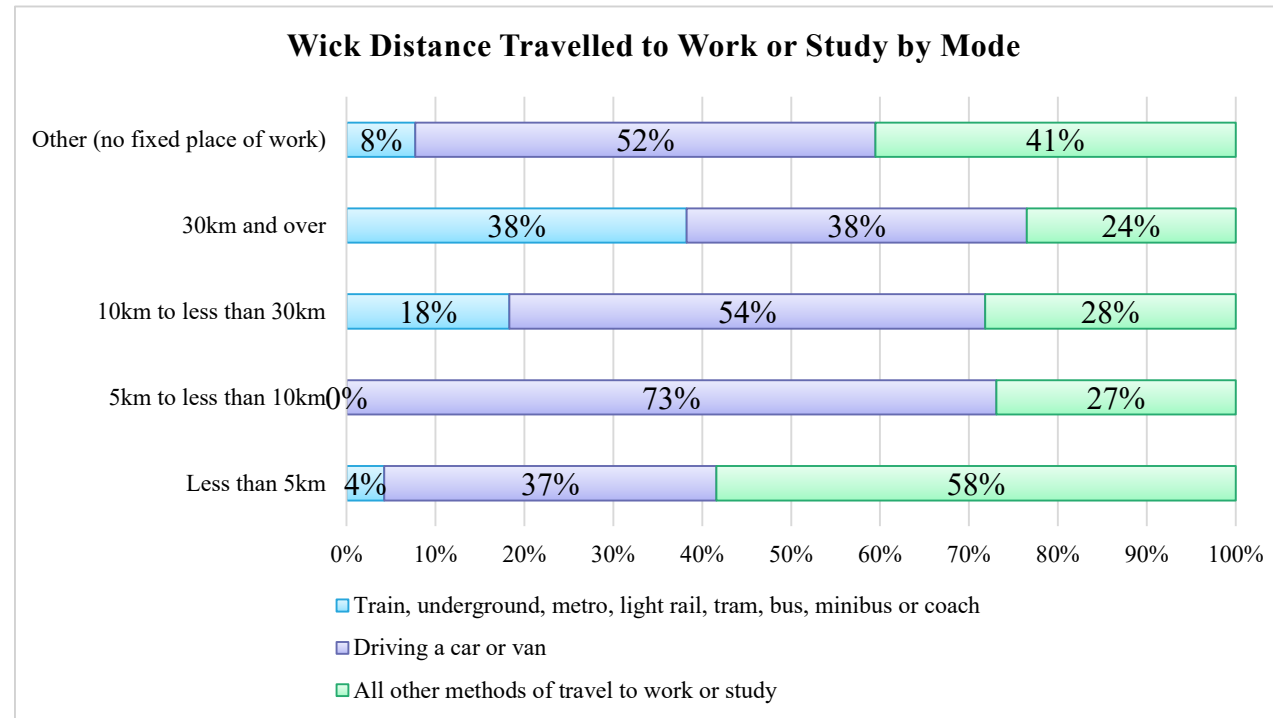
Delivery Plan (relevant to active travel):

<p>Implementation of Regional Active Travel Strategy and Active Travel Town Masterplans</p>	<p>LAs / TS / Sustrans / Cycling Scotland / Living Streets</p>	<p>TS / LA's</p>	<p>P</p>	<p>S-L</p>	<p>Including: Programme for delivering walking and cycling links within and between main towns and strategic links within the region</p> <p>Improve integration of cycling as part of longer public transport journeys</p> <p>HITRANS leading on active travel integration with other modes and regional coordination</p>
<p>Personalised Travel Planning and Behavioural Change</p>	<p>TS / LAs / others</p>	<p>HITRANS</p>	<p>F</p>	<p>S-L</p>	<p>Re-vitalise through RTS / NTS approaches for new developments small through to large, and residential as well as commercial – a tailored approach for the Highlands and Islands</p> <p>Develop and expand HI-Travel brand and initiatives</p>

4. Baseline Data – Census Data (Wick)

Mode Share (2011 census data – locality)

	Work from home	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	Train
Wick	12%	9%	1%	35%	10%	0%	1%	28%	3%	1%



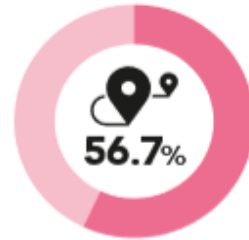
4. Baseline Data – Cycling Scotland Monitoring Report 2019

Highland

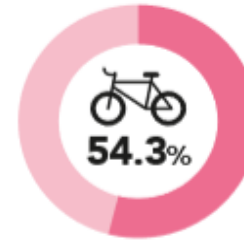


Headline trends and context

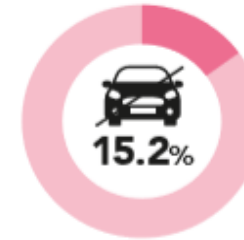
Proportion of journeys under 5km



Households with access to one or more bikes for private use

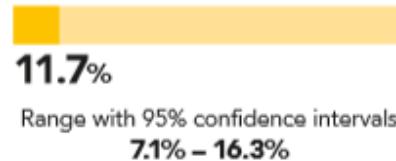


Households with no access to a car for private use



Workplaces

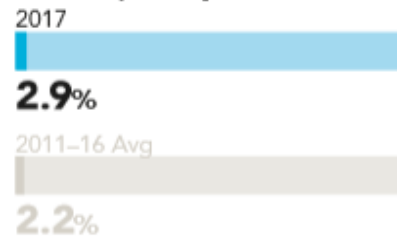
Employees cycling to work usually/regularly



21
Cycling Friendly Employers
employing
3,309
staff

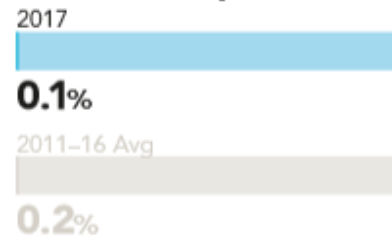
Schools

Pupils cycling to primary school



11
Cycling Friendly Schools
reaching
4,123
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training

21.1%

Active travel budget*

Capital
£786,119.60

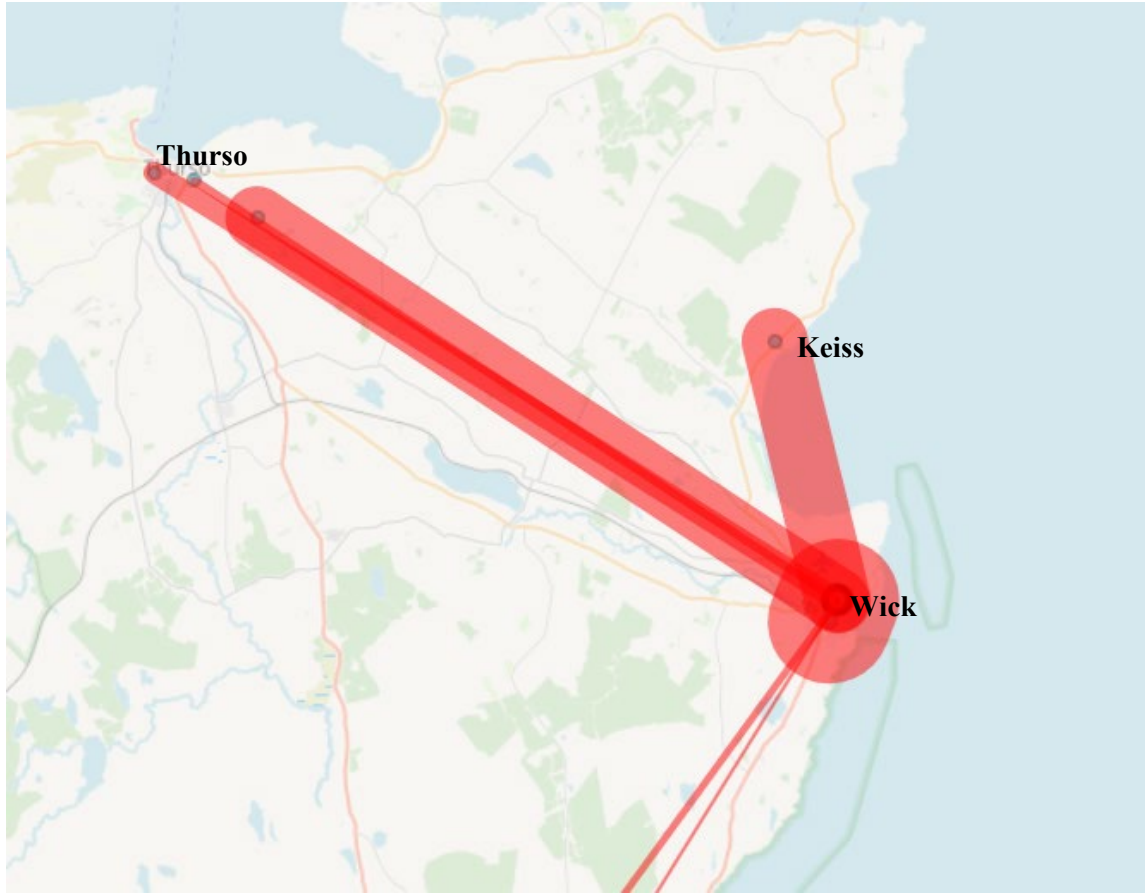
Revenue
£208,251.00

2017/18

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

4. Baseline Data – Census Data (Datashine)

Wick – travel to work (all modes)



Wick – travel to work (car drivers)



*Keiss is a fishing village

4. Baseline Data- Speed Data

Speed data was gathered from Highland Council for different locations throughout Wick, where a number of areas have seen 20mph speed limits being introduced in 2019 and multiple locations where 20mph speed limits have been proposed.

The following key areas of interest within Wick, where speed data was gathered, have been reviewed:



Location	Status	Speeds Recorded (mph)		Average Speed Both Directions (mph)
		2019	2020	
A99 George Street	No 20mph proposals	26.7	27.5	27.1
A99 High Street	Proposed 20mph	23.5	22.6	23.1
Henrietta Street	Existing 20mph	24.3	23.4	23.9
Willowbank	Existing 20mph	24.2	24.5	24.4
River Street/ Martha Terrace	Proposed 20mph	24.4	23.9	24.2
Dempster Street	Proposed 20mph	23.3	22.4	22.9
Harrow Hill (Bignold Park)	Proposed 20mph	26.2	26.7	26.5
A882 Thurso Road	No 20mph proposals	24.8	26.4	25.6

Key conclusions:

- All key areas reviewed recorded speeds of above 20mph.
- Of the key areas analysed, the highest average speed recorded was the A99 George Street to the north of the town, followed by Harrow Hill to the south.
- Existing 20mph locations generally recorded lower speeds than those with proposed 20mph speed limits and areas with no proposals.
- Locations that recorded significantly high speeds (>25mph) align with key accident areas such as A882 Thurso Road towards Milton and Harrow Hill.

4. Baseline Data - Accident Statistics

Accident data for Wick was gathered from STATS 195 data published by the Department for Transport, where accidents, casualties and fatalities throughout the UK road network are recorded. Data was gathered from the previous 5 years available (2014-2018) and was plotted spatially using GIS mapping.

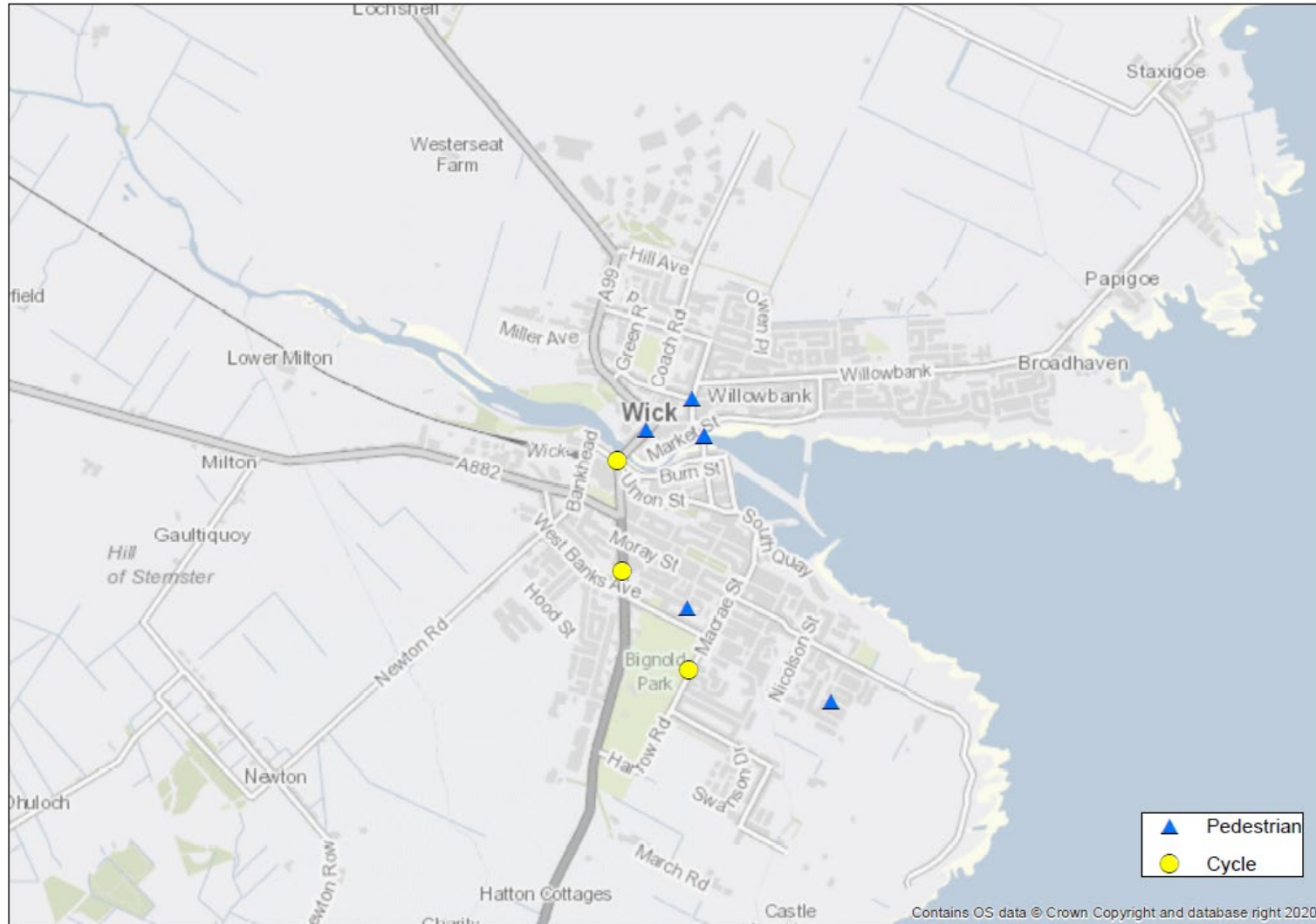
Accident data was reviewed with focus on severity of accidents (slight, serious or fatal) and accidents involving pedestrians and cyclists. The analysis boundary comprised of the Wick town boundary with an additional 1km buffer, to allow for the identification of potential accident hotspots within the town boundary, surrounding area and on approach to the town.

Key conclusions from accident data review:

- Accident data for Wick outlines a total of 23 recorded accidents, all involving at least 1 vehicle.
- There has been 1 fatal accident involving 2 vehicles, which occurred in 2018 within close proximity of the town boundary along the A882 Thurso Road towards Milton. All other accidents recorded were of a 'slight' severity.
- There were a total of 8 accidents recorded involving pedestrians and cyclists.
- Pedestrian-related accidents occurred on Bridge Street, Wick Harbour Bridge, Shore Lane to the north and Shilling Hill to the south-east.
- Accidents involving cyclists took place on the Wick War Memorial roundabout, A9 Francis Street and the Harrow Hill/ Harrow Terrace priority junction.
- Accident statistics show a clear accident hotspot at the High Street-Bridge Street area. A number of accidents were recorded here during the analysis time period, for example at the Wick War Memorial roundabout where 2 accidents have occurred.
- Other key accident clusters include Wick Harbour bridge, Henrietta Street to the north, A9 Cliff Road/ Francis Street to the south and the vicinity of Kinnaird Street to the south-east.

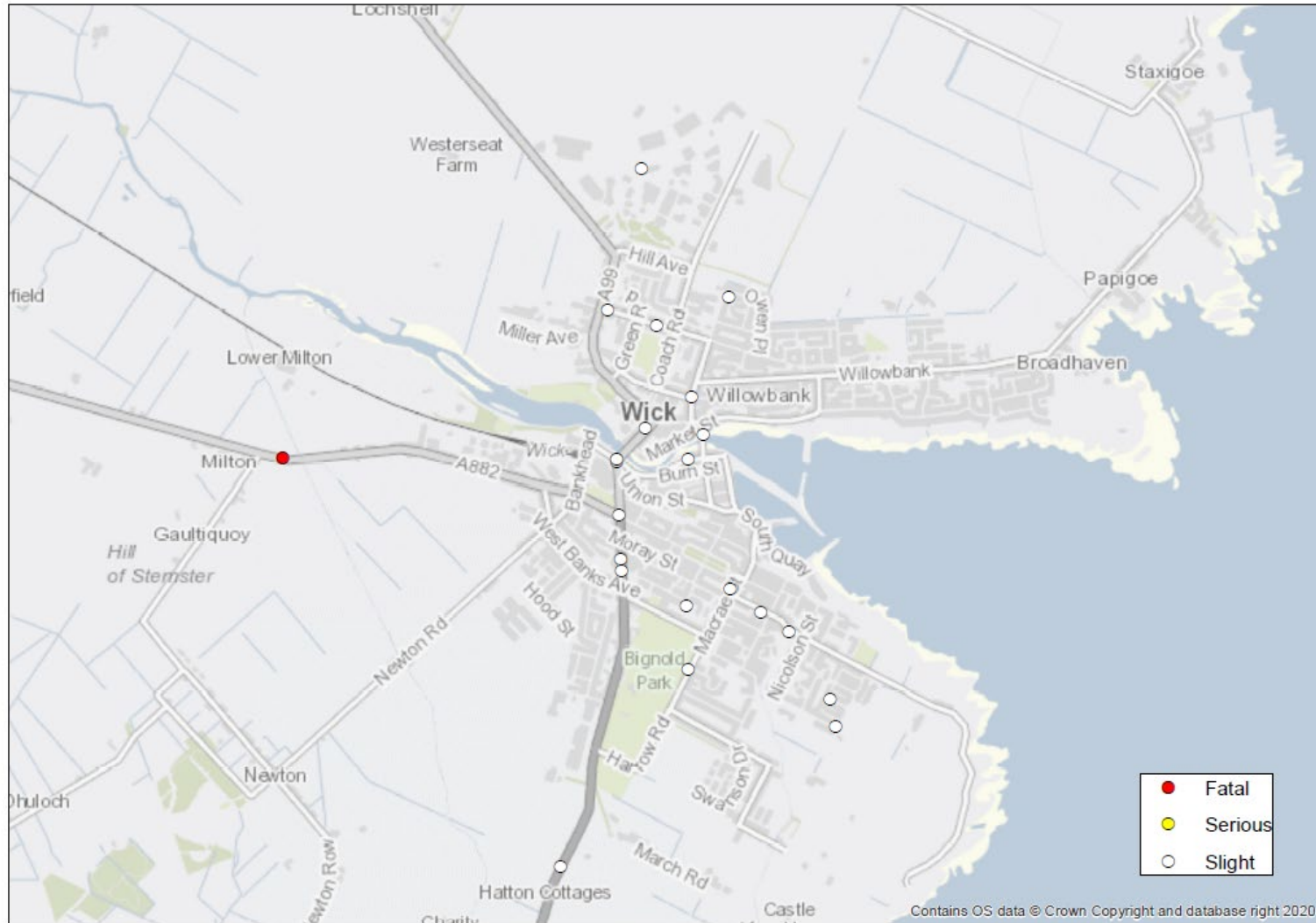
4. Baseline Data - Accident Statistics

Wick Pedestrian and Cycle Accidents (2014-2018)



4. Baseline Data - Accident Statistics

Wick Accident Severity (2014-2018)



5. Active Travel Initiatives/ Behavioural Change Measures

Romano Road is one of the neighbourhoods in the Liveable Neighbourhoods programme that has been invested in to reduce car trips and make neighbourhoods more-suited for walking, cycling and public transport.
<http://romanoroadtrust.co.uk/liveable-neighbourhoods-funding-tfl-roman-road-bow/>



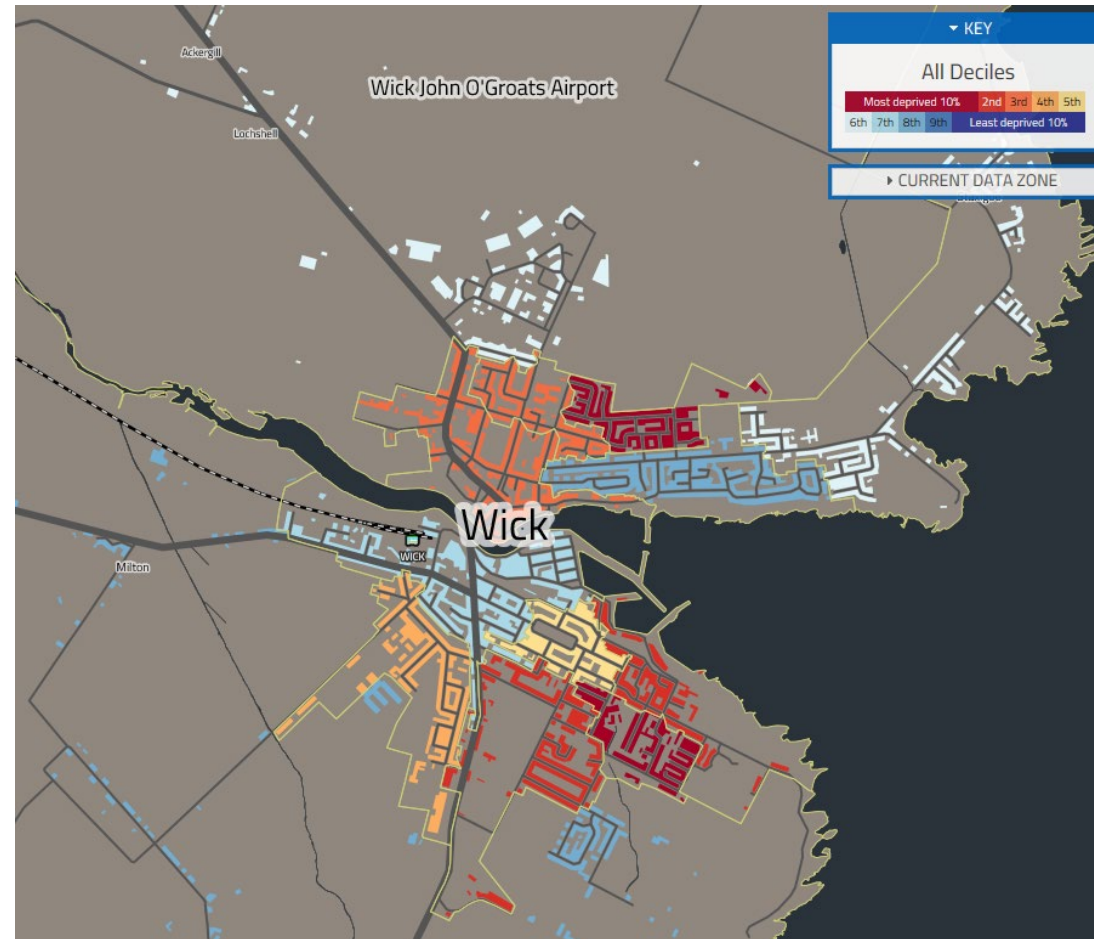
Open Streets in Edinburgh seeks to promote a healthy, active and inclusive city; to celebrate and add to the culture of the city; to contribute to the city's economy; and to inform future initiatives for the city.
<https://www.connectingedinburgh.com/open-streets/open-streets-1/2?documentId=9&categoryId=6>



Car free streets: streets outside of several primary schools in Edinburgh closed to motorised vehicles at peak times.
<https://www.livingstreets.org.uk/about-us/our-work-in-action/car-free-zones-trial-in-edinburgh>



6. Scottish Index for Multiple Deprivation (SIMD) 2020

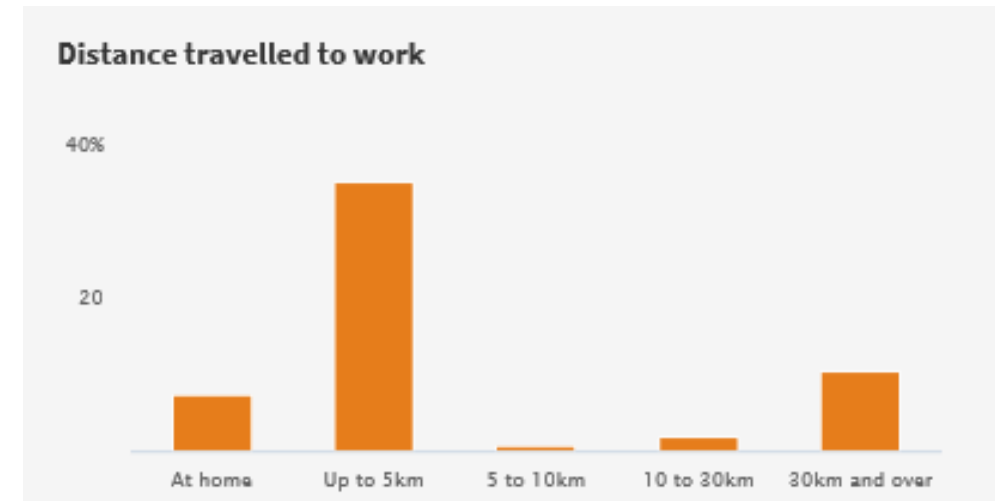


- An Area to the south of Wick Harbour are among the 5% most deprived in Scotland
- One Location to the north-east of the town centre are among the 10% most deprived in Scotland
- Overall, Wick appears to have significant amount of inequality, with pockets of affluent and deprived locations

6. Understanding Scottish Places- Scotland's Towns Partnership

Wick

- Wide ranging demographic- largely ageing population
- Education (40%), retail (12%) and construction (7%) are the most dominant employment sectors
- 34% of households in the town have no access to a car
- 35% travel up to 5km to work or study
- 47 hectares of Greenspace per 1000 population



6. Wick Street Design Project- Sustrans

"Wick Street Design Project - making Wick High Street more vibrant, more accessible and more welcoming."

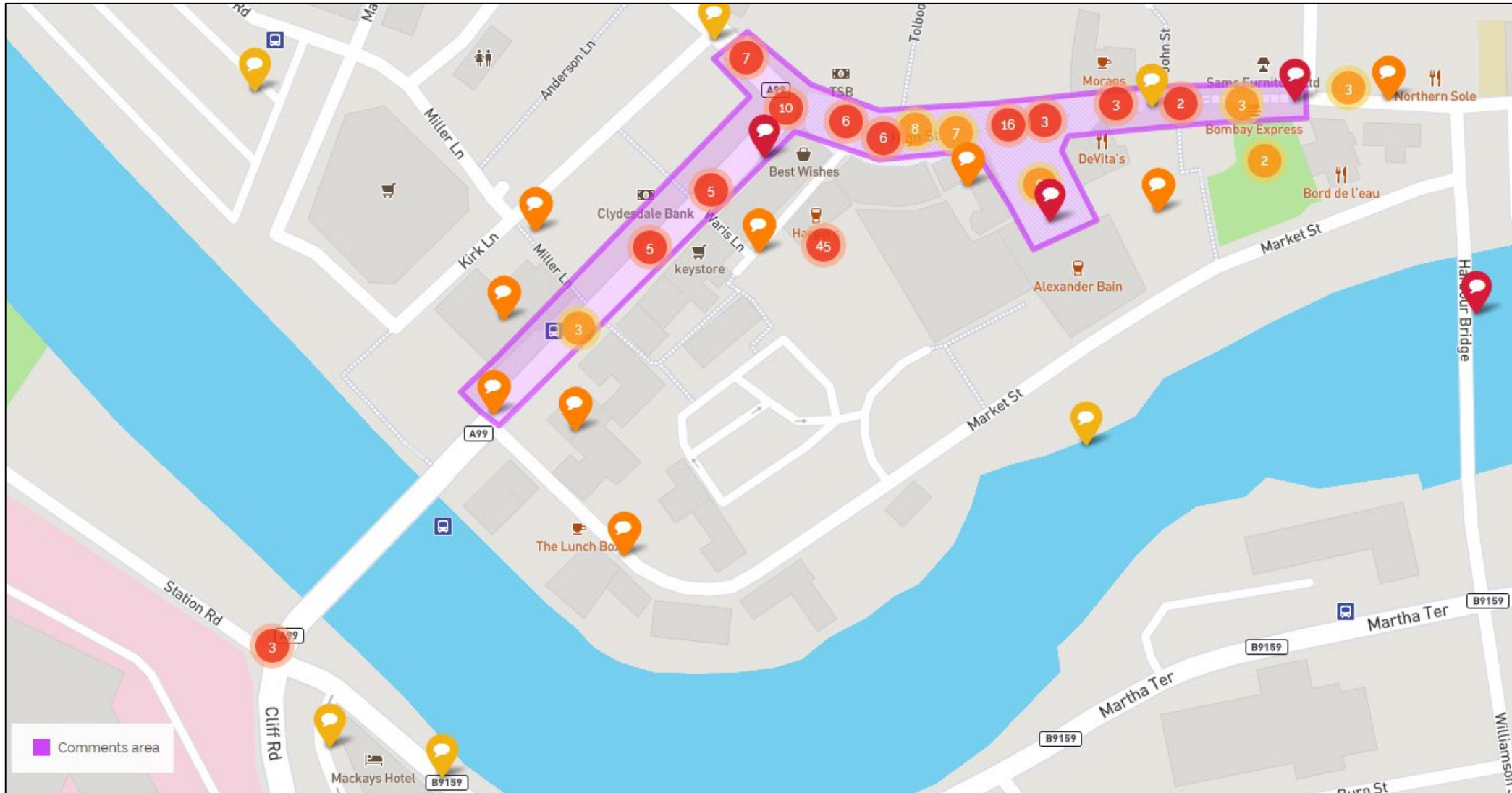
- Collaborative design project enabling local people to be involved in developing design ideas throughout Wick town centre that have the potential to be transformed into a concept design
- The project looks to motivate and empower the local community by allowing them to influence decisions affecting their daily lives and their local environment- they are invited to comment on different areas of the town centre via **online mapping tool (see next slide)**
- Project is being delivered by Sustrans (funded by Transport Scotland) in partnership with The Highland Council, Royal Burgh of Wick Community Council, and Local Councillors- part of the Town Centre Regeneration project
- Timescale- between September 2019-June 2020 (may be altered now due to Covid-19)- Sustrans will then pass over concept designs to Highland Council for them to develop detailed designs and deliver the project
- The project is focused on improving the pedestrianized zone of the High Street including Market Square and the two signalised pedestrian crossings on Bridge Street. Bridge Street (between the junction and the bridge) is also open for comments in order to understand the wider context for people accessing the High Street by foot, wheelchair or bike.

Aims of this project:

- Create warm, welcoming and more attractive public spaces
- Produce a comfortable and safe environment to walk, wheel and cycle
- Ensure better travel experiences through Wick town centre - particularly when accessing local facilities
- Create sense of identity for the town centre in Wick, drawing on local culture and heritage

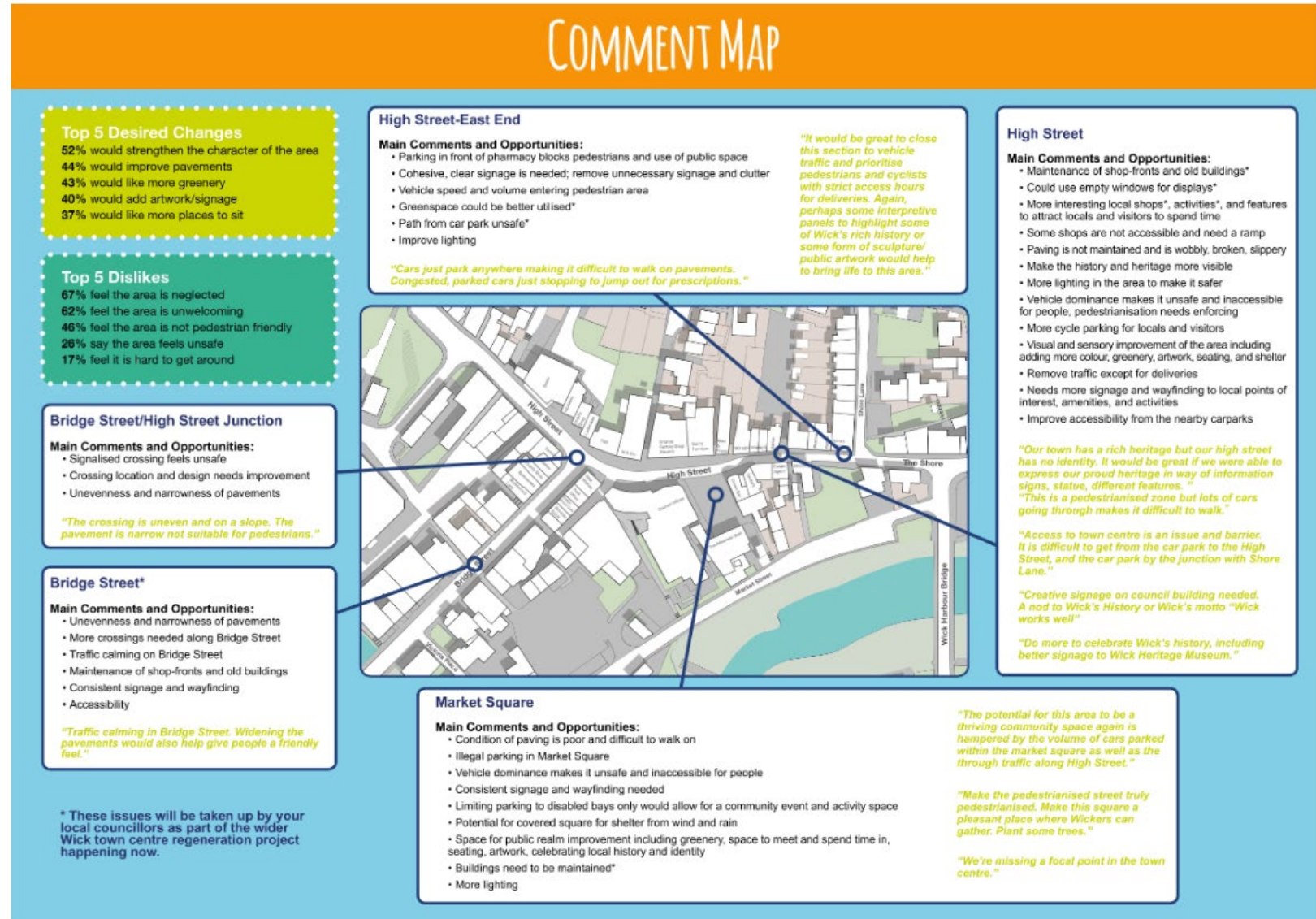
6. Wick Street Design Project- Sustrans

Results:



6. Wick Street Design Project- Sustrans

Overview of Results:



6. Wick Street Design Project- Sustrans

Key Active Travel Conclusions:

Barriers to Active Travel- poor pavements and road surfaces; motor vehicles using High Street pedestrianized zone; dangerous/illegal parking; speeding traffic; lack of cycle lanes; lack of cycle parking

Bridge Street:

- Issues- uneven and narrow pavements; high traffic volumes; lack of signage and wayfinding; lack of accessibility
- Suggestions- traffic Calming; more frequent crossing points

Bridge St/ High St Junction:

- Issues- signalized crossing feels unsafe; uneven/narrow pavements
- Suggestions- improve location and design of crossing point

High Street:

- Issues- vehicle dominance; pavements not maintained; poor lighting; lack of cycle parking; poor accessibility
- Suggestions- enforce pedestrianization; remove vehicles excluding deliveries; improve lighting and cycle parking

High Street (East):

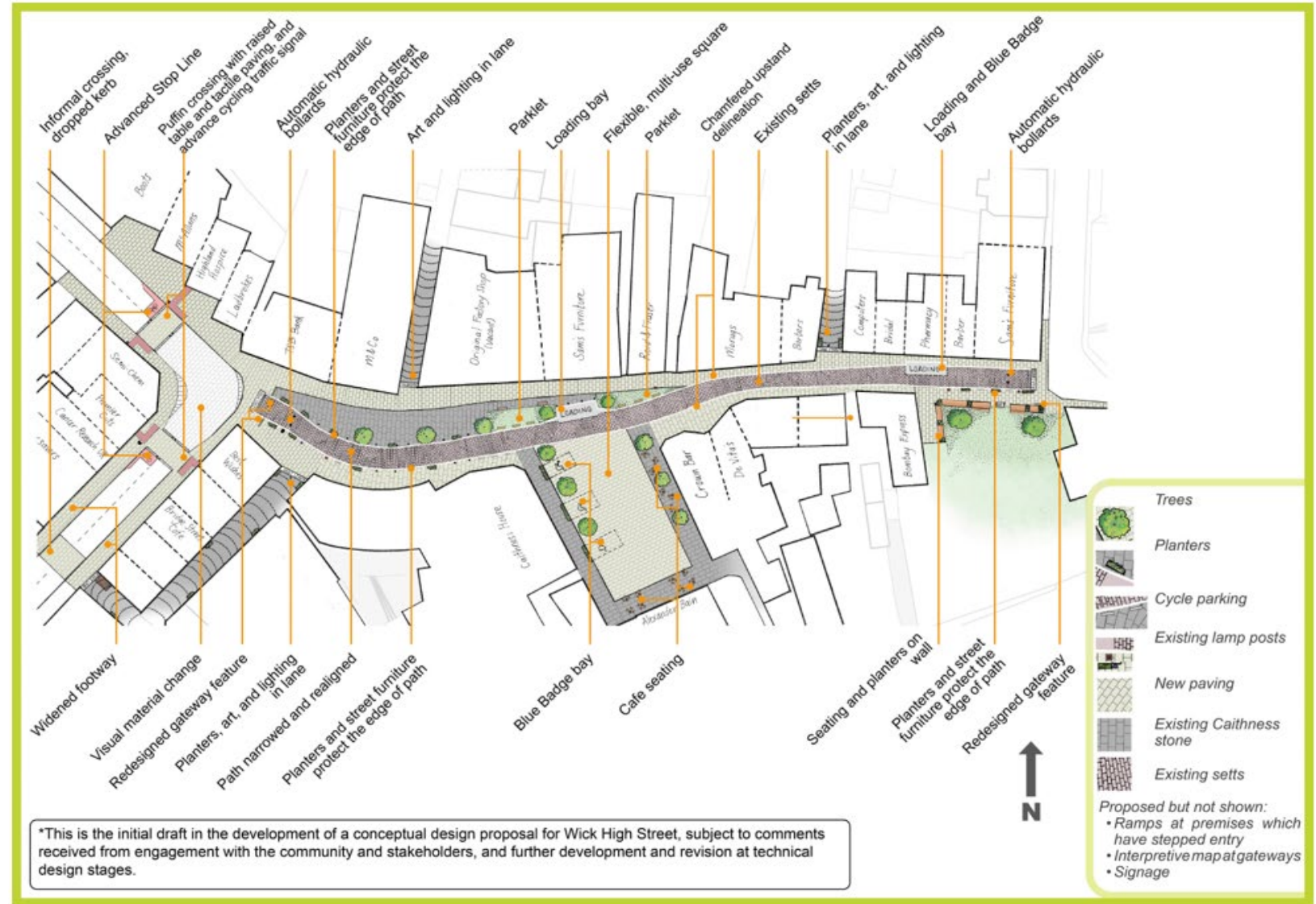
- Issues- volume and speed of vehicles; car parking blocking pedestrians; unsafe path from car park
- Suggestions- improved lighting; better quality signage with unnecessary clutter; pedestrianization enforced

6. Wick Street Design Project- Sustrans

Overview of Proposals:

- Market Square and linear High Street- for a more inviting public realm.
- Gateways- to eliminate vehicular traffic and promote active travel.
- High Street/ Bridge Street junction redesign- to ensure priority for pedestrians and cyclists.
- Lanes- to improve attractiveness through design and placemaking.
- Heritage features/ street furniture/ materials palettes

[Find out more here](#)



7. Desktop Review Conclusions

The desktop review stage has been important in providing local context and understanding of existing geographic and active travel conditions in Wick. This exercise has also allowed for the collection of key themes across all data sources such as local policy, baseline data and the existing active travel audit for Wick.

The following headlines were derived from the desktop review:

- There has been limited progress in delivering the actions identified in the 2010-11 active travel audit for Wick, with the introduction of 20mph zones in 2019 being the only tangible sign of progression.
- There is currently a high dependency on car travel in Wick despite the compact nature of the town and the subsequent potential for a greater proportion of walking and cycling trips.
- Speed data and accident data has shown that areas of the town such as High Street-Bridge Street and Wick Harbour Bridge would benefit from active travel infrastructure to create a safe environment for pedestrians and cyclists.
- The identification of deprivation to the south-east of Wick suggests that the town would benefit from better walking and cycling facilities to tackle issues such as transport inequality.

Appendix B – Virtual Site Audit Footage

Wick Active Travel Virtual Site Audit

2020-06-10 10:07 UTC

Recorded by

Jodie Allan

Organized by

Jodie Allan



Appendix C – Commonplace Comments

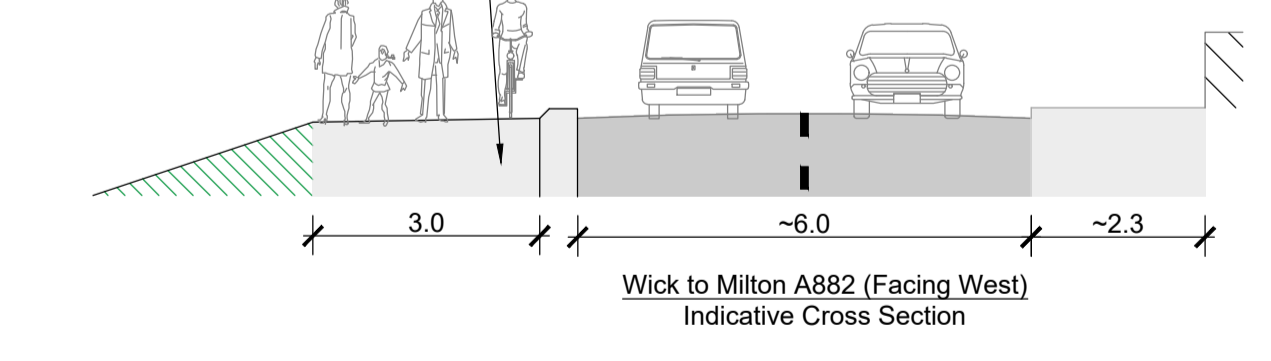
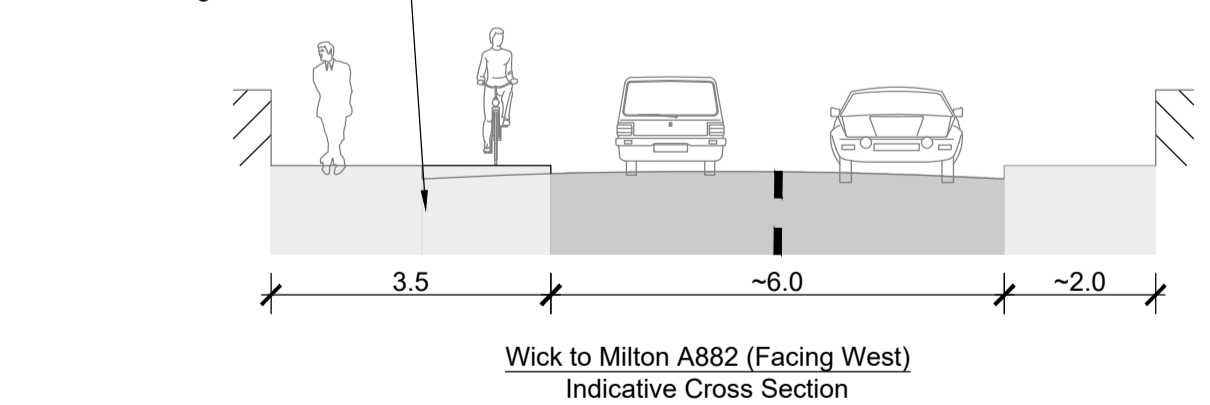
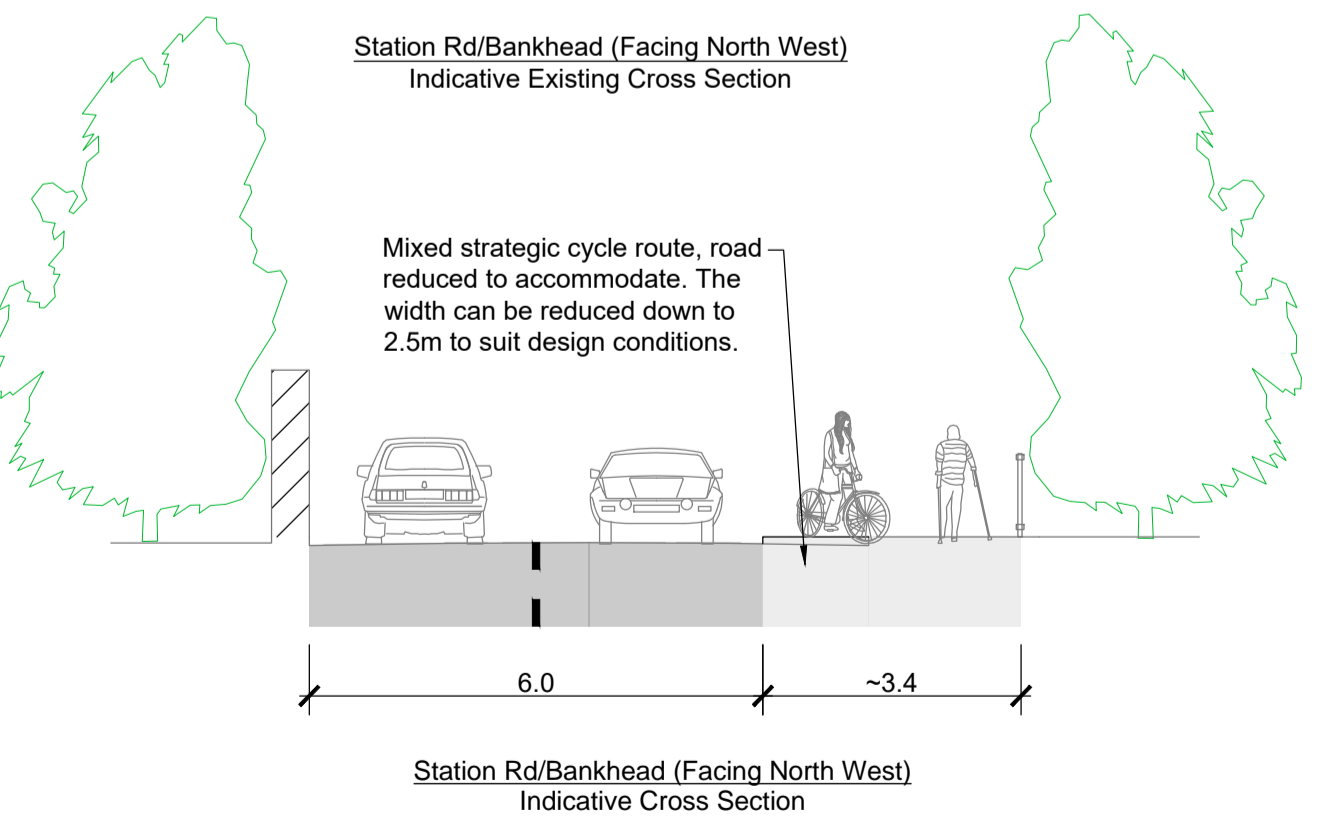
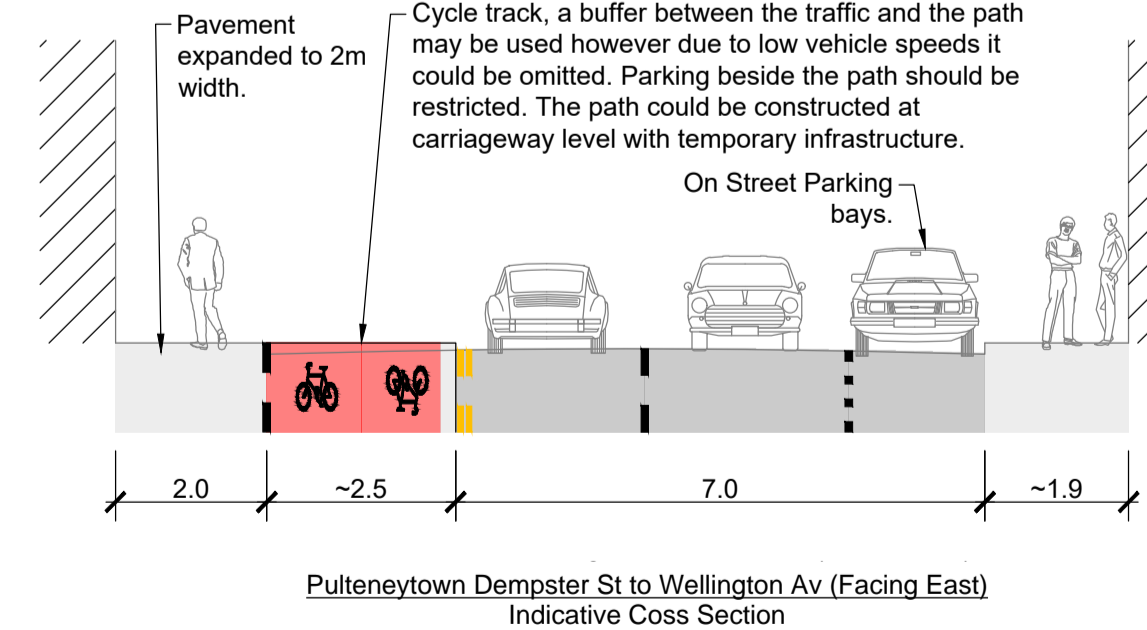
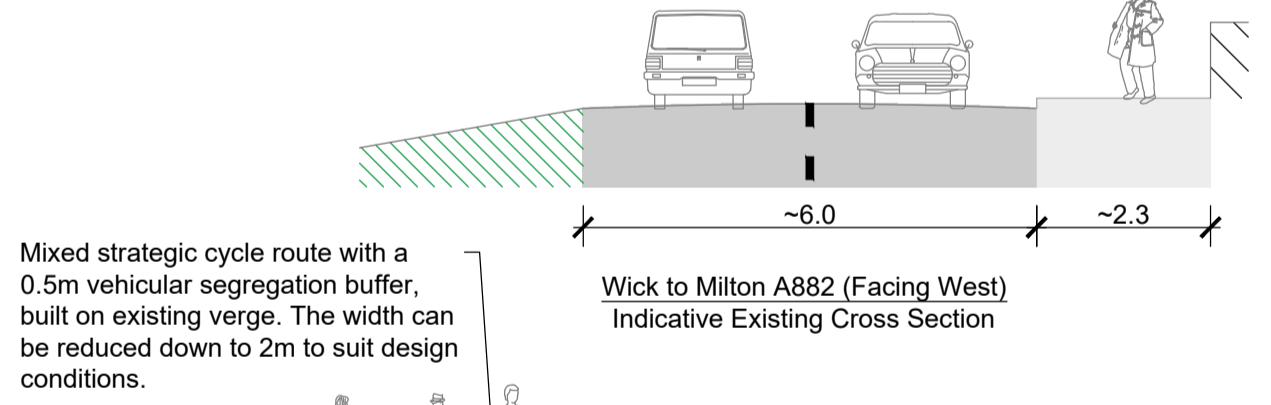
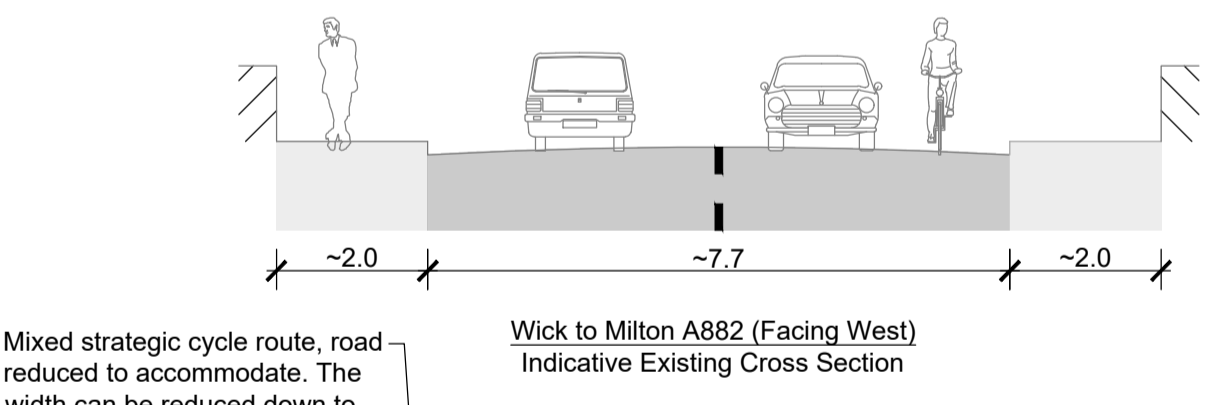
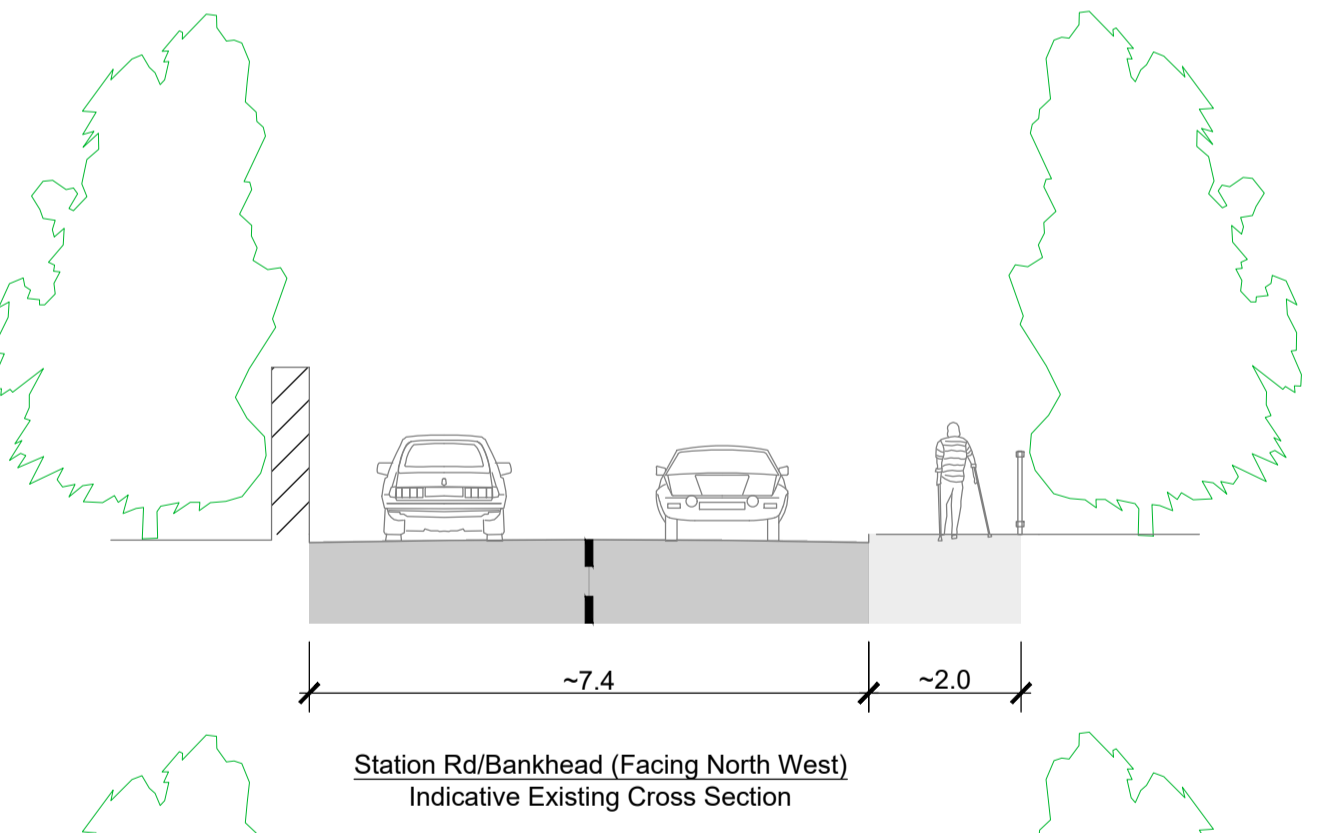
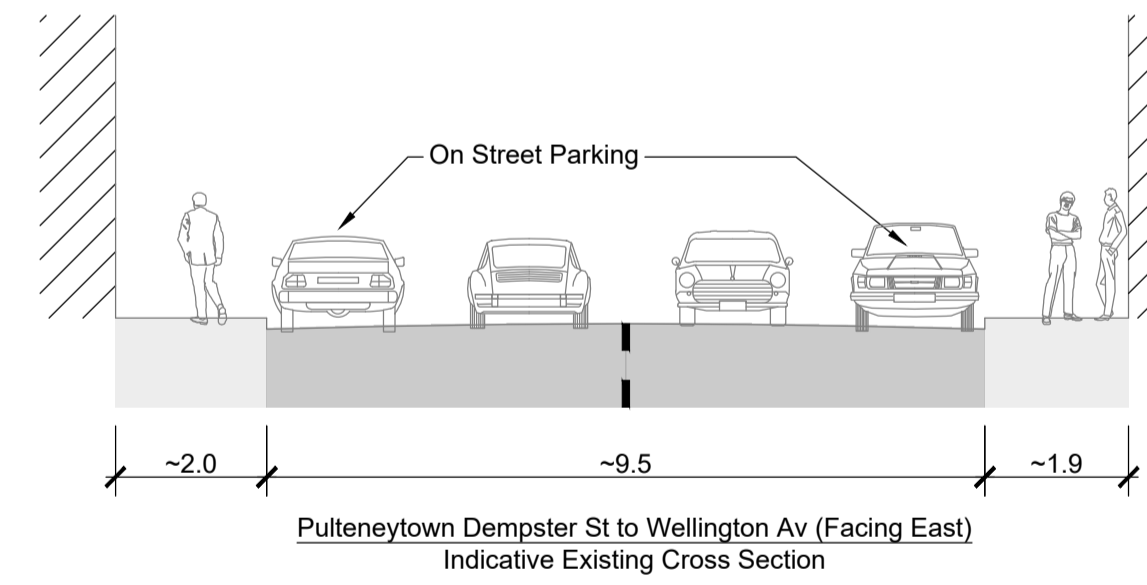
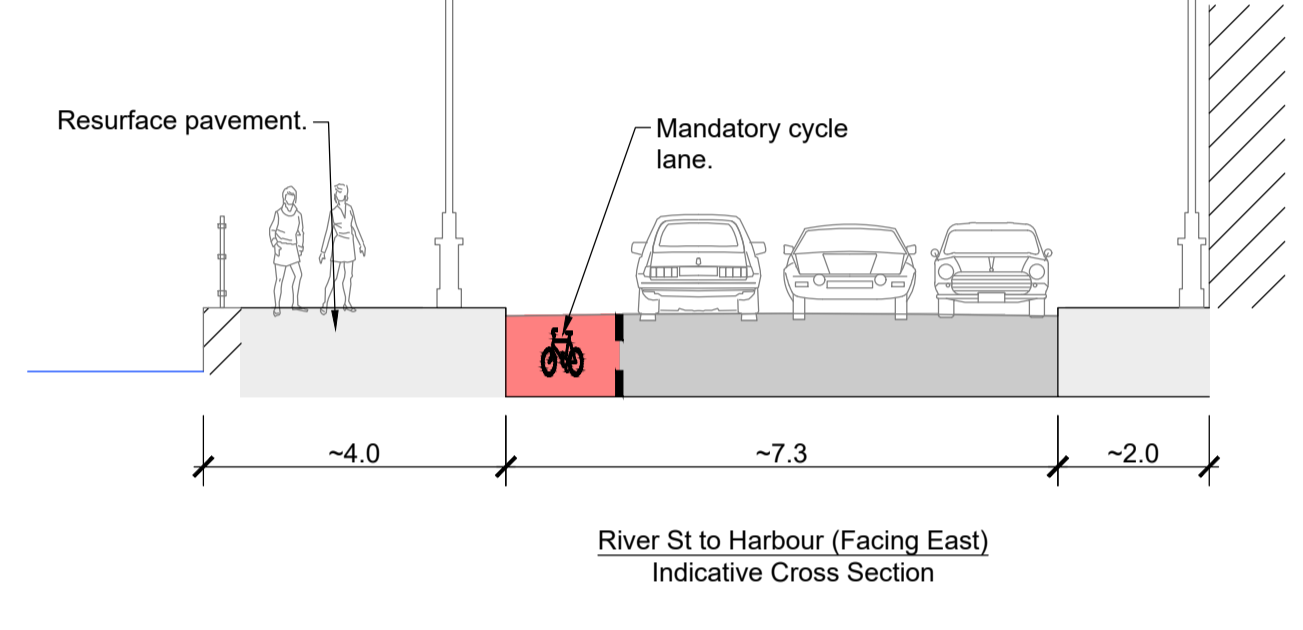
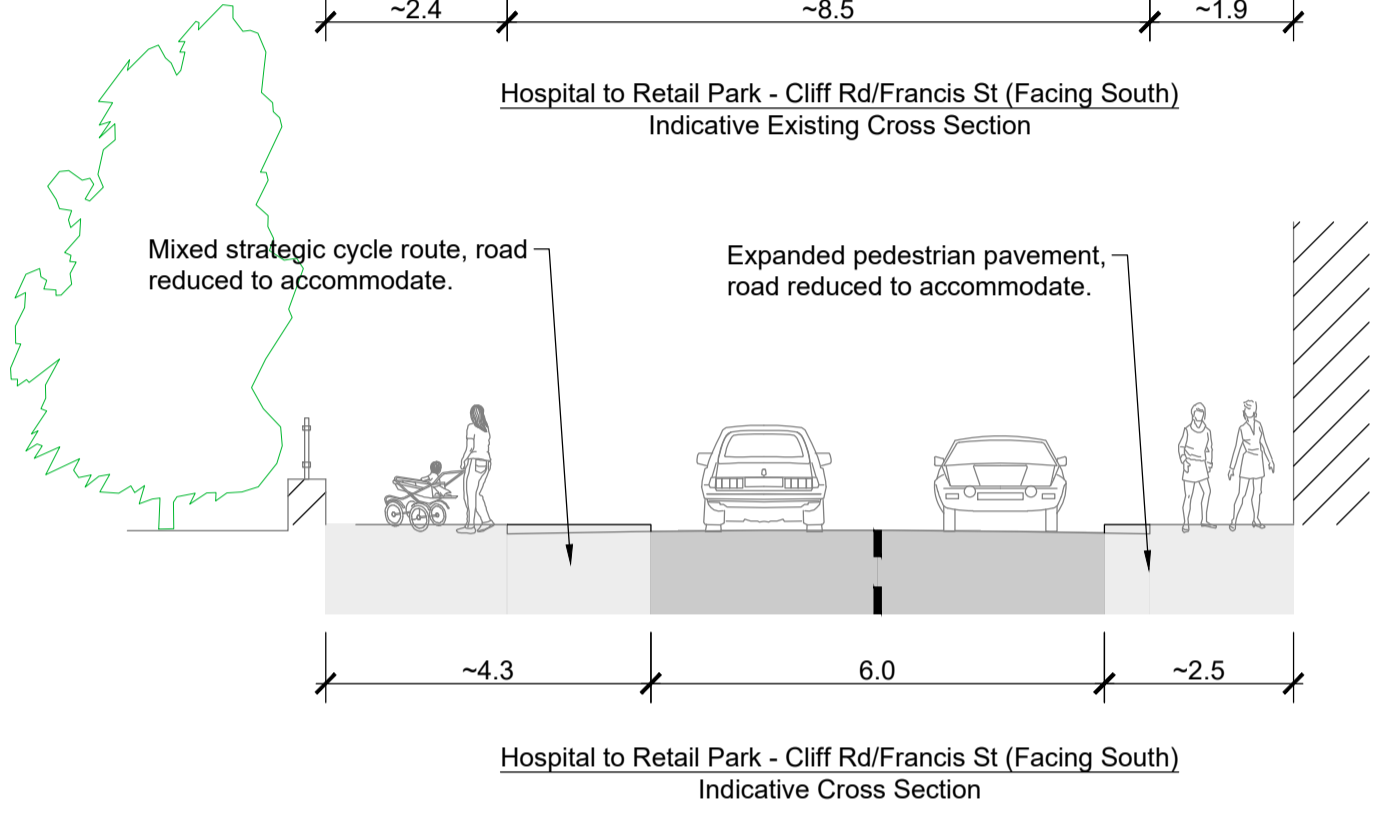
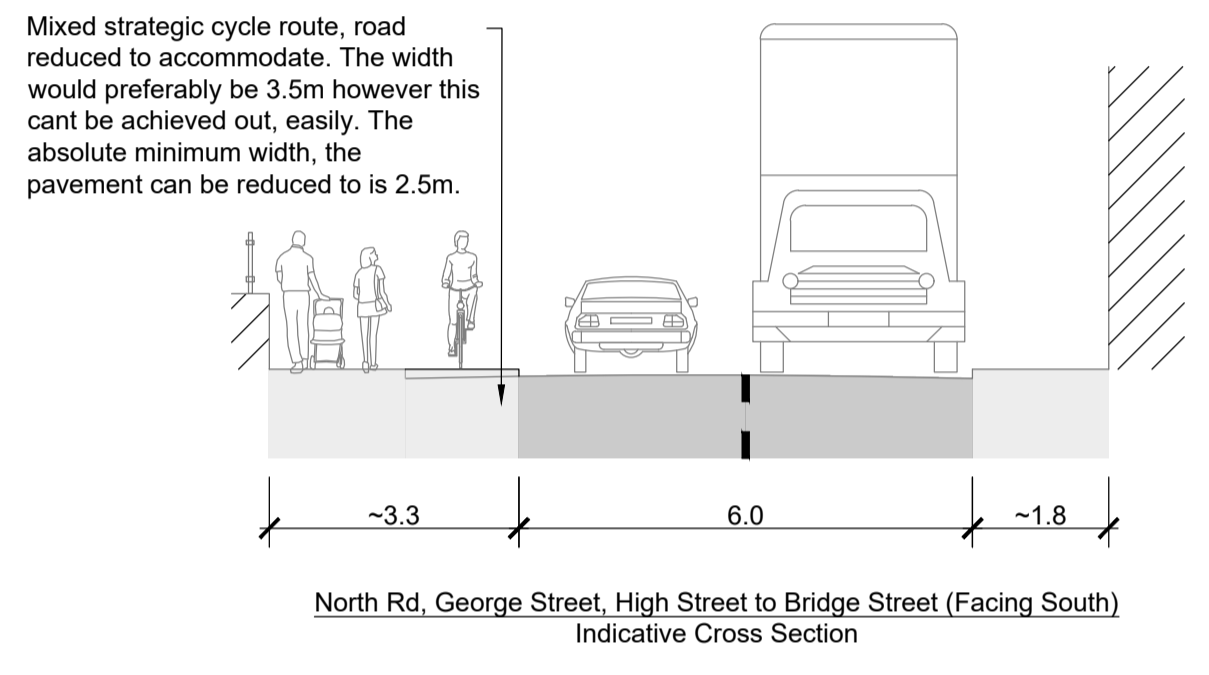
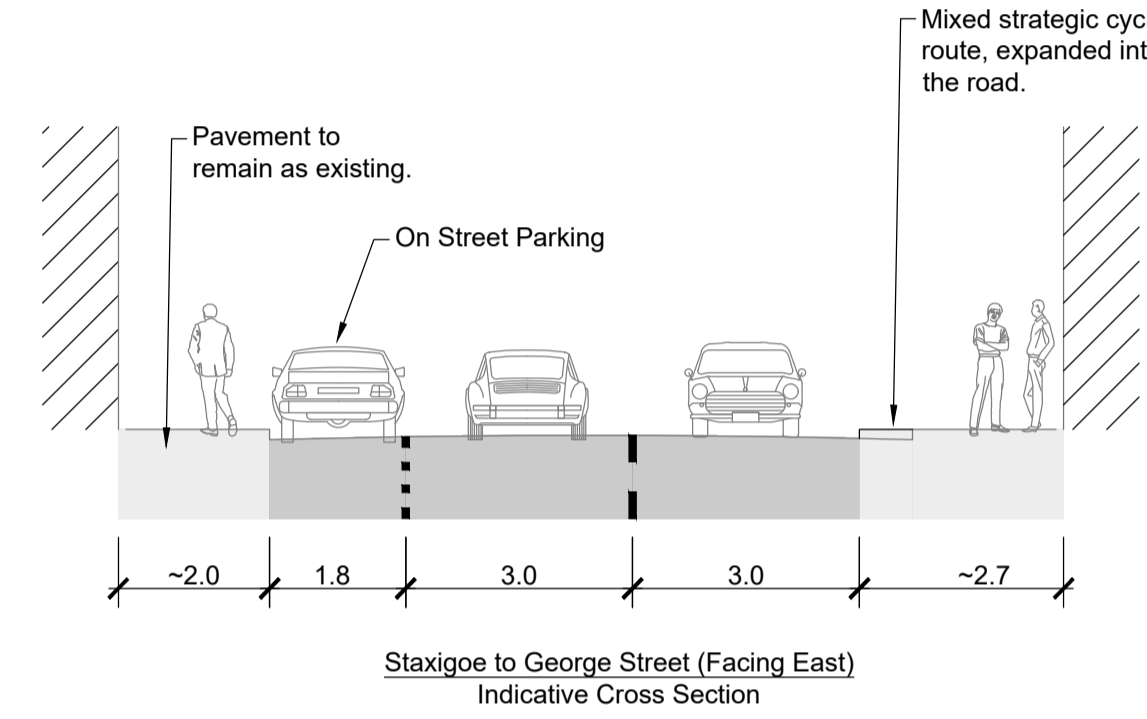
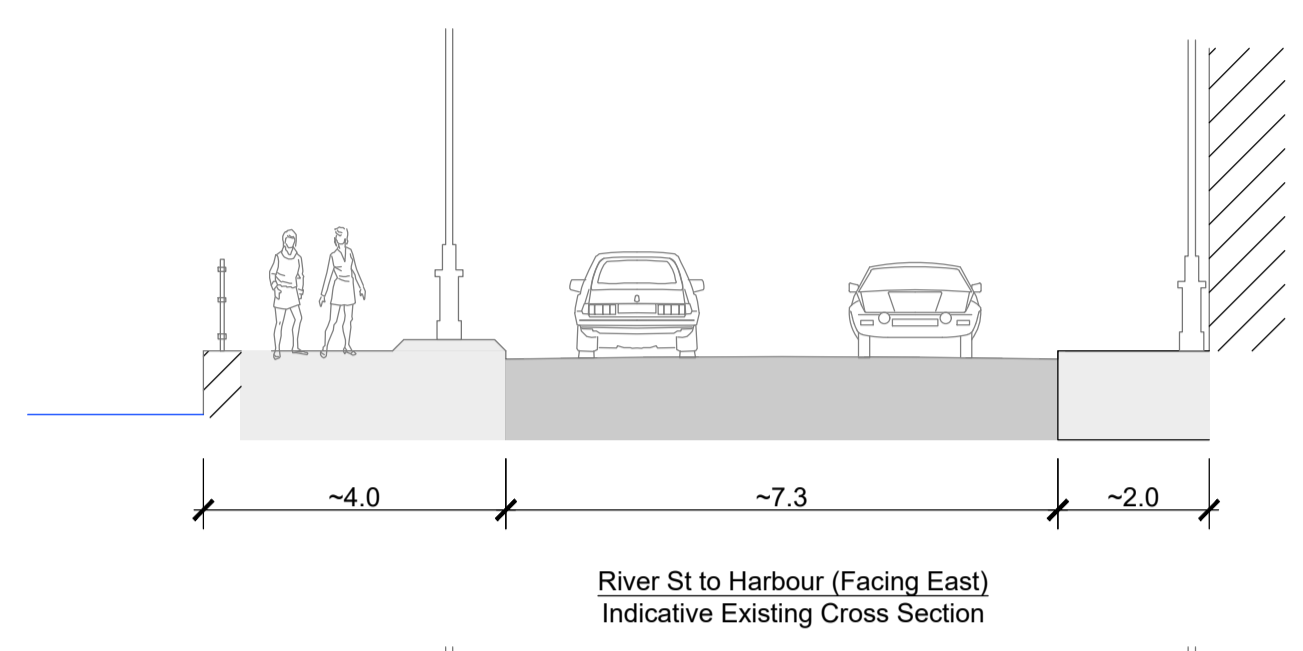
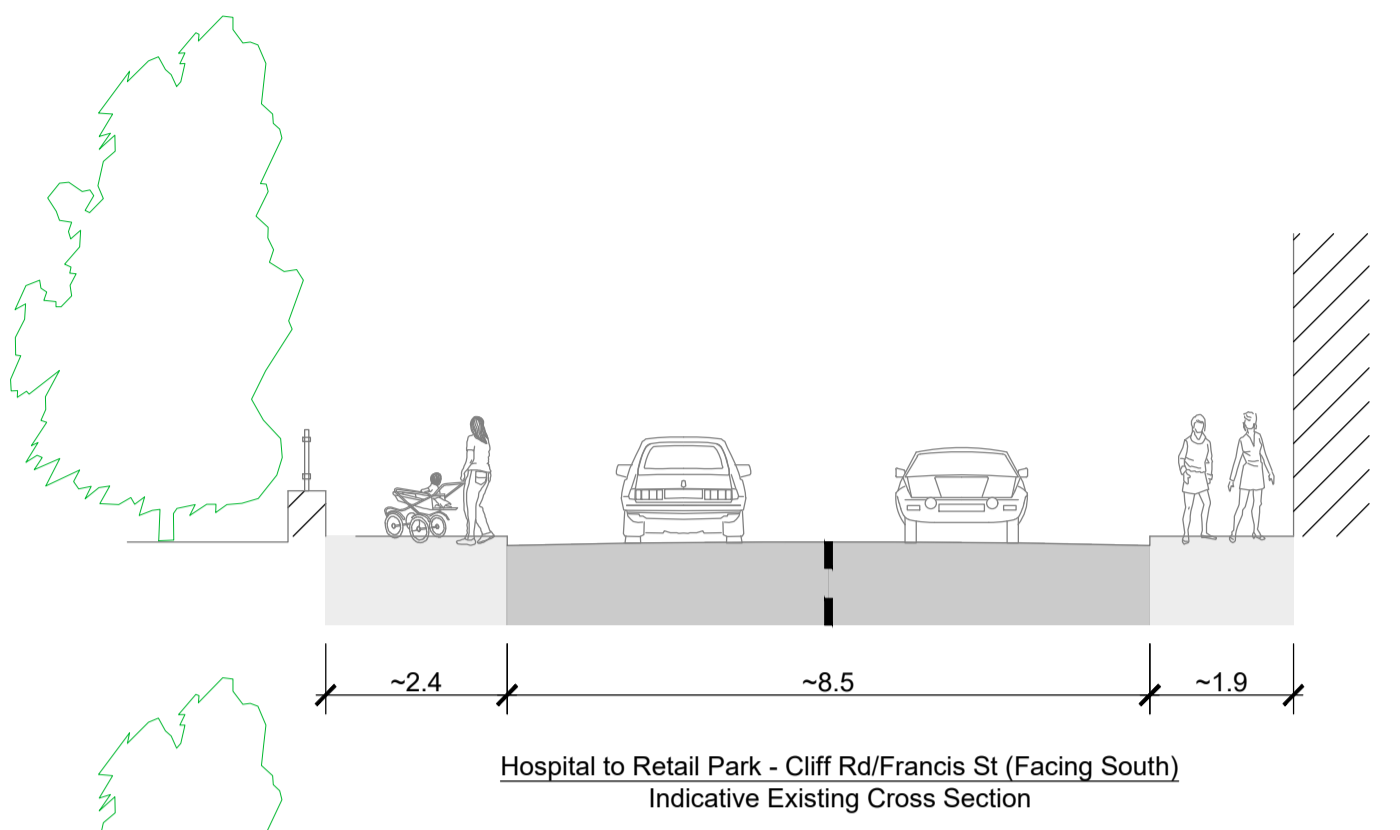
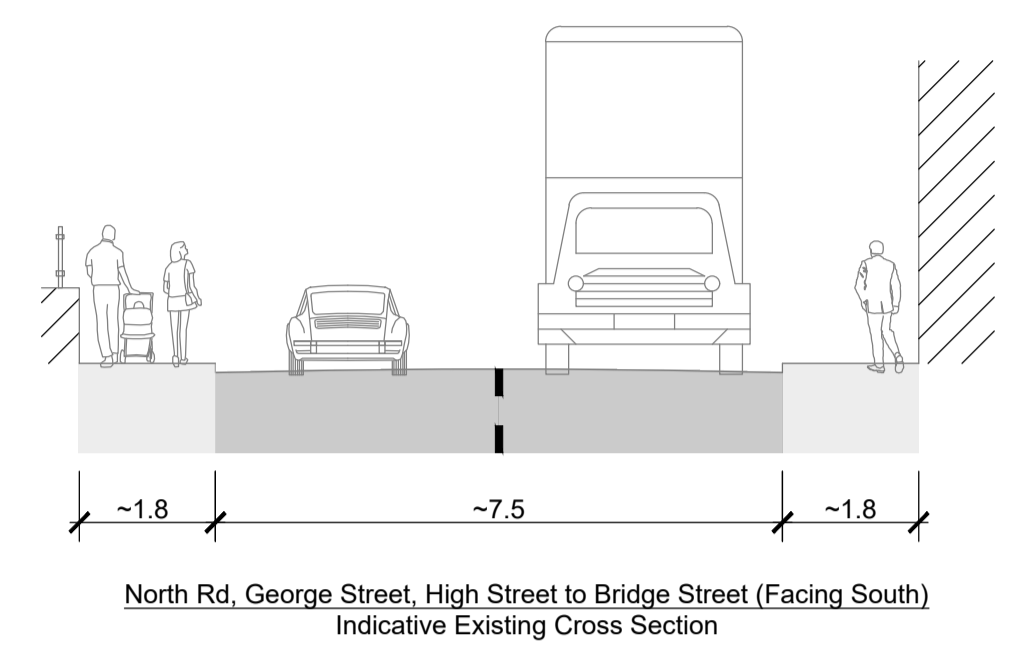
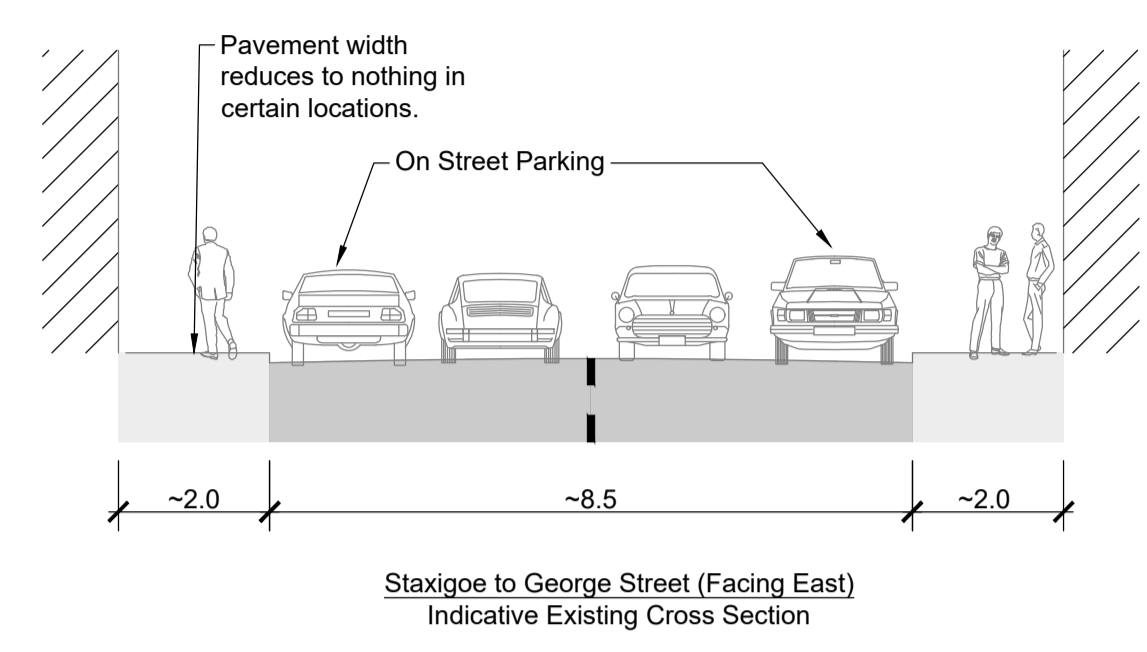
What are you commenting on?	What is the place that you are commenting on?	How does it make you feel?*	Why have you dropped a pin here?	How would you improve it?	Do you think this change would help you to follow physical distancing?	Do you have any other comments or suggestions to make about this place?	Number of people agreeing
South Road	Route	0	High speed of traffic	slow down traffic Reduce speed limit Restrict pavement parking Livable neighbourhoods (low traffic zones)	No		
Wick Riverside to Altmarich	Footpath Barrier to walking/cycling	25	No cycling infrastructure No walking infrastructure	Improve walking/cycling signage Clear out existing path	Yes	Clear out the existing path from Wick Riverside to the Altmarich Monument, it is barely passable now, certainly not cycleable. If it was reinstated it would also connect the B874 single track road to the Wick Riverside.	3
Wick to Lybster dismantled railway	Barrier to walking/cycling Route	50	High speed of traffic No cycling infrastructure No walking infrastructure	Cycle tracks New walking/cycling infrastructure	Yes	Use the dismantled railwayline from Wick to Lybster to construct a walking/cycling route. This would allow the villagers of Thurmaster to travel to Wick without a car, allow the many cyclists on the NC500 or End-to-End to move away from the A99, it could even become a new "Shining Sea Bikeway" of the north and attract visitors just to come do the 15 mile scenic route.	1
Tesco	Footpath Barrier to walking/cycling	25	Bad walking infrastructure	More space for cycling Remove gate/barrier Cycle tracks Add pedestrian shortcut	No	Add a better pedestrian shortcut to Tesco to make it more attractive to walk from Wick to Tesco. The existing path is supposedly wheelchair and cycle friendly by being a long zigzag incline but as a pedestrian you want the shortest route possible, so people have created their own shortcuts, taking down fences etc. A path from the corner of the old Glass Factory to the Tesco carpark would be a simple solution.	
Milton to Wick	Pavement Barrier to walking/cycling	25	Narrow footpath No safe way to cross the road Volume of traffic High speed of traffic No cycling infrastructure	Widen footpath More space for cycling Slow down traffic Reduce speed limit introduce safe crossing point Cycle tracks	Yes	The pavement along the A882 from Wick to Milton is dangerous, traffic which includes frequent large lorries moves very fast and the pavement is too narrow to allow pedestrians to feel safe and too worn to allow cyclists to use it, impossible with young children. It wouldn't require much work to build a new path on the south side of the A882, there is an existing track from Milton to the Electricity shed by the Newton Burn, add pedestrian bridge across the burn, construct a path of approx 200m in length on the edge of the field as far as the first house on the south side of the A882, which is also where the 30mph limit starts, put a pedestrian zebra crossing in right there to allow pedestrians and cyclists to cross over to the pavement on the north side of A882, Thurso Road. This would have the added benefit of making drivers more aware and observant of the start of the 30mph limit.	1
Staxigoe to Ackergill	Barrier to walking/cycling Route	25	No cycling infrastructure No walking infrastructure	Remove gate/barrier Cycle tracks	Yes	Open up the farm track from Staxigoe to Ackergill on the north side of the airport to allow walking and cycling. Walking and cycling away from traffic is so much more attractive than having to share the road with fast moving cars and lorries. Together with an improvement to the pavement from Wick to Ackergill this would make a nice circular route.	1
A99 to Thurmaster	Barrier to walking/cycling Route	0	No cycling infrastructure No walking infrastructure	More space for cycling improve walking/cycling signage Cycle tracks	Yes	A cycle path and a walking route out to Thurmaster would be great for the village but also for the people of Wick. It would be a great cycle route and would allow you access to the Tannah road or down to Sarslet. It would also be welcomed by anyone cycling the busy A99 as the speed of traffic at Hempriggs can be scary.	1
Wick	Route	100	Create a signed cycle route	Improved walking/cycle signage Cycle tracks	Yes	Lots of long distance cyclists pass through Wick on their way to John O'Groats, if there was a cycle route through the town advertised or signposted from the A99 that covered some areas of interest then perhaps cyclists would take this and spend some time in the town before heading on.	
Wick town centre	Route Cycle hub	100	No cycling infrastructure	Cycle tracks Create a cycle hub	Yes	A large number of long distance cyclists pass through Wick every year either cycling to/from Groats or doing the NC500 route and most just pass through without stopping. If there was some sort of cycle hub then it may encourage more people to stop and spend some time in the town. Maybe some secure cycle parking, a cycle repair stand, coffee shop etc. it could also act as an information point for local cycle or walking routes from the town centre.	
A99 segregated cycle path	Barrier to walking/cycling	25	Narrow footpath Volume of traffic High speed of traffic No cycling infrastructure	More space for cycling Cycle tracks	Yes	A segregated cycle path out to Reiss beach would provide a big benefit, allowing people to reach the beach without needing to use a car. It could also facilitate safe cycle access to Ackergill and Reiss villages.	2
Riverside path loop	Footpath	100	Lack of path on South side of Wick River	improved walking/cycle signage Create a path along the Southern Bank of the river to create a loop	Yes	The footpath up Wick river is a great walk and is popular with walkers, runners and cyclists. It would be good if this could be turned into a loop by creating a path along the South bank of the river from the iron bridge. It would be a fantastic new active travel route for the area.	3
A882 to Milton	Cycle lane Route Barrier to walking/cycling Pavement	25	No cycling infrastructure	More space for cycling improved walking/cycling signage Cycle tracks	Yes	The Newtonhill road is a popular running and cycling circuit but the footpath along the A882 is not wide enough to accommodate pedestrians and cyclists safely. It can be uncomfortable cycling along this stretch of road as traffic speeds are high. It would be great to have a fully segregated cycle track out to Milton and potentially on to Haster to meet up with the Tannah road. This would facilitate safe cycling along the busy A882 and would open up potential for two great cycle routes round Newtonhill & Tannah.	2
Milton	Footpath Cycle lane Route Barrier to walking/cycling Pavement Area near school/nursery		Narrow footpath No safe way to cross the road Volume of traffic High speed of traffic No cycling infrastructure No walking infrastructure	Widen footpath More space for cycling Slow down traffic Reduce speed limit Livable neighbourhoods (low traffic zones) Cycle tracks	Yes	The safe loop to be created from Wick to Milton and around Newton area would be brilliant for Wick and the surrounding areas. At the moment the path from Wick to Milton is too narrow and you have to go onto a very busy 60 mile per hour road to pass anyone! This would also ensure a safer route for schools because High School children from Milton and Newton area have to walk into school and it will encourage shopping in the town. It is currently extremely dangerous with lorries, cars and farming vehicles and is also very busy with cyclists, walkers and runners. Widening and connecting the paths would allow children and families to also enjoy the safer route and allow connections to spaces at the moment the path is unsuitable.	4
A99 whole road	Cycle lane Footpath	25	No cycling infrastructure No walking infrastructure	More space for cycling Cycle tracks	No	There are a lot of cyclists and walkers on this busy 60mph road. I think there should be a cycle lane and footpath right up the A9 and A99 all the way to John O'Groats and along the Watten to Thurso road.	3
Crossing to get to retail park	Road crossing	25	Volume of traffic	introduce safe crossing point	No	Would be very helpful to have a pedestrian crossing here as it is a busy road	2
Crossing road at bottom of Cliff to get onto Bridge Street	Road crossing	25	No safe way to cross the road Volume of traffic	introduce safe crossing point	No		3
A safe crossing is needed at this junction for school kids	Junction Area near school or nursery	25	Volume of traffic High speed of traffic No safe way to cross the road Long wait to use crossing	introduce safe crossing point Slow down traffic	Yes	The kids can't possibly social distance when they have to stand close to each other until someone allows them to cross the road. There is no safe crossing point at this junction and despite the slight road bump to try and slow some cars down, it doesn't work. A zebra crossing would help the younger kids cross the road safely and alleviate the need for the kids to stand close together. As a parent it would certainly give me peace of mind that the kids were safer crossing the road there.	3
Newton Hill	Footpath	0	Narrow footpath High speed of traffic No cycling infrastructure Volume of traffic High speed of traffic	Widen footpath Reduce speed limit Slow down traffic	Yes	There is no safe route for school children to walk to school and social distance. To do this they have to walk on 60mph road to avoid anyone else using the narrow sub-standard path.	4
Keiss village	Barrier to walking/cycling Area near school or nursery		High speed of traffic No cycling infrastructure Pavement clutter (signs/street furniture etc.) No walking infrastructure	Cycle tracks Livable neighbourhoods (low traffic zones) More space for cycling	Yes	Keiss road is now extremely busy and the community with children and families cannot walk or cycle safely anymore. 30 miles per hour speed limit is too fast in a village with children playing and this needs reduced urgently.	3
Milton	Pavement	25	High speed of traffic	Slow down traffic	Unsure	High embankment and when big vehicles such as lorries go flying past it can nearly take you off your feet	3
Wick to Milton	Pavement	0	High speed of traffic Narrow footpath No cycling infrastructure Livable neighbourhoods (low traffic zones)	Widen footpath Slow down traffic Reduce speed limit Improved walking/cycling signage introduce safe crossing point Safer junction Cycle tracks Livable neighbourhoods (low traffic zones)	Yes	I live in Milton, the village which is just outside of the Town and I see every day, in all weathers the vast amount of walkers, runners and cyclist's that do a loop from town, out towards Milton, up Milton hill and down Newton back to town. This would approximately be 2 1/2 miles. At the moment this loop is mostly only suited at people who feel confident enough to face the stretch of 60mph road which is highly dangerous for children on bikes or even walking holding an adult hand due to the traffic being so close, and fast, passing the existing but outdated pavement. The community of Milton have quite a number of children. Some older school children have to face walking or cycling to school every day on this dangerous stretch of road and I truly feel there would be a huge benefit if there was to be a safe walking and cycling path put in for everyone's benefit. This would enable communities to have improved connections to the town, improve health and well-being and most importantly improve the mental health of everyone involved. I truly believe there is feelings of isolation in Milton, even though we are only a stone throw away from town; due to the fact we have such a dangerous stretch of road separating us. This path would help overcome these feelings and everyone could access services, and enjoy exercise, safely.	24
Bridge Street	Pavement	25	Pavement clutter (signs/street furniture) No safe way to cross the road Volume of traffic	Remove pavement clutter keep the pavement clear	Yes	Local shops clutter the pavement with things they sell or signs which makes it very difficult to social distance with people coming from the opposite direction.	1
George Street	Route	25	High speed of traffic	introduce safe crossing point	Yes		1
Wick	Pavement	25	Uneven pavements High speed of traffic Volume of traffic	Make more wheelchair friendly	Yes	More lowered kerbs to make pavements easier to mount and dismount. Also fix holes in pavement to make surface more even	1
George Street	Road crossing	25	No safe way to cross the road	introduce safe crossing point	Unsure		1

* 0 is very bad, 100 is very good

Appendix D – Action Costings

Action	Route/Measure	Section	Description	Outcome	Local Road / Trunk Road	Easy Win (Y/N)	Typical Cost Range Calculated	Quantity (length)	Unit	Typical Cost Low	Typical Cost Median	Typical Cost High	Typical Cost Low Calculated	Typical Cost Median Calculated	Typical Cost High Calculated	
1	Henrietta Street/Willowbank	Staxigoe to George Street	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£352,000 - £1,320,000	3.2	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 352,000.00	£ 838,400.00	£ 1,324,800.00	
			Low Traffic Neighbourhood	More people choosing active travel modes due to the environment being safer	Local Road	Y	> £12,000	1			£ 12,000.00					£ 12,000.00
2	Henrietta Street/Willowbank	Noss Primary School	Safe crossing point	residential area and education	Local Road	Y	£5,000 - £50,000	1		£ 5,000.00	£ 70,000.00	£ 50,000.00	£ 5,000.00	£ 70,000.00	£ 50,000.00	
3	Ackerhill Street	Alongside Noss Primary School	Quiet Street for schools or one-way system	Provides safer environment around school by reducing through traffic	Local Road	Y	>£12,000	1				£ 12,000.00				£ 12,000.00
4	A99	George Street	Crossing at Millar Avenue	Provides safe link between residential area and education	Local Road	Y	£5,000 - £50,000	1		£ 5,000.00	£ 70,000.00	£ 50,000.00	£ 5,000.00	£ 70,000.00	£ 50,000.00	
5		North Rd, George Street, High Street, Bridge Street (from Tesco)	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£154,000 - £579,600	1.4	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 154,000.00	£ 366,800.00	£ 579,600.00	
6		Bridge Street/River St Roundabout	Junction/roundabout improvements, introduction of safer crossing points	Provides safe links to key amenities and connects the town centre with of south Wick	Trunk Road	N	£215,000 - £265,000	1		£ 216,000.00	£ 240,000.00	£ 264,000.00	£ 216,000.00	£ 240,000.00	£ 264,000.00	
7		Hospital to Retail Park	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Trunk Road	N	£132,000 - £496,000	1.2	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 132,000.00	£ 314,400.00	£ 496,800.00	
8		Crossing at retail park	Safe crossing point	Provides safe link between residential area and retail	Trunk Road	Y	£5,000 - £50,000	1		£ 5,000.00	£ 70,000.00	£ 50,000.00	£ 5,000.00	£ 70,000.00	£ 50,000.00	
9	River Street	River Street to harbour	Existing footpath resurfacing improvements (raise and widen)	Improves well used link between key amenities and high street	Local Road	N	£32,000 - £40,000	0.4	km	£ 80,000.00	£ 90,000.00	£ 100,000.00	£ 32,000.00	£ 36,000.00	£ 40,000.00	
10		River Street to harbour	Introduce street art/Wick heritage	Provides an opportunity to celebrate Wick's heritage	Local Road	Y	£12,000	1				£ 12,000.00				£ 12,000.00
11	Wick harbour bridge	Roundabout	Remove roundabout and add safe crossings	Provides safe links between residential and the high street	Local Road	N	£215,000 - £265,000	1		£ 216,000.00	£ 240,000.00	£ 264,000.00	£ 216,000.00	£ 240,000.00	£ 264,000.00	
12	Pultemeytown	Dempster St/Grant St/Huddar St/Kinaird St/Wellington St/Wellington Avenue	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£132,000 - £496,000	1.2	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 132,000.00	£ 314,400.00	£ 496,800.00	
			Low Traffic Neighbourhood	More people choosing active travel modes due to the environment being safer	Local Road	Y	> £12,000	1				£ 12,000.00				£ 12,000.00
13	Milton crossing	Safe crossing point on the A882 at Milton	Crossing at Milton on the A882	Provides safe link across a fast road to pedestrian footpath	Local Road	N	£5,000 - £50,000	1		£ 5,000.00	£ 70,000.00	£ 50,000.00	£ 5,000.00	£ 70,000.00	£ 50,000.00	
14	Bus Terminal	White Chapel Rd	Mobility hub	Offers mobility options such as e-bike hire and information on active travel	Local Road	N	£1,535,000 - £2,115,000	1		£ 120,000.00	£ 410,000.00	£ 700,000.00	£ 1,533,500.00	£ 1,823,500.00	£ 2,113,500.00	
15	Bankhead	Link to train station/police station/hospital	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£33,000 - £124,000	0.3	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 33,000.00	78600	124200	
16	Milton	Wick train station to Milton	Mixed strategic infrastructure, traffic calming, reduce to 30mph up to Milton, move and upgrade island to zebra crossing	Upgrades and improves safety on a well used link from Milton to key amenities in Wick, including education, retail and medical	Local Road	N	£187,000 - £703,000	1.7	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 187,000.00	£ 445,400.00	£ 703,800.00	
17	School Liveable Neighbourhood	Kenneth St, Newton Avenue, West Banks Avenue	Restricted access/quiet street and placemaking surrounding school	Provides safer environment around school by reducing through traffic	Local Road	Y	>£12,000	1				£ 12,000.00				£ 12,000.00

Appendix E – Action Graphics



I1	24/09/20	AMcK	JA	MB
Issued for Information.				

Rev	Date	By	Chkd	Appd

ARUP

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Client
HITRANS

Project Title
HITRANS Active Travel Masterplan

Drawing Title
Wick Masterplan Indicative Cross Sections

Scale at A1
1:500

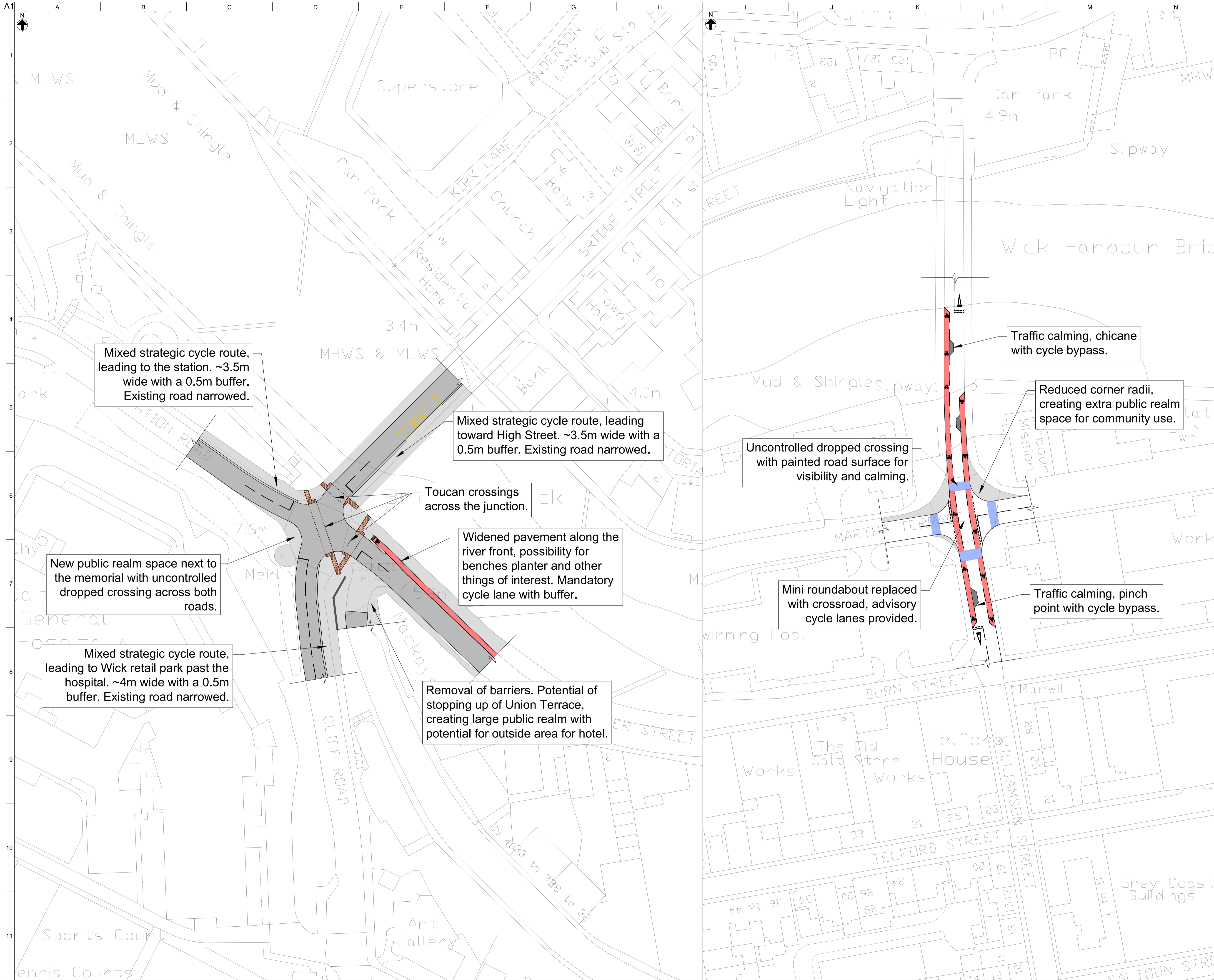
Role
Consultancy

Suitability
Information

Arup Job No
274289-00

Rev
11

Name
HTATM-ARP-WK-XX-CH-SK-0001



Mixed strategic cycle route, leading to the station. ~3.5m wide with a 0.5m buffer. Existing road narrowed.

Mixed strategic cycle route, leading toward High Street. ~3.5m wide with a 0.5m buffer. Existing road narrowed.

Toucan crossings across the junction.

Widened pavement along the river front, possibility for benches planter and other things of interest. Mandatory cycle lane with buffer.

New public realm space next to the memorial with uncontrolled dropped crossing across both roads.

Mixed strategic cycle route, leading to Wick retail park past the hospital. ~4m wide with a 0.5m buffer. Existing road narrowed.

Removal of barriers. Potential of stopping up of Union Terrace, creating large public realm with potential for outside area for hotel.

Traffic calming, chicane with cycle bypass.

Reduced corner radii, creating extra public realm space for community use.

Uncontrolled dropped crossing with painted road surface for visibility and calming.

Mini roundabout replaced with crossroad, advisory cycle lanes provided.

Traffic calming, pinch point with cycle bypass.

I1	24/09/20	AMcK	JA	MB
Issued for Information.				

Rev	Date	By	Chkd	Appd

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Client
HITRANS

Project Title
HITRANS Active Travel Masterplan

Drawing Title
**Wick Masterplan
Potential Junction Options**

Scale at A1 1:500

Role Consultancy

Suitability Information

Arup Job No
274289-00

Rev
11

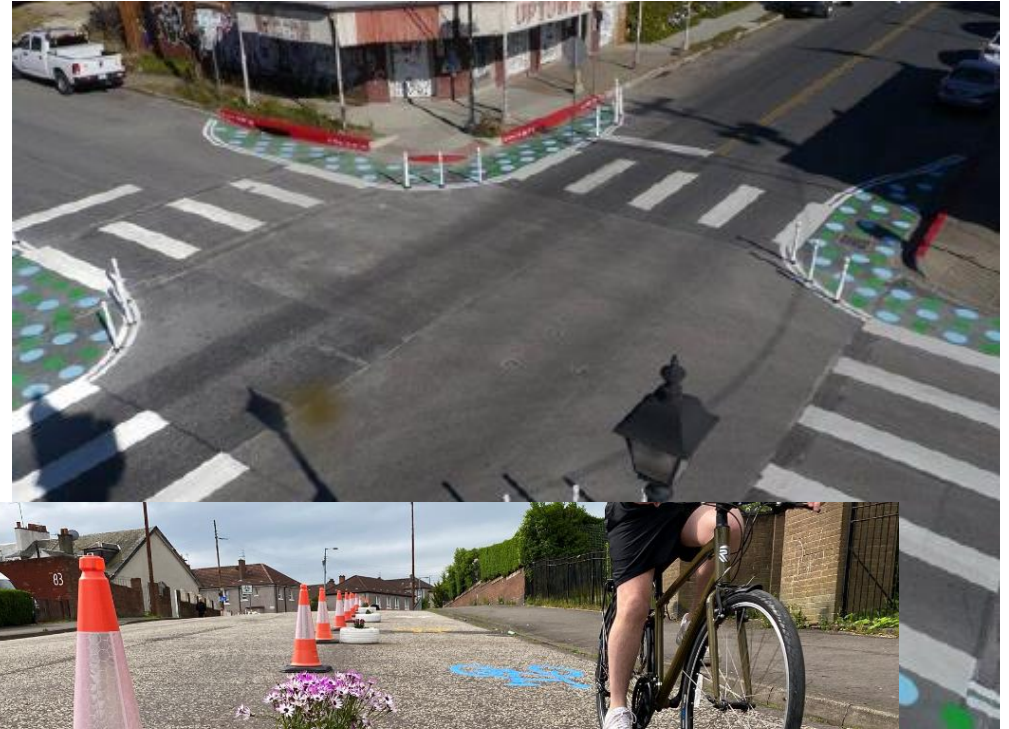
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Appendix F – Quick Measures

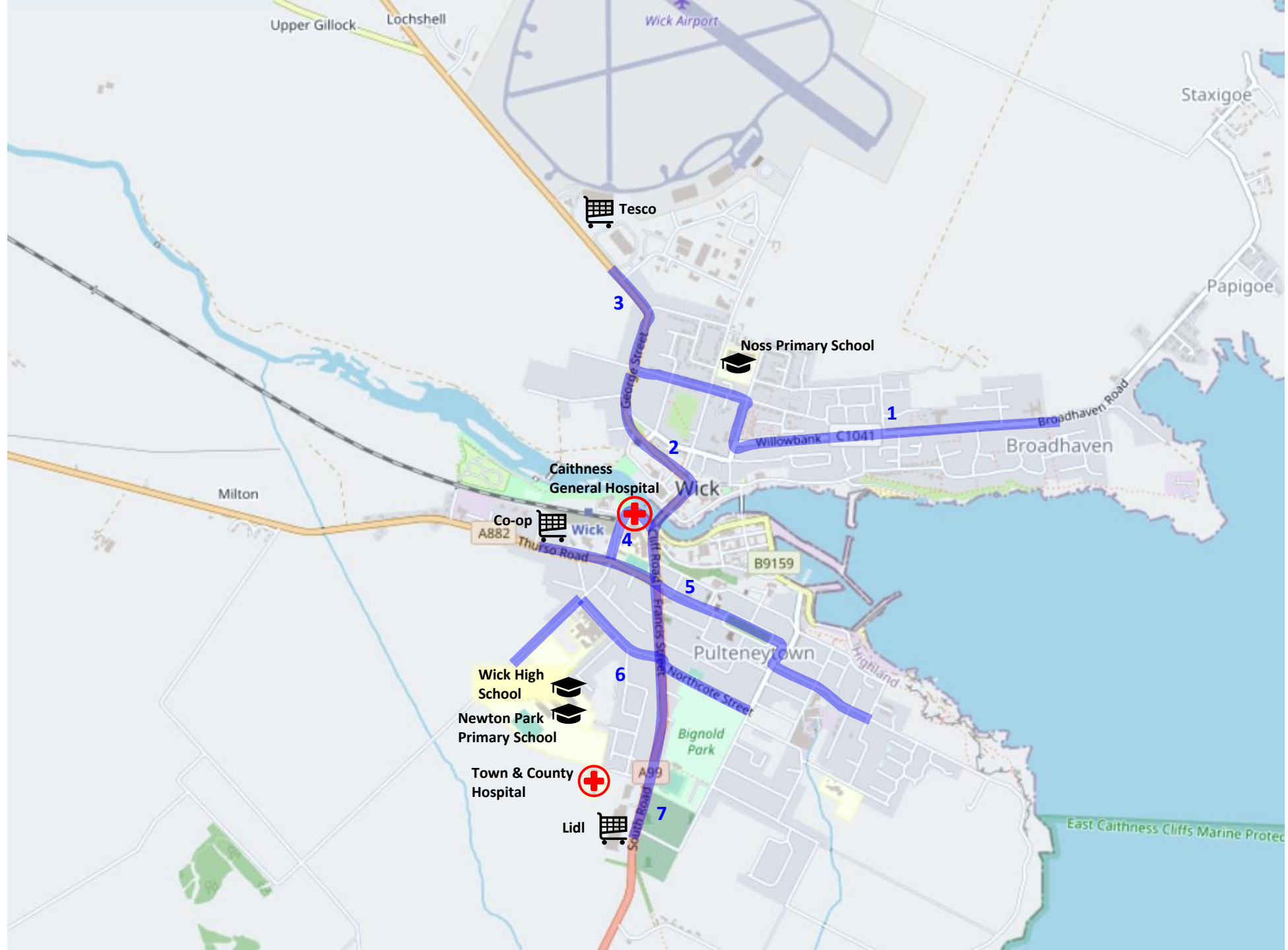
Space for People in Wick

Arup (on behalf of HITRANS & Highland Council)

Emergency Cycling Infrastructure Examples



Wick



1. Henrietta Street/Willowbank

Key problems

- Narrow footpaths
- No safe cycling route
- Risks to public safety from potential speeding (road is mostly wide and straight)

Key solutions

- Widen footpaths and introduce cycle lane using cones/markers and paint
- Speed reduction to 20 mph to reduce safety risks for crossing pedestrians and on-road cycling



2. High Street/Bridge Street

Key problems

- Narrow footpaths
- No safe cycling route
- High volumes of parked cars
- No safe crossing points

Key solutions

- Widen footpaths and introduce cycle lane using paint by reducing the number of parked vehicles



3. North Road (to Tesco)

Key problems

- No safe crossing points on route Tesco Supermarket
- Risks to public safety from potential speeding (road is mostly wide and straight)

Key solutions

- Introduce crossing point at wide bell mouth using paint, the entrance to the business park on route to Tesco
- Introduce traffic calming measures to reduce safety risks for crossing pedestrians and on-road cycling (such as chicanes)



4. Bankhead/Station Road

Key problems

- Narrow footpaths
- No safe cycling route
- Narrow roads, providing access to the hospital and train station

Key solutions

- Widen footpaths and introduce cycle lanes using cones/markers and paint
- Introduce one-way (with exception of emergency vehicles) on Bankhead/Station Road to free space for active travel - with entry being gained from Cliff Road and exit at Thurso Street



5. Thurso Street/Dempster Street

Key problems

- Narrow footpaths
- No safe cycling route
- Risks to public safety from potential speeding (road is mostly wide and straight)
- No safe crossing point at the Co-op or on Cliff Rd

Key solutions

- Widen footpaths and introduce cycle lane using cones/markers and paint
- Speed reduction to 20 mph to reduce safety risks for crossing pedestrians and on-road cycling
- Introduce crossing points at co-op on Thurso Street and across Cliff Rd



6. W Banks Avenue/Northcote Street

Key problems

- Narrow footpaths
- No safe cycling route
- Risks to public safety from potential speeding (road is mostly wide and straight)
- No safe crossing point across Cliff Rd

Key solutions

- Widen footpaths and introduce cycle lane using cones/markers and paint
- Speed reduction to 20 mph to reduce safety risks for crossing pedestrians and on-road cycling
- Introduce crossing point on Cliff Rd



7. A99 (to Retail Park and Lidl)

Key problems

- No safe crossing points to Retail Park
- No safe cycling route
- Risks to public safety from potential speeding (road is mostly wide and straight)

Key solutions

- Introduce crossing point to Retail Park on A99 using paint
- Use of and redirection to adjacent informal footpaths to separate users
- Introduce on-road cycle lanes where possible using paint



Thurso Active Travel Masterplan Refresh



November 2020



ARUP

Thurso Active Travel Masterplan

Overview

2010 Masterplan

Desktop Review

Virtual Site Audits

Stakeholder Engagement

Covid Temporary Measures

Action Development

Masterplan Actions

The Thurso 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 Thurso active travel audit 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.



7 km of high-quality routes physically separated from traffic and accompanying safe crossing points throughout Thurso connecting key destinations and amenities

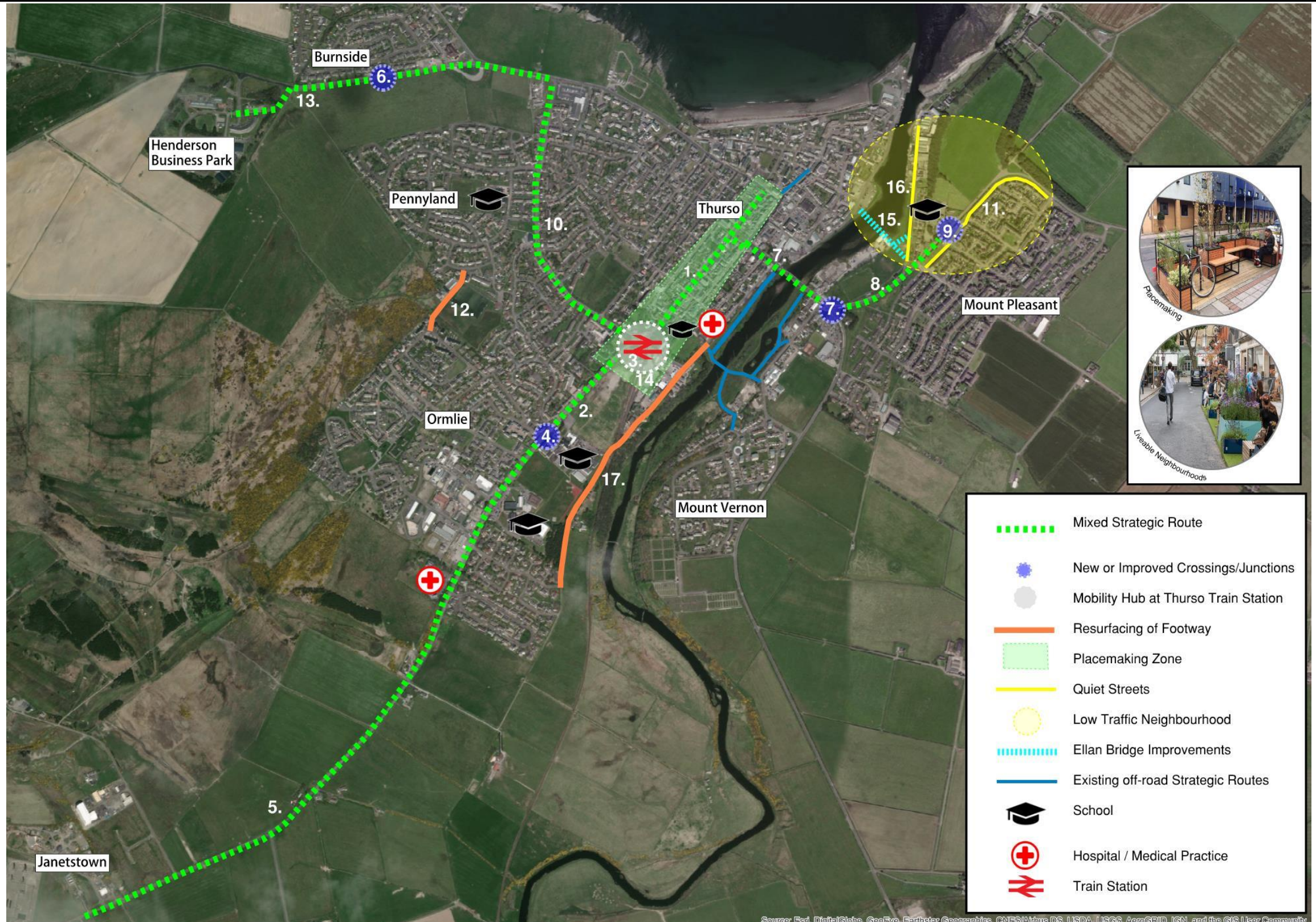


2 Quiet streets / liveable neighbourhood areas and Placemaking opportunities introduced throughout Thurso to create environments that enable walking, cycling and wheeling



1 Mobility Hub proposed at Thurso train station to enable sustainable travel choices

Thurso Active Travel Masterplan



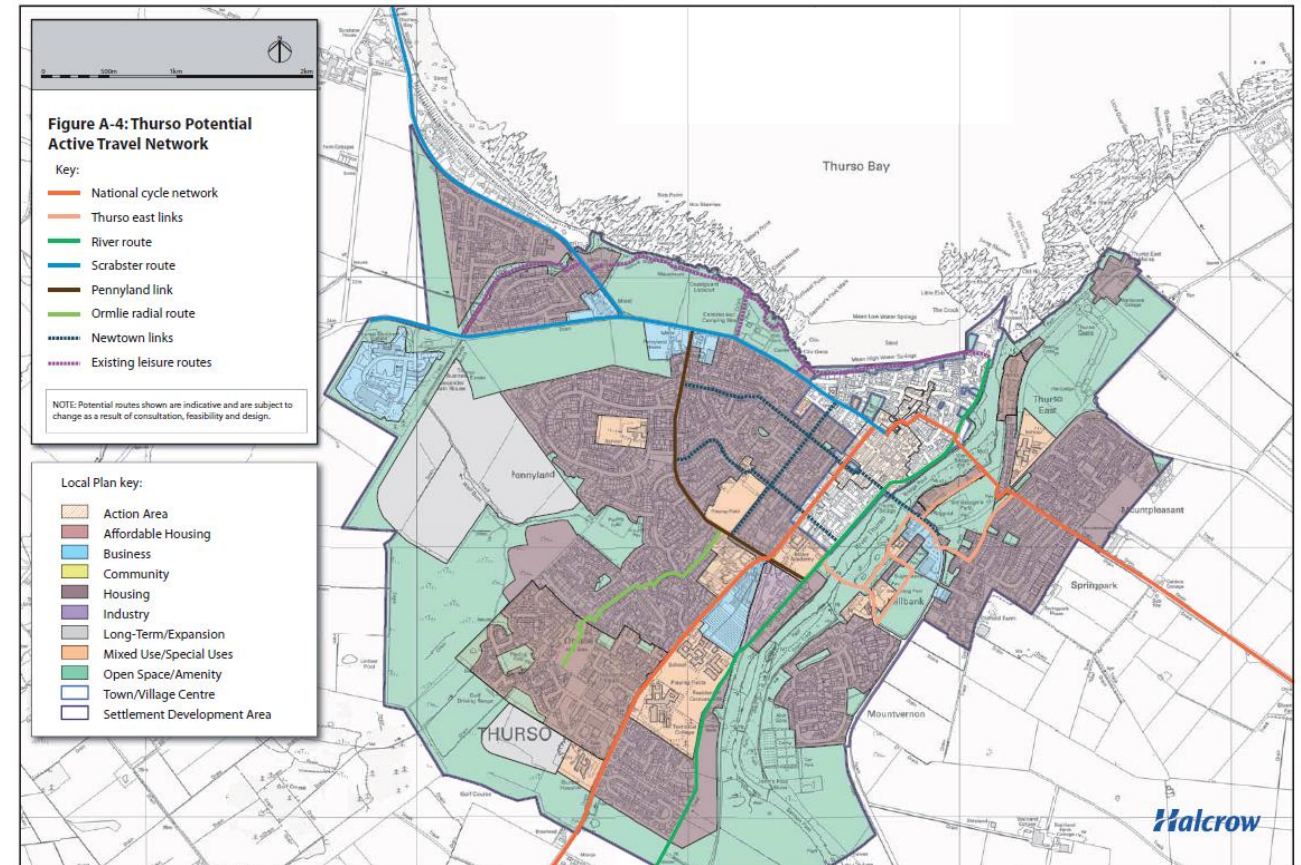
Thurso Active Travel Audit 2010

This section provides a summary of the active travel audit for Thurso carried out in 2010, which significantly informs the development of the masterplan refresh.

The 2010 audit identified several key issues surrounding active travel in Thurso, including a poorly defined National Cycle Network (NCN), poor quality and lack of cycle parking, no local cycling culture and minimal cycling infrastructure on traffic-free bridges.

Based on the issues indicated above, a prioritised action plan and active travel network were identified:

Prioritised Action	Summary of Recommendations
Priority 1- Walking Promotion	Promotional campaign; production of maps; improved signage
Priority 2- Grass Roots Cycling	Formation of a working group for young people; creation of BMX park
Priority 3- National Cycle Network Improvements	Ormlie Road/Castlegreen Road junction improvements; two-way cycling on Wilson Street; improved links between Wilson Street, Ellan footbridge and Mount Pleasant Road
Priority 4- Scrabster Route	Shared footway/cycleway from Castlegreen Road to Scrabster; speed limit reduction; A9/A836 (Burnside) junction improvements
Priority 5- New Town Links	Identify key corridors within town centre for active travel; priority for vulnerable users; improving visibility at junctions on Princes Street
Priority 6- Thurso East Links	Advisory/mandatory cycle lanes on Sir George's Street Bridge/ Bridgend; A9/A836 (Mount Pleasant) junction improvements



There has been minimal progress in delivering the routes and actions identified within the 2010 audit. Therefore, many of these routes and actions remain relevant and applicable to this study.

However, as part of this masterplan refresh, changes will be required to the type of infrastructure proposed previously, in order to match the ambition set out in contemporary active travel policy, guidance and design standards.

Further details regarding the 2010 audit can be found in Appendix A.

Desktop Review

The desktop review has been carried out in a structured and targeted manner, building on the active travel audit work undertaken by HITRANS in 2010. Select sources of data have been collated and analysed to produce an evidence base to inform the development of an active travel masterplan and action plan. Data sources reviewed included but were not limited to:

- Local Context and Demographics
- Caithness and Sutherland Local Development Plan (CaSPlan) (2018)
- Baseline Movement Data: including census, traffic flow and accident data
- Thurso Community Development Trust Strategic Plan (2019-2025)
- Maps with walking and cycling information detailed
- Travel Plans for schools and local businesses

Local Context

Contextual information was gathered using geographical sources including *Understanding Scottish Places- Scotland's Towns Partnership* and the *Scottish Index for Multiple Deprivation*, to develop a baseline understanding the key statistics relevant to transport and active travel in Thurso. The key headlines were as follows:

30% of households in Thurso have no access to a private car.

33% of the local population travel up to 5km to work or study.

33% of trips less than 5km are made by private vehicle

Policy Review

Policy findings relevant to active travel in Thurso have been reviewed, with reference to documents such as [CaSPlan \(2018\)](#), [HITRANS Active Travel Strategy \(2018\)](#) and [HITRANS Regional Transport Strategy \(2018\)](#).

Key issues and opportunities identified from policy:

- Current challenges around limited transport options and high dependency on car ownership.
- Potential to encourage walking and cycling due to the compact nature of settlements.
- The decommissioning of the Dounreay nuclear energy facility presents an opportunity to incorporate local employment areas and growth sectors into an active travel network.

Development Areas and Proposals

Key development proposals and areas throughout Thurso have been identified through a review of [CaSPlan \(2018\)](#). Consideration of new developments presents an opportunity to serve these locations with high quality active travel infrastructure that enables walking and cycling from the outset.

Name	Land Use	Size: Area (Ha)
Thurso West Expansion	Mixed use (Housing, Business, Retail, Open Space)	61.4 (housing capacity 200)
Scrabster Harbour	Industry	28.1
Scrabster Mains Farm land	Industry	14.1
North-West of Thurso Business Park	Industry	20.5

Economic Development Areas within the vicinity of Thurso include **Forss Business and Energy Park** and **Janetstown Industrial Estate**. These areas are anticipated to become key local employment hubs moving forward due to the decommissioning of Dounreay.

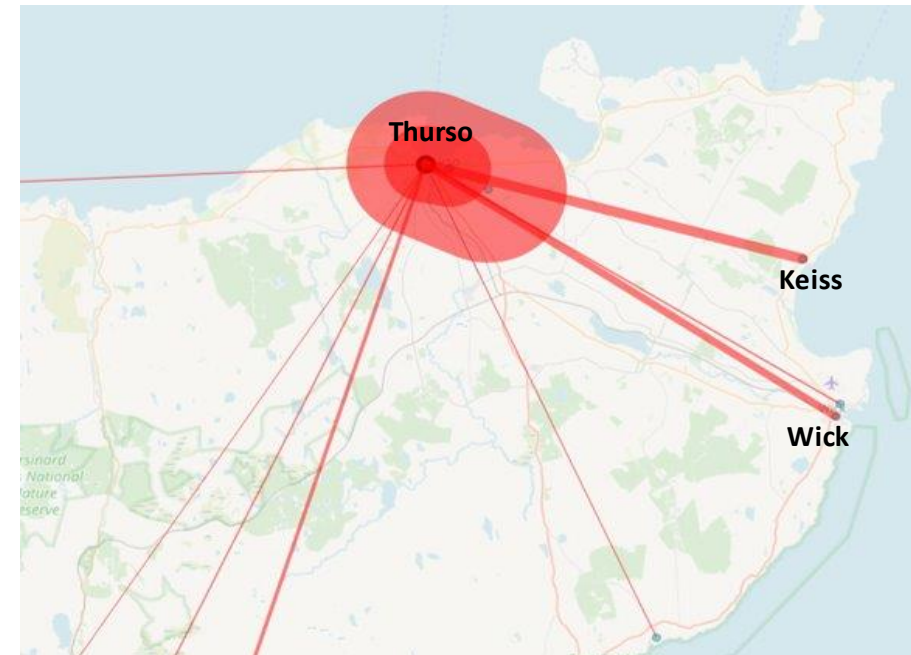
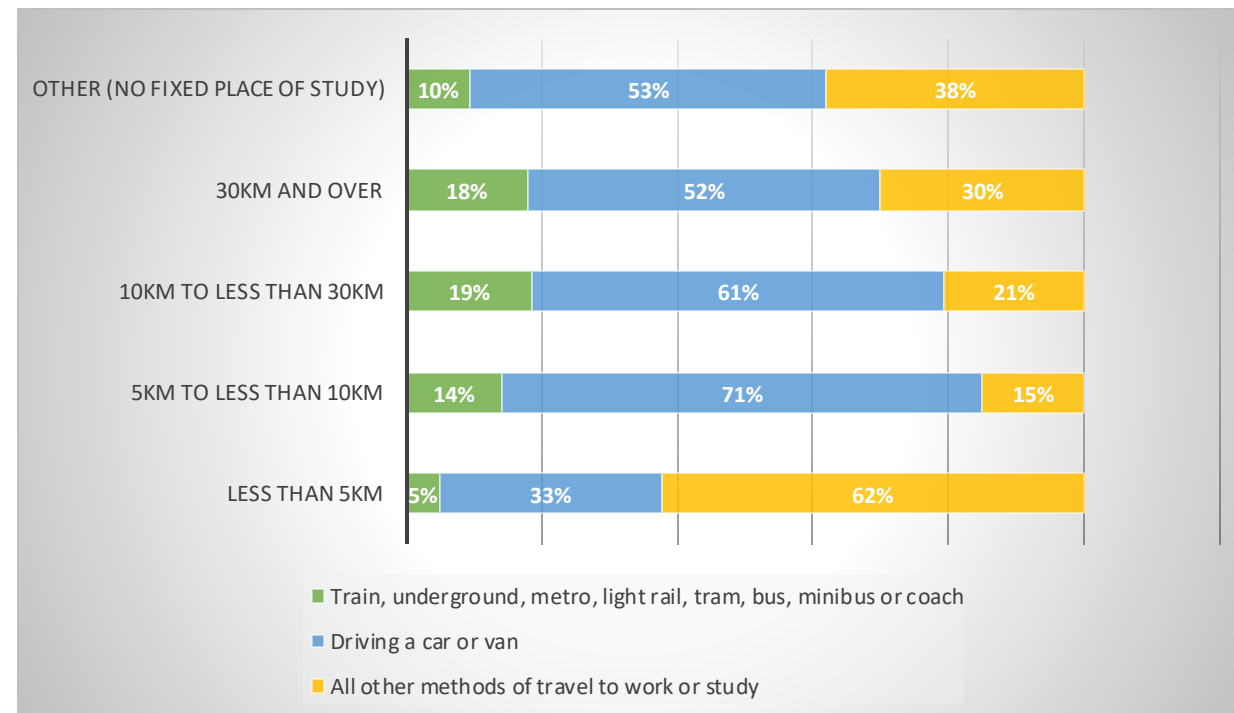
Baseline Data Review

Review of baseline data primarily consisted of census, traffic flow and accident data. Further details of traffic flow and accident data analysis can be found in Appendix A.

Census Data

Census 2011 travel-to-work statistics were reviewed to provide an overview of existing travel behaviour in Thurso. Census analysis included a review of mode share and distance travelled to work or study statistics, alongside use of the *Census Datashine* mapping tool.

	Walking	Cycling	Public Transport	Car/ Van	Work from Home	Other
Thurso	28%	1%	8%	49%	11%	3%
Highland	12%	2%	5%	62%	16%	3%
Scotland	18%	1%	16%	50%	11%	4%



The following conclusions can be drawn from analysis of census data, recognising that the data is a now a number of years old:

- The proportion of walking trips in Thurso is higher than both the Highlands and Scotland average, reflecting the amount of short local trips undertaken.
- However, the percentage of people cycling is lower in Thurso than across the Highlands, indicating a lack of a cycling culture and cycling facilities within the town.
- There is a large percentage of trips of a walking and/or cycling distance being carried out by private vehicle, for example 71% of trips between 5-10km and 33% of trips less than 5km.
- *Census Datashine* displays spatially the high number of local trips being undertaken in Thurso.

The desktop review has been important stage in understanding the local geography and existing active travel conditions throughout Thurso, whilst also enabling key emerging themes to be collated to inform subsequent project stages.

Further details of all desktop review findings can be found in Appendix A.

Virtual Site Audits

Virtual site audits were conducted using digital methods due to Covid-19 restrictions preventing travel to the town. These were undertaken in order to build on the analysis carried out during the desktop review and review of the 2010 audit.

Methodology

An **initial virtual site audit** of Thurso was conducted using Google StreetView and various online mapping sources namely Google Maps and Open Street Map. A systematic approach was taken to viewing the Street View images whereby the routes identified in the previous audits were examined first before additional areas of interest were studied. Furthermore, areas which required further investigation were noted to be discussed with those who know the sites well.

The initial audit was followed by a **stakeholder virtual site audit**. This was hosted using Microsoft Teams where key local authority officers and local access panel groups were invited to join. Each party was invited to take control of the screen to “walk through” areas using StreetView and highlight key issues or details. This session was recorded, allowing for the discussion to be revisited and viewed / discussed within the wider project team.

Internal Virtual Site Audit

The high-level observations made during the initial site audit are as follows:

NCN route through town passes several key land uses, including schools, healthcare facilities, retail and Thurso railway station

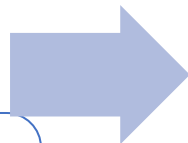
- A number of wide roads suitable for the installation of high-quality active travel infrastructure
- Pedestrianised area currently does not permit cycles
- Business parks are within proximity to Thurso. Hederson Business park is less than 1km to the west of the town, Janetstown Industrial Estate is around 3km south and Forss business and energy park around 12km to the north-west.
- Lack of controlled road crossing points

A key element of this process was to identify specific areas of interest that would require detailed local knowledge and input. The output from helped to tailor the virtual site audit carried out with selected stakeholders.

Key areas of Thurso that were identified for a stakeholder site audit included: Ormlie Link function, Newtown Links, Forrs Business Park and Janetstown Business Park.

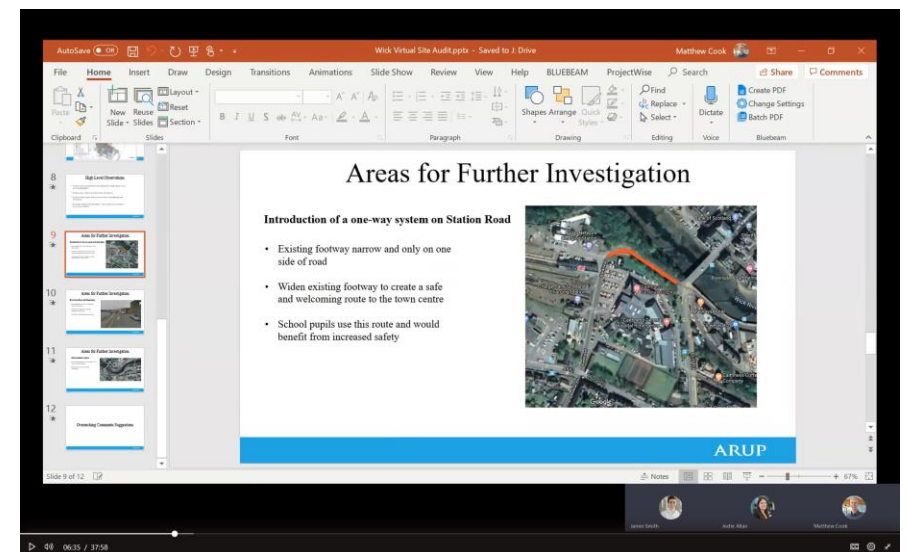
Internal Site Audit

- Included the project team
- Town walkabout using Google Maps
- Review of the 2010 proposals
- Identification of key areas for further investigation



Stakeholder Site Audit

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



Key outcomes from the stakeholder virtual site audit are as below. Video clips from the session can also be found in the stakeholder section on the next page and the full video session can be found in Appendix B.

Location	Key Issues	Potential Solutions
Pennyland	<ul style="list-style-type: none"> Desirable route via the fields next to Caithness Chambers. 	<ul style="list-style-type: none"> More formal route to link the west of Thurso with the hospital, high school and college.
Forss Business Park	<ul style="list-style-type: none"> Significant job opportunities, making this an important area to serve with active travel infrastructure. The business park is located around 7 miles outside of Thurso. 	<ul style="list-style-type: none"> Potential for the use of e-bikes to access the business park. E-bike hire scheme forming part of a mobility hub.
Railway Station	<ul style="list-style-type: none"> Lack of safe crossing points due to wide junction bell-mouth. 	<ul style="list-style-type: none"> Opportunity to create a more attractive, safer environment. Potential to use some of the land to form a mobility hub.
Castlegreen Road	<ul style="list-style-type: none"> Unattractive for walking and cycling due to parked vehicles, bins and street furniture on footpaths. This is a popular shortcut for Dounreay workers to avoid the town centre. 	<ul style="list-style-type: none"> Potential for footway widening to mitigate against high traffic volumes and create a more attractive, safer walking and cycling environment.
Castle Terrace, Mount Pleasant	<ul style="list-style-type: none"> Potential area for rat-running. Residential area, school and play park located within the vicinity. Existing traffic calming in the area serves little purpose. 	<ul style="list-style-type: none"> 'Quiet route' with vehicular access only for residents and emergency services.
Town Centre	<ul style="list-style-type: none"> On-street car parking Anti-cycling signs Four lanes allocated for vehicles with no active travel infrastructure 	<ul style="list-style-type: none"> Placemaking initiatives to make this space more inviting Opportunities for road reallocation to cater for active travel Removal of anti-cycling signs and reduction of on-street parking

Thurso Active Travel Masterplan

Stakeholder Virtual Site Audit

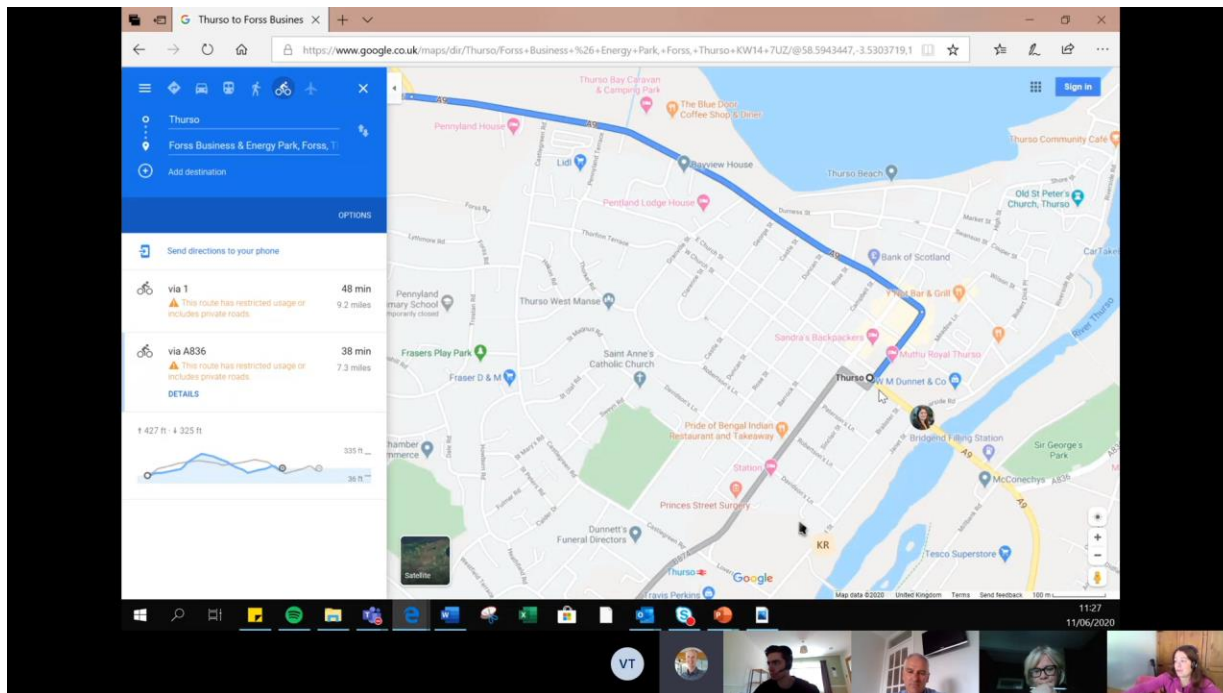
The virtual audit with external stakeholders allowed for additional insight to be shared by those who have a good understanding of the town and experience how the town functions on a daily basis.

The virtual site audit was held on Thursday 11th June with representatives from Highland Council and the Thurso Development Trust.

Due to covid restrictions the meetings, which were planned to happen in person within Thurso, were held using Microsoft Teams. The sessions were very successful and allowed us the opportunity to explore all opportunities for active travel improvements within Thurso through Google Maps, photographs and the local knowledge brought by stakeholders.



The video on the top right shows a clip containing discussions around Princes Street. Discussion are around the street currently having four lanes from traffic, little public realm, narrow footpaths, no cycling infrastructure and no safe crossing points. It was identified as a location that could benefit from improvements.



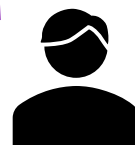
The video to the bottom left shows a clip containing discussion around the opportunity for a mobility hub at the train station. The hub would provide access to electric bikes for locals, which has the potential to increase the length of cycling journeys as there is pockets of employment out with Thurso.

More information on the stakeholder virtual site audit, including the full video footage of the session, can be found within Appendix B.

Public Engagement

The Thurso Active Travel Masterplan Commonplace platform was made live from Monday 6th July to Monday 27th July, this allowed the public to leave comments and suggestions related to what would improve active travel within Thurso. The comments have helped to inform the list of actions within the masterplan, a few examples of the comments received can be seen below:

“Ellan bridge should be open to cyclists as well. Cyclist from Springpark and Mount Pleasant are force to use the road bridge with 2 very busy and dangerous junctions at either side of the road bridge. It would be safer for cyclists to use the Ellan Bridge.”



“The pavement on the Park Hotel side of the main A9 is almost down to half width due to the build up of overgrown verge.”

“The junction of Sir Archibald Rd, A836 and Mount Pleasant Rd is a Horrendous Junction to cross. You need to look 4 ways before crossing the road and it is close to a blind corner. During peak times, school finishing, Dounreay traffic, ferry traffic and Tourist traffic (it is on the NC500) I've seen me waiting 5 minutes to cross the road. This urgently needs some sort of crossing.”



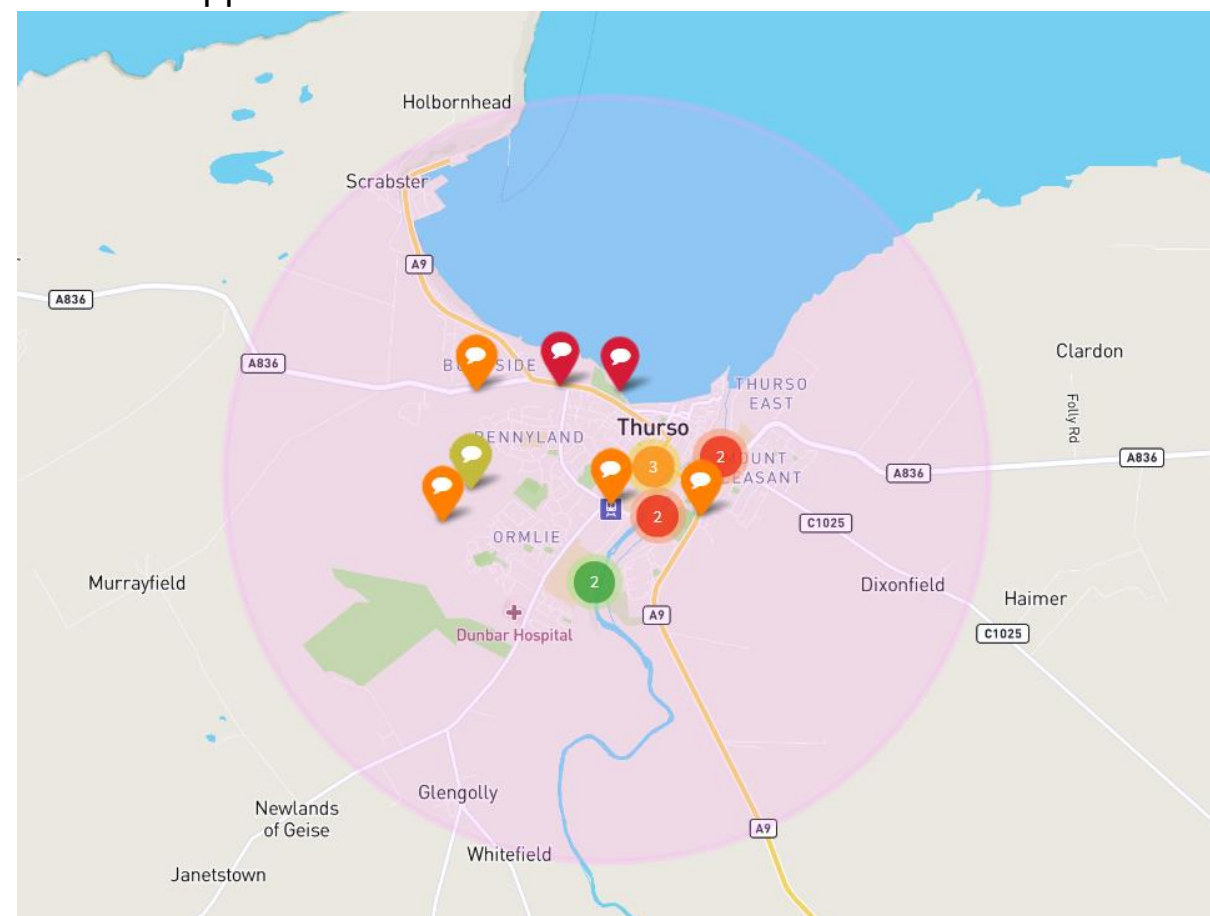
“The traffic is travelling at least 40mph on Upper Burnside Drive and means I won't cycle to/from work.”

“Princes Street has a lot of potential to be a well-used corridor for cyclists and pedestrians coming and going from Thurso Town Centre and heading to the Train station, schools, premier inn, industrial park, etc. In other towns and cities a road like this would be more pedestrianised and act as a second precinct/high street.”

As this masterplan aims to improve active travel links and promote modal shift within the town it is focused on those actions that will impact daily journeys rather than leisure uses.

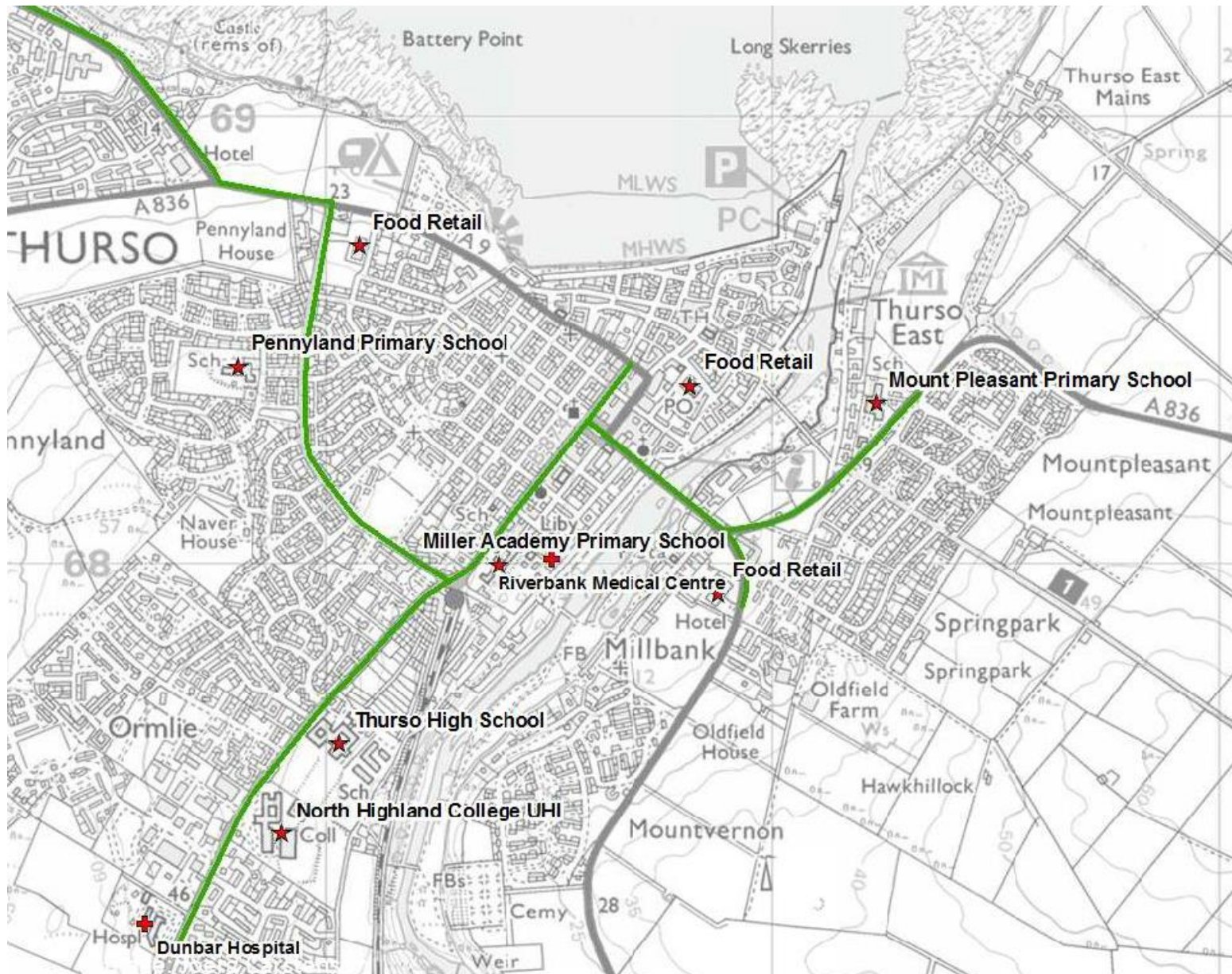
It has been recognised that there are a number of proposed actions that will not be taken forward within this masterplans they are associated with leisure rather than daily journeys. However, it is possible that these could be taken forward in future projects and scheme, the comments have therefore been passed onto Highland Council.

A full list of the comments received on the commonplace platform can be found in Appendix C.



Covid Temporary Measures in Thurso

This project helped to inform the decision making associated with intervention brought forward through the Sustran's Spaces for People funding. Therefore, many of the proposed temporary measures align with the proposals within this Masterplan.



The following temporary measures are related to proposals within this masterplan:

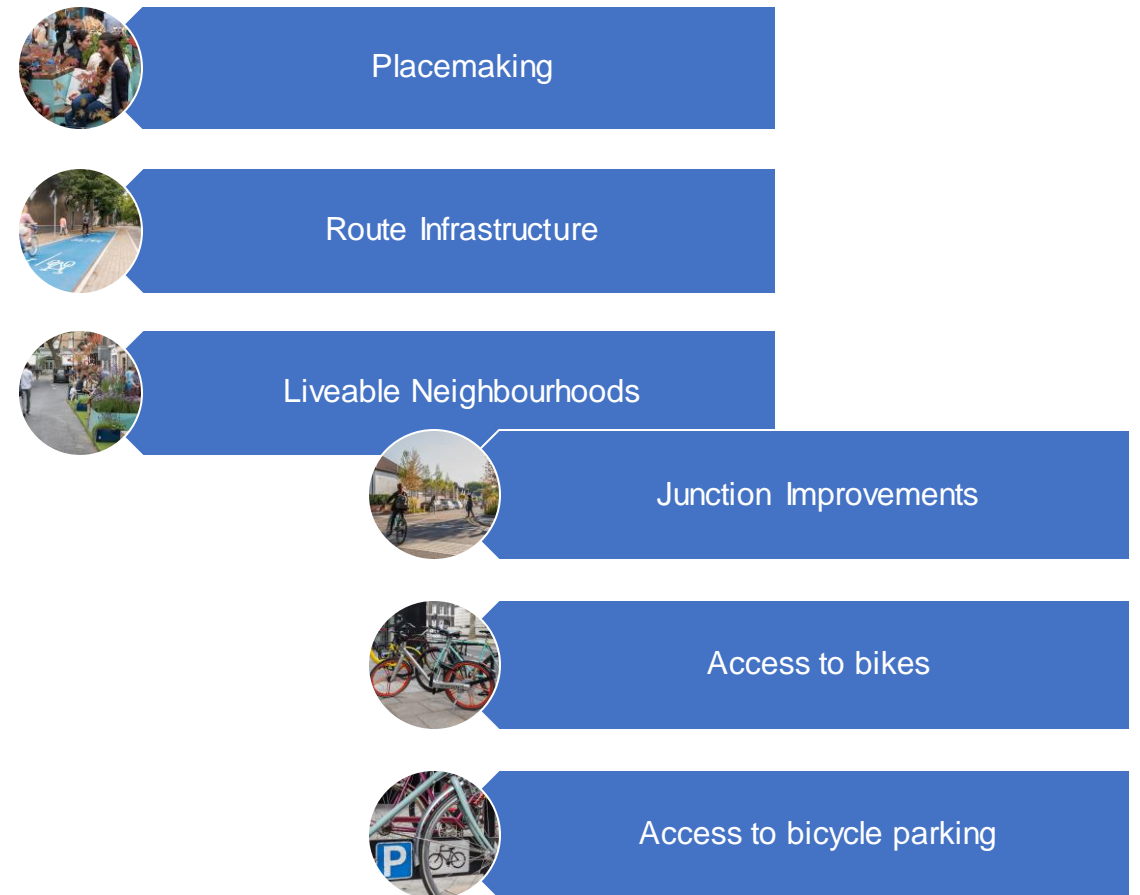
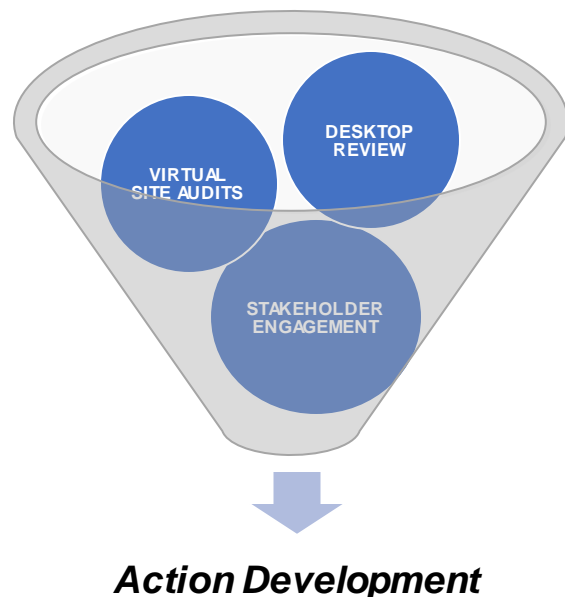
- Widen footpaths and introduce bike lanes on Princes Street
- Widen footpaths and introduce bike lanes on Castlegreen Road
- Widen footpaths and introduce bike lanes on Ormlie Road
- Install additional lights-controlled crossings on Ormlie Road
- Widen footpaths and introduce bike lanes on Sir George's Street (A9)
- Install additional lights-controlled crossing on Sir George's Street (A9)
- Widen footpaths and introduce bike lanes on Mount Pleasant
- Install additional lights-controlled crossings on Mount Pleasant
- Install additional lights-controlled crossings on A9 to connect Burnside

Action Development

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

The various sources of data gathering and analysis techniques allowed for a wide range of information to be compiled about Thurso. However, the real value of this approach presents itself when the data from each preceding stage of the process is examined and applied “on the ground”. Through knowledge of the town, where specific infrastructure works best, as well as looking to the future, actions have been developed to enable and facilitate everyday trips within the town by active travel.

The action development and refinement has been a collaborative process with client bodies and local stakeholders. Easy or quick wins have been identified from the actions, these are highlighted within the list of masterplan actions overleaf. These are actions that can be delivered within a relatively quick timeline and at a low cost, generating initial momentum for more active travel trips within Thurso while longer term more complex or costly actions are developed further.










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, 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.

Masterplan Actions

Costings have been estimated for each of the actions using the Typical Costs for Cycling Interventions document by the Department for Transport. For full calculations of the estimated costs please see Appendix D.

	Route Infrastructure		Resurfacing of Footpaths
	Safe Crossings / Junctions		Mobility Hub
	Quiet Streets/Low Traffic Neighbourhoods		Placemaking
	New Improved Active Travel Bridge		

Action	Route/Measure	Section	Description	Outcome	Local Road / Trunk Road	Easy Win (Y/N)	Typical Cost Range Calculated
1	B874	Princes Street	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£65,000 - £285,000
			Placemaking	Creates a more attractive environment for all users	Local Road	Y	£12,000
Ormlie Road		Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£110,000 - £415,000	
Ormlie Road Train Station		Junction remodelling	Reduces bellmouth size and creates more space for people, offering a safer environment	Local Road	N	£215,000 - £265,000	
Ormlie Road High School/College		Crossing	Provides safe link between residential area and education	Local Road	Y	£5,000 - £50,000	
5	Ormlie Road (Janetstown)	Mixed Strategic infrastructure	Provides safe link to key employment zone	Local Road	N	£155,000 - £580,000	

Thurso Active Travel Masterplan

Action	Route/Measure	Section	Description	Outcome	Local Road / Trunk Road	Easy Win (Y/N)	Typical Cost Range Calculated
6	A9	Burnside	Crossing	Provides safe link between residential area and education	Trunk Road	Y	£5,000 - £50,000
7		Sir George's St	Mixed Strategic infrastructure	Safe connection between the east and west of Thurso, providing access to town centre amenities	Trunk Road	N	£65,000 - £285,000
8	A836	Mount Pleasant Primary School	Mixed Strategic infrastructure	Provides safe route for all users, in particular school children	Local Road	N	£110,000 - £414,000
9		Mount Pleasant Primary School	Crossing	Provides safe link between residential area and education	Local Road	Y	£5,000 - £50,000
10	Castlegreen Rd	Castlegreen Rd	Mixed Strategic infrastructure	Provides safe route for all users, in particular school children	Local Road	N	£110,000 - £414,000
			ALTERNATIVE LOWER COST OPTION - Low Traffic Neighbourhood (modal filters including bollards/planters, bus gates, one-ways, school streets, width restrictions etc..)	More people choosing active travel modes due to the environment being safer	Local Road	Y	> £12,000
11	Castle Terrace	Parallel to A836	Quiet Street/ Low Traffic Neighbourhood	Provides safe environment by reducing through traffic next to primary school and play areas	Local Road	Y	>£12,000

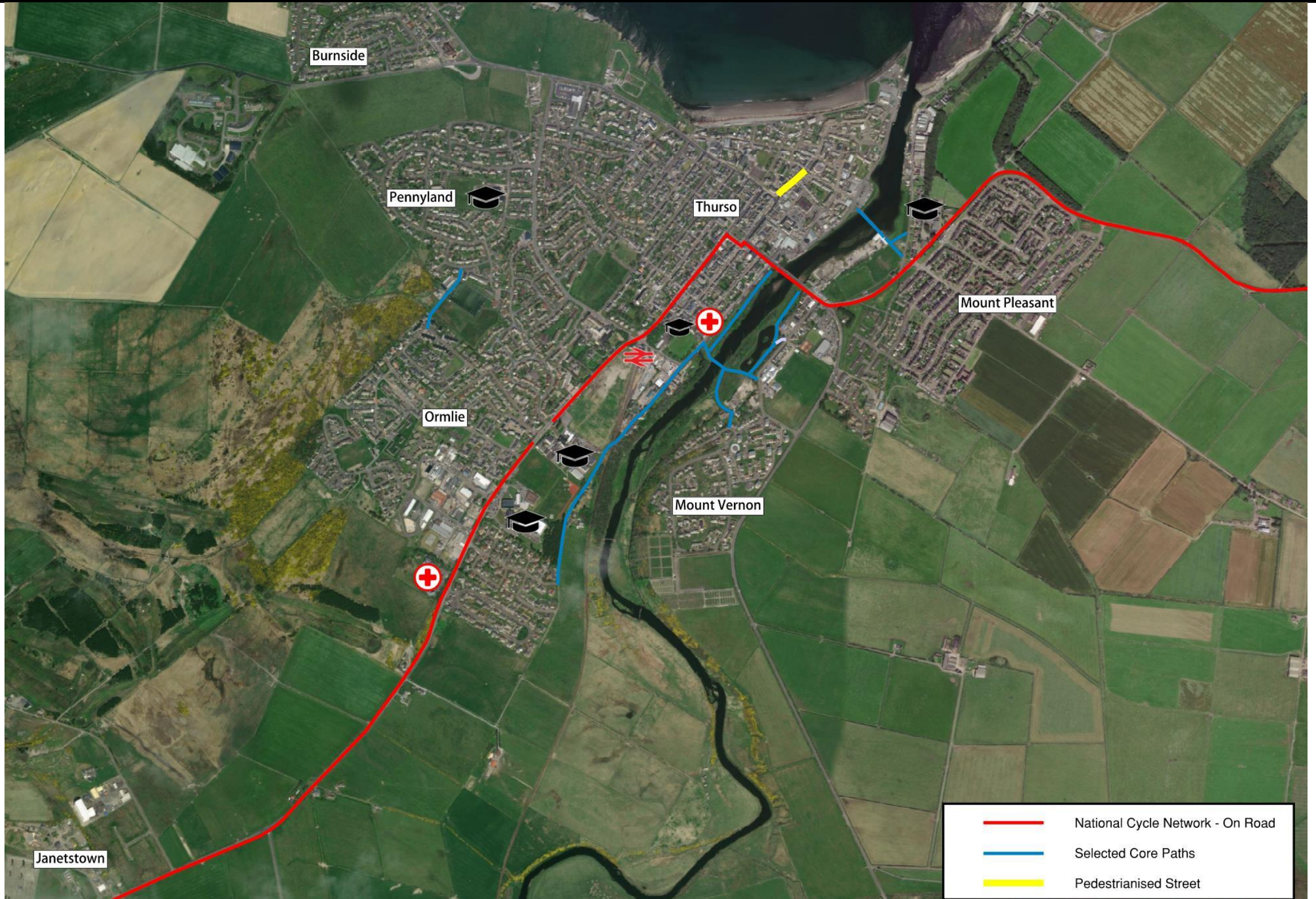
**The cost of a Mobility Hub (including bicycle hire and cycle parking at the train station) has been based on the availability of 10 hire bikes at £350 each and secure parking for 10-100 bikes including changing and showers at the largest

Thurso Active Travel Masterplan

Action	Route/Measure	Section	Description	Outcome	Local Road / Trunk Road	Easy Win (Y/N)	Typical Cost Range Calculated
12	Pennyland/Ormlie Link	Link past astro pitches	Existing footpath resurfacing improvements	Improves well used link between residential areas and onwards to education	Local Road	Y	£16,000 - £20,000
13	A836	Henderson Business Park	Mixed Strategic infrastructure	Provides safe link to key employment zone	Local Road	N	£110,000 - £414,000
14	B874	Train Station	Mobility hub - secure cycle parking**	Offers mobility options such as e-bike hire and information on active travel	Local Road	N	£1,533,500 - £2,113,500
			Mobility hub - electric hire bike scheme**			N	
15	Ellan Bridge	Ellan Bridge	New/improved active travel bridge	Safe connection between the east and west of Thurso, providing access to town centre amenities	Local Road	N	£100,000 - £500,000
16	Sir Archibald Rd	Link to Ellan Bridge	Quiet Street/ Low Traffic Neighbourhood	Provides safe link to bridge with opportunities for placemaking	Local Road	Y	>£12,000
17	Janet Street	Janet Street	Existing footpath resurfacing alongside other minor improvements including Signage	Provides safe route for all users, in particular school children	Local Road	Y	£32,000 - £40,000

**The cost of a Mobility Hub (including bicycle hire and cycle parking at the train station) has been based on the availability of 10 hire bikes at £350 each and secure parking for 10-100 bikes including changing and showers at the largest

Thurso Active Travel Masterplan



Thurso Active Travel Masterplan



Princes Street Segregated Cycleway and Placemaking

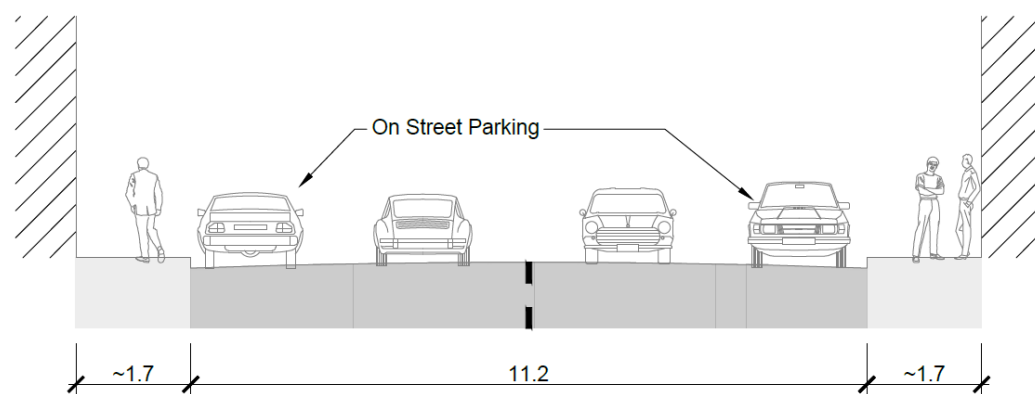
Princes Street currently has two lanes of traffic northbound and southbound; it also has an additional two lanes that are occupied by parked vehicles. This street runs through the heart of Thurso and comprises of a mix of retail units and residential properties. The footways are currently very narrow (less than 2 metres wide) and there is no cycling provision or safe crossing points.

It was noted in stakeholder engagement that this is a busy street and connects many key amenities, such as retail, residential, Miller Academy Primary School, Thurso Train Station and the pending Thurso Community Centre. It also links onto our proposed route along Ormile Road (see next action) which connects Thurso High School, North Highland College and Dunbar Hospital. The introduction of segregated cycling infrastructure and increased footpath widths would greatly improve this area for people as well as allowing for targeted placemaking opportunities. This will also benefit local businesses by increasing footfall to the town centre.

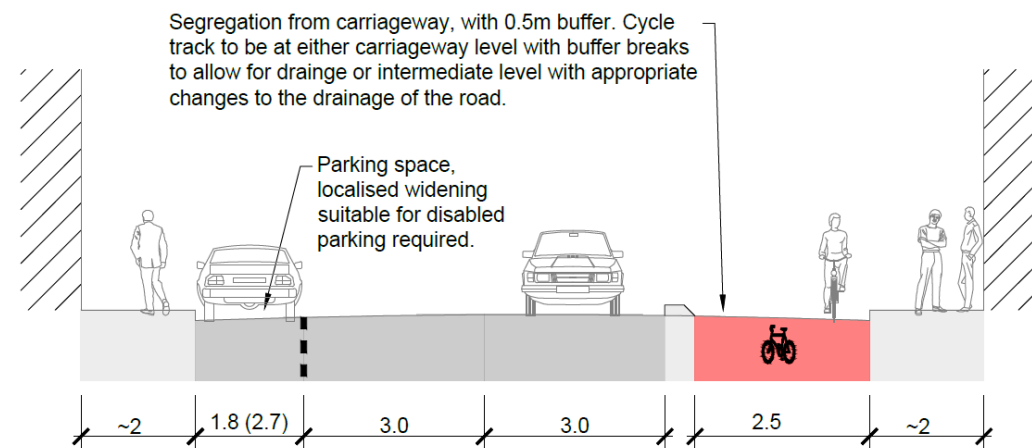
There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



©Meristem Design



Princess Street (Facing North East)
Existing Cross Section



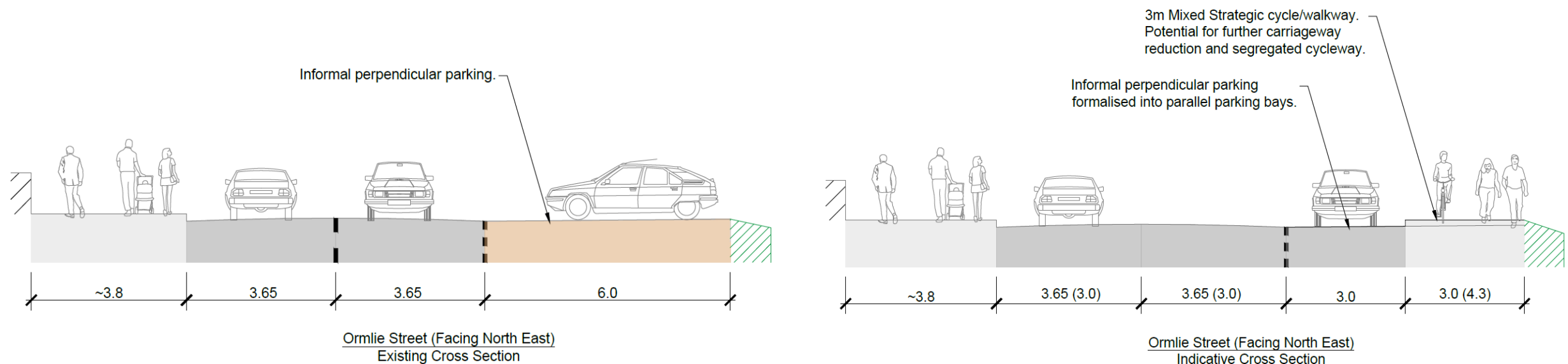
Princess Street (Facing North East)
Indicative Cross Section

Ormlie Road Mixed Strategic Cycleway/Footway

Ormlie Road currently has two lanes of moving traffic northbound and southbound; it also has a wide verge and informal parking alongside parts of the southbound carriageway. This street runs through a largely residential areas to the south of Thurso, Ormlie and Pennyland, as well as Thurso High School, North Highland College and Dunbar Hospital. The footpaths are currently narrow and informal at parts and there is no cycling provision.

It was noted in stakeholder engagement that with the future expansion planned of Dunbar Hospital, Ormlie Road will become an important link as it is already a great link between residential areas, the hospital, Thurso High School, North Highland College and the Thurso train station. It also links onto our proposed routes along Princes Street which run through the centre of Thurso and Castlegreen Road which is a large residential area. The introduction of a new mixed strategic cycleway / footway would greatly improve this area for people as well as creating a vital active travel corridor that links key amenities.

The cross-section diagram below illustrates how road space would be reallocated to active travel users and create a safer route for all users, in particular school children. There is opportunity to have segregated infrastructure along this route should further investigations, including additional stakeholder engagement, landownership and road adoption, show it feasible. There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



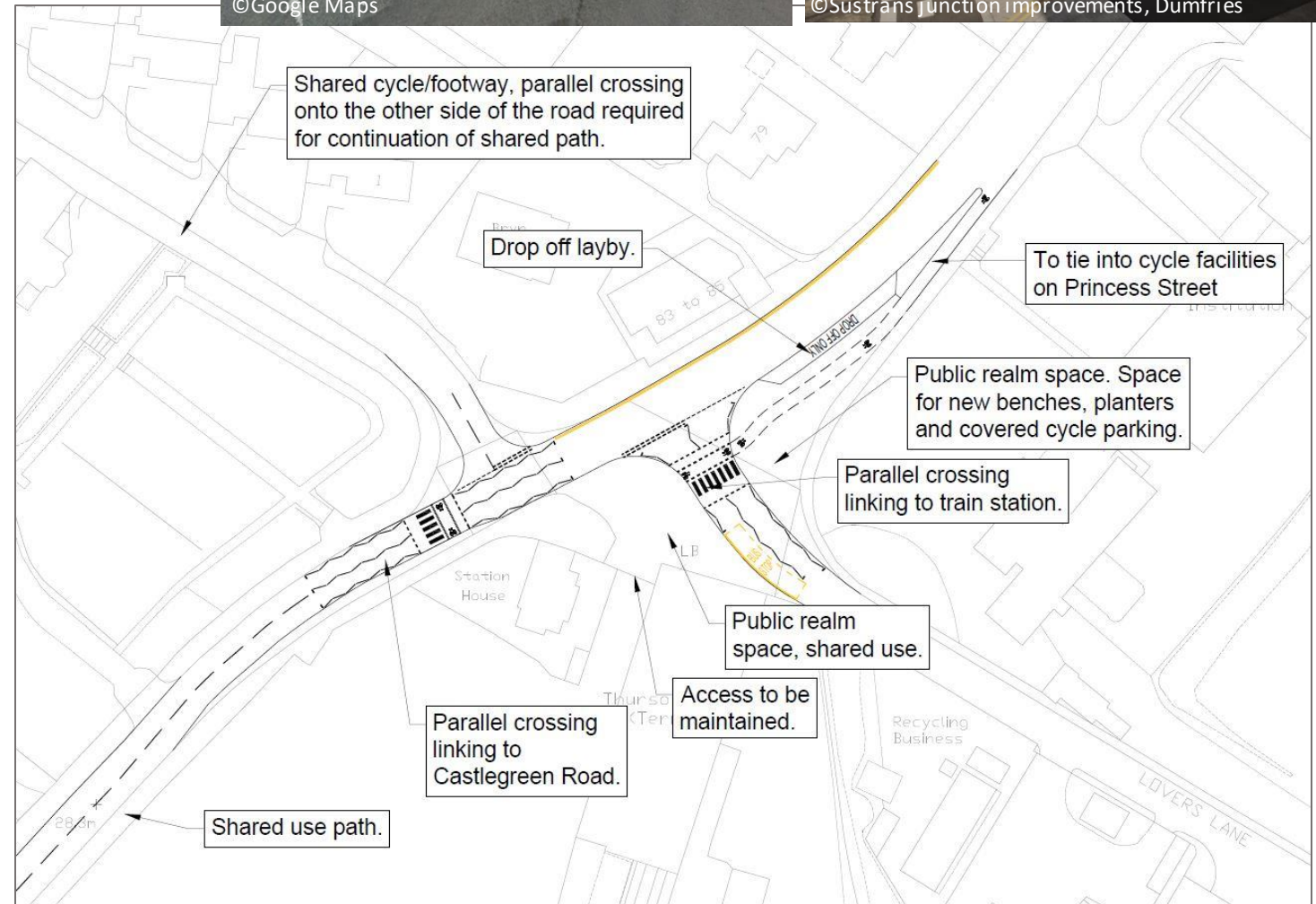
Thurso Train Station Junction Improvement

The Thurso Train Station is located at the junction of Ormlie Road and Lovers Lane. There is currently no formal footpath provided at the station entrance, the wide bell mouth makes it difficult for active travel users to cross and there is no cycling infrastructure. There are a number of parking bays located on the junction adjacent to the train station.

Stakeholders noted that this junction is extremely unsafe for active travel users and does not allow for people to safely enter or exit the station.

We propose to introduce a formal footpath outside the station entrance, reduce the parking bay space to allow for walking and cycling infrastructure to be introduced along with, safe crossing points on both Ormlie Road and Lovers Lane. Improvements at this junction will allow for a continuous walking and cycling route along Princes Street and Ormlie Road to link amenities and will also connect residential areas such as Pennyland to the west of the junction.

The concept drawing illustrates the type of improvements that will create a safer environment for active travel whilst also promoting sustainable multimodal journeys.



Ormlie Road Crossing Point to High School/College

Ormlie Road currently has two lanes of traffic northbound and southbound and is, a key road, if travelling south from Thurso. The road divides residential areas Pennyland and Ormlie to the west and Thurso High School and North Highland College to the east.

There is currently a puffin crossing on Ormlie Road outside Thurso High School. We are proposing that this crossing be upgraded to a parallel zebra crossing to allow cyclists to cross safely as well as pedestrians with priority.

The crossing point will also be accessible via our proposed mixed strategic path along Ormlie Road which would run from Thurso train station out to Janetstown and be located outside the entrance to the High School.



©Google Maps



©Bristol City Council

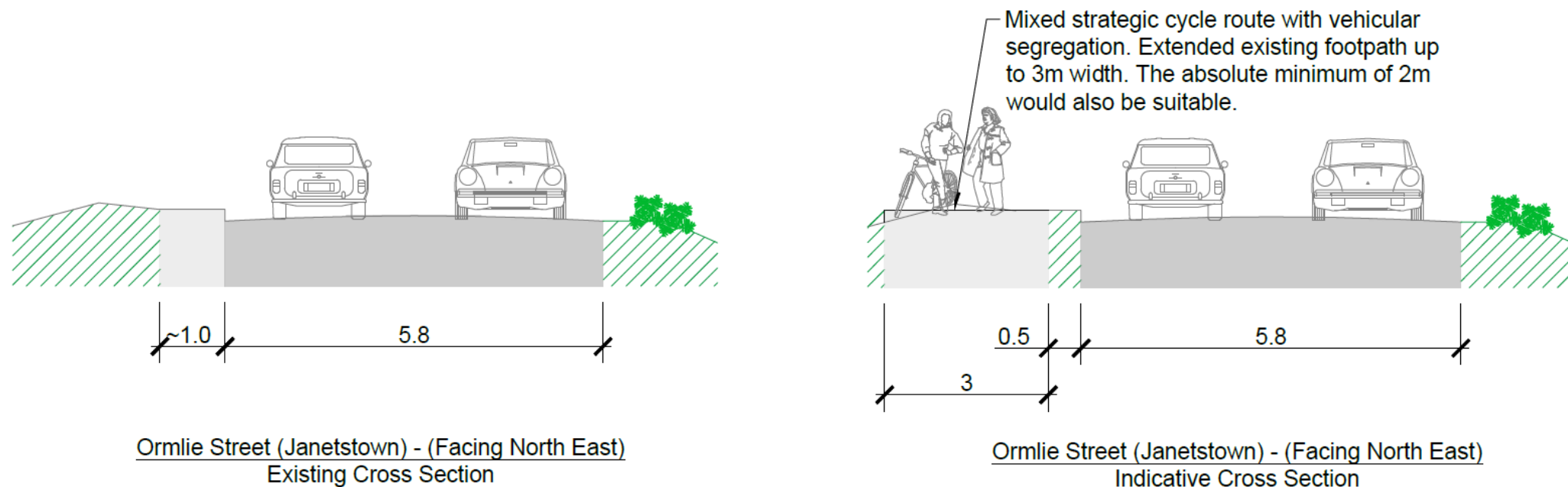
Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Action 7	Action 8	Action 9	Action 10	Action 11	Action 12	Action 13	Action 14	Action 15	Action 16	Action 17	Masterplan Map
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Ormlie Road Janetstown Business Park Mixed Strategic Cycleway/Footway

Ormlie Road toward Janetstown, currently has two lanes of traffic northbound and southbound; it has a very narrow footpath of approximately 1 metre and no cycling provision. This section of Ormlie Road is surrounded by fields as it is located out with Thurso, there is therefore potential to make use of large verges.

It was noted by stakeholders that many people will travel outside Thurso for employment, Janetstown has been identified as a key employment zone on the outskirts of Thurso with potential for a shift to more sustainable modes of travel. We propose introducing a mixed strategic footway/cycleway along this section of Ormlie Road to create a safe off-road route. With the proposals for an e-bike hire station to be located at the train station there is potential that those travelling between Thurso and Janetstown could do so on an electric bike.

There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



Burnside Crossing Point

Burnside is a residential area located to the north of Thurso, it is also popular for recreation with coastal walks and green space. Those living within the Burnside area need to cross the busy A9 to access the center of Thurso and Pennyland Primary School.

Stakeholders identified the need for a safe crossing point on the A9 to connect Burnside and Thurso to and provide a safe route to Pennyland Primary School.



©Google Maps



©York City Council

A signalised toucan crossing point is proposed on the A9 near the Castlegreen Road junction to facilitate safe movement between Burnside and services to the south.

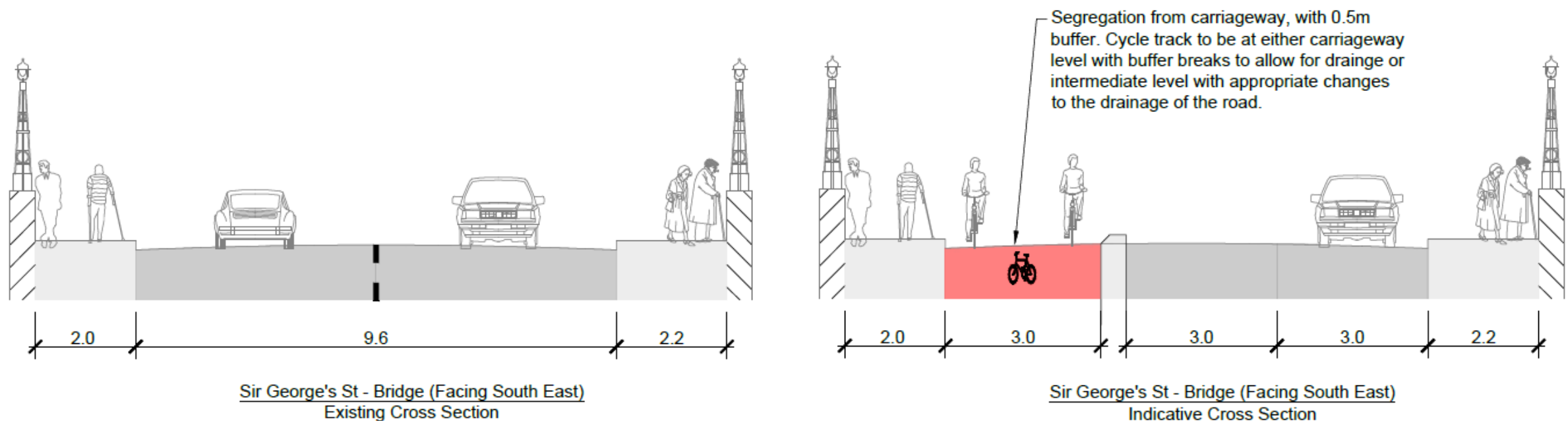
The crossing point will also connect the Castlegreen Road mixed strategic cycleway/walkway and the Henderson Business Park (A836) mixed strategic cycleway/walkway proposals.

St George's Street Bridge Segregated Cycleway

St George's Street Bridge is located to the south of Thurso town centre and is part of the A9 trunk road. This route acts as a gateway to Thurso from the east as it crosses the river, which makes it an important location to set a precedent for the town through high quality walking and cycling infrastructure.

The bridge is almost 12 metres wide which provides opportunity for road space reallocation to allow a segregated cycleway to be installed. This will provide active travel connectivity between from the town centre and residential locations such as Mount Pleasant. Segregated infrastructure is important in this location because of the volume of traffic and the number of heavy goods vehicles travelling along this trunk road. Therefore, this route will create a safe environment for walking and cycling segregated from vehicular traffic.

There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



Thurso Active Travel Masterplan

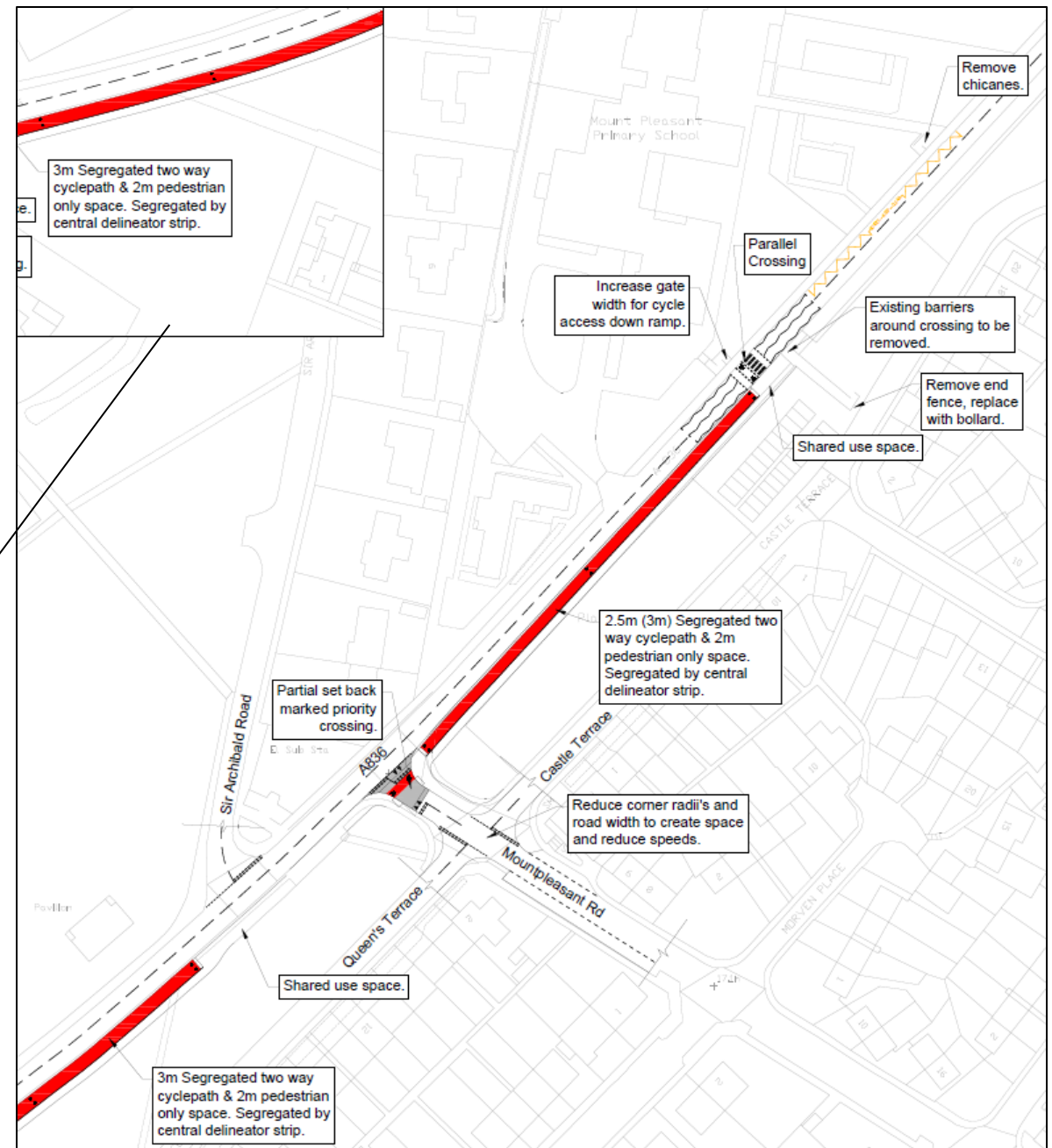
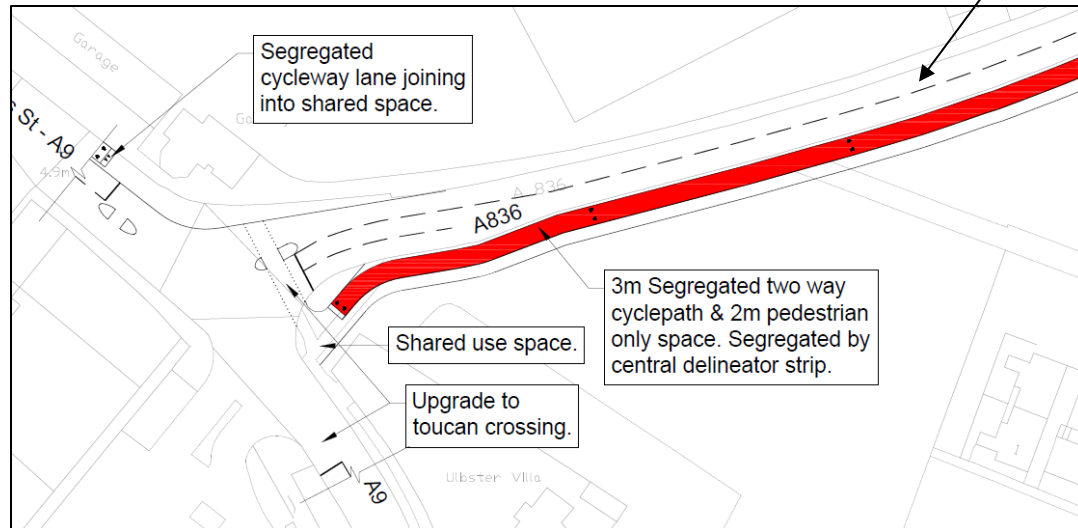
Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Action 7	Action 8	Action 9	Action 10	Action 11	Action 12	Action 13	Action 14	Action 15	Action 16	Action 17	Masterplan Map
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Mount Pleasant (A836) Segregated Cycleway/Footway

Mount Pleasant Road is situated in the north/east of Thurso and runs between the residential area of Mount Pleasant and Mount Pleasant Primary School. The area currently has narrow footways (approximately 1 meter wide) and no cycling infrastructure. Analysis of speed data and stakeholder comments also outlined issues of vehicles travelling at high speeds within the area, thus discouraging walking and cycling.

The installation of a segregated cycleway/footway would provide a safe route along Mount Pleasant, thus providing a safe link to the local Primary School. This route improves connectivity between Mount Pleasant to the rest of Thurso and provides a safe and direct means of moving between the area and the town centre by active modes.

There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.

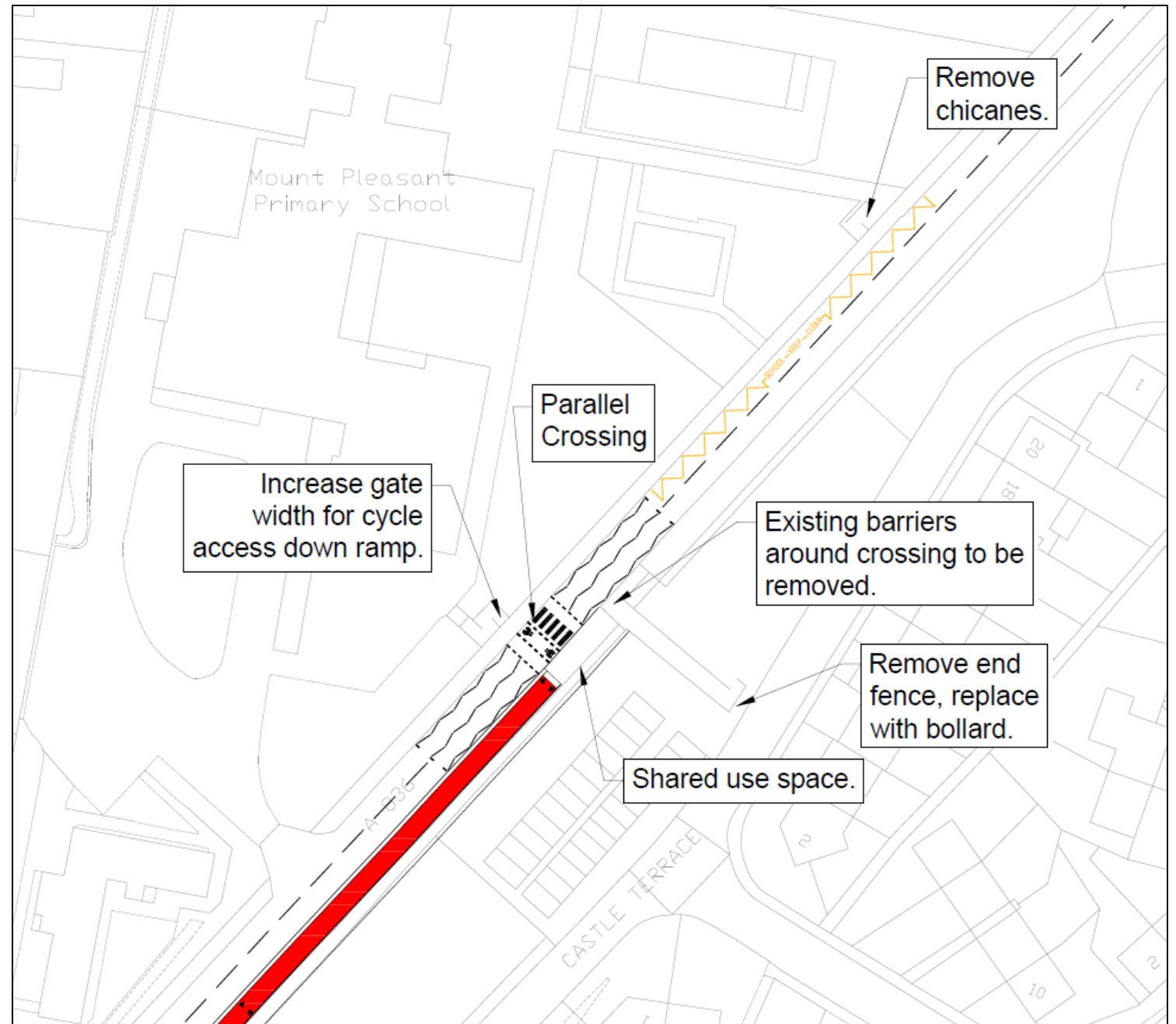


Mount Pleasant Road (A836) Crossing Point

Mount Pleasant suffers from a lack of controlled crossing facilities. There is currently an uncontrolled crossing on the A836 outside the primary school. Lack of safe crossing facilities, particularly on busy roads, can often discourage active travel due to feelings among users of being unsafe.

Associated with the proposed segregated footway/cycleway is a parallel crossing point adjacent to Mount Pleasant Primary School. This provides safe access to the school and is on a stretch of road with good visibility.

Existing fencing surrounding the school gates would need to be reconfigured to allow ease of movement for those on bikes.



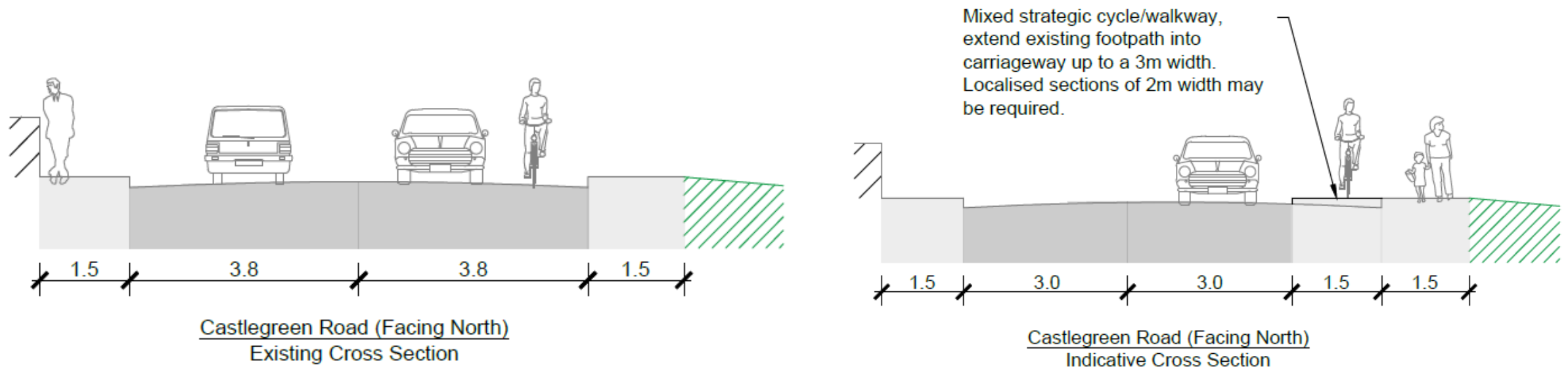
Castlegreen Road Mixed Strategic Cycleway/Footway or Low Traffic Neighbourhood

Castlegreen Road is a residential road but an important route through the town linking the north and the south, while bypassing the town centre. It also provides access to Pennyland Primary School which is situated in the residential area of Pennyland. Stakeholder comments suggest that currently the footways are often impeded by bins and parked cars.

A mixed strategic footway/cycleway is being proposed. This would improve this well used route for active travel users. Narrowing the existing carriageway for the shared use path would reduce vehicle speeds which aids the perception of safety. Where possible there will be installation of a buffer, preventing vehicles parking on the footpath. The high cost of providing this off road segregated active travel infrastructure is recognised. However, if budgets do not allow for this scale of intervention, an alternative option that could be implemented at lower cost and in a shorter time frame would be the introduction of a series of modal filters. This alternative action would reduce traffic volumes along the route, creating a Low Traffic Neighbourhood and providing a better environment for active travel within the existing street infrastructure.



There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



Castle Terrace Quiet Street

Castle Terrace is a local street located parallel to the A836 in the Mount Pleasant area of Thurso. The area is primarily residential, with a play park and primary school located within the vicinity.

This street currently has a 20mph speed limit with traffic calming measures in place. However, there is currently a lack of infrastructure for walking and cycling, and the street has the potential to be used for rat running. Responses during virtual site audits also indicated that existing traffic calming is ineffective in slowing vehicles down.

Therefore, a 'quiet street' has been proposed for this location to create a liveable or low traffic neighbourhood by removing non-local through traffic surrounding the primary school and play park. This intervention would reduce the need for separate active travel facilities, as the reduction in vehicular traffic improve the environment and conditions for walking and cycling along this street.

This action will ultimately provide a more welcoming space for all users and a more attractive environment for walking and cycling. Wider benefits include improving local health and wellbeing and producing a more attractive space for social interaction and outdoor activities.

This action is also classified as an 'easy win' due to the low cost and significant benefits of this intervention.



©Google Maps



'Oslo byliv' liveability programme, Oslo

Pennyland to Ormlie Link Resurfacing

This action refers to an off-road path adjacent to astro-turf football pitches located in the Pennyland area of Thurso. The surrounding location is primarily residential with a large area of green space.

Currently, this route is a narrow gravel path which is well-lit and an acceptable standard for most for walking. However, the route is currently unsuitable for walking by all, cycling or wheeling. Stakeholders who took part in the virtual site audit for Thurso advised that this is a well-used route, particularly by school pupils, that links residential areas and key areas of the town. Therefore, this location has the potential to become an active travel link between Pennyland and Ormlie and onward to education and healthcare facilities.

This action primarily consists of resurfacing this small link to ensure it is to an acceptable walking, wheeling and cycling standard. Due to already existing characteristics such as lighting, route definition and the directness, this intervention has been identified as an 'easy win'.



©Google Maps



Connswater Community Greenway, Belfast

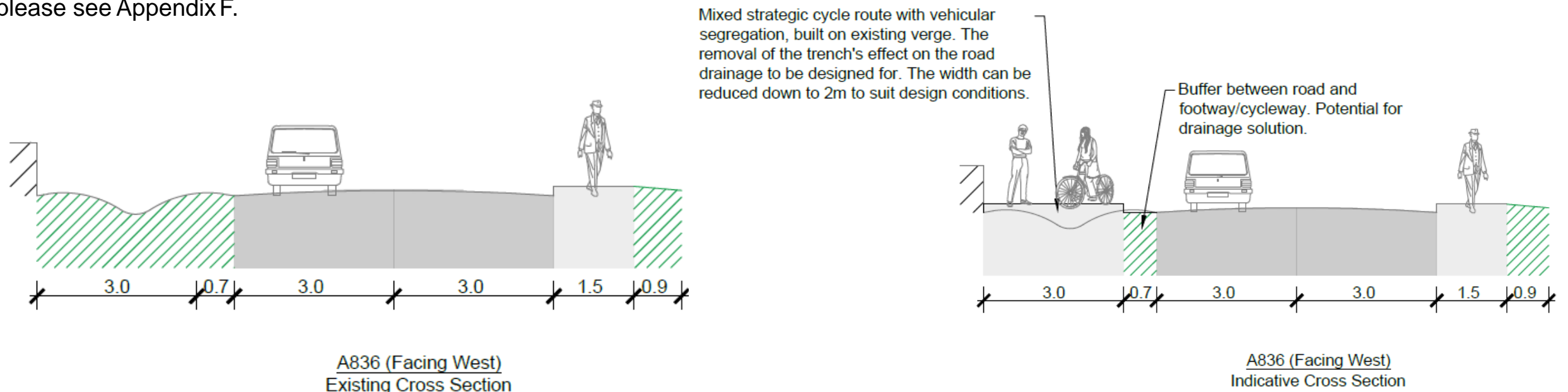
Henderson Business Park (A836) Mixed Strategic Cycleway/Footway

This action refers to a local road to the West of Thurso within proximity of the small settlement Burnside. The surrounding location primary consists of agriculture, woodland and green space.

The road currently has a large roadside verge, which has potential to be converted into a mixed strategic footway/cycleway. Lighting is also to an acceptable standard, which increases the attractiveness of increasing walking and cycling facilities along this stretch.

The aim of this action is to provide a safe and direct active travel link to Henderson Business Park, a key local employment zone. This action would also serve the 'Thurso West Expansion' proposed development and encourage active and sustainable trip making upon completion of this development. This route would vastly improve active travel connectivity between Henderson Business Park and Thurso. The route is also highly visible, which would encourage modal shift towards walking and cycling.

There is also opportunity to introduce quicker measures using temporary infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix F.



Mobility Hub at Thurso Train Station

A Mobility Hub is a recognisable place with an offer of different connected transport modes supplemented with enhanced facilities and information features to both attract and benefit the traveller. A mobility hub located at Thurso train station would offer secure cycle parking, e-bike hire scheme and information on active travel including local routes.

In discussions with stakeholders it was identified that a mobility hub with electric bike hire would offer alternative travel to residents of Thurso, in particular those travelling slightly outside Thurso to areas of employment. The train station was recognised as the best location due to its central location, close proximity to amenities in the town centre, residential and education whilst also offering the opportunity for multi modal travel.



©Sustrans placemaking, Dunblane



©Comouk

The key benefits of a mobility hub include the following:

- Smarter sustainable transport planning
- Convenience
- Choice of modes
- Plugging the gaps in the public transport network
- Raises the profile of shared travel modes
- Improved public realm through placemaking initiatives
- Support densification of developments
- Management of emerging services

Ellan Bridge Improvements

Ellan Bridge is a pedestrian only bridge crossing the River Thurso, it connects the residential area of Mount Pleasant to the centre of Thurso.

It was raised by stakeholders that this bridge is a barrier to cyclists as well as a potential conflict point for pedestrians and cyclists.



©Google Maps



©Arup Salmon Weir Bridge, Galway

The bridge cannot be used by cyclists, resulting in them having to take a longer route via busy roads, many cyclists also ignore the 'no cyclists' signs which can create conflict between users and make it dangerous for pedestrians.

We propose that the bridge be upgraded to accommodate both cyclists and pedestrians, providing a safe link for active travel users between the east and west of Thurso. We also propose surface and signage improvements to the footpaths on either side of the bridge.

This would also create an alternative route to the A9, providing a quieter route that will particularly benefit children travelling to a number of schools nearby.

Sir Archibald Road Quiet Street

Sir Archibald Road is a primarily residential street, with industrial uses towards the mouth of the River Thurso. Key issues within this location include no active travel infrastructure, vehicles travelling at high speeds towards the coast and vehicles often blocking the road and footway.

Therefore, a 'quiet street' is proposed for Sir Archibald Road to create a liveable neighbourhood. This action would limit vehicular access to residential and industrial traffic only. Traffic calming measures would also be considered in order to reduce the speeds of vehicles still able to enter the street.

This action would create a safer, more attractive local environment for residents by reducing the volume of cars entering this street. Furthermore, the open green space at Sir George's Park and adjacent to the River Thurso creates opportunities for placemaking such as benches, art installations and viewpoints. The quiet street will also link in with the segregated route along Mount Pleasant (A836).



©Google maps



Windmill Street, London

Janet Street Path Improvements

This action consists of minor improvements to a gravel path located to the south of Janet Street. The path is located primarily in a residential area with direct links to key land uses such as education and healthcare facilities.

The route is currently a gravel path with shrubbery on the path verges. The path is currently acceptable for walking for some however unsuitable for walking for all, cycling or wheeling. Improvements to this route include cutting back shrubs, improving lighting, providing signage and increasing path width to ensure the route is to walking and cycling standard. Signage to increase awareness of informal mountain biking trails on this route will also be provided.

Upgrades to this path will provide a safe, direct off-road connection for all users, in particular for school pupils and college students travelling to Thurso High School and Highland College. Increased awareness through signage and wayfinding will also encourage further uptake in active travel modes for everyday journeys.

This action is classified as an ‘easy win’ due to the route’s connectivity, directness and the minor, low-cost upgrades required.



Summary

Having been commissioned by HITRANS, Arup have refreshed the Thurso Active Travel Masterplan, informed by the staged mentioned within this document. The proposed masterplan would see the creation of 7 km of high quality active travel routes, liveable neighbourhoods (quiet streets), a mobility hub located at the train station and placemaking in the centre of the town. The improvements will help to address the following:

- Healthier and aesthetically pleasing environments for locals
- Reduce vehicle usage in Thurso and thus carbon emissions
- Create safer links to education
- Promote multi-modal journeys
- Encourage sustainable travel to employment outside of Thurso

At all times, caution has been exercised regarding the age and potential accuracy of remote data, and this has been cross-referenced with other sources of primary and secondary data where available. Limitations of sources of data such as OS base mapping for use in technical drawings are recognised and should not be relied upon for detailed design work.

The information provided is intended to help inform further stages of scheme development. While no 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, desktop review and stakeholder comments but have not incorporated a detailed assessment of information such as:

- Topographical surveys
- Public utilities
- Land ownership
- Planning/environmental constraints
- Pedestrian/cycle/traffic data

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.

Appendices

Appendix A – Desktop Scrapbook

Thurso Active Travel Masterplan Refresh

Desktop Review Scrapbook

Contents

1. Background
2. Thurso Active Travel Audit 2010
3. Policy Review
 - Caithness and Sutherland LDP 2018
 - Highland Wide LDP 2012
 - Dounreay
 - Thurso Design Charette 2013
 - Thurso Community Development Trust Strategic Plan 2019-2025
 - HITRANS Active Travel Strategy 2018
 - HITRANS Regional Transport Strategy 2018
4. Baseline Data
 - Census Data
 - Cycling Scotland Monitoring Report 2019
 - Traffic Flows
 - Speed Data
 - Accident Statistics
5. Active Travel Initiatives/ Behavioural Change Measures
6. Others - Scottish Index for Multiple Deprivation; Understanding Scottish Places- Scotland's Towns Partnership
7. Desktop Review Conclusions

1. Background

- Arup has been appointed by HITRANS to produce an Active Travel Masterplan for Thurso
- This document provides the findings and analysis from the key elements of the desktop review stage, including Previous Active Travel Audits for Thurso, Local Policy and Census Data

2. Thurso Active Travel Audit 2010

Changes/ Updates for Active Travel Audits refresh

Section	Detail	To be Included (Y/N)	Actions for Audit refresh
Census Data	Mode share; Distance travelled to work	Y	Update to include Census 2011 data- comparison between 2001 and 2011?
Traffic Flows	Traffic Counts; Daily flows	Y	Update to most recent data
Accident Data	Data from previous 3 years (includes Pedestrian/Bicycle, Pedestrian/Car, Bicycle/Car and Serious Injuries)	Y	Update to include most recent data from previous 5 years (2014-2018 pedestrian, cyclist and vehicular accidents)
Public Transport Information	Existing bus services; extension of bus services	N	Public Transport review not within project scope, however active travel routes will consider public transport hubs such as bus stops and rail stations
Policy documents	Objectives related to active travel	Y	Update to include most up to date documents (Caithness and Sutherland LDP 2018; HITRANS Active Travel Strategy 2018; HITRANS Regional Transport Strategy 2018)
Core Paths Plan	Thurso CPP Highland Council	Y	Bring up-to-date to include most recent CPPs
Travel Plans	School Travel Plans	Y	School Travel Plans are not available online, therefore will explore possibility of requesting from Highland Council

2. Thurso Active Travel Audit 2010

Key Issues Identified:

1. National Cycle Network (poorly defined and un-promoted cycle route; no specific facilities to help cyclists; could be core spine route for active travel)
2. Cycle parking (poor-quality cycle parking stands; key locations with no cycle parking)
3. No local cycling culture (perception that cycling is for tourists only; difficult to change culture/attitudes/behaviour)
4. Existing traffic free bridges (poor linkages between town centre/residential areas and the existing bridges; cycling prohibited on Ellan Bridge; access ramp on southern bridge not conducive to cycling)

Walking and Cycling Objectives:

1. Build on walking culture in Thurso with annual programme of promotional activities
2. Improve linkages around traffic free bridges
3. Improve facilities and profile of the National Cycle Network
4. Work with key individuals/organisations to develop a culture of cycling through grass roots activities

Identified Active Travel Network:

- National Cycle Network
- Thurso East Links
- River Route
- Scrabster/Business Park Links
- Pennyland Link
- Ormlie Radial route
- New Town Links
- Existing leisure routes

Prioritised Action Plan:

Priority 1: Walking Promotion

Priority 2: Grass Roots

Priority 3: National Cycle Network

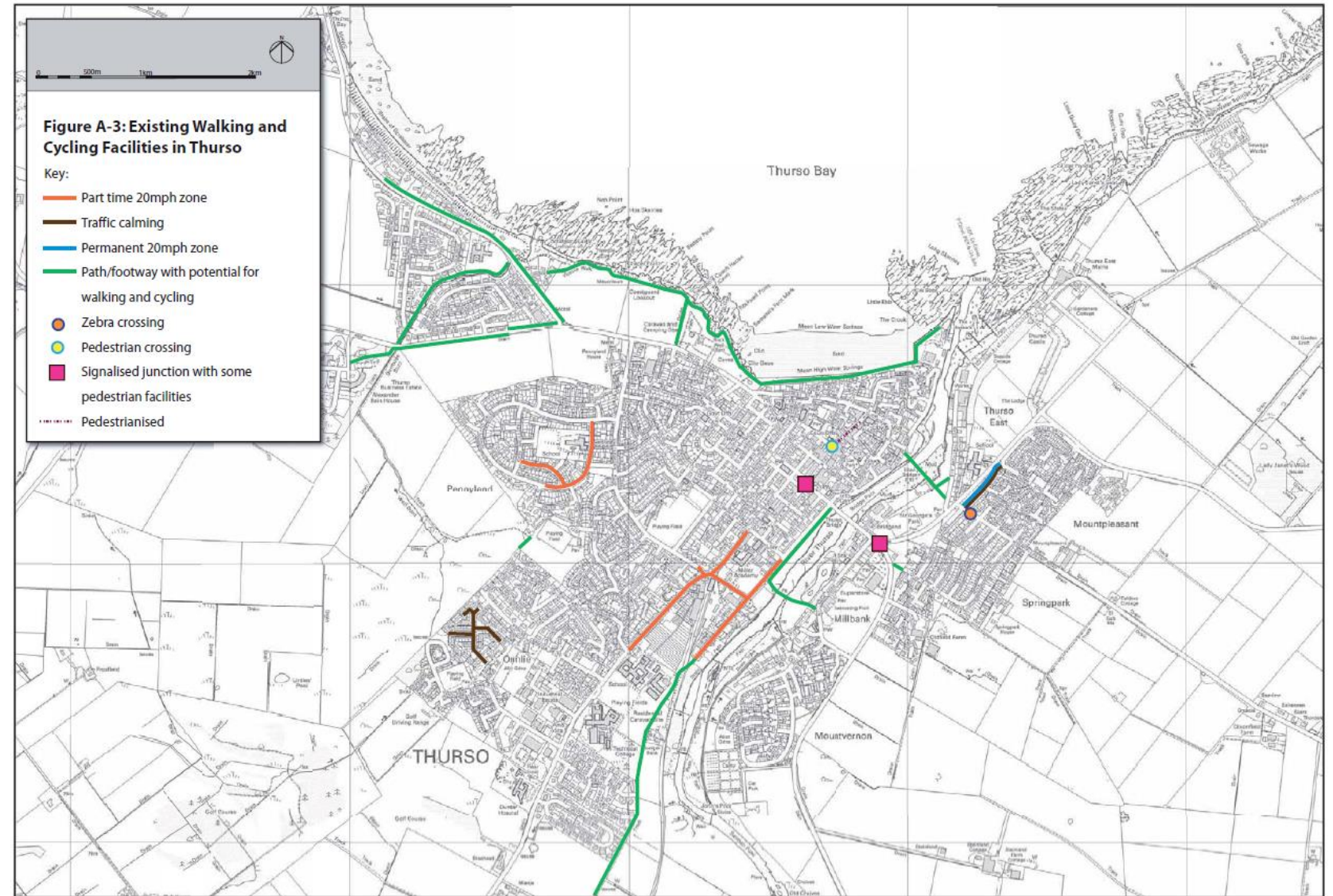
Priority 4: Scrabster Route

Priority 5: New Town Links

Priority 6: Thurso East Links

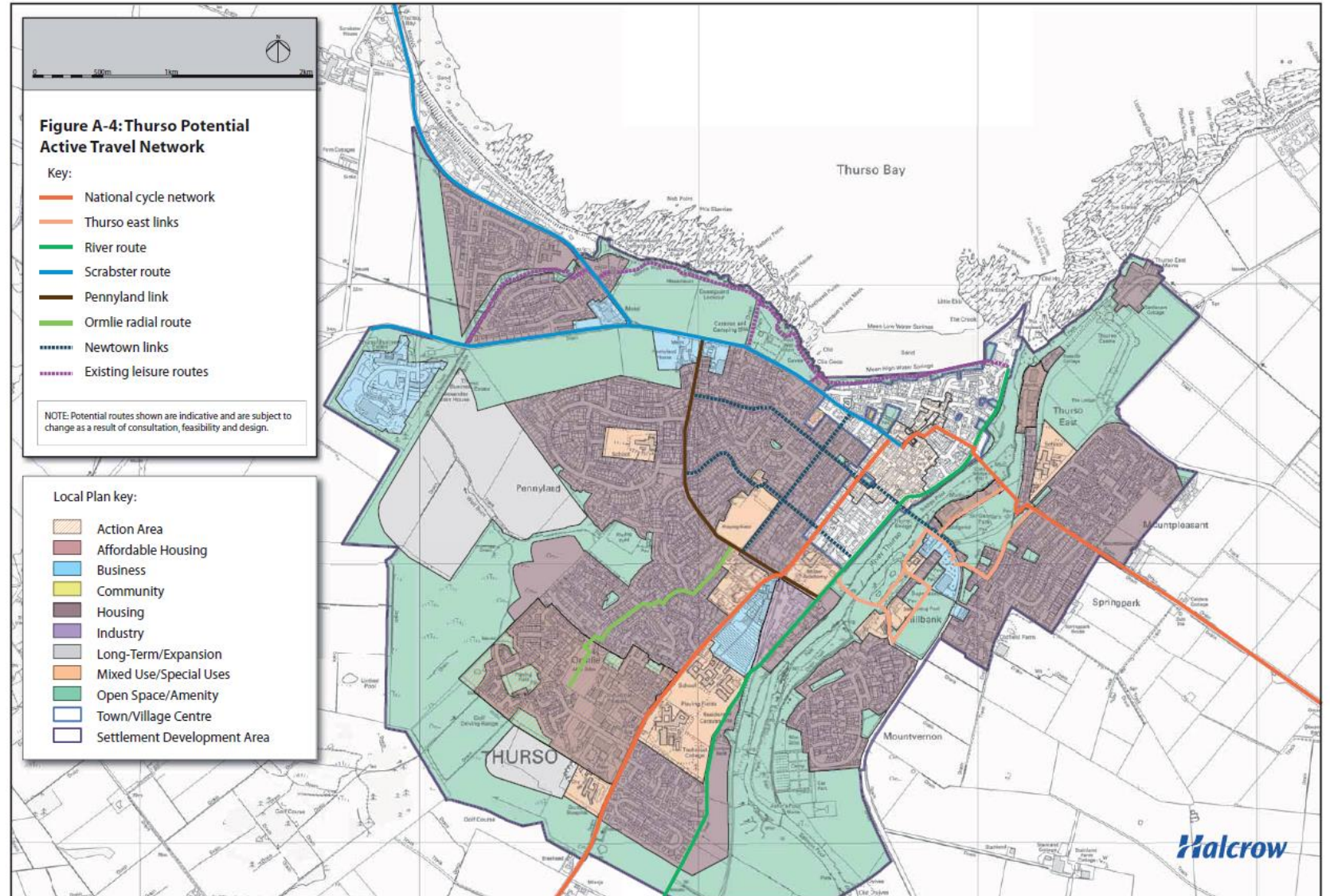
2. Thurso Active Travel Audit 2010

*Existing Active Travel Network (2010)



2. Thurso Active Travel Audit 2010

*Potential Active Travel Network (2010)



3. Policy Review – Caithness and Sutherland LDP 2018

Key points:

- Key growth sectors in Thurso- renewables (potential for wave, tidal and off-shore wind energy generation); tourism (John O'Groats, North Coast 500);
- Improving transport infrastructure particularly along the East Coast Connectivity and Tourism Corridor- would be key for connectivity to and from the larger service centres and provide foundation for sustainable transport services for wider region
- Growing Communities- Policy 1 'Town Centre First'- links to walkable neighbourhoods/ liveability
- Environment and Heritage- consideration of green network connections; safeguarding and promoting historical environmental features; Development and regeneration must not occur at expense of built, natural and cultural heritage

Connectivity and transport:

Challenge: limited transport options and higher dependency on car ownership, and many people travel by car to access services, education, training and employment

Response:

- Promoting active travel opportunities- existing Core Path network is identified and safeguarded from inappropriate development
- Directing development to locations easily linked to existing connections in the transport network. Development in such locations can attract investment

A Vision for Caithness and Sutherland in 2035

Table 1 Vision Outcomes

Growing Communities: A network of successful, sustainable and socially inclusive communities where people want to live, which provide the most convenient access to key services, training and employment and are the primary locations for inward investment.

Employment: A strong, diverse and sustainable economy characterised as being an internationally renowned centre for renewable energy, world class engineering, land management and sea based industries and a tourist industry that combines culture, history, adventure and wildlife.

Connectivity and Transport: Enhanced communications, utilities and transport infrastructure that support communities and economic growth, with development anchored to existing or planned provision.

Environment and Heritage: High quality places where the outstanding environment and natural, built and cultural heritage is celebrated and valued assets are safeguarded.

3. Policy Review – Caithness and Sutherland LDP 2018 (Thurso)

Background:

- Built heritage is a major asset to Thurso- reflected in Conservation Area that covers most of the town centre and contains several listed buildings
- Town centre remains the economic, social and cultural focal point of the town
- The town sits at the mouth of the River Thurso and the south of Thurso Bay which is a great asset
- Dounreay has been pivotal in the development of Thurso over the past 60 years. However, decommissioning is expected to be completed by 2030

Key points:

- 'Town Centre First' policy directs significant footfall generating development towards the Thurso town centre boundary- *link to liveable neighbourhoods/ walkability*
- Long-term plans for expansion to the west of the town (2003 Thurso Western Expansion Area Development Brief) - *presents opportunity for improved transport infrastructure, development, open spaces etc*
- Cliff top land between housing at Burnside (west) and the Thurso Bay Caravan and Camping Park (east) is important to the character and identity of Thurso, and its distinctive sense of place
- Development opportunities within Thurso- expansion of Scrabster Harbour, development of Scrabster Renewable Energy Enterprise Area, extension of the Business Park and redevelopment opportunities at Thurso riverfront and bay
- Other development opportunities within vicinity of the town include Forss Business and Energy Park and Janetstown Industrial Estate

Relevant Placemaking Priorities:

- Establish a green network- from coastline at Victoria Walk, through Pennyland and the Ormlie moors and out to a new community woodland north of the golf course
- Improve connections to the wider green network including a footpath from Thurso along the Mall walk and extending southwards

3. Policy Review – Caithness and Sutherland LDP 2018 (Thurso)

LDP Development Proposals:

Name	Location	Land Use	Size
East of Juniper Drive (TS01)	Thurso South	Housing	Area (ha): 4.8
Site at Mountpleasant (TS02)	Thurso East	Housing	Area (ha) 4.8
West of Upper Burnside (TS03)	Thurso West	Housing	Area (ha): 8.3
Thurso West Expansion (TS04)	Thurso West	Mixed use- Mixed Use (Housing, Business, Retail Open space)	Area (ha): 61.4 (indicative housing capacity 200)
Former Mart Site (TS05)	Thurso South	Mixed Use (Housing, Business, Tourism, Leisure, Community, Retail)	Area (ha): 3.7 (indicative housing capacity 30)
Former Mill Site at Millbank (TS06)	Thurso East	Mixed Use (Housing, Business, Tourism, Leisure, Retail)	Area (ha): 0.7 (indicative housing capacity 7)
Land at Sir Archibald Road (TS07)	River Thurso/ Thurso Harbour	Mixed use- Mixed Use (Housing, Business, Retail)	Area (ha): 2.2 (indicative housing capacity 25)
Land at Bridgend (TS08)	River Thurso/ Thurso Harbour	Mixed Use (Housing, Business, Community, Retail)	Area (ha): 1.3 (indicative housing capacity 16)
North of Scrabster Community Hall (TS09)	Thurso West/ Scrabster	Mixed use (Housing, community)	Area (ha) 0.9 (indicative housing capacity 10)
North-West of Dunbar Hospital (TS10)	Thurso South-West	Mixed use	Area (ha): 3.6
Viewfirth Park (TS11)	Thurso central	Community	Area (ha): 2.5
Thurso Harbour (TS12)	River Thurso/ Thurso Harbour	Community	Area (ha): 1.6
Scrabster Harbour (TS13)	Thurso North-West	Industry	Area (ha): 28.1
Scrabster Mains Farm land (TS14)	Thurso West	Industry	Area (ha): 14.1
North-West of Thurso Business Park (TS15)	Thurso West	Industry	Area (ha): 20.5

3. Policy Review – Caithness and Sutherland LDP 2018 (Thurso)

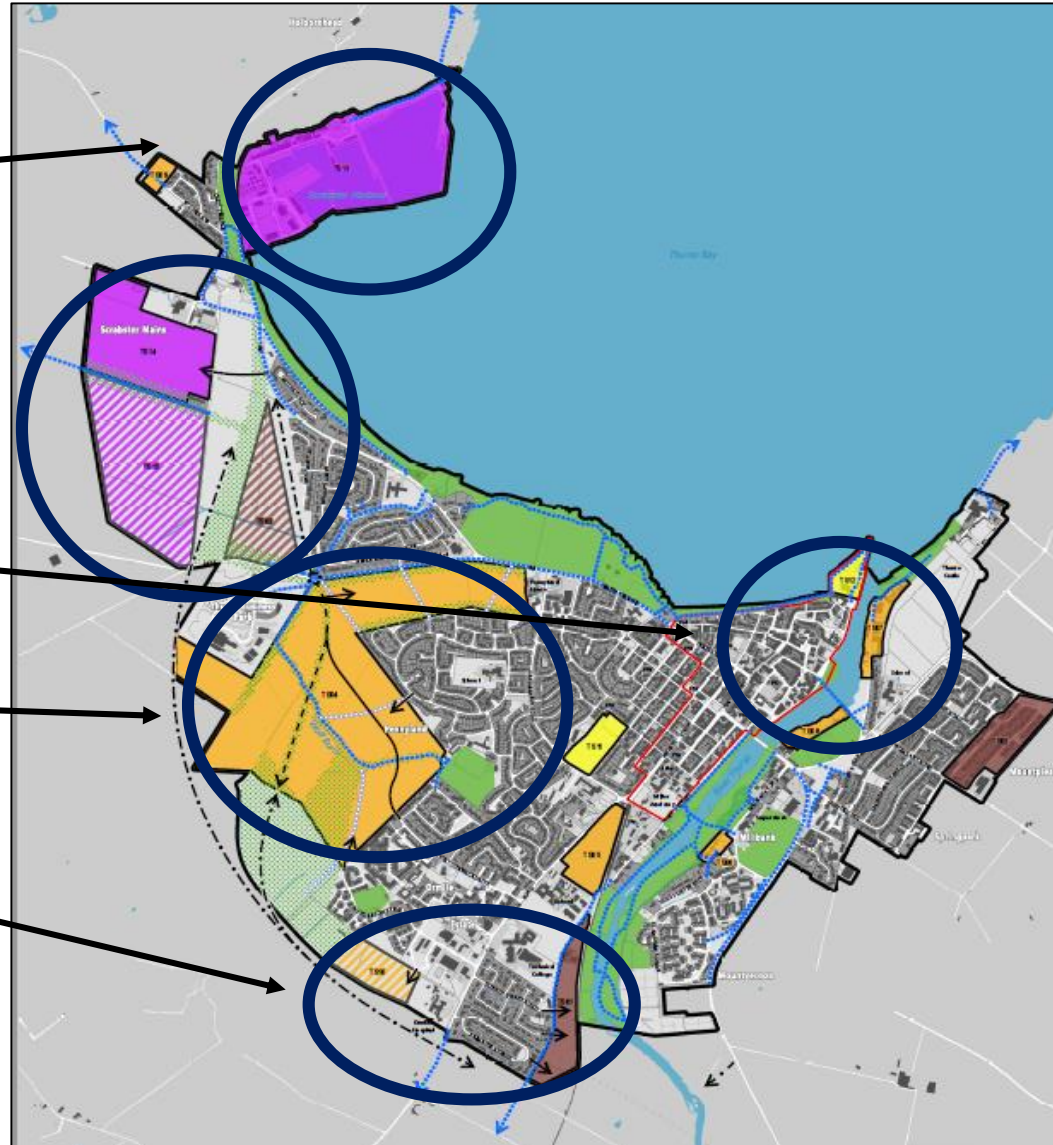
Scrabster Harbour

Scrabster Mains

Thurso Harbour

Thurso West Expansion

River Thurso (South)



CaSPlan Settlement Map Legend

Settlement Development Area	Allocations	Town Centres
<ul style="list-style-type: none"> Long Term Sites Long Term Housing Long Term Mixed Use Long Term Business Long Term Industrial 	<ul style="list-style-type: none"> Housing Mixed Use Community Business Industrial Greenspace Expansion of Green Network 	<ul style="list-style-type: none"> Paths and Access Site Access Indicative Road Long Term Potential Distributor/Relief Road Routes Core Path (existing) Proposed Path

3. Policy Review – Caithness and Sutherland LDP 2018 (Conclusions)

Thurso:

- Thurso West/ Scrabster is identified as a key development area within the town, and could form a key part of an active travel network
- Other key areas of development include Thurso harbour and south of the River Thurso
- Economic Development Areas identified within the LDP that are within proximity to Thurso such as Janetstown Industrial Estate and Forss Business and Energy Park should be considered when identifying the Thurso active travel network

3. Policy Review – Highland Wide LDP 2012

Active Travel-related goals:

- Reduce the need to travel
- To protect and enhance the green network within and around settlements leading to a cohesive and high-quality network of greenspaces and opportunities for active travel
- Better active travel and public transport access to greenspace and schools

Development objectives:

- The council will support development of strategic business and industrial locations (eg Thurso business park and Wick)
- Highland council will also support new development in and around existing settlements to protect and enhance the environment

Thurso:

- Thurso West Expansion Area Development Brief, June 2003- Guides development land at Pennyland on the west side of Thurso and sets out a detailed development framework, including layout and design principles, servicing requirements and environmental factors.
- Key area of employment- Dounreay, near Thurso (2,000 employees)- however currently decommissioning which is expected to be completed by 2030- emphasis on other potential employment streams moving forward (eg Thurso business park)

3. Policy Review – Dounreay

Dounreay Planning Framework 2015

- HwLDP 2012 vision is for the **Dounreay workforce to have found alternative sources of employment** by completion of decommissioning
- Staff levels at the site are expected to remain at current levels until around 2024, which will include high demand for technical and safety staff to meet needs of accelerated projects
- Council supports view that **Dounreay should continue as a location for large scale business and industry**, particularly due to the major existing site infrastructure
- Council’s vision for the Dounreay Site is to, where practical, redevelop for employment uses, with potential opportunities being the **offshore renewables sector (wind, wave, tidal)** and the **expansion of oil and gas fields**
- Potential for land adjacent to the Dounreay Site to be made available for employment uses in the short term
- However, many **environmental and nuclear restrictions** will apply to the site which may restrict future land use due to nuclear activity
- The NDA, the Parent Body Organisation and site operator will work with Caithness and North Sutherland Regeneration Partnership (CNSRP), who have a specific remit of developing, implementing and delivering the economic regeneration activities required to diversify the local economy

Caithness and Sutherland LDP 2018

Issues:

- Decommission expected between 2030-2033- currently phasing out
- Future land use limited due to nuclear energy-related activity
- Currently a significant local employer in Thurso

Opportunities:

- Evidence of reduced reliance on Dounreay for local employment- % local population employed by Dounreay reduced from 15% in 2006 to 10% in 2010
- Future uses could support future economic regeneration
- Council remains open minded regarding potential future uses of the site
- **Forss Business and energy park-** potential employment growth area

3. Policy Review – Thurso Design Charette 2013

- The great amenity value of the Thurso River upstream of the road bridge has been recognised with the opening up of the Mall Walk as a well surfaced public footpath and pedestrian bridge to provide a pleasant loop. It is proposed that this footpath should be incrementally extended upstream into the countryside 13 , possibly eventually connecting to the river source at Loch More and the Caithness flow country.
- The residential streets are well maintained, many shop fronts are active on the commercial streets and the High Street is pedestrianised and paved in parts with local Caithness flagstone.
- The narrower streets to either side of the central church building could be enhanced by a shared surface treatment and some widened footways in other areas with all new pedestrian surfaces in the local Caithness paving material.
- A pedestrian walkway would continue along the river's edge but if this proved problematic or too expensive, the route from the boating pond could continue northwards by crossing towards the Bridgend Filling Station.
- While some places for sitting in the car and looking out to sea could be retained, the balance needs to be less for traffic and more for pedestrians and amenity space.

3. Policy Review – Thurso Design Charette 2013



3. Policy Review – Thurso Community Development Trust Strategic Plan 2019-2025

Key Barriers

- Poor condition of roads and pavements
- Lots of good walks, however not signposted
- No safe cycle paths

Solutions

- Introduce cycle paths
- Better signage for walking routes

Actions for Active Travel:

- Explore and research local opportunities for Active Travel initiatives
- Work with partners including local authority and Active Travel initiatives and projects to enable active travel in the Thurso Community
- Explore feasibility and funding for Ebike project, potentially as a pilot to ascertain future project shaping

The Trust in 2019 partnered with Sustrans to redesign the National Cycle Route Marker at Thurso Rail Station.

3. Policy Review – HITRANS Active Travel Strategy 2018

Key Objectives:

- Increase mode share of walking and cycling to work and school in each HITRANS local authority area
- Increase number of people cycling using selected key routes, utilising counter data between 2017 and 2021:
- Increase number of people walking using selected key routes to monitor impact of interventions
- Maintain local, regional and national investment in active travel between 2017 and 2021

Thurso

- Priority 1: Walking Promotion
- Priority 2: Grass Roots
- Priority 3: National Cycle Network

Action Plan:

- Marketing and Promotion (eg behavioural change measures, cycle training, message delivery, focus on school travel)
- Planning and Policy (eg lobbying for increased funding, increased partnerships to promote active travel)
- Public Transport Integration (eg station cycle parking/facilities, bikes on buses, bus stop reviews)
- Maintenance (eg existing route maintenance such as litter picking on routes etc)
- Infrastructure (eg trunk road active travel improvements, feasibility studies for routes, speed limits, cycle parking provision, simple and affordable bike hire)
- Development Planning (eg links between active travel and new development, high quality design and designing streets principles, Scottish Govt place standard tool)

Challenges:

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

3. Policy Review – HITRANS Regional Transport Strategy 2018

Vision: "To deliver connectivity across the region which enables sustainable economic growth and helps communities to actively participate in economic and social activities."

Key stats:

- Active Travel use for the journey to school and to work is higher than any other region in Scotland but is still down over time, with a corresponding uplift in car use
- In 2015 journeys to work by walking and cycling were at 23%, an increase on the lowest rate of 20% in 2010 and 2014
- The HITRANS area has the highest proportion of all the regional transport partnerships in terms of people using cycling as a main mode of transport
- Having a good active travel network is of significant value to visitors and hence to the economy.

Thurso- Development of a programme of transport interchange improvement projects, including Thurso

HITRANS role- Regional promoter of sustainable and active travel, behavioural change and modal shift.

Active travel strategy:

- Prioritising journeys under 5 miles;
- Encouraging walking and cycling as part of a longer public transport journey by providing more integrated facilities and services;
- Promoting and delivering new development and transport infrastructure that allows more walking, cycling and public transport journeys;
- Boosting the role of active travel has in providing access to employment, for tourism and enhancing the economy.

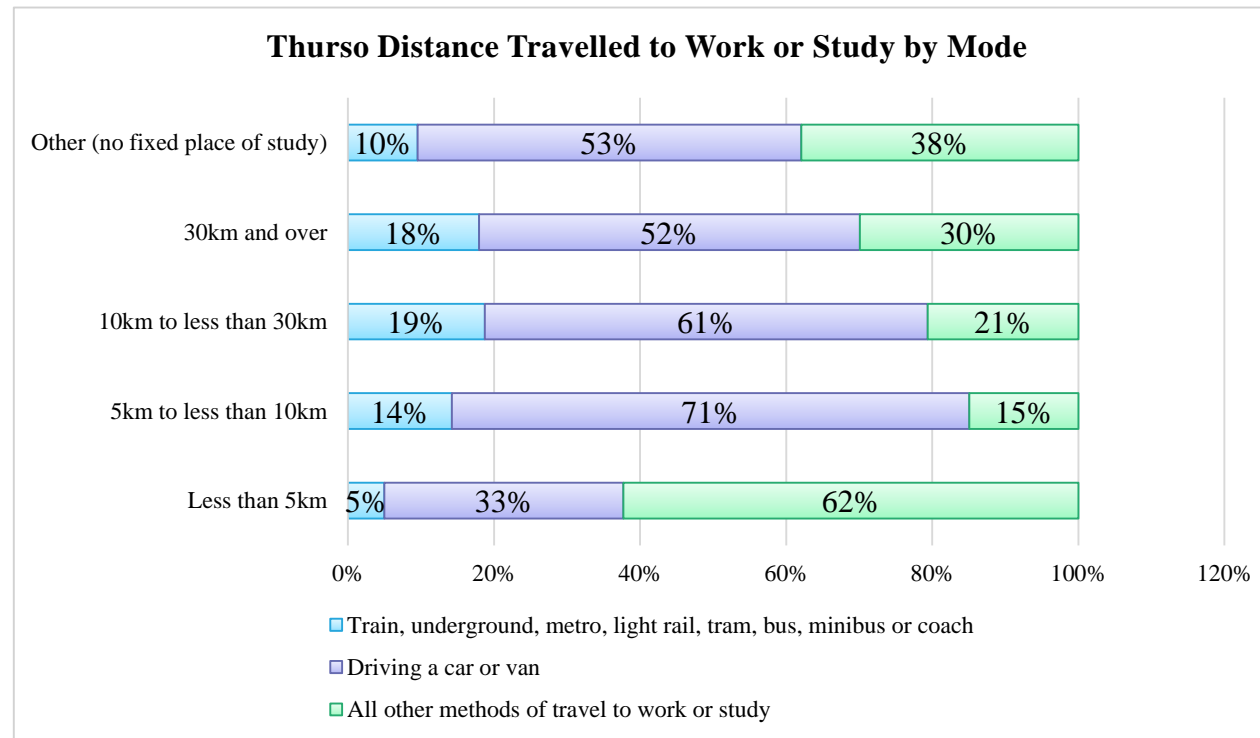
Delivery Plan (relevant to active travel):

Implementation of Regional Active Travel Strategy and Active Travel Town Masterplans	LAs / TS / Sustrans / Cycling Scotland / Living Streets	TS / LA's	P	S-L	Including: Programme for delivering walking and cycling links within and between main towns and strategic links within the region Improve integration of cycling as part of longer public transport journeys HITRANS leading on active travel integration with other modes and regional coordination
Personalised Travel Planning and Behavioural Change	TS / LAs / others	HITRANS	F	S-L	Re-vitalise through RTS / NTS approaches for new developments small through to large, and residential as well as commercial – a tailored approach for the Highlands and Islands Develop and expand HI-Travel brand and initiatives

4. Baseline Data – Census Data

Mode Share (2011 census data – locality)

	Work from home	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	Train
Thurso	11%	7%	1%	39%	10%	0%	1%	28%	2%	1%



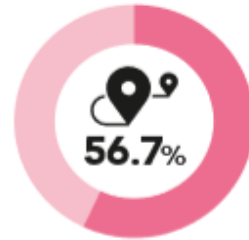
4. Baseline Data – Cycling Scotland Monitoring Report 2019

Highland

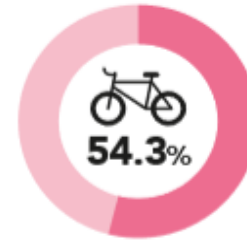


Headline trends and context

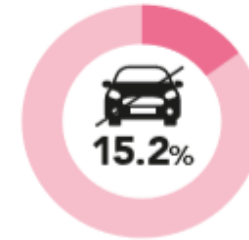
Proportion of journeys under 5km



Households with access to one or more bikes for private use

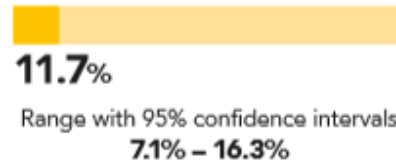


Households with no access to a car for private use



Workplaces

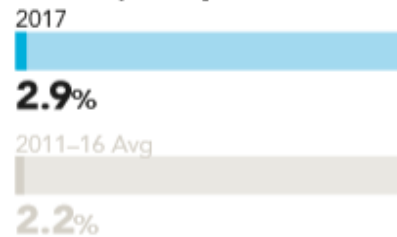
Employees cycling to work usually/regularly



21
Cycling Friendly Employers employing
3,309
staff

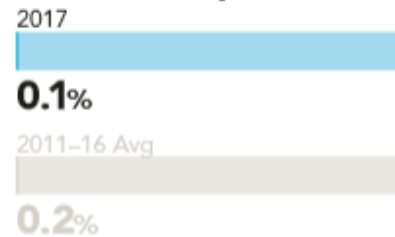
Schools

Pupils cycling to primary school



11
Cycling Friendly Schools reaching
4,123
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training

21.1%

Active travel budget*

Capital
£786,119.60

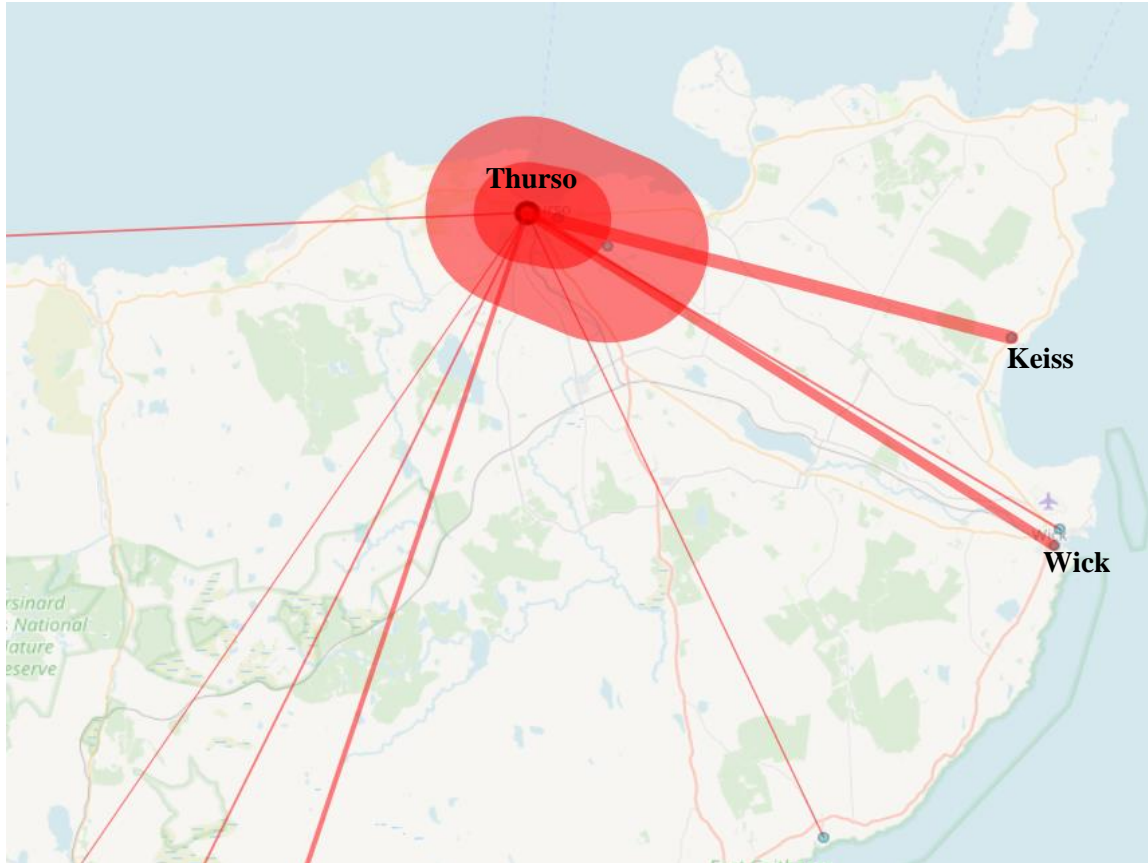
Revenue
£208,251.00

2017/18

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

4. Baseline Data – Census Data (Datashine)

Thurso – travel to work (all modes)

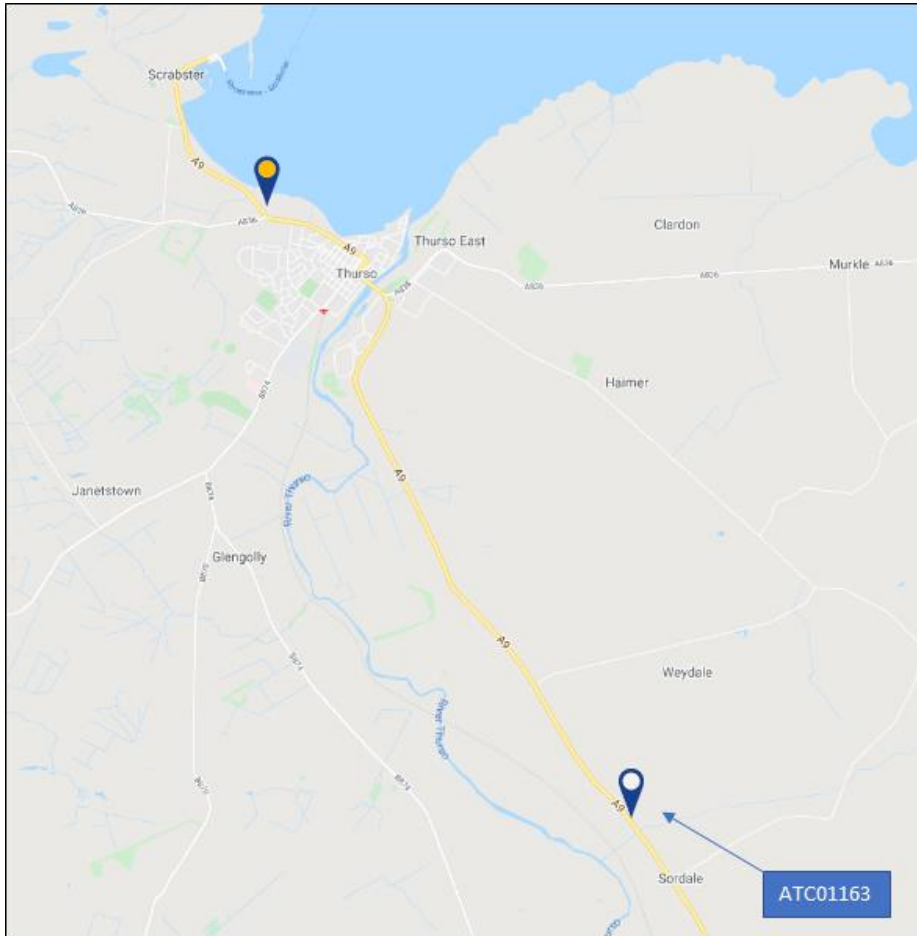


Thurso – travel to work (car drivers)



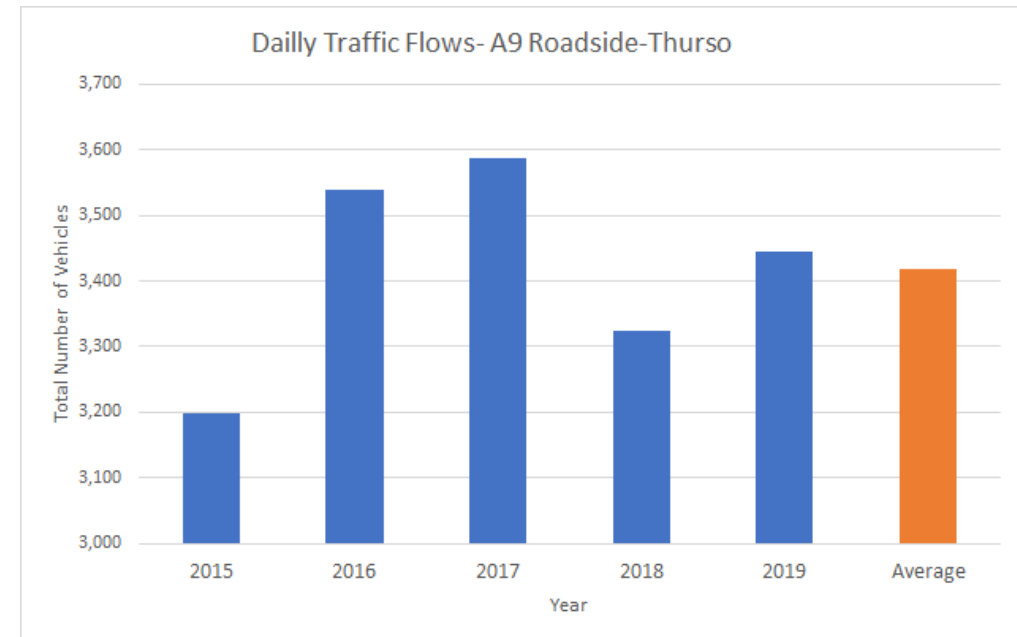
4. Baseline Data – Traffic Flows

Trunk Road Data- ATC01163 (A9 Roadside-Thurso)



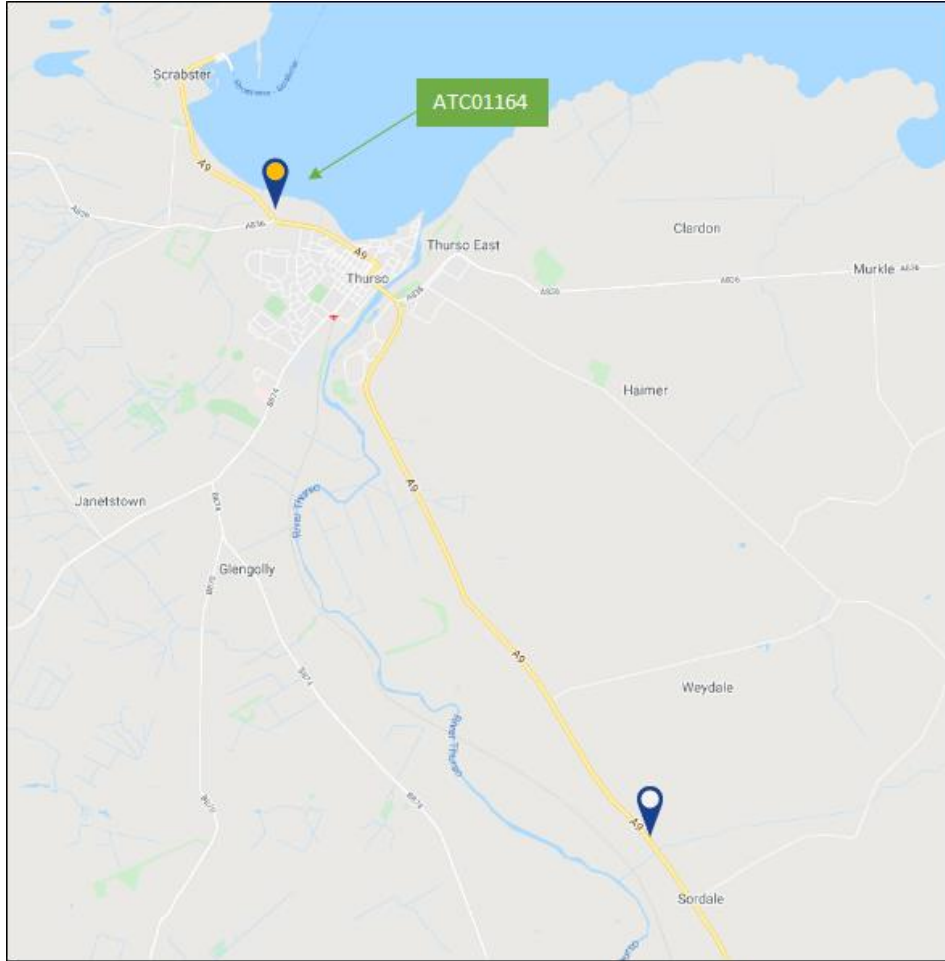
Source- trafficscotland.org

Year	Vehicle type	Average Daily Flows			Number of days reported
		NB	SB	Total	
2015	All vehicles	1,617	1,581	3,198	280
2016	All vehicles	1,783	1,757	3,540	281
2017	All vehicles	1,797	1,791	3,588	184
2018	All vehicles	1,684	1,641	3,325	232
2019	All vehicles	1,754	1,690	3,444	338
Average	All vehicles	1,727	1,692	3,419	263

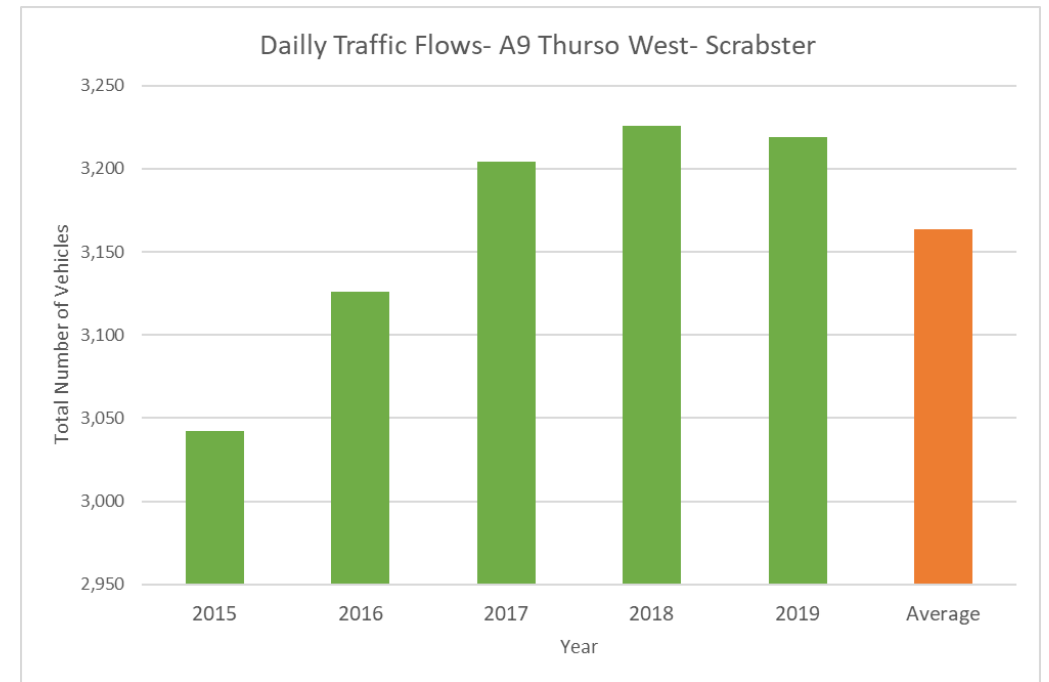


4. Baseline Data – Traffic Flows

Trunk Road Data-



Year	Vehicle type	Average Daily Flows			Number of days reported
		NB	SB	Total	
2015	All vehicles	1,525	1,517	3,042	280
2016	All vehicles	1,566	1,560	3,126	280
2017	All vehicles	1,604	1,600	3,204	194
2018	All vehicles	1,617	1,609	3,226	364
2019	All vehicles	1,615	1,604	3,219	334
Average	All vehicles	1,585	1,578	3,163	290



Source- trafficscotland.org

4. Baseline Data – Traffic Flows

Key Headlines

- Traffic flows have gradually increased at A9 Thurso West/ Scrabster since 2015.
- The A9 Roadside- Thurso has seen a gradual increase in traffic volumes from 2015- 2017, a reduction in 2018 and increase again in 2019
- Traffic flows on the A9 trunk road are higher at the ATC location to the south of Thurso.
- It is therefore assumed that higher traffic volumes are entering the town via Mount Vernon and Sir George's Street bridge to the south of Thurso.

4. Baseline Data - Speed Data

Speed data was gathered from Highland Council for the Mount Pleasant area to the east of Thurso, where a 20mph speed limit has been introduced. The data reviewed was gathered in 2015 to inform the decision-making process in 2016.

Speed count data has been reviewed for the following location on Mount Pleasant Road, which forms part of the NCN route in Thurso:



Speed count data reviewed on Mount Pleasant Road was reviewed over a 12-hour period between 07.00-19.00. The following table outlines the key findings:

Direction	Average Speed (mph)	Total Volume	Vehicle Travelling Speeds (volume)						
			6-10 mph	11-15 mph	16-20 mph	21-25 mph	26-30 mph	31-35 mph	36-40 mph
Northbound (towards A836/ Mount Pleasant Road priority junction)	21.8	619	50	82	102	205	134	36	0
Southbound (towards Haimer along Mount Pleasant Road)	22.5	705	12	141	135	166	151	72	9

Key headlines from speed data analysis included:

- Higher average speed and total volume of vehicles travelling southbound away from the town.
- Southbound movements also showed a higher volume of vehicles travelling significantly above the speed limit (>30mph).
- Northbound movements overseen a larger volume of vehicles travelling significantly below the speed limit (<15mph), which could be due to vehicles approaching nearby residential streets and the oncoming priority junction linking to the A836.

4. Baseline Data - Accident Statistics

Accident data for Thurso was gathered from *STATS 195* data published by the DfT, where accidents, casualties and fatalities throughout the road network are recorded. Data from the previous 5 years available (2014-2018) was analysed and plotted spatially using GIS mapping.

Accident data was reviewed with focus on severity of accidents (slight, serious or fatal) and accidents involving pedestrians, cyclists and vehicular traffic. The analysis boundary comprised of the Thurso town boundary with an additional 1km buffer. This allowed for the identification of potential accident hotspots throughout Thurso and surrounding area.

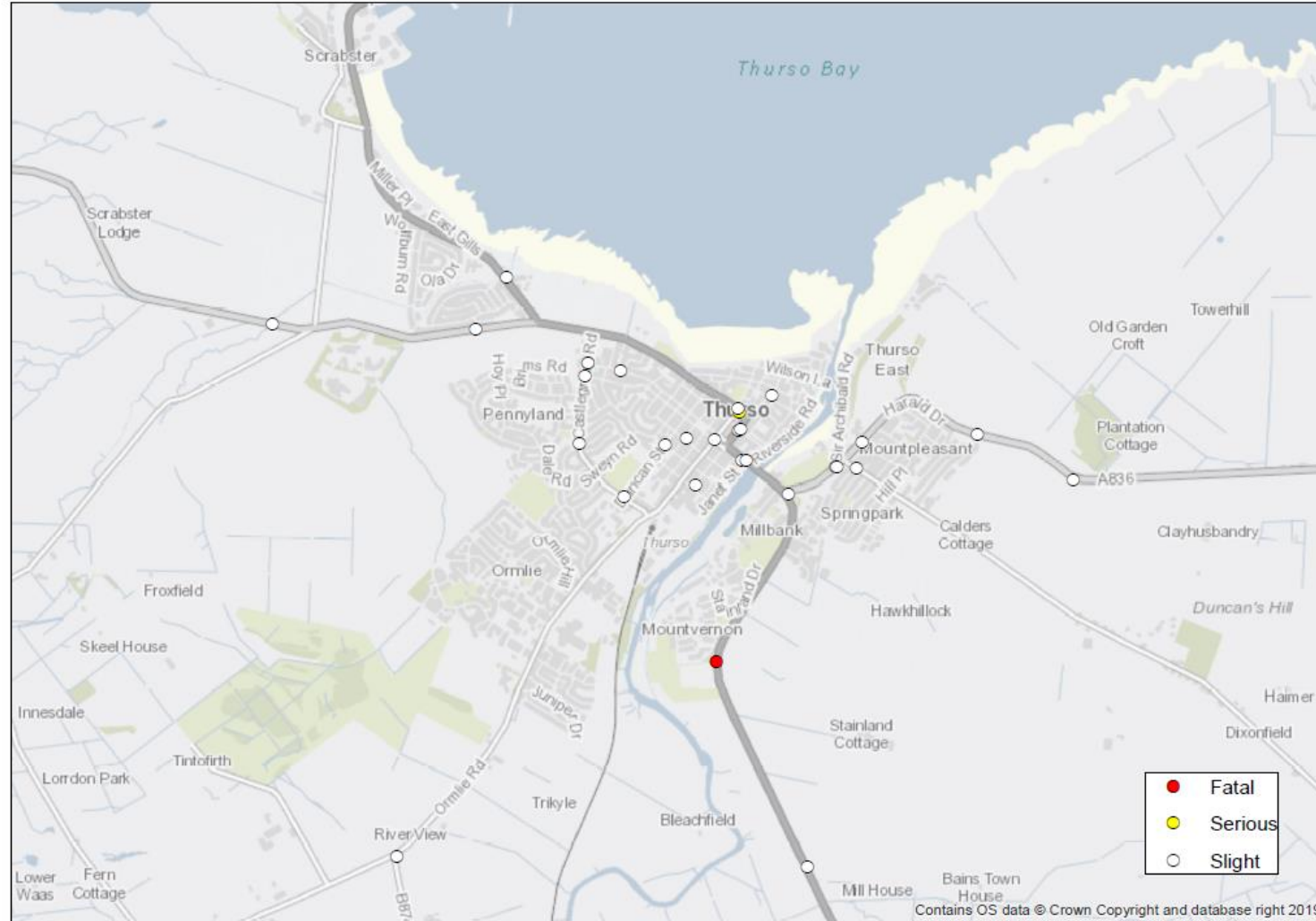
The key headlines from accident data analysis are:

- There was a total of 30 recorded accidents in Thurso from 2014-2018.
- One recorded accident in 2016 was of a fatal severity involving 5 vehicles in the Mount Vernon area to the south-east of Thurso.
- 11 of the recorded accidents involved pedestrians and/or cyclists.
- The one collision involving a cyclist occurred on the Robertson's Lane/Duncan Street crossroads.
- Accident hotspots for pedestrians include the A9 Traill Street (town centre) and the A836 Mount Pleasant
- Accident hotspots for all users include the town centre, A836/Mount Pleasant Road priority junction and Castlegreen Road.

It is clear from this analysis that there are locations within Thurso that would benefit from infrastructure in order to create a safer environment for active travel.

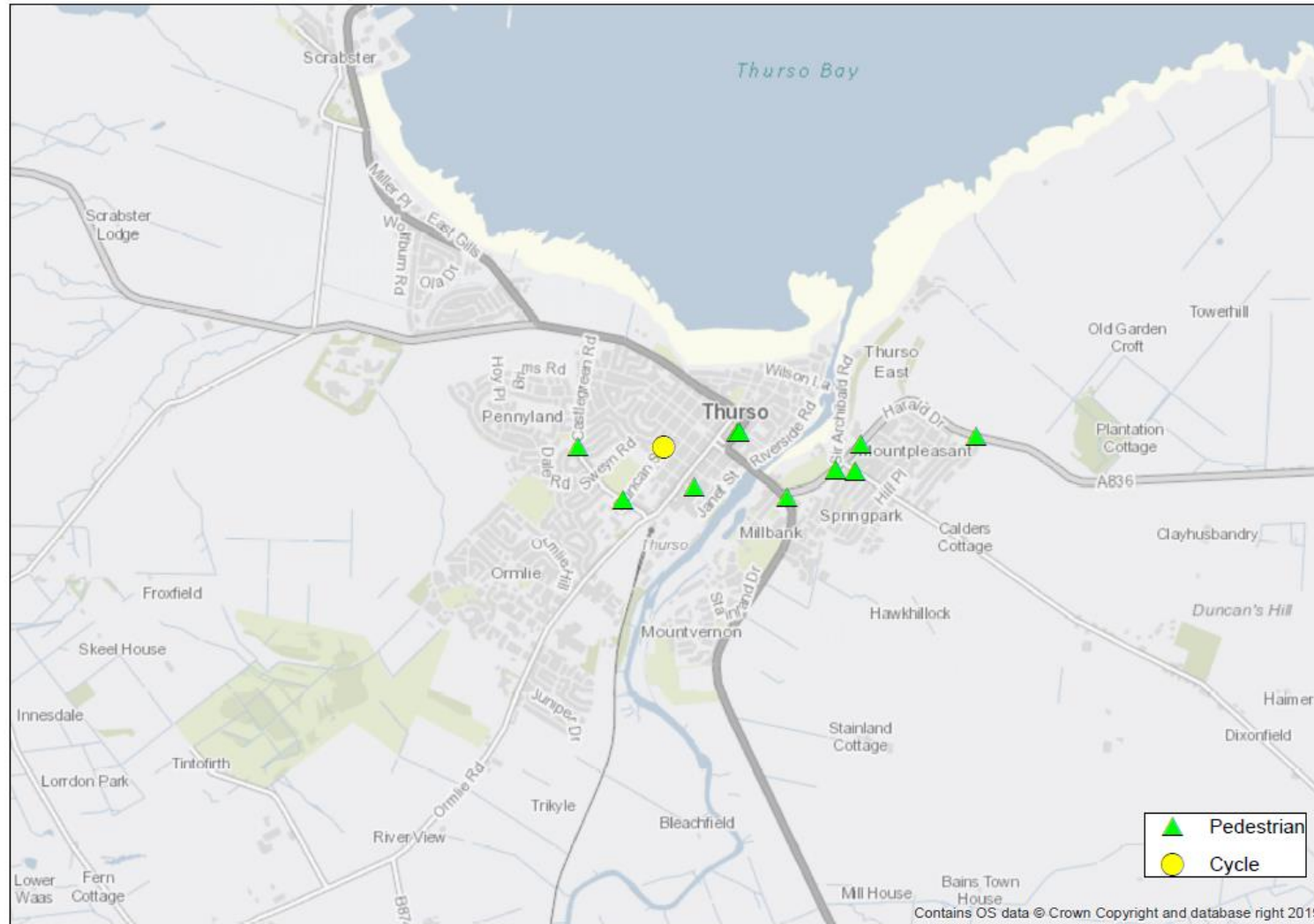
4. Baseline Data - Accident Statistics

Thurso Accident Severity (2014-2018)



4. Baseline Data - Accident Statistics

Pedestrian and Cycle Accidents (2014-2018)



5. Active Travel Initiatives/ Behavioural Change Measures

Romano Road is one of the neighbourhoods in the Liveable Neighbourhoods programme that has been invested in to reduce car trips and make neighbourhoods more-suited for walking, cycling and public transport.
<http://romanoroadtrust.co.uk/liveable-neighbourhoods-funding-tfl-roman-road-bow/>



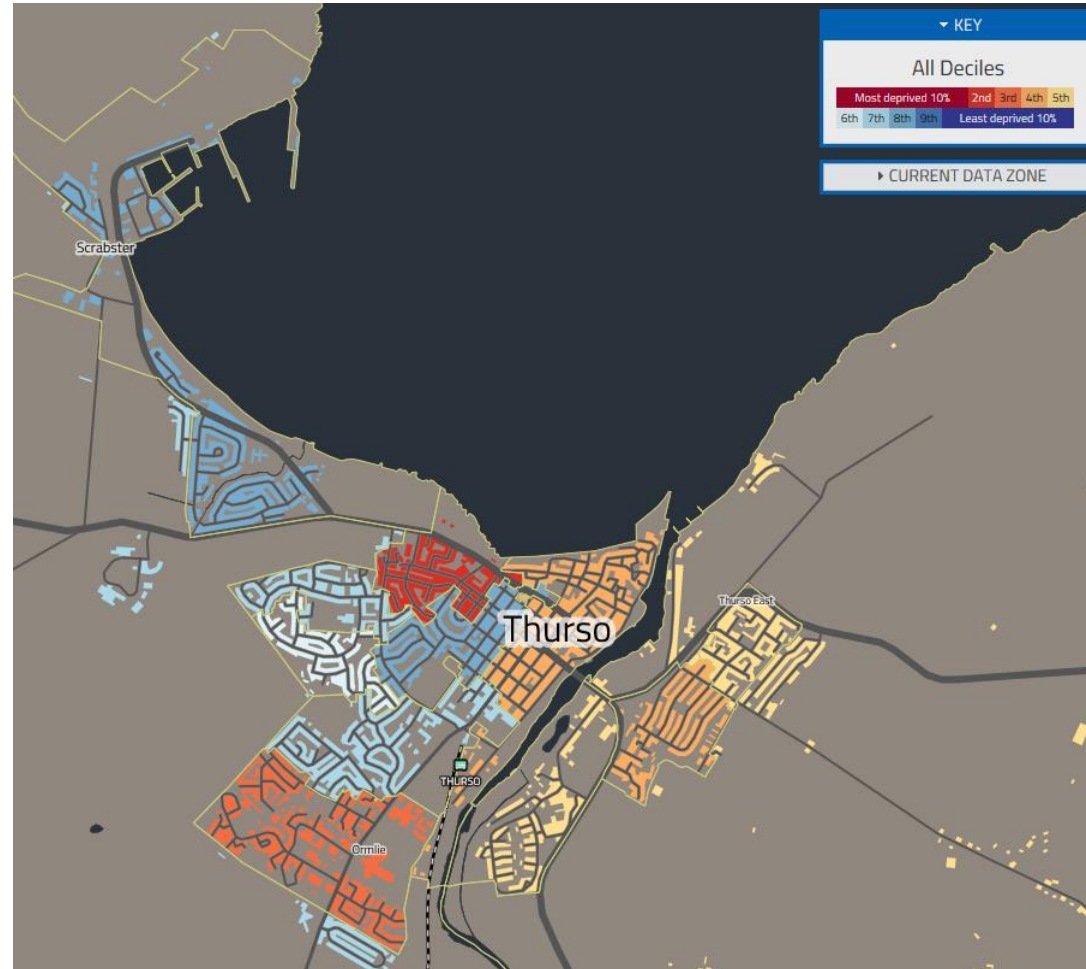
Open Streets in Edinburgh seeks to promote a healthy, active and inclusive city; to celebrate and add to the culture of the city; to contribute to the city's economy; and to inform future initiatives for the city.
<https://www.connectingedinburgh.com/open-streets/open-streets-1/2?documentId=9&categoryId=6>



Car free streets: streets outside of several primary schools in Edinburgh closed to motorised vehicles at peak times.
<https://www.livingstreets.org.uk/about-us/our-work-in-action/car-free-zones-trial-in-edinburgh>



6. Scottish Index for Multiple Deprivation (SIMD) 2020



- Location to the west of the town centre is among the 20% most deprived in Scotland
- However, there appears to be areas of relative affluence throughout the town, most notably to the West of Thurso towards Scrabster

6. Understanding Scottish Places- Scotland's Towns Partnership

Thurso

- Wide ranging demographic- largely ageing population
- Education (18%), retail (15%), accommodation (14%) and Health (13%) are the most dominant employment sectors
- 30% of households in the town have no access to a car
- 33% travel up to 5km to work or study
- 37 hectares of Greenspace per 1000 population



7. Desktop Review Conclusions

The desktop review has been important in providing local context and understanding existing geographical, transport and active travel conditions in Thurso. The key conclusions derived from the desktop review are as follows:

- There is currently a high dependency on car travel in Thurso, despite the town being compact in nature and there being clear potential for a greater proportion of walking and cycling trips.
- Traffic and accident data has shown areas of the town would benefit from a safer environment for pedestrians and cyclists, such as the Town Centre, Castlegreen Road and Mount Pleasant.
- Key development areas present an opportunity to provide high quality walking and cycling infrastructure which encourages active and sustainable trip making.

This exercise has supported the identification of potential opportunities, constraints and options to consider moving forward.

Appendix B – Virtual Site Audit Footage

Thurso Active Travel Virtual Site Audit

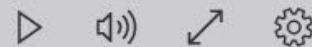
2020-06-11 10:02 UTC

Recorded by

Jodie Allan

Organized by

Jodie Allan



Appendix C – Commonplace Comments

What are you comment	What is the place that you are comm	How does it make you	Why have you dropped a pin	How would you impr	Do you think this change would help you to follow phys	Do you have any other comments or suggestions to make	Number of people agreeing
Princes St	Footpath	25	Narrow footpath	Widen footpath Reduce vehicle parking Introduce safe crossing point More space for cycling	Yes		2
Thurso Moors	Footpath	25	No walking infrastructure	structures over the areas of 'marsh', widen some of the	Yes	with fantastic views over Holburn Head, Dunnet Head, The Caithness Hills, and Hoy. There is a new route opened up from Burnside to the old Wolfburn distillery which has	4
Path junction on river-side of boating pond	Footpath	25	Regularly walking over the grass to cut the corner	Create a short jumper path to cut the corner	Unsure	It's a minor point, but so many folk just end up walking across the grass to cut that corner as it is, it makes sense to stick in a short jumper path. If the ground is boggy from rain you have to walk to the junction, just to double back at an angle. The path around that river-side of the boating pond is often flooded too, so could do with some remedial work to resolve that.	3
Junction at Thurso Train	Junction Pavement Red crossing	25	No safe way to cross the road Volume of traffic High speed of traffic No walking infrastructure	Wide footpath More space for cycling Remove gate/barrier Cycle parking	Unsure		5
Ellan Bridge	Footpath Cycle lane	0	No cycling infrastructure	More space for cycling Cycle tracks		The bridge should be open to cyclists as well. Cyclist from Springpark and Mount Pleasant are force to use the road bridge with 2 very busy and dangerous junctions at either side of the road bridge. It would be safer for cyclists to use the Ellan Bridge.	3
Thurso Bridge (A9)	Barrier (to walking/cycling)	50	No cycling infrastructure	More space for cycling Cycle tracks			2
Slopes On The Mall Walk	Footpath	75	No cycling infrastructure	Cycle tracks	Unsure	As an avid Mountain Biker, I believe the slopes on the Mall Walk (the council owned parts) could be turned into a great trail. We severely lack that kind of thing in Caithness to get youngsters into a great sport and unused slopes are rare to find.	4
Boating pond		0	Narrow footpath Surface needs renewed and drainage put in	Widen footpath Repair surfaces and sort out drainage	Yes		0
Main A9 from Tesco's right up to the cemetery corner	Footpath	25	Narrow footpath	Widen footpath	Yes	The pavement on the Park Hotel side of the main A9 is almost down to half width due to the build up of overgrown verge. I did report this to Bear Scotland via their website some time ago but did not receive any acknowledgement.	2
Smith terrace	Road crossing	0	No safe way to cross the road	Introduce safe crossing point	Yes	We are in Bishops Drive and my boys would love to walk/cycle to school but I feel there is no safe crossing for them particularly in summer with the increased motorhomes etc and also with the Dounreay traffic, some days it's impossible to cross the road unless someone stops for you. A simple safe crossing point would make a huge difference.	5

Upper Burnside Drive	Barrier (to walking/cycling)	25	High speed of traffic No cycling infrastructure	More space for cycling Slow down traffic Reduce speed limit Improved walking/cycling signage	No	The traffic is travelling at least 40mph and means I won't	0
Junction of Sir Archibald Rd, A836 and Mount Pleasant Rd	Road crossing Area near school or nursery Pavement Footpath	0	No safe way to cross the road Volume of traffic High speed of traffic Pavement parking	keep the pavement clear Reduce waiting time to cross Slow down traffic Making the crossing	Yes	This is a horrendous junction to cross. You need to look 4 ways before crossing the road and it is close to a blind corner. During peak times, school finishing, Dounreay traffic, ferry traffic and Tourist traffic (it is on the NC500) I've seen me waiting 5 minutes to cross the road. This urgently needs some sort of crossing. Bearing in mind it's	5
Path along Victoria Walk	Footpath	0	Narrow footpath	Widen footpath Safety railing all the way along	Yes	Safety railings are needed. It's a beautiful walk but for anyone who has young children or a family member or friend who have difficulty in walking this walk can be very scary. Also it's right beside a caravan park. Safety comes first.	2
Mall Walk	Footpath	75	No walking infrastructure	Needs new connecting path	Unsure	Would be fantastic if this path connected to the track behind Thurso High school or Janet Street	2
Wolfburn Path	Footpath Route	75	Narrow footpath No walking infrastructure	Widen footpath More space for cycling Cycle tracks	Yes	What a fantastic walking path, it just needs widening and making into an official path, its a busy path with connections to the moors and Ormile	0
Princes Street	Barrier (to walking/cycling) Pavement Route	25	No cycling infrastructure Narrow pavements and difficult to cross due to parked cars and the volume of traffic	Wide footpath More space for cycling Improved walking/cycling signage Cycle parking Introduce safe crossing point Cycle tracks	Yes	It has a lot of potential to be a well used corridor for cyclists and pedestrians coming and going from Thurso Town Centre and heading to the Train station, schools, premier inn, industrial park, etc. In other towns and cities a road like this would be more pedestrianised and act as a second precinct/high street.	0
Victoria Walk	Footpath	50	Narrow footpath	Widen footpath Additional barriers to cliffs	Yes	Barriers to cliffs in some areas would benefit from replacement. New barriers required at other locations along the walk to aid safety of walkers, especially those with children. Some areas are very narrow which makes it difficult to pass someone and socially distance.	0
Murkle west to Dounreay/Thurso and east to Castletown/John O'Groats/Bower/Wick	Barrier (to walking/cycling)	25	No cycling infrastructure No walking infrastructure	Cycle tracks Introduce safe crossing point Pavement or Path	Yes	People could SAFELY cycle or even walk to work or school - its only a few miles to Thurso and Castletown and would save having to use public transport. Improvements could go beyond Thurso, west to Dounreay and east to Castletown or as far as to John O'Groats or Bower towards Wick. Benefit for the area too as an added attraction for cycle/walking tourism too.	0

* 0 is very bad, 100 is very good

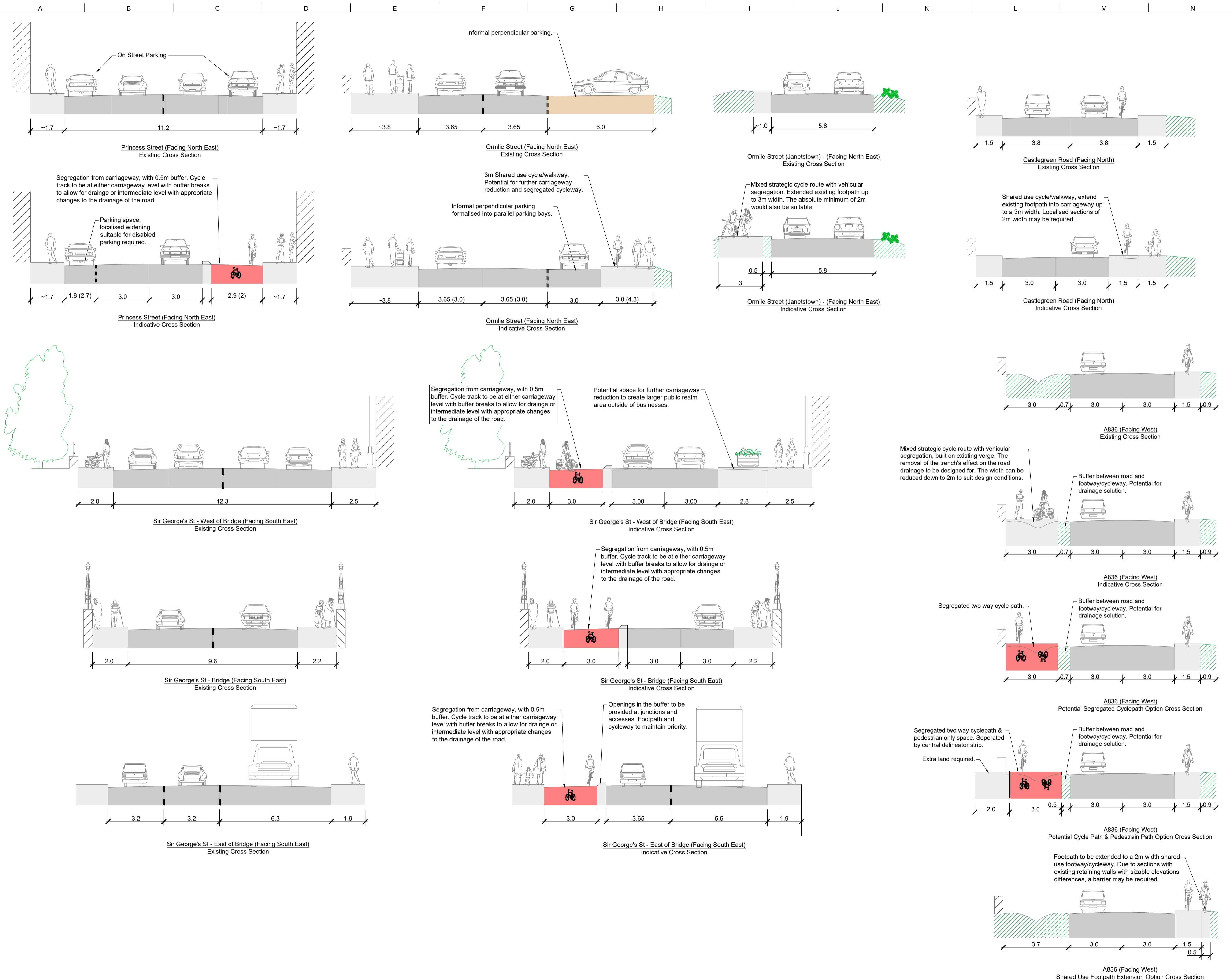
Appendix D – Action Costings

Action	Route/Measure	Section	Description	Outcome	Local Road / Trunk Road	Easy Win (Y/N)	Typical Cost Range Calculated	Quantity (length km)	Unit	Typical Cost Low	Typical Cost Median	Typical Cost High	Typical Cost Low Calculated	Typical Cost Median Calculated	Typical Cost High Calculated
1	B874	Princes Street	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£65,000 - £285,000	0.6	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 66,000.00	£ 157,200.00	£ 248,400.00
2		Ormlie Road	Mixed Strategic infrastructure	More people choosing active travel modes due to the environment being safer	Local Road	N	£110,000 - £415,000	1	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 110,000.00	£ 262,000.00	£ 414,000.00
3		Ormlie Road Train Station	Junction remodelling	Reduces bellmouth size and creates more space for people, offering a safer environment	Local Road	N	£215,000 - £265,000	1	£	£ 216,000.00	£ 240,000.00	£ 264,000.00	£ 216,000.00	£ 240,000.00	£ 264,000.00
4		Ormlie Road High School/College	Crossing	Provides safe link between residential area and education	Local Road	Y	£5,000 - £50,000	1	£	£ 5,000.00	£ 70,000.00	£ 50,000.00	£ 5,000.00	£ 70,000.00	£ 50,000.00
5		Ormlie Road (Janetstown)	Mixed Strategic infrastructure	Provides safe link to key employment zone	Local Road	N	£155,000 - £580,000	1.4	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 154,000.00	£ 366,800.00	£ 579,600.00
6	A9	Burnside connection	Crossing	Provides safe link between residential area and education	Trunk Road	Y	£5,000 - £50,000	1	£	£ 5,000.00	£ 70,000.00	£ 50,000.00	£ 5,000.00	£ 70,000.00	£ 50,000.00
7		Sir George's St	Mixed Strategic infrastructure	Safe connection between the east and west of Thurso, providing access to town centre amenities	Trunk Road	N	£65,000 - £285,000	0.6	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 66,000.00	£ 157,200.00	£ 248,400.00
8	A836	Mount Pleasant Primary School	Mixed Strategic infrastructure	Provides safe route for all users, in particular school children	Local Road	N	£110,000 - £414,000	1	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 110,000.00	£ 262,000.00	£ 414,000.00
9		Mount Pleasant Primary School	Crossing	residential area and education	Local Road	Y	£5,000 - £50,000	1	£	£ 5,000.00	£ 70,000.00	£ 50,000.00	£ 5,000.00	£ 70,000.00	£ 50,000.00
10	Castlegreen Rd		Mixed Strategic infrastructure	Provides safe route for all users, in particular school children	Local Road	N	£110,000 - £414,000	1	£	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 110,000	£ 262,000	£ 414,000
			Low Traffic Neighbourhood	More people choosing active travel modes due to the environment being safer	Local Road	Y	> £12,000								
11	Castle Terrace	Parallel to A836	Quiet Street	Provides safe environment by reducing through traffic next to primary school and play areas	Local Road	Y	>£12,000			£ 12,000			£ 12,000		
12	Pennyland/Ormlie Link	Link past astro pitches	Existing footpath resurfacing improvements	Improves well used link between residential areas and onwards to education	Local Road	Y	£16,000 - £20,000	0.2	km	£ 80,000.00	£ 90,000.00	£ 100,000.00	£ 16,000	£ 18,000	£ 20,000
13	A836	Henderson Business Park	Mixed Strategic infrastructure	Provides safe link to key employment zone	Local Road	N	£110,000 - £414,000	1	km	£ 110,000.00	£ 262,000.00	£ 414,000.00	£ 110,000	£ 262,000	£ 414,000
14	B874	Train Station	Mobility hub - secure cycle parking**	Offers mobility options such as e-bike hire and information on active travel scheme**	Local Road	N	£1,533,500 - £2,113,500	1	£	£ 120,000	£ 410,000	£ 700,000	£ 1,533,500	£ 1,823,500	£ 2,113,500
			N			£ 1,413,500									
15	Ellan Bridge	Ellan Bridge	New/improved active travel bridge	Safe connection between the east and west of Thurso, providing access to town centre amenities	Local Road	N	£100,000 - £500,000	1	£	£ 100,000	£ 300,000	£ 500,000	£ 100,000	£ 300,000	£ 500,000
16	Sir Archibald Rd	Link to Ellan Bridge	Quiet Street	Provides safe link to bridge with opportunities for placemaking	Local Road	Y	>£12,000			£ 12,000			£ 12,000		
17	Janet Street	Janet Street	Existing footpath resurfacing alongside other minor improvements including Signage	Provides safe route for all users, in particular school children	Local Road	Y	£32,000 - £40,000	0.4	km	£ 80,000.00	£ 90,000.00	£ 100,000.00	£ 32,000	£ 36,000	£ 40,000

*The 'Typical Costs for Cycling Interventions' document and Spans was used for costings (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742451/typical-costings-for-ambitious-cycling-schemes.pdf)

**The cost of a Mobility Hub (including bicycle hire and cycle parking at the train station) has been based on the availability of 10 hire bikes at £350 each and secure parking for 10-100 bikes including changing and showers at the largest

Appendix E – Action Graphics



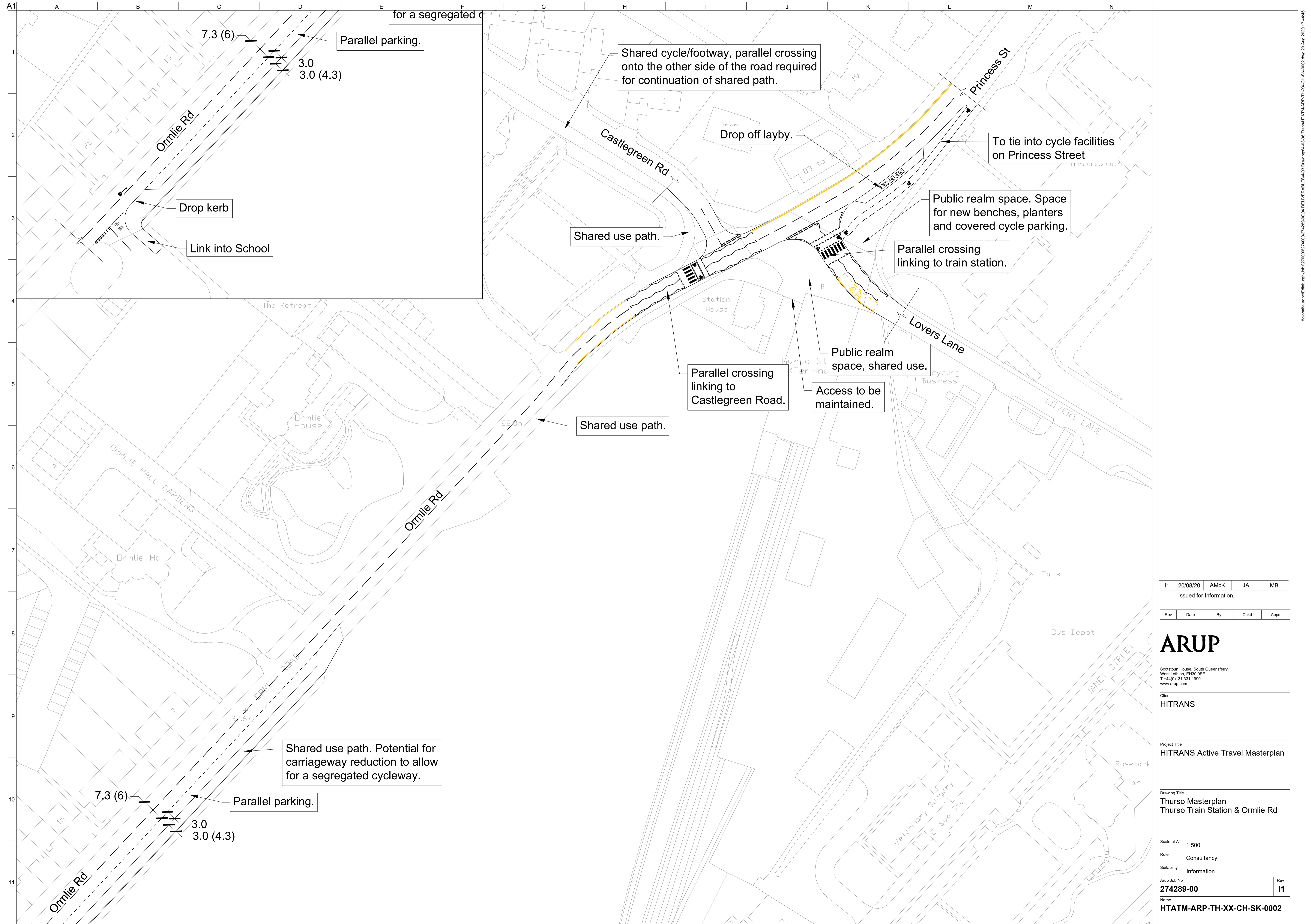
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Rev	Date	By	Chkd	Appd

ARUP
 Scotstoun House, South Queensferry
 West Lothian, EH30 9SE
 T +44(0)131 331 1999
 www.arup.com
 Client
HITRANS

Project Title
HITRANS Active Travel Masterplan

Drawing Title
Thurso Masterplan Indicative Cross Sections

Scale at A1 N.T.S
 Role Consultancy
 Suitability Information
 Arup Job No 274289-00 Rev 11
 Name **HTATM-ARP-TH-XX-CH-SK-0001**



Do not scale

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Issued for Information.				

Rev	Date	By	Chkd	Appd
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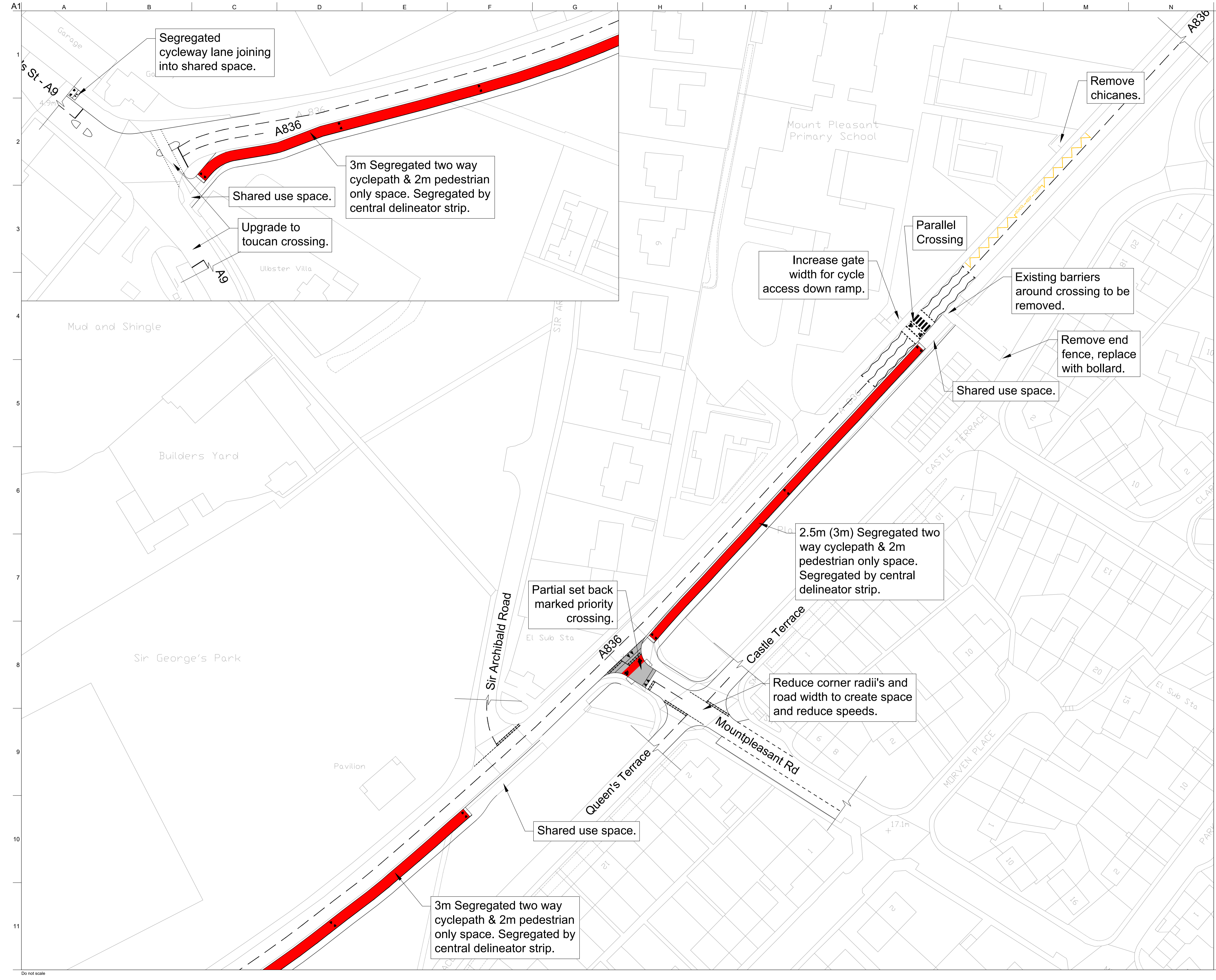
ARUP
 Scotstoun House, South Queensferry
 West Lothian, EH30 9SE
 T +44(0)131 331 1999
 www.arup.com

Client
HITRANS

Project Title
HITRANS Active Travel Masterplan

Drawing Title
**Thurso Masterplan
 Thurso Train Station & Ormlie Rd**

Scale at A1	1:500
Role	Consultancy
Suitability	Information
Arup Job No	274289-00
Name	HTATM-ARP-TH-XX-CH-SK-0002
Rev	11



I1	20/08/20	AMcK	JA	MB
Issued for Information.				

Rev	Date	By	Chkd	Appd

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 Scotstoun House, South Queensferry
 West Lothian, EH30 9SE
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 www.arup.com

Client
HITRANS

Project Title
HITRANS Active Travel Masterplan

Drawing Title
**Thurso Masterplan
 Mount Pleasant**

Scale at A1
1:500

Role
 Consultancy

Suitability
 Information

Arup Job No
274289-00

Rev
11

Name
HTATM-ARP-TH-XX-CH_SK-0003

A1
1
2
3
4
5
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7
8
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11



Partial set back design
priority raised table junction.

Footway/Shared Use
Pavement.

No set back marked
priority junction.

Footway/Shared Use
Pavement.

I1	20/08/20	AMcK	JA	MB
Issued for Information.				

Rev	Date	By	Chkd	Appd
-----	------	----	------	------

ARUP

Scotstoun House, South Queensferry
West Lothian, EH30 9SE
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www.arup.com

Client
HITRANS

Project Title
HITRANS Active Travel Masterplan

Drawing Title
**Thurso Masterplan
Generalised Junction Options**

Scale at A1
1:200

Role
Consultancy

Suitability
Information

Arup Job No
274289-00

Rev
11

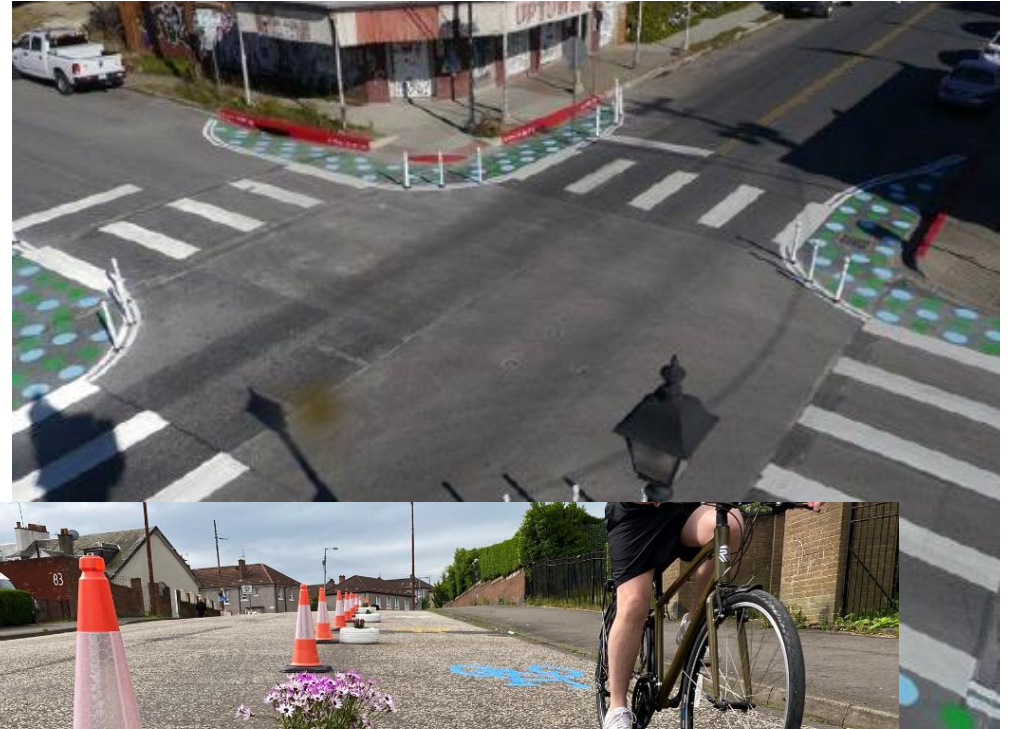
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Appendix F – Quick Measures

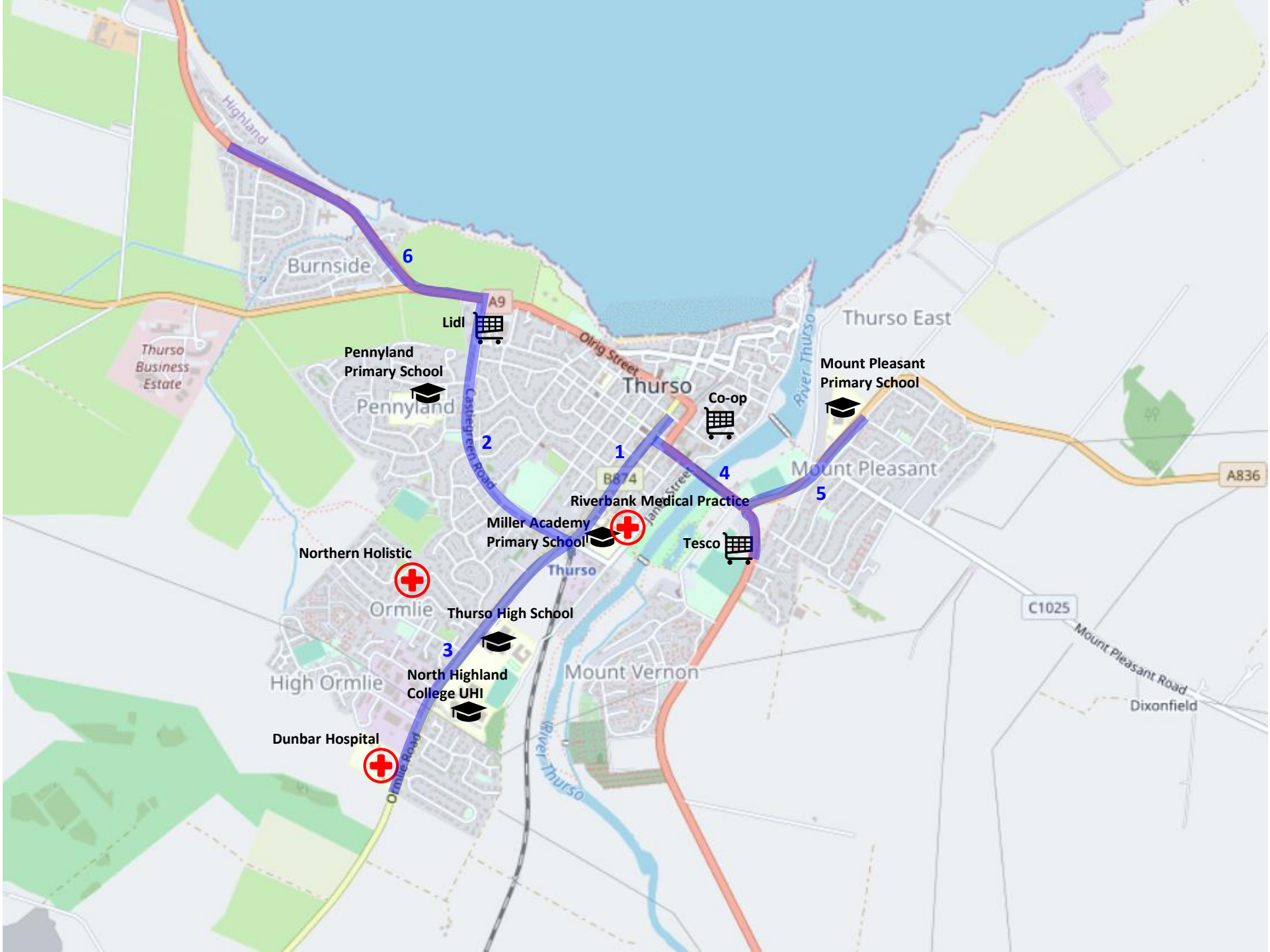
Space for People in Thurso

Arup (on behalf of HITRANS and Highland Council)

Emergency Cycling Infrastructure Examples



Thurso



1. Princes Street

Key problems

- Narrow footpaths
- No safe cycling route
- High volumes of parked cars
- No safe crossing points

Key solutions

- Widen footpaths and introduce cycle lane using cones/markers and paint by reducing the number of parked vehicles



2. Castlegreen Rd

Key problems

- No safe cycling route
- Risks to public safety from potential speeding (road is mostly wide and straight)

Key solutions

- Speed reduction to 20 mph to reduce safety risks for crossing pedestrians and on-road cycling
- Introduce on-road cycle lanes to separate pedestrians and cyclists using cones/markers and paint



3. Castlegreen Rd

Key problems

- No safe crossing points at the High School, College and Hospital
- No safe cycling route
- Risks to public safety from potential speeding (road is mostly wide and straight)

Key solutions

- Introduce crossing points at the High School/College and Hospital
- Speed reduction to 20 mph to reduce safety risks for crossing pedestrians and on-road cycling
- Introduce on-road cycle lanes to separate pedestrians and cyclists using paint



4. A9 (Bridge and to Tesco)

Key problems

- Narrow footpaths
- No safe cycling route
- No safe crossing point at the Tesco and bowling green on A9

Key solutions

- Widen footpaths where possible
- Introduce on-road cycle lanes to separate pedestrians and cyclists where possible using cones/markers and paint
- Introduce safer crossing point on A9 for pedestrians and cyclists using paint



5. A836 (Mount Pleasant)

Key problems

- No safe crossing points to Mount Pleasant Primary School
- No safe cycling route
- Risks to public safety from potential speeding (road is mostly wide and straight)

Key solutions

- Introduce crossing point at Mount Pleasant Primary School on A836 using paint
- Use of and redirection (using cones/markers) to adjacent informal footpaths to separate users
- Introduce on-road cycle lanes where possible using paint



6. A9 (to Burnside)

Key problems

- No safe crossing points at Lidl Supermarket
- Risks to public safety from potential speeding (road is mostly wide and straight)

Key solutions

- Introduce crossing point at Lidl on A9 using paint
- Speed reduction to 20 mph to reduce safety risks for crossing pedestrians and on-road cycling



