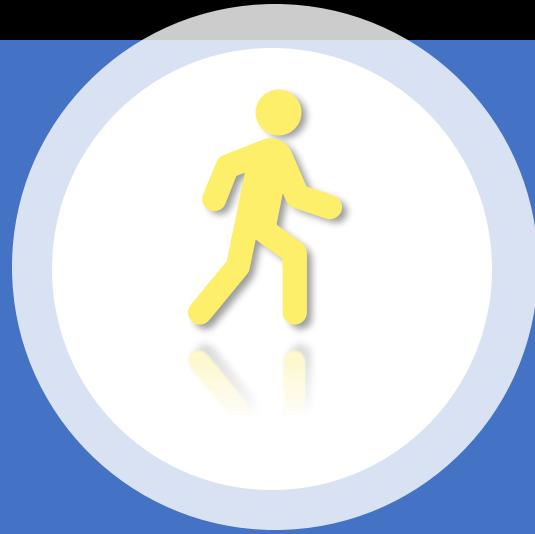


Thurso Active Travel Masterplan Refresh



November 2020



ARUP

Thurso Active Travel Masterplan

Overview

2010 Masterplan

Desktop Review

Virtual Site Audits

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Covid Temporary Measures

Action Development

Masterplan Actions

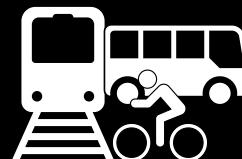
The Thurso Active Travel Masterplan has been informed by a rigorous desktop study, a comprehensive stakeholder and public engagement exercise and by existing and emerging active travel guidance. The 2010 Thurso active travel audit provided a useful starting point, combined with the valuable insight from 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 Masterplan



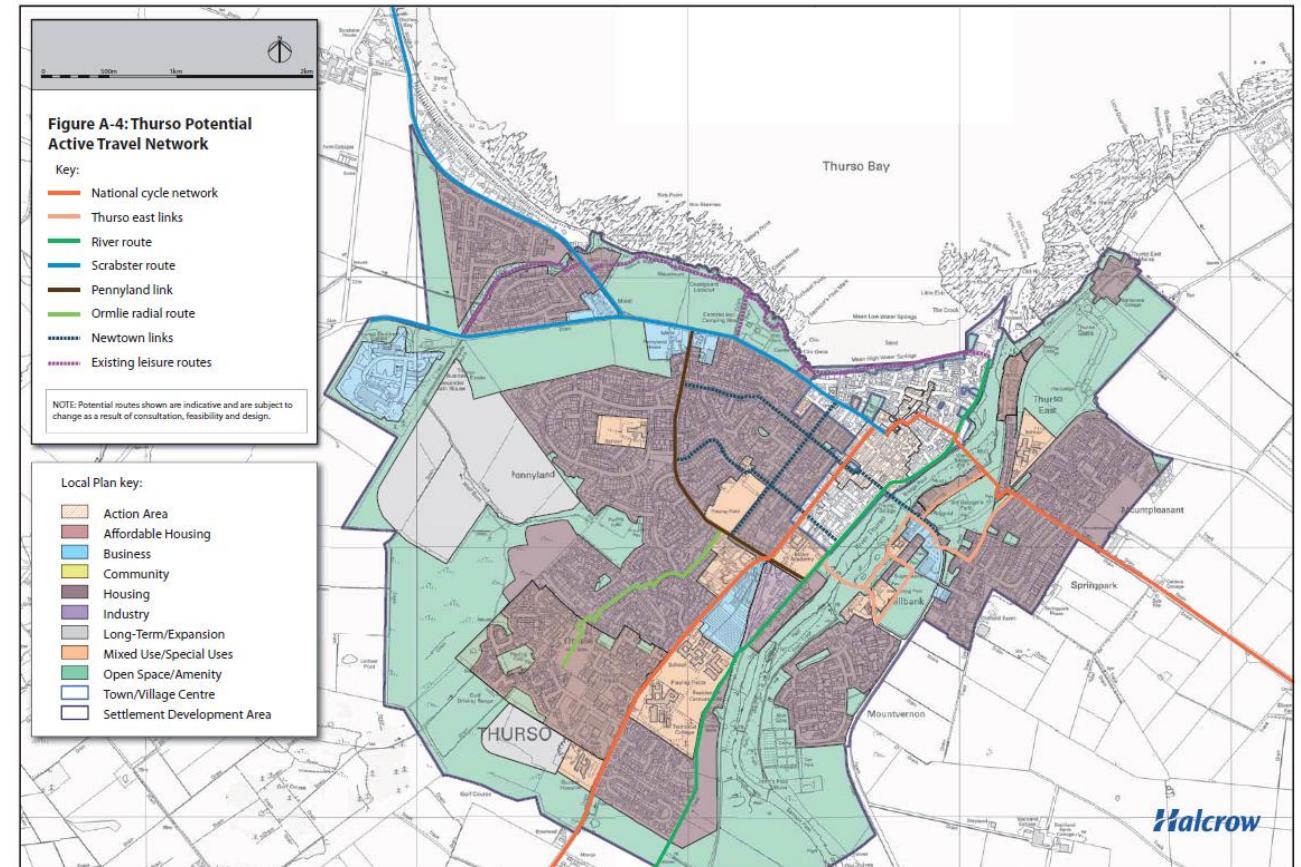
Thurso Active Travel Audit 2010

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.

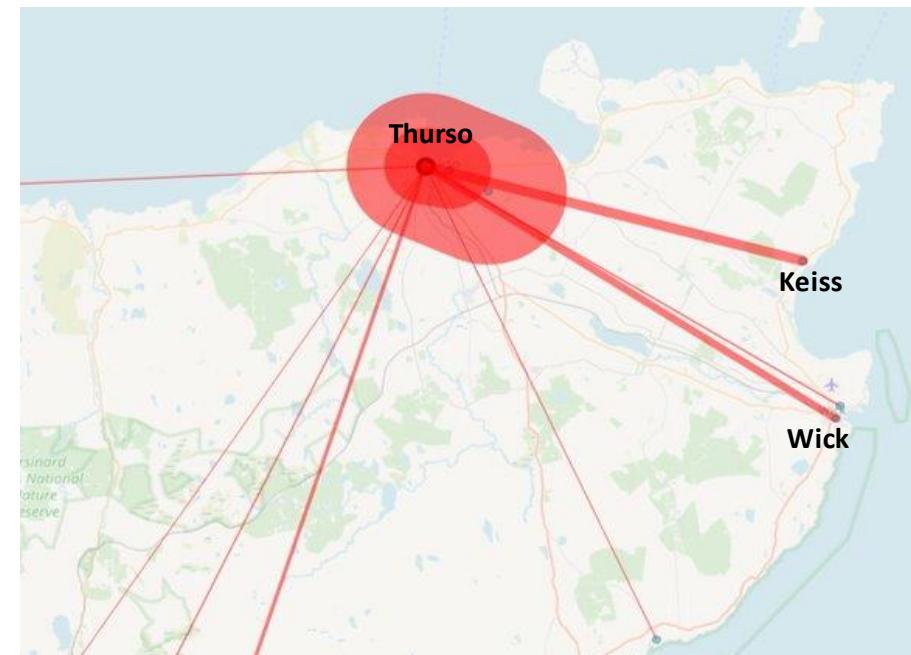
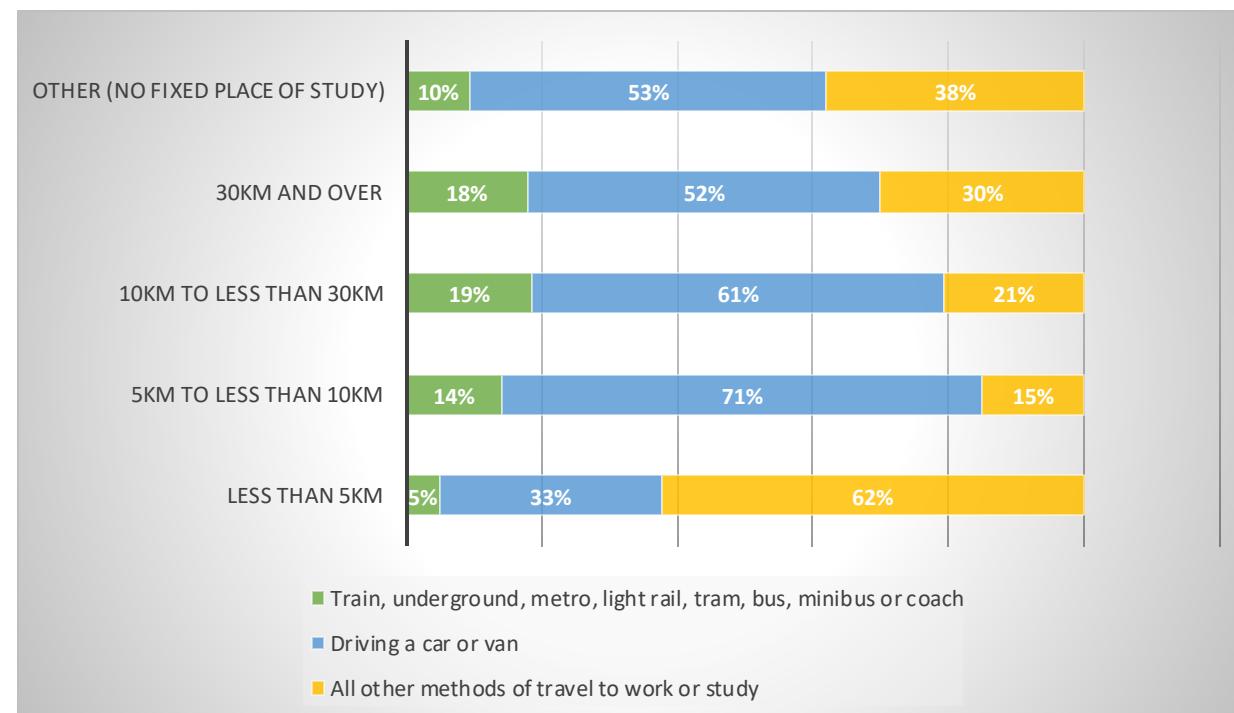
Baseline Data Review

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

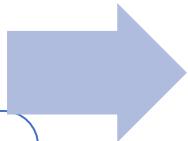
- A number of wide roads suitable for the installation of high-quality active travel infrastructure
- Pedestrianised area currently does not permit cycles
- Business parks are within proximity to Thurso. Hederson Business park is less than 1km to the west of the town, Janetstown Industrial Estate is 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, Forss Business Park and Janetstown Business Park.

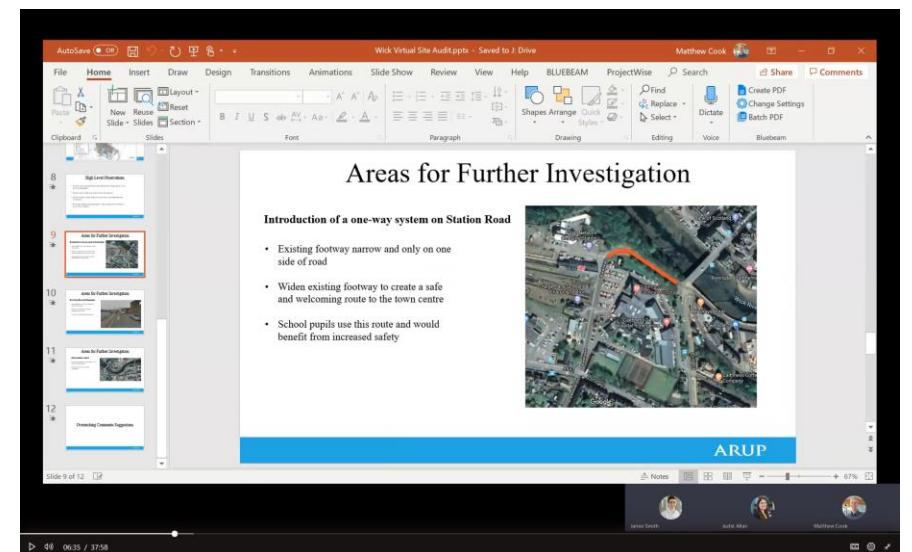
Internal Site Audit

- 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

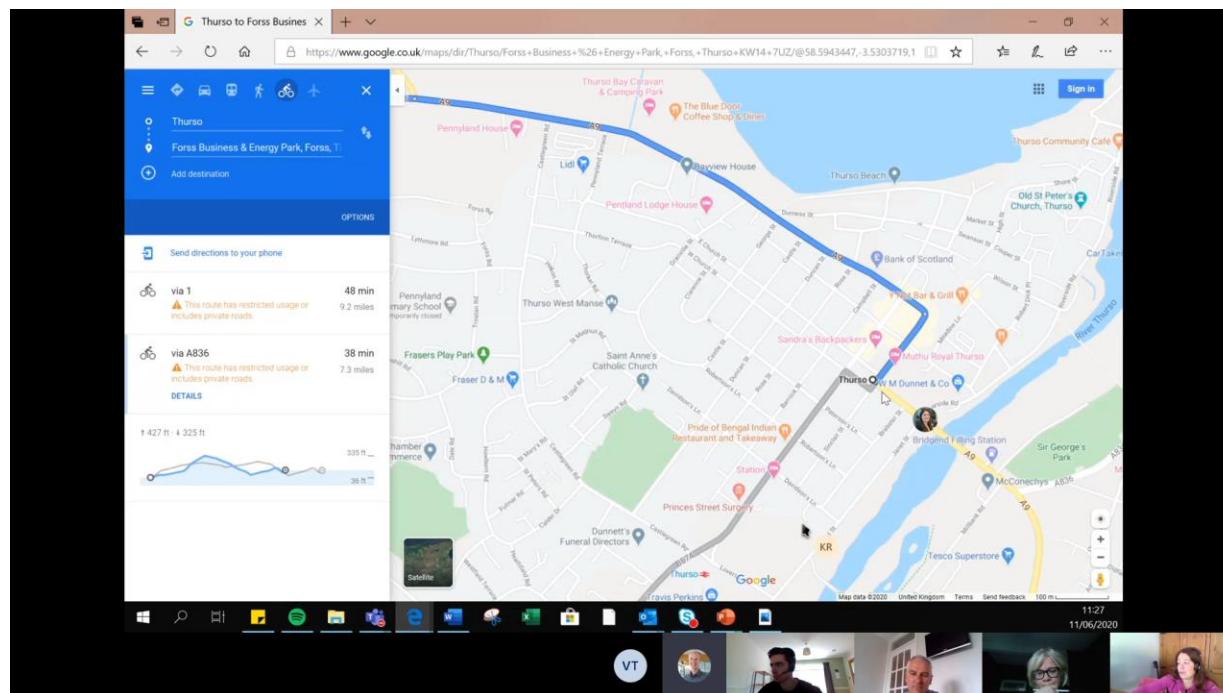
Thurso Active Travel Masterplan

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.



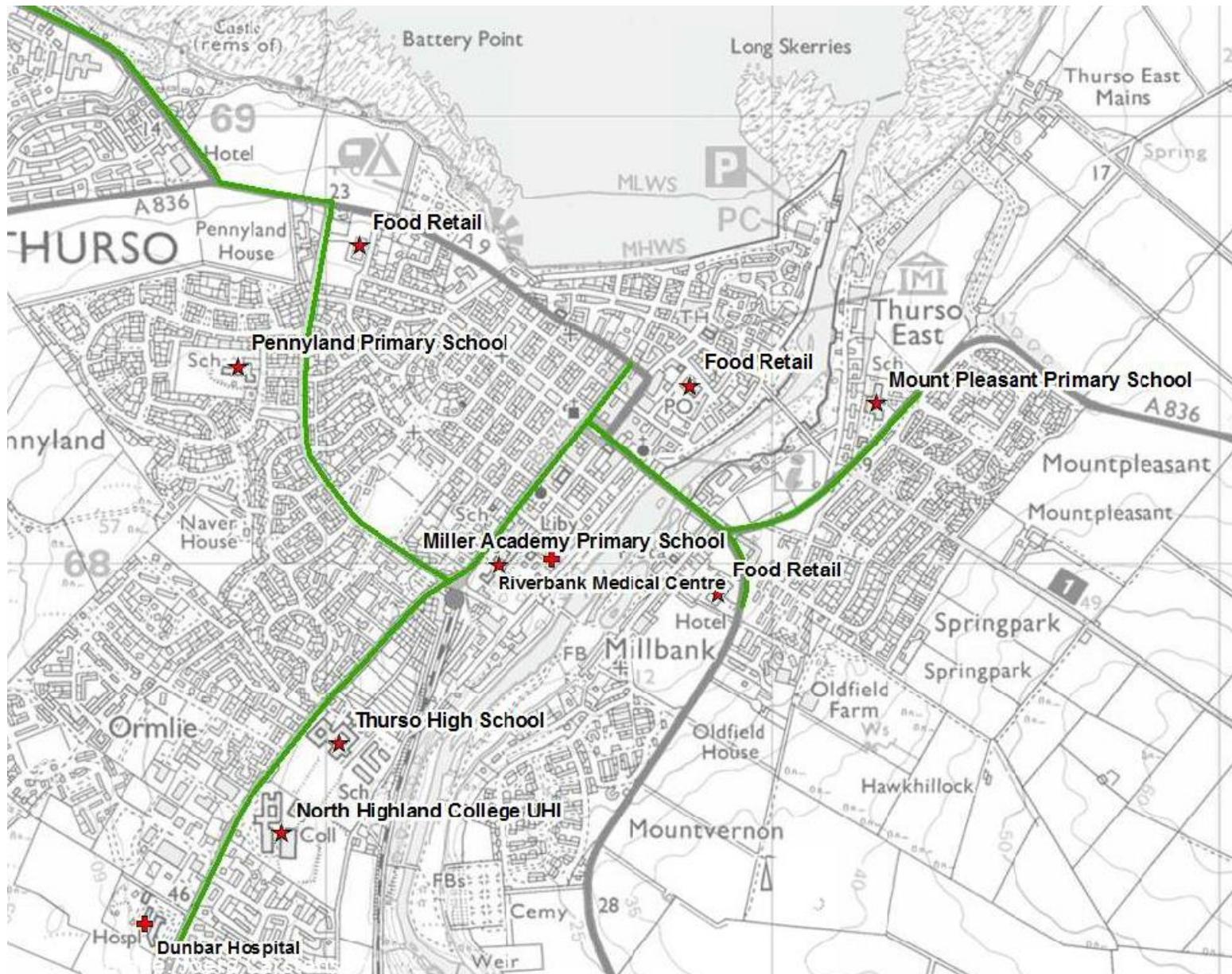
The video on the top right shows a clip containing discussions around Princes Street. Discussion are around the street currently having four lanes from traffic, little public realm, narrow footpaths, no cycling infrastructure and no safe crossing points. It was identified as a location that could benefit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

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:

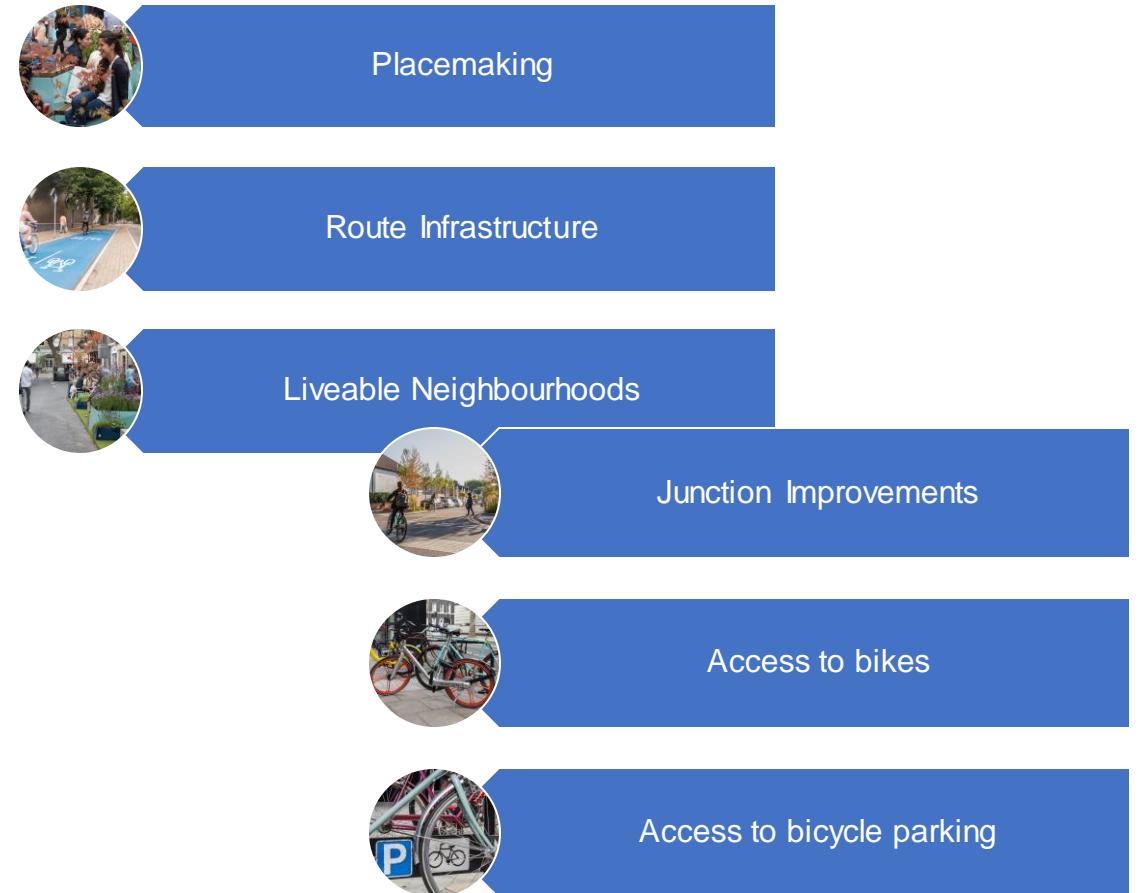
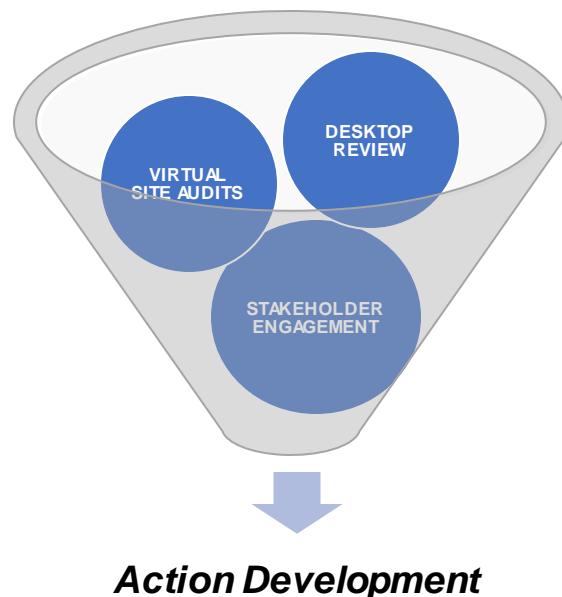
- Widen footpaths and introduce bike lanes on Princes Street
- Widen footpaths and introduce bike lanes on Castlegreen Road
- Widen footpaths and introduce bike lanes on Ormlie Road
- Install additional lights-controlled crossings on Ormlie Road
- Widen footpaths and introduce bike lanes on Sir George's 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	

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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

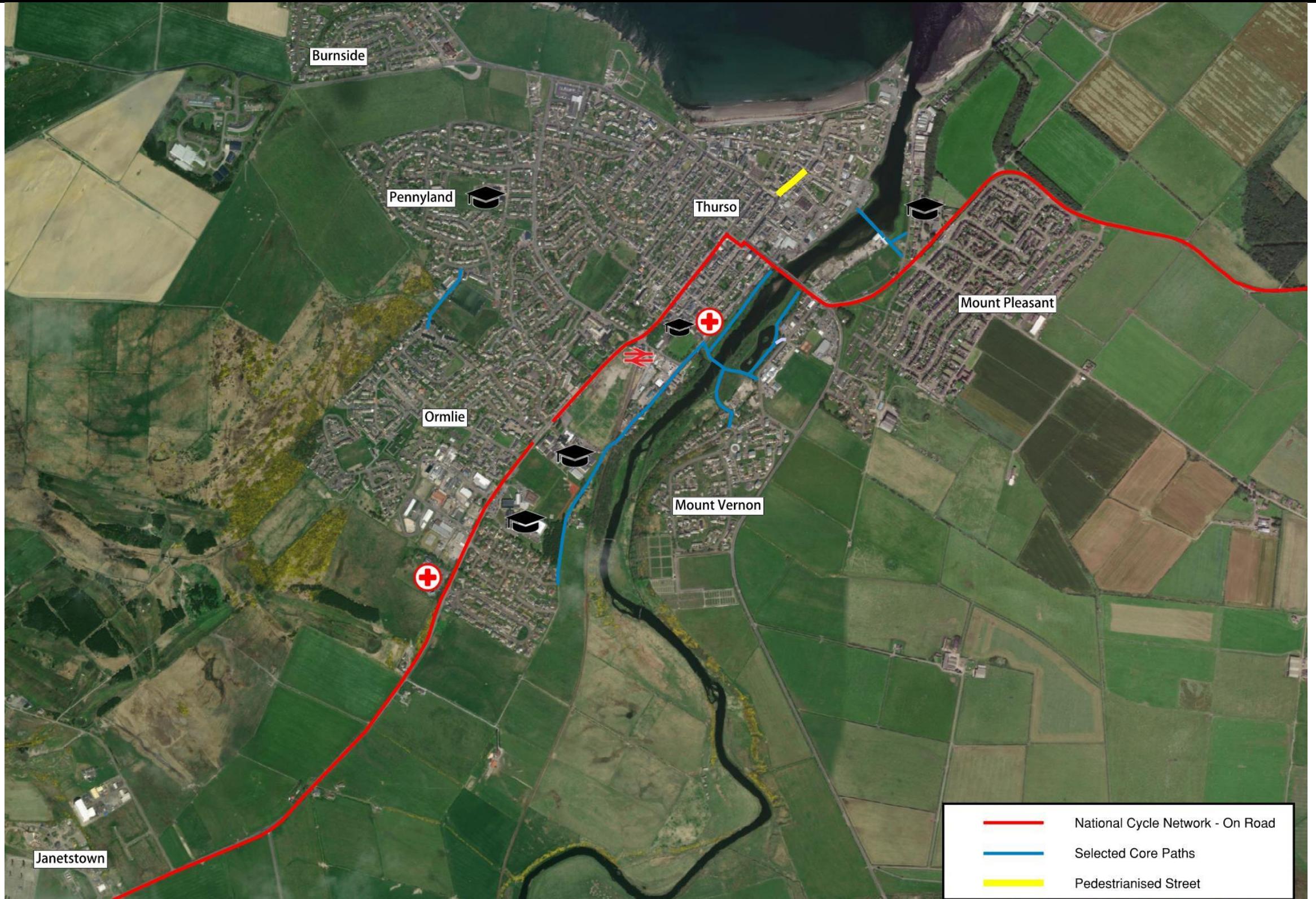
**The cost of a Mobility Hub (including bicycle hire and cycle parking at the train station) has been based on the availability of 10 hire bikes at £350 each and secure parking for 10-100 bikes including changing and showers at the largest

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

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Princes Street Segregated Cycleway and Placemaking

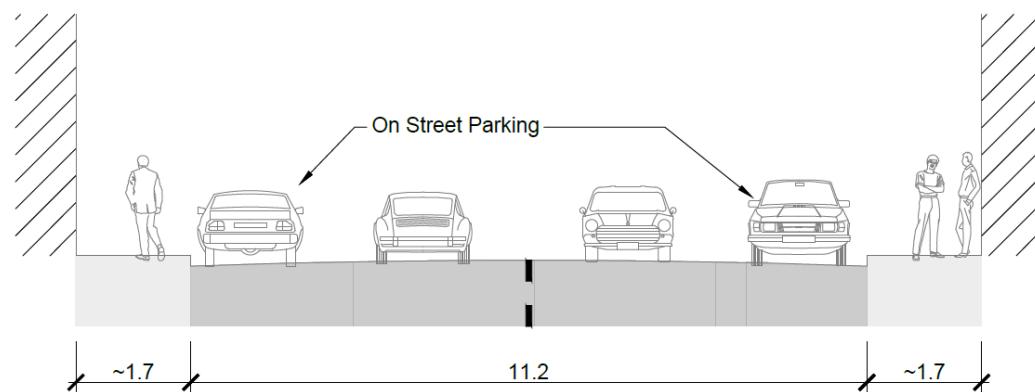
Princes Street currently has two lanes of traffic northbound and southbound; it also has an additional two lanes that are occupied by parked vehicles. This street runs through the heart of Thurso and comprises of a mix of retail units and residential properties. The footways are currently very narrow (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.

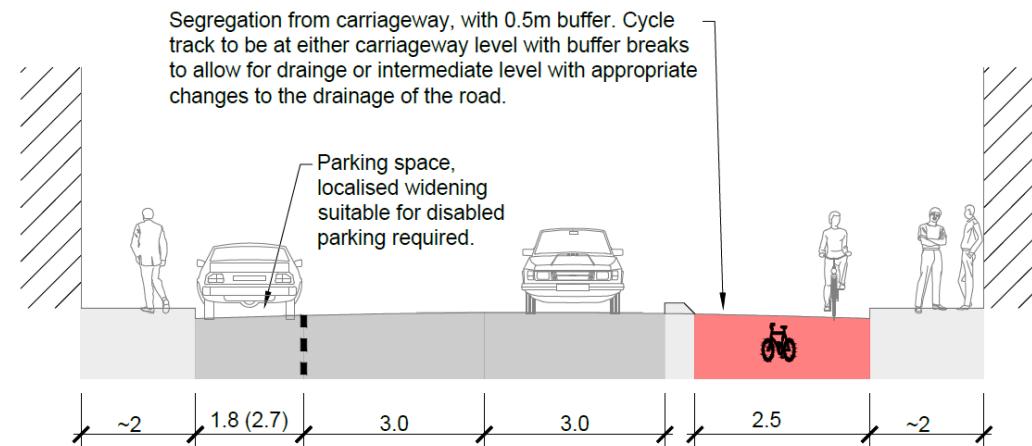
There is also opportunity to introduce quicker measures using emergency infrastructure such as wands, cones and paint. Such infrastructure can be useful in trialling some of the actions or implementing them sooner on a more temporary basis, for more detailed examples of quick measures please see Appendix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



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Princess Street (Facing North East)
Existing Cross Section



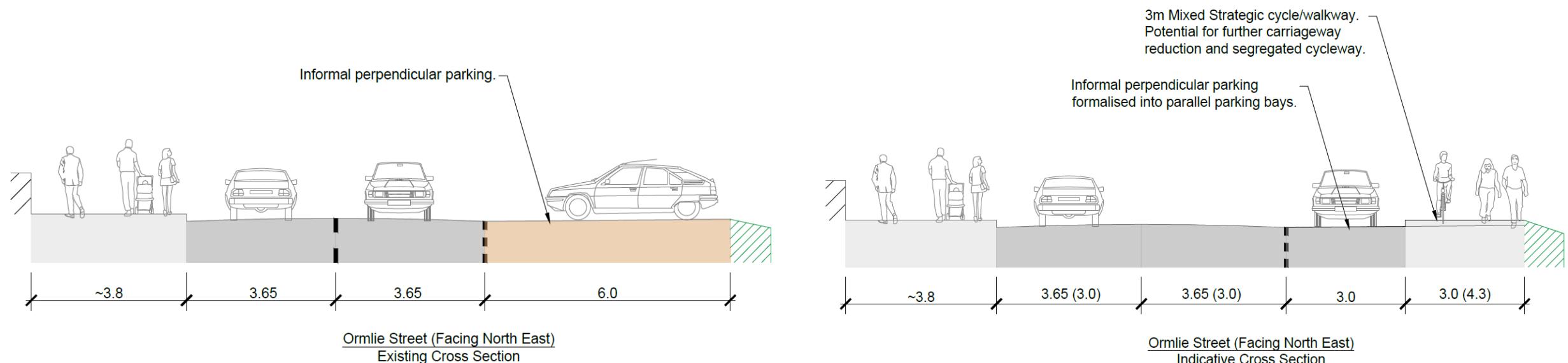
Princess Street (Facing North East)
Indicative Cross Section

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.



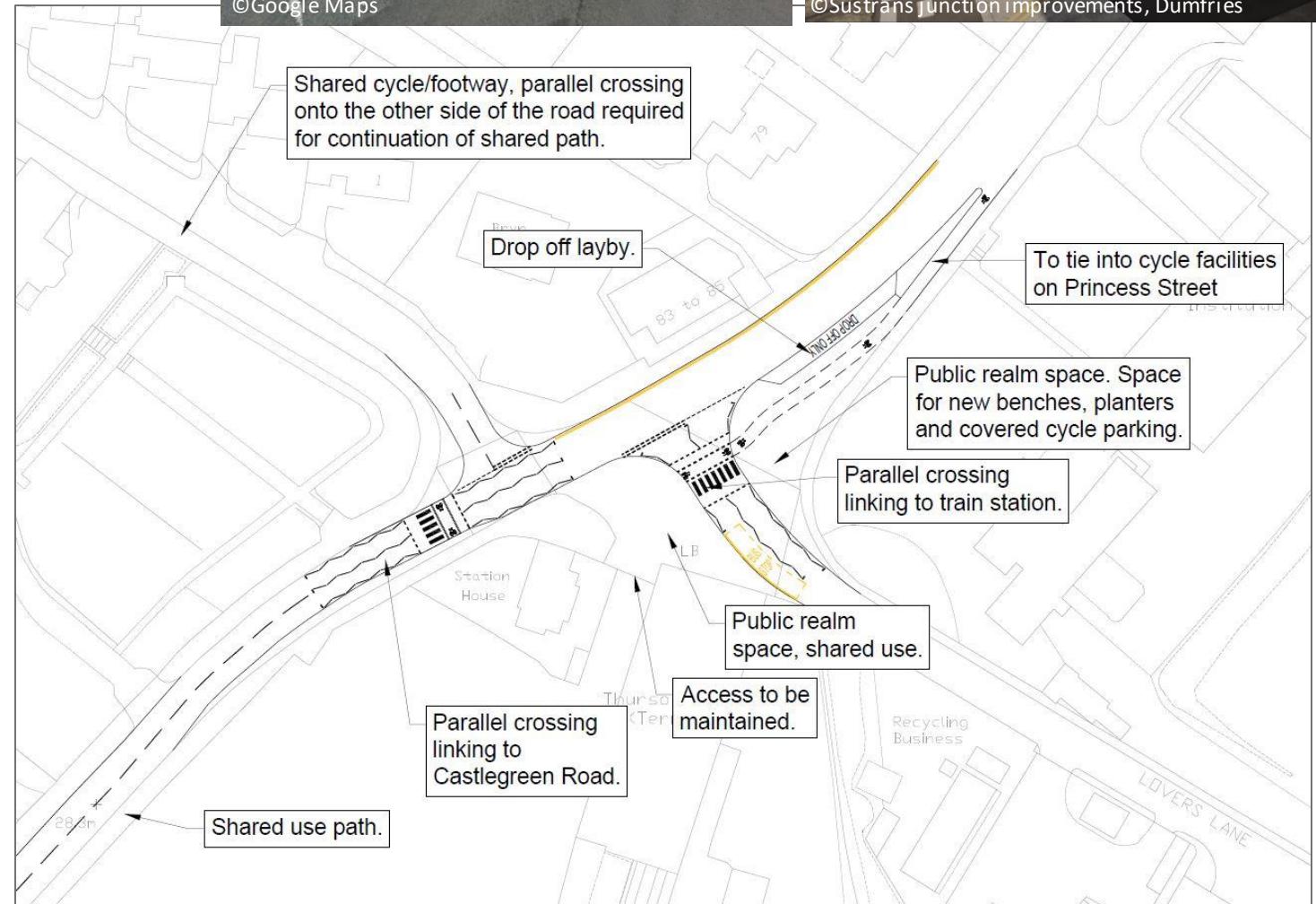
Thurso Train Station Junction Improvement

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



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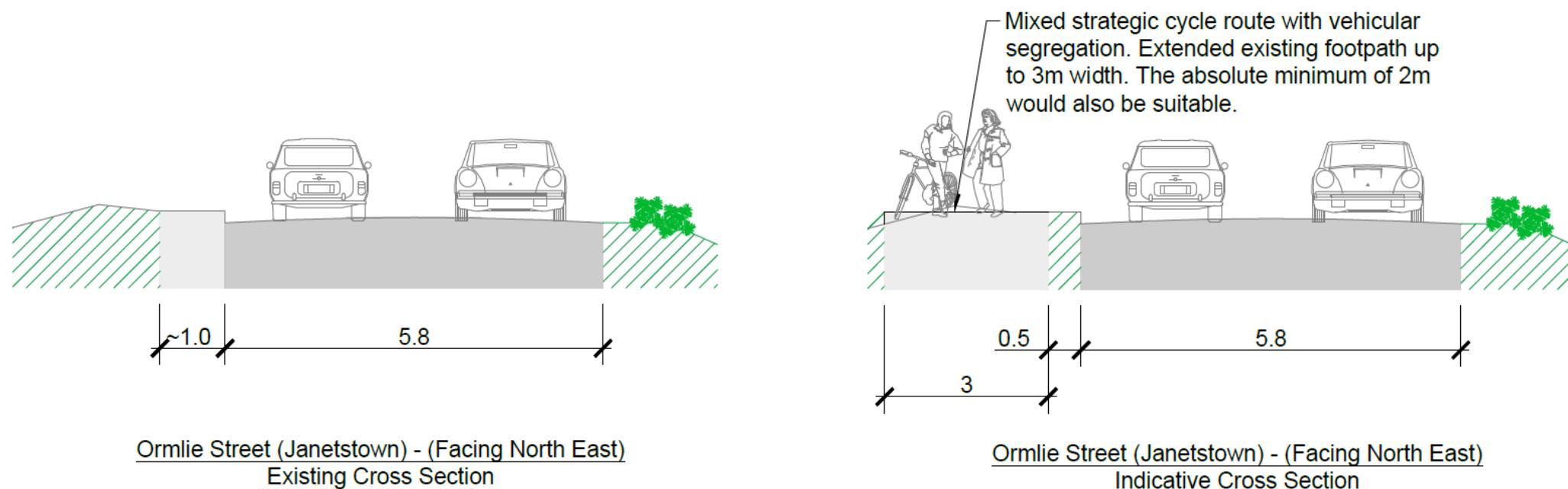
Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Action 7	Action 8	Action 9	Action 10	Action 11	Action 12	Action 13	Action 14	Action 15	Action 16	Action 17	Masterplan Map
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Ormlie Road Janetstown Business Park Mixed Strategic Cycleway/Footway

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.

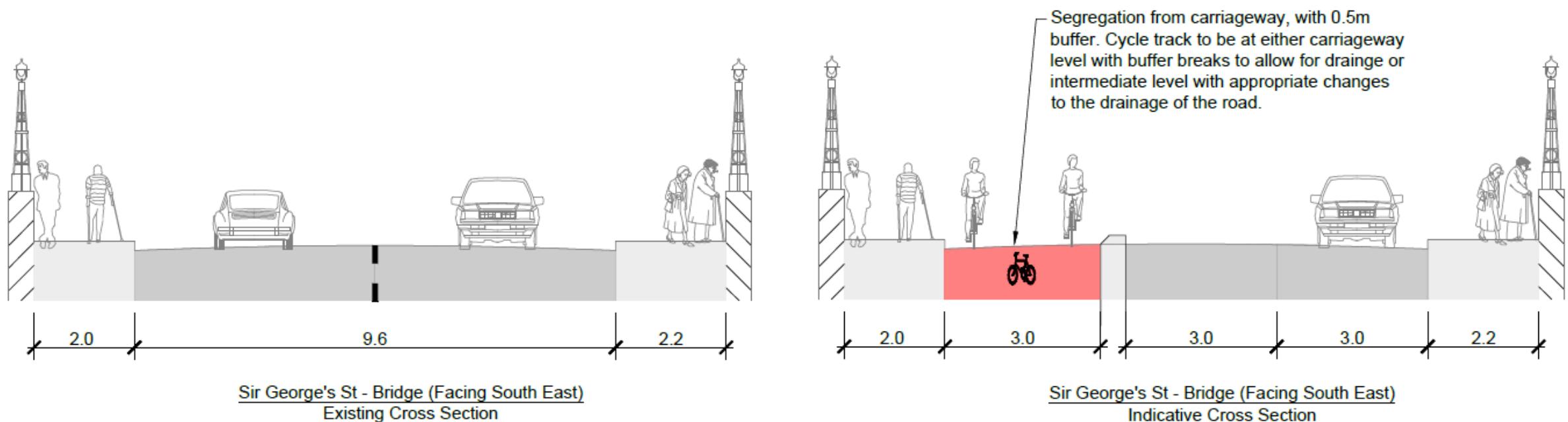
The crossing point will also connect the Castlegreen Road mixed strategic cycleway/walkway and the Henderson Business Park (A836) mixed strategic cycleway/walkway proposals.

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.



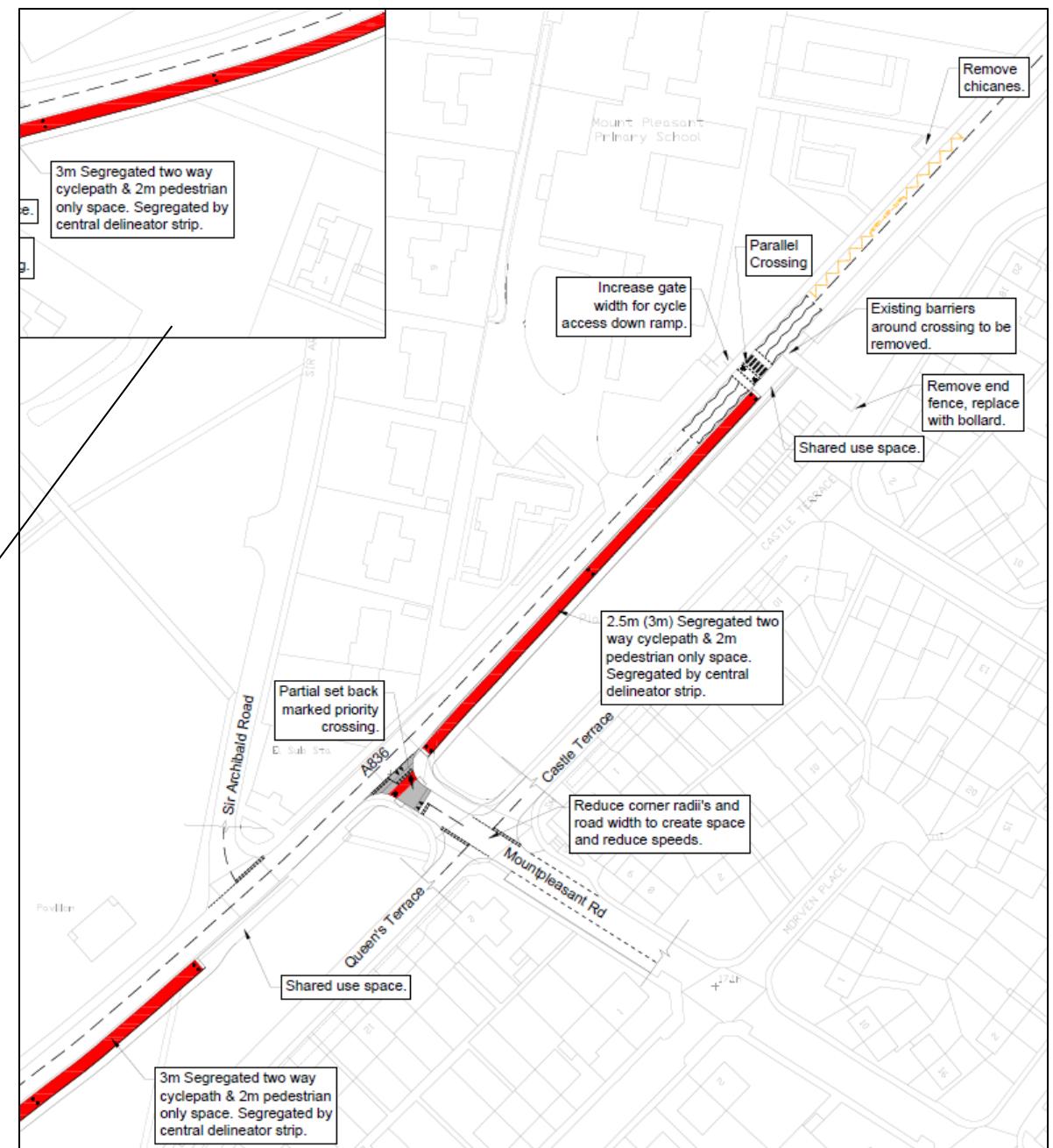
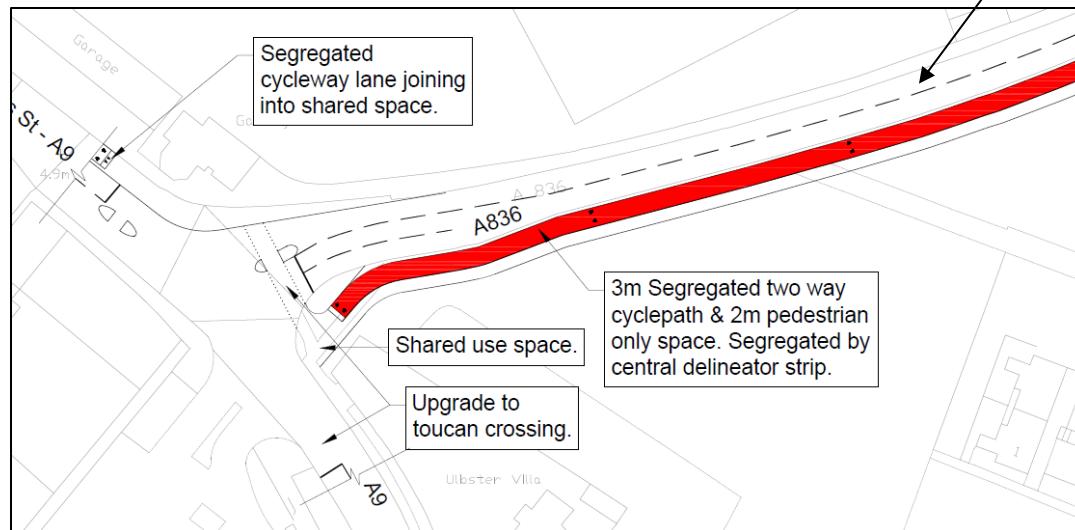
Thurso Active Travel Masterplan

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.

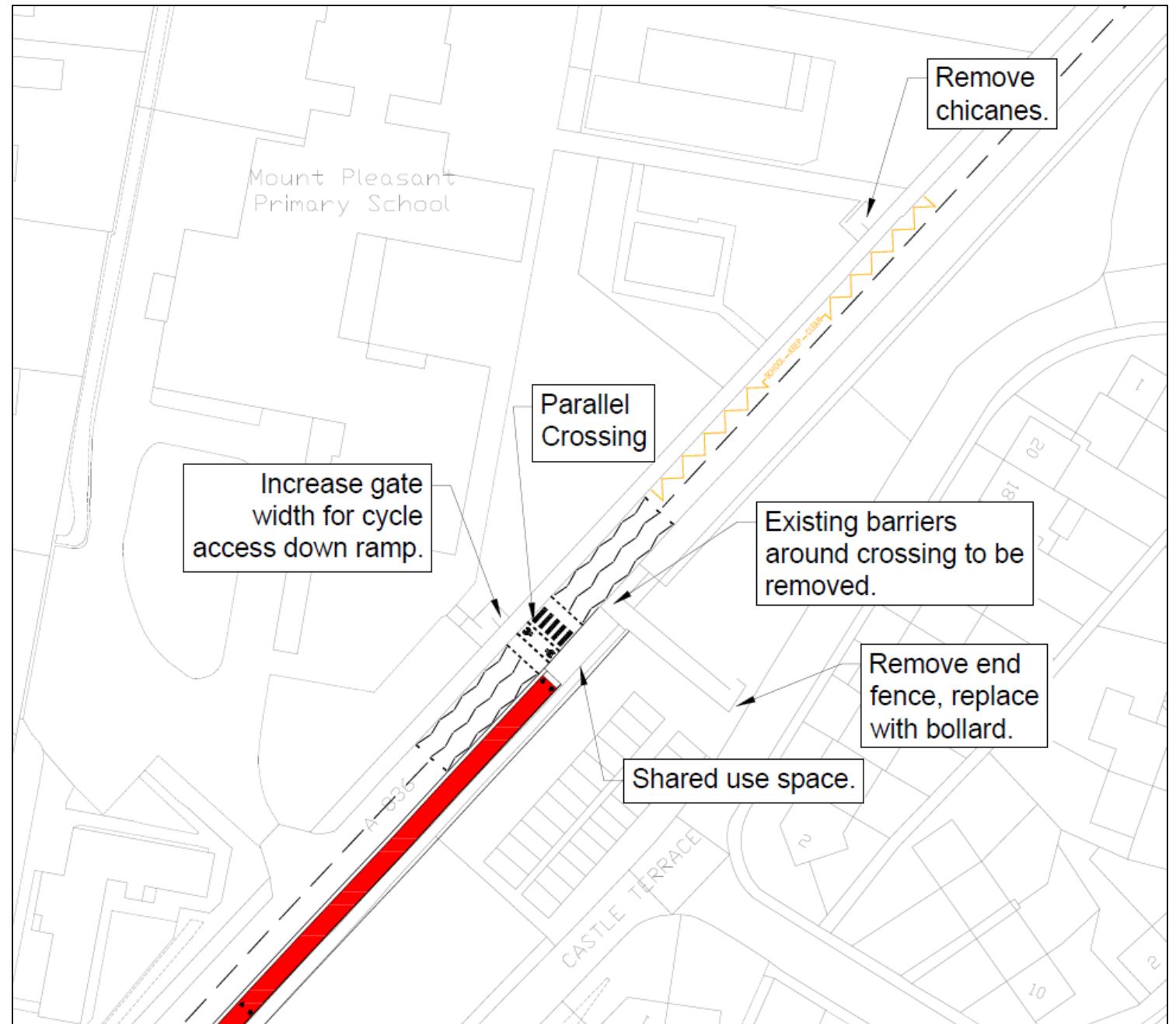


Mount Pleasant Road (A836) Crossing Point

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.



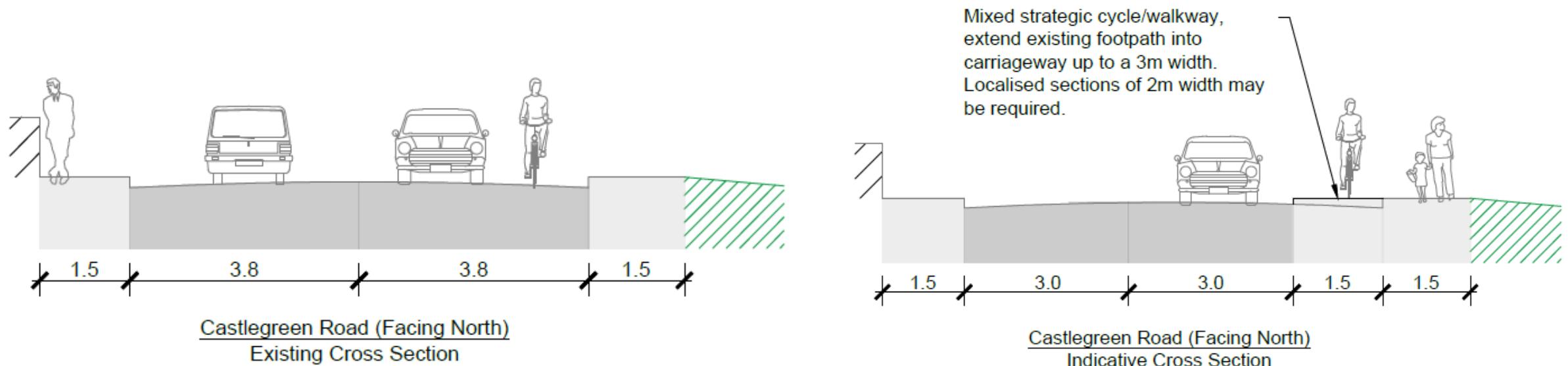
Castlegreen Road Mixed Strategic Cycleway/Footway or Low Traffic Neighbourhood

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

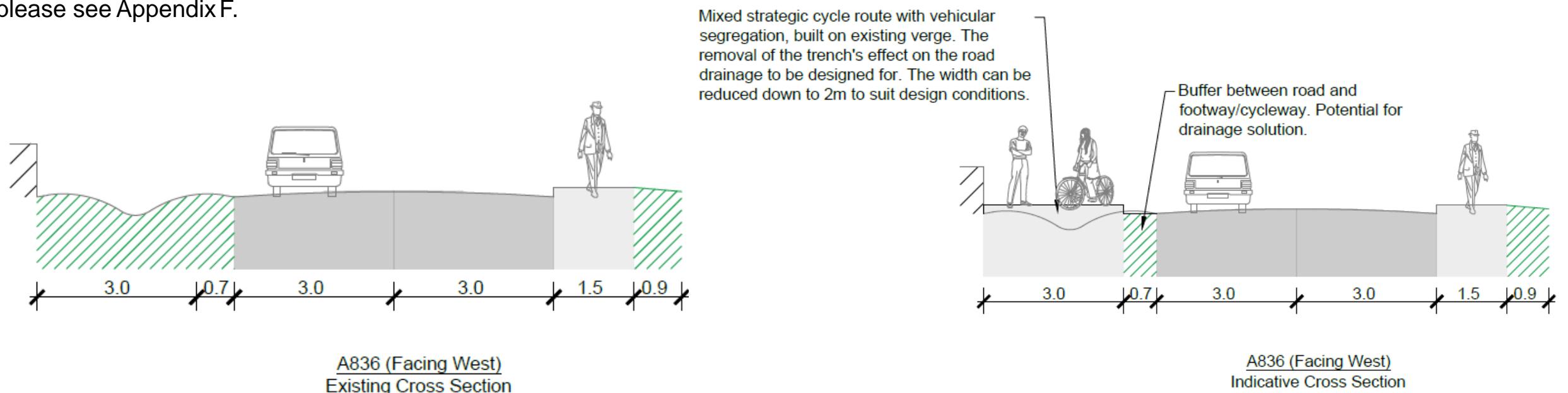
Henderson Business Park (A836) Mixed Strategic Cycleway/Footway

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.



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

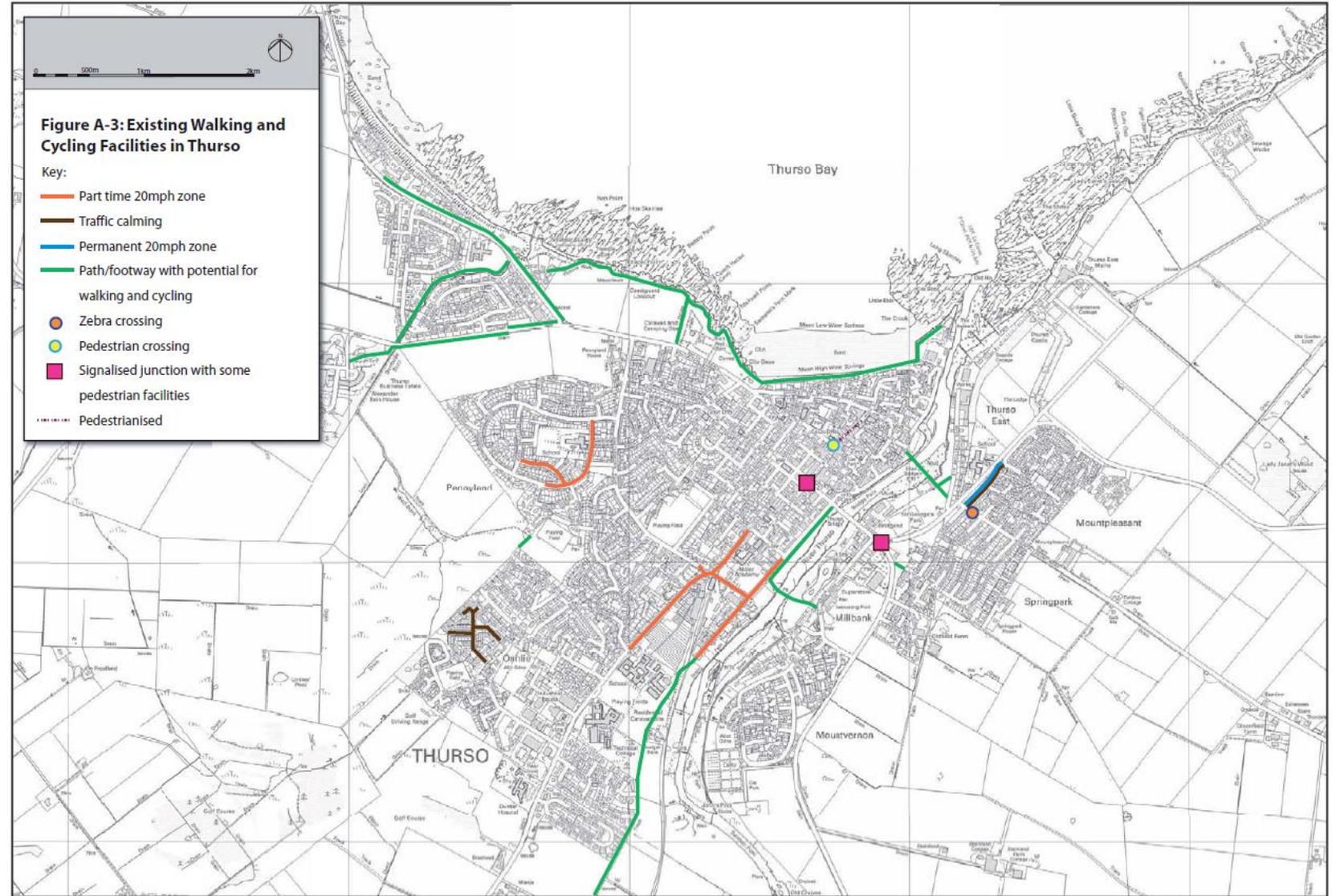
Priority 4: Scrabster Route

Priority 5: New Town Links

Priority 6: Thurso East Links

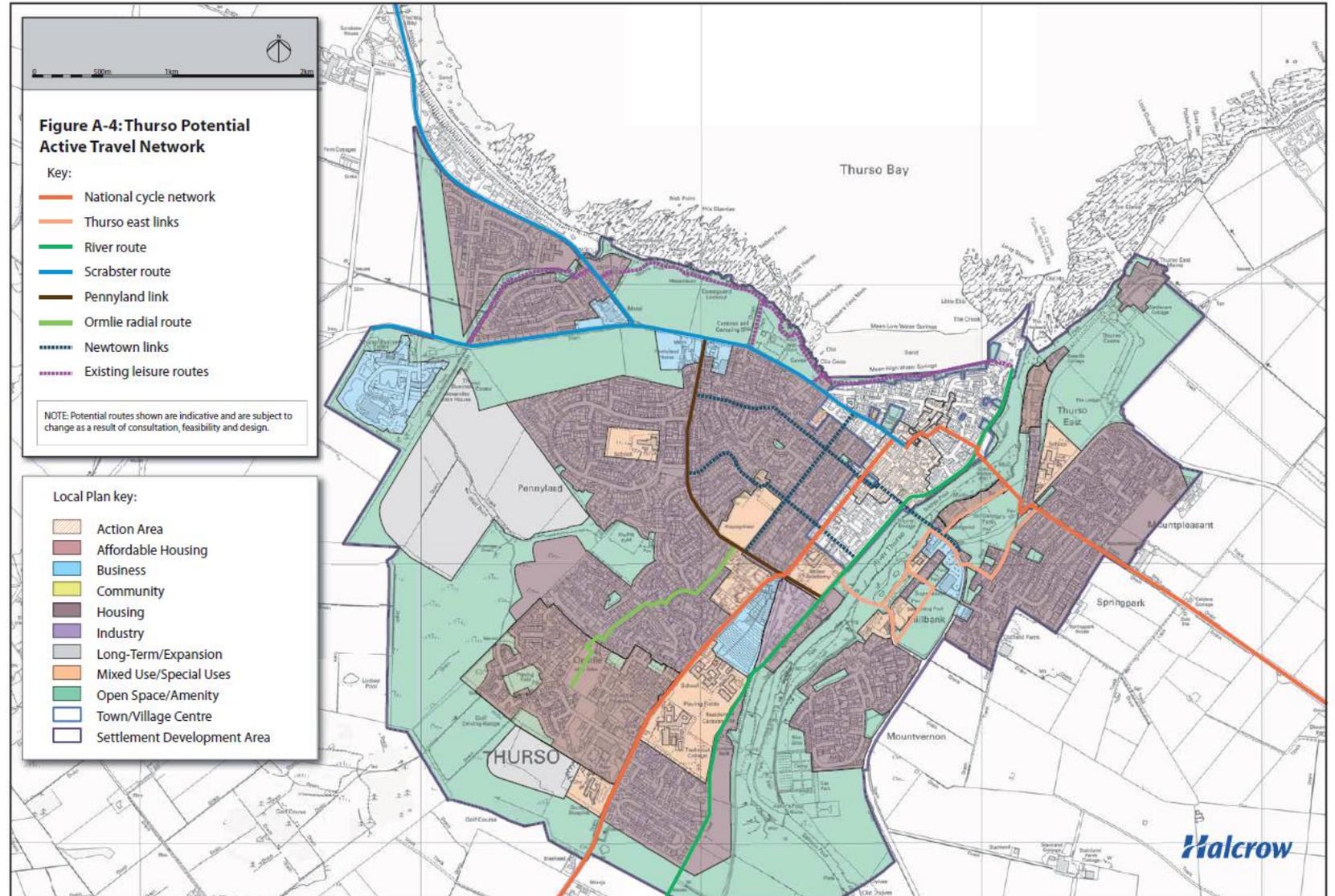
2. Thurso Active Travel Audit 2010

*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)

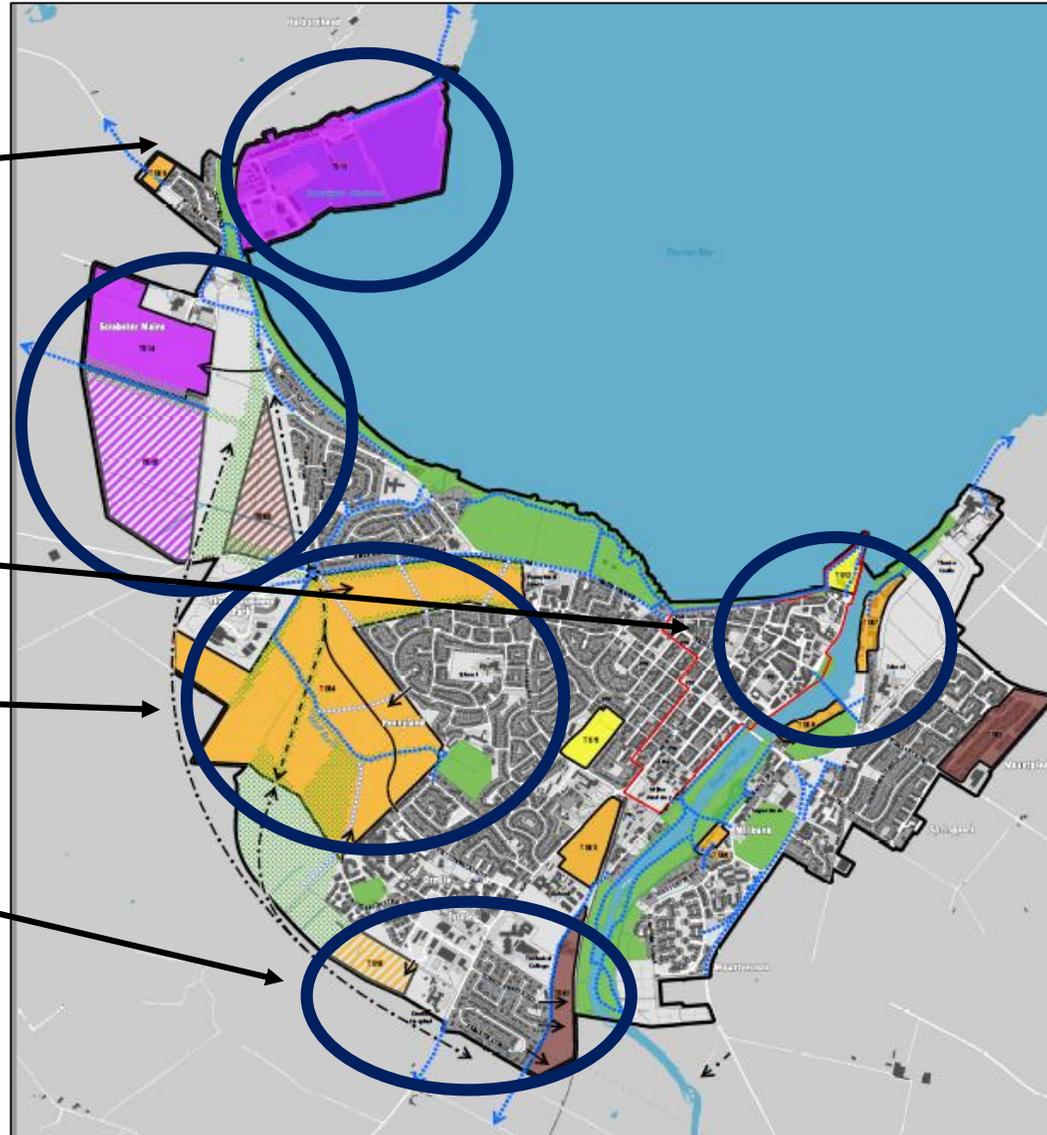
Scrabster Harbour

Scrabster Mains

Thurso Harbour

Thurso West Expansion

River Thurso (South)



CaSPlan Settlement Map Legend

Settlement Development Area	Allocations	Town Centres
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)

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.

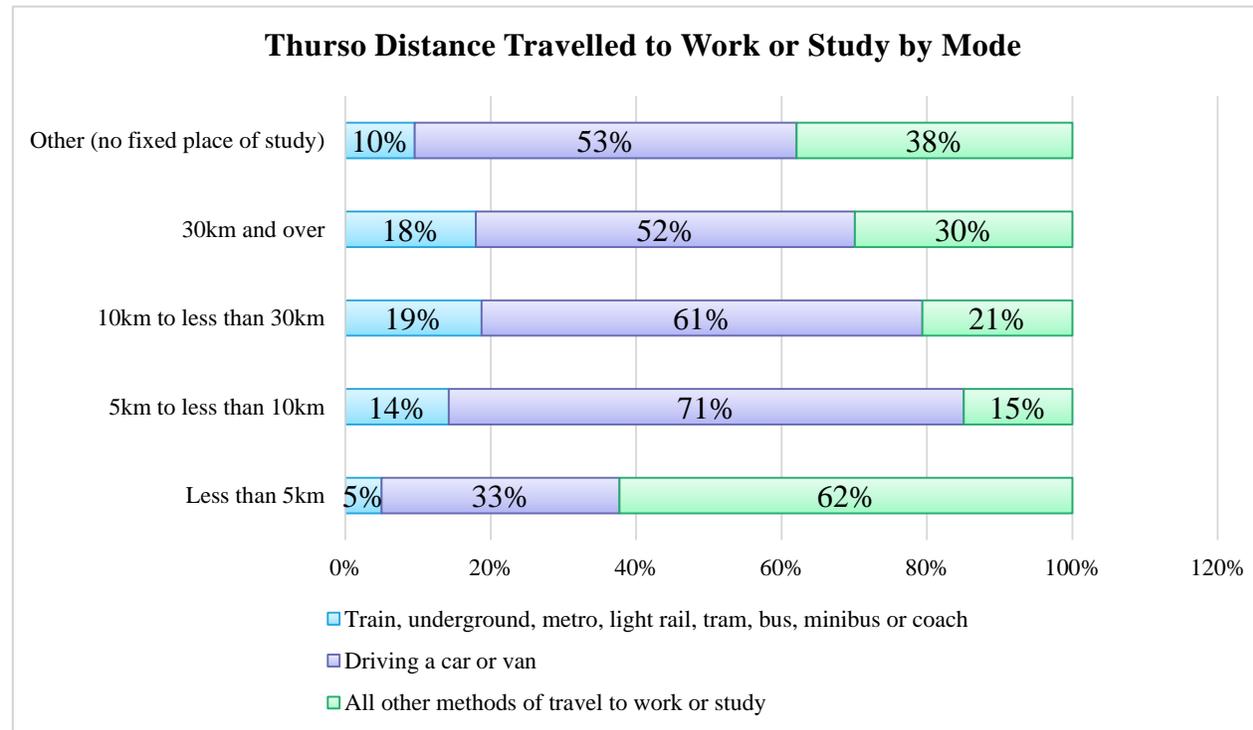
Delivery Plan (relevant to active travel):

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%



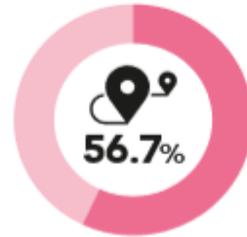
4. Baseline Data – Cycling Scotland Monitoring Report 2019

Highland

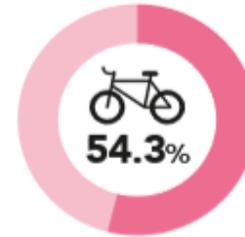


Headline trends and context

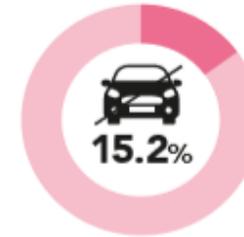
Proportion of journeys under 5km



Households with access to one or more bikes for private use

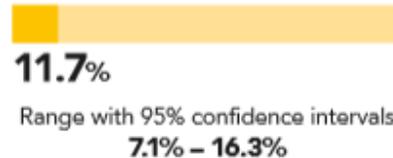


Households with no access to a car for private use



Workplaces

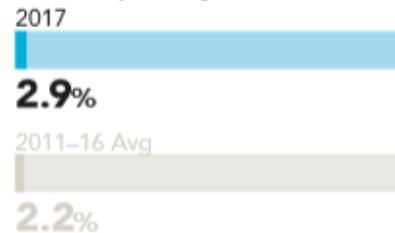
Employees cycling to work usually/regularly



21
Cycling Friendly Employers
employing
3,309
staff

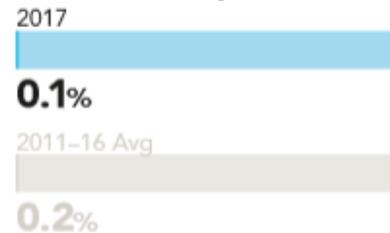
Schools

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

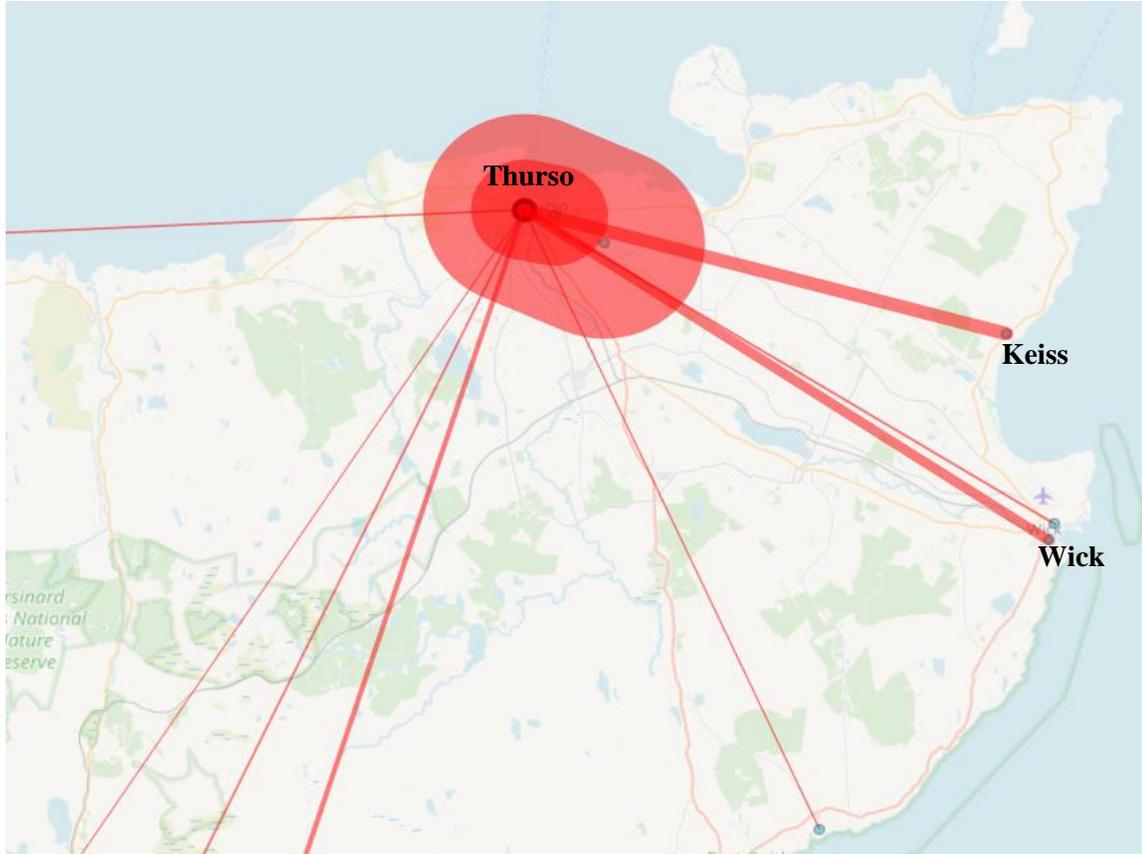
Revenue
£208,251.00

2017/18

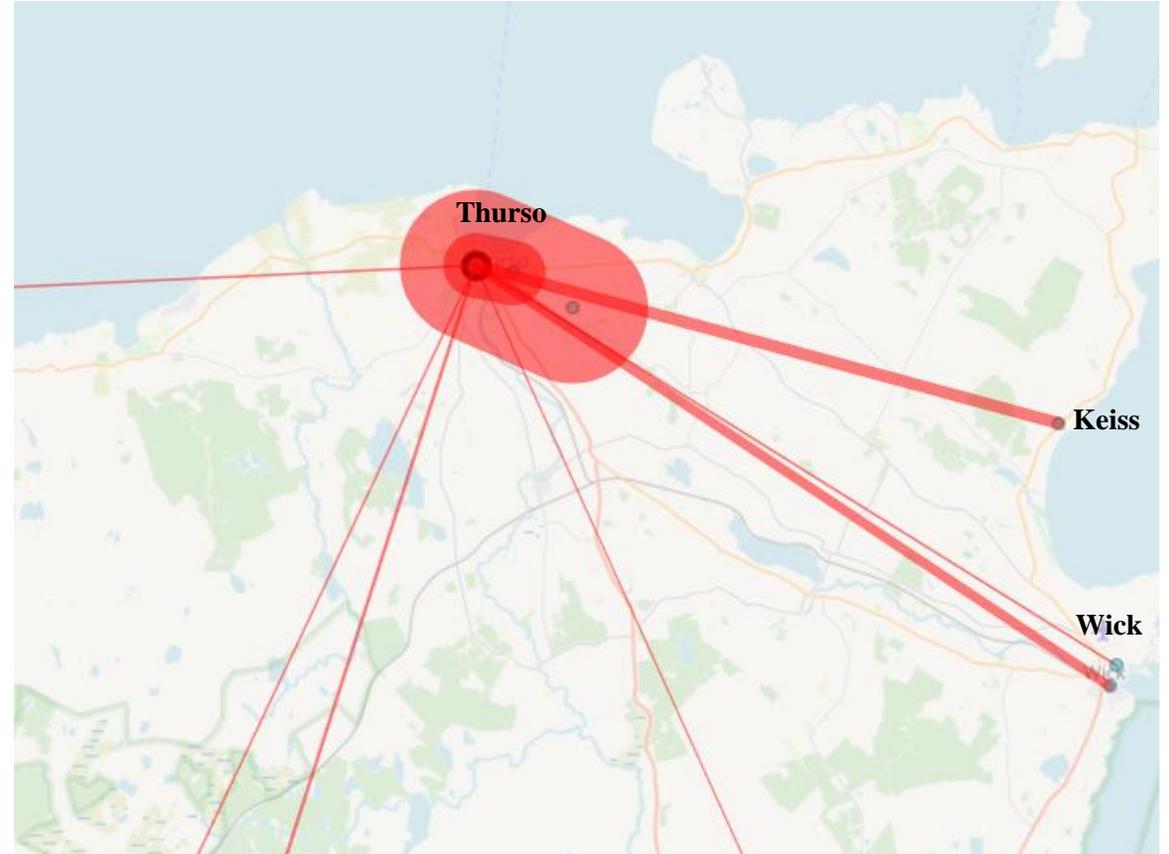
* Method of financial calculations will vary by council. Figures provided by local area may not capture full spend.

4. Baseline Data – Census Data (Datashine)

Thurso – travel to work (all modes)

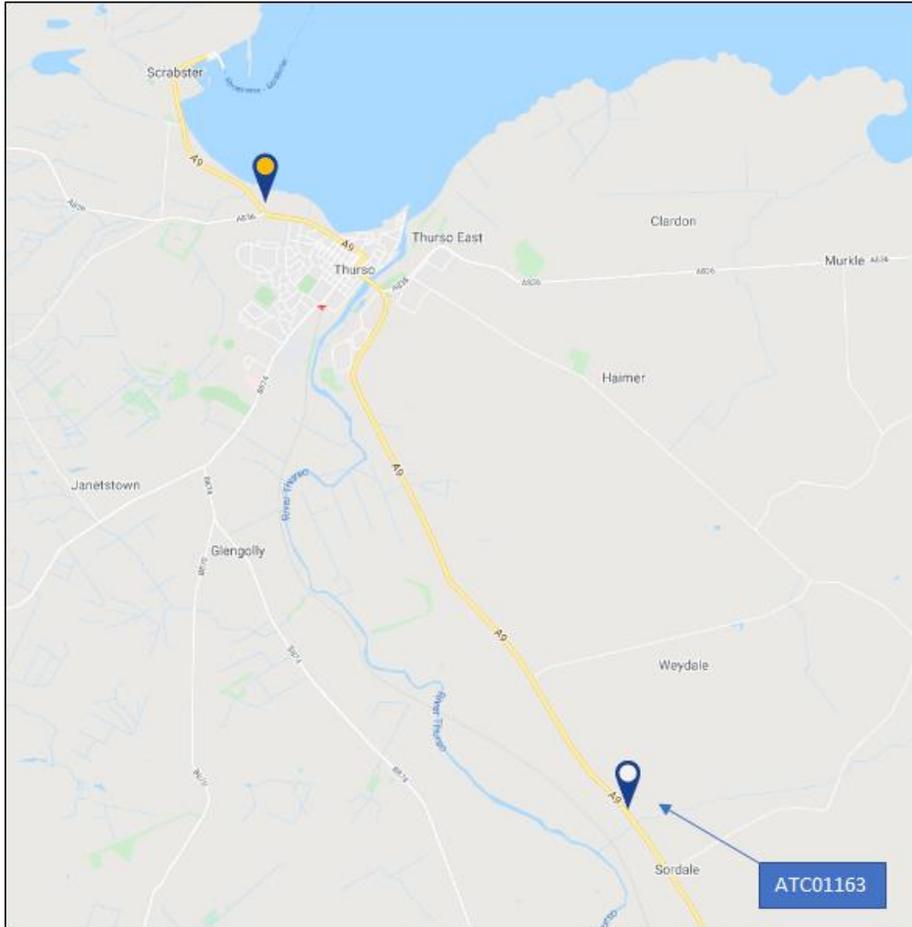


Thurso – travel to work (car drivers)



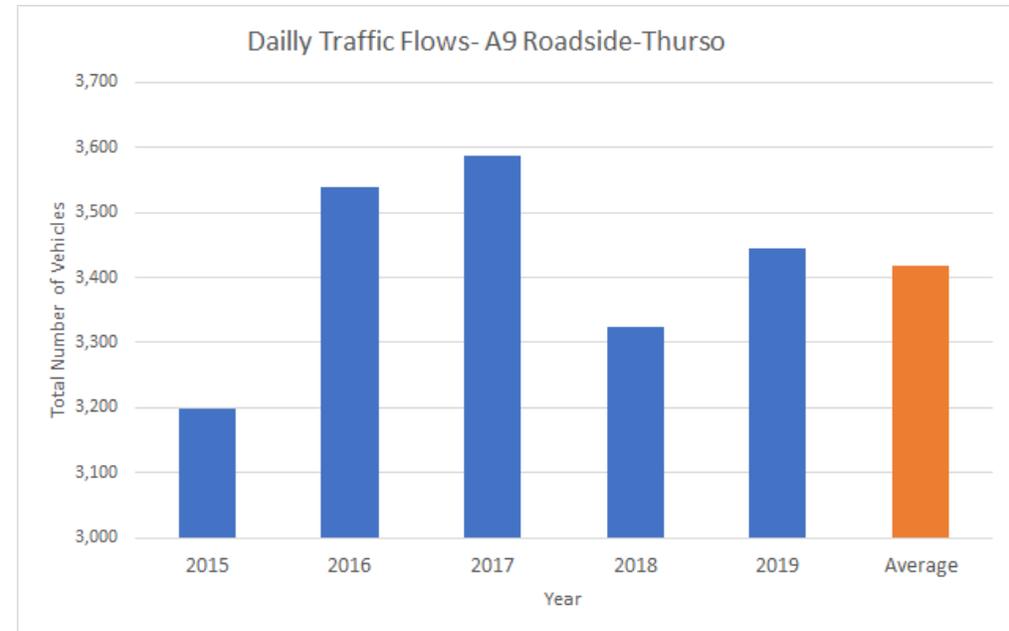
4. Baseline Data – Traffic Flows

Trunk Road Data- ATC01163 (A9 Roadside-Thurso)



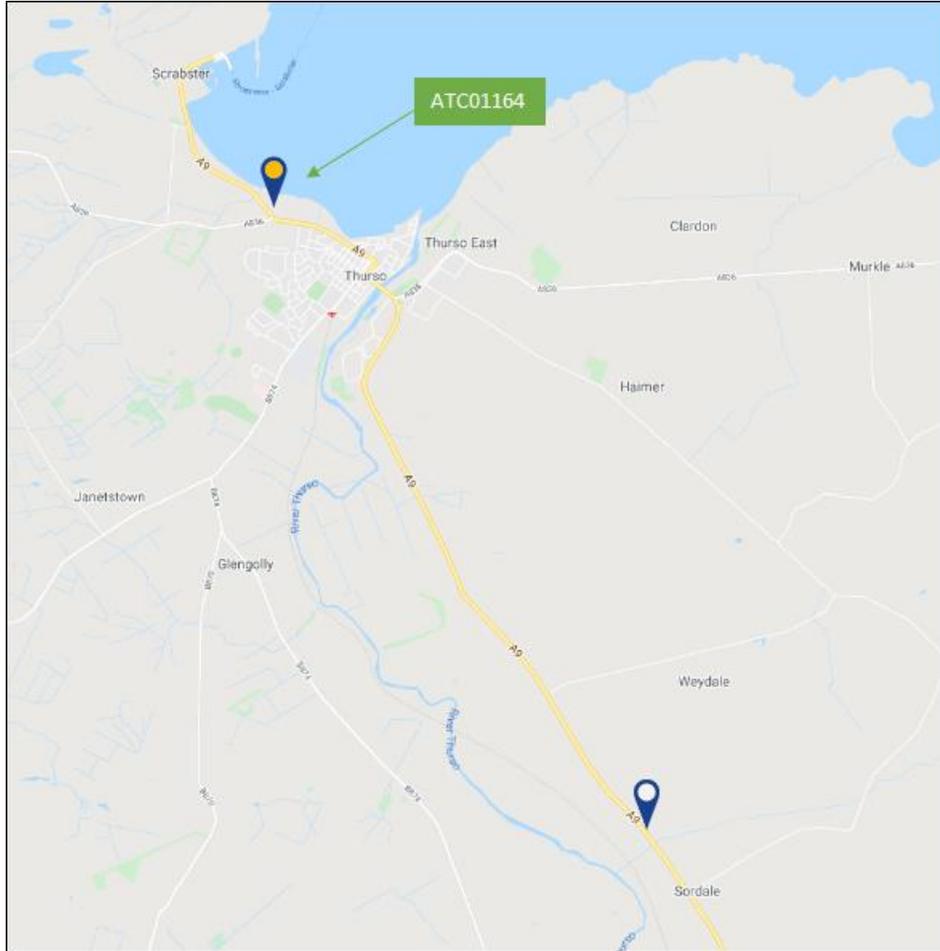
Source- trafficscotland.org

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

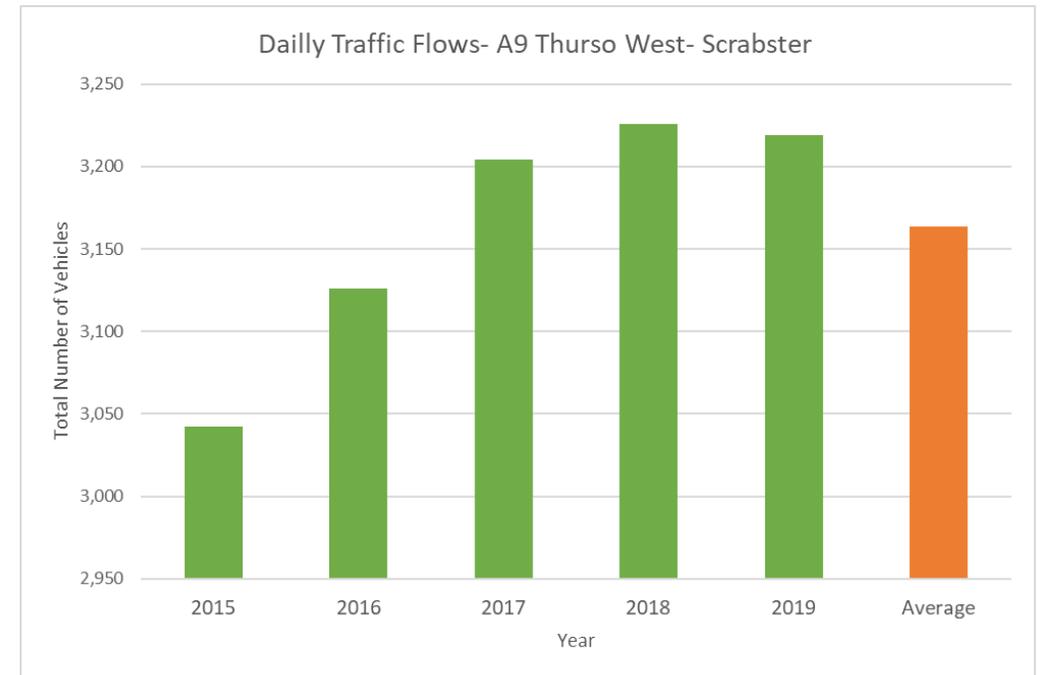


4. Baseline Data – Traffic Flows

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.

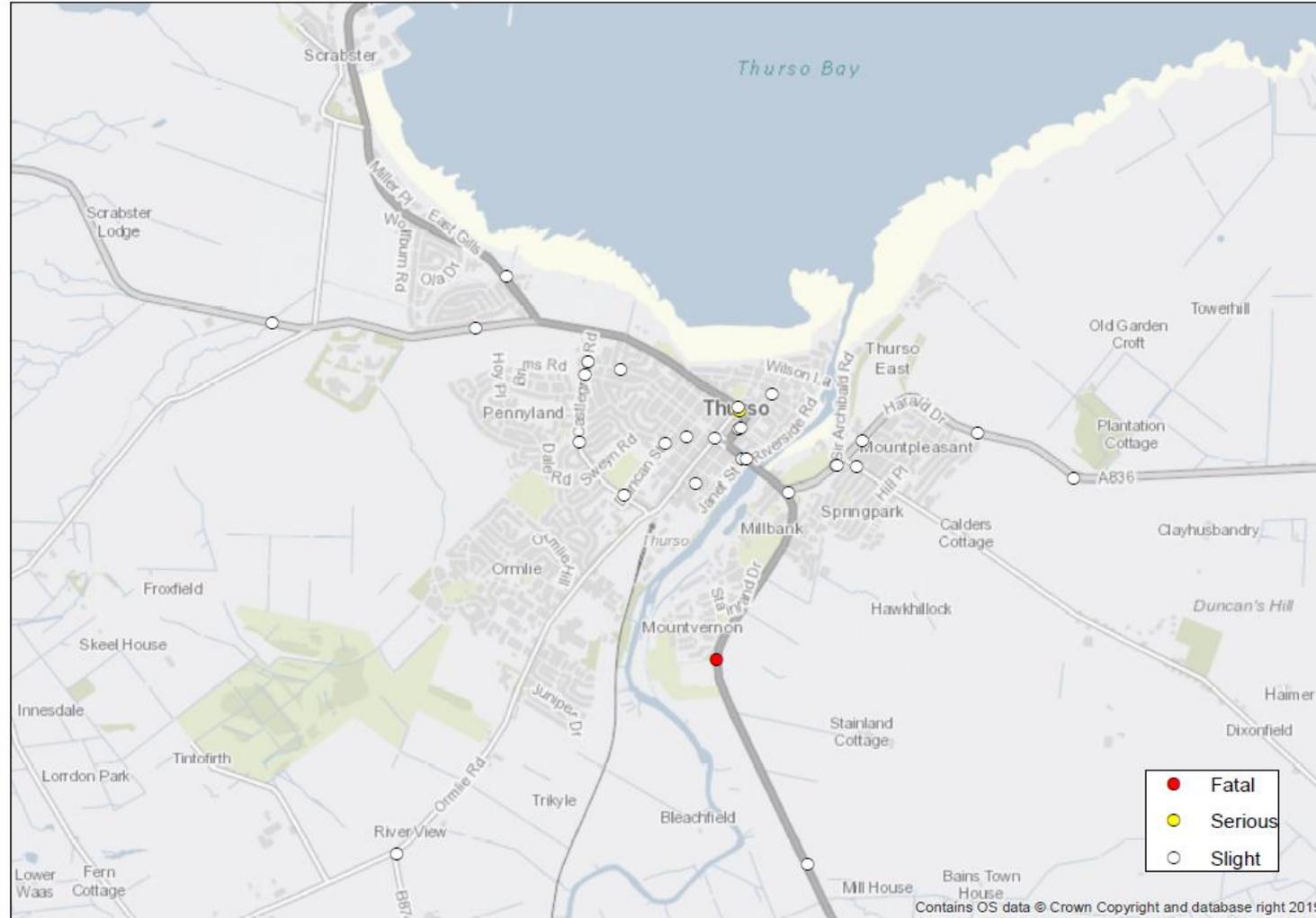
The key headlines from accident data analysis are:

- 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.

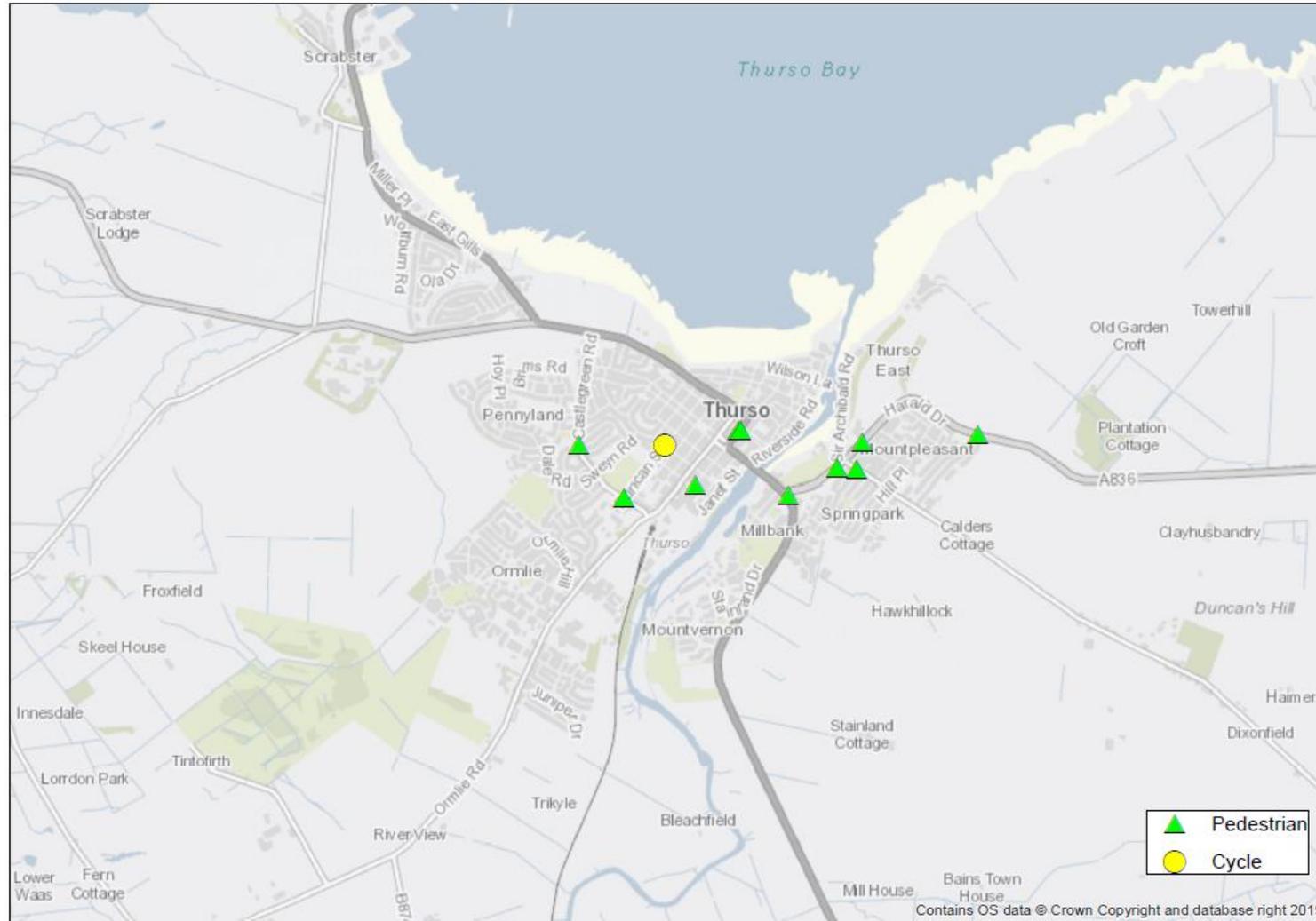
4. Baseline Data - Accident Statistics

Thurso Accident Severity (2014-2018)



4. Baseline Data - Accident Statistics

Pedestrian and Cycle Accidents (2014-2018)



5. Active Travel Initiatives/ Behavioural Change Measures

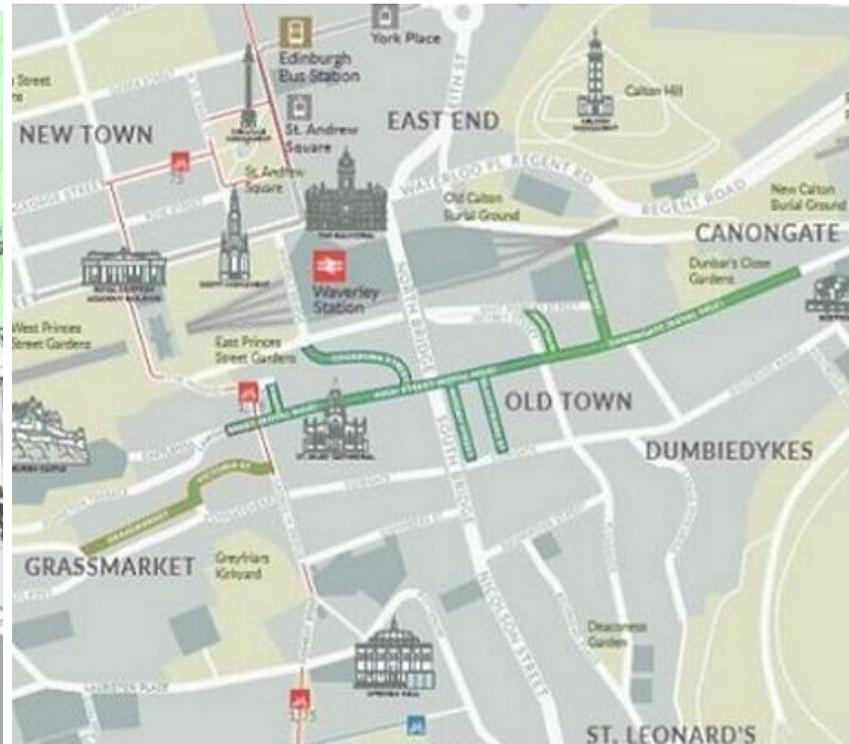
Romano Road is one of the neighbourhoods in the Liveable Neighbourhoods programme that has been invested in to reduce car trips and make neighbourhoods more-suited for walking, cycling and public transport.

<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>

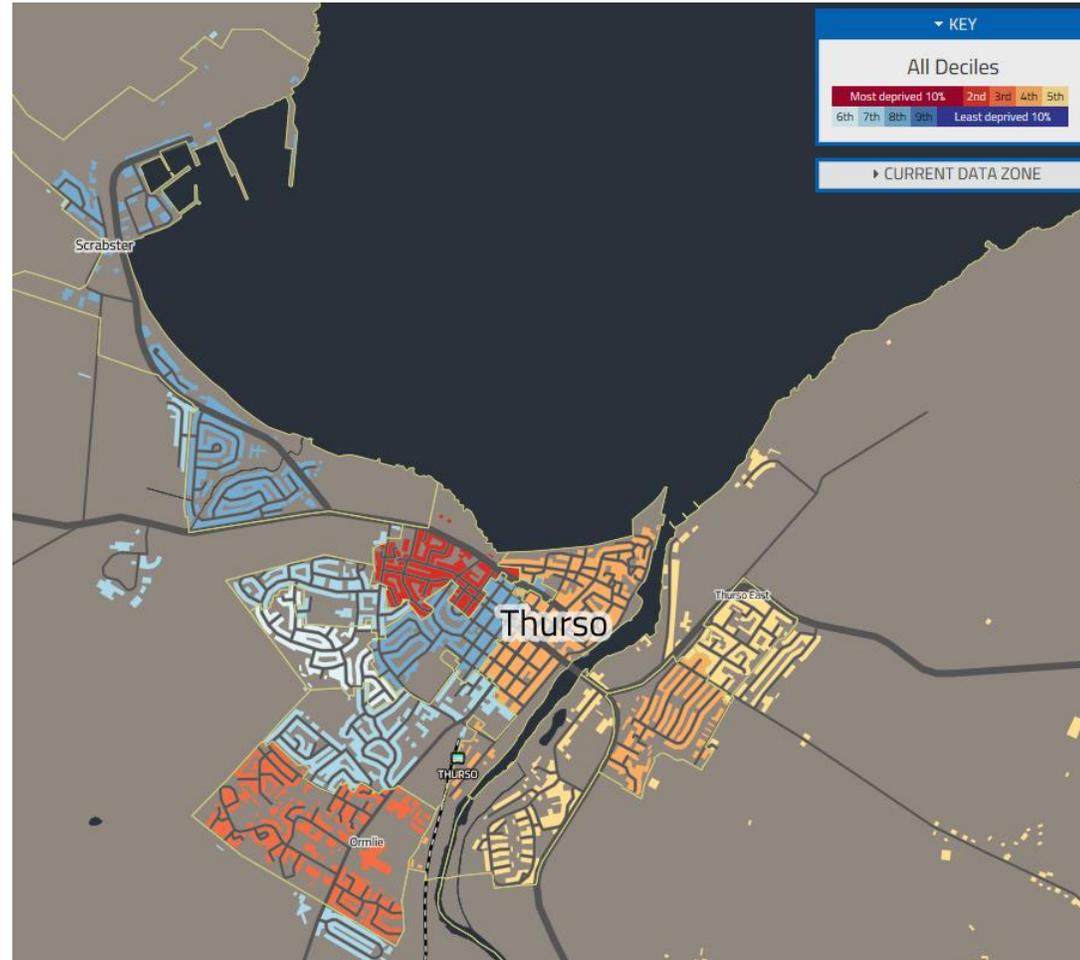


Car free streets: streets outside of several primary schools in Edinburgh closed to motorised vehicles at peak times.

<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

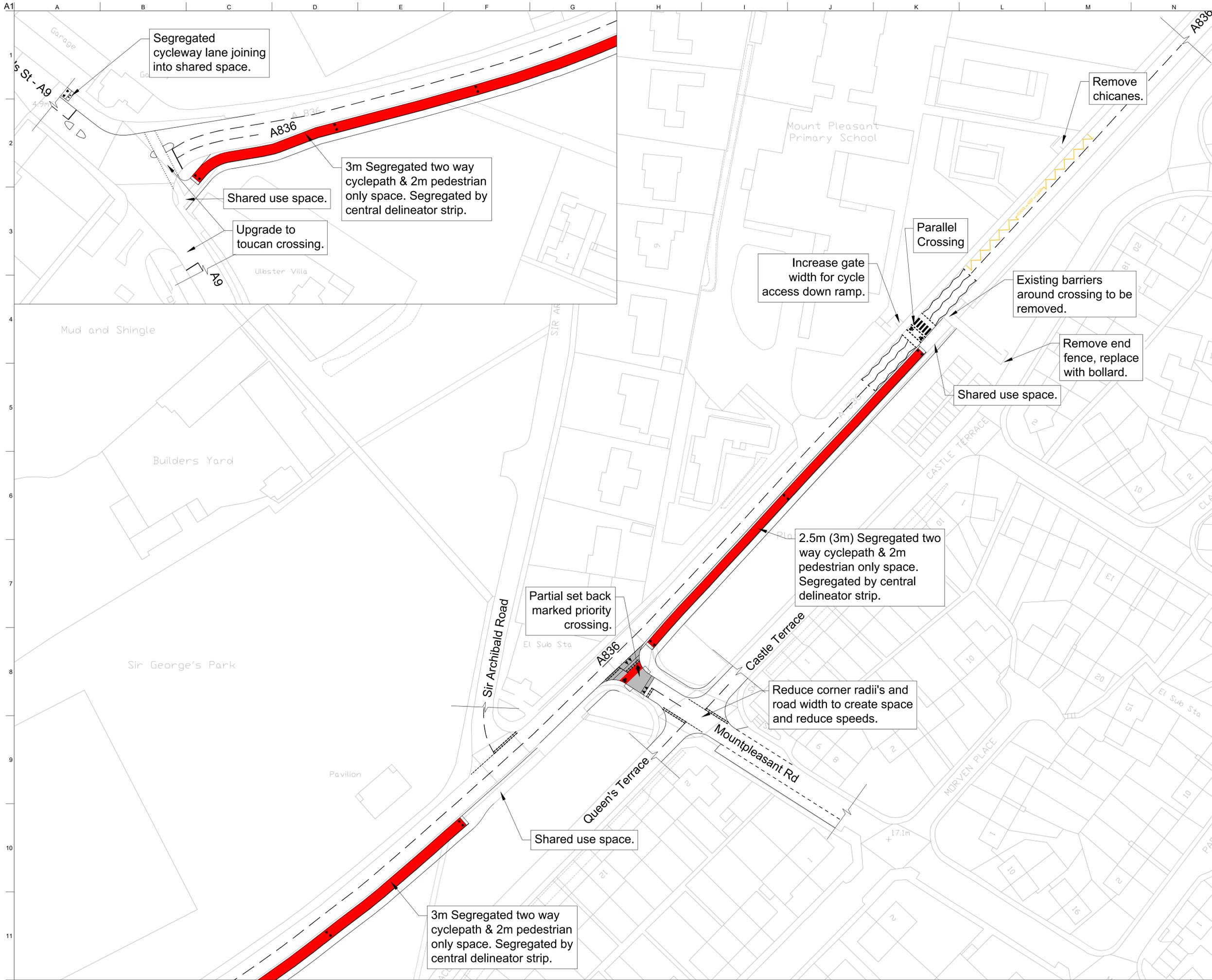
Appendix D – Action Costings

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	£ 110,000.00	£ 262,000.00	£ 414,000.00
			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	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	£ 16,000.00	£ 18,000.00	£ 20,000.00
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	£ 110,000.00	£ 262,000.00	£ 414,000.00
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	£	£ 120,000.00	£ 410,000.00	£ 700,000.00	£ 1,533,500.00	£ 1,823,500.00	£ 2,113,500.00
			Mobility hub - electric hire bike scheme**												
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	£	£ 100,000.00	£ 300,000.00	£ 500,000.00	£ 100,000.00	£ 300,000.00	£ 500,000.00
16	Sir Archibald Rd	Link to Ellan Bridge	Quiet Street	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	0.4	km	£ 80,000.00	£ 90,000.00	£ 100,000.00	£ 32,000.00	£ 36,000.00	£ 40,000.00

*The 'Typical Costs for Cycling Interventions' document and Spoons 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



Segregated cycleway lane joining into shared space.

Shared use space.

Upgrade to toucan crossing.

3m Segregated two way cyclepath & 2m pedestrian only space. Segregated by central delineator strip.

Remove chicanes.

Parallel Crossing

Increase gate width for cycle access down ramp.

Existing barriers around crossing to be removed.

Remove end fence, replace with bollard.

Shared use space.

2.5m (3m) Segregated two way cyclepath & 2m pedestrian only space. Segregated by central delineator strip.

Partial set back marked priority crossing.

Reduce corner radii's and road width to create space and reduce speeds.

Shared use space.

3m Segregated two way cyclepath & 2m pedestrian only space. Segregated by central delineator strip.

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

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
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
6
7
8
9
10
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
T +44(0)131 331 1999
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

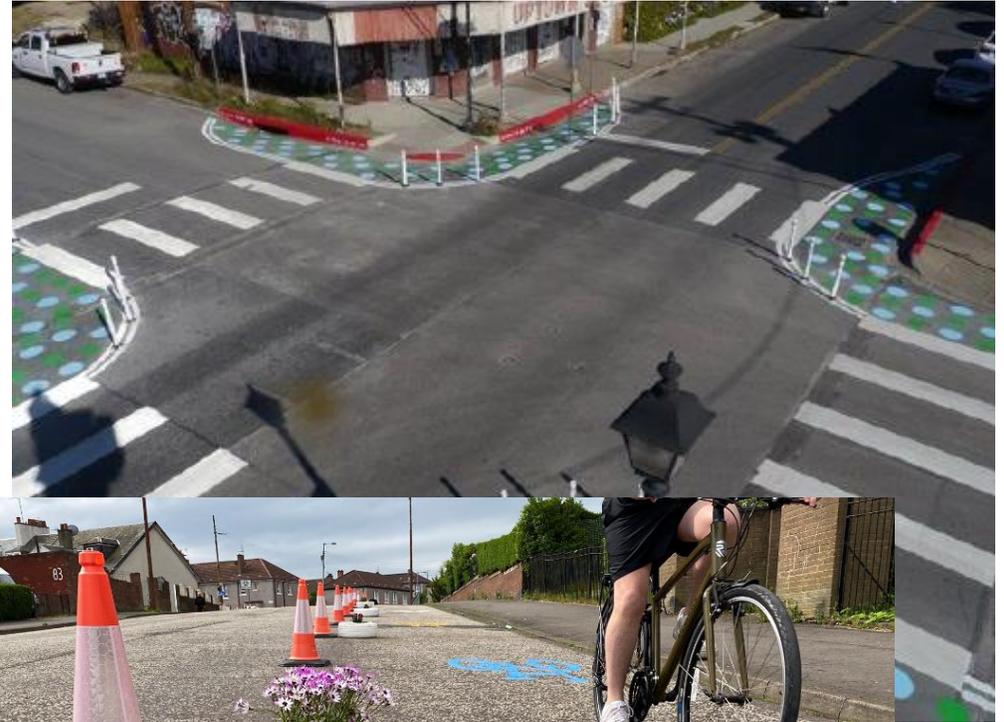
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HTATM-ARP-TH-XX-CH-SK-0004

Appendix F – Quick Measures

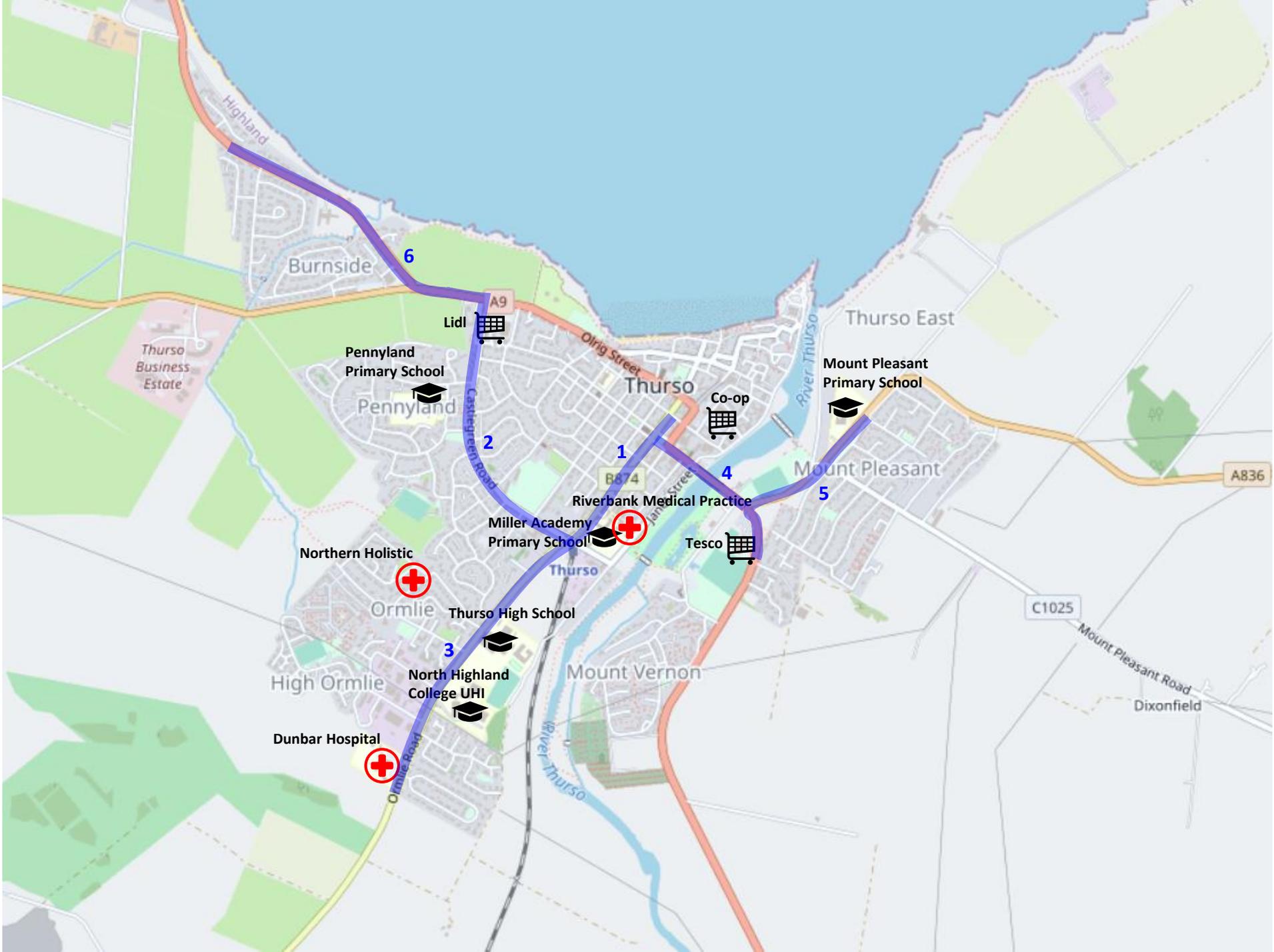
Space for People in Thurso

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



