

Route 3 – Staxigoe and Papigoe to Town Centre

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
3a	Willowbank	Grinigoe Street	Broadhaven Road	Consider options for traffic calming along Willowbank which could reduce traffic speeds and increase pedestrian and cyclist safety. Horizontal deflections and priority rules could potentially be very effective on what is essentially, a long straight road without any need to slow. Ensure that any traffic calming measure is not to the detriment of cyclists and provide appropriate run through areas
3b	-	-	-	Capitalise on benefits of reduced traffic speed by promoting walking and cycling in Hillhead Primary, making pupils and parents aware of any safety benefits associated with the physical interventions
3c	Staxigoe Link	Staxigoe	Wick Town Centre	Ensure the entire route has DDA compliant flush dropped kerbs with appropriate tactile information
3d	Staxigoe Link	Staxigoe	Wick Town Centre	Ensure signage represents journey times to key locations within Wick raising awareness that a compact settlement results in relatively low journey times

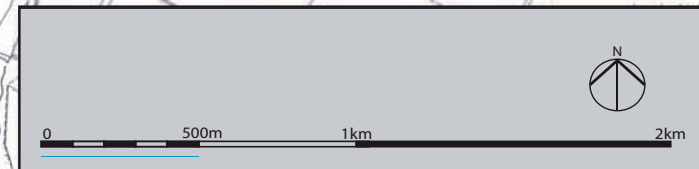
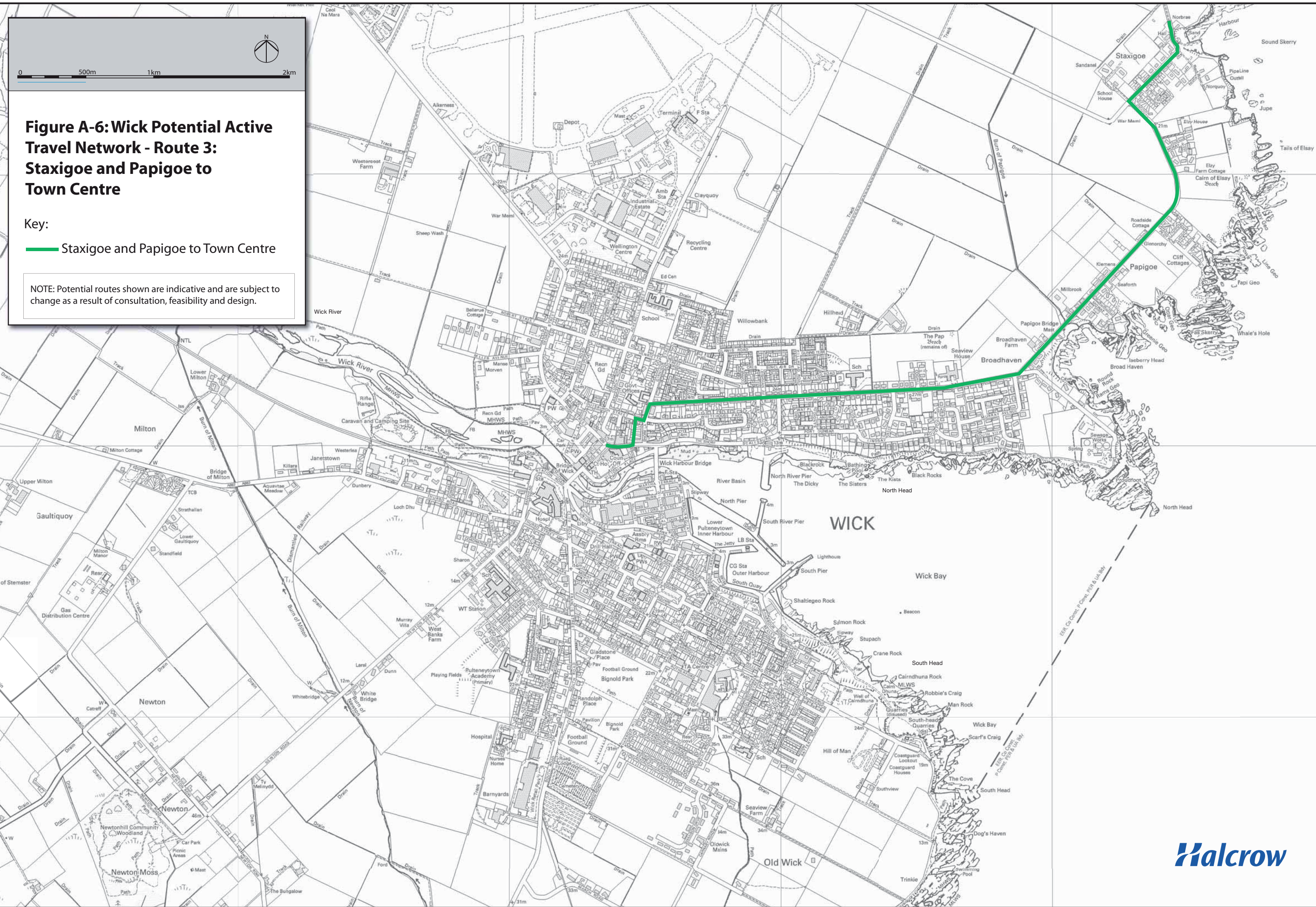


Figure A-6: Wick Potential Active Travel Network - Route 3: Staxigoe and Papigoe to Town Centre

Key:
— Staxigoe and Papigoe to Town Centre

NOTE: Potential routes shown are indicative and are subject to change as a result of consultation, feasibility and design.

Route 4 – Old Wick Spurs

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
4a	Dempster Street	A99	Argyle Square	Improved maintenance of Dempster Street paving which is currently mono-blocked. Consideration should be given to widening the footway and replacing the surfacing with a more uniform high quality tarmac pavement
4b	Dempster Street	Malcolm Street	Beaufoy Street	Provide DDA compliant flush dropped kerbs with appropriate tactile paving at the junctions with Malcolm Street and Beaufoy Street
4c	Argyle Square	-	-	Consider enhancements to Argyle Square which could encourage more people to walk and cycle in the area
4d	Argyle Square	-	-	Remove parking from the square side of the street on Argyle Square, while retaining parking outside properties
4e	Grant Street	Argyle Square	Albert Street	Along Grant Street and Huddart Street, carry out a programme of providing flush dropped kerbs with DDA compliant tactile paving
4f	Huddart Street	Grant Street	Albert Street	Along Huddart Street, apply colour graphics to the pavement around junctions with road safety themes to encourage pupils to walk to South Primary
4g	Bignold Park	A99	Harrow Hill	Improve the path through Bignold Park, widening it and installing lighting which will increase users perception of safety whilst dark
4h	Oldwick Road	Kennedy Terrace	Roxburgh Road	Consideration should be given to creating a link of footway on section of Oldwick Road where current footway terminates

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
4i	Harrow Road	A99 South Road	Harrow Hill	Improve provision for pedestrians on section of Harrow Road linking to South Road by providing footway

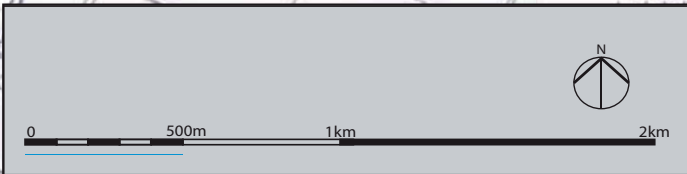
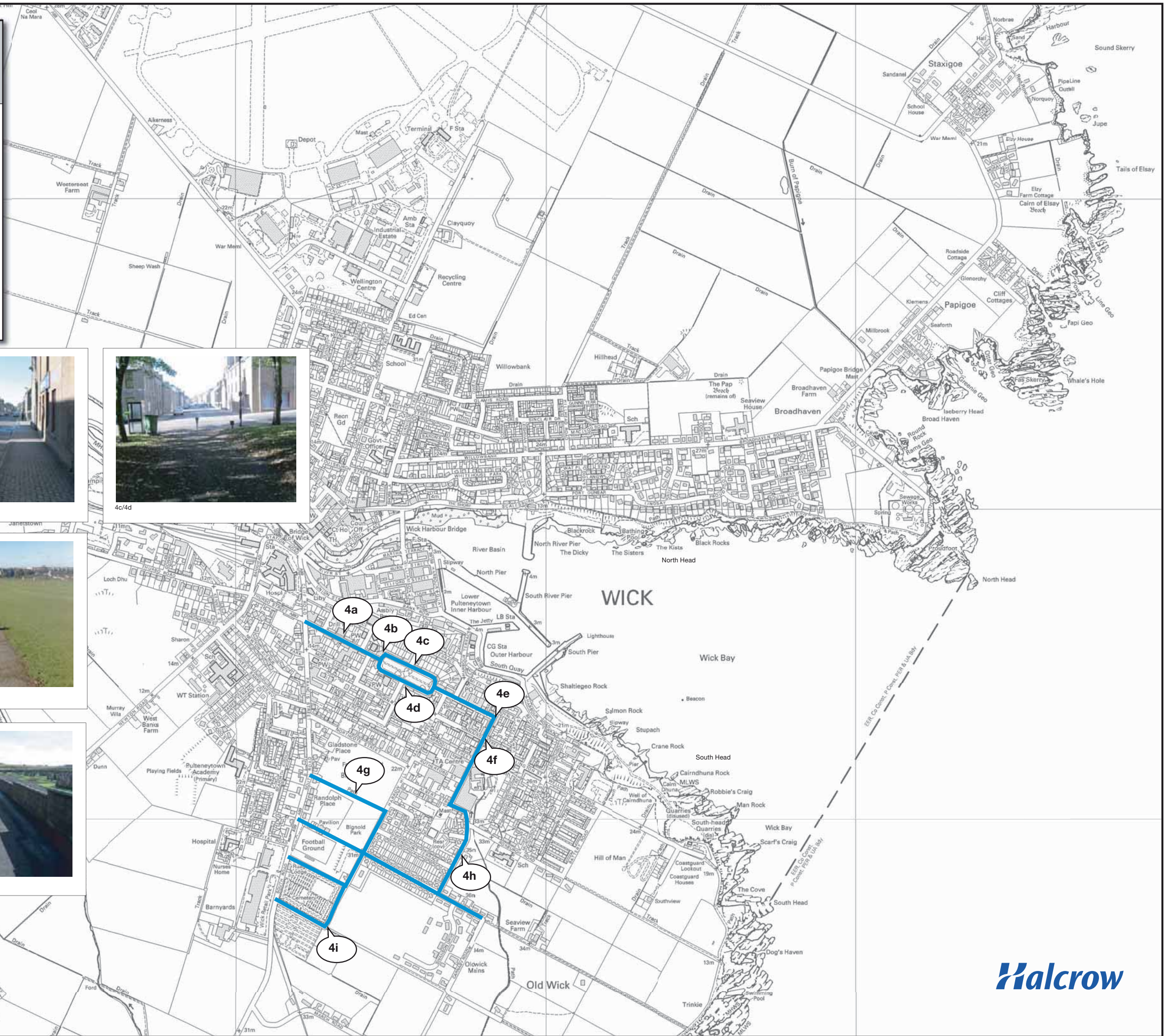


Figure A-7: Wick Potential Active Travel Network - Route 4: Old Wick Spurs

Key:

Old Wick spurs

NOTE: Potential routes shown are indicative and are subject to change as a result of consultation, feasibility and design.



4a



4b



4c/4d



4e/4f



4g



4h



4i

Route 5 – Upper Pulteneytown to Wick

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
5a	Dunbar Street	Upper Dunbar Street	Lower Dunbar Street	Resurfacing of Upper and Lower Dunbar Street with high quality local materials replicating those used in River Street regeneration
5b	Argyle Square	Upper Dunbar Street	Lower Dunbar Street	As stated in Priority 6, work to enhance the environment of Argyle Square has the potential to increase the use of the area for active travel
5c	Black Stairs	-	-	Raise the profile of the Black Stairs through consideration of art installation which could increase footfall
5d	Lower Pulteneytown	Bank Row	Williamson Street	Consider surfacing works and footway widening in Lower Pulteneytown which would provide for active travel
5e	Martha Terrace	Williamson Street	Martha Terrace	Remove the roundabout at Martha Terrace and Williamson Street if harbour traffic permits
5f	Pulteneytown Link	Upper Dunbar Street	High Street	Provide flush dropped kerbs at all crossing points on link with appropriate tactile paving

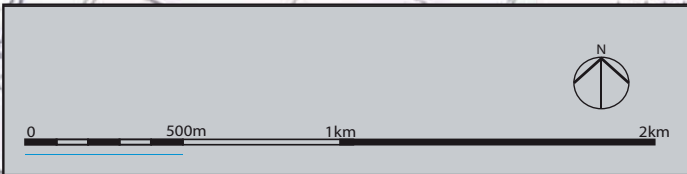


Figure A-8: Wick Potential Active Travel Network - Route 5: Upper Pulteneytown to Wick

Key:

— Upper Pulteneytown to Town Centre

NOTE: Potential routes shown are indicative and are subject to change as a result of consultation, feasibility and design.



5a



5b



5c



5d



5e

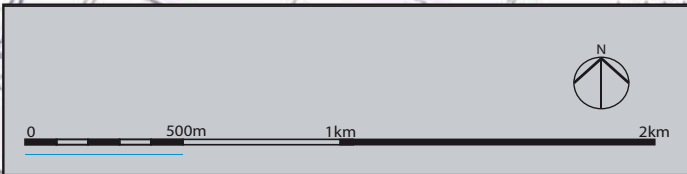


Figure A-9: Wick Potential Active Travel Network - Route 6: West Wick Links

Key:
 Wick High School / West Wick Links

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