

Route 4 – Safer Routes to School

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
4a	Traffic free path (Invergordon)	Gordon Terrace	Cromlet Drive	Provide flush dropped crossings at entrance to track on Gordon Terrace and consider providing a build out to improve visibility for pedestrians and cyclists leaving the track. Alter existing chicane to make access easier whilst still slowing cyclists down. Widen access to path at Cromlet Drive and provide a flush dropped crossing to allow cyclists level access to carriageway
4b	Castle Avenue	Davidson Drive	Castle Road	Verify speed, volume and classification of traffic to determine the most suitable solution for improving cyclist safety. Ensure all side roads have flush dropped crossings.
4c	Castle Road	Cromlet Drive	High Street	Verify speed, volume and classification of traffic to determine the most suitable solution for improving cyclist safety. Ensure all side roads have flush dropped crossings.
4d	Cromlet Drive/Academy Road	Invergordon Railway Station	Invergordon Leisure Centre	Allow cyclists two way access on Cromlet Drive at the junction of Castle Avenue. Verify speed, volume and classification of traffic to determine the most suitable solution for improving cyclist safety including considering the redetermination of the footway to shared use. Provide a footway or shared use cycle track from the high school to the leisure centre car park entrance. Ensure all side roads have flush dropped crossings.
4e	Albany Road	Cromlet Drive	High Street	Allow cyclists two way access in order to provide the most direct route to station, library and High Street.
4f	Traffic free paths to Invergordon Academy	Castle Avenue	Academy Road	Provide a through route from the Academy access road to Mackean Crescent. Improve access for pedestrians and cyclists to the track from Castle Avenue.

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
4g	Saltburn Wood paths	B817	Inverbreakie Drive	Improve connectivity to the entrance to the woods. Consider providing a sealed surface to paths and improve the stepped access ramp from Inverbreakie Drive.
4h	Westford Estate access road	Novar Road	Burnside	Verify speed, volume and classification of traffic to determine the most suitable solution for improving cyclist safety including considering the redetermination and widening of the footway to shared use. Consider improving uncontrolled crossing points with creation of zebra crossings. Reduce width of junction at Novar Road and provide flush dropped crossings and tactile paving at all side roads.
4i	Alness Academy to High Street via Station Court and railway bridge			Provide a step free access on the bridge for cyclists and prams and sign the route from the High Street.
4j	Perrins Road Area			Consider providing a formal crossing point on Perrins Road to access stepped route to school.
4k	Old Milnafua Road	Obsdale Road	Milnafua	Improve road closure at Obsdale Road to make route more attractive to pedestrians and cyclists. Provide a footway on section of road where there is new housing. Improve design of road closure at Invercarron to improve pedestrian and cyclist's access. Provide a new section of footway outside Obsdale Primary School to link new cycle track to existing path to Milnafua. Provide a new footway/cycle track from Obsdale to Primary School where there is an existing desire line.

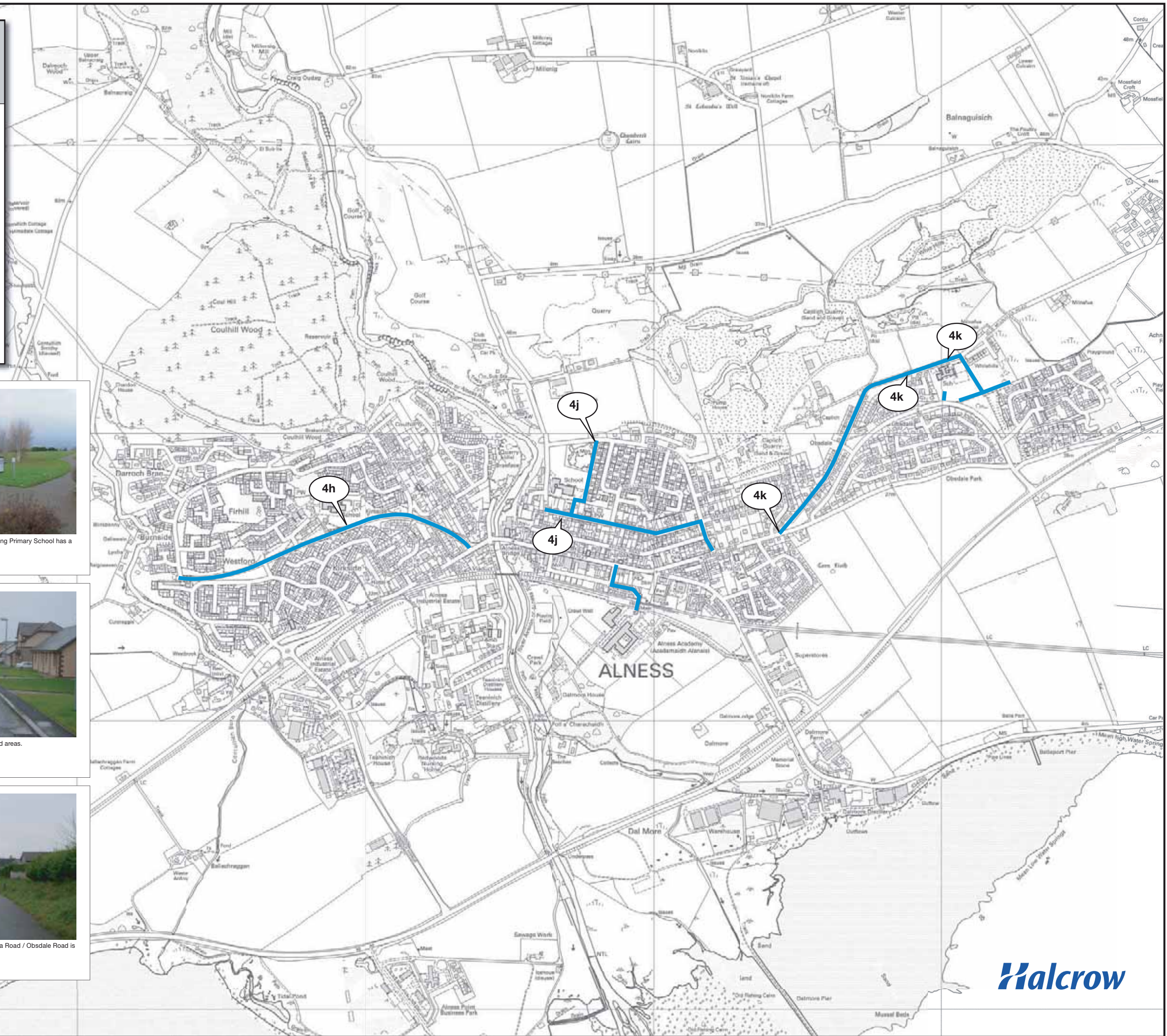


Figure A-13: Alness/Invergordon Potential Active Travel Network Route 4: Safer Routes to School

Key:

Safer Routes to School

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



4h Existing informal crossing points could be made more conspicuous.



4j Existing traffic free path to Shilling Primary School has a drop off point on Caplich Road.



4j Crossing point at Perrins Road - a zebra crossing may be more appropriate.



4k Inadequate footway in new build areas.



4k Section of footway missing from Obsdale Primary School.



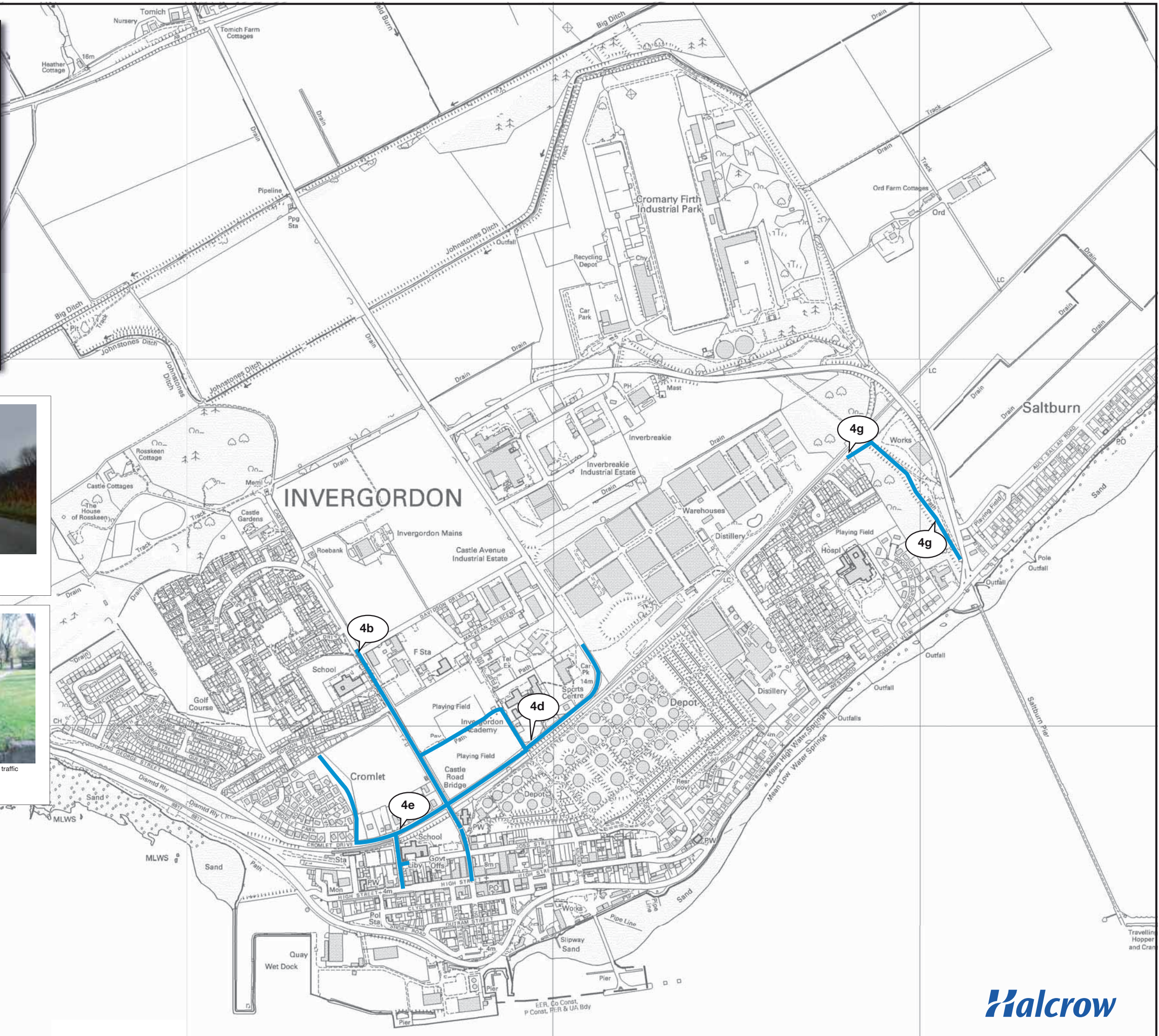
4k The road closure at Old Miniafua Road / Obsdale Road is becoming overgrown.



Figure A-14: Alness/Invergordon Potential Active Travel Network - Route 4: Safer Routes to School

Key:
 Safer Routes to School

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4b Surveys will help determine the speed of traffic, especially on the straighter sections of Castle Avenue.



4d Existing footway on Academy Road could be re-determined to allow shared use.



4g A sealed surface would improve the Saltburn woods tracks for all users.



4g Improve access point on Inverbreakie Drive to traffic free path.

Route 5 – High Street Links

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
5a	Alness High Street	River Lane	Supermarket on B817	Verify speed, volume and classification of traffic to determine the most suitable solution for improving cyclist safety. Ensure all side roads have flush dropped crossings. Provide improved bus stop waiting facilities with seating and timetables. Consider the reduction of vehicular traffic to improve ambience of street. Reduce width of junction at Obsdale Road and provide flush dropped crossings.
5b	Invergordon High Street	B817	Seabank Road	Verify speed, volume and classification of traffic to determine the most suitable solution for improving cyclist safety. Ensure all side roads have flush dropped crossings. Provide improved bus stop waiting facilities with seating and timetables. Consider removing car parking in middle of road to reduce dominance of vehicular traffic. Replace uncontrolled crossing points with zebra crossings and introduce more crossings to provide more pedestrian priority.

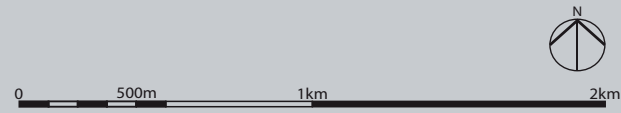


Figure A-15: Alness/Invergordon Potential Active Travel Network Route 5: High Street Links

Key:

— High Street Links

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5a Alness High Street is dominated by vehicular traffic.



5a Footway narrows on approach to supermarket in Alness on railway bridge.

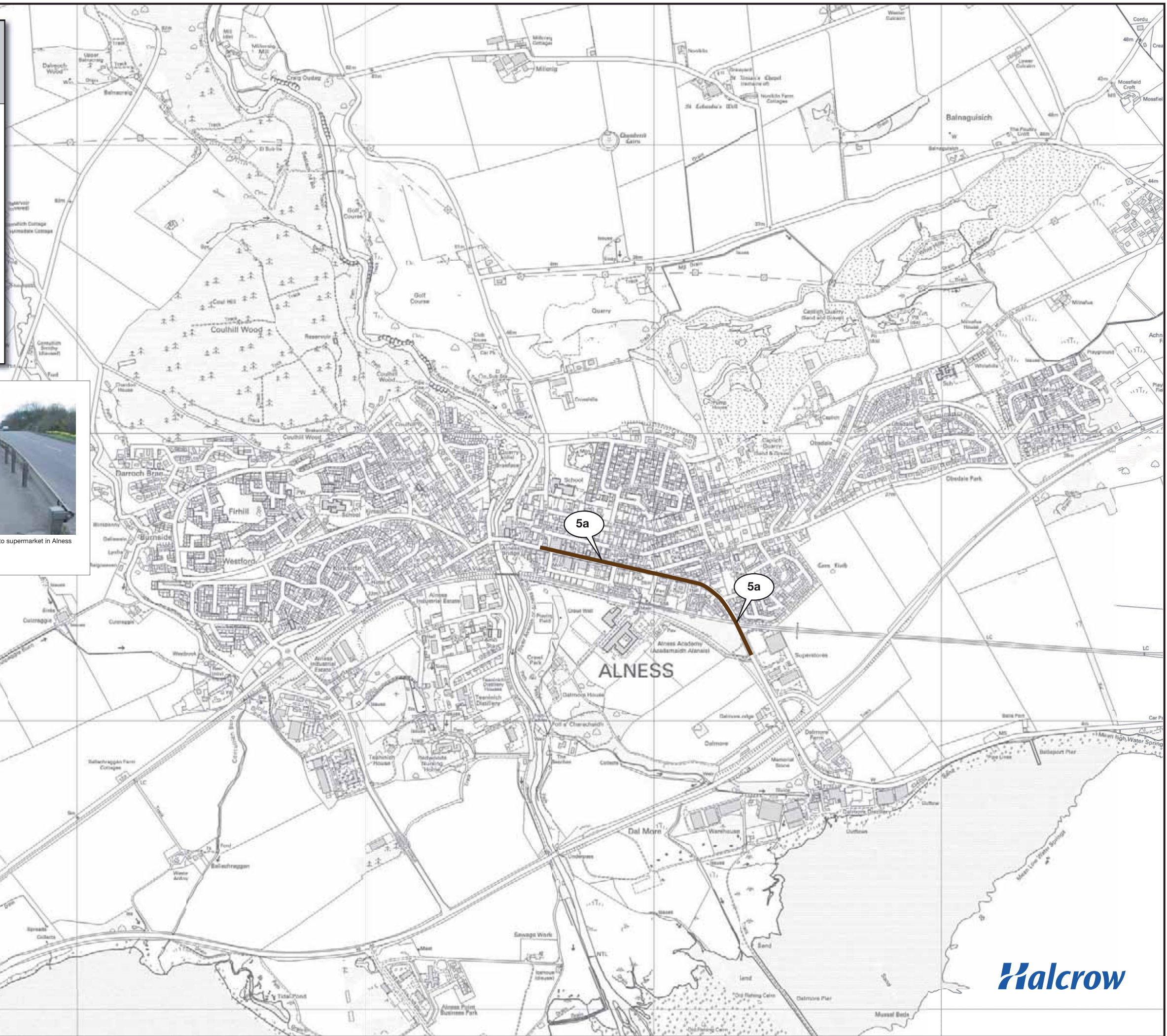




Figure A-16: Alness/Invergordon Potential Active Travel Network - Route 5: High Street Links

Key:
 High Street Links

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5b Car parking in the central reservation cuts Invergordon High Street in half.



Route 6 – Key Employment Routes (KER)

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
6a	Teaninich Avenue	River Drive	A9	Verify speed, volume and classification of traffic to determine the most suitable solution for improving cyclist safety. Ensure all side roads have flush dropped crossings. Provide improved bus stop waiting facilities with seating and timetables. Provide a footway/cycle track from the business park to the A9.
6b	A9	Teaninich Avenue	Alness Business Park	Provide a traffic free shared use footway with an informal crossing point to the business park.
6c	Route from River Lane via Riverside Drive to Alness Business Park			Provide comprehensive signing along entire route. Improve road closure on River Lane underneath railway bridge. Provide regular maintenance on traffic free sections and improve headroom at A9.
6d	Seabank Road	Invergordon High Street	End of road	Provide advanced stop lines at the signalised junction at the High Street with appropriate pedestrian phases. Improve access to traffic free path including a dropped kerb.
6e	Traffic free path from Seabank Road to Golfview Terrace			Provide a sealed surface and widen path where possible including the removal of tree stumps. Widen access ramp at Golfview Terrace and improve accessibility to ramp from the road.
6f	Golfview Terrace	Saltburn Road	Inverbreakie Drive	Reduce width of junction at Saltburn Road and provide flush dropped crossings and tactile paving. Verify speed, volume and classification of traffic to determine the most suitable solution for improving cyclist safety. Ensure all side roads have flush dropped crossings.
6g	Grosvenor Street	Golfview Terrace	End of road	Reduce width of junction and provide flush dropped crossings and tactile paving. Provide flush dropped crossings and tactile paving along entire road. Improve connectivity of route into hospital grounds.

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
6h	Routes to Castle Avenue and Inverbreakie Industrial Estate			Verify speed, volume and classification of traffic to determine the most suitable solution for improving cyclist safety. Provide maintenance to existing footways. Provide footways where there are none and provide flush dropped kerbs and tactile paving at all minor roads. Provide cycle parking at all places of employment.

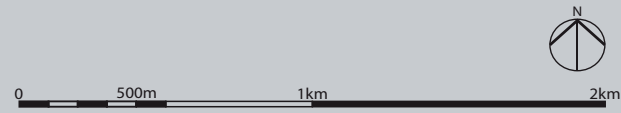


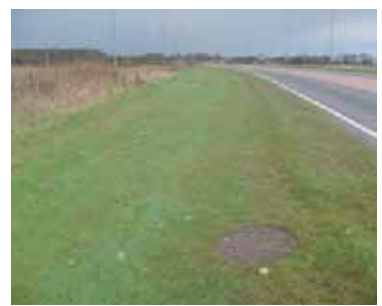
Figure A-17: Alness/Invergordon Potential Active Travel Network Route 6 : Key Employment Routes (KER)

Key:
 Key Employment Routes

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



6a No footway on Teanich Avenue - a direct route to Alness Business Park.



6b There is a clear desire line along the A9 to Alness Business Park.

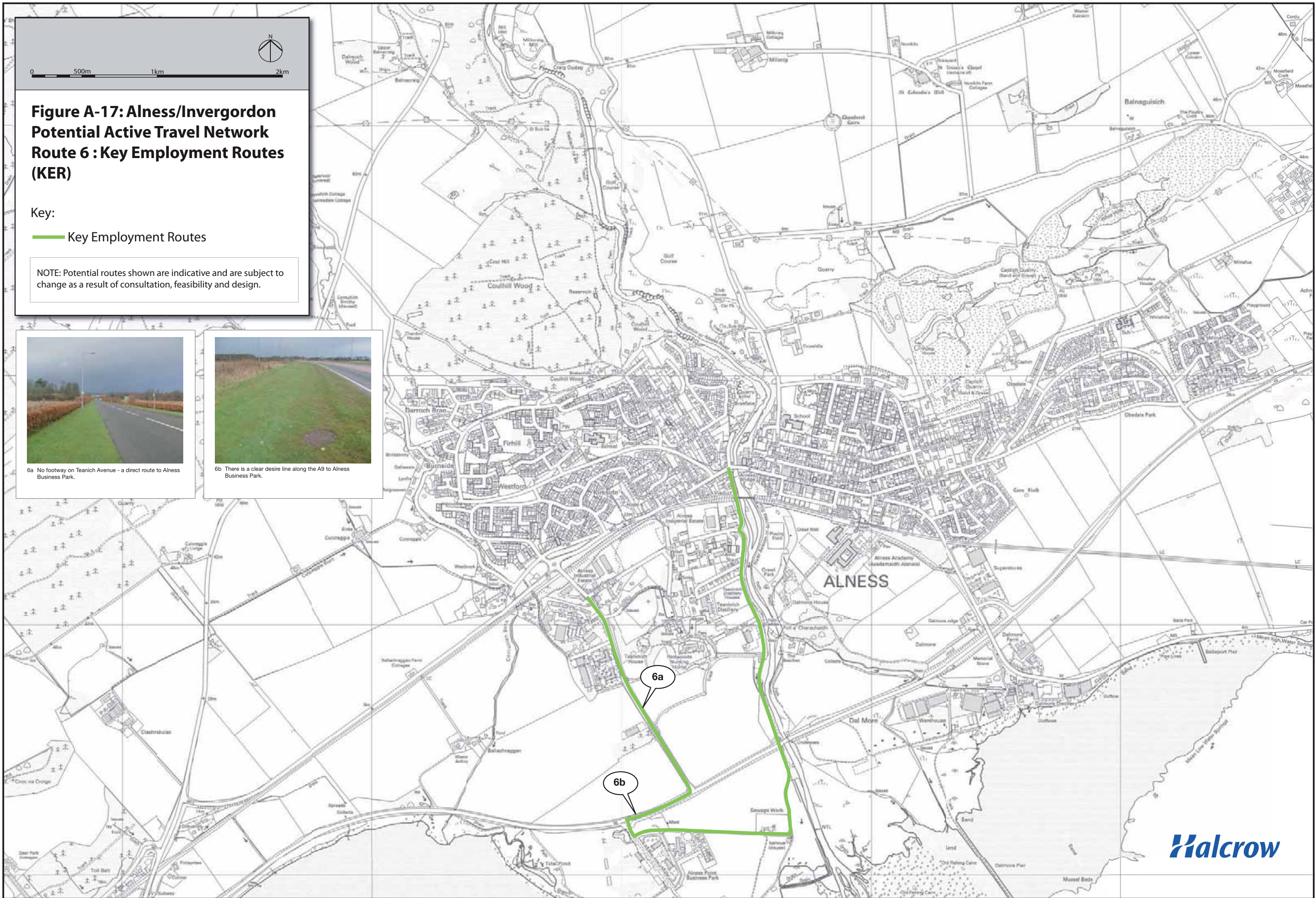
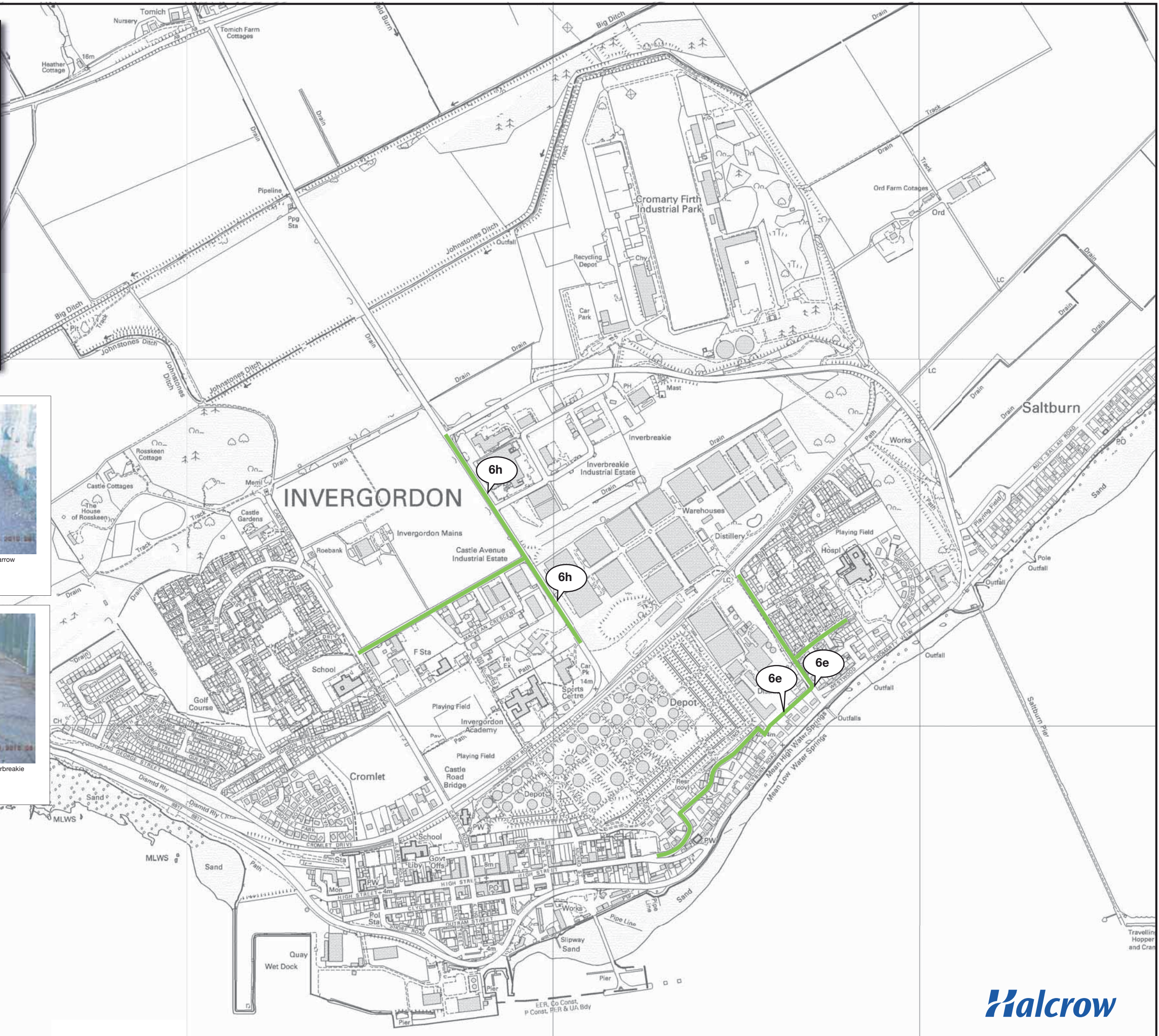




Figure A-18: Alness/Invergordon Potential Active Travel Network - Route 6: Key Employment Routes (KER)

Key:
 Key Employment Routes

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



6e Narrow ramp to track off Golfview Terrace.



6e Traffic free path from Seabank Road is very narrow in places.



6h There are no footways from Invergordon Leisure Centre towards the industrial estates.



6h Existing footways are in poor condition in Inverbreakie Industrial Estate.