

Dingwall Active Travel Masterplan

October 2021



HI TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

ARUP

The Highland Council
Comhairle na Gàidhealtachd



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The 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 2009 Dingwall 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.

The updated Dingwall Active Travel Masterplan will feed in directly to the Inner Moray Firth (IMF) Local Development Plan 2 (LDP). The IMFLDP2 is where the framework for supporting people to make healthier, low carbon travel choices will be set. For some, this will mean supporting a transition to low carbon car travel, whilst for others active travel and public transport will provide sustainable travel options. The Active Travel Masterplan identifies a series of actions to support the essential transition to low carbon transport. These actions are a starting point that will enable the Council to identify funding to develop detailed feasibility and design of potential options, to undertake public and stakeholder consultation, and implement the actions. All this subsequent work will be subject to prior approval by elected Members at appropriate Committees.



8km of **high-quality active travel infrastructure** physically separated from vehicular traffic connecting key land uses





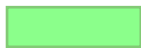




Pedestrianised High Street, placemaking and public realm improvements that create more attractive environments which promote walking, wheeling and cycling



Secure cycle parking at key locations to encourage commuting, leisure and every-day trips by bike



Masterplan Overview

-  High Quality Active Travel Route /Cycle Street
-  Proposed Minor Improvements (e.g. resurfacing/widening/better signage)
-  Placemaking
-  Active Travel Bridge
-  Mobility Hub / Public Realm Improvements
-  Cycle Parking
-  New Controlled Crossing
-  Existing Off-road Strategic Routes



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Dingwall Active Travel Audit 2009

Overview

The Highland Council (THC) commissioned an Active Travel Audit for Dingwall in 2009, which identified recommendations and a network for walking and cycling within the town.

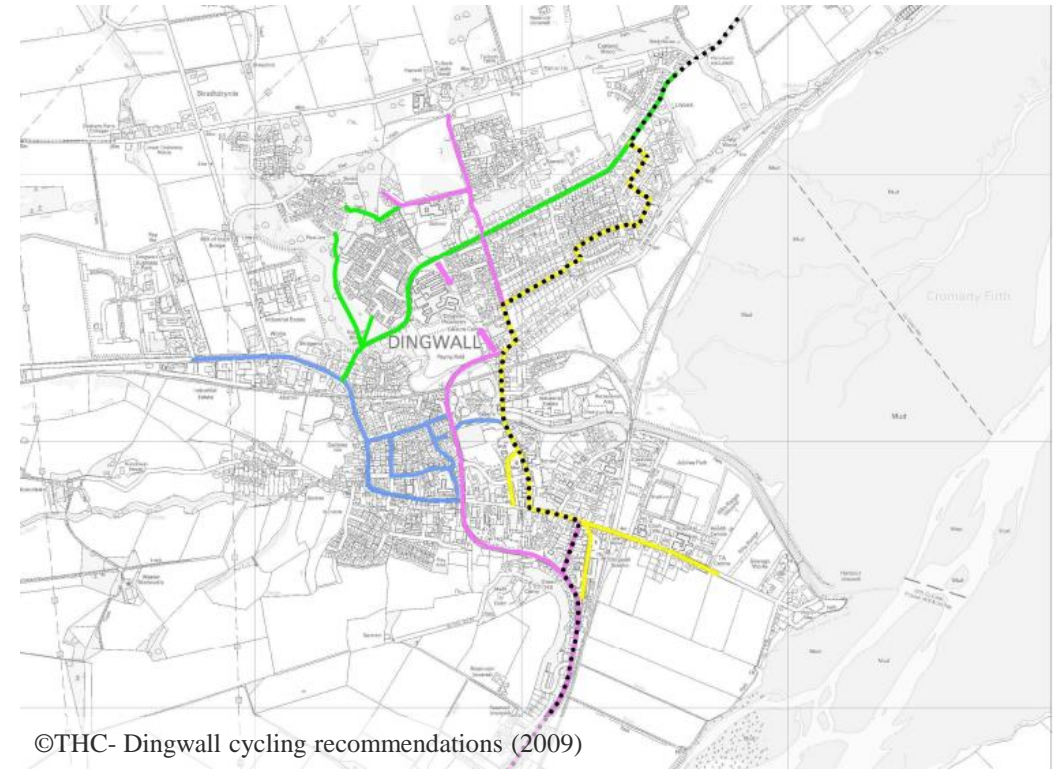
The audit identified the key issues in relation to transport and active travel in Dingwall. These included the quality of the National Cycle Network (NCN) running through Dingwall, large amounts of free parking across the town acting as a deterrent for active travel uptake, and poor pedestrian crossing facilities, in particular for the mobility impaired.

Summary of Recommendations

The 2009 audit developed a prioritised action plan, outlining a number of walking and cycling recommendations, including the following:

- Maryburgh to Dingwall School Walking and Cycling Route
- Install Cycle Parking within Dingwall Town Centre
- North Dingwall Walking and Cycling Corridor
- Active Travel links to the Business Park

A number of the proposals outlined within the prioritised action plan have to date not been taken forward. Therefore, the majority of these recommendations remain applicable to this masterplan refresh.



Further details regarding the Dingwall Active Travel Audit can be found in Appendix A and [here](#).



Desktop Review

Introduction

The desktop review has been carried out in a structured and targeted manner. Select sources of data and information have been collated, reviewed and analysed to produce an evidence base used to inform virtual site audits, stakeholder engagement, proposed actions and eventually the final masterplan. Data and information sources reviewed were including but not limited to:

Local Context and Demographics

Dingwall Active Travel Audit (2009)

IMF Local Development Plan 2 (Main Issues Report, 2021)

HITRANS Active Travel Strategy (2018)

Census 2011 Transport Data

Department for Transport STATS19 Accident Data

Active Travel, Transport and Geographic Mapping

This process was crucial in providing local context and an understanding of the geographic conditions and transport characteristics across the Inner Moray Firth (IMF) and within Dingwall.

More details regarding findings from the desktop review can be found in Appendix A.

Policy Review

Local and Regional Policy related to active travel in Dingwall has been reviewed, such as the Inner Moray Firth Local Development Plan 2 (IMFLDP2) Main Issues Report 2021, HITRANS Active Travel Strategy (2018) and the Dingwall Community Town Centre Plan (2015).

The key headlines are as follows:

- The IMF is the most urban and populated area of the Highlands, therefore is well suited to providing facilities that promote sustainable travel choices.
- Dingwall is a key service centre for Ross and Cromarty.
- Dingwall Business Park is identified as a key business and industrial location, with land safeguarded within this area for future development.
- Active travel priorities for Dingwall include Dingwall Schools Accessibility Plan, Maryburgh to Dingwall School Walking and Cycling Route and Installation of Cycle Parking within Dingwall Town Centre.
- There is a desire across local policy for an active travel connection between Dingwall and Evanton to be explored.



Desktop Review

Development Areas and Proposals

Key development proposals throughout Dingwall and the surrounding area have been identified through a review of the IMFLDP2 Main Issues Report. Consideration of new developments presents an opportunity to future-proof high quality active travel infrastructure that enables walking, wheeling and cycling to be undertaken by development users from occupation.

The following key developments proposed for Dingwall have been identified within the IMFLDP2 Main Issues Report:

Site Name	Land Use	Site Reference(s)	Site(s) Status
Dingwall North	Housing	DW01, DW02, DW03	Preferred
Land to East of Dingwall Business Park	Business	DW08	Preferred

A review of development sites identified within the draft IMFLDP2 Main Issues Report shows that significant housing development is likely to be delivered to the north of Dingwall, with multiple sites such as DW01, DW02 and DW03 being identified as preferred sites by THC. This will support the delivery of transport infrastructure such as the ‘Dingwall North Link Road’, which will link Docharty Road and Old Evanton Road.

The Dingwall North area will be important to serve with high quality active travel facilities and will be a key consideration in the development of this masterplan.



Desktop Review

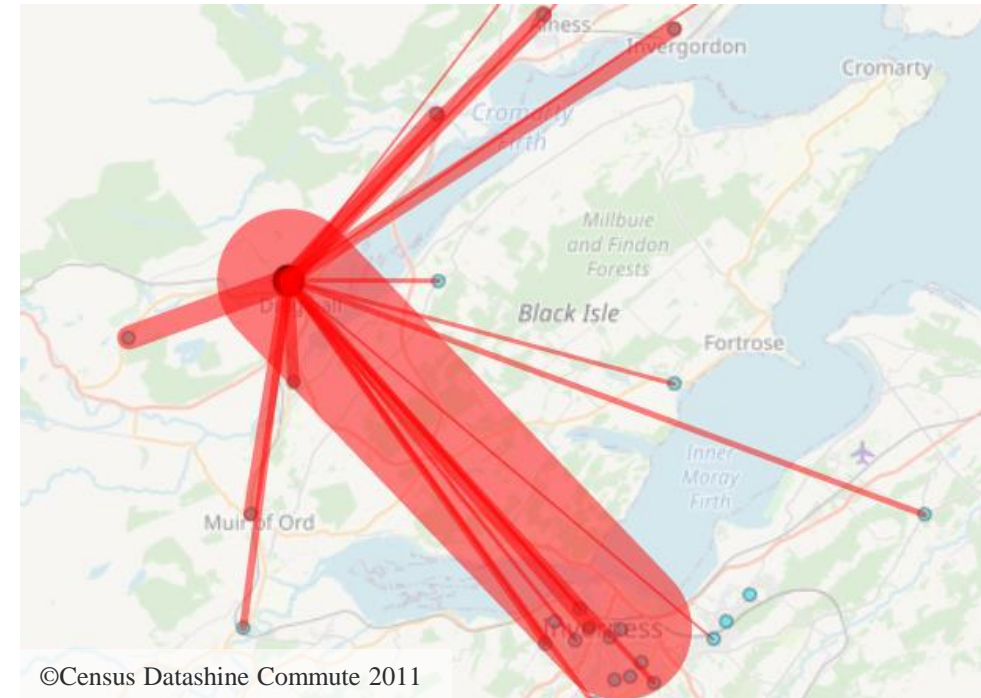
Baseline Data Review

Baseline data sources related to active travel in Dingwall have been reviewed to inform the masterplan. This includes Department for Transport (DfT) STATS19 accident statistics and Census 2011 data, such as method of travel to work or study, distance of travel to work or study and Census Datashine Commute.

Census 2011

The key headlines gathered from reviewing Census 2011 data are as follows:

- Census method of travel to work or study data shows that active modes account for 32% of all journeys to work or study in Dingwall, which is higher than the combined walking and cycling mode share for Highland and Scotland.
- Census distance of travel to work or study data shows that 32% of trips in Dingwall are 5km or less. However 27% of these trips are undertaken by private vehicle.
- Almost 27% of Dingwall residents do not have access to a private car, which emphasises the importance of alternative modes of travel.
- Census Datashine Commute (right) shows that a significant proportion of commuter trips from Dingwall are to Inverness.



Accident Statistics

Pedestrian and cycle accident statistics available for the previous 5 years (2015-2019) recorded by the DfT were reviewed using the Crashmap online mapping tool.

The following conclusions can be drawn from this analysis:

- There were 3 reported pedestrian and cyclist accidents within Dingwall.
- One serious accident was recorded on Greenhill Street, within proximity of the Newton Road/ High Street/ Greenhill Street/ A834 junction.

	Walking	Cycling	Public Transport	Can/Van	Work from Home	Other
Dingwall	30.0%	1.6%	6.1%	51.2%	10.1%	1.0%
Highland	17.7%	2.4%	10.7%	52.2%	14.9%	1.4%
Scotland	18.5%	1.3%	16.9%	49.9%	11.3%	2.1%

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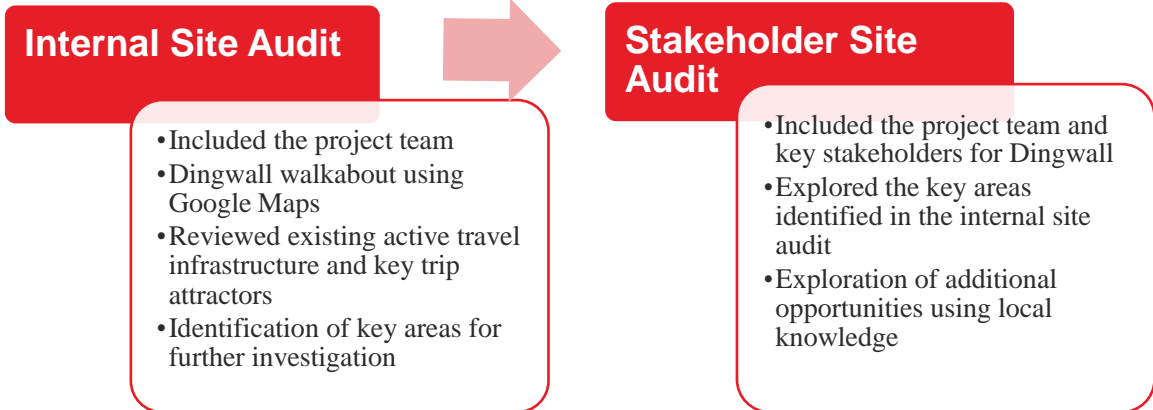
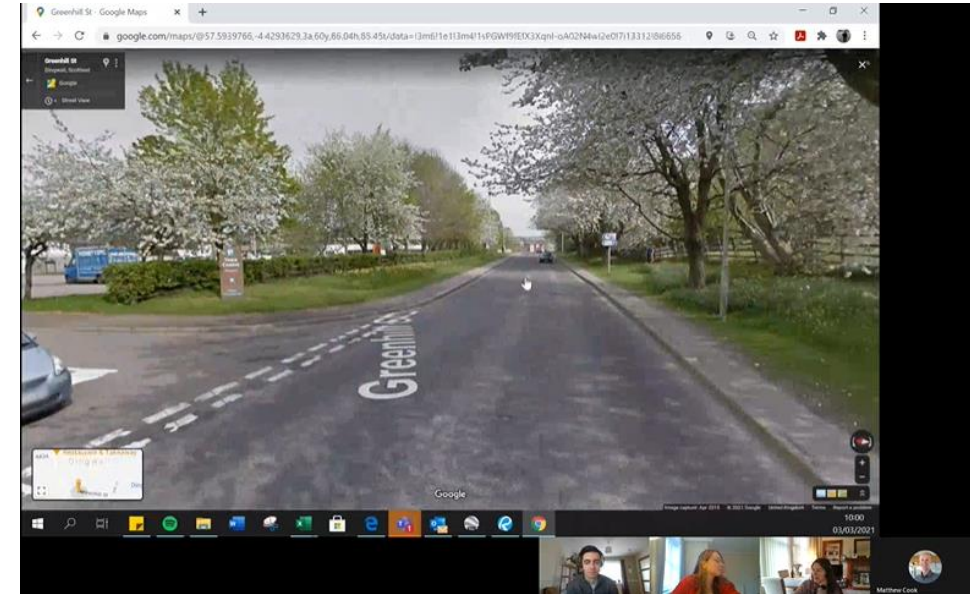
Virtual Site Audits

Methodology

Virtual site audits were conducted using digital methods due to Covid-19 restrictions. These audits built on the knowledge and understanding of the town developed during the desktop review stage.

An initial virtual site audit of Dingwall was conducted using Google StreetView and various mapping sources, namely Google Maps and Open Street Map. A systematic approach was taken during the session, which was informed by the desktop review stage. Furthermore, areas which required further investigation were noted to be discussed in more detail with local people during follow up stakeholder virtual site audits.

The initial project team audit was followed by a stakeholder virtual site audit. This was hosted using Microsoft Teams where a selected number of THC ward managers and community groups were invited to join. Each party was invited to take control of the screen to “walk through” areas using Google StreetView and highlight key issues or opportunities. This session was recorded, allowing for the discussion to be revisited and viewed/discussed within the wider project team.



Virtual Site Audits

Internal Virtual Site Audit

The high-level observations made during the internal site audit for Dingwall was as follows:

- There is the potential to enhance Dingwall High Street, which is currently partially pedestrianised, with public realm and placemaking improvements.
- The Craig Road, Newton Road and Greenhill Street corridor is wide making it suitable for high quality active travel infrastructure through the middle of the town.
- Connections to Maryburgh are important to encourage short trips to Dingwall to be made by active modes and would also provide links to key employers along Station Rd.
- The area outside railway station could be improved with the installation of an active travel mobility hub.
- Future housing development to the north of Dingwall will be served by Dingwall North Link Road. There is potential for this to be a sustainable travel corridor.

The internal virtual site audit provided the project team with an understanding of key areas throughout Dingwall and active travel issues and opportunities. The key themes identified above were investigated further during stakeholder virtual site audit discussions.



Stakeholder Engagement

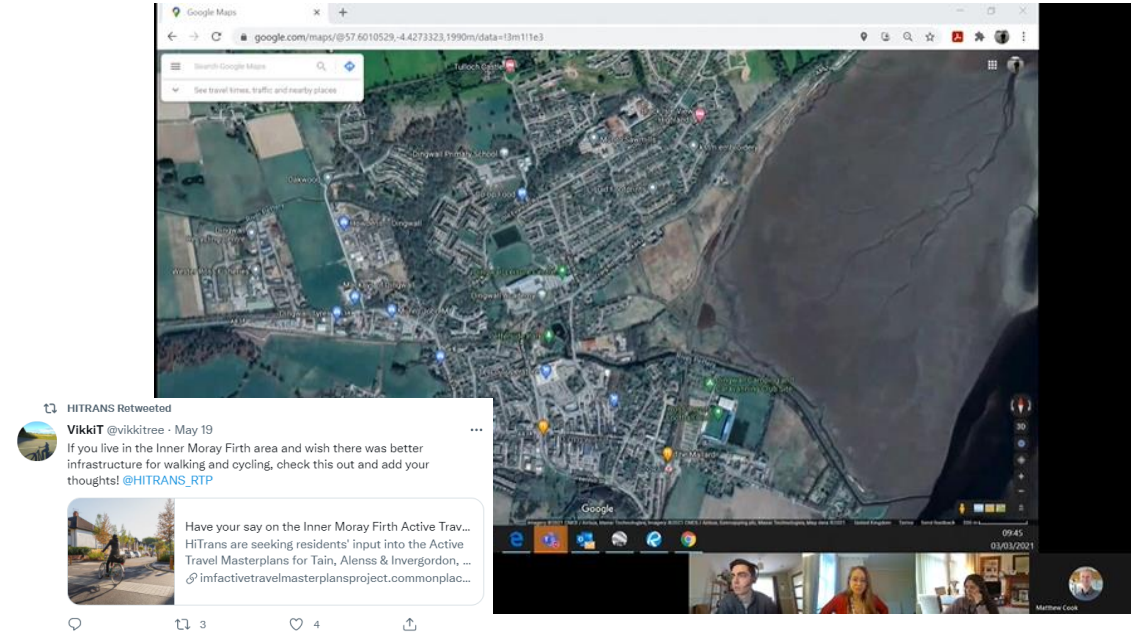
Methodology

The stakeholder engagement exercise was carried out using a number of techniques, this included a stakeholder virtual site audit, 1:1 meetings through Microsoft Teams, email correspondence and a Commonplace platform. The stakeholders and community groups directly engaged with within Dingwall, which were agreed with HITRANS and THC at the beginning of the project, included the following:

- Highland Council Ward Manager for Dingwall
- Dingwall Councillors
- Dingwall Community Council
- Dingwall Community Centre
- Dingwall Local Community Groups and Clubs

In addition to the above individuals and groups, the wider public were invited to engage through the Commonplace platform. This platform was shared via social media platforms, community groups and councils.

A number of digital methods were used to engage with stakeholders and a degree of flexibility in the method of contribution was taken to ensure all stakeholders could easily input into the masterplan.



Tools utilised to gather contributions included the use of Google My Maps to collect stakeholder comments, Miro to create workshop white boards, Microsoft Teams to host online meetings and workshops and stakeholders were able to contribute with telephone and written responses if preferred. In addition, the Commonplace Platform was used to give the wider public an opportunity to identify key issues and suggestions related to active travel improvements through dropping comments within specific locations onto an interactive online map.



Stakeholder Engagement

Stakeholder Feedback

Key outcomes from the stakeholder engagement stages and commonplace comments (bottom-right image) were as below. All stakeholder comments can be found in Appendix B.

- **Dingwall High Street** could be made safer for cyclists and pedestrians – better limits on vehicle access with rising bollards.
- **A link on the A834** would be welcome as this is currently dangerous for walkers and cyclists due to the presence of HGVs.
- Cycling provision on the one way section of the **High Street, Tulloch Street and Station Road.**
- Widening of the **riverside walk footpath** to accommodate all types of cycle, opportunity to look at other minor improvements along the route.
- Provide access to the **Peffer Way** to provide a link between Strathpeffer and Dingwall.
- There is desire for a safe cycle route from residential areas to **Dingwall Primary School and Dingwall Academy.**
- Improved provision of secure **cycle parking with electric charging points within public car parks** or other suitable areas.
- There is a desire for a **new active travel link** from the centre of Dingwall to the, to the likes of Evanton, Strathpeffer, Maryburgh and Conon Bridge.

- Improvements need to be made to the **railway crossings on Craig Road and Newton Road**, it is currently difficult for pedestrians and cyclists.



Action Development

Methodology

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

The action development and refinement stage has been a collaborative process with HITRANS, THC and local stakeholders. It takes account of the information gathered throughout the project stages as well as the conversations held, to ensure the network is not only functional, but desirable by those who will benefit from its use.

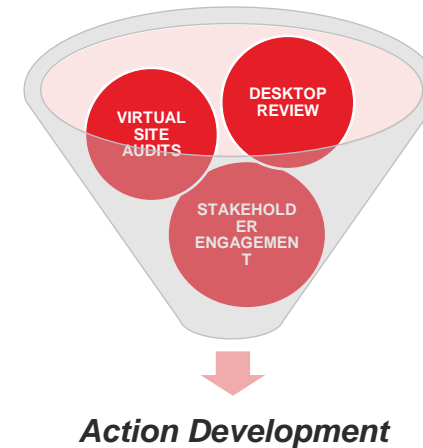
Easy wins have been identified from the actions. These are actions that can have a high impact in the area and can be delivered at a relatively low cost and quick timeline. These actions can generate initial momentum for more active travel trips across Dingwall while longer term actions are implemented to compliment and expand the network.

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 and 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.

High level cost estimates have been calculated for each the proposals, these are subject to further investigation and should therefore only be treated as an indication.

The United Nations Sustainable Development Goals (UN SDGs) have been a fundamental consideration throughout the masterplan and have supported the development of the actions. The benefits of each action in relation to the UN SDGs can be found within the action descriptions.



1



Action Development

- High Quality Active Travel Route /Cycle Street
- Proposed Minor Improvements (e.g. resurfacing/widening/better signage)
- Placemaking
- Active Travel Bridge
- Mobility Hub / Public Realm Improvements
- Cycle Parking
- New Controlled Crossing
- Existing Off-road Strategic Routes



Action Development



At the time of writing, The Highland Council has published the Inner Moray Firth Local Development Plan 2 Main Issues Report. This sets out the Council’s initial preferences for future development land. Alongside the range of other considerations made in this audit, these Main Issues Report site preferences have been used to inform the audits undertaken.

- High Quality Active Travel Route /Cycle Street
- Proposed Minor Improvements (e.g. resurfacing/widening /better signage)
- Placemaking
- Active Travel Bridge
- Proposed Mobility Hub / Public Realm Improvements
- Cycle Parking
- New Controlled Crossing
- Existing Off-road Strategic Routes
- Local Development Plan (LDP) preferred development sites for Dingwall
- Local Development Plan (LDP) alternative development sites for Dingwall



Action Development

Action	Route/Measure	Section	Description/type	Extent (km or item)	Cost Range	Easy Win (Y/N)	Developments in close proximity
1	High quality infrastructure on the Kinnairdie Sustainable Link Road	A834 Strathpeffer Road at the Docharty Road junction with the A862 Relief Road at Dingwall Academy	Segregated active travel infrastructure where possible, including safe crossing points at desire lines	2.30	£1,000,000 - £2,000,000	N	Preferred- DW02 and DW03 Alternative- DW11
2	High quality infrastructure on Tulloch Avenue and Tulloch Castle Drive	Tulloch Avenue and Tulloch Castle Drive, connecting the schools and residential	Segregated active travel infrastructure where possible, including safe crossing points at desire lines	0.60	£280,000 - £530,000	N	Preferred- DW02
3	High quality infrastructure on A862	Craig Road, Newton Road and Greenhill Street, between cottages to the north east and Dingwall Mart	Segregated active travel infrastructure where possible, including safe crossing points at desire lines	3.00	£1,400,000 - £2,600,000	N	Preferred- DW01, DW06 and DW09
4	High quality infrastructure on Tulloch Street, High Street and Station Road	Tulloch Street, High Street and Station Road, between the Riverside Walk and Greenhill Street	Removal of one lane to introduce segregated active travel infrastructure where possible, including safe crossing points at desire lines	0.85	£400,000 - £750,000	N	Preferred- DW05, DW06 and DW07 Alternative- DW15
5	Public realm and placemaking improvements on Dingwall High Street	High Street, between Newton Road and Tulloch Street	Improvements to the public realm including seating, secure cycle parking, parklets and other active travel amenities	1.00	£180,000 - £230,000	Y	Preferred – DW07
6	High quality infrastructure on A834	Strathpeffer Way and Bridgend Avenue, between Fodderty Way and Newton Road	Segregated active travel infrastructure where possible, including safe crossing points at desire lines	1.32	£600,000 - £1,200,000	N	Preferred- DW08 Alternative- DW14

Typical Costs for Cycling Interventions & Spans (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/444444/typical-costings-for-ambitious-cycling-schemes.pdf)



Action Development

Action	Route/Measure	Section	Description/type	Extent (km or item)	Cost Range	Easy Win (Y/N)	Developments in close proximity
7	<u>Minor improvements on the Riverside Walk</u>	Riverside Walk, between Newton Road to Ferry Road	Minor improvements including signage and widening to allow for all cycle types	1.50	£230,000 - £300,000	Y	Preferred- DW06 and DW07
8	<u>Cycle and pedestrian crossing point on Tulloch Street</u>	Tulloch Street, between both sides of the Riverside Walk	Toucan or parallel crossing for pedestrians and cyclists to safely connect between sections of the Riverside Walk	1.00	£5,000 - £50,000	Y	Preferred- DW06 and DW07
9	<u>Pedestrianisation of the High Street</u>	High Street, between Tulloch Street and Newton Road	Pedestrianise the High Street to provide a safe and traffic free route for pedestrians and cyclists as well as more outside space for businesses to operate	0.23	£34,000 - £46,000	Y	Preferred – DW07
10	<u>Public realm improvements and regional mobility hub at Dingwall Railway Station*</u>	Dingwall railway station	Improvements to the public realm at the station, including seating, cycle repair stand, lockers, sheltered cycle parking and information board	1.00	£400,000 - £450,000	N	Preferred- DW05
11	<u>Pefferly Way Active Travel Bridge</u>	Over the railway line, between industrial estate and the existing Pefferly Way	An active travel bridge across the railway line to provide a pedestrian and cycle link between high quality routes on the A834 and Pefferly Way	1.00	£1,800,000 - £2,500,000	N	Preferred- DW08 Alternative- DW14
12	<u>High quality cycle parking</u>	Identified sites at the industrial estate to the west and retail park on Tulloch Street	High quality, sheltered cycle parking	2.00	£20,000 - £40,000	Y	Preferred- DW06, DW07 and DW08

Typical Costs for Cycling Interventions & Spons (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/611111/typical-costings-for-ambitious-cycling-schemes.pdf)



Sustainable Development

Alignment with the UN Sustainable Development Goals

As an indication of how the Masterplan actions align with a commitment to positive social, economic and environmental outcomes, we have used the SDG symbols opposite to indicate where there is a link to the proposed action.

This page provides a summary of how 10 of the 17 SDGs are connected to active and sustainable travel.



Improving local transport networks can improve access to education and employment opportunities, helping to reduce unemployment and deprivation, as well as promoting lifelong learning.

By supporting the uptake of active modes of transport we can reduce air pollution in the local area, as well as reducing the risk of developing a range of cardiopulmonary health conditions.

In developing connected and safe active travel networks, we can support the needs of a range of societal groups with different preferences, concerns and priorities when it comes to making transport decisions.

Making improvements to the urban realm – such as placemaking – alongside investments in active travel infrastructure can support town centres, vibrant places, and developing a sense of place and community.

Through investing in active travel we seek to reduce the reliance on the private car for short trips, and encourage multi-modal journeys to and from public transport stops. Promoting a mode shift reduces carbon emissions, and the contribution of the transport sector to climate change.



Actions

Action 1 – Kinnairdie Sustainable Link Road

The Kinnairdie Sustainable Link Road supports the Dingwall North housing developments, which are preferred sites within IMFLDP2 and are predicted to have a significant impact on the town. It is anticipated that this scheme will run east-west, connecting Docharty Road and Old Evanton Road.

The Kinnairdie Sustainable Link Road presents an opportunity to provide high quality active travel infrastructure that Dingwall North residents can use from development occupation. Discussions with key stakeholders also indicated a desire to ensure that the link road provides opportunities for sustainable travel to the north of the town

This action proposes that a **high quality active travel route** is delivered as part of this scheme, including safe crossing points at desire lines. This route would run from A834/ Docharty Road junction to Old Evanton Road. This link will ensure active travel connectivity between the north of Dingwall and the town centre.

This action should be explored in conjunction with the Kinnairdie Sustainable Link Road scheme.



1



Actions

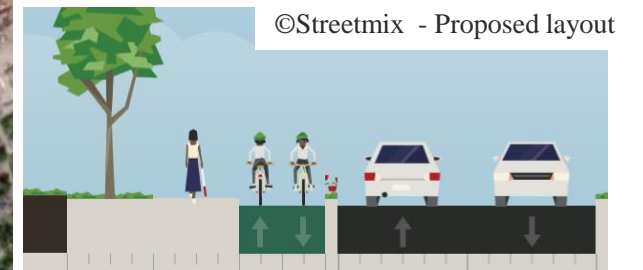
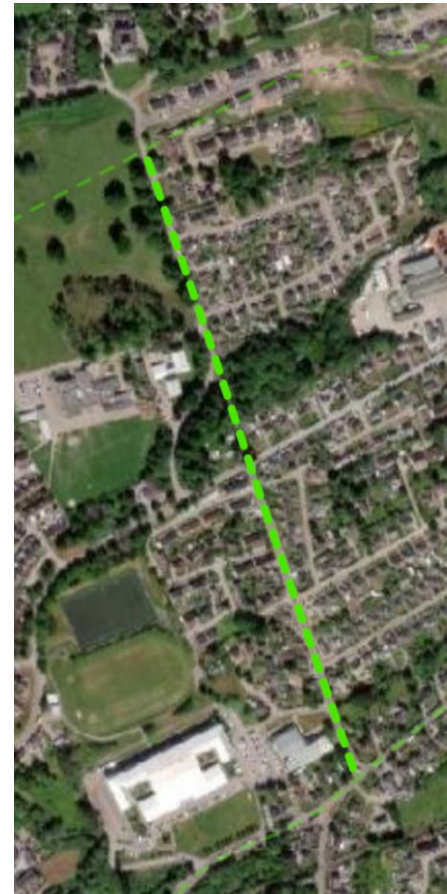
Action 2 – High Quality Active Travel Route on Tulloch Avenue and Tulloch Castle Drive

Tulloch Avenue and Tulloch Castle Drive are residential streets that provide a north-south link between Dingwall North development area, existing residential facilities and the town centre. Existing active travel facilities include a modal filter between Tulloch Castle Drive and Tulloch Avenue. However active travel infrastructure is generally limited within this location.

Discussions with key stakeholders indicated a desire to provide an active travel connection between residential areas to the north of Dingwall and the rest of the town. It is therefore proposed that a **high quality active travel route** is implemented on Tulloch Avenue and Tulloch Castle Drive, with the provision of safe crossing points on desire lines. This could be delivered utilising verge where available, a **cycle street** could be considered where space is limited.

This action will provide significant benefits to the north of Dingwall, and link in with preferred IMFLDP2 sites at Dingwall North and proposed active travel infrastructure on the A862 Craig Road.

This action should be explored further through further feasibility work.



Actions

Action 3- High quality Active Travel Infrastructure on A862

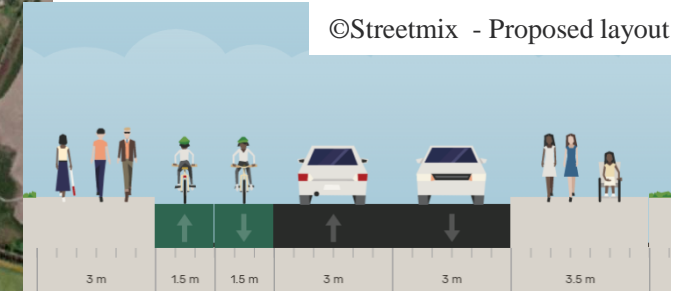
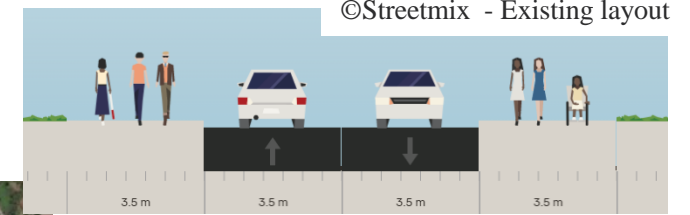
The A862 is the main north-south vehicular route in Dingwall, passing through key land uses such as the High Street, Tesco Superstore, Dingwall Academy and Dingwall Leisure Centre and residential dwellings to the north.

The A862 forms part of NCN Route 1, which consists of an off-road shared footway/cycleway to the south on Station Road, and on-road cycling through Dingwall town centre. The 2009 Dingwall Active Travel Audit identified the quality of the NCN is a key issue in relation to active travel provision in Dingwall, and outlined a desire to improve NCN facilities within the town.

It is proposed that **high quality active travel infrastructure** is provided on the A862, where feasible, by reallocating road and verge space alongside the provision of safe crossing facilities on desire lines. This route will run from the north-east of the town to Dingwall Mart via Craig Road, Newton Road and Greenhill Street.

This route will enhance active travel connectivity between key land uses across Dingwall, and improve safety and quality of experience for NCN Route 1 users.

This route should be explored further through the undertaking of a feasibility study.



3



Action 4- High Quality Active Travel Infrastructure on Tulloch Street, High Street and Station Road

Tulloch Street, High Street and Station Road provide a north-south link which connects to key land uses such as St Clement's Primary School, Lidl supermarket, the High Street and Dingwall Rail Station. This route currently consists of one-way vehicle movements with 2 lanes of carriageway space and on-street parking facilities. The route also forms part of NCN Route 1.

This action proposes the removal of one lane of carriageway space and on-street parking on Tulloch Street, High Street (east) and Station Road to provide space for **high quality active travel infrastructure** where feasible, with safe crossing points on desire lines. Public engagement comments through the commonplace platform indicated that the provision of active travel facilities on these streets would improve accessibility to local shops and businesses in Dingwall.

This action would vastly improve active travel connectivity between key land uses and provide improvements on NCN Route 1. This route would also connect to actions proposed on High Street, A862 and the River Peffery Path.



Actions

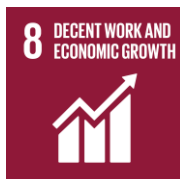
Action 5- Public realm and Placemaking Improvements on Dingwall High Street

The High Street is a key trip attractor within Dingwall, with multiple shops, cafes and restaurants. However, public space is currently limited to footways and placemaking consists of sporadic outdoor seating.

It is considered that there are multiple public realm and placemaking opportunities that could be implemented in Dingwall High Street. This action therefore proposes that **public realm and placemaking improvements** are delivered, which may include cycle parking facilities, planters and high quality street furniture. In addition, parklets could be delivered as part of this action, which would consist of transforming existing vehicle parking facilities into attractive public spaces where people can sit, linger and enjoy.

This action would create an attractive High Street environment for residents, visitors and local businesses to benefit from. Other benefits include increased footfall to support local businesses and more opportunities for social interaction.

Many public realm and placemaking improvements on the High Street could be trialled at a low cost with a view of these interventions becoming permanent.



Actions

Action 6 - High Quality Active Travel Infrastructure on A834

The A832 is a single carriageway road with a speed limit of 30mph, connecting the centre of Dingwall to a residential and industrial area to the west. There is currently no cycling provision on this section of road and footpaths narrow to below 1m wide, this is also a key route for HGVs making it more dangerous for pedestrians and cyclists.

It is therefore proposed that a **high quality active travel route** is delivered on the A832 between Fodderty Way and Newton Road. The route should consist of **segregated cycling infrastructure** where feasible and **safe crossing** points at desire lines. This route was identified through the stakeholder engagement as a key route to an employment area and not currently being safe for pedestrians and cyclists.

This route will create a strategic active travel connection between the centre of Dingwall, residential and employment. This action will also connect with the proposals on Newton Road and Greenhill Street as well as the High Street proposals. This proposal should be explored further through a feasibility study.



Actions

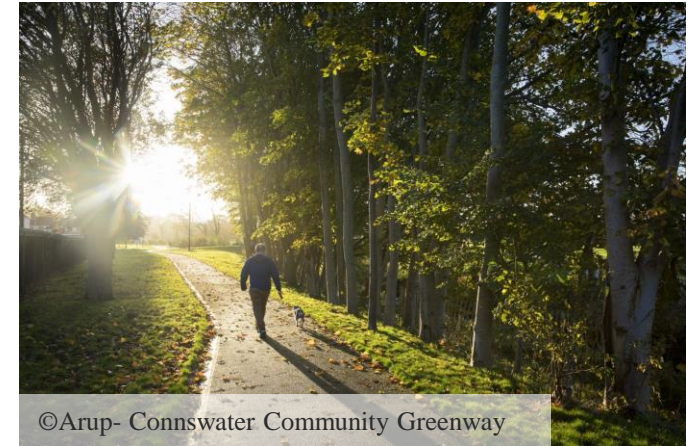
Action 7- Minor improvements on the Riverside Walk

The Riverside Walk is currently a footpath which runs east-west along the River Peffery, connecting key land uses to the west of Dingwall such as Tesco Superstore, residential areas, Dingwall Camping and Caravanning Club Site and Victoria Park (Ross County Football Club).

Public engagement through commonplace highlighted narrow points along this route which prevent the use of certain cycles.

This action proposes **minor improvements** along this footpath from A862 Newton Road (west) to Ferry Road (east) to improve the propensity to walk, cycle and wheel. This route will also ensure access to Castle Street. Minor improvements may include widening where feasible, improved signage, resurfacing and regular maintenance such as cutting back of vegetation.

This action will connect to other masterplan proposals on the A862 and Tulloch Street. These improvements also have the potential to link in with IMF2 preferred sites DW06 and DW07.



Actions

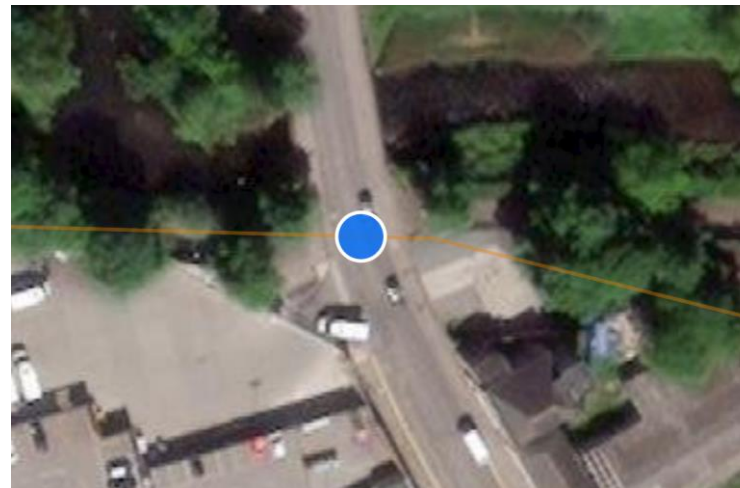
Action 8- Cycle and Pedestrian Crossing Point on Tulloch Street

This action outlines that a **pedestrian and cycle crossing point** be provided on Tulloch Street at the intersection with the Riverside Walk along the River Peffery.

Currently, there is no safe crossing facility for pedestrians and cyclists on Tulloch Street, despite the proximity of this location to key land uses such as St Clement's School.

A review of *Cycle Infrastructure Design (LTN 1/20)* indicates it is likely that a toucan crossing, or parallel crossing would be suitable for this location based on key factors such as speed limit and estimated traffic volumes.

The provision of dedicated crossing facilities at this location would significantly improve safety for walking, wheeling and cycling. This would also provide active travel users with a continuous link along the Riverside Walk and connectivity with the proposed high quality active travel route on Tulloch Street.



Actions

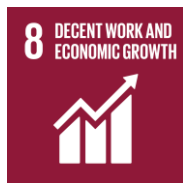
Action 9- Pedestrianisation of the High Street

Dingwall High Street currently operates as a pedestrian zone, with no vehicle access permitted except for servicing and delivery purposes. However, vehicle access restrictions are only operational Monday-Saturday, existing pedestrian signage is cluttered and confusing for users (see right) and there are no barriers to entry. These issues lead to a lack of compliance with existing entry restrictions.

Key stakeholder engagement outlined an opportunity to improve limits on vehicle access to the High Street in order to create a safer environment for active travel users. Therefore, this action proposes **pedestrianisation with cycling being permitted**, with improvements such as clearer signage on entry and Automatic Number Plate Recognition (ANPR) bollards which act as modal filters.

This action would create a safe and traffic-free route for active travel users. This intervention would also bring wider benefits, such as improving the pedestrian environment to increase footfall and support local businesses.

This proposal would also effectively tie-in with proposed public realm and placemaking improvements on the High Street and connect with high quality infrastructure proposed along A862 and High Street (west).



Actions

Action 10- Regional Mobility Hub at Dingwall Railway Station

Dingwall Railway Station is located to the west of Dingwall and is currently accessed via Station Road. For active travel users, the station can be accessed via NCN Route 1 on Station Road, which consists of on-road cycling facilities. There are also minimal existing active travel facilities within the station.

This action proposes active travel improvements at Dingwall Railway Station, which includes **public realm improvements and a regional mobility hub**. A regional mobility hub will ensure both regional and local connectivity to key origins and destinations, whilst also being well-served by high-quality active travel facilities. Key features include seating, delivery lockers, sheltered cycle parking, cycle lockers and information boards.

A regional mobility hub will bring significant benefits, including better connections between active travel and public transport and a greater propensity to undertake multi-modal journeys within Dingwall and throughout the surrounding region. This action will also create a more attractive environment for users of Dingwall Railway Station.

This action will also effectively align with active travel proposals on Station Road.



Actions

Action 11- Peffery Way Active Travel Bridge

The Peffery Way Route, which runs between the west outskirts of Dingwall and Strathpeffer, currently stops 50m short of connecting into Dingwall. This is a vital route between the two areas as they share many services.

It is proposed that an **active travel bridge** be provided over the railway line from Strathpeffer Road within the industrial estate to connect into the Peffery Way Route. This bridge would provide a safe link to a popular and recently refurbished route.

This would provide a direct link between Strathpeffer and the centre of Dingwall, connecting onto the A834 route proposed within action 6. The cycle journey time between the two areas is approximately 30 minutes, providing the opportunity to cycle to employment, further study, medical services and retail.

This routes has the potentially to form part of a wider Inner Moray Firth cycle network.



Actions

Action 12- High Quality Cycle Parking

Stakeholder feedback, including targeted stakeholder discussions and public engagement through commonplace, identified the importance of improving active travel facilities across Dingwall, including cycle parking.

Therefore, this action proposes the delivery of **high quality cycle parking** at two key locations with Dingwall; the industrial estate to the west of Dingwall and the retail park on Tulloch Street. These facilities should be sheltered and secure, which will enable users to park their cycle safely and conveniently. This will ultimately increase the propensity to cycle for everyday journeys in Dingwall, providing secure cycle parking at key attractors and employment areas.

Strategic cycle parking locations will complement the active travel routes and actions identified previously and serve key areas of the town, such as the town centre and employment areas to the east, with high quality cycle parking.



©Queen Margaret University – Sheltered Cycle Parking



Actions

Green/ Blue Infrastructure and Placemaking

The active travel actions outlined previously will be supplemented by **green/ blue infrastructure and placemaking measures**.

Biodiversity will be enhanced through the provision of green infrastructure. This may include trees and additional verge allowed to grow for wildlife purposes along proposed routes, and community planters along quiet streets that benefit wildlife. In addition, actions should strive to include blue infrastructure such as Sustainable Urban Drainage Systems (SUDS) and water management features. Incorporating measures that enhance green and blue infrastructure will bring holistic benefits, including improvements to health and wellbeing, air quality and taking climate action.

Placemaking measures will also be incorporated into proposed actions where feasible. This may include parklets, street furniture, street art and signage and wayfinding. The aim is to create vibrant spaces where people feel safe and want to linger and enjoy. This will benefit local residents and local businesses through increasing footfall and social interaction.

Therefore, green/ blue infrastructure and placemaking will be incorporated into proposals to deliver social, economic and environmental goals for Dingwall.



Summary

Summary and Conclusion

The proposals identified throughout the Dingwall Active Travel Masterplan were informed by a structured desktop review exercise, virtual site audits, targeted stakeholder engagement and wider public engagement.

The key highlights of the masterplan are as follows:

- Incorporating high quality active infrastructure within the delivery of the Kinnairdie Sustainable Link Road, which will provide active and sustainable transport options for Dingwall North development sites and existing residents.
- The provision of high quality active travel routes on A862, A834, Tulloch Street and Station Road.
- Public realm, placemaking and pedestrianisation improvements on Dingwall High Street
- The delivery of a regional mobility hub at Dingwall Railway Station.

Delivery of these actions will create a continuous, coherent and attractive active travel network for the town, and bring a wide range of positive social, economic and environmental impacts for the local area. The actions identified throughout this masterplan will also be utilised to inform the development of the IMFLDP2, and the planning and delivery of sustainable, active transport infrastructure in Dingwall.



Appendices

Please scroll...

Appendices

A – Desktop Scrapbook

Please scroll...

Desktop Review Scrapbook

Dingwall Active Travel Masterplan

Contents

1. Background
2. Inner Moray Firth Overview
 - Masterplan Towns Fact-file
 - Policy Review
 - National Cycle Network Overview
3. Dingwall
 - Existing Travel Audit (2009)
 - Policy Review
 - Baseline Data Review
 - Existing Active Travel Network and Mapping
4. Desktop Review Conclusions

Section 1-Background

1. Background

Arup has been appointed by HITRANS to produce an Active Travel Masterplan for the Inter Moray Firth (IMF) Development Plan area. This includes the towns of Alness and Invergordon, Dingwall, Nairn, and Tain.

This document provides the findings and analysis from the key elements of the desktop review stage. This includes a review of policy in relation to the wider IMF region, followed by a localised review of the 4 Masterplan locations.

Documents and data reviewed includes:

- Previous Active Travel Audits.
- Local Transport and Planning Policy.
- Baseline data, including census data, movement flows and accident statistics.
- Mapping, including core paths plans and the Scottish Index for Multiple Deprivation.



© Google Maps

1. Background

Existing Active Travel Audits- Key Data Sources for Refresh:

Item	Detail within Previous Audits	Actions for Masterplans refresh
Census Data	Census Travel to Work/Study Statistics (mode share; distance travelled to work/study)	Update to include Census 2011 data.
Movement Flows	Pedestrian and cycle movement flows; Traffic Counts; AADT flows; Speed Data.	Update to most recent data, ideally within the last 5 years. Sources include Open-Source Data (eg Cycling Scotland, Traffic Scotland) and Highland Council Data.
Accident Data	Data from previous 5 years (includes Pedestrian/Bicycle, Pedestrian/Car, Bicycle/Car and Serious Injuries)	Update to include most recent data from previous 5 years (2015-2019 pedestrian, cyclist and vehicular accidents).
Public Transport Information	Existing bus services and extension of bus services for each area.	Public transport not within project scope, however the Masterplans will consider public transport hubs and undertake a high-level review of key public transport characteristics.
Policy documents	Vision and objectives related to active travel.	Update to include recent documents: IMF Local Development Plan (Draft 2021); IMF Local Development Plan (Adopted 2015); HITRANS Active Travel Strategy (2018).
Core Paths Plan	Highland Council Core Paths Plans.	Bring up-to-date to include most recent CPPs.
Travel Plans	School Travel Plans.	School Travel Plans are not available online, therefore will request from Highland Council.

Section 2- Inner Moray Firth Overview

2. Masterplan Towns Fact-file

	Dingwall
Population size	5,491 (-1% 2012-16)
Main employment locations	Highland Theological College, oil and gas industry.
Key medical facilities	Ross Memorial Hospital.
Key education centres	St Clement's School; Dingwall Academy; Dingwall Primary school.
Main features	Train station; Ross county Football Club; Supermarkets (Lidl, Tesco).
Cycle & Walk mode share	31.6% (30% walk, 1.6% cycle).
Demographics	~50% of the population between 25-64 (working age), majority of households are on-person, or cohabiting.

2. Policy Review – IMF Local Development Plan (Draft 2021)

Key points:

- This is a consultation document that does not yet represent approved planning policy of Highland Council and are not yet used in the determination of planning applications.
- This document sets out HC's initial ideas and preferences for future planning policy within the Inner Moray Firth in order to encourage debate and comment.

Vision and Outcomes:

- Growing communities- IMF communities will function as networks of locally resilient and self-supportive places which are attractive, safe, socially inclusive and healthy with good access to services and amenities.
- Employment- the IMF economy will strive to become greener, circular and more diverse, with multiple thriving sectors such as sustainable tourism, renewable energy, construction and general industry.
- Connectivity- walking and cycling will be the most attractive option for everyday journeys, with public transport, shared mobility and electric vehicles being preferred options for longer journeys. IMF will also be easy to travel between settlements efficiently and sustainably.
- Environment- the environmental quality of places will be safeguarded and further enhanced where possible.

2. Policy Review – IMF Local Development Plan (Draft 2021)

Main Issues

- **Addressing the climate and ecological emergency**
 - Ensuring new development is accessible via active and sustainable travel.
 - Creating a healthier, more sustainable transport network.
- **Supporting a strong, diverse and sustainable economy**
 - Town centres first policy, creating thriving, attractive town centres through infrastructure and placemaking.
- **Growing the most sustainable places**
 - Ensuring places are well served with a diverse range of sustainable transport options that cater for local demographics, including an ageing population.
 - Ensuring development is located in more sustainable locations.
- **Creating a more healthy, sustainable transport network**
 - Walking, cycling, wheeling and public transport must be the best ways of getting around for all in the IMF.
 - Ambitious aim within LDP to ensure road space is equally shared among other transport modes.
 - The IMF is the most urban and populated area of the Highlands, therefore is best-suited to incorporating sustainable travel choices.
 - This will reduce the reliance on private car travel for all types of journeys across the IMF, and create a fairer and equal transport system for all.
- **Placemaking**
 - Must be incorporated at every stage of design in order to improve the quality of places.
 - Placemaking principles- resource-efficient, easy to move around, welcoming, distinctive, safe and welcoming and adaptable.

2. Policy Review – IMF Local Development Plan (Adoped 2015)

Vision and Spatial Strategy:

Aims and objectives for 2030:

- Increase the number of jobs, people and facilities;
- Have a growing City;
- Safeguard and enhance its special places;
- Make it easy for people and wildlife to move about through a green network;
- Have more efficient forms of travel;
- Resolve infrastructure constraints;
- Diversify the local economy; and
- Be regenerated and renewed.

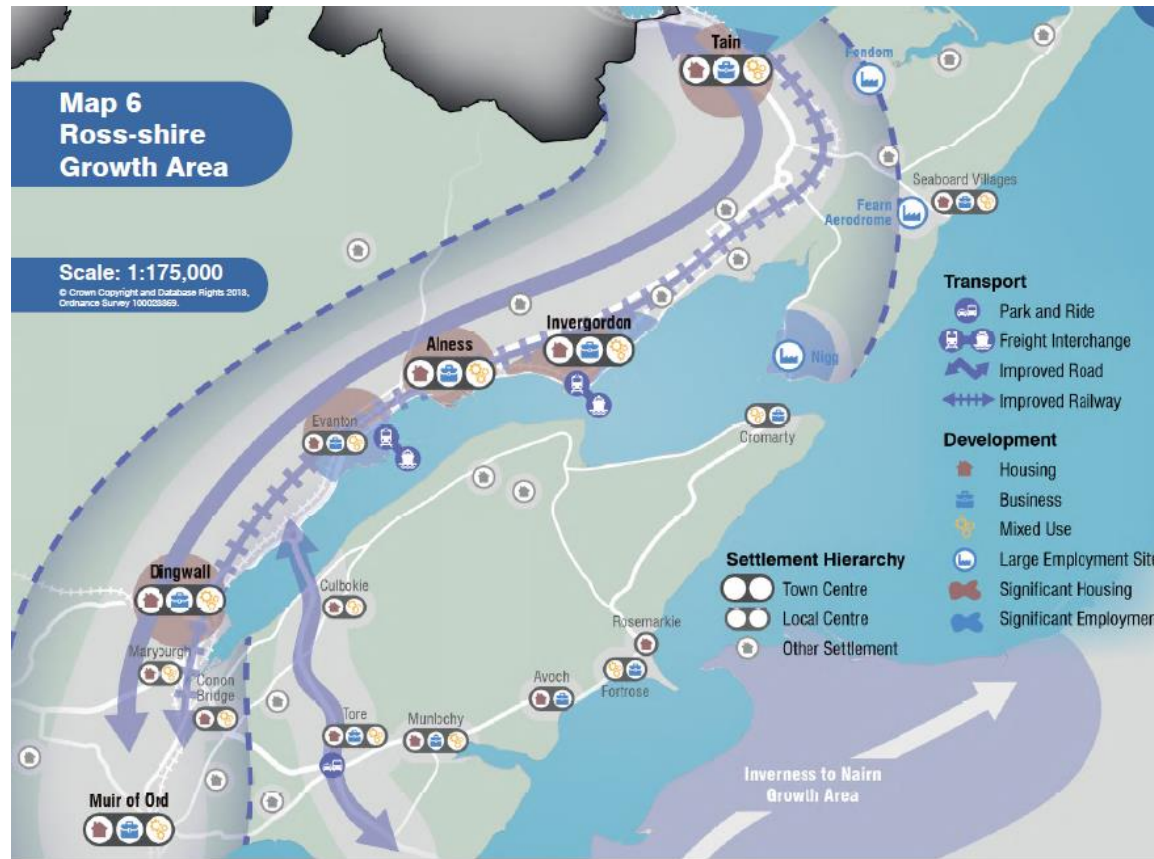
Transport/ Active Travel:

- The IMF is well-suited to a shift towards more sustainable forms of travel due to being one of the most densely populated area of the Highlands. The IMF area is therefore well-suited to the delivery of an active travel network.
- Development within existing settlements should be located within active travel range (eg 400m walking distance) of key services and amenities such as employment and community facilities.
- New developments are required to contribute towards local and strategic transport projects identified within this plan in the form of Developer Contributions.

2. Policy Review – IMF Local Development Plan (Adoped 2015)

Ross-Shire

- Potential for the development of an active travel network around Alness, Dingwall, Invergordon and Tain.
- Rail line enhancement to improve journey times and attractiveness of rail travel for longer distance journeys- potential to encourage links between rail and active travel.



2. Policy Review – Highland Wide LDP (2012)

Accessibility and Transport

- Development must be located and designed so that the need to travel is reduced and sustainable transport modes such as walking and cycling are encouraged.
- Sustainable trip making must also be promoted between key land uses such as housing, schools, employment areas and retail.
- Examples of carefully designed interventions that promote active travel include ‘home zones’ and ‘safe routes to school.’
- The rural nature of much of the Highlands means significant use of the private car for longer journeys. However, there remain clear opportunities to promote sustainable trip making, through promoting multi-modal journeys, where active travel can be undertaken for part of the journey.

Policy 56- Travel

- Development should be well-served by sustainable transport modes from the outset and provide opportunity for modal shift away from private car.
- Active travel proposals must consider key travel desire lines.
- Opportunities for walking and cycling must be maximised.

2. Policy Review – Highland Wide LDP (2012)

Tain

- Tain is identified as a key business and industrial location, with land safeguarded for prospective future development that Highland Council would support.
- Tain is also a key service centre within the IMF.

Alness/Invergordon

- Alness Business Park is identified as a key business and industrial location, with land safeguarded for prospective future development that Highland Council would support.
- Invergordon port is a key economic development area for growing industries such as tourism and renewable energy. Invergordon Tank Farm is classified as a major regeneration area for future redevelopment.

Dingwall

- Dingwall is a key service centre within IMF.
- Dingwall Business Park is identified as a key business and industrial location, with land safeguarded for prospective future development that Highland Council would support.

Nairn

- Nairn is a key service centre within IMF.
- Key development areas- Lochloy, Sandown, Delnies and Nairn South. These developments promote the expansion of Nairn as a town. Opportunity to promote active travel upon development occupation.

2. Policy Review – HITRANS Active Travel Strategy (2018)

Key Objectives

- Increase mode share of walking and cycling to work and school within each HITRANS local authority area.
- Increase number of people walking and cycling using selected key routes, and monitor impact of interventions.
- Maintain local, regional and national investment in active travel.

Challenges

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

Identified Action Plan

Action	Examples
Marketing and Promotion	Behavioural change measures, cycle training, message delivery, school travel.
Planning and Policy	Increased funding, increased partnerships to promote active travel.
Public Transport Integration	Station cycle parking/facilities, cycles on buses, bus stop reviews.
Maintenance	Existing route maintenance such as litter picking on routes, local route audits.
Infrastructure	Trunk road active travel improvements, feasibility studies for routes, speed limits, cycle parking provision, cycle hire schemes.
Development Planning	Links between active travel and new development, high quality designing.

2. Policy Review – HITRANS Active Travel Strategy (2018)

Tain

- A9 Missing links on NCN1 at Cromarty Bridge and Tain to Dornoch Bridge

Alness/ Invergordon

- Priority 1: Develop a high quality Strategic Regional Route
- Priority 2: Network improvement strategy
- Priority 3: Promote uptake of travel plans to local employers (Now HItravel PTP)

Dingwall

- Priority 1: Dingwall Schools Accessibility Plan
- Priority 2: Maryburgh to Dingwall School Walking and Cycling Route
- Priority 3: Install Cycle Parking in Dingwall Town Centre

Nairn

- B9090: Cawdor Road Railway Bridge active travel improvements
- Priority 1: Reducing severance caused by A96 and Railway
- Priority 2: Ensuring cycleways and footpaths be provided to and within new developments
- Priority 3: Improving links to wider access networks including NCN 1 and Coastal Paths

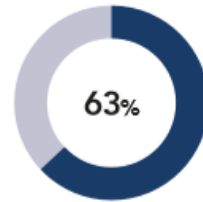
2. Policy Review – Cycling Scotland Monitoring Report 2020

Highland

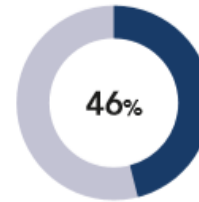


Trends and context

Proportion of journeys under 5km



Households with access to one or more bikes for private use

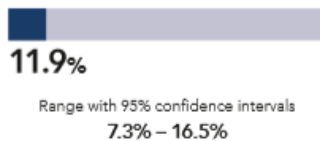


Households with no access to a car for private use



Workplaces

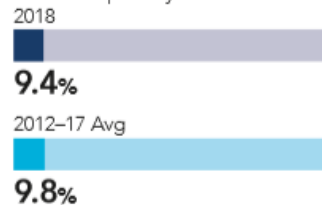
Employees cycling to work usually/regularly



24
Cycling Friendly Employers employing
3,759
staff

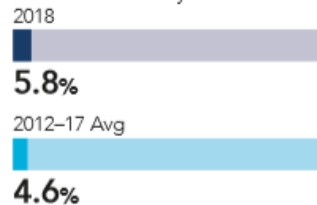
Schools

Pupils cycling to primary school



15
Cycling Friendly Schools reaching
5,890
pupils

Pupils cycling to secondary school



29.8%
Percentage of primary schools delivering Level 2 Bikeability Scotland training

Active travel budget*

Capital
£640,321
Revenue
£209,977
2018/19

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

- There is a significant proportion of trips under 5km across Highland, despite the sparsely populated nature of the region.
- There is clear room for improvement in relation to cycling to work and study. Both infrastructure and behaviour change initiatives could stimulate shift towards active travel

2. Policy Review – Inner Moray Firth Modal Shift Strategy (2020)

Key Messages

- Population growth of around ~0.5%/year within the IMF Development Area.
- Need to make public transport more competitive with the car, particularly in terms of journey times.
- Higher use of the car and lower use of public transport in the Highlands compared with the national average.
- Travel plans are becoming more common, particularly for large employers. However, after their production, limited action to promote more sustainable transport is seen.
- 1.6km is found to be the cut-off point whereby individuals in the IMF area select to drive (~3 minutes) over walking (~20 minutes).
- The main focus for modal shift is Inverness since it is experiencing the most severe traffic congestion and has the most trips which could be shifted to active modes.
- Nairn has been allocated significant housing allocation between 2011-2031 (2,500 new homes).
- A number of proposed transport schemes have been discussed including Kinnairdie Link Road in Dingwall and a new rail station at Dalcross (between Inverness and Nairn).

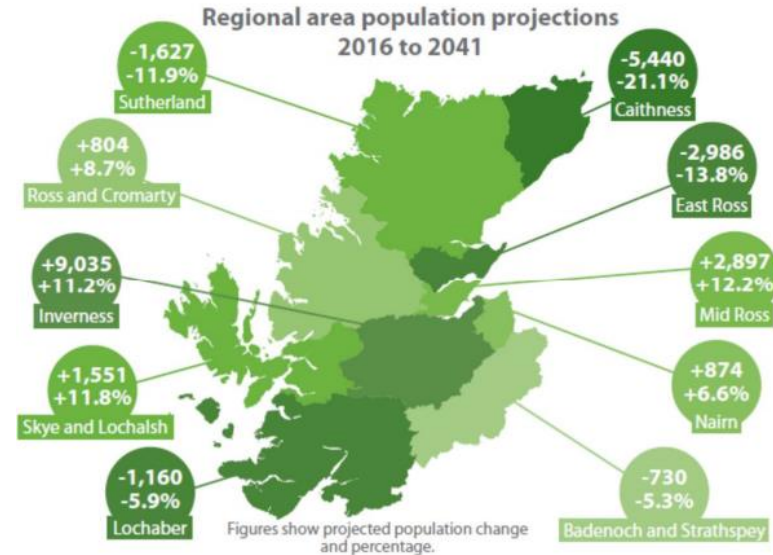
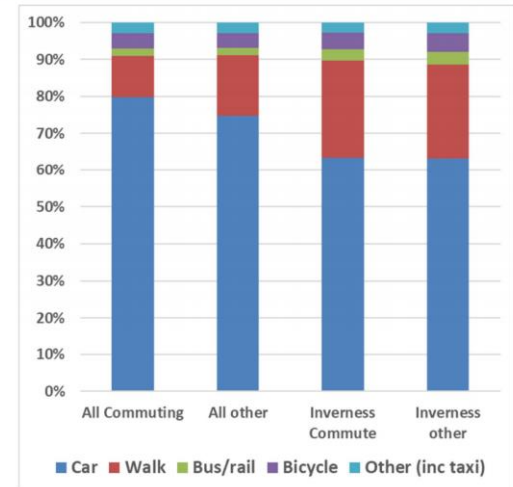


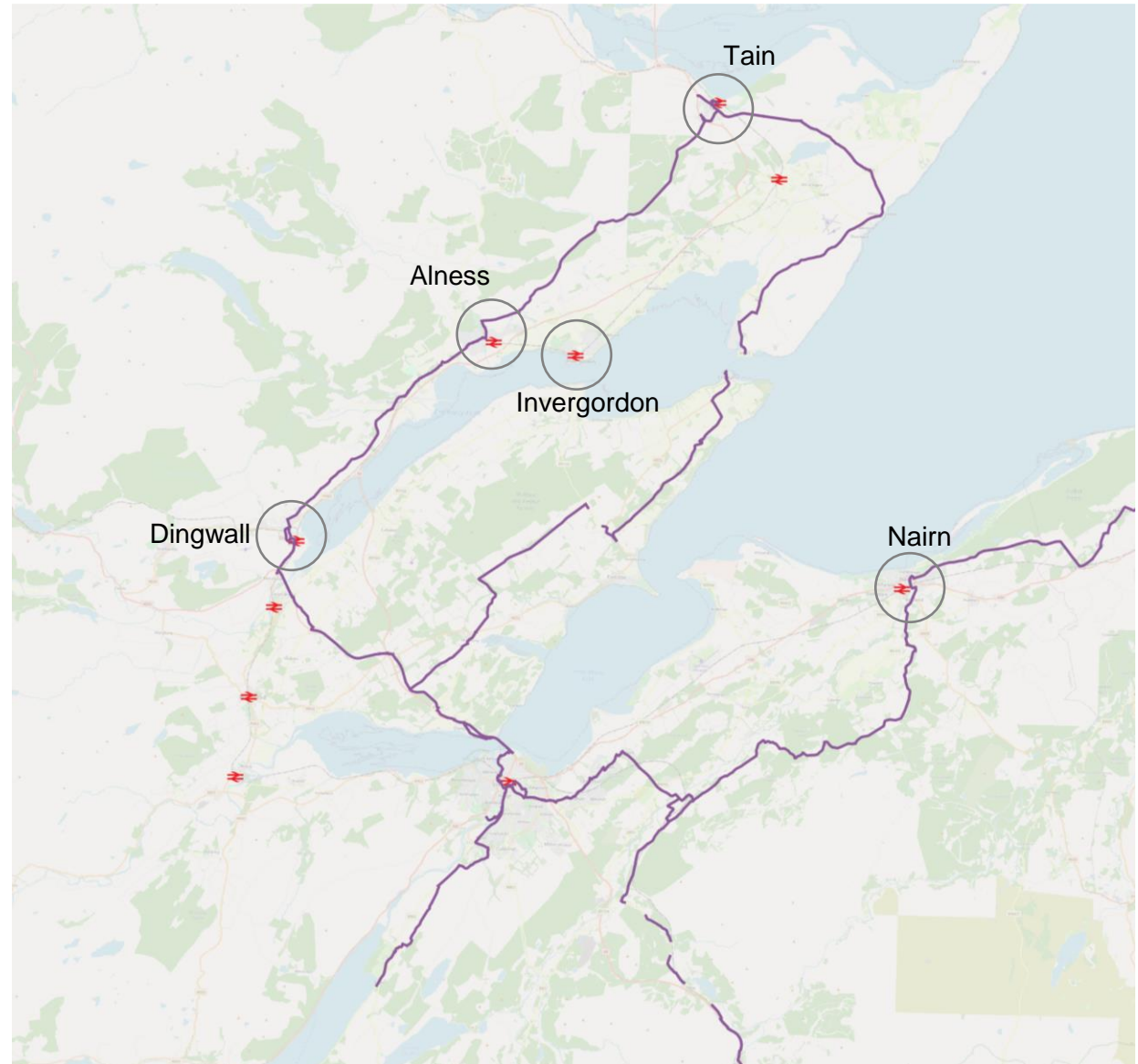
Figure 3.6 – Mode Share Estimates derived from Population and Accessibility characteristics of Census output areas and Scottish Household Survey trip data



2. National Cycle Network- IMF Overview

The National Cycle Network (NCN) links many of the towns, villages, and tourist attractions within the IMF area. Apart from Invergordon, all of the study towns see the route go through the town.

The NCN passes close to Dingwall, Alness and Tain railway stations. This facilitates multi-modal trips.



7. National Cycle Network- IMF Overview



- The vast majority of NCN routes across the IMF are on-road routes.
- There are small sections of traffic-free routes in Nairn, Dingwall, Tain and on approach to Alness and Invergordon.

Section 4- Dingwall

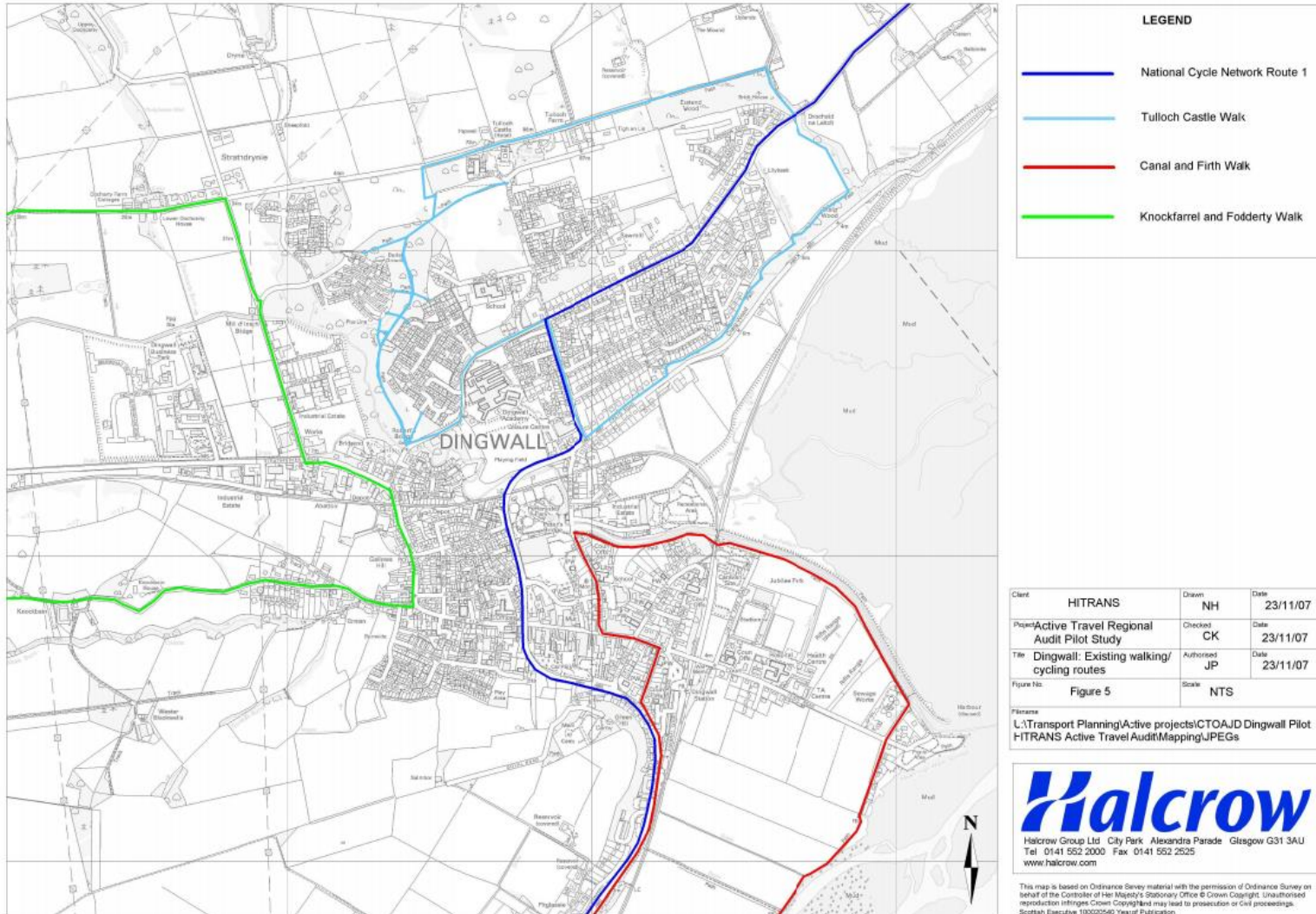
3. Dingwall Active Travel Audit 2009

Main Messages:

1. One-way streets are a deterrent for cycling and cyclists have been down to ignore them.
2. The NCN1 is signed in some sections. The NCN1 is of mixed quality: the section between Dingwall to Maryburgh is highlighted as particularly poor quality with a number of barriers. The signed route along Tulloch Avenue is considered inappropriate due to heavy traffic and HGV use.
3. Narrow advisory cycle lanes on Old Evanton Road (have been removed since the audit).
4. Minimal cycle parking – no provision in the main retail zone of the High Street or the Council main office. Poor quality cycle parking at the supermarkets (difficult to use, cyclists using informal railings instead).
5. Topography is a challenge for active travel; settlements north of the railway are on a hill.
6. The audit recommends that a proposed link road in the north of Dingwall in the Local Plan will have active travel provisions. Since the audit the road has been built without pedestrian or cyclist facilities.
7. The volume of HGV traffic is increasing (up to 7% of traffic flows on the A834 counter in 2006).
8. Concerns raised about new developments prioritising motorised traffic (e.g. Dingwall Academy School).
9. Pedestrian phases are too short at pedestrian crossings and staggered islands/pens are too narrow for wheelchairs, prams etc.
10. Abundant free parking (large car parks and on street).
11. Difficult to find maps of existing walking and cycling routes in the public domain. An active travel map was suggested.
12. Public consultation revealed demand for a cycle route between Dingwall and Strathpeffer (8km to the west).

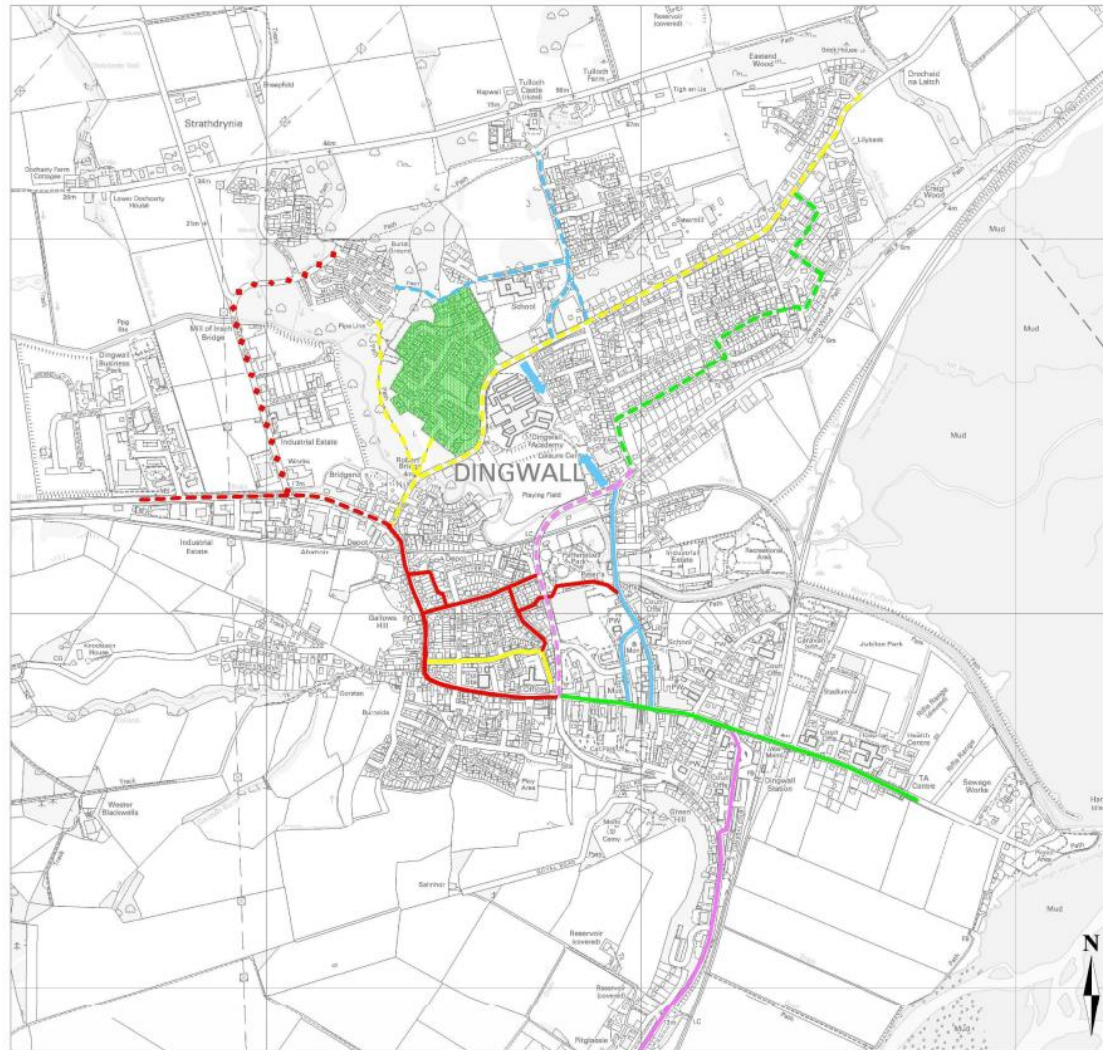
3. Dingwall Active Travel Audit 2009

Existing Active Travel Infrastructure (2009)



3. Dingwall Active Travel Audit 2009

Walking Recommendations (2009)



LEGEND

- Station Road (P1)
- High Street/Ferry Road (P2)
- Cung Road/Church Street/Tulloch Street (P3)
- Gladstone Avenue/Grant Street (P4)
- Mill Street/Milcroig Road/Pefferaside Park (P5)
- Newton Road (P6)
- Tulloch Avenue/Woodlands Road/Balnaben drive/Urquhart Road (P7)
- School Links (P8)
- School Desire Lines
- Old Evanton Road/Back Road/Roberts Bridge /Maggies Drive (P9)
- Docharty Road (P10)
- Strathpeffer Road (P11)
- Deas Avenue Estate (P12)

Client	HITRANS	Drawn	NH	Date	23/11/07
Project	Active Travel Regional Audit Pilot Study	Checked	CK	Date	23/11/07
Title	Dingwall Walking Route Network	Authorised	JP	Date	23/11/07
Figure No.	Figure 6	Scale	NTS		

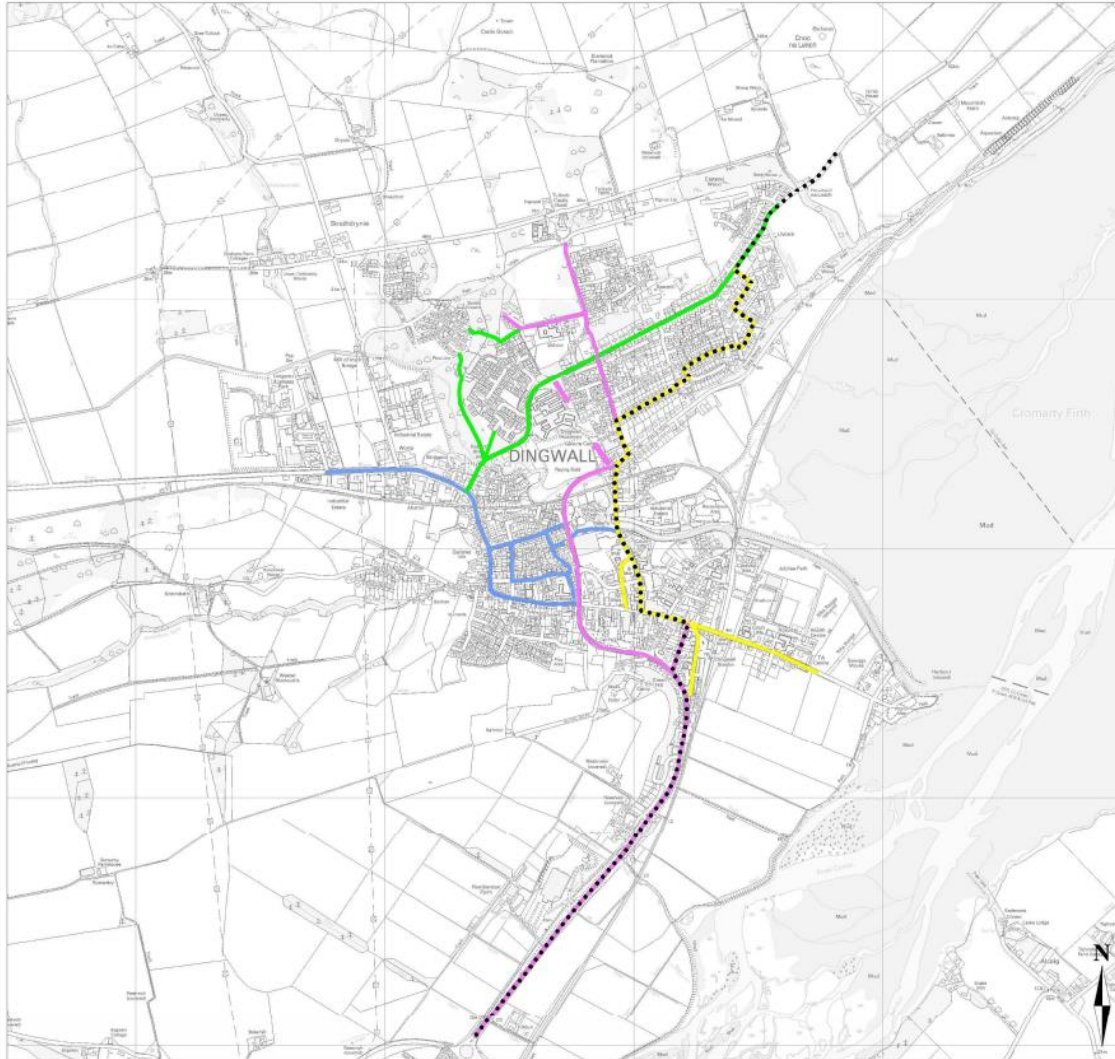
Filename: U:\Transport Planning\active projects\IC\OAJD\Dingwall Pilot HITRANS Active Travel Audit\Mapping\JPEGS

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Tel 0141 552 2000 Fax 0141 552 2525
www.halcrow.com

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3. Dingwall Active Travel Audit 2009

Cycling Recommendations (2009)



LEGEND

- Route C1: Hospital and Train Station to Town Centre and Northeast Dingwall
- Route C2: Maryburgh to Schools
- ➔ School desire lines
- Route C3: Town Centre to Business Park
- Route C4: Business Park to East Links
- Suggested alternative to National Cycle Network Route 1

Client	HITRANS	Drawn	NH	Date	30/11/07
Project	Active Travel Regional Audit Pilot Study	Checked	CK	Date	30/11/07
Title	Dingwall Proposed Cycling Route Network	Authorised	JP	Date	30/11/07
Figure No.	Figure 7	Scale	NTS		
Filename U:\transport\planning\active projects\U:\ARU\U Dingwall\Map HITRANS Active Travel Audit\Mapping\JPEGS					

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3. Policy Review- IMF Local Development Plan (Draft 2021)

Settlement profile- Dingwall

Overview:

- Dingwall plays a significant role as the service centre for Ross and Cromarty, serving communities to the north and west as well as those in closer proximity.

Transport Issues:

- NCN1 runs through Dingwall, however there are no dedicated cycle lanes or cycle storage facilities.
- Dingwall North should ensure that any active travel routes to the Primary School and Academy are factored into the design of any development.
- Dingwall North Link Road- would provide connectivity between housing developments in Dingwall North for all modes of travel.

Placemaking Priorities:

- Active travel improvements within the town, including completion of the **Peffery Way link to Strathpeffer**.
- Active travel link between **Dingwall and Evanton**.
- Provide additional car parking and drop off points at the primary school.

3. Policy Review- IMF Local Development Plan (Draft 2021)

Settlement profile- Dingwall

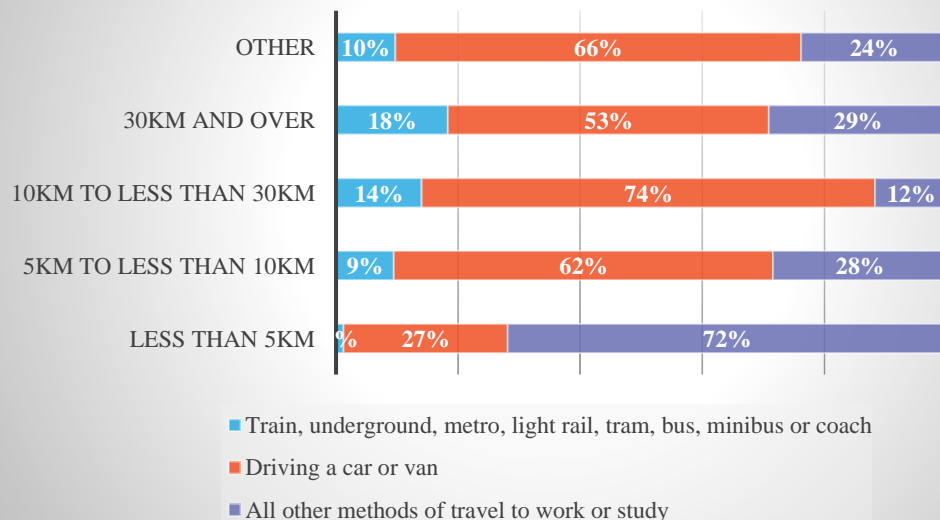
- Dingwall North is a key development area with multiple preferred housing sites.
- The 'Dingwall North Link Road' has been proposed as an east-west transport connection. There is a desire to ensure this is for all modes and does not cater for private car journeys.
- Key employers include Dingwall Business Park (south-west), Dingwall Mart (south) and Victoria Park (Ross County Football Club) (south-east).



3. Baseline Data – Census Data (Dingwall)

Work or study mainly at or from home	Underground, metro, light rail or tram	Train	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
10.1%	0.1%	2.4%	3.6%	0.4%	41.4%	9.8%	0.0%	1.6%	30.0%	0.8%

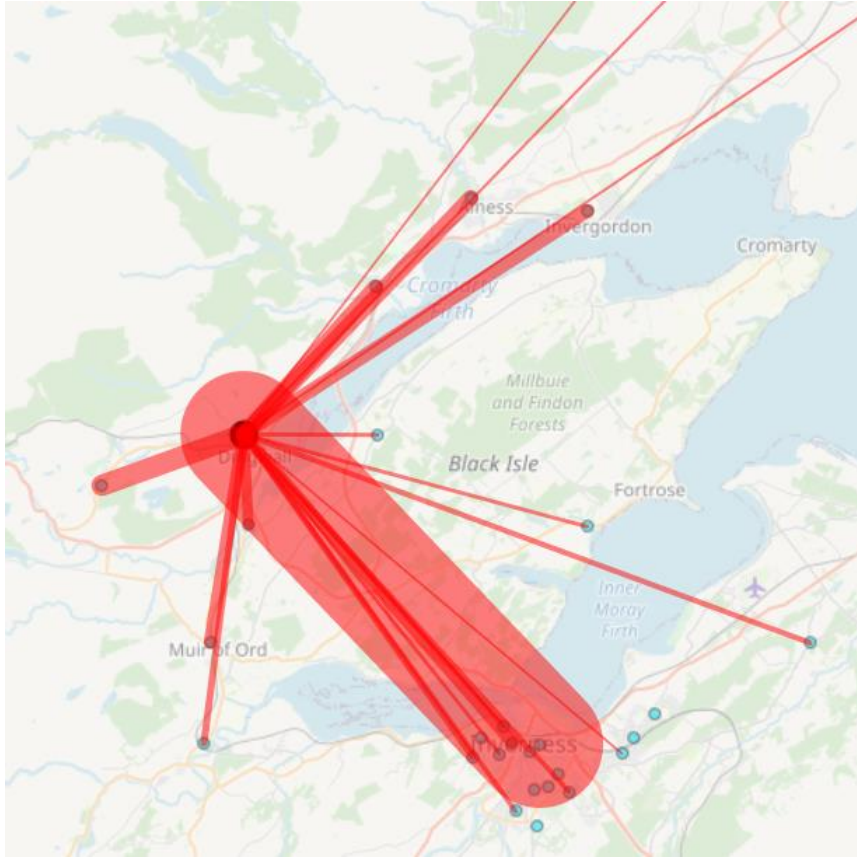
Distance of Travel to Work or Study- Dingwall



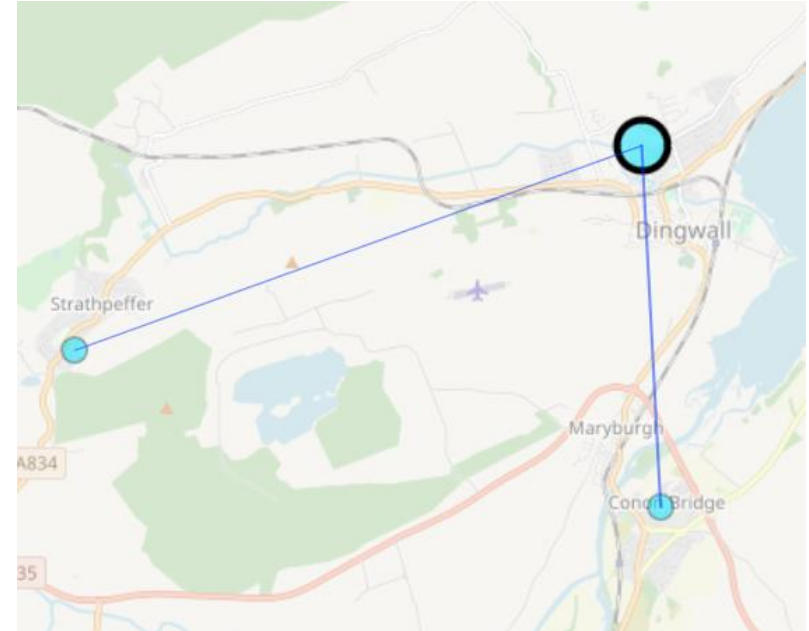
- Active travel accounts for almost 32% of all trips to work or study, with a high percentage of walking trips (30%).
- Despite a high amount of walking trips, 27% of trips less than 5km are undertaken via private vehicle.
- Private vehicles are the preferred mode of transport for journeys above 5km, alongside a small percentage of public transport trips.

3. Baseline Data – Census Datashine Commute (Dingwall)

All Modes:



Active Travel:



- The vast majority of commuter trips from Dingwall are to Inverness. Other common destinations include Strathpeffer and Muir of Ord.
- On foot commuter trips into Dingwall were identified from Strathpeffer and Conon Bridge.

3. Baseline Data – Accident Statistics 2015-19

Between 2015-2019 in Dingwall there were 3 reported pedestrian and cyclist accidents, with only one being serious. The serious incident occurred on Greenhill Street, within proximity of the Newton Road/ High Street/ Greenhill Street/ A834 crossroads.

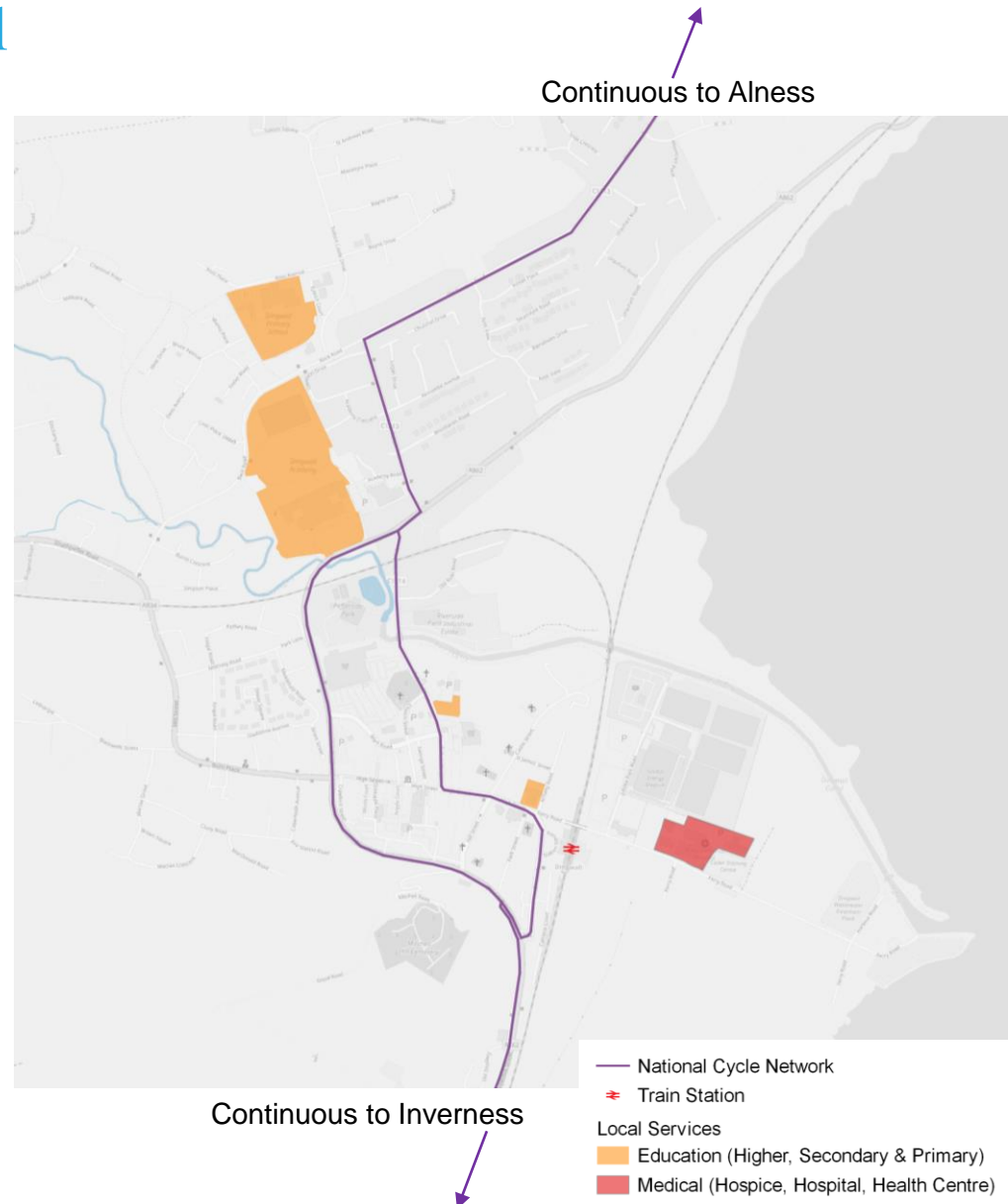


Data source: DfT via Crash Map

3. NCN Overview - Dingwall

Features of the NCN Dingwall:

- Passes by Dingwall railway station
- Connects the town centre and residential areas with education centres including Dingwall Academy
- Circular portion in the town centre providing connection to the High Street and key retail facilities.



3. NCN Examples - Dingwall



A mixed use pavement



B mixed use pavement.
Location of serious accident.



C High Street not part of NCN, but party pedestrianised.



D narrow mixed-use pavement leaving Dingwall to the south.

- National Cycle Network
- ⚡ Train Station
- Local Services
 - Education (Higher, Secondary & Primary)
 - Medical (Hospice, Hospital, Health Centre)

3. Spaces for People – Dingwall

Key Issues:

- Narrow footpaths and limited safe passing spaces for people walking, wheeling or cycling.
- Risks to public safety from potential extreme speeding/ people crossing on desire lines.

Solutions/ Measures:

Proposed 20 mph zones with localised traffic calming:

- Ref 01 BACK ROAD (Install build in Southbound lane to form give/take and pedestrian crossing point linking to remote footway)
- Ref 03 - OLD EVANTON ROAD (Install speed cushions in proximity of well used pedestrian crossing point)
- Ref 04 - TULLOCH AVENUE (Road Narrowing to reduce speeds where noted to be higher than permitted for installation of a 20 speed limit)
- Ref 05 - MILL STREET (No opportunity to reallocate road space to increase footways but additional signage to discourage parking on pavement)
- Ref 06 - BURN PLACE (Install build in Westbound lane to form give/take and reduce vehicle speeds)

3. Spaces for People – Dingwall



Ref 03 - BUCK ROAD (small built in bollard and line to form cycle lane and pedestrian crossing point leading to concrete footway)



Ref 03 - (S)D EVANTON ROAD (small speed hump in proximity of wall and pedestrian crossing point)



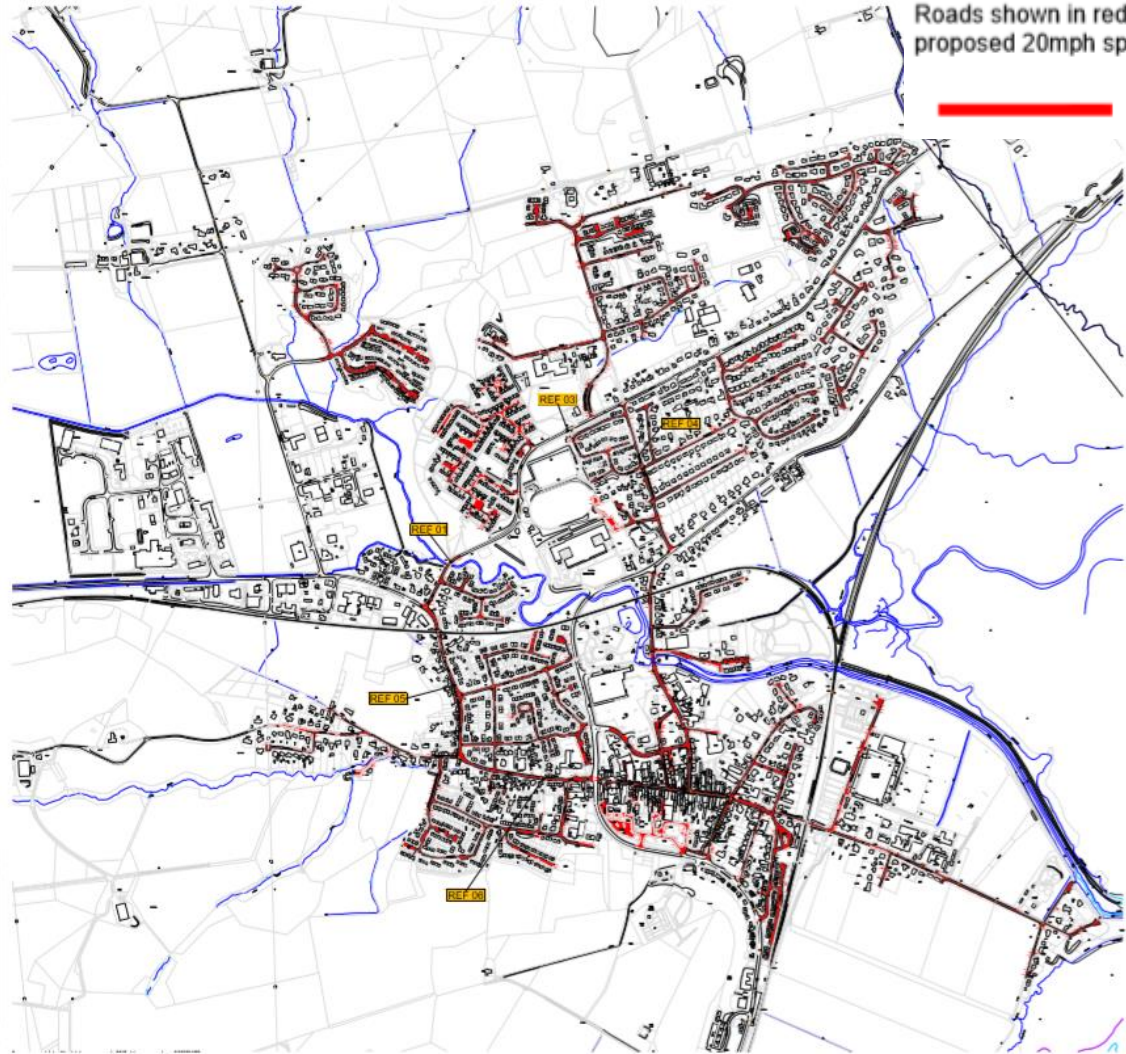
Ref 04 - TULLOCH AVENUE (opportunity to reduce speeds where need to be higher than permitted for installation of a 20 speed limit)



Ref 05 - MILL STREET (No opportunity to reallocate road space to increase footways but additional signage to discourage parking on pavement)



Ref 05 - BURN PLACE (small built in bollard and line to form cycle lane and reduce vehicle space)

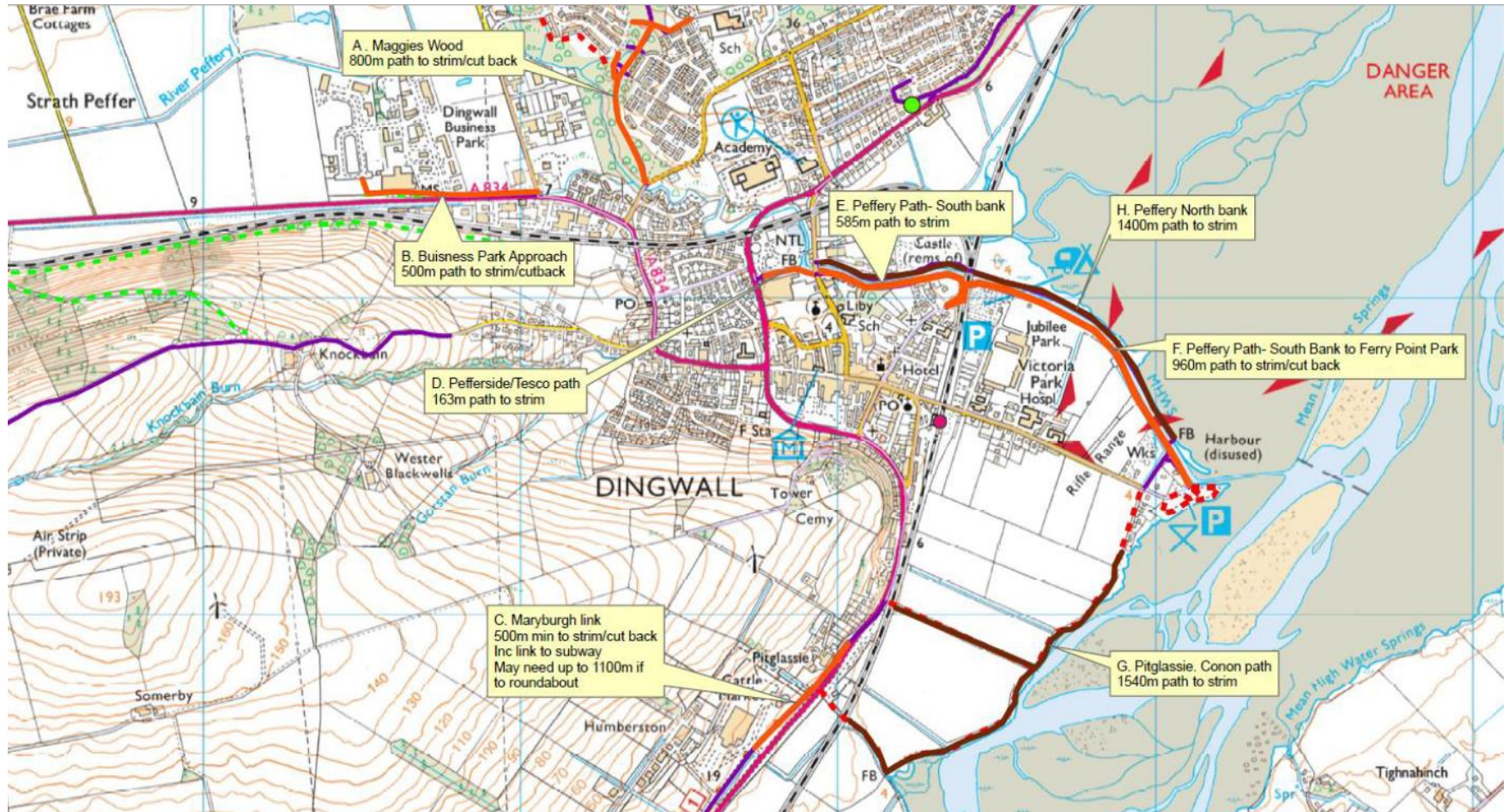


Roads shown in red are proposed 20mph speed limit.

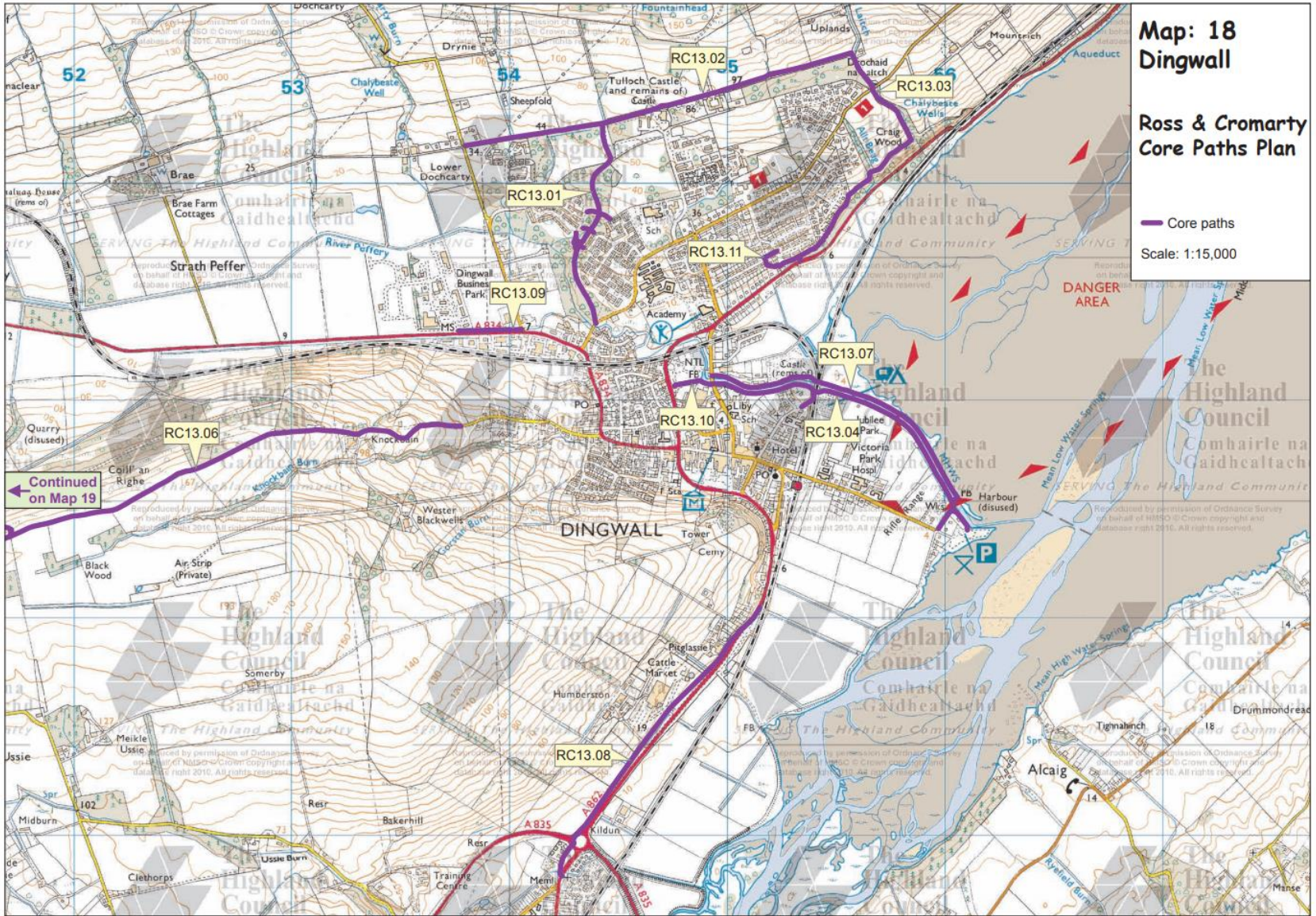


3. Spaces for People – Dingwall

Active Travel Clearance and Improvement Proposals

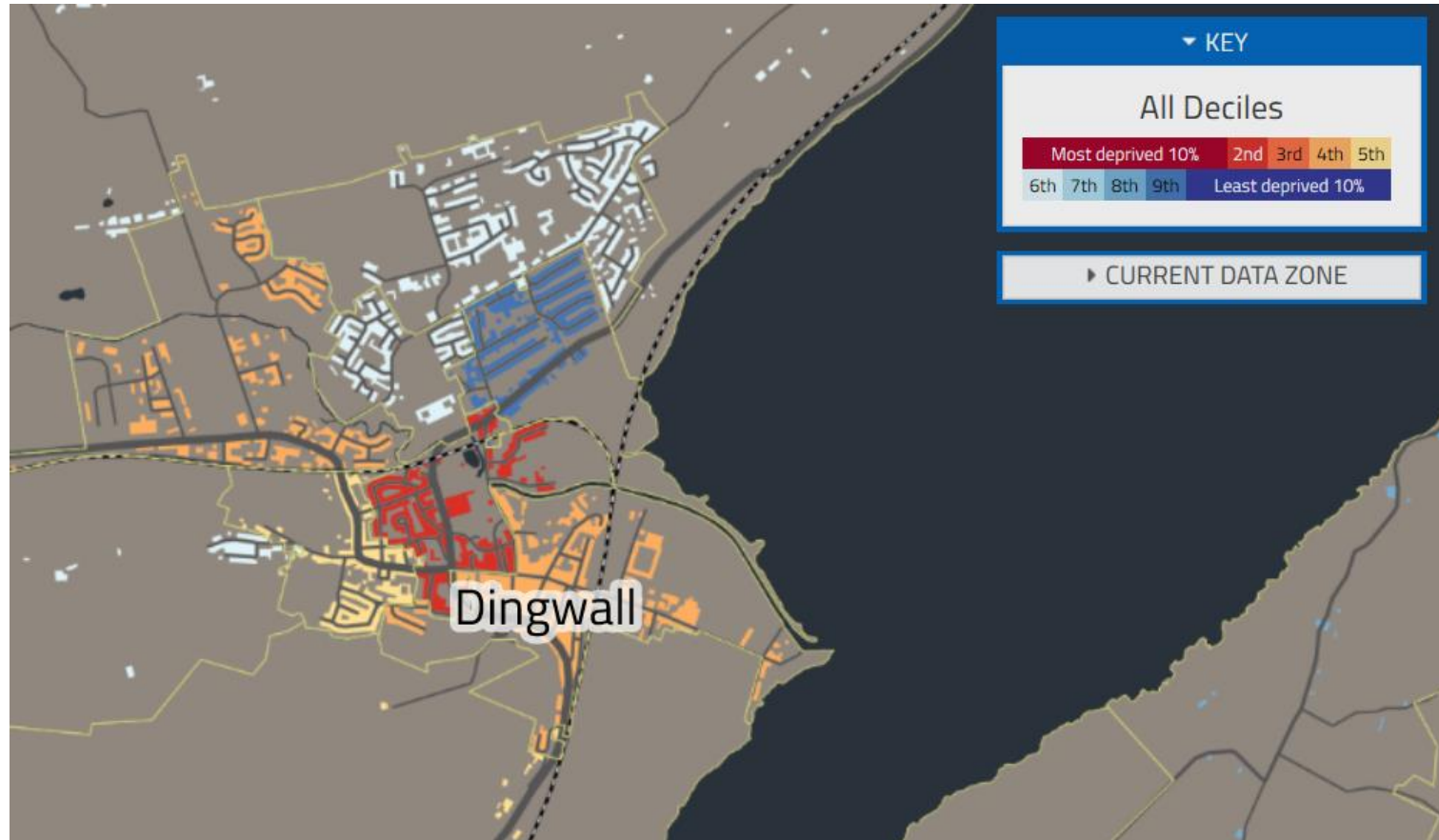


3. Core Paths Plan – Dingwall (2011)



September 2011

3. Scottish Index for Multiple Deprivation (SIMD) 2020- Dingwall



- Dingwall town centre is among the 20% most deprived locations in Scotland.
- Affluent neighbourhoods among the 20% least deprived areas in Scotland can also be found to the north east of the town.

Section 4- Desktop Review Conclusions

4. Desktop Review Conclusions

The desktop review has been important in providing geographical context and an understanding of transport characteristics and active travel conditions across the IMF and Dingwall.

Key Conclusions

- The IMF is the most densely populated area of the Highlands, which creates an opportunity to promote sustainable travel behaviour.
- Census 2011 data demonstrates a significant reliance on private car trips for everyday journeys across all Masterplan towns. This is despite a large proportion of journeys being below 5km and of a walking and/or cycling distance.
- NCN routes across all masterplan areas are largely for on-road cycling and are of poor quality, with minimal segregated cycling infrastructure.
- There are very few disincentives for users to travel by private car, which is demonstrated by the large amount of free car parking across all Masterplan areas. This is potentially counter intuitive to encouraging travel via active and sustainable modes.
- Public transport hubs such as rail stations across the Masterplan towns create an opportunity to facilitate multi-modal trips, for example through cycle parking, walkable spaces and walking and cycling infrastructure linking to public transport hubs.

4. Desktop Review Conclusions

Issues to inform Site Audits/ Stakeholder Engagement

- Key destinations identified from census datashine.
- Key development and employment locations identified from the LDP and planning officer discussions.
- NCN routes across all Masterplan towns.
- Transport Infrastructure surrounding schools.
- Free car parking across all Masterplan towns.
- Public transport hubs across the Masterplan towns and the potential to facilitate multi-modal trips.

Appendices

B – Stakeholder Comments

Please scroll...



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