

Wick Active Travel Masterplan Refresh



EXPLORE...

November 2020



ARUP

Wick Active Travel Masterplan

Overview

2011 Masterplan

Desktop Review

Virtual Site Audits

Stakeholder Engagement

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Masterplan Actions

The Wick Active Travel Masterplan has been informed by a rigorous desktop study, a comprehensive stakeholder and public engagement exercise and by existing and emerging active travel guidance. The 2011 Wick active travel audit provided a useful starting point, combined with the valuable insight from those who participated in the virtual site audits. This meant that the development of the masterplan actions occurred organically, with emerging actions being continuously shaped and formed over the course of the project through local insights and feedback.



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



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



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

Wick Active Travel Masterplan



- Mixed Strategic Route
- New or Improved Crossings/Junctions
- Mobility Hub at Riverside Car Park
- Resurfacing of Footway
- Placemaking Zone
- Quiet Streets
- Low Traffic Neighbourhood
- Existing off-road Strategic Routes
- School
- Hospital / Medical Practice
- Train Station
- Wick Street Design (Sustrans)

Wick Active Travel Masterplan



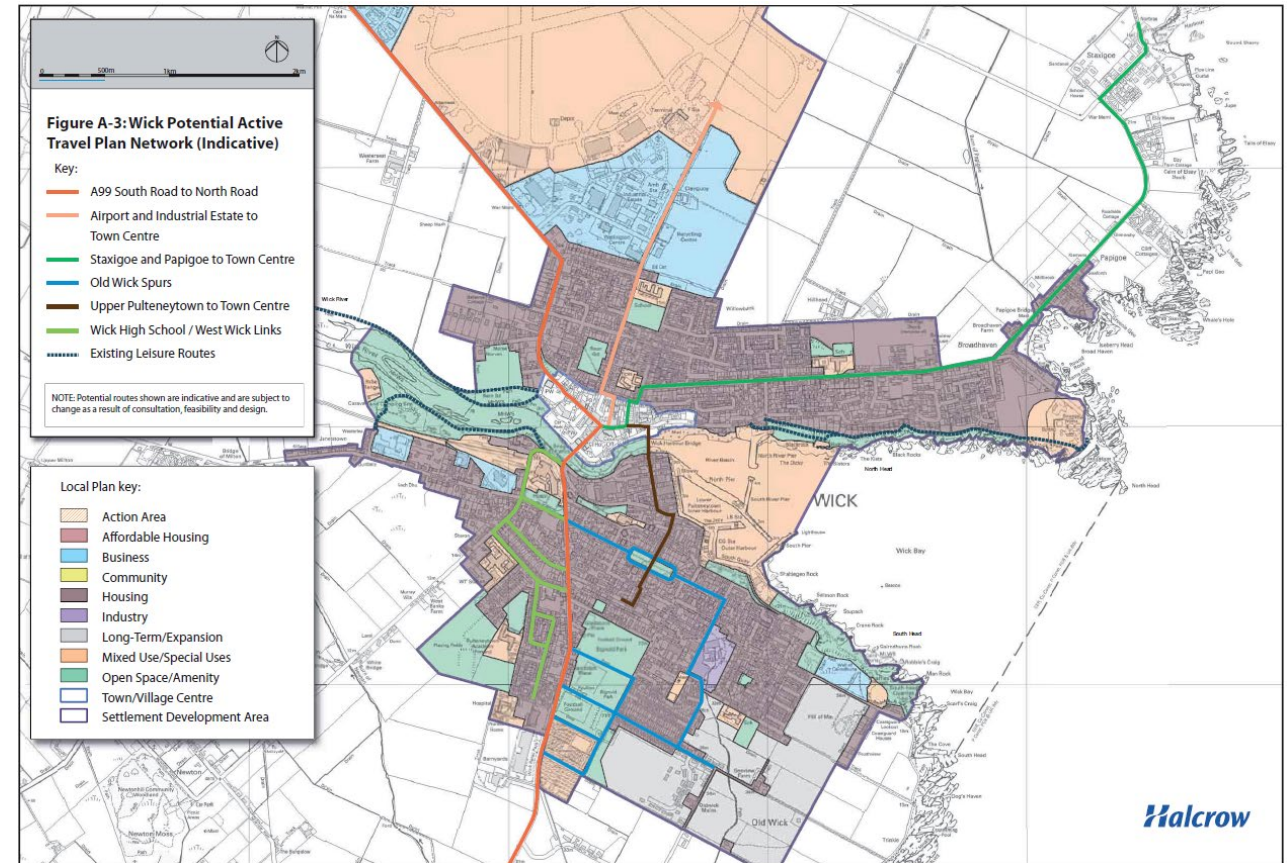
Wick Active Travel Audit 2011

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

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

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

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



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

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

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

Desktop Review

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

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

Local Context

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

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

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

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

Policy Review

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

Key issues and opportunities identified from policy:

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

Development Areas and Proposals

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

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

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

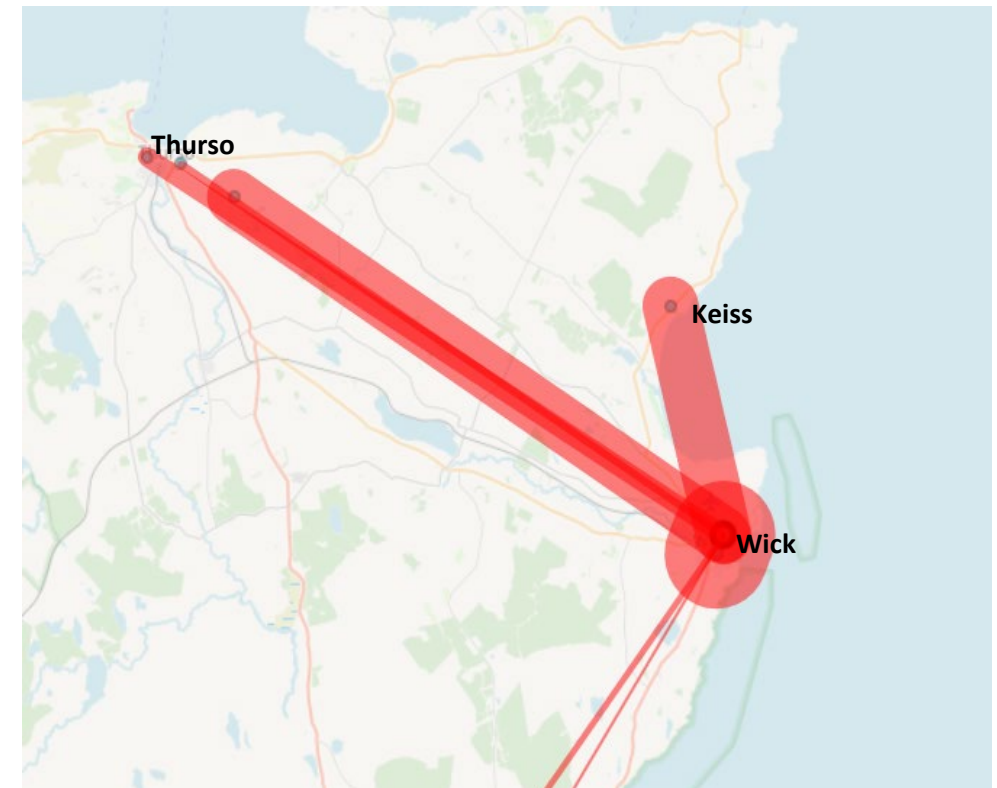
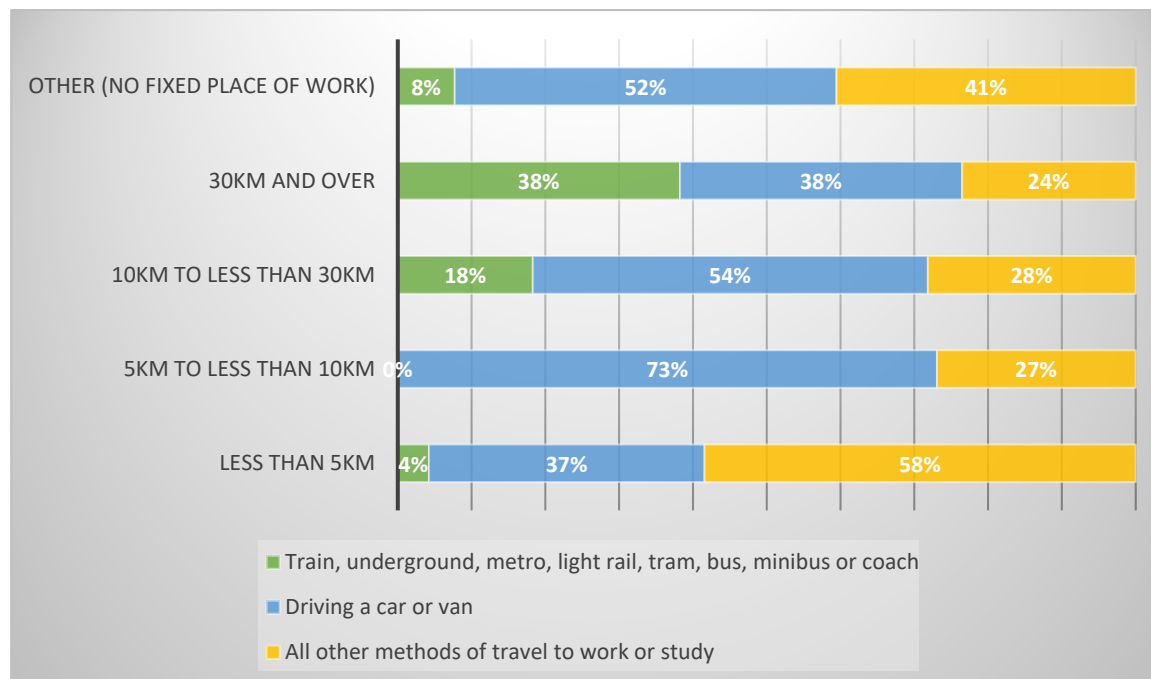
Baseline Data Review

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

Census Data

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

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



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

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

Wick Street Design Project

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

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

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

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

Overview of Proposals

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

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



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

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

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

Virtual Site Audits

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

Methodology

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

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

Internal Site Audit

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

Stakeholder Site Audit

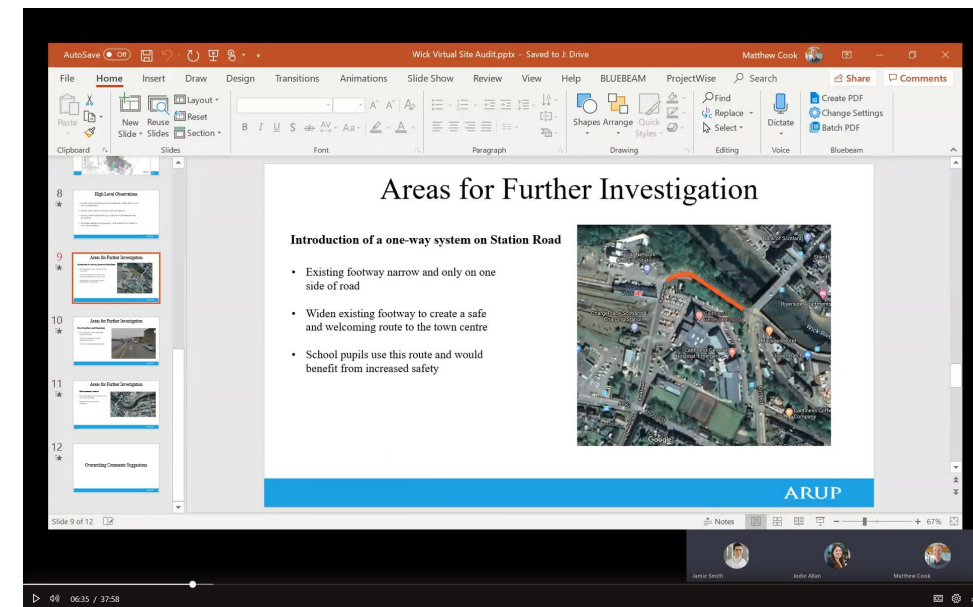
- Included the project team and key stakeholders for Wick
- Explored the key areas identified in the internal site audit
- Exploration of additional opportunities using local knowledge

Internal Virtual Site Audit

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

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

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



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

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

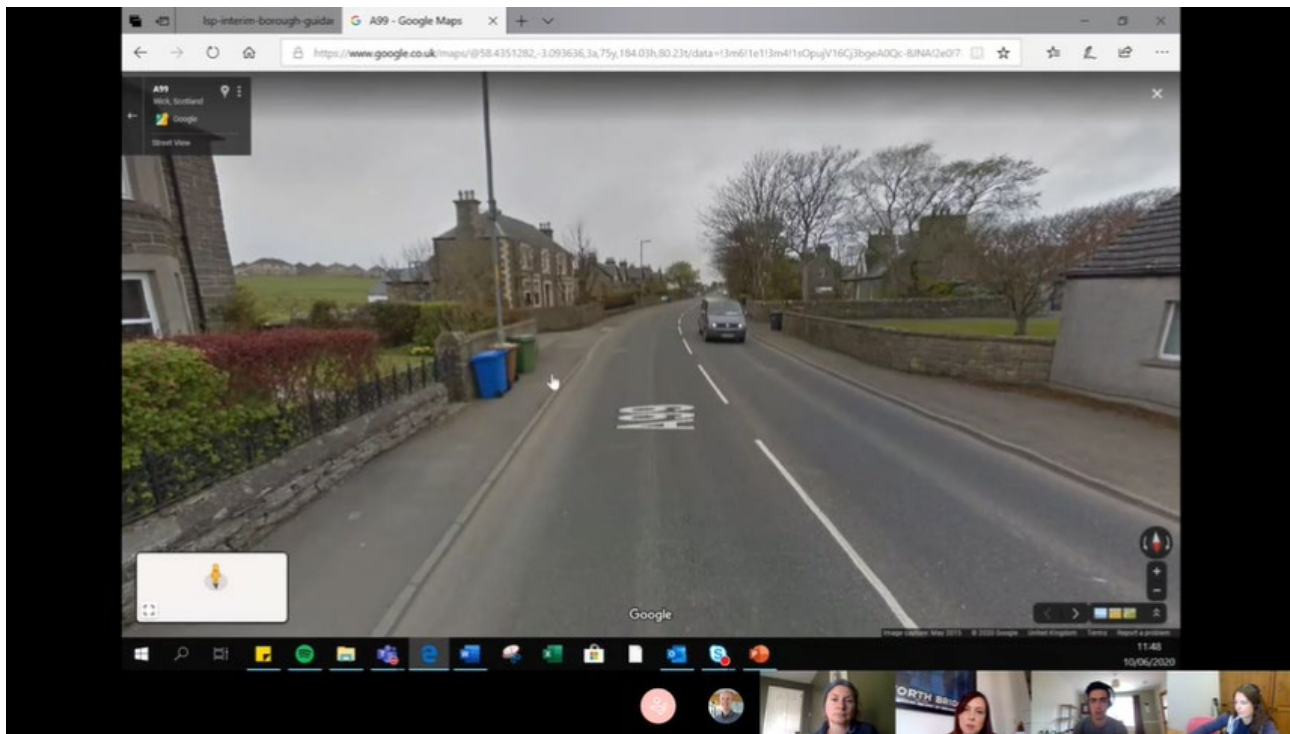


Stakeholder Virtual Site Audit

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

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


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




Areas for Further Investigation

Mini roundabout removal

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



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

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

More information on the stakeholder virtual site audit, including the full video footage of the session, can be found within Appendix B. 10

Public Engagement

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

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



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

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



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

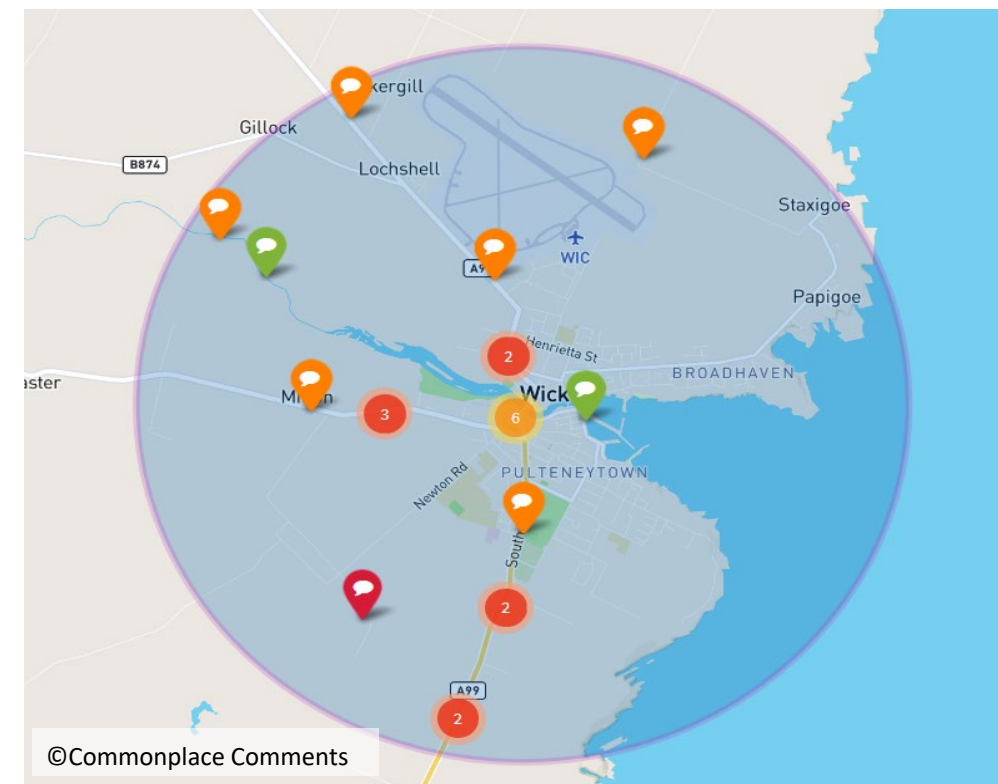
"A large number of long-distance cyclists pass through Wick every year either cycling to/from Groats or doing the NC500 route and most just pass through without stopping. If there was some sort of cycle hub then it may encourage more people to stop and spend some time in the town. Maybe some secure cycle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

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

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

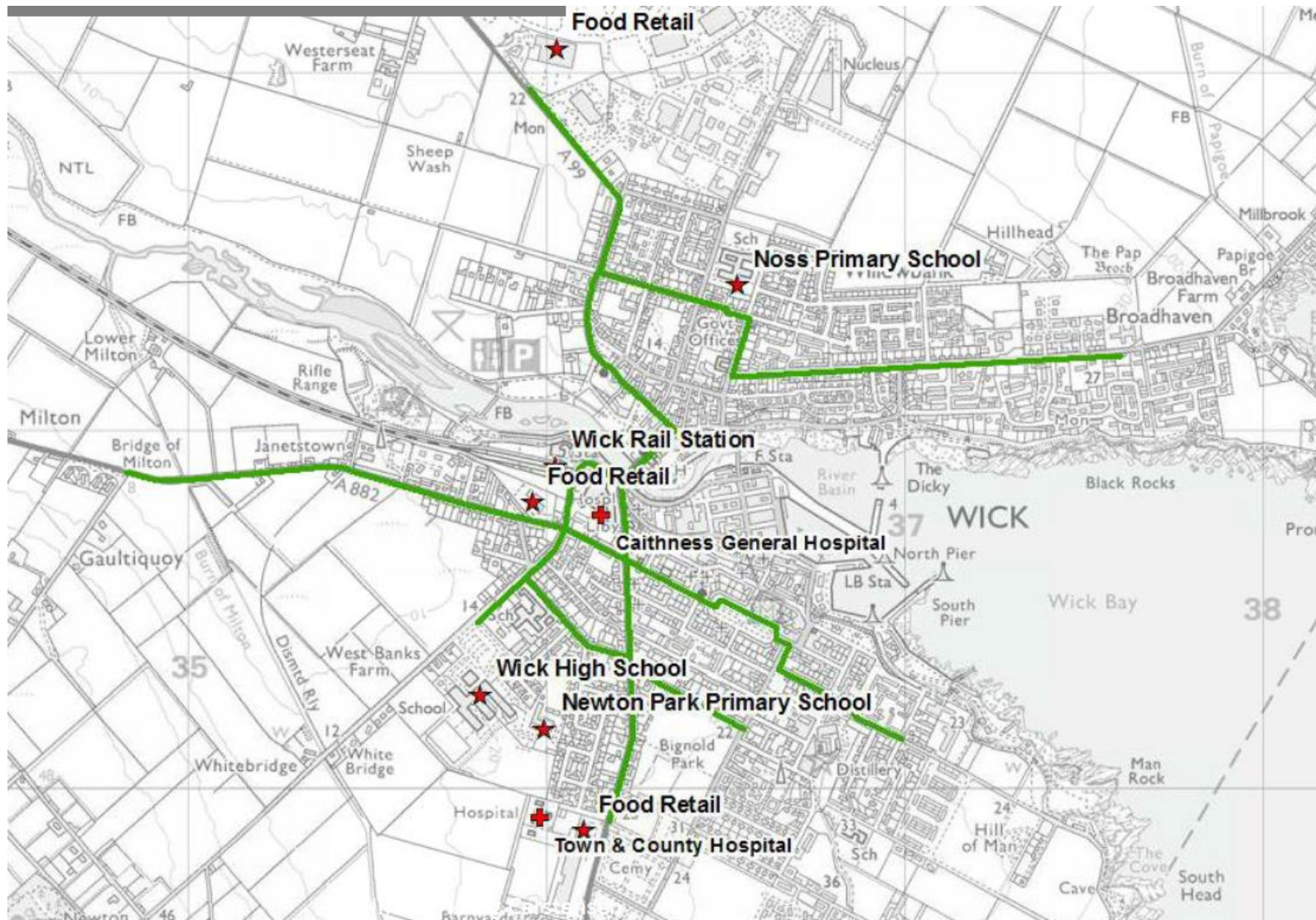
There was also specific engagement with the Sustrans Street Design team, which involved 1:1 meetings with the Sustrans project manager and attendance at a project workshop, to ensure there was a coordinated approach between the two projects.

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



Covid Temporary Measures in Wick

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



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

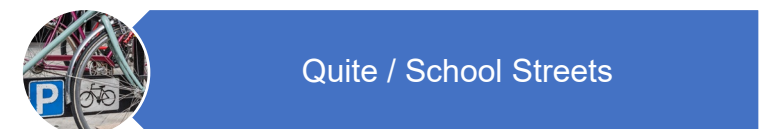
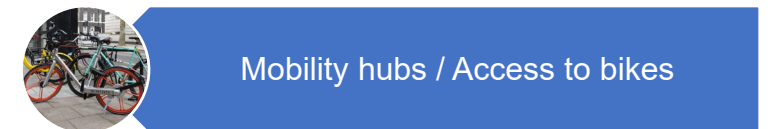
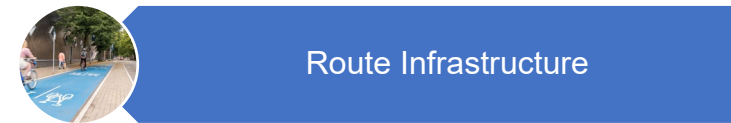
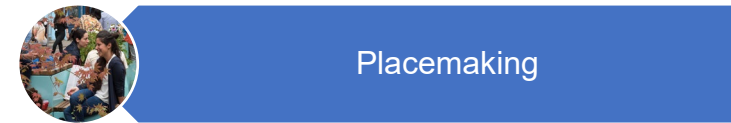
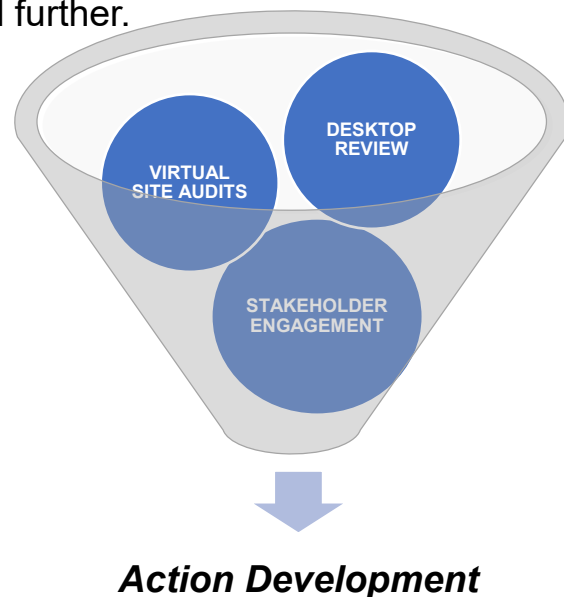
- Widen footpaths and traffic calming to achieve 20mph speed limits Henrietta St/Willowbank
- Introduce crossing point and traffic calming on North Road
- Widen footpath and introduce bike lanes on Bankhead/Station Rd
- Widen footpath and introduce traffic calming measures on Thurso St/Dempster St as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

Action Development

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

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

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



The preliminary / concept nature of the proposals and the information provided is intended to help inform further stages of scheme development. While no detailed design work has been carried out under this commission, a number of recommendations for future strategic active travel improvements have been made. These recommendations have been informed by the comprehensive baseline data gathering exercise, virtual site visits / observations, desktop review and stakeholder comments but have not incorporated a detailed assessment of information such as

topographical surveys, public utilities, land ownership, planning /environmental constraints. Contemporary information on these and other issues should be collected, analysed and recorded as part of the next phase of the design process to inform the detail of the future active travel improvements.

Masterplan Actions

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

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

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

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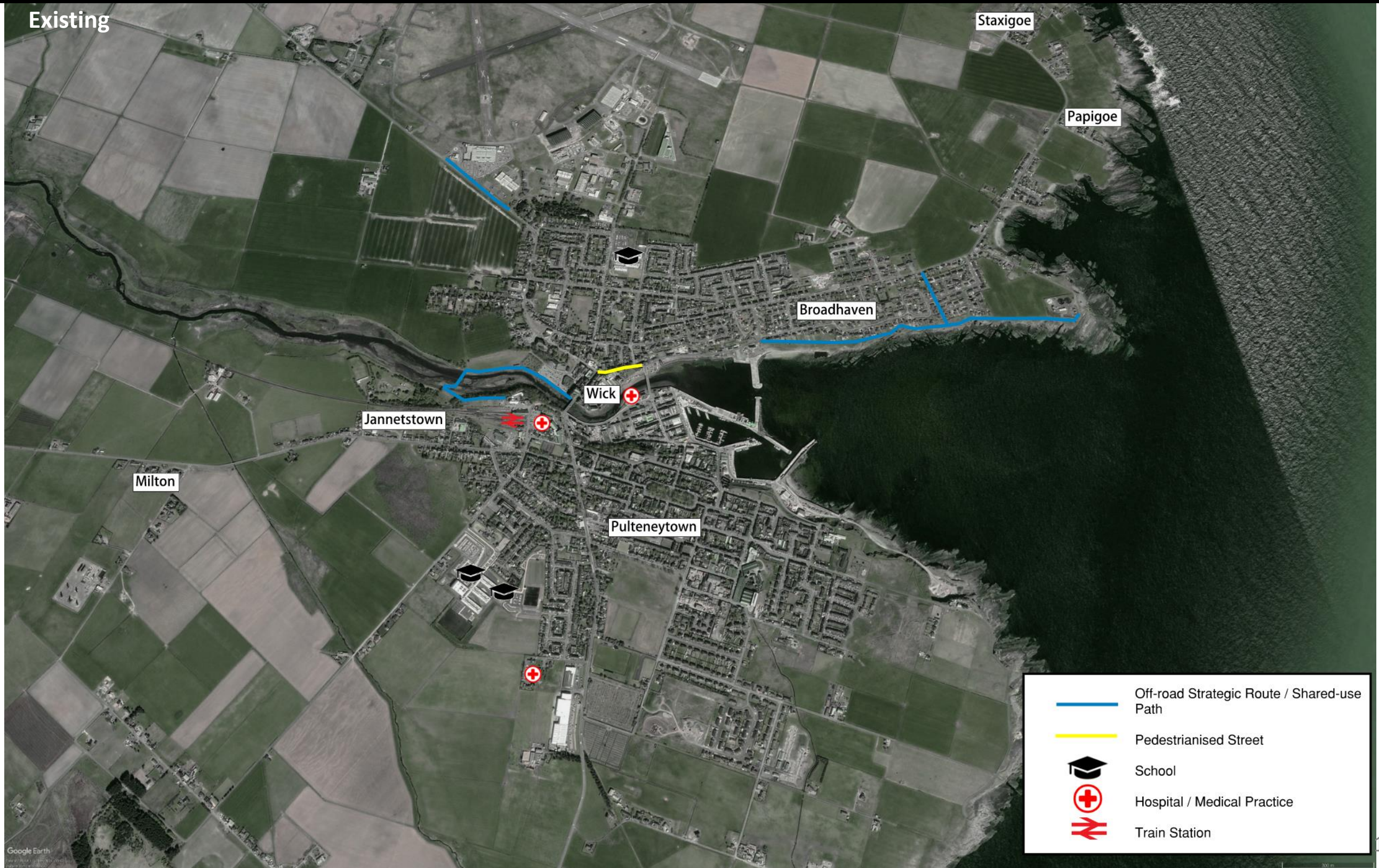
4	A99	Crossing on George Street	Safe crossing point near Millar Avenue	Provides safe link between residential area and education	Local Road	Y	£5,000 - £50,000
5		North Rd, George Street, High Street, Bridge Street (from Tesco)	Mixed Strategic infrastructure	More people choosing active travel modes due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

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

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

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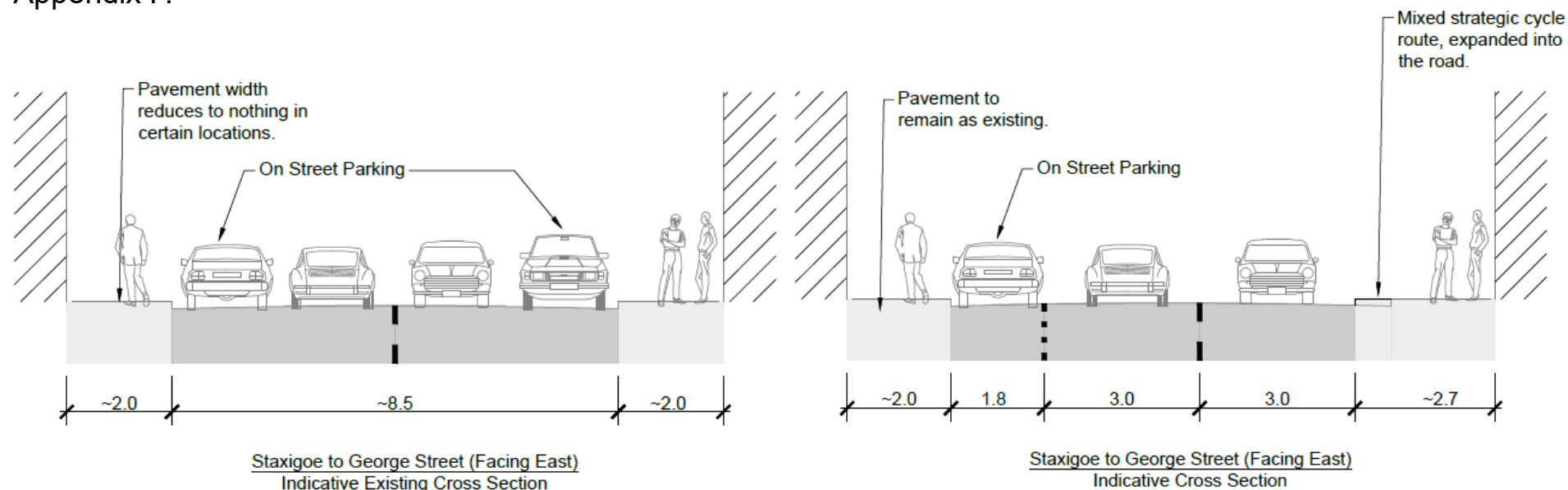
Action 1 Action 2 Action 3 Action 4 Action 5 Action 6 Action 7 Action 8 Action 9 Action 10 Action 11 Action 12 Action 13 Action 14 Action 15 Action 16 Action 17 Masterplan Map

Staxigoe to George Street Mixed Strategic Route or Low Traffic Neighbourhood

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

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

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



Noss Primary School Crossing Point

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

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

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



©Google

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Ackergill (Noss Primary) Quiet Street

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

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

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

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

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



©Playing Out (example of a school play street)

George Street Crossing Point

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

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

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

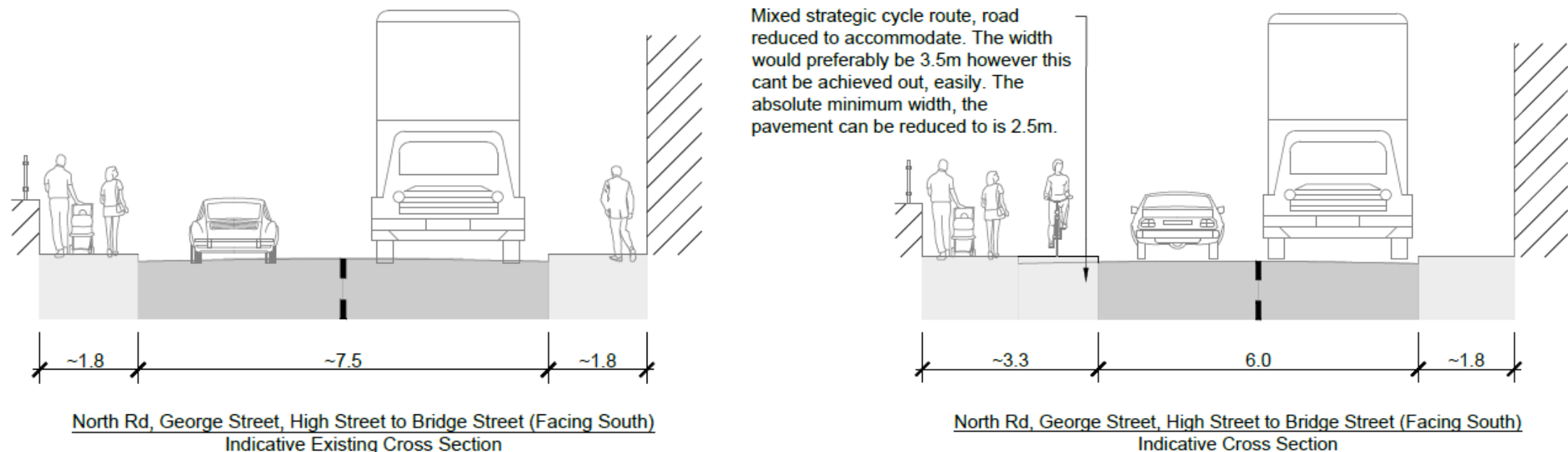


A99 (North Rd/George St/High St/Bridge St) Mixed Strategic Route

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

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

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



Bridge Street/ Riverside Street Junction Improvements

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

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

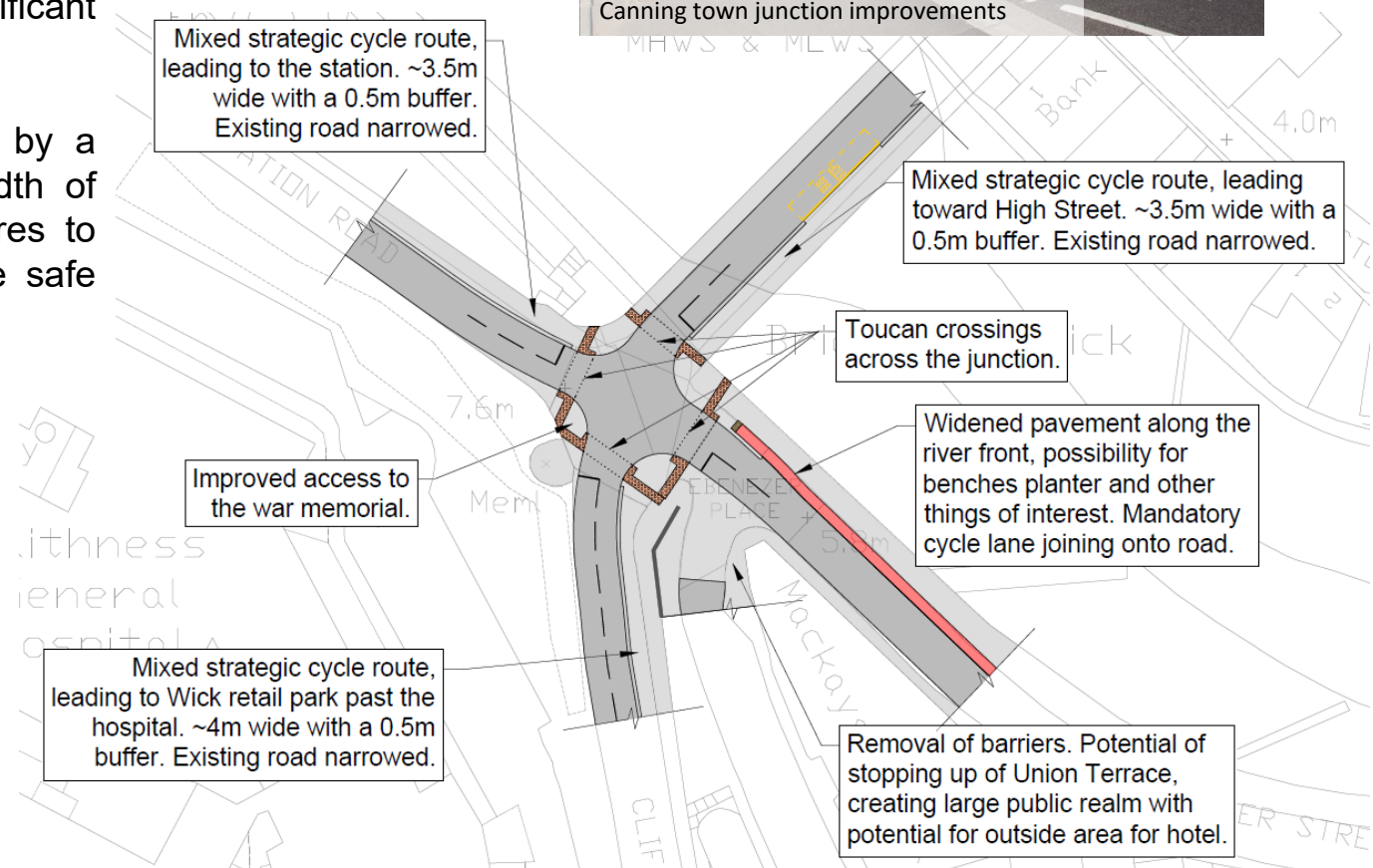
Therefore, it is proposed that the existing roundabout is replaced by a signalised junction, with safe crossings and an increase to the width of existing footways. Other considerations include placemaking measures to create a more attractive public realm. These proposals will facilitate safe movement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



Canning town junction improvements



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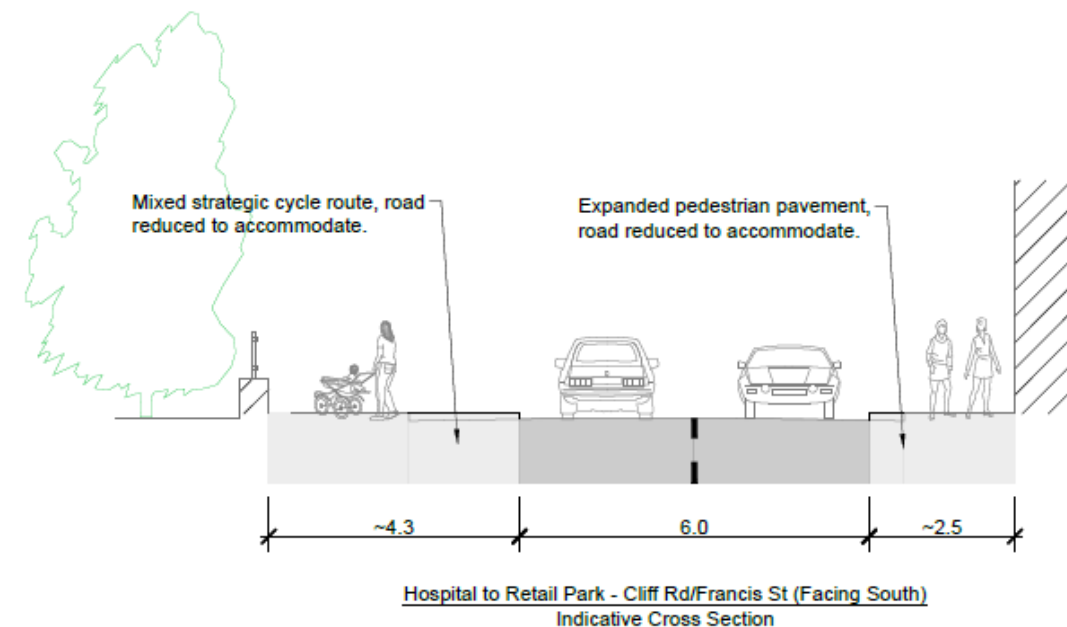
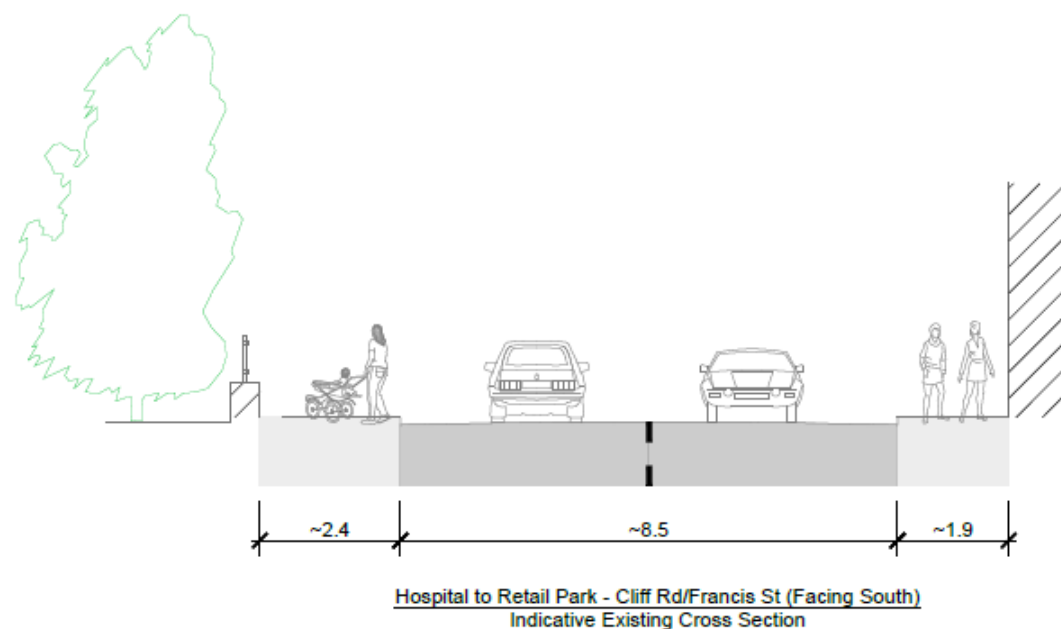


Hospital to Retail Park (Cliff Rd/ Francis St/ South Rd) Mixed Strategic Route

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

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

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



South Road Retail Park Crossing Point

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

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

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

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

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



River Street Resurfacing Improvements

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

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

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



©Google



Connswater Community Greenway, Belfast

Riverside Street Art / Wick Heritage

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

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

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

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



Lochee (Dundee), Scotland



Letchworth, England



Newport, England

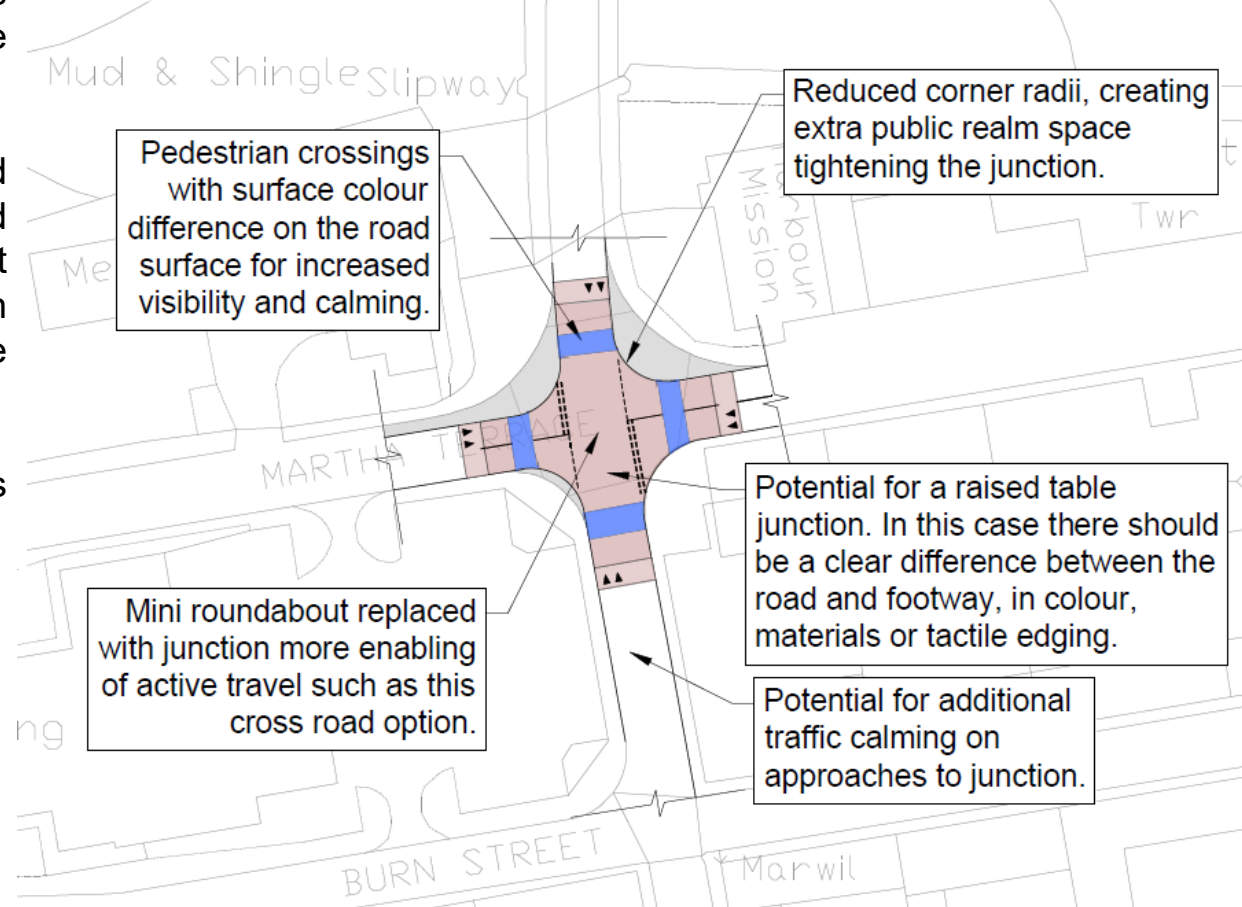
Wick Harbour Bridge Roundabout Removal

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

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

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

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



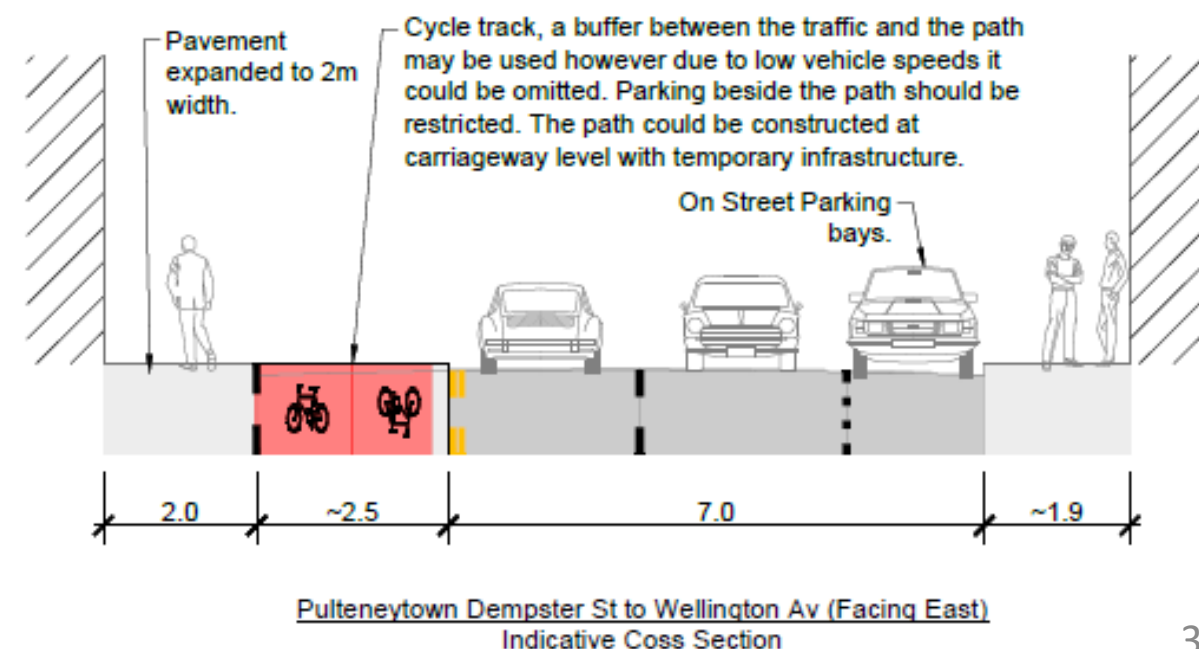
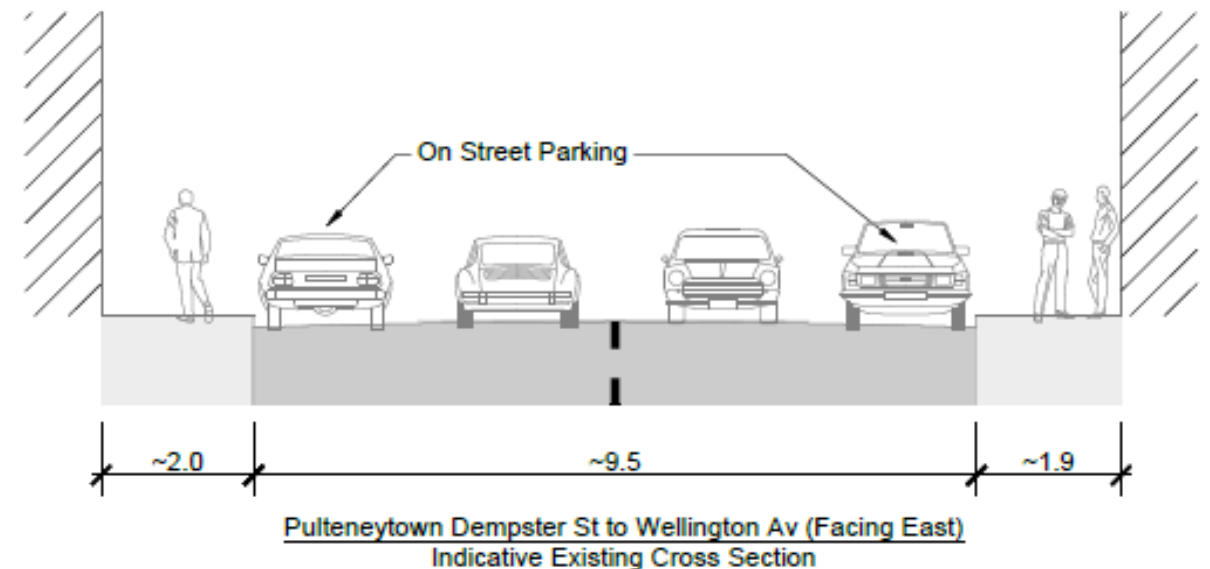
Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Action 7	Action 8	Action 9	Action 10	Action 11	Action 12	Action 13	Action 14	Action 15	Action 16	Action 17	Masterplan Map
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Pulteneytown Mixed Strategic Route or Low Traffic Neighbourhood

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

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

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



Milton (A882) Crossing Point

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

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

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

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



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Mobility Hub at the Riverside Car Park

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

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

The key benefits of a mobility hub include the following:

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



Bankhead/Station Rd Mixed Strategic Route

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

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

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

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

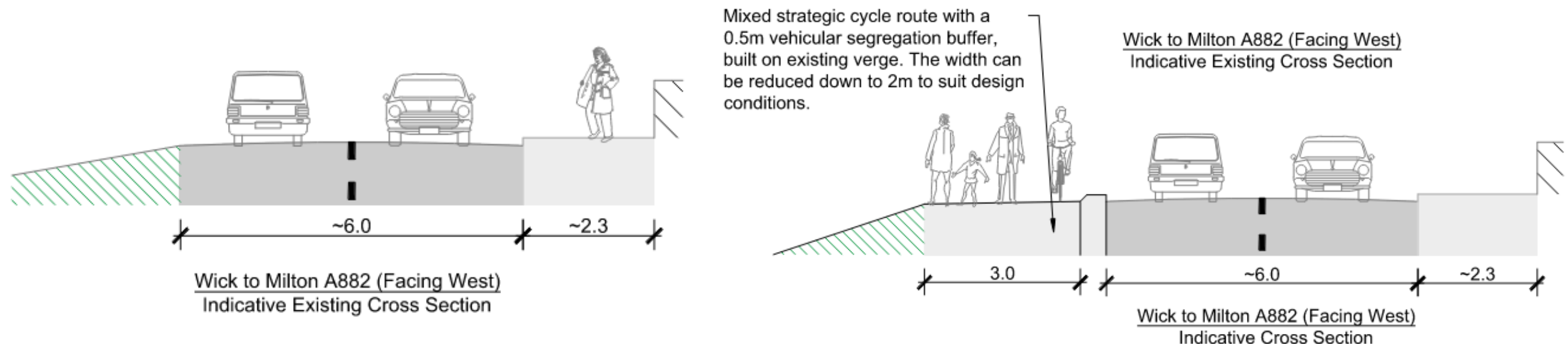


Milton to Wick (A882) Mixed Strategic Route

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

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

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



Newton Hill Quiet Streets

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

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

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

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

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



Summary

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

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

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

The information provided is intended to help inform further stages of scheme development. While no design work has been carried out under this commission, a number of recommendations for future strategic active travel improvements have been made. These recommendations have been informed by the comprehensive baseline data gathering exercise, virtual site visits, desktop review and stakeholder comments but have not incorporated a detailed assessment of information such as:

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

Contemporary information on these and other issues should be collected, analysed and recorded as part of the next phase of the design process to inform the detail of the future active travel improvements.

Appendices

Appendix A – Desktop Scrapbook

Wick Active Travel Masterplan Refresh

Desktop Review Scrapbook

Contents

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

1. Background

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

2. Wick Active Travel Audit 2010

Changes/ Updates for Active Travel Audits refresh

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

2. Wick Active Travel Audit 2010

Key issues:

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

Walking and Cycling Objectives:

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

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

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

Objective 4: Ensure key barriers to active travel are addressed

Prioritised Action Plan:

Priority 1: Walking and Cycling Promotion

Priority 2: Twenty Miles per Hour Town

Priority 3: A99 Active Travel Improvements

Priority 4: Airport & Industrial Estate to Town Centre

Priority 5: Staxigoe & Papigoe to Town Centre

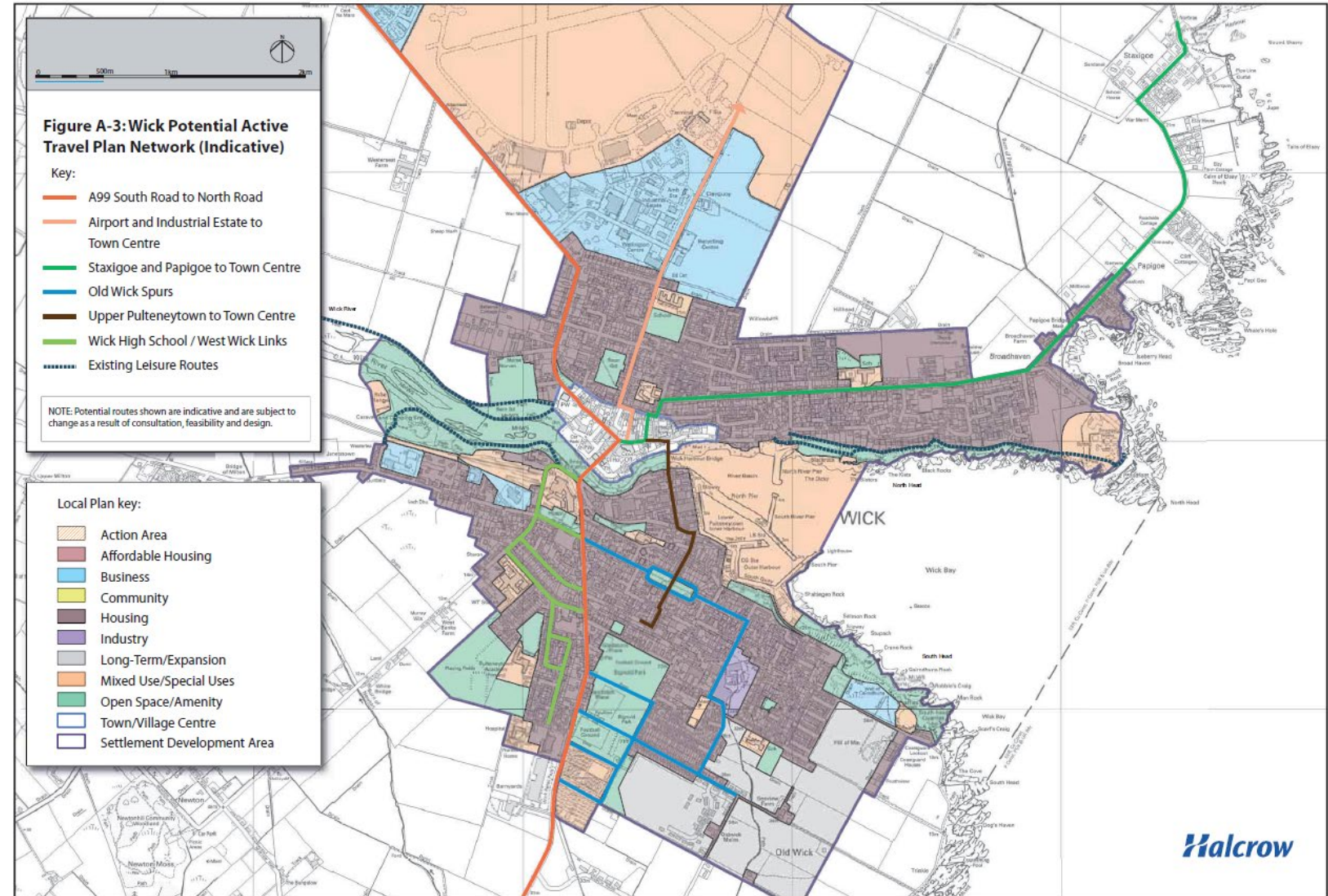
Priority 6: Old Wick Spurs

Priority 7: Upper Pulteneytown to Town Centre

Priority 8: West Wick Links

Priority 9: Town Centre Improvements

2. Wick Active Travel Audit 2010



Identified Active Travel Network:

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

3. Policy Review – Caithness and Sutherland LDP 2018

Key points:

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

Connectivity and transport:

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

Response:

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

A Vision for Caithness and Sutherland in 2035

Table 1 Vision Outcomes

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

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

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

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

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

Background:

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

Key points:

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

Relevant Placemaking Priorities:

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

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

LDP Development Proposals:

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

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

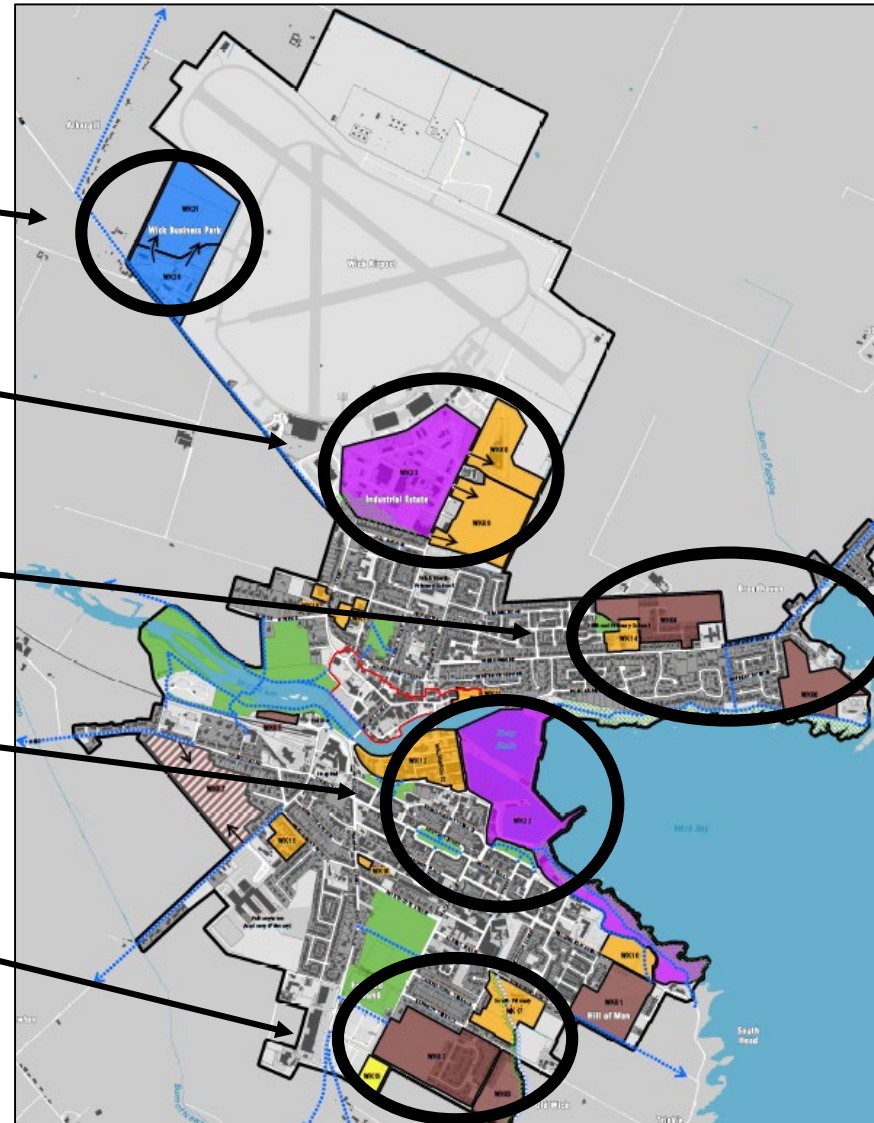
Wick Business Park

Wick Industrial Estate

Broadhaven

Wick Harbour

Wick South



CaSPlan Settlement Map Legend

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

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

Wick:

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

3. Policy Review – Highland Wide LDP 2012

Active Travel-related goals:

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

Development objectives:

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

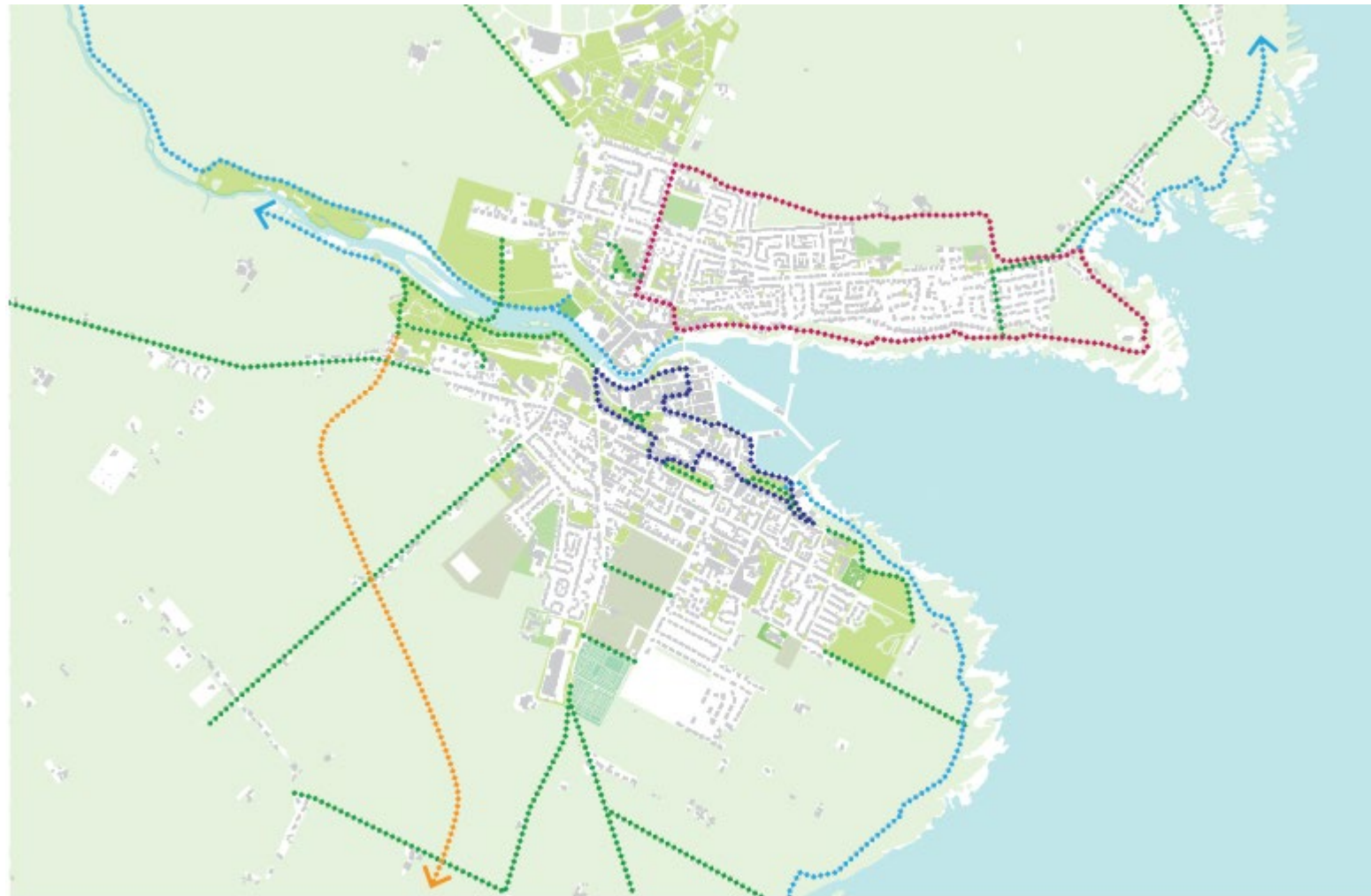
Wick:

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

3. Policy Review – Wick Design Charette 2013

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

3. Policy Review – Wick Design Charette 2013



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

Existing and proposed pedestrian and cyclepath network

3. Policy Review – HITRANS Active Travel Strategy 2018

Key Objectives:

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

Wick

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

Action Plan:

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

Challenges:

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

3. Policy Review – HITRANS Regional Transport Strategy 2018

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

Key stats:

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

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

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

Active travel strategy:

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

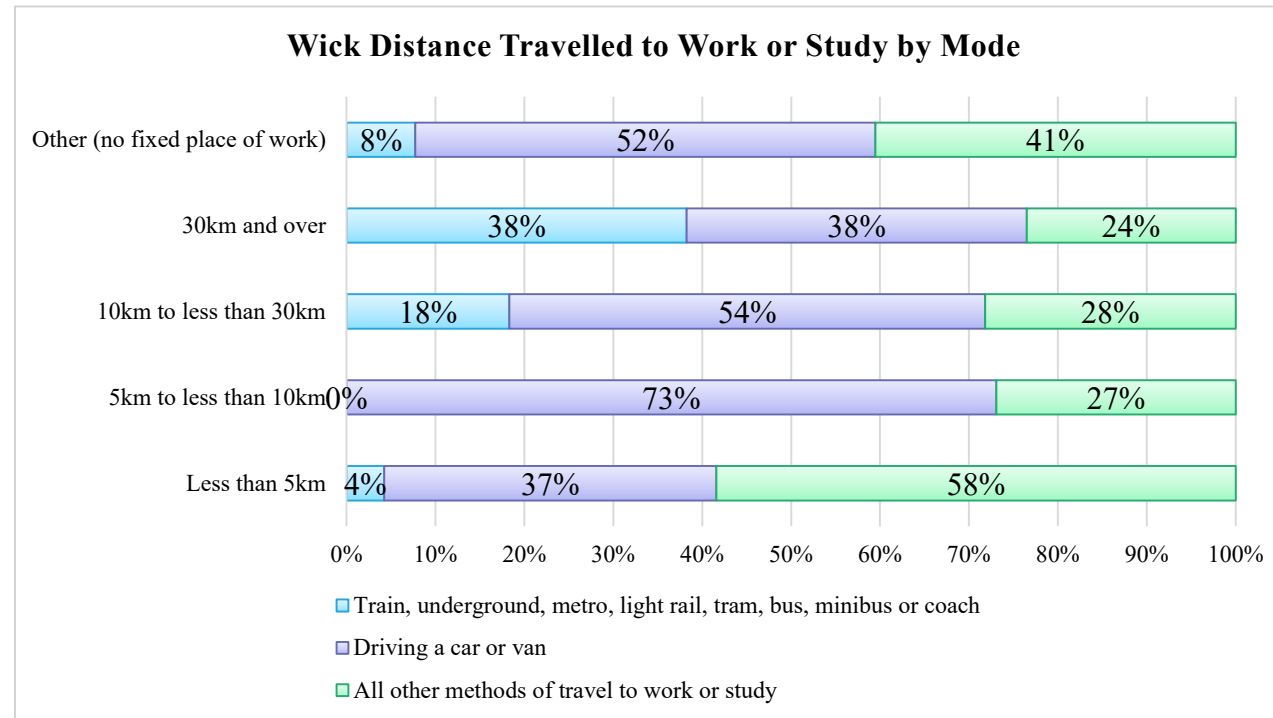
Delivery Plan (relevant to active travel):

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 (Wick)

Mode Share (2011 census data – locality)

	Work from home	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Train
Wick	12%	9%	1%	35%	10%	0%	1%	28%	3%	1%



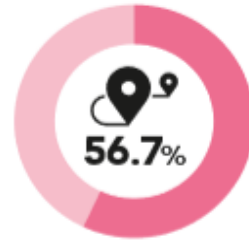
4. Baseline Data – Cycling Scotland Monitoring Report 2019

Highland

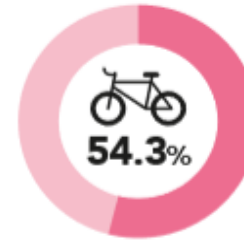


Headline trends and context

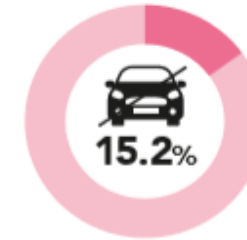
Proportion of journeys under 5km



Households with access to one or more bikes for private use

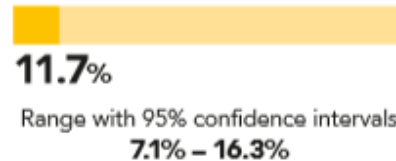


Households with no access to a car for private use



Workplaces

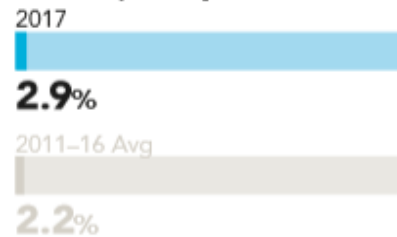
Employees cycling to work usually/regularly



21
Cycling Friendly Employers
employing
3,309
staff

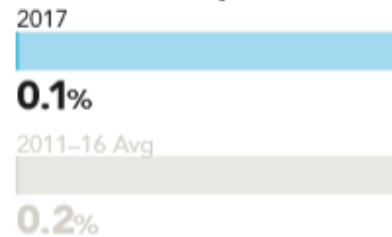
Schools

Pupils cycling to primary school



11
Cycling Friendly Schools
reaching
4,123
pupils

Pupils cycling to secondary school



Percentage of primary schools delivering Level 2 Bikeability Scotland training
21.1%

Active travel budget*

Capital
£786,119.60

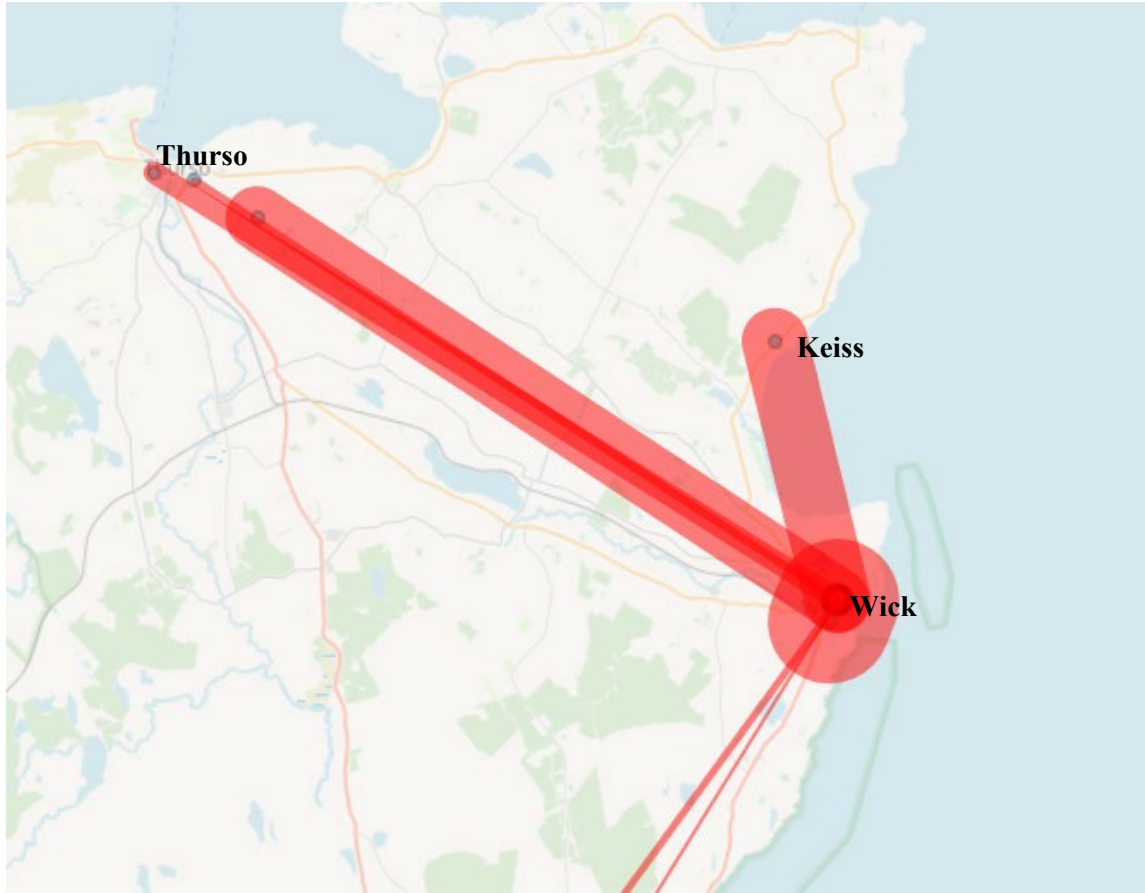
Revenue
£208,251.00

2017/18

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

4. Baseline Data – Census Data (Datashine)

Wick – travel to work (all modes)



Wick – travel to work (car drivers)



*Keiss is a fishing village

4. Baseline Data- Speed Data

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

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



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

Key conclusions:

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

4. Baseline Data - Accident Statistics

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

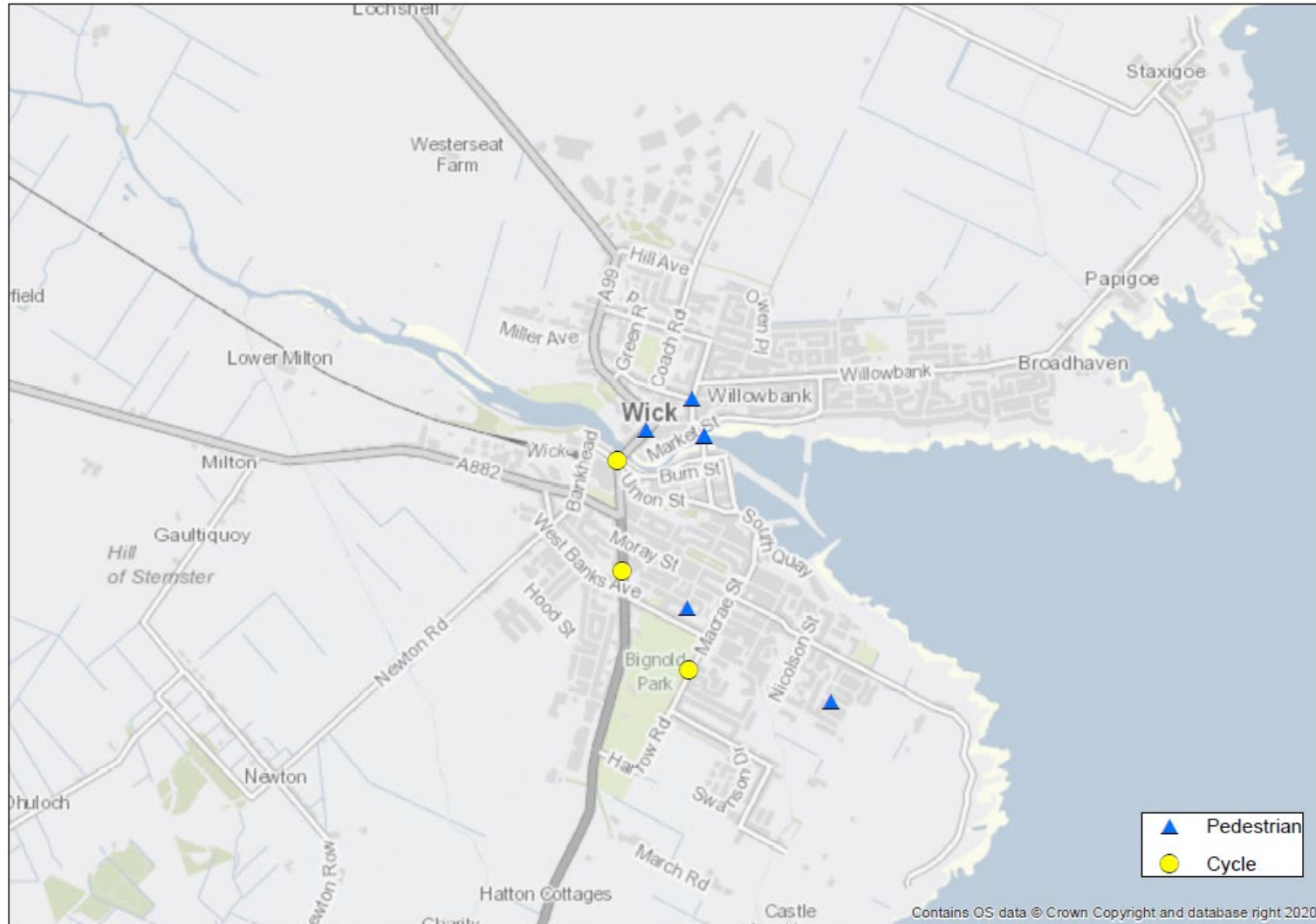
Accident data was reviewed with focus on severity of accidents (slight, serious or fatal) and accidents involving pedestrians and cyclists. The analysis boundary comprised of the Wick town boundary with an additional 1km buffer, to allow for the identification of potential accident hotspots within the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

Key conclusions from accident data review:

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

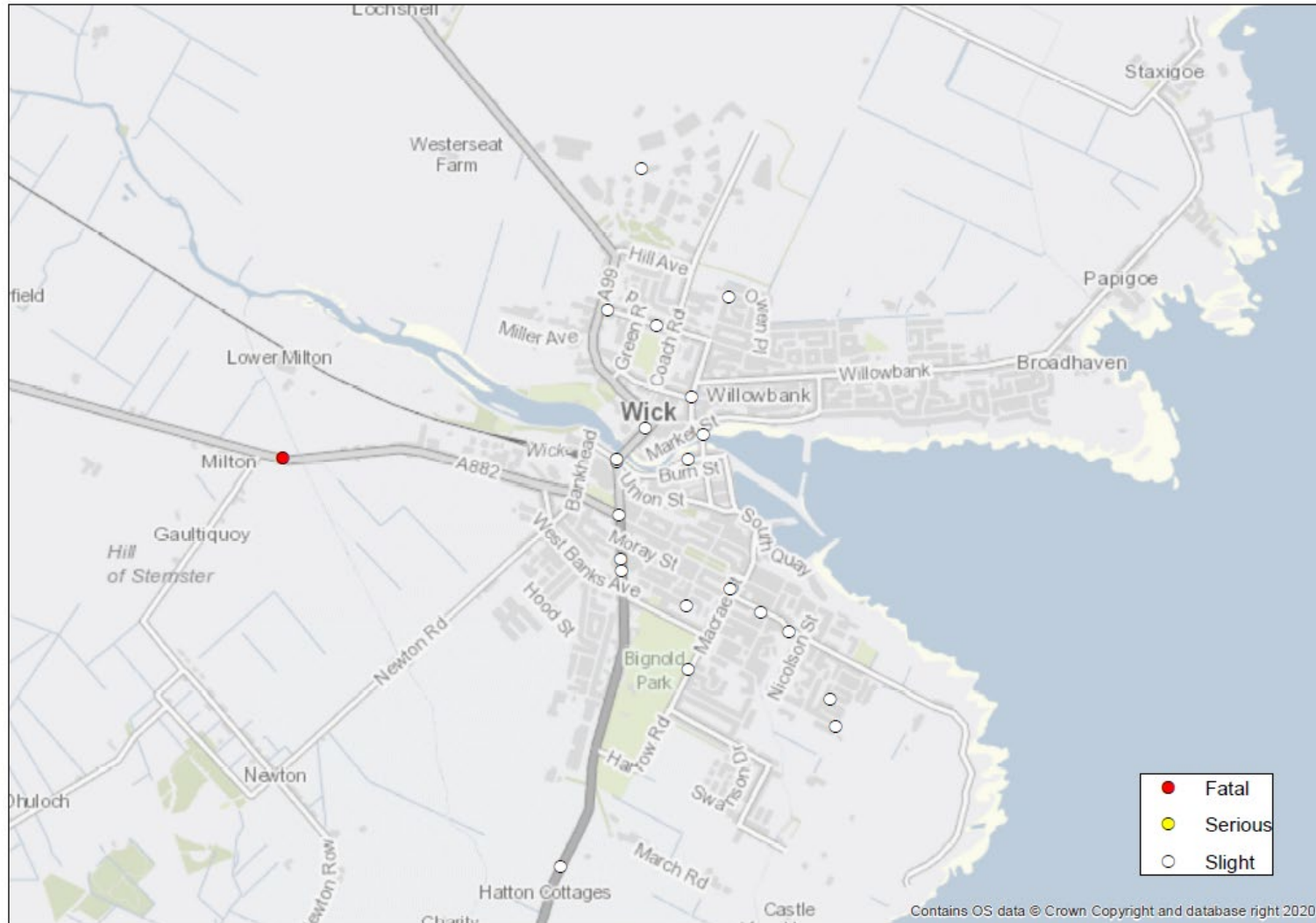
4. Baseline Data - Accident Statistics

Wick Pedestrian and Cycle Accidents (2014-2018)



4. Baseline Data - Accident Statistics

Wick Accident Severity (2014-2018)



5. Active Travel Initiatives/ Behavioural Change Measures

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



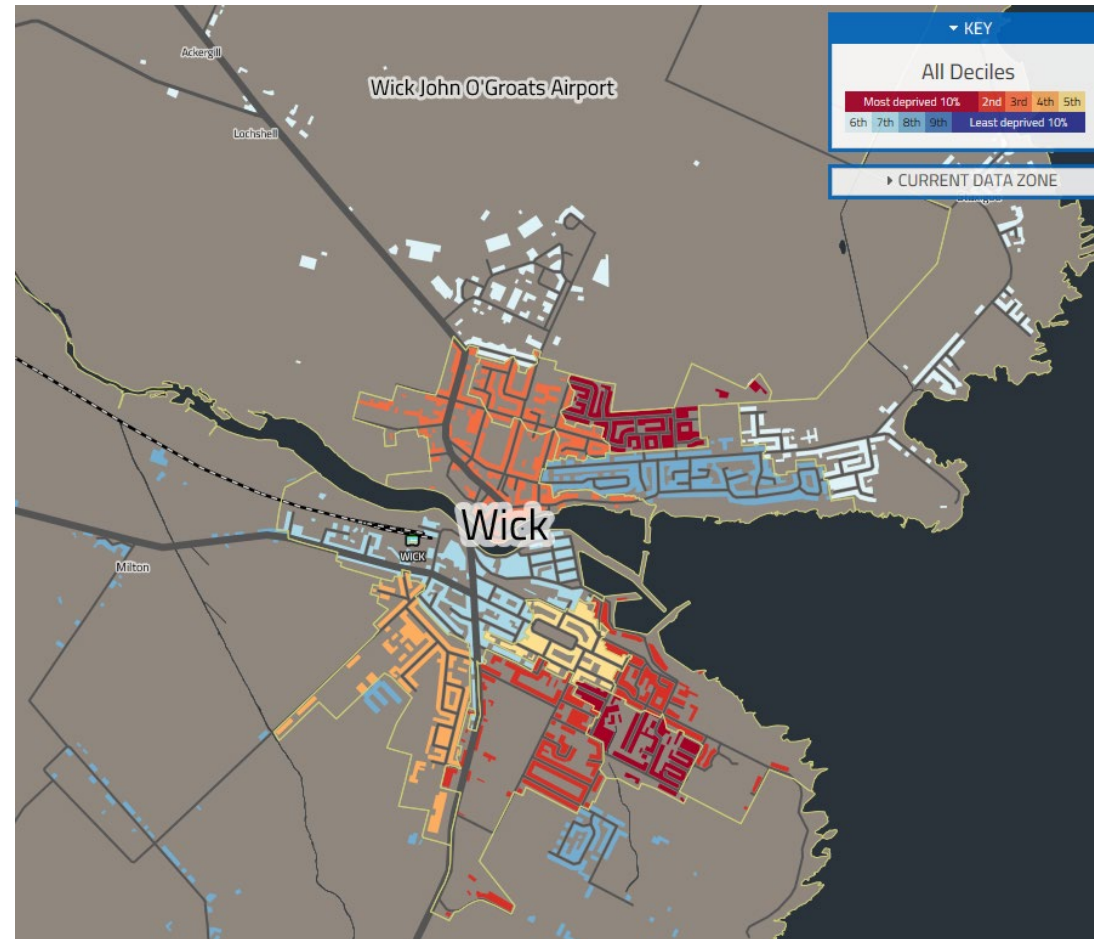
Open Streets in Edinburgh seeks to promote a healthy, active and inclusive city; to celebrate and add to the culture of the city; to contribute to the city's economy; and to inform future initiatives for the city.
<https://www.connectingedinburgh.com/open-streets/open-streets-1/2?documentId=9&categoryId=6>



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



6. Scottish Index for Multiple Deprivation (SIMD) 2020

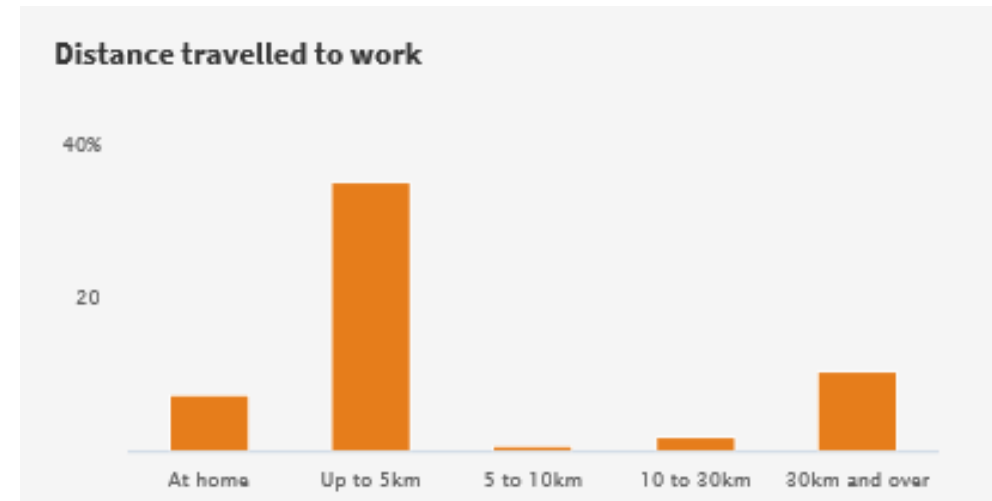


- An Area to the south of Wick Harbour are among the 5% most deprived in Scotland
- One Location to the north-east of the town centre are among the 10% most deprived in Scotland
- Overall, Wick appears to have significant amount of inequality, with pockets of affluent and deprived locations

6. Understanding Scottish Places- Scotland's Towns Partnership

Wick

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



6. Wick Street Design Project- Sustrans

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

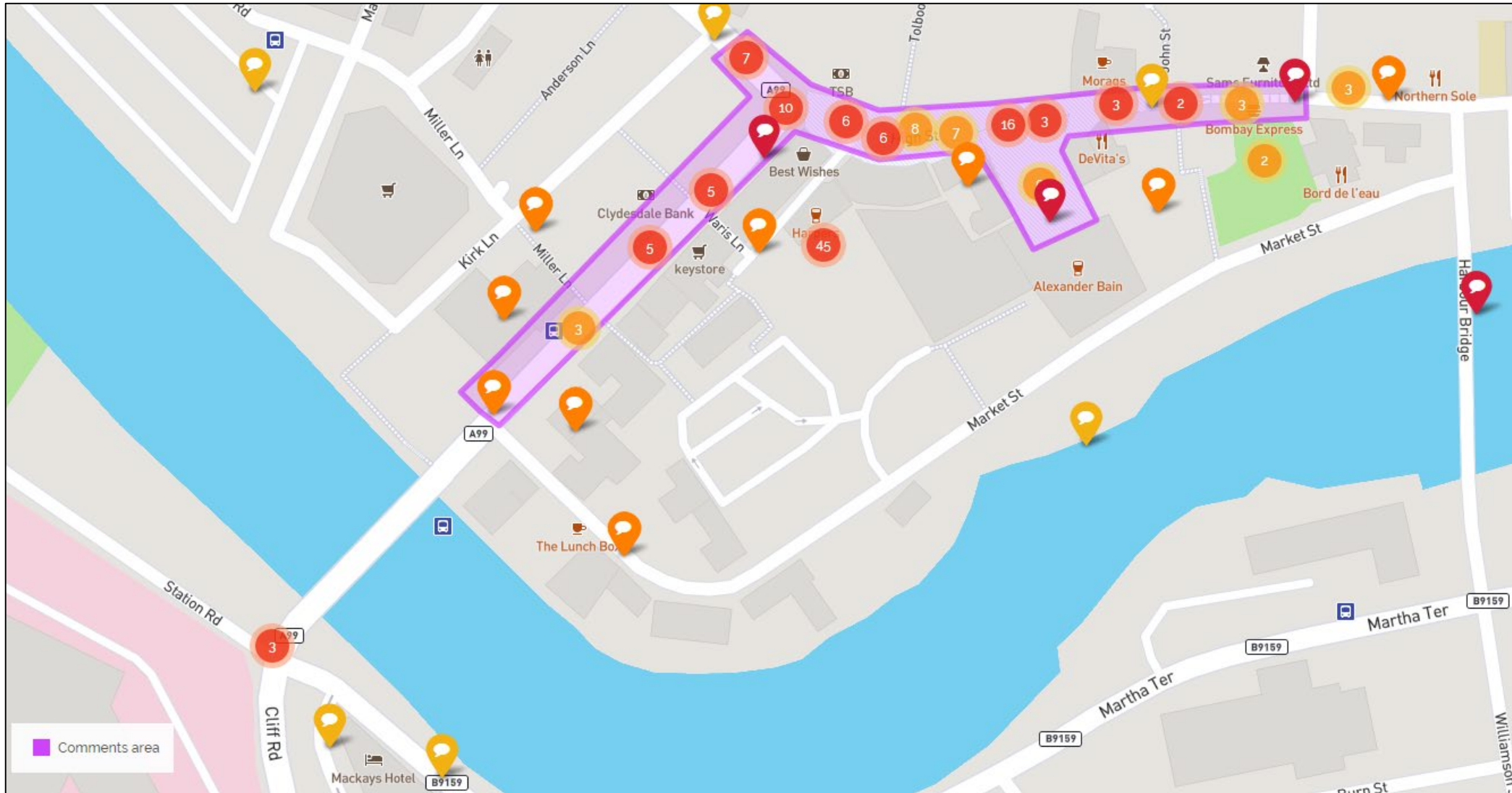
- Collaborative design project enabling local people to be involved in developing design ideas throughout Wick town centre that have the potential to be transformed into a concept design
- The project looks to motivate and empower the local community by allowing them to influence decisions affecting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

Aims of this project:

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

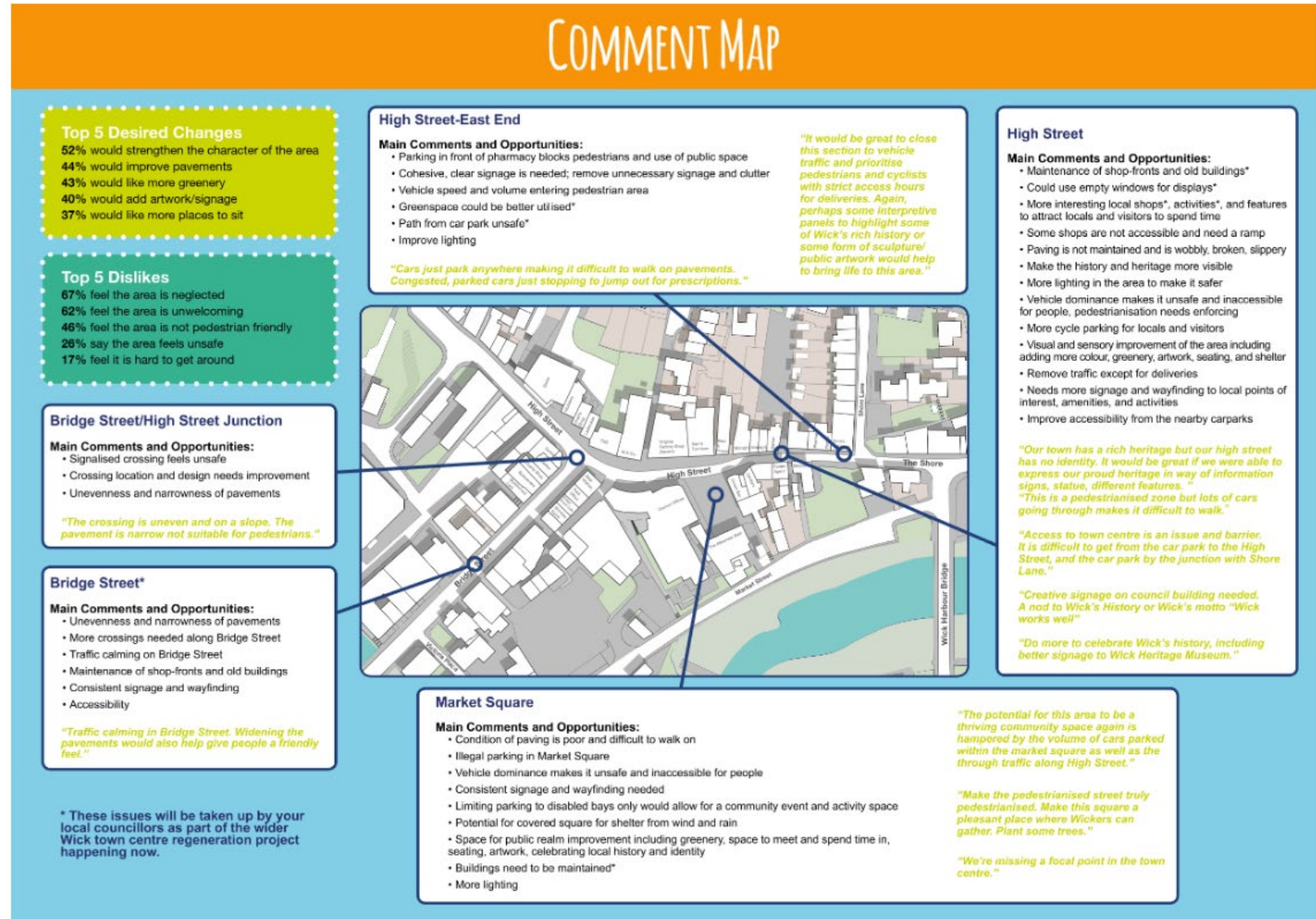
6. Wick Street Design Project- Sustrans

Results:



6. Wick Street Design Project- Sustrans

Overview of Results:



6. Wick Street Design Project- Sustrans

Key Active Travel Conclusions:

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

Bridge Street:

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

Bridge St/ High St Junction:

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

High Street:

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

High Street (East):

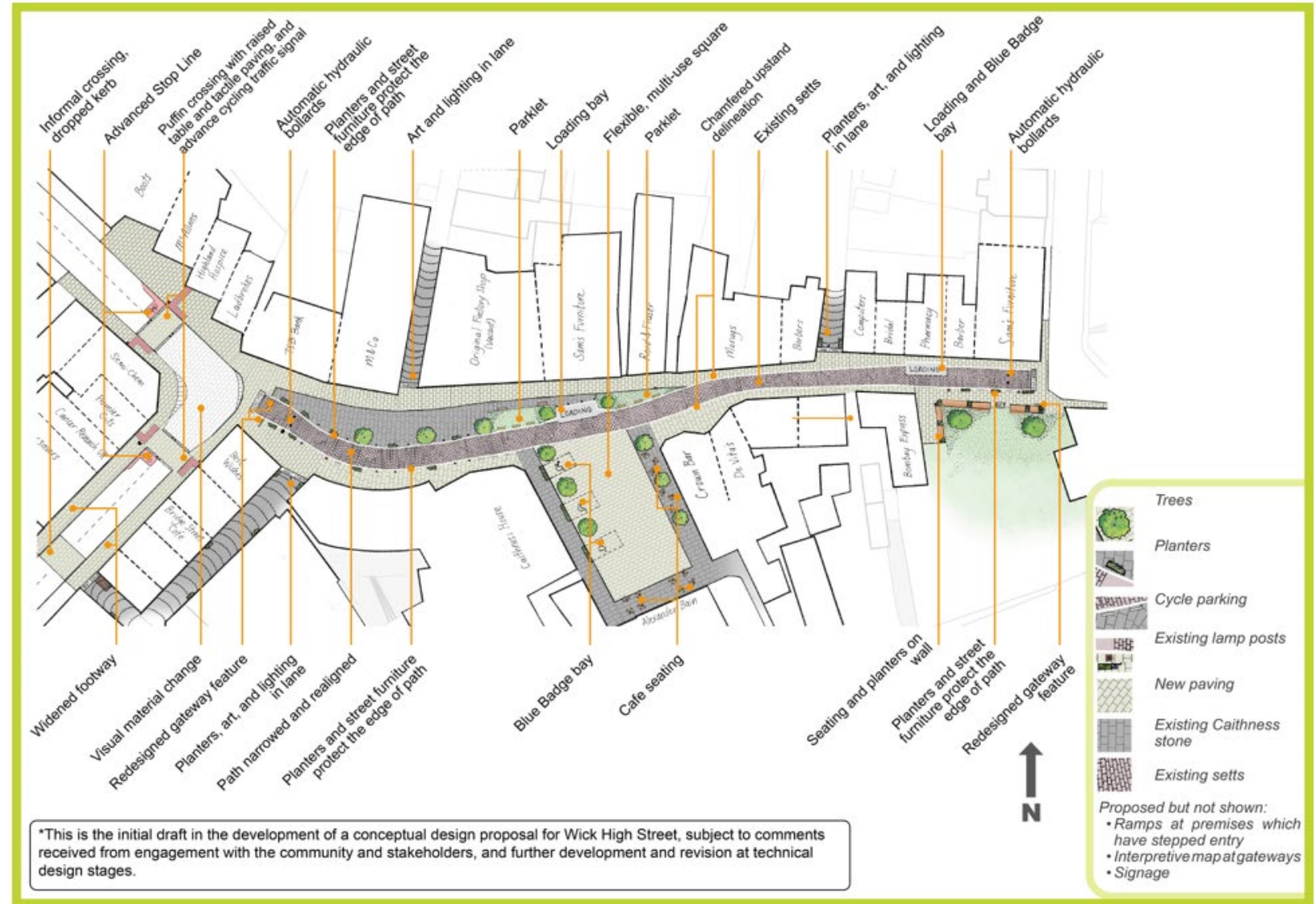
- Issues- volume and speed of vehicles; car parking blocking pedestrians; unsafe path from car park
- Suggestions- improved lighting; better quality signage with unnecessary clutter; pedestrianization enforced

6. Wick Street Design Project- Sustrans

Overview of Proposals:

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

[Find out more here](#)



7. Desktop Review Conclusions

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

The following headlines were derived from the desktop review:

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

Appendix B – Virtual Site Audit Footage

Wick Active Travel Virtual Site Audit

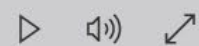
2020-06-10 10:07 UTC

Recorded by

Jodie Allan

Organized by

Jodie Allan



Appendix C – Commonplace Comments

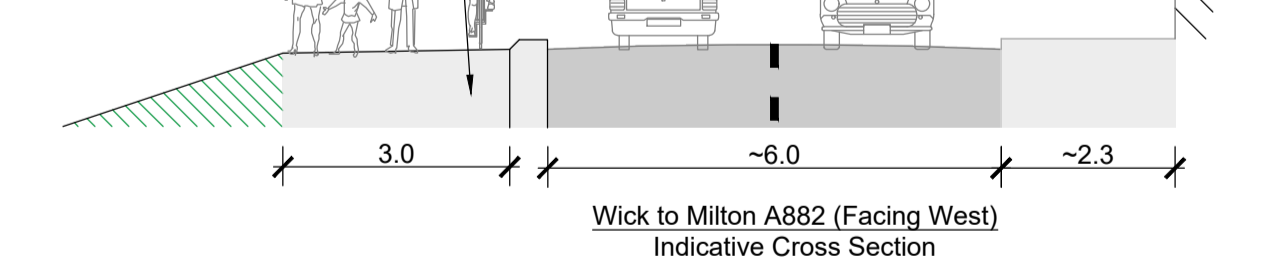
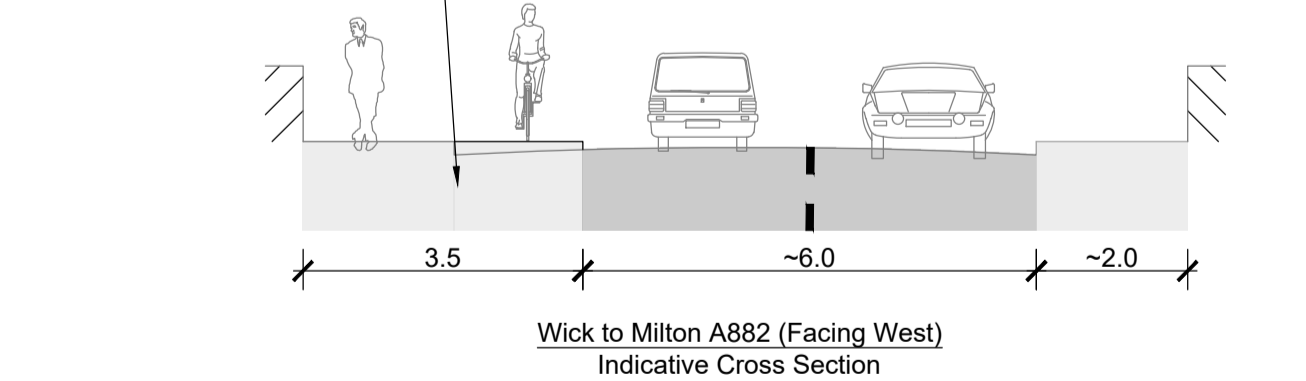
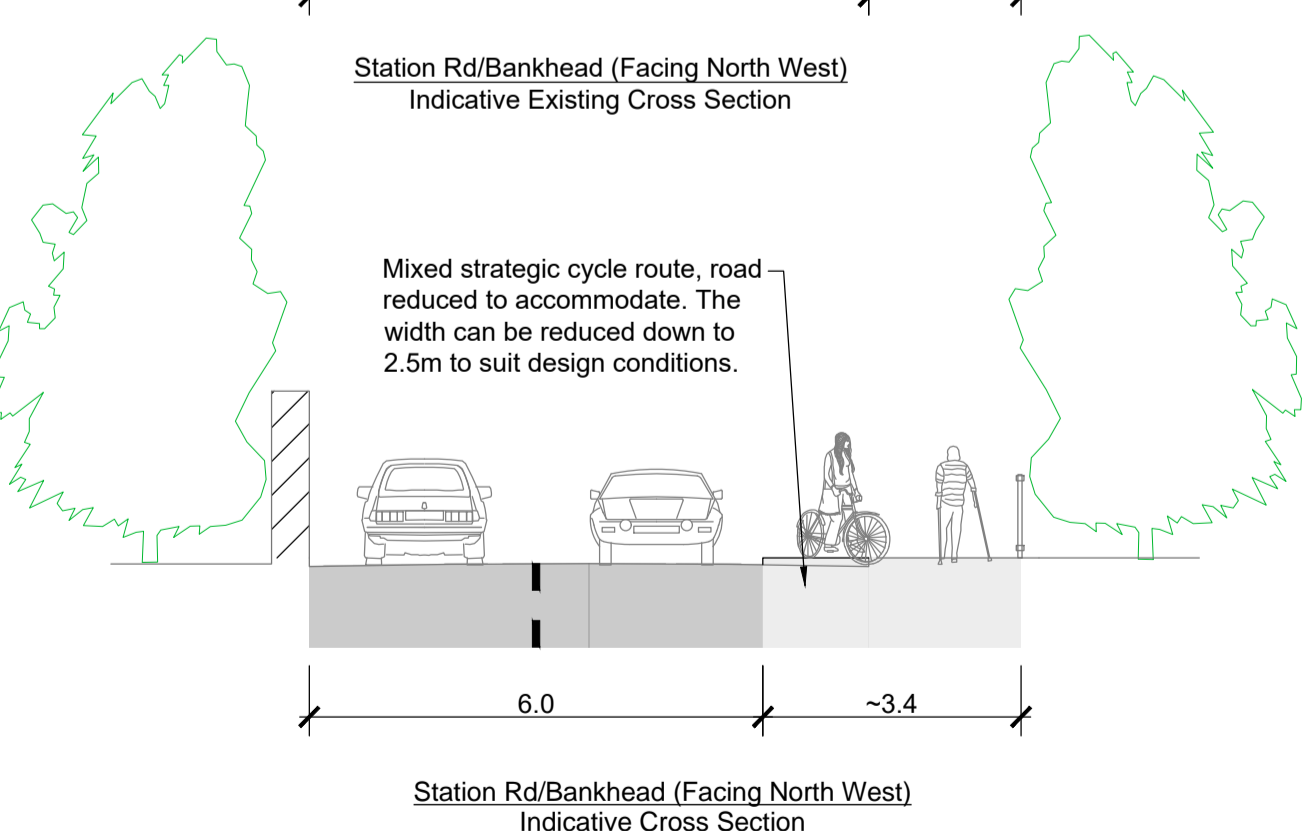
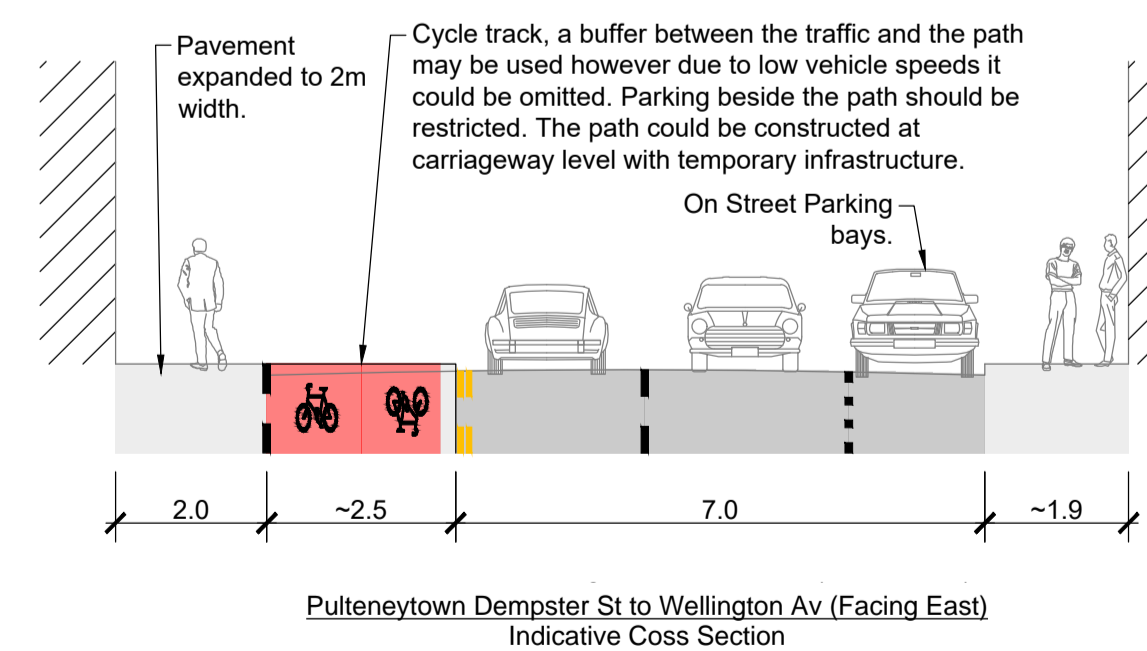
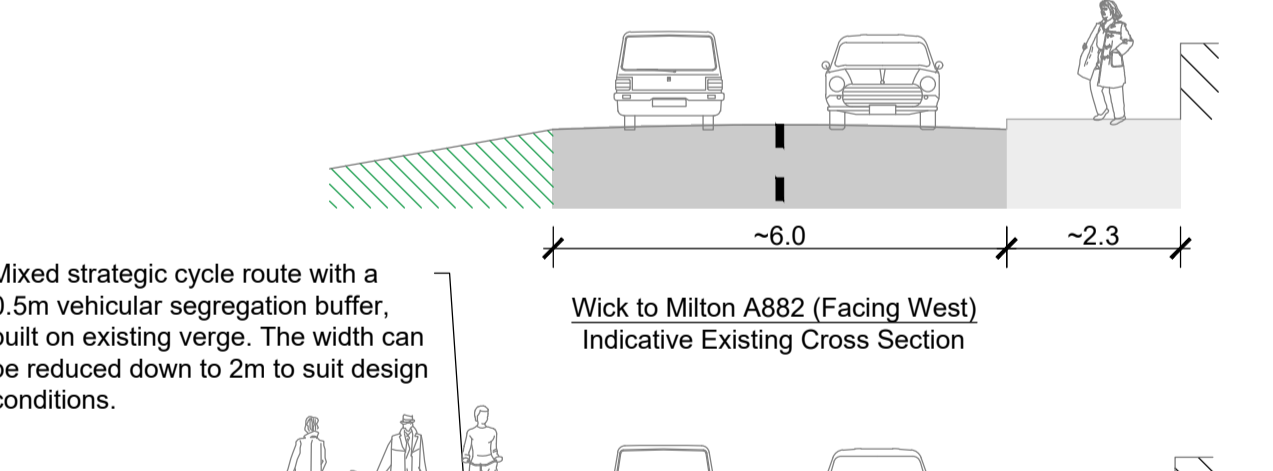
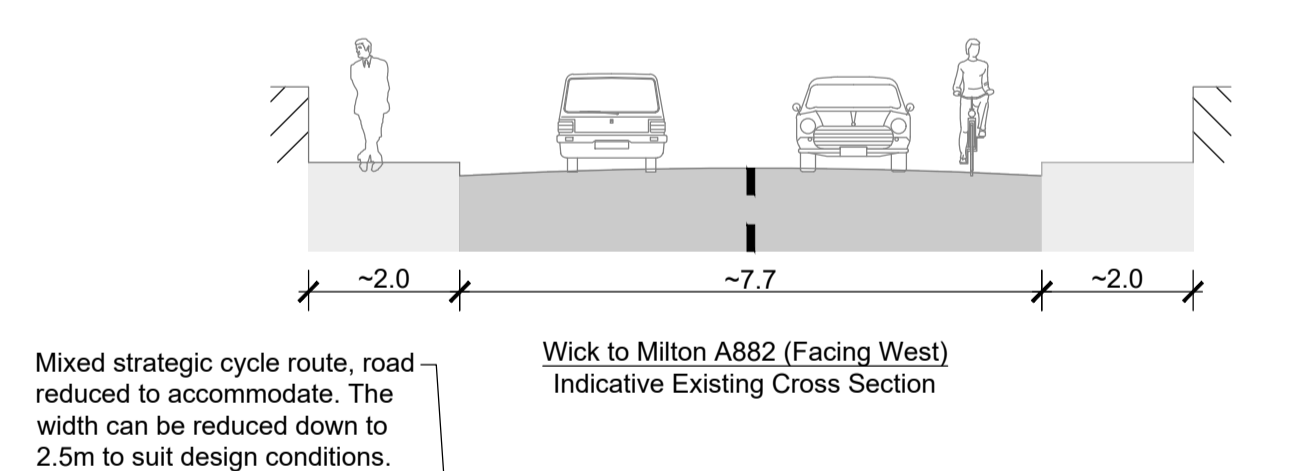
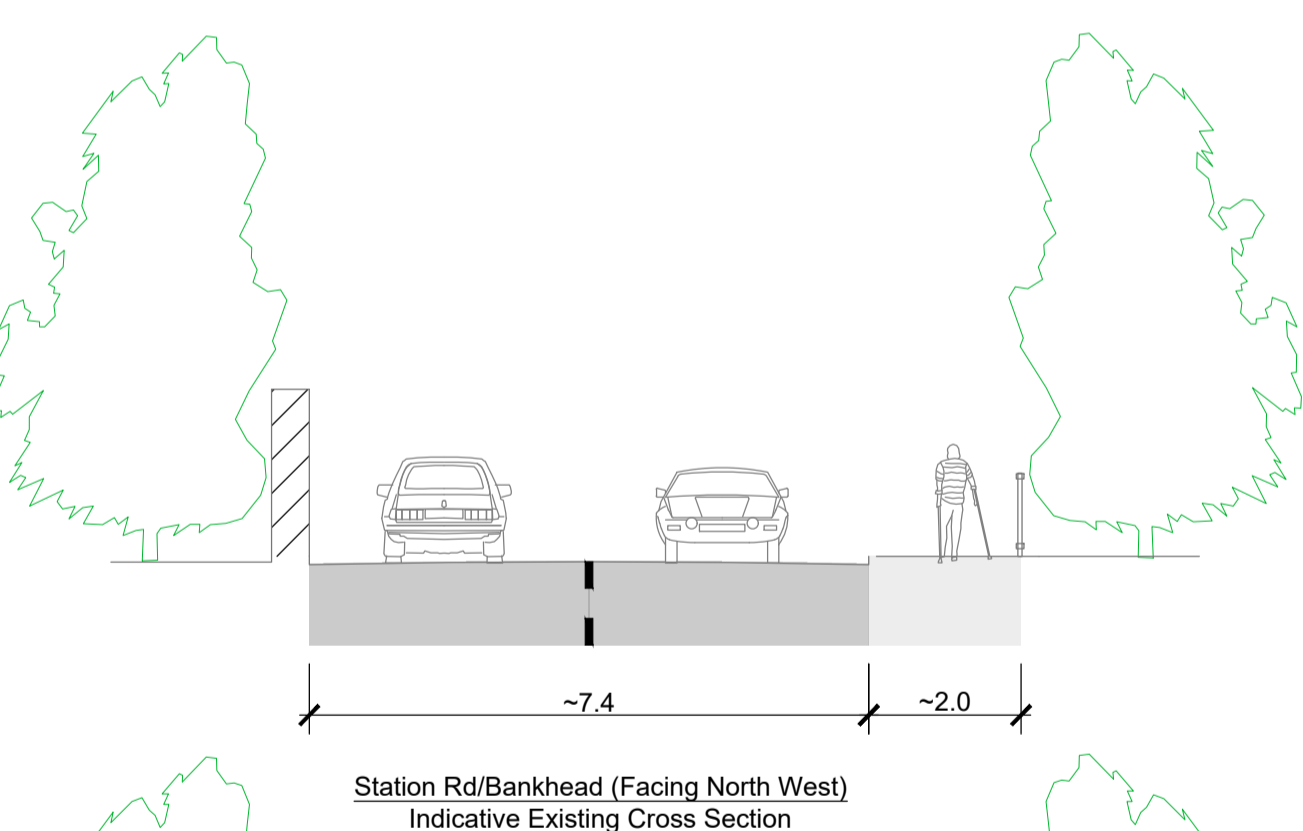
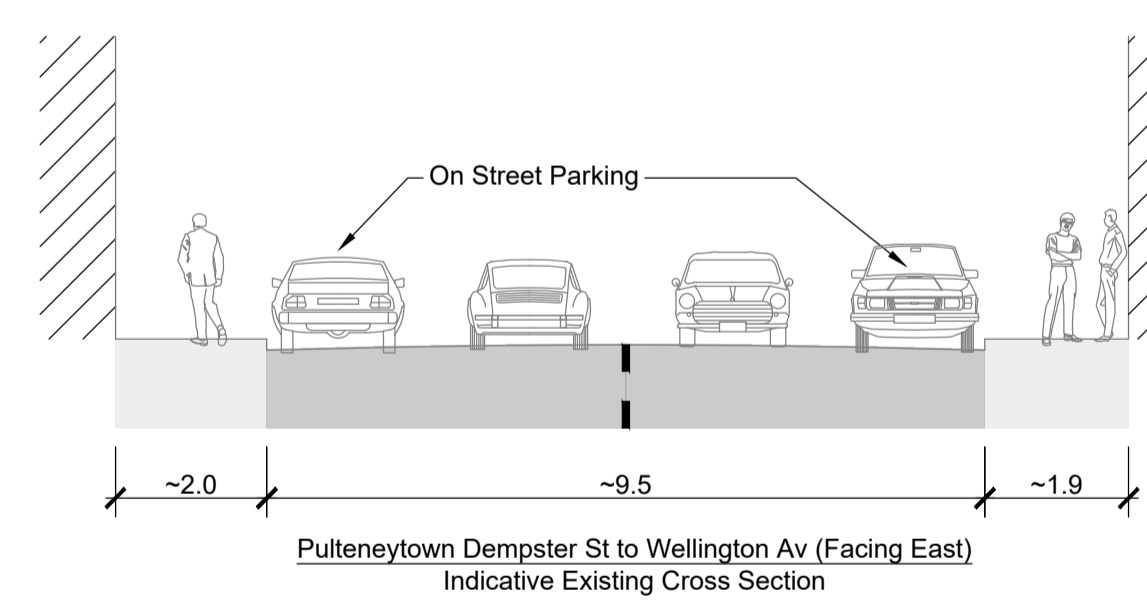
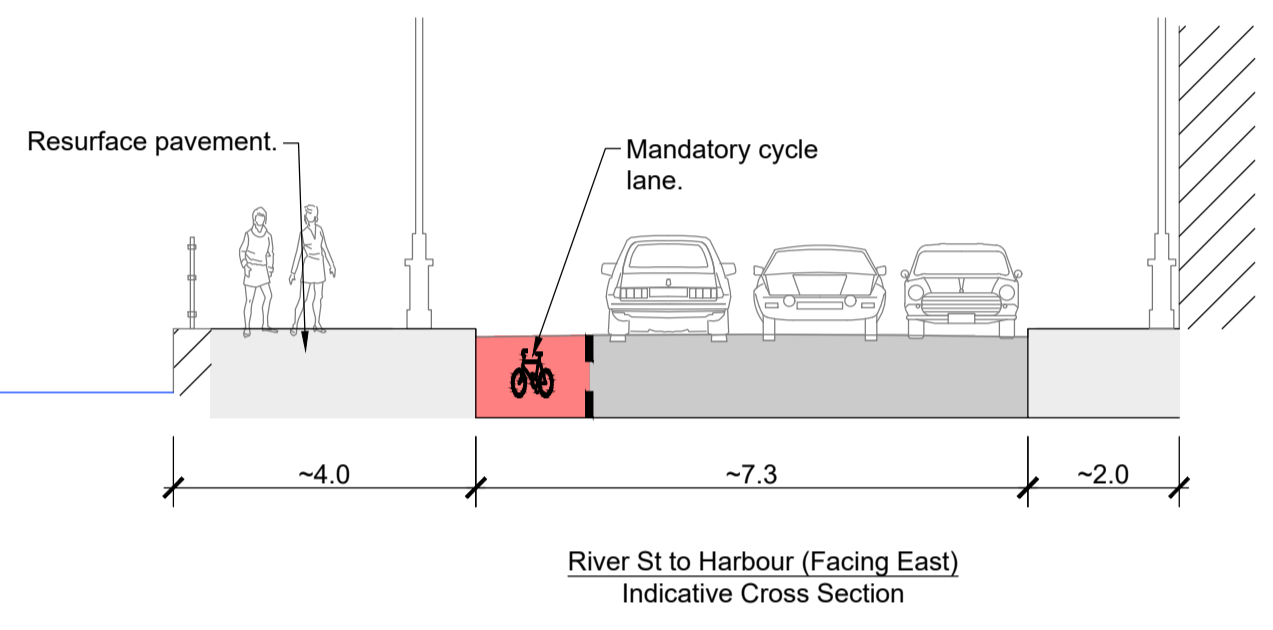
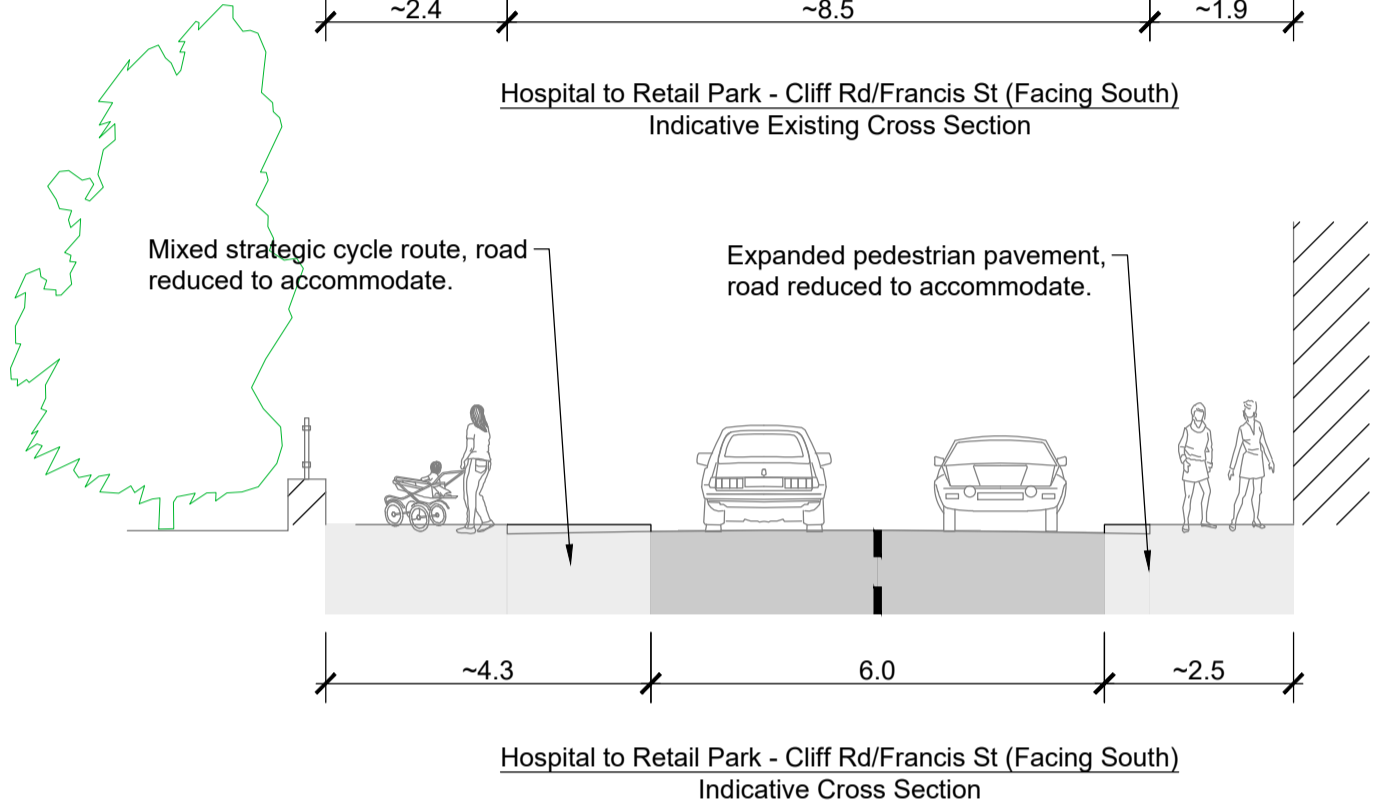
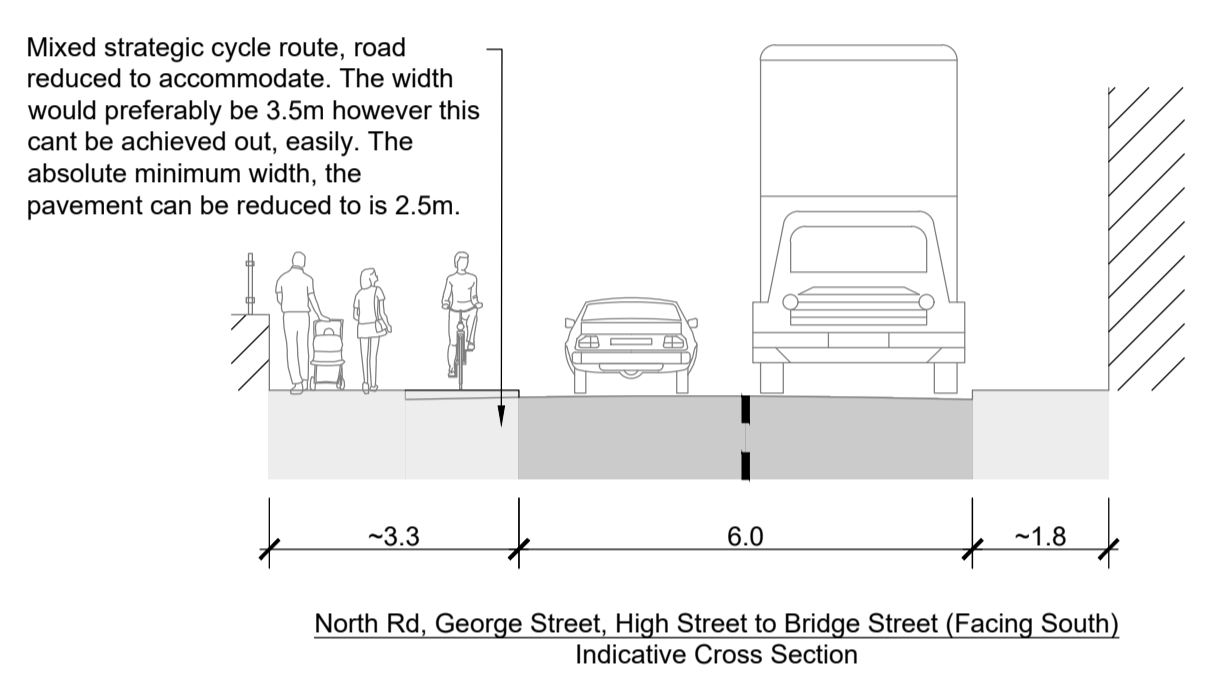
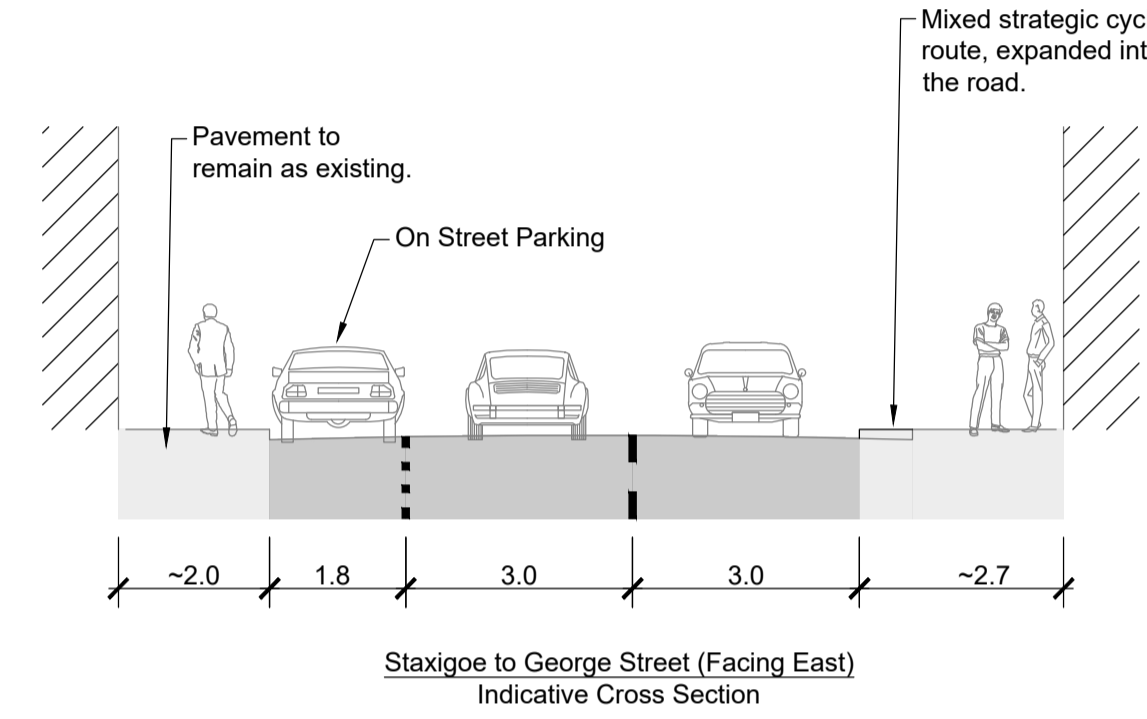
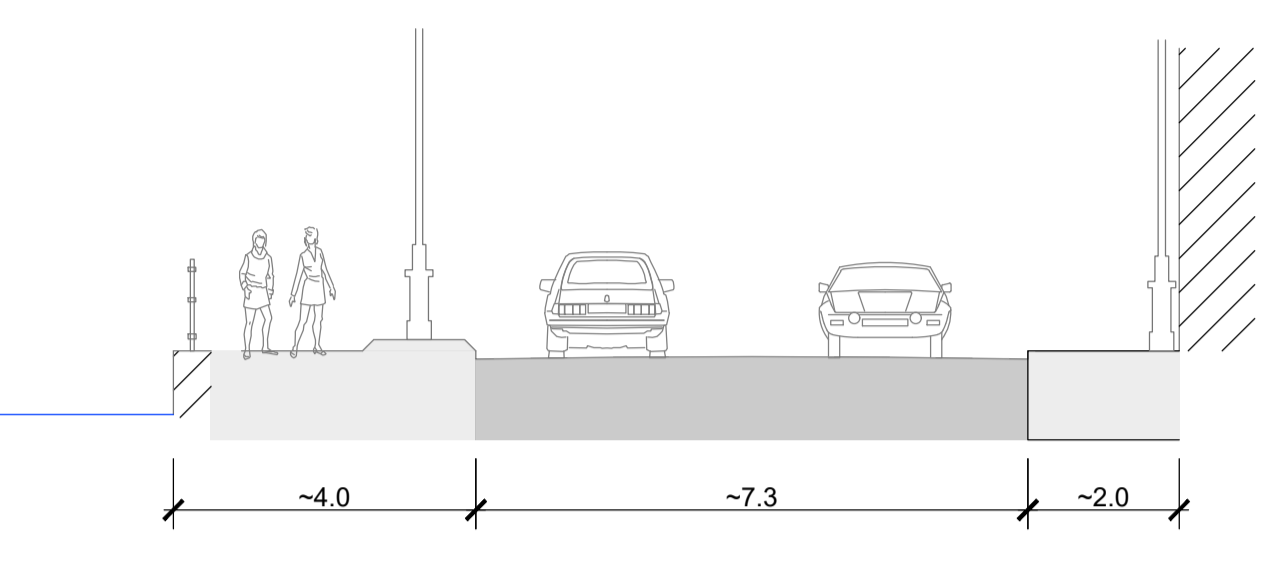
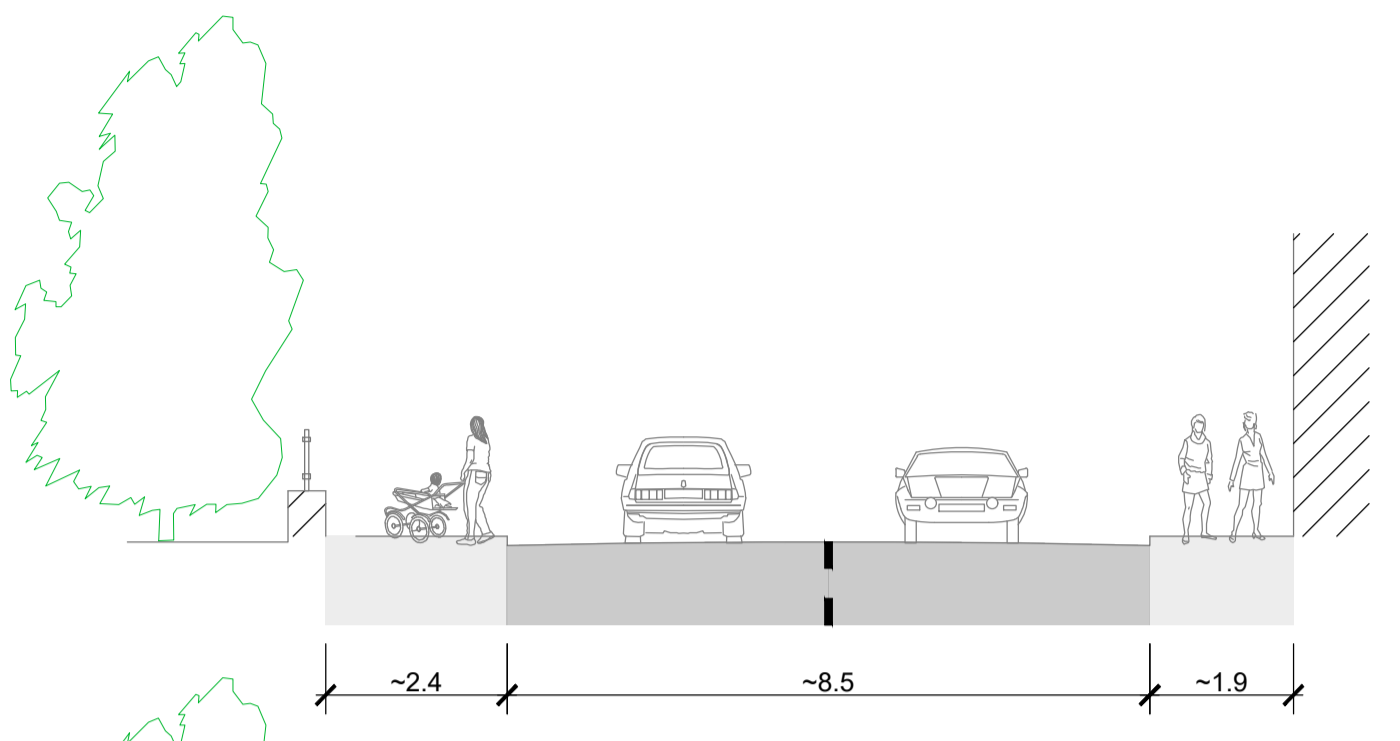
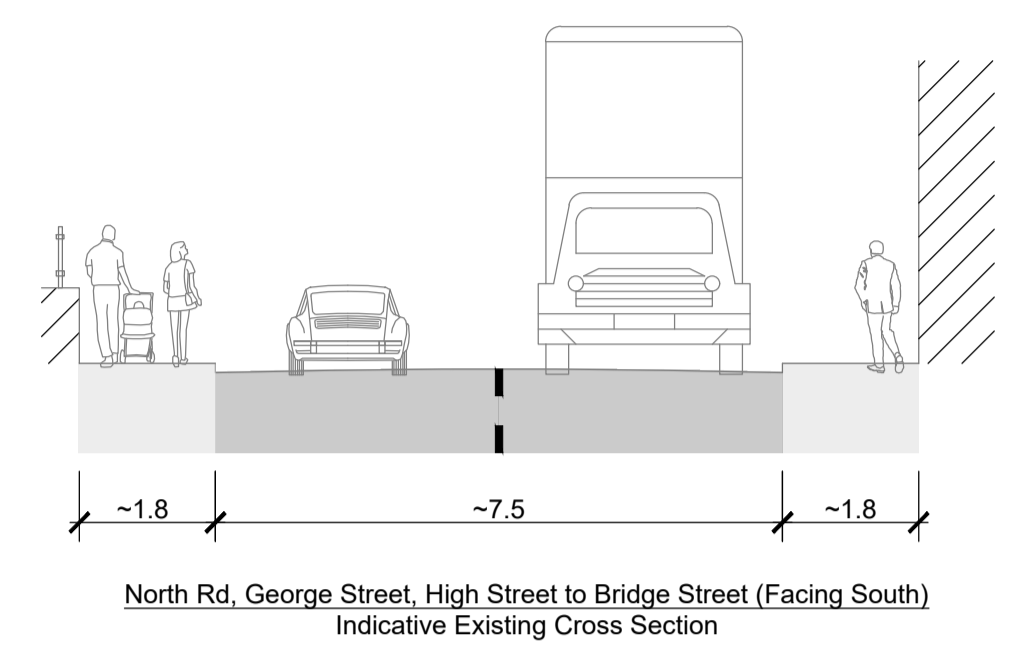
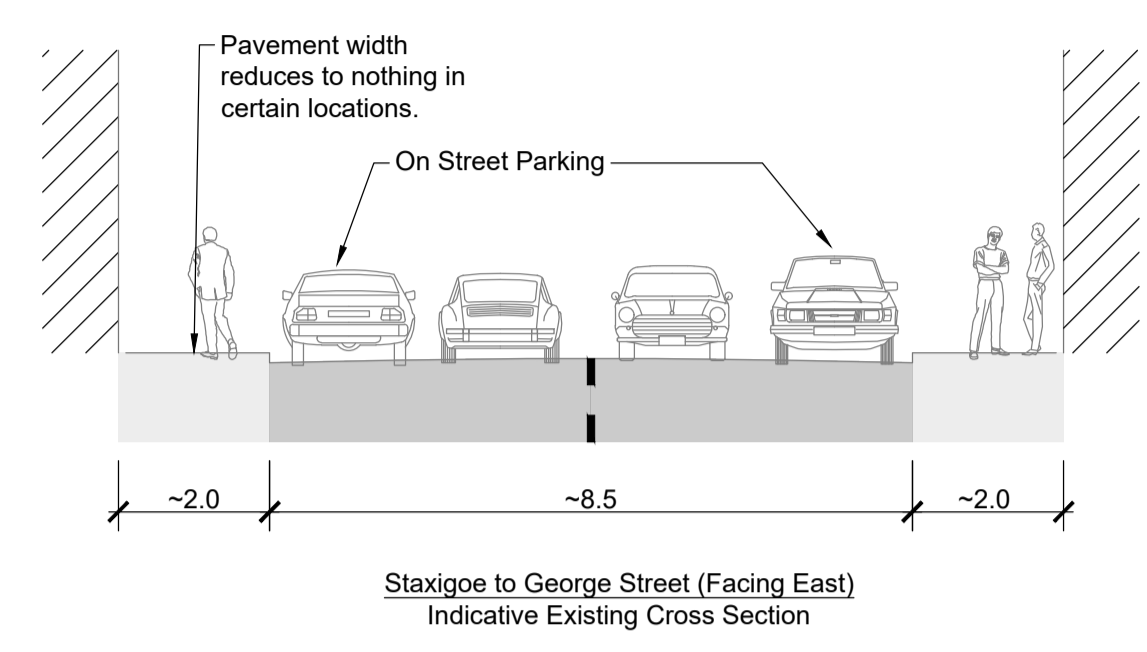
What are you commenting on?	What is the place that you are commenting on?	How does it make you feel?*	Why have you dropped a pin here?	How would you improve it?	Do you think this change would help you to follow physical distancing?	Do you have any other comments or suggestions to make about this place?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

* 0 is very bad, 100 is very good

Appendix D – Action Costings

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

Appendix E – Action Graphics



I1	24/09/20	AMcK	JA	MB
Issued for Information.				
Rev	Date	By	Chkd	Appd

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Client
HITRANS

Project Title
HITRANS Active Travel Masterplan

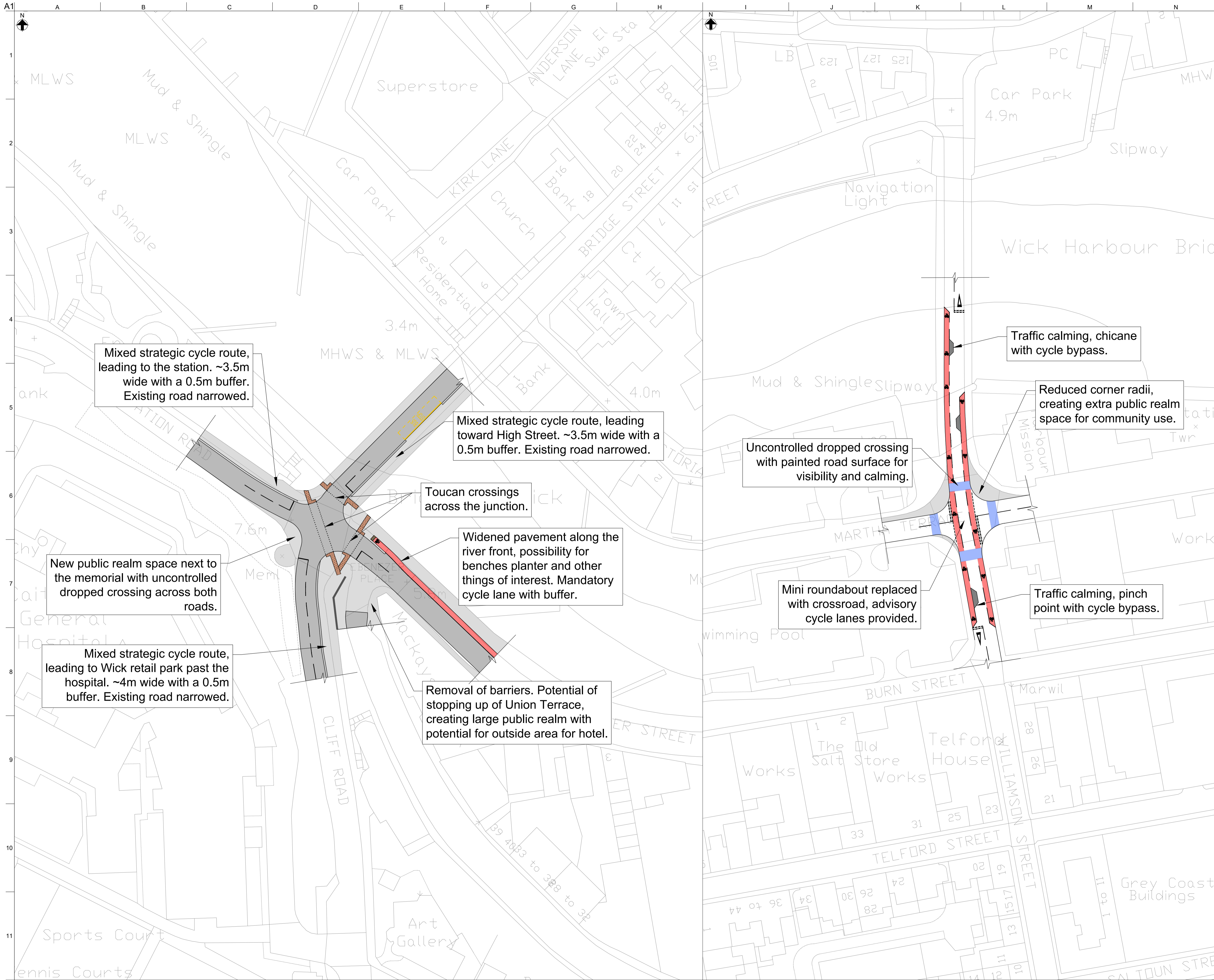
Drawing Title
Wick Masterplan Indicative Cross Sections

Scale at A1
1:500

Role
Consultancy

Suitability
Information

Arup Job No 274289-00	Rev 11
Name HTATM-ARP-WK-XX-CH-SK-0001	



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

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

Toucan crossings across the junction.

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

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

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

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

Traffic calming, chicane with cycle bypass.

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

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

Mini roundabout replaced with crossroad, advisory cycle lanes provided.

Traffic calming, pinch point with cycle bypass.

I1	24/09/20	AMcK	JA	MB
Issued for Information.				
Rev	Date	By	Chkd	Appd

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Client
HITRANS

Project Title
HITRANS Active Travel Masterplan

Drawing Title
**Wick Masterplan
Potential Junction Options**

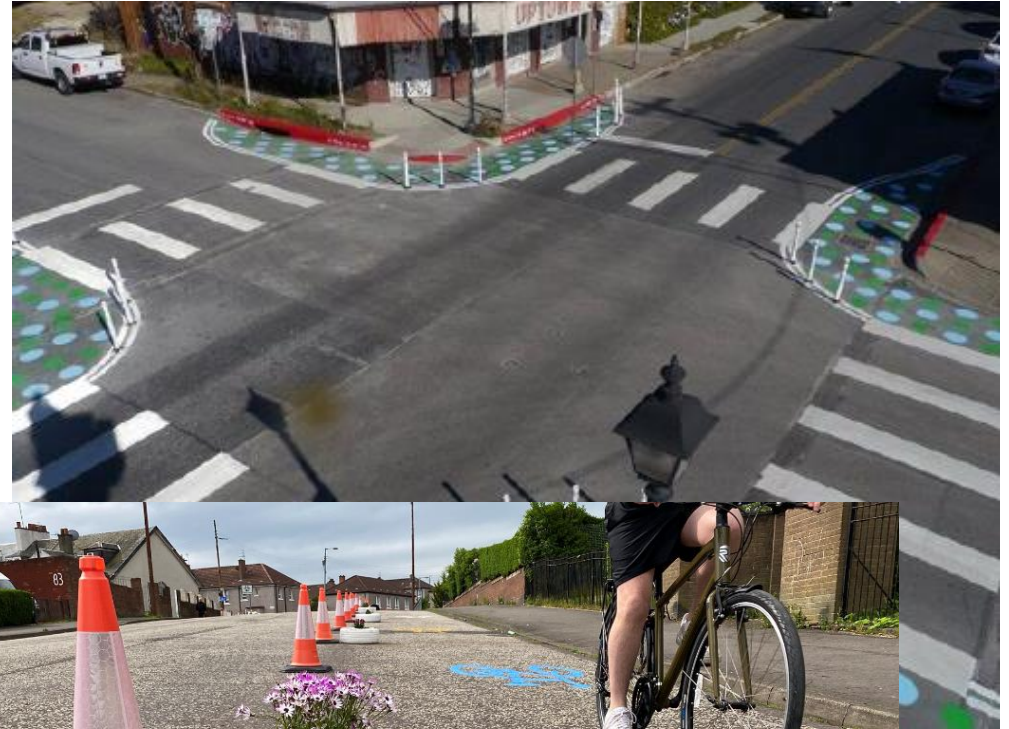
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Role	Consultancy
Suitability	Information
Arup Job No	274289-00
Name	HTATM-ARP-WK-XX-CH-SK-0002
Rev	11

Appendix F – Quick Measures

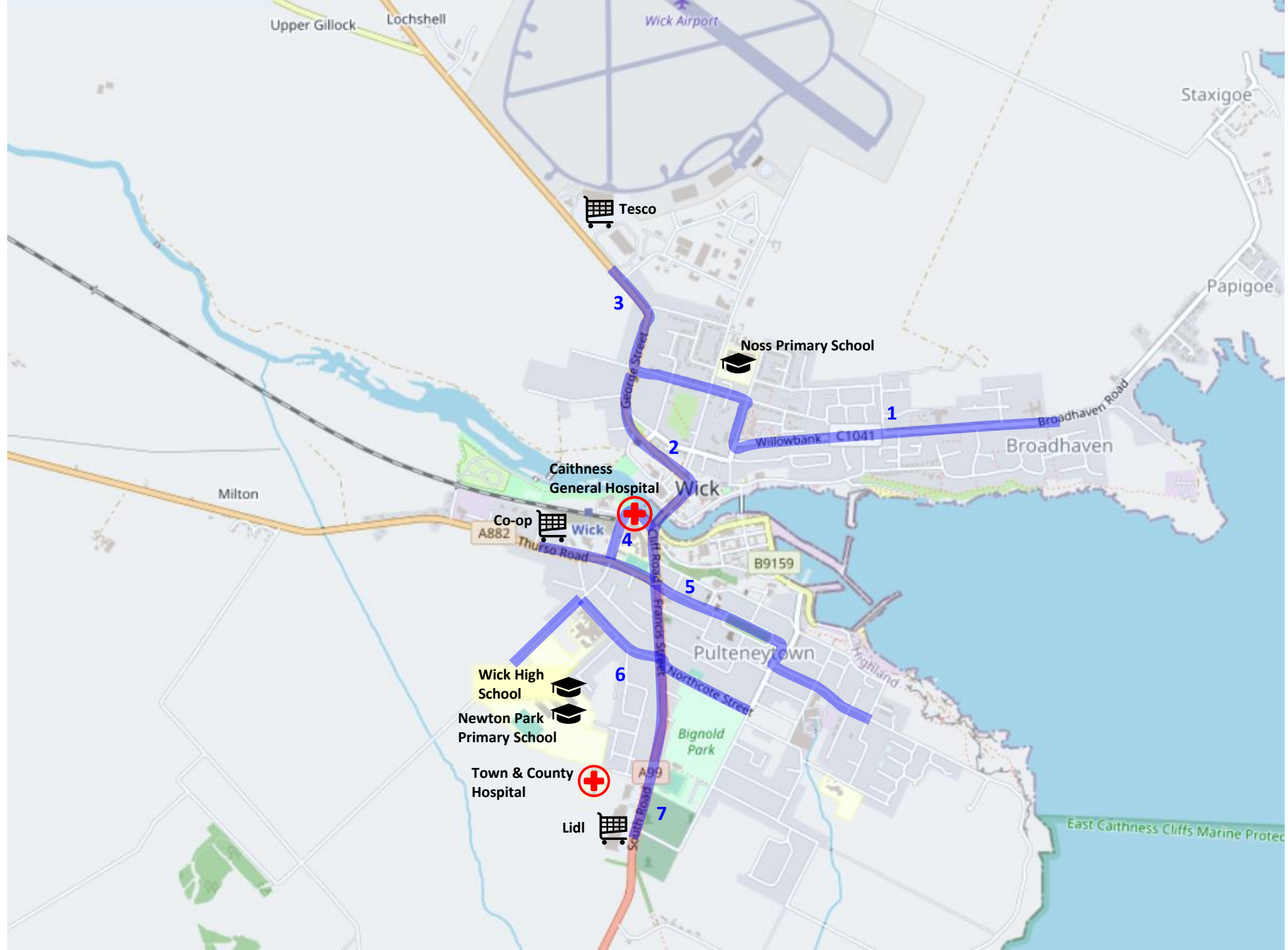
Space for People in Wick

Arup (on behalf of HITRANS & Highland Council)

Emergency Cycling Infrastructure Examples



Wick



1. Henrietta Street/Willowbank

Key problems

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

Key solutions

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



2. High Street/Bridge Street

Key problems

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

Key solutions

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



3. North Road (to Tesco)

Key problems

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

Key solutions

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



4. Bankhead/Station Road

Key problems

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

Key solutions

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



5. Thurso Street/Dempster Street

Key problems

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

Key solutions

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



6. W Banks Avenue/Northcote Street

Key problems

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

Key solutions

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



7. A99 (to Retail Park and Lidl)

Key problems

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

Key solutions

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



