Tayside and Central Scotland Transport Partnership

Active Travel Audit

Executive Summary: Coldside, Dundee

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1 Introduction

Dundee Coldside forms the Local Community Planning Partnership area within Dundee, and includes the neighbourhoods of Coldside itself plus Dudhope, Fairmuir, The Glens, Hilltown and Law (henceforth referred to collectively as Coldside). Coldside has a population of approximately 20,000 residents, located centrally within the local authority area of Dundee City Council.

The area continues to experience regeneration activity, particularly with the demolition and redevelopment of former high-rise apartment buildings ('multis') at Maxwelltown, with significant housing development proposed on Alexander Street to the east. The study area has a formally identified retail core of Hilltown District Centre, extending along Strathmartine Road. The defined City Centre Boundary interfaces with the southern perimeter of Coldside at the Wellgate Shopping Centre. The perimeter of the area is 1km from Dundee rail station and is permeated by a number of bus routes. Green spaces in the area include Dundee Law, and the neighbourhood parks of Hilltown in the centre, Dudhope in the south and Fairmuir in the north.

Active Travel is one of the key sub-strategies within the TACTRAN Regional Transport Strategy Refresh (2015 – 2036). Specifically, Action AT6, Audit, identifies that *"Where opportunities arise, locally focused active travel audits will identify priorities for future investment in developing the regional walking and cycling network"*, and this Active Travel Audit for Coldside seeks to support this action and will assist in delivering Dundee City Council's Active Travel Strategy.

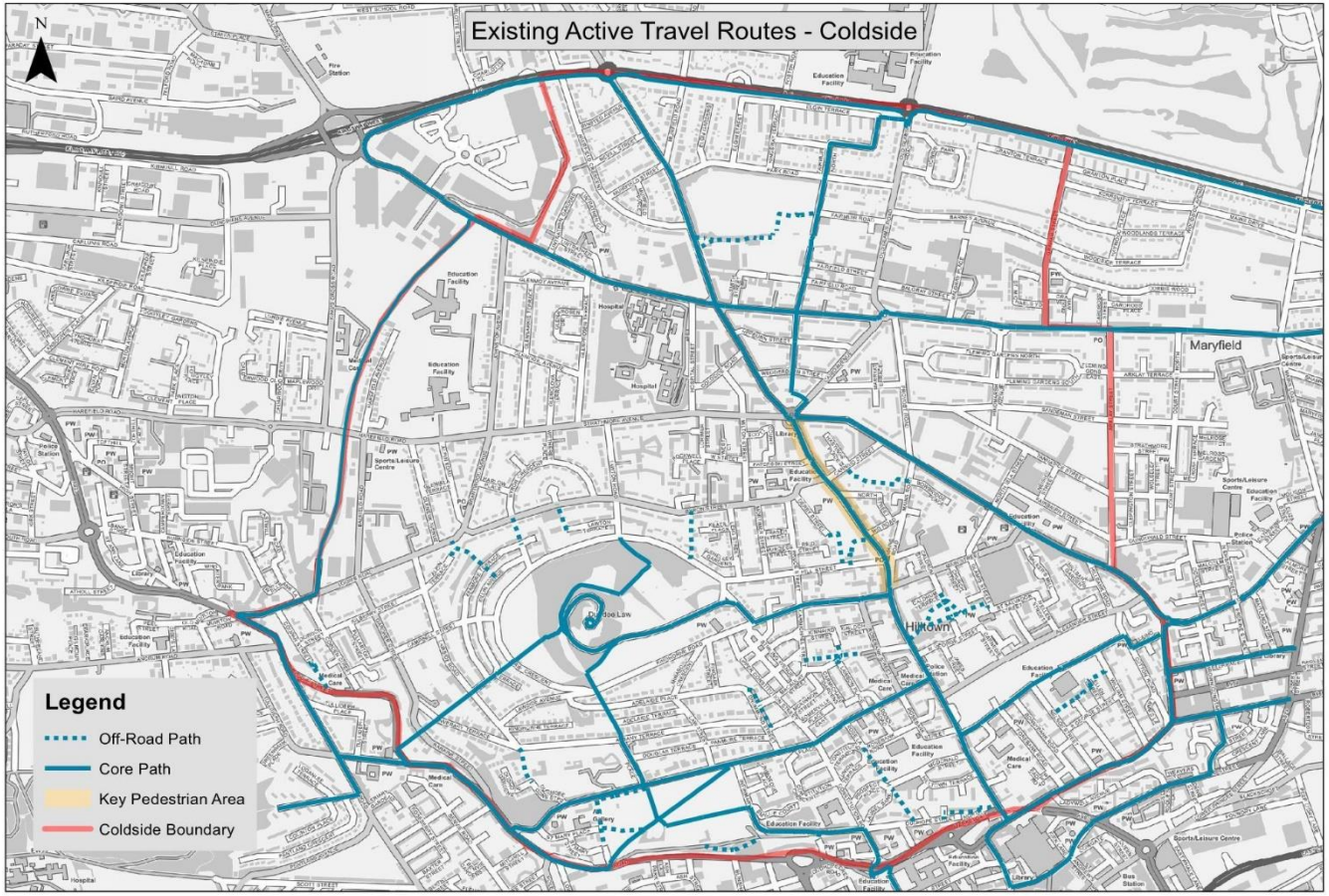
The aims of the Active Travel Audit are to provide:

- Up-to-date information of existing active travel networks to include an account of infrastructure and facilities for walking and cycling;
- Information and mapping of potential active travel networks of Coldside to include an account of recommended infrastructure and facilities needed within Coldside; and,
- A proposal for investment in active travel infrastructure in Coldside, with an indicative action plan, to help guide and secure potential future active travel investment.

2 Information on existing active travel networks

A multi-stage approach to data gathering has been followed. The approach combines the use of available secondary data with site visits, audits and observations and local insight and knowledge through stakeholder interviews to give a comprehensive understanding and record of the existing active travel network. The information collated resulted in a baseline report. Figure 1 shows the existing active travel network identified through this process. Throughout the data gathering exercise four aspects of active travel quality have been analysed (comfort, accessibility, safety and information).

Figure 1 – Existing Active Travel Networks



As Figure 1 displays, there are currently gaps in the active travel network in Coldside. Existing infrastructure does not always join up and as a consequence an active travel user is presented with a series of intermittent routes rather than a complete network. It is these gaps in which the focus lies moving forward as areas for potential interventions and upgrading. Further details are available in a Baseline Report on the Tactran website.

3 Information and mapping of potential active travel network

A series of high-level aims and objectives have been identified in response to the identified issues and barriers to achieving a comprehensive and high quality active travel network in Coldside. The aims and objectives were generated from a review of the existing active travel network. This process involved identifying key active travel routes between everyday activity destinations, and the level of service provided by the current active travel network. The spatial coverage of the current network was reviewed against key existing and future land uses.

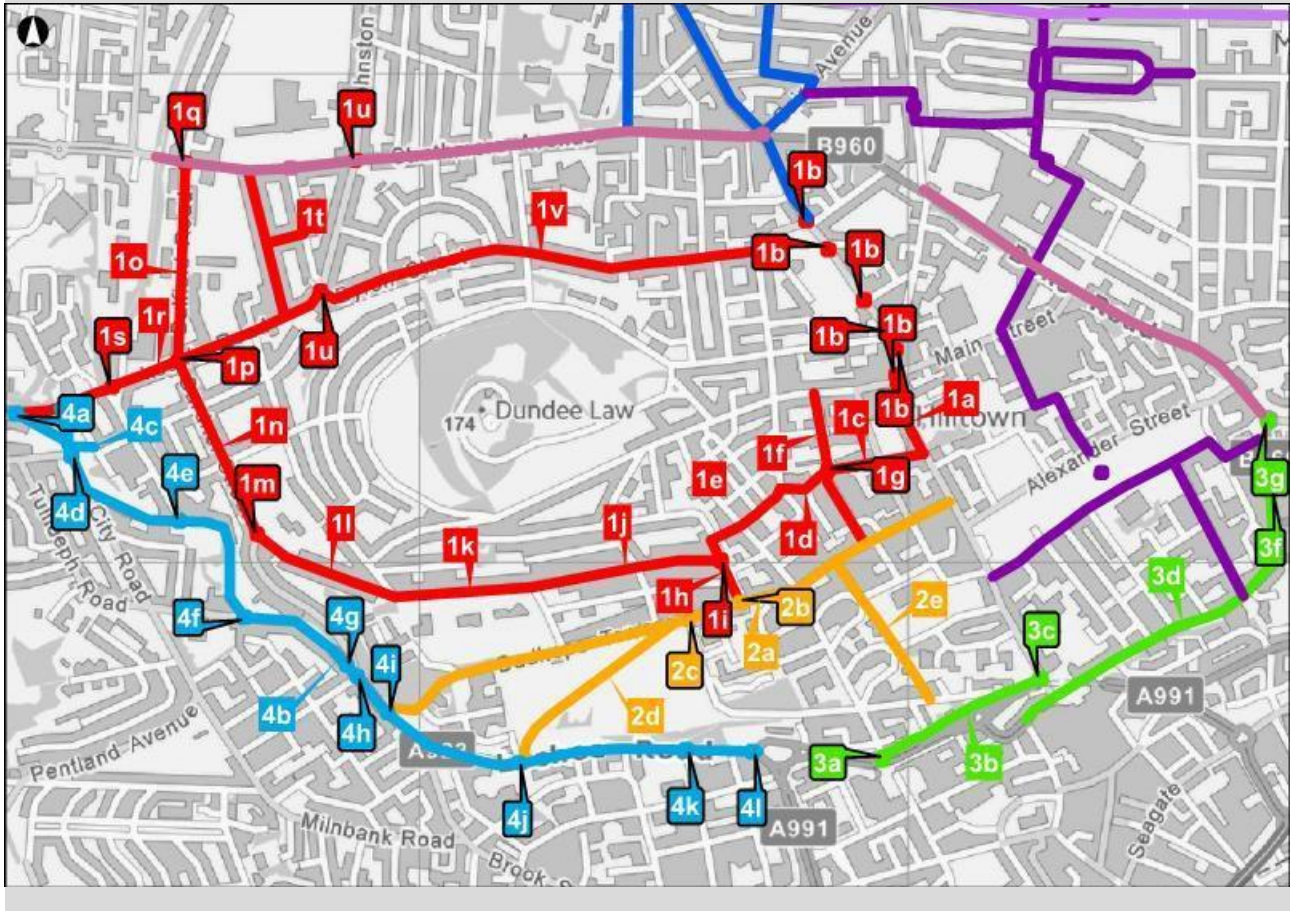
Strategic desire lines to provide for key east-west and north-south movements (avoiding steep gradients, where possible) within the study area were identified. This forms the principle active travel network around which actions are based. In these locations upgraded or new protected cycling infrastructure would serve or potentially generate a demand for active travel. Example movements include routes to and from schools such as Rosebank Primary School and St John's RC High School (including redevelopment along Alexander St, noting the relocation of other schools), access points to and from the city centre to the south, interfaces with the off-road path network (e.g. Miley Path), and movements where gradients are more conducive to (non-electric) cycling (notably east-west routes). Particular attention has been given to joining up the north of the study area, e.g. Fairmuir, with the city centre given the higher propensity for car driving from this area, and on heavily-trafficked routes where vehicles could be seen as a barrier to active travel comfort (e.g. Victoria Road, Lochee Road).

The proposed measures highlighted in Figure 2 were subject to two forms of analysis/modelling:

1. Multi-criteria assessment (MCA) considering all aspects of the active travel network, such as accessibility, safety, attractiveness, delivery; and,
2. Spatial Dynamic Network Analysis (sDNA) used to assess network connectivity and completeness and to predict potential usage.

This analysis allowed for the performance of individual active travel actions to be reviewed and ranked. Figure 3 illustrates the resulting potential strategic active travel network.

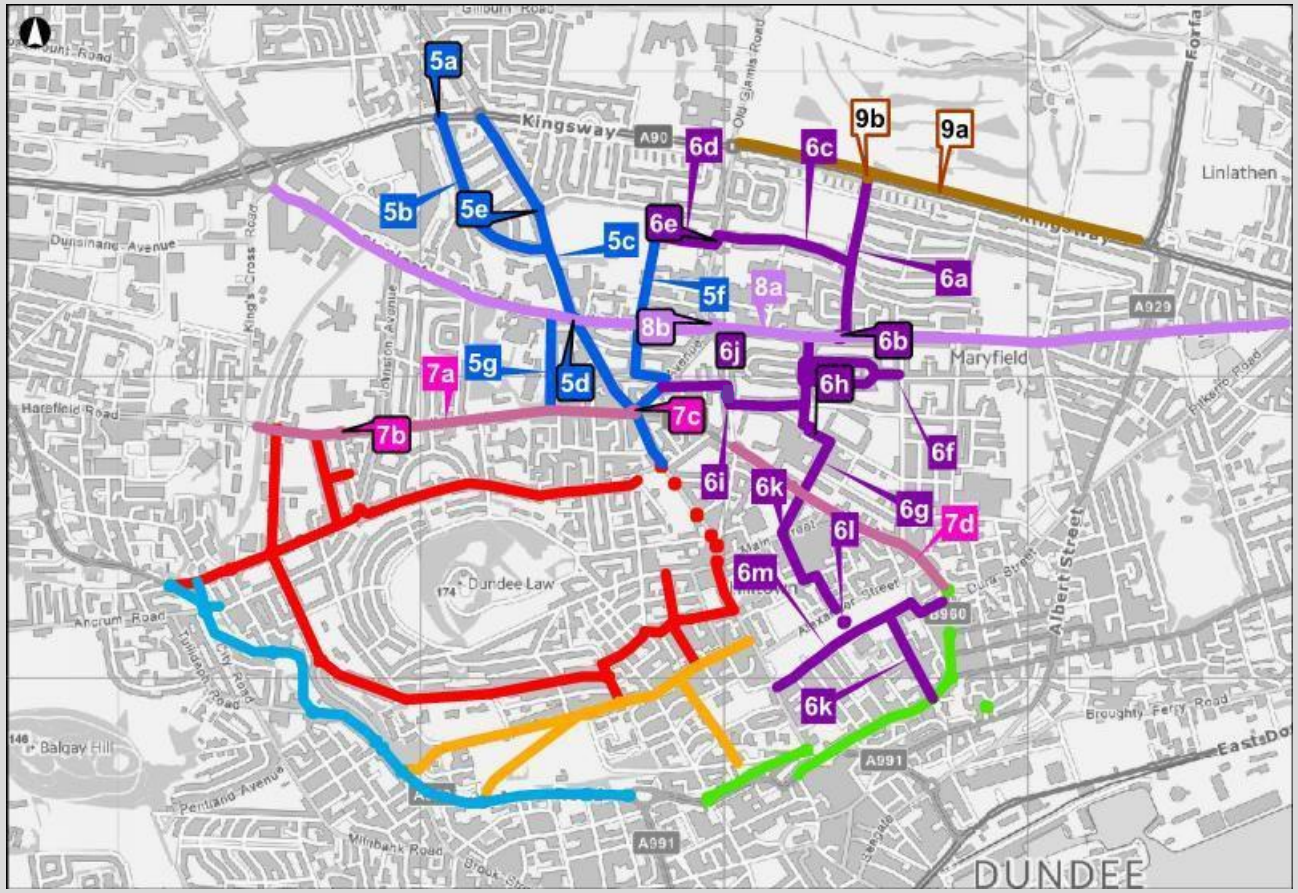
Figure 2 - Location of potential active travel infrastructure measures



Key

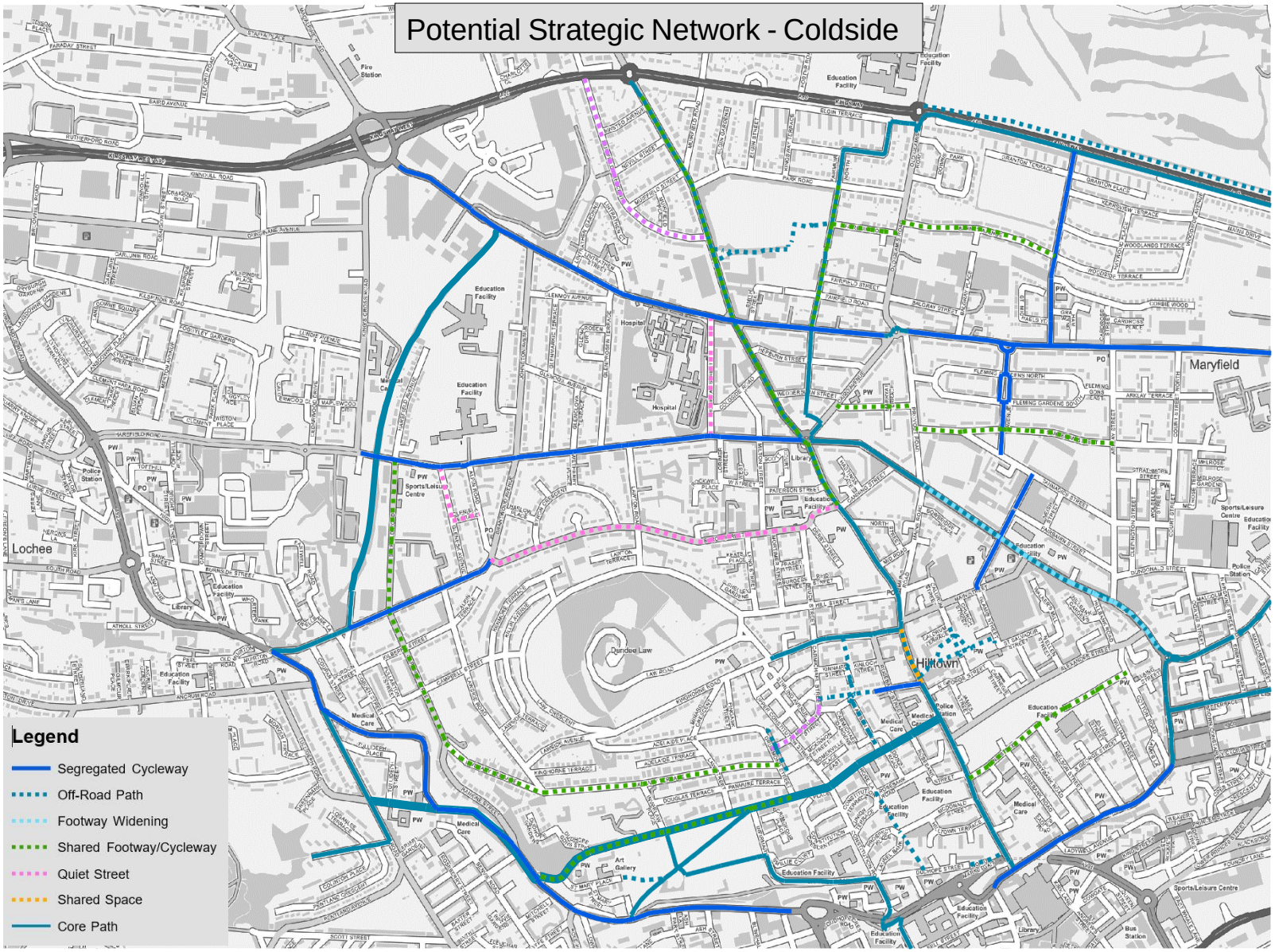
- **Street Segment/Path Link**
- **New Street Segment/Path Link**
- Junction/Node
- Proposed Improvement Route

No	Location		Segre-gated	Shared Footway	Off-Road	Place/ Junction	Shared Space	On-Road	Ltd./ Quiet St
①	South-West Arc	a					●		
		b				●			
		c	●						
		d			●				
		e							●
		f			●				
		g			●	●			
		h			●				
		j		●					
		k		●					
		l		●					
		m				●			
		n		●					
		o		●					
		p				●			
		q				●			
		r	●						
		s				●			
		t							●
		u				●			
		v							●
②	East-West (Dudhope to Hilltown)	a		●					
		b				●			
		c				●			
		d			●				
		e			●				
③	Circle Line (South-East - Victoria Road to City Centre)	a				●			
		b			●				
		c				●			
		d	●						
		e				●			
		f				●			
		g				●			
④	Circle Line (South-West - Lochee Superhighway)	a				●			
		b	●						
		c			●				
		d				●			



		e				●			
		f				●			
		g				●			
		h				●			
		i				●			
		j				●			
		k							●
		l				●			
⑤	Flat Routes in Fairmuir	a				●			
		b							●
		c		●					
		d				●			
		e				●			
		f		●					
		g							●
⑥	Northern Links	a	●						
		b				●			
		c		●					
		d		●					
		e				●			
		f	●						
		g	●						
		h				●			
		i		●					
		j				●			
		k							●
		l							●
		m		●					
⑦	Circle Line (North - Strathmartine Avenue)	a	●						
		b				●			
		c				●			
		d							●
⑧	Clepington Road	a	●						
		b				●			
⑨	Kingsway Gap	a			●				
		b				●			

Figure 3 – Potential strategic active travel network



4 Opportunities for investment

The infrastructure action plan (Table 1) provides a description of proposed active travel infrastructure for Coldside, required to deliver the Potential Strategic Active Travel Network, covering:

- The type of infrastructure/intervention proposed, accompanied by a brief explanatory description;
- Approximate lengths of infrastructure (based on GIS measurements);
- Approximate duration of work (from feasibility to opening, assuming political and funding support);
- Indicative order of magnitude of cost.

Table 1 - Proposed action plan of potential measures in Coldside

Action Ref.		Proposal	Type of action* Junction On-road cycle lanes Shared footway/cycleway *Fietsstraat* - Cycle street with no overtaking Shared space Quiet street	Supporting information	Extent (number/ length of path (m))	Delivery Duration of work required (Short <1yr/ Medium <2yrs/ Long >2yrs)	Approx. scale of cost (£) Q - <£50k L - £50k-£150k M - £150k-£500k H - £500k-£1M S - £1M-£2.5M U - £2.5M-£5M
C3		**Action 3:** Circle Line (South-East - Victoria Road to City Centre) **(Ranking 1, indicative cost £1M-£2.5M)**					
C3	a	**Constitution Road/Marketgait**	Junction	Modification (potential signalisation) of junction to increase safety of walkers crossing and in the vicinity of the base of Constitution Street, including those accessing the subway to cross north-south to the city centre under Marketgait (off Dudhope Crescent Road) and the off-road east-west path along the north/top of Marketgait to the east (Action 3b). Acknowledge and seek to control traffic speeds of vehicles on/existing Marketgait onto Constitution Road. Highlight importance of access to this subway/link as among the few north-south walking and cycling links between the city centre and the Coldside/Hilltown area, with high modelled pedestrian and cycling demand	1	M	£50k-£150k
C3	b	**Off-Road Path (terrace immediately north of Marketgait)**	Off-Road Path	Sign and dedicate to allow cycling along path, increasing width where feasible including adjacent to interfaces with Dudhope Street and Hilltown by removal/relocation of brick raised planting beds	366	M	<£50k
C3	c	**Hilltown**	Crossing	Provide toucan crossing where paths from the west and east meet from either side of Hilltown, to avoid diversion down steep gradient to cross at Victoria Road junction when travelling east-west	1	M	<£50k
C3	d	**Victoria Road**	Segregated cycleway	Provide a segregated cycleway on each side of Victoria Road replacing existing painted facilities. Implement bus bypass to rear of bus shelters at Hilltown junction, by extending footway outwards and removing central hatched carriageway reservation. Reduce vehicle carriageway to one way in each direction east of The Little Theatre/eastbound bus stops at Wellgate	753	M	£150k-£500k
C3	e	**Victoria Road/Victoria Street**	Junction	Improved/widened footways facilities around junction acknowledging high modelled walking flows into Victoria Street	1	M	£50k-£150k
C3	f	**Victoria Road/Arthurstone Terrace**	Junction	Reduced junction width with traffic speed control measures on Victoria Road. Toucan crossing/jug handle to allow protected right turn into Arthurstone Terrace, and creation of contraflow cycle lane acknowledging high modelled cycling flows	1	M	£50k-£150k
C3	g	**Dens Road/Dura Street**	Junction	Transformation of roundabout into 'Dutch-style' solution, incorporating protected cycling facilities around outer edge of roundabout	1	L	>£1M

C8		**Action 8: Clepington Road** **(Ranking 2, indicative cost £1M-£2.5M)**		Note: During the development of detailed action, this action was included in Aim 5. It was determined that this should be modelled as a separately action during the development process. Actions previously relating to Aim 8 have been transferred to Actions 1f and 2e			
C8	a	**Clepington Road**	Segregated cycleway	Implement a bidirectional segregated cycleway along full length of Clepington Road along south side of carriageway, reallocating roadspace and also noting opportunities of generous existing footway width east of Strathmartine Road and west of Glenprosen Terrace, and extremely flat gradient throughout	3454	L	>£1M
C8	b	**Caird Avenue/Clepington Road/Old Glamis Road/Provost Road**	Junction	Significant placemaking and active travel improvements, increasing available footway and socialising space around outside of roundabout (including outside shops and bars), providing consistent and high quality crossings of all arms of the roundabout	1	L	£500k-£1M
C9		**Action 9: Kingsway Gap** **(Ranking 3, indicative cost <£500k)**					
C9	a	Kingsway	Off-Road Path	Implement new path along north side between Old Glamis Road and Forfar Road	1356	M	£150k-£500k
C9	b	Kingsway/Graham St	Crossing	Implement new toucan crossing with Caird Park	1	S	<£50k
C1		**Action 1: South-West Arc** **(Ranking 4, indicative cost £1M-£2.5M)**					
C1	a	**Hilltown (Kinghorne Road to Stirling Street)**	Shared Space	Carry out placemaking improvements to highlight and reinforce east-west links across Hilltown (street), linking Hilltown Park with: • Stirling Street • Neighbourhood park west of Hilltown (adjacent to on-street public toilet) • Kinghorne Road (considering carriageway lane reduction) Measures could involve extending high quality surfacing across the pavement and carriageway, including surface street art across the carriageway to replicate the colour scheme of the entranceway 'grid' sculpture at Hilltown Park.  Act as an environmental improvement scheme to further enhance the existing measures which include street trees, pocket parks and artwork/enhancements in Hilltown Park itself. Opportunities should be taken to exploit the one-way nature of Hilltown, reducing any width for the movement of vehicles to provide widened protected areas for active travel and create shopfront eating out zones to rectify the lack of in-shop eating opportunities along this street. Parking should be controlled/removed at key desire lines such as outside the main entrance to Hilltown Park, and dropped kerbs should be provided on	157	M	£150k-£500k

				key desire lines across the street (in the event that a full shared surface treatment is not pursued).			
C1	b	**Strathmartine Road**	Junctions	Reduce junction/crossing widths through build outs, to enhance north-south walking movements along Hilltown, modifying surface materials at crossings to emphasise pedestrian movements over motor vehicles. Main Street Mains Road (adjacent to Hilltown clock) Hill Street Harcourt Street Provide continuous footways at: Mid Road North Street Canning Street	1	M	£150k-£500k
C1	c	**Stirling Street**	Segregated cycleway	Provide bidirectional segregated cycleway along north side of Stirling Street to link into neighbourhood park bounded by Rosebank St and Stirling Street.	142	M	£50k-£150k
C1	d	**Stirling Street to Carmichael Street**	Off-Road Path	Sign east-west off-road path running west of Stirling Street which links with Carmichael Street	170	S	<£50k
C1	e	**Macauley Street and North Somerville Place**	Quiet Street	Sign route from Carmichael Street to Drummond Street as an east-west quiet route via crossing of Upper Constitution Street	181	S	<£50k
C1	f	**Kinghorne Road to Constitution Street via Stirling Street**	Off-Road Path	Sign north-south route within estate to link with east-west paths and routes, taking advantage of good network off off-road paths in this area	172	S	<£50k
C1	g	**Carmichael Court/Lawson Place/Stirling Street**	Off-Road Path/Junction	Connect paths together through removing sections of fencing and providing ramps where steps exist at interface of these streets. Provide central seating/gateway/signage board to encourage residents to make use of the network	1	S	£50k-£150k
C1	h	**Path adjacent to Drummond Street (east side)**	Off-Road Path	Restrict parking from path running adjacent to Drummond Street, and instate path linking North Somerville Place to Albany Place on existing worn desire line	141	S	<£50k
C1	i	**Drummond Street/Albany Terrace**	Junction	Reconfigure junction with build outs to reduce radius of junction and crossing distance. Provide clear priority for walkers and cyclists across Drummond St to provide access onto Albany Terrace	1	S	£50k-£150k
C1	j	**Albany Terrace (Drummond Street to Inverlaw Place)**	Shared footway/cycleway	Extend current footway to provide a shared facility on south side of street, introducing traffic calming and passing places/give way shuttle system where necessary to manage vehicle traffic movements in the context of on-street parking along the north side of the street	393	M	£50k-£150k
C1	k	**Albany Terrace (Inverlaw Place to Lawside Road)**	Shared footway/cycleway	Extend current very narrow footway to provide a shared facility on south side of street, introducing traffic calming and passing places/give way shuttle system where necessary to manage vehicle traffic movements in the context of on-street parking along the north side of the street	280	M	<£50k
C1	l	**Inverary Terrace**	Shared footway/cycleway	Extend current footway to provide a shared facility on south side of street, if necessary restricting car parking to the north side of Inverary Terrace only	314	M	<£50k
C1	m	**Inverary Terrace/Gardner Street**	Junction	Reduction in radius of Inverary Terrace and provide crossing for cyclists from proposed facility on south side of Inverary Terrace (Action 1l) to that on east side of Gardner Street (Action 1n). Provide east-west pedestrian crossing (e.g. zebra) across Gardner Street north of junction.	1	S	£50k-£150k

C1	n	**Gardner Street**	Shared footway/cycleway	Extension of footway on east side of street (i.e. where least frontage accesses are present, e.g. alongside allotment). Address gap in footway at Kilberry Street	390	S	£50k-£150k
C1	o	**Balfield Road**	Shared footway/cycleway	Extension of footway on east side of street (i.e. where least frontage accesses are present), noting need to control car parking infringement through measures such as kerbs and bollards and other physical separation (e.g. planters).	406	S	£50k-£150k
C1	p	**Gardner Street/Balfield Road/Loon's Road**	Crossing	Provide toucan crossing facility over Loon's Road to connect proposed shared path facilities (Actions 1n and 1o)	1	S	<£50k
C1	q	**Balfield Road/Harefield Avenue/Harefield Road**	Junction	Signalise junction to provide high quality active travel crossing facilities across all sides of junction. Improve landscaping around edges of junction to reduce traffic dominated nature of intersection.	1	M	£50k-£150k
C1	r	**Loon's Road**	Segregated cycleway	Provide facilities on each side of the road linking to facilities proposed in Lochee Active Travel Audit (Action 6) available from TACTRAN website	682	M	£150k-£500k
C1	s	**Loon's Road/Miley Path/King's Cross Road/Cobden Street/Wellbank Street**	Junction	Provide significant placemaking improvements to extend priority measures to allow Toucan crossing of Loon's Road between King's Cross Road (leading to Miley Path) and Cobden Street, and between Wellbank Lane (leading to The Stack) and Cobden Street. Introducing traffic calming leading to crossings (i.e. reduced carriageway width) and landscaping. Particular attention should be given to maximising the quality of street space between Wellbank Lane and King's Cross Road including optimising the use of the central green triangle on Cobden Street	1	M	£150k-£500k
C1	t	**Glenesk Avenue and Glenisla Terrace**	Quiet Street	Implement signage to provide quiet route from Harefield Road to Loon's Road (acknowledging high modelled sDNA desire)	378	S	<£50k
C1	u	**Brentwood Avenue**	Junctions	Implement additional placemaking improved at the north and south end of street (junctions with Alpin Street and Harefield Road), noting high modelled pedestrian demand and location of local shops. Examples include further soft landscaping, seating and public art. Remove mini-roundabout and provide signalised junction or alternative to improve conditions and connectivity for active travel at junction with Strathmore Avenue	1	M	£150k-£500k
C1	v	**Bryon Street**	Quiet Street	Provide signage along Byron Street between Loon's Road and Hilltown as an alternative east-west residential quiet route, noting this as a high demand modelled corridor for sDNA but that there are limited facilities along the street compared to other east-west corridors	949	S	<£50k
C7		**Action 7: Circle Line (North - Strathmartine Avenue)** **(Ranking 5, indicative cost £1M-£2.5M)**					
C7	a	**Harefield Road and Strathmore Avenue**	Segregated cycleway	Prioritise a high quality segregated facility e.g. on each side of the road along full length to link into the proposed Action 4 for the Lochee Active Travel Audit (available from the TACTRAN website)	1251	M	£500k-£1M
C7	b	**Harefield Road/Alpine Street/St John's School**	Junction	Remove mini-roundabout and provide signalised junction or alternative to improve conditions and connectivity for active travel	1	M	£50k-£150k
C7	c	**"Fiveways" roundabout (Strathmartine Road, Moncur Crescent, Caird Avenue, Strathmore Avenue)**	Junction	Signalise junction to design first around increasing space for active travel and to respect the buildings and land uses around the junction which include a library. Introduce 'all stop' phases for traffic so walkers and cyclists can move freely in any direction, addressing the current severance caused the presence of the roundabout and large offsets due to guardrailing around the junction. Link to paths north of roundabout/south of Wedderburn St	1	L	>£1M

C7	d	**Dens Road**	Footway widening	Increase width of footways particularly on north side of street acknowledging proximity to high walking demand generators to thje north such as the primary school and football stadiums	1199	M	£50k-£150k
C4		**Action 4: Circle Line (South-West - Lochee Superhighway)** **(Ranking 6, indicative cost £1M-£2.5M)**					
C4	a	**Loon's Road/Logie St**	Junction	Implement improvements to link to proposed segregated active travel facilities on Loon's Road (Action 1r), High St (Action 6 in the Lochee Active Travel Audit, available from the TACTRAN website), and Action 4b on Logie Street, below.	1	M/L	£150k-£500k
C4	b	**Logie Street and Lochee Road**	Segregated cycleway	Implement segregated cycle facilities on each side of the road for the length of Logie Street and Lochee Road	1883	M	£500k-£1M
C4	c	**Logie Street**	Off-Road Path	Surface desire lines on north side of Logie St, opposite Ancrum Road	138	S	<£50k
C4	d	**Ancrum Road/Logie Street**	Junction	Reconfigure junction to link into proposed segregated facilities on Ancrum Road in Action 6 in the Lochee Active Travel Audit, available from the TACTRAN website	1	S	£50k-£150k
C4	e	**Cobden Street/Logie Street**	Crossing	Provide additional crossing point where paths across Logie St are bisected (between Cobden St and Tullideph Place)	1	S	<£50k
C4	f	**Lochee Road/Tullideph Road**	Junction	Significantly reduce junction mouth of Tullideph Road by realigning road, reducing carriageway to a single lane in each direction, and providing additional pavement space around Balgay Parish Church, with placemaking features such as seating.	1	S	£50k-£150k
C4	g	**Lochee Road/Rankine Street**	Crossing	Provide a toucan crossing north of the junction with Rankine Street to acknowledge the high modelled pedestrian demand along Rankine Street and the presence of bus stops either side of Lochee Road with no formal crossing facilities	1	S	<£50k
C4	h	**Lochee Road/Cleghorn Street**	Crossing	Provide a continuous footway across Cleghorn Street between corner shops, noting the modelled importance of Cleghorn St itself as a pedestrian route	1	S	<£50k
C4	i	**Lochee Road/Dudhope Terrace**	Junction	Significant reconfiguration of junction to take into account Action 4b and Action 2a on Dudhope Terrace, including allowing for a right turn from the south for cyclists from Lochee Road to Dudhope Terrace (e.g. jug handle toucan)	1	M/L	£150k-£500k
C4	j	**Lochee Road/path leading to Gardner's Lane**	Crossing	Toucan crossing from south side of Lochee Road to south-west entrance of Dudhope Park.	1	S	<£50k
C4	k	**Lochee Road/Blinshall Street**	Signage	Sign to entrance of park to west as a means of travelling north from north-south links to Dundee University/station such as Blinshall Street (the highest modelled flow route for pedestrians) Highlight importance of this route as among the few north-south walking and cycling links between the city centre and the Coldside/Hilltown area	1	S	<£50k
C4	l	**Lochee Road/Marketgait**	Crossing	Provide Toucan crossing west of the Marketgait Roundabout to link into potential segregated bidirectional cycle facilities along the west side of the Marketgait dual carriageway (outside Coldside audit boundary)	1	S	<£50k
C2		**Action 2: East-West (Dudhope to Hilltown)** **(Ranking 7, indicative cost <£500k)**	*Various*				

C2	a	**Dudhope Terrace**	Shared footway/cycleway	Implement shared footway on south side along length of Dudhope Terrace, taking advantage of limited numbers of accesses and park views. Note increased existing footway obstructions and adjacent land uses east of Constitution Road.	659	M	£50k-£150k
C2	b	**Dudhope Terrace/Drummond Street**	Junction	Provide crossing facility between Action 2a and Action 1h, reducing width of junction at Drummond Street to provide easier east-west walking movement along north side of Dudhope Terrace	1	M	£50k-£150k
C2	c	**Dudhope Terrace/Infirmary Brae**	Junction	Reduce width of Infirmary Brae at junction and provide more significant entrance point at the flush access to Dudhope Park	1	M	£50k-£150k
C2	d	**Dudhope Park**	Off-Road Path	Provide signing and lighting enhancements to Dudhope Park (Note this has been proposed has part of the Engage Dundee project)	434	S	£50k-£150k
C2	e	**Rose Lane**	Off-Road Path	Make improvements to north-south path linking Constitution Street and Dudhope Street including width (where possible, e.g. sections adjacent to greenspace), further lighting enhancements and signage. Note that for regular bicycles this is likely to be a southbound route, due to gradient, but provides a useful link and opportunity to encourage walking and cycling within some of the remaining high rise flat areas. Seek to provide cycle garages and community ebike libraries to assist with this.	345	M	<£50k
C6		**Action 6: Northern Links** **(Ranking 8, indicative cost £1M-£2.5M)**					
C6	a	**Graham St**	Segregated cycleway	Provision of segregated directional facility on west side of street (where fewest accesses adjacent to green space) to link to Kingsway toucan crossing (Action 6a), providing comfortable facilities for cyclists and walkers travelling up hill southwards	524	M	£150k-£500k
C6	b	**Graham St/Clepington Road**	Crossing	Toucan crossing between Graham St and Hindmarsh Avenue, with complementary shared footways adjacent (linked to Action 8a)	1	M	<£50k
C6	c	**Barnes Avenue**	Shared footway/cycleway	Implement shared path on north side of road taking advantage of generous existing footway widths	457	M	£50k-£150k
C6	d	**Fairmuir Road**	Shared footway/cycleway	Implement shared path on north side of road linking into Fairmuir Park	197	M	<£50k
C6	e	**Old Glamis Road**	Crossing	Implement an east-west crossing of Old Glamis Road linking Barnes Avenue and Fairmuir Road, with shared footway on Old Glamis Road linking into crossing	1	M	<£50k
C6	f	**Fleming Gardens and Hindmarsh Avenue**	Segregated cycleway	Implement bidirectional segregated cycleway running north-south between Clepington Road and Tannadice Street, protected fully by bollards in acknowledgement of matchday car parking demands and patterns in the area	395	M	£150k-£500k
C6	g	**North Isla Street and Isla Street**	Segregated cycleway	Implement a north-south bidirectional segregated cycleway along west side of street	348	M	£150k-£500k
C6	h	**Tannadice Street**	Crossing	Implement a crossing north-south with complementary segregated cycleway links to North Isla Street and Hindmarsh Avenue	1	M	<£50k
C6	i	**Sandeman Street and Marryat Street**	Shared footway	Implement shared path on existing footways taking advantage of generous existing footway widths	1176	M	£150k-£500k
C6	j	**Provost Road**	Crossing	Implement a crossing east-west with complementary shared path links to Sandeman Street and Marryat Street	1	M	<£50k
C6	k	**Glamis Road, N Wellington St, new link through Alexander St development, William St, Laing St**	Signage	Sign quiet “HilltownWays” routes	780	M	<£50k
C6	l	**Alexander St development**	Quiet Street	New link through Alexander St development	43	S	£50k-£150k

C6	m	**Ann St**	Shared path	Retain and improve east-west walking linking with new development	525	S	£50k-£150k
C5		**Action 5: Flat Routes in Fairmuir (Ranking 9, indicative cost £500k-£1M)**					
C5	a	**Muirfield Crescent/Kingsway**	Crossing	Toucan crossing at Kingsway between Muirfield Crescent and Bank Avenue, upgrading existing crossing point	1	M	<£50k
C5	b	**Muirfield Crescent**	Quiet Street	Sign quiet street link to proposed Kingsway crossing (Action 5a)	626	S	<£50k
C5	c	**Strathmartine Road**	Shared path	Implement shared path on east side of street, linking to Fairmuir Park, from Kingsway to Harcourt St	1306	M	£150k-£500k
C5	d	**Strathmartine Road/Clepington Road**	Junction	Implement comprehensive junction and place making improvements for walking and cycling taking into account proposed action on Clepington Road	1	L	£500k-£1M
C5	e	**Strathmartine Road**	Junction	Reduction in junction width to provide improved crossing for walkers	1	S	£50k-£150k
C5	f	**Fairmuir Street**	Shared footway	Implement shared footways taking advantage of current footway width (N.B. existing footway parking) south of Clepington Road. Improve quality of filtered permeability treatment north of Fairfield St. Link to off-road path south of Wedderburn St. Widen existing crossing point of Clepington Road A quiet street alternative may also be relevant.	815	S	£50k-£150k
C5	g	**Hospital Street**	Quiet Street	Implement signage of this north-south link	319	S	<£50k

*The type of action identified in the table above is the high-level optimum solution. Future detailed design work may result in the action type changing to a solution lower in the design hierarchy.