



Tayside and Central Scotland
Transport Partnership

Active Travel Audit

Executive Summary: Kings Park,
Stirling

Issue | 27 July 2018



This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

The King's Park, Torbrex and Cambusbarron area (henceforth know as King's Park, for brevity) hosts approximately 8,000 residents, located on the eastern side of Stirling within the local authority area of Stirling City Council. Major employers include Stirling High School and Police Scotland, and a number of health facilities including Kings Park Hospital and the health village undergoing development off St Ninian's Road. Further employment is supported at Lauriehall Business Park, as well as the nearby city centre. The area continues to be redeveloped, particularly new housing at the former Stirling Royal Infirmary site to the east and alongside the M9 at Cambusbarron. The study area does not have a significant retail core, relying on its close proximity with the city centre to the north and local neighbourhood shops, for example around Borestone roundabout. All parts of the study area are within 500m- 2.5km of Stirling rail station.

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 King's Park seeks to support this action and will assist in delivering Stirling Council's Active Travel Strategy.

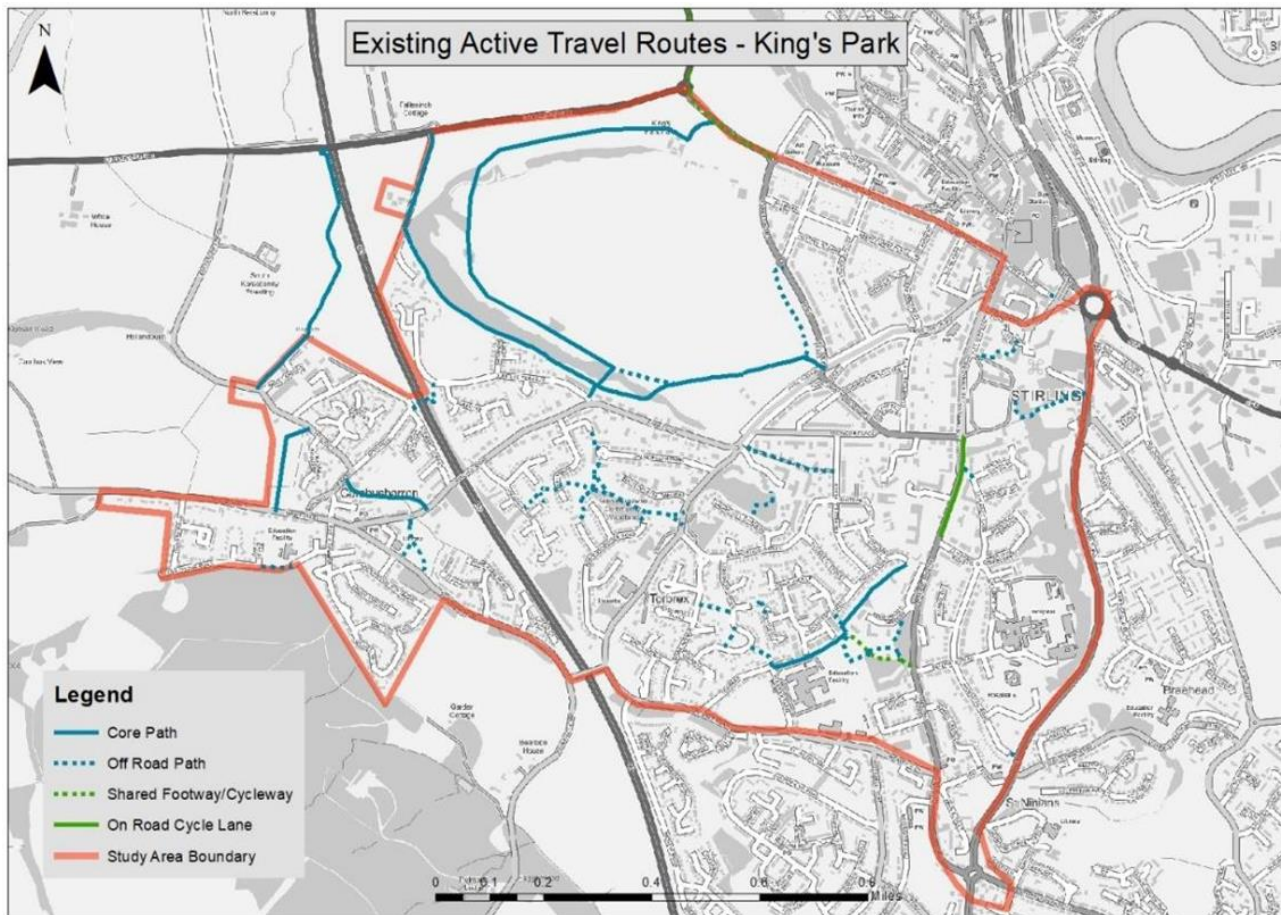
The aims of the Active Travel Audit are to provide:

- 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 King's Park to include an account of recommended infrastructure and facilities needed within King's Park; and,
- A proposal for investment in active travel infrastructure in King's Park, 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 Network



As Figure 1 displays, there are currently gaps in the active travel network in King's Park. 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 King's Park. 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.

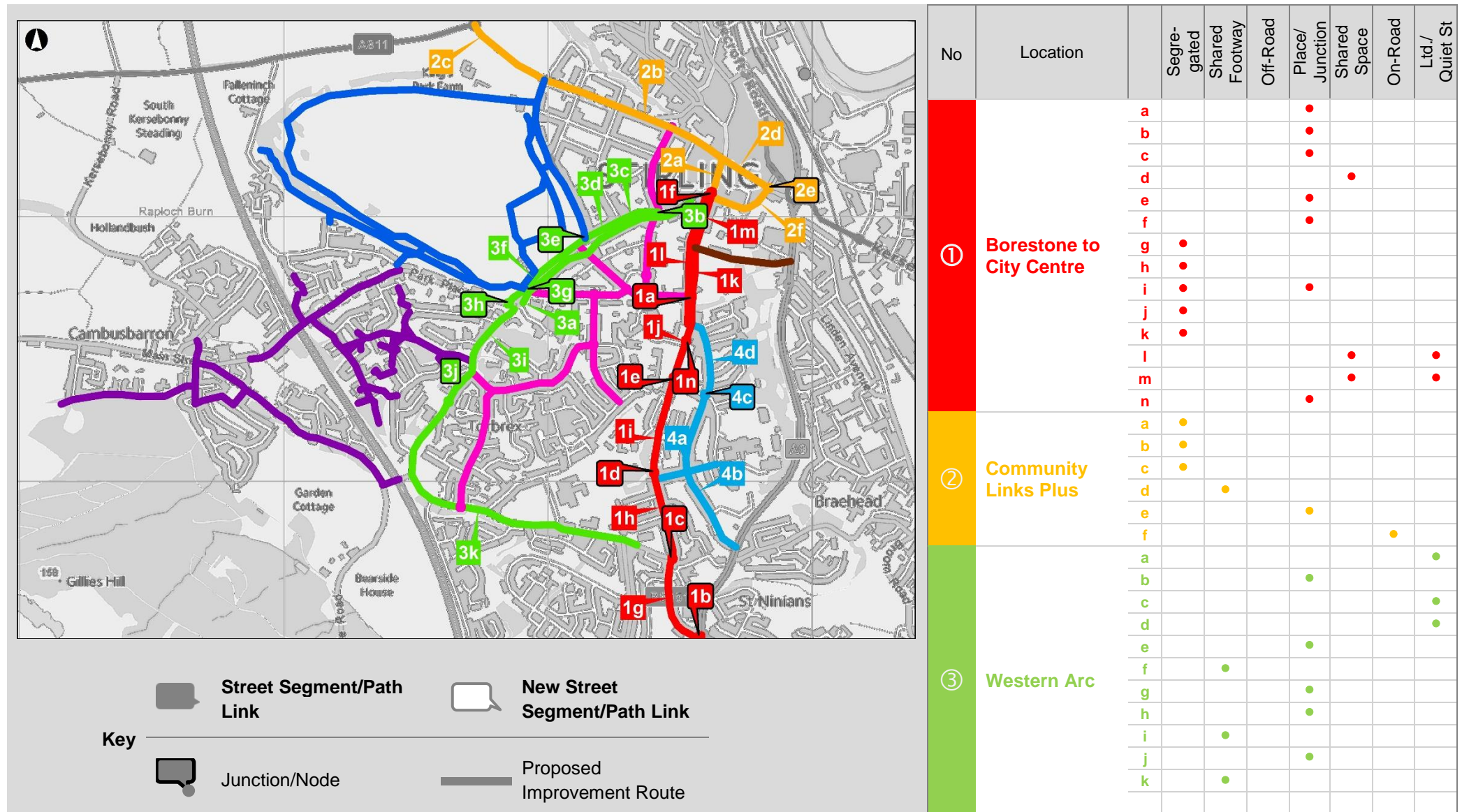
Strategic desire lines to provide for key east-west and north-south movements within the study area were identified. This forms the principle active travel network around which actions are based. In these locations upgraded or new protected infrastructure would serve or potentially generate a demand for active travel. Example movements include routes to and from primary and secondary schools (located in Cambusbarron to the west and off Torbrex Road in the south), development areas (including Stirling High School, Viewforth and in Cambusbarron), and the city centre which provides employment, retail and tourism uses. The role of park spaces as hubs in the active travel network has been identified, particularly Beechwood Park which provides a useful route linking estates, streets and paths around it. Particular attention has been given to 'joining up' Cambusbarron with the rest of Stirling, whilst respecting it as a self-contained settlement in its own right. Proposals for the City Deal have been taken into account, which include a City Park in the north, and adjacent regeneration on the southern fringe of the city centre including a digital quarter. Integrating links to the Viewforth Link Road, which would provide an opportunity for an additional route to the east, has also been considered. Links outside of the study area to employment areas to the north (for example, the university at the Bridge of Allan and the Prudential site) have also been important to bear in mind.

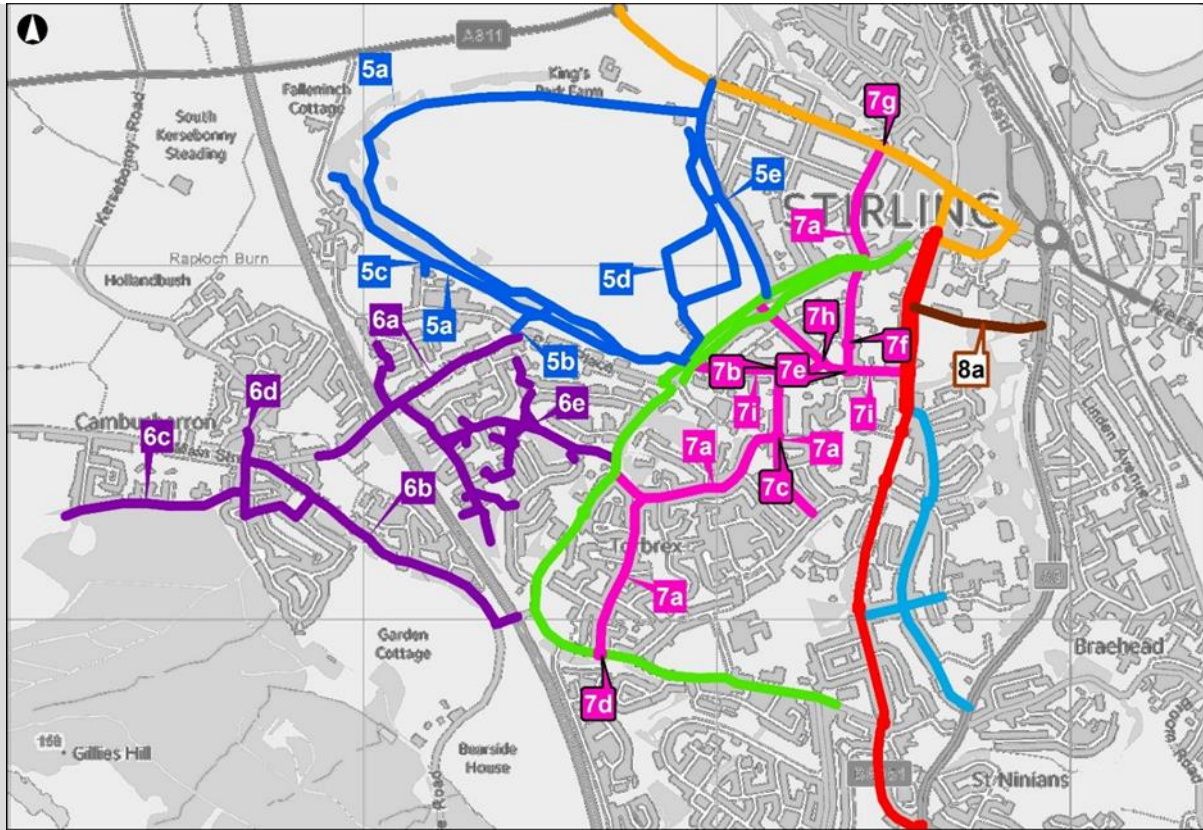
The proposed measures highlighted in Figure 2 were subject to two forms of analysis/modelling:

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.

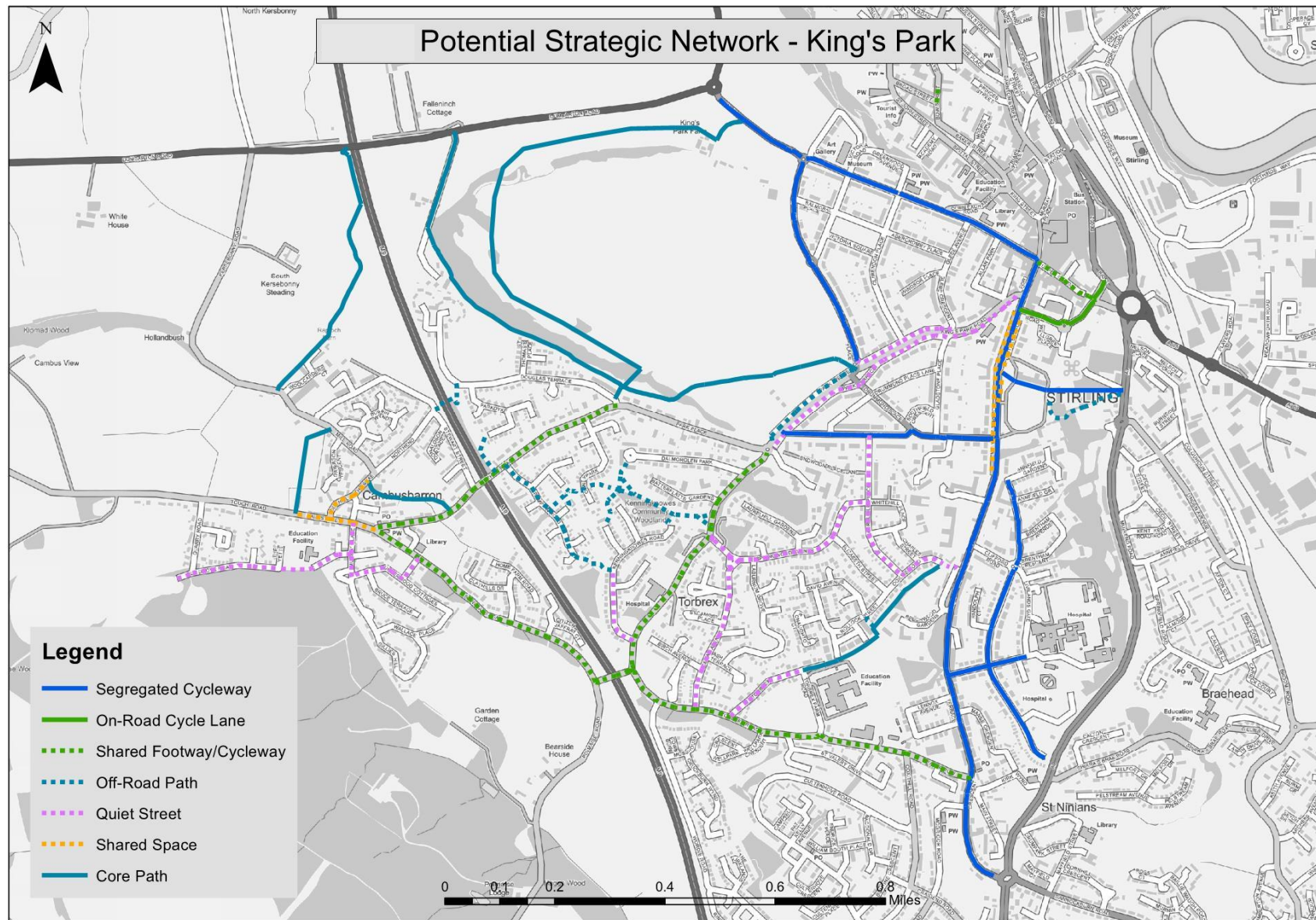
Figure 2 - Location of proposed active travel infrastructure measures





④ Health Facility Access	a	●								
	b	●								
	c				●					
	d	●								
⑤ King's Park Circuit	a			●						
	b			●		●				
	c			●						
	d			●						
	e	●								
⑥ Cambusbarron Integration Project	a		●							
	b		●							
	c									●
	d								●	
	e			●						
⑦ Central Cross	a									●
	b							●		
	c							●		
	d							●		
	e							●		
	f							●		
	g							●		
	h							●		
	i	●								
⑧ Links to Burghmuir Road and Beyond	a	●								

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 Kings Park, 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 active travel measures in Kings Park

Proposal						Delivery	
Action Ref.	Location	Type of action* Junction On-road cycle lanes Shared footway/cycleway Shared space Quiet street	Supporting information	Extent (number/ length of path (m))	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	
K1	Action 1: Borestone to City Centre (Ranking 1, indicative cost £2.5M- £5M)						
K1	a Snowdon Place	Junction	Reconfigure junction arrangements to provide priority movements for cyclists along Melville Terrace. Undertake a feasibility study with counts and observations of movements and desire lines to inform a revised solution which prioritises active travel movements, considering in particular right-turning cyclists from Snowdon Place and continuous north-south movements along St Ninian's Road. Implement east-west crossing point for walkers where these are absent, including x-crossing arrangements and extended footways to facilitate these. Provide clear signage, in particular to southbound cyclists, to inform them of onward routes away from the junction.	1	L	£150k-£500k	
K1	b St Ninian's (aka Borestone) Roundabout	Crossings	Remodel space around the roundabout to provide at grade Toucan crossings in close proximity to the roundabout itself to reflect desire lines, on Glasgow Road (where presence of Armco and guardrailling prevents pedestrian movement for 150m south of the roundabout), Borestone Crescent, Burghmuir Road, Bannockburn Road, conducting a guardrail assessment with a view to rationalising this where possible to provide better and safer connectivity between shops, bus stops, other facilities and communities in the area without needing to use underpasses. Accompany Toucan crossings with appropriate walking and cycling facilities to link into existing and proposed surrounding active travel networks emanating from the roundabout.	1	L	£150k-£500k	
K1	c Weaver Row	Junction	Reform junction with improved cycling and walking facilities linked to adjacent improvements	1	L	£150k-£500k	
K1	d Beechwood Park	Shared space	Providing traffic calming to fully reflect the siting of Beechwood Park and its connection with the facilities and the communities to the west. This could entail raised table(s) and landscaping to extend the fringes of the park further into the street (taking trees in Clifford Road, nearby, as an example)	394	L	£500k-£1M	
K1	e Clifford Road	Junction	Signalise junction as one of the main access points to the care village, removing the mini-roundabout which can be inconvenient and hazardous for active travel	1	M	£50k-£150k	

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K1	f	Wellgreen Road/King's Park Road	Junction	<p>Further enhance the junction of Wellgreen Road, King's Park Road and St Ninian's Road, noting its substantial existing character (e.g. as defined by the clock, fountain, significant existing trees and vegetation and pockets of public space) and importance as a social space at the intersection of a number of significant streets on the way to and from the main retail centre of the city.</p> <p>Provide arrangements for cyclists to access Wellgreen Road from Melville Terrace, for example a Toucan crossing over St Ninian's Road to enable eastwards journeys</p> <p>Placemaking opportunities as identified in the City Deal proposals (p118), as follows:</p> <ul style="list-style-type: none"> • "Parking removed to west side of Port Street and road narrowed to allow two way cycle zone level with pavement to be incorporated between main city centre pedestrianised shopping area and junction with Wellgreen Road • Cycle route continuous over junction with Kings Park Road to give priority and attractive link from Kings Park to City Centre • Roads at Wellgreen Road junction narrowed on both sides to allow more generous pavements and easier crossing for pedestrians and colour of road changed, all to slow cars down and improve pedestrian and cycle experience • Wider pavements allow street trees to be introduced • Banners introduced to lighting highlight gateway to City Centre from Kings Park" 	1	M	£50k-£150k
K1	g	Borestone Crescent (St Ninian's Roundabout to Torbrex Road)	Segregated cycleway	Implement segregated (e.g. half step) cycle facilities on each side of the road, reducing carriageway space to a single lane in either direction	336	M	£150k-£500k
K1	h	Main Street (Torbrex Road to Bellfield Road)	Segregated cycleway	Implement segregated (e.g. half step) cycle facilities on each side of the road, recentre-ing the carriageway to utilise additional footway space available on west side of the carriageway to accommodate provision on the east side	308	M	£150k-£500k
K1	i	Newhouse (Bellfield Road to Clifford Road)	Segregated cycle way and crossings	Implement segregated (e.g. half step) cycle facilities on each side of the road, with 2-3 additional formal crossing points (e.g. zebra crossings) located on desire lines such as adjacent to bus stops and at further entrances to the park (e.g. Newhouse and to Ogilvie Road in the north). Provide additional facilities within the fringes of the park such as benches to animate the street.	394	M	£150k-£500k

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K1	j	St Ninian's Road (Clifford Road to Snowdon Place)	Segregated cycle way	Implement segregated (e.g. half step) cycle facilities on each side of the road, reforming the existing on-road cycle lanes to provide better protection for cyclists. Provide a bi-directional section on the east side of the carriageway between Livilands Road and Snowdon Place, linking to Action 4 and addressing lack of access to Melville Terrace immediately at that location (due to wall/railing on west side of St Ninian's Road)	318	M	£150k-£500k
K1	k	St Ninian's Road (Snowdon Place to Viewforth)	Segregated cycleway and extended footway	Remove at least one carriageway lane to provide extended footways in particular on east side of St Ninians. Maintain a southbound segregated cycling facility on St Ninian's Road (in addition to 1l, below) linking from Pitt Terrace	185	M	£50k-£150k
K1	l	Melville Terrace	Shared space	Dedicate Melville Terrace as a two-way shared space for walking, cycling and controlled access, from the Job Centre in the south to King's Park Road in the north	522	S	£50k-£150k
K1	m	Pitt Terrace	Shared space	Dedicate Pit Terrace as a two-way shared space for walking, cycling and controlled access	219	S	<£50k
K1	n	Job Centre access road	Junction	Consider offering north-bound cyclists the option to come off the main road at the Job Centre access road, allowing direct access onto Melville Terrace, making amendments to the junction (e.g. a crossing across entrance to the access road) to provide access from segregated facility to off-road path. Retain and improve crossing island/facilities to provide access to segregated facilities for southbound cyclists from Melville Terrace	1	M	£50k-£150k
K4		Action 4: Health Facility Access (Ranking 2, indicative cost £500k-£1M)					
K4	a	Bellfield Road	Segregated cycleway	Close Bellfield Road to all non-emergency and access motor vehicles, or provide one-way system (in only) to provide a prioritised street for walking and cycling and recognise the route as a key connection in the active travel network between Beechwood Park and Burghmuir Road (via Randolph Road) Remove on-street parking provision from south side of Bellfield Road and replace with bi-directional cycleway (recognising the number of residential entrances along this stretch). Provide continuously across Randolph Road to Livilands Gate (entrance of new health facility)	239	M	£50k-£150k

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K4	b	Randolph Road	Segregated cycleway	Provide a two-way segregated cycle route along east side of Randolph Road along its length between Burghmuir Road and Livilands Lane to protect cyclists from car parking and moving/turning traffic, including addressing the narrow southern section which interfaces with the path link to Burghmuir Road. Reallocate road space away from car parking (or provide a one way system for general traffic northbound) emphasising a joined up approach to public health provision. Protect the facility with robust measures such as bollards to reduce abuse by motor vehicles given dominance of car parking in area	651	M	£150k-£500k
K4	c	Livilands Lane/Randolph Road/Clifford Road	Junction	Provide a significantly less motor vehicle and carriageway dominated environment by extending footways and providing cycle facilities connecting to adjacent improvements, and a general reduction in carriageway space with prioritised crossings for active travel in all directions	1	M	£50k-£150k
K4	d	Livilands Lane	Segregated cycleway	Extend a two-way segregated cycle route from Randolph Road along the length of Livilands Lane between Clifford Road and St Ninian's Road (linking to Action 1j) and Livilands Lane to protect cyclists from car parking and moving/turning traffic, protecting the facility with robust measures such as bollards to reduce abuse by motor vehicles given dominance of car parking in area	302	L	£150k-£500k
K2		Action 2: Community Links Plus (Ranking 3, indicative cost £2.5M-£5M)	Various	<i>Action 2 involves implementing proposals in accordance with the Community Links and City Deal proposals. Detail in these proposals should be referred to which are summarised below. N.B. Costs do not incorporate wider street improvement elements.</i>			
K2	a	Port Street	Segregated cycleway and extended footway	Placemaking opportunities at identified in the City Deal proposals (p118), as follows: <ul style="list-style-type: none"> • "Parking removed to west side of Port Street and road narrowed to allow two way cycle zone level with pavement to be incorporated between main city centre pedestrianised shopping area and junction with Wellgreen Road • Cycle route continuous over junction with Kings Park Road to give priority and attractive link from Kings Park to City Centre • Controlled loading access / bays to be implemented allowing for a continuous cycle route from City Centre to Kings Park • Banners introduced to lighting highlight gateway to City Centre from Kings Park" 	111	M	£150k-£500k

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K2	b Albert Place	Segregated cycleway and extended footway	Placemaking opportunities at identified in the City Deal proposals (p118), as follows: <ul style="list-style-type: none"> • “Road narrowed to accommodate two way cycle zone level with pavement • Flush granite sett edge /landscape detail with street trees to define of pedestrian only zone • Narrower road with crossing points highlighted through colour and material to reduce speed of cars and make crossing easier • Parking removed on north side of Main Street • Parking retained in some locations on south side of street as these are associated with residential properties • Banners introduced to street lights to highlight link between City Park and City Centre as well as cultural buildings along the route • Entrances to cultural buildings highlighted through streetscape” 	740	M	>£1M
K2	c Dumbarton Road	Segregated cycleway and extended footway	Placemaking opportunities at identified in the City Deal proposals (p118), as follows: <ul style="list-style-type: none"> • “North pavement and cycleway widened to optimise ease of approach to Royal Gardens whilst maintaining large gateway mature tree on south side of road • Roundabout beyond changed to T Junction to allow much wider pavements and cycleways at crossing points and slow cars down • Road narrowed to 6.5m and road surface colour changed to slow vehicles down • Pavement and cycleway continued across junction of side street (Royal Gardens) to ensure pedestrian and cyclists priority at gateway to parkland • Banners introduced to street lights to highlight route between City Centre and City Park • Pavement / cycleway surface changed to high quality materials to highlight conservation area status and improve quality of pedestrian and cycle experience” 	340	M	£500k-£1M

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K2	d Upper Craigs	Shared cycleway/footway	<p>Placemaking opportunities at identified in the City Deal proposals (p118), as follows:</p> <ul style="list-style-type: none"> • <i>“Upper Craigs changed to one-way eastbound.</i> • <i>Road width narrowed to create enhance footway.</i> • <i>Shared cycle / footway to continue on north side of Upper Craigs.</i> • <i>Parking & layby added to north.</i> • <i>Wide pavement to extend on the north side to facilitate the link from the City Centre.</i> • <i>Cycle route continuous from Albert Place and City Centre.</i> • <i>Reduced road width and wider pavements allow street trees and planting to be introduced.</i> • <i>Enhanced streetscape will attract a new retail mix along Upper Craigs stimulating activity.”</i> <p>N.B. Importance of retaining contraflow in any one-way motor vehicle situation to be emphasised. Links should be provided with Craig’s roundabout and allowance made for cycling to Kerse Road via this intersection (e.g. via existing underpasses)</p>	208	M	£150k-£500k
K2	e Wellgreen Road/Upper Craigs	Junction	<p>Placemaking opportunities at identified in the City Deal proposals (p118), as follows:</p> <ul style="list-style-type: none"> • <i>“ Road narrowed to allow two way cycle zones level with the road.</i> • <i>Pavement widened and shared surface to be incorporated to link the city centre pedestrianised shopping area with Cooks Restaurant, Waitrose and the retail park.</i> • <i>Cycle route continuous over junction with Upper Craigs</i> • <i>Easier crossing for pedestrians</i> • <i>Shared surface section of road to have a changes colour of road surface, to slow cars down and improve pedestrian and cycle experience</i> • <i>Wider pavements allow street trees and generous landscaping to be introduced.</i> • <i>Banners introduced to lighting highlight gateway to City Centre.”</i> <p>N.B. Consideration should be given to segregated/half step cycle facilities to provide additional protection than on-road cycle lanes</p>	1	M	£150k-£500k

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K2	f	Wellgreen Road	On-road cycle lanes	Placemaking opportunities at identified in the City Deal proposals (p118), as follows: <ul style="list-style-type: none"> • Wellgreen Roundabout removed allowing enhanced streetscape • Road narrowed to allow two way cycle zones level with the road. • Pavement width reduced and areas of landscape increased to create a more attractive green streetscape • Easier crossing for pedestrians • Roundabout to be replaced by crossroads • Wider pavements allow street trees and generous landscaping to be introduced. • Banners introduced to lighting highlight gateway to City Centre.” N.B. Consideration should be given to segregated/half step cycle facilities to provide additional protection than on-road cycle lanes	259	M	<£50k
K3		Action 3: Western Arc (Ranking 4, indicative cost £500k- £1M)					
K3	a	Park Terrace	Quiet Street	Retain as existing shared space for walking, cycling and access with increased visibility as part of active travel network (e.g. signage)	769	S	<£50k
K3	b	Gladstone Place/King's Park Road/Park Terrace/Park Avenue/Glebe Crescent	Junction	Provide raised (e.g. tiger) crossing point prioritising and connecting Park Terrace across Gladstone Place. Provide similar facility across King's Park Road to link to continuation of route along Park Avenue (avoiding conflict with oncoming vehicles along Park Terrace west of Gladstone Place, given width, curvature and accommodation of car parking). Design scheme to provide natural legibility regarding change of location of cycling facility from south to north of King's Park Road	1	S	£50k-£150k
K3	c	Park Avenue (Glebe Crescent to Clarendon Place)	Quiet Street	Retain as existing shared space for walking, cycling and access with increased visibility as part of active travel network (e.g. signage)	151	S	<£50k
K3	d	Park Avenue (Clarendon Place to Victoria Place)	Quiet Street	Retain as existing shared space for walking, cycling and access with increased visibility as part of active travel network (e.g. signage). Provide exemption for cyclists to allow westbound movements towards King's Park (current one-way from Clarendon Place)	148	S	<£50k
K3	e	Victoria Place/Park Avenue	Junction	Improve crossing facilities (e.g. tiger crossing with raised table) between Park Avenue and entrance to King's Park across Victoria Place	1	S	£50k-£150k

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K3	f	Park Avenue	Off-Road Shared Path	Remove provision for car parking along Park Avenue (running adjacent to King's Park along southern perimeter) and dedicate to walking and cycling (e.g. through filtered permeability/permanent bollards at each end). Provide car parking management measures particularly along King's Park Road to formalise parking and reduce traffic speeds around King's Park. Provide crossing points across King's Park to enable this facility to be accessed: from Drummond Place; midway between Drummond Place and Snowdon Place (e.g. at tennis courts park entrance); and at Snowdon Place	381	M	<£50k
K3	g	Snowdon Place/King's Park Road/Park Avenue	Junction	Significantly reduce carriageway provision at western end of Snowdon Place to provide walking improvements, easing crossing of King's Park Road to King's Park, and continuity of walking provision along Park Terrace on east side of King's Park Road	1	S	£50k-£150k
K3	h	Park Place/King's Park Road	Crossing	Provide crossing (e.g. tiger) of Park Place to allow continuous active travel movements between Park Avenue and the path to the south of Park Place on the western side of Polmaise Road	1	S	<£50k
K3	i	Polmaise Road	Shared footway/cycleway	Dedicate footway on west side of Polmaise Road to shared use, extending as necessary to provide suitable width, and removing splitter islands currently along Polmaise Road	446	M	£50k-£150k
K3	j	Polmaise Road	Junction	In curve in road north of King's Park Hospital, provide traffic signal controlled shuttle system allowing one direction of traffic at a time, providing traffic calming and sufficient width to address gap in footway/cycleway on west side of street. Include crossing facility across Polmaise Road to transfer to east side of street for continuation of active travel facilities once south of blind bend at northern perimeter of King's Park Hospital	1	M	£50k-£150k
K3	K	Torbrex Road	Shared footway/cycleway	Implement continuous shared use footway on north side along length of Torbrex Road from King's Park Hospital to Lidl, improving a number of interfaces with junctions along the route (below) and providing integrated crossing facilities of Torbrex Road: <ul style="list-style-type: none"> Coxithill Road Torbrex Farm Road Cedar Avenue Polmaise Road 	1248	M	£150k-£500k
K6		Action 6: Cambusbarron Integration Project (Ranking 5, indicative cost £500k-£1M)					

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K6	a	Birkhill Road	Shared footway	Implement widened shared footway on north side of Birkhill Road between Park Place and Cambusbarron Park modifying existing footway, acknowledging presence of driveways with large pillars	668	S	£50k-£150k
K6	b	St Ninian's Road (Cambusbarron)	Shared footway	Implement widened shared footway on north side of St Ninian's Road between Polmaise Road to the south and Birkhill Road to the north, extending the carriageway to the south where necessary to provide sufficient width to modify kerblines on the north side where needed	867	M	£50k-£150k
K6	c	Underwood Estate	Small-scale improvements	Work with the development and findings of the Cambusbarron Primary School Travel Plan to understand walking and cycling flows through neighbouring areas around the school, and undertake small scale enhancements to increase safety, accessibility, information and comfort including linking from the park to the forest and hill trails, e.g. Underwood Road, Underwood Cottages, Gillies Hill, Murray Place, Thomson Place, Old Drove Road. Ensure most suitable walking and cycling routes to leisure opportunities are clearly signed from the centre of Cambusbarron via these routes and avoiding Touch Road	913	S	<£50k
K6	d	Main Street/The Brae	Shared space	Implement high quality streetscape improvements around the facilities in the centre of the village including Main Street and the Brae	152	M	£150k-£500k
K6	E	East of M9	Off-road paths	Implement a review and programme of widening and drainage improvements to the network of off-road paths immediately to the east of the M9, connecting Douglas Terrace, Parkdyke, Birkhill Road, Grampian Road, Coney Park, Kenningknowes Road and Polmaise Road Implement signage and mapboards of the local area to raise awareness of the path network and increase its use for local journeys in combination with the rest of the active travel network, and marking gateways of paths where they interface with the main road network	2139	S	£150k-£500k
K5		Action 5: King's Park Circuit (Ranking 6, indicative cost £500k- £1M)					
K5	a	King's Park	Off-Road Path	Sign and upgrade remainder of King's Park path network (north and west), to provide enhanced links to the north (including future City Park aspirations) and west (including Cambusbarron), providing an alternative	3255	M	£150k-£500k
K5	b	Douglas Terrace	Junction/Off-Road Path	Enhance and highlight link from Douglas Terrace to King's Park Improve junction to acknowledge poor sightlines at curve, e.g. introduce jug-handle crossing	51	M	£50k-150k
K5	c	St Thomas's Place	Off-Road Path	Create new link to King's Park providing a direct link from Cambusbarron	38		<£50k

Proposal						Delivery	
Action Ref.	Location	Type of action* Junction On-road cycle lanes Shared footway/cycleway Shared space Quiet street	Supporting information	Extent (number/ length of path (m))	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	
K5	d	King's Park	Off-Road Path	Sign and upgrade remainder of King's Park path network (east), to provide off-road options to Victoria Place/Queen's Road	1201	M	£150k-£500k
K5	e	Victoria Place/Queen's Road	Segregated Cycleway	Provide a bi-directional cycleway on west side of Victoria Place/Queen's Road. Potential to review opportunity for provision adjacent to/immediately inside park, though important to retain visibility and appeal as a direct option for passing users	648	M	£150k-£500k
K7		Action 7: Central Cross (Ranking 7, indicative cost £500k-£1M)					
K7	a	Various (Cedar Avenue, Springwood Avenue, Lauriehill Place, Snowdon Place, Gladstone Place, Glebe Crescent/Avenue and adjoining streets)	Signage and small-scale improvements	Implement small-scale changes to the Stirling Cycle Map quiet street network between Torbrex Road and Albert Place, to ensure signage is clear and obvious and weakest parts of the quiet streets, such as junctions and crossings, are addressed	2289	S	£50k-£150k
K7	b	Snowdon Place/Lauriehill Place	Junction	Tightening of radii and placemaking around junction (e.g. planters, seating)	1	S	£50k-£150k
K7	c	Springwood Avenue/Lauriehill Place	Junction	Removal of mini-roundabout, tightening of radii and placemaking around junction (e.g. planters, seating)	1	S	£50k-£150k
K7	d	Cedar Avenue/Torbrex Road	Junction	Removal of mini-roundabout, tightening of radii and placemaking around junction (e.g. planters, seating)	1	S	£50k-£150k
K7	e	Snowdon Place/Gladstone Place	Junction	Tightening of radii and placemaking around junction (e.g. planters, seating), and improved crossing of Snowdon Place	1	S	£50k-£150k
K7	f	Gladstone Place/Southfield Crescent	Junction	Tightening of radii and placemaking around junction (e.g. planters, seating), and improved crossing of Snowdon Place	1	S	£50k-£150k
K7	g	Glebe Avenue/Albert Place/footway north	Junction	Tightening of radii and continuous footway along Albert Place, and improved crossing of Albert Place linking to paths to the north	1	S	£50k-£150k
K7	h	Snowdon Place/Drummond Place	Junction	Tightening of radii and placemaking around junction (e.g. planters, seating), and improved crossing of Snowdon Place	1	M	£50k-£150k
K7	i	Snowdon Place/Drummond Place	Segregated cycleway	Provision of segregated bi-directional cycleway facilities, retained presence of street trees	869	M	£150k-£500k
Significant Gap Schemes							
K8		Action 8: Links to Burghmuir Road and Beyond (Ranking 1, indicative cost <£500k)					

Proposal				Delivery			
Action Ref.	Location	Type of action* Junction On-road cycle lanes Shared footway/cycleway Shared space Quiet street	Supporting information	Extent (number/ length of path (m))	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	
K8	a	Viewforth Link	Extended footway and segregated cycleway	Provision of walking and cycling facilities as part of proposed Viewforth Link Road. (Note that cost assumes road is funded separately as main element of construction and paths will be integrated into this project)	369	M	£150k-£500k

*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.