Main Streets (residential and mixed use): A862 Clachnaharry Road & Telford Street

This section covers the A862 from Muirtown Basin to Telford Street. In the quality audit, the Clachnaharry Road section was found to be good to reasonable quality and the Telford Street section to be poor quality. Parts of the route corridor are covered by the Muirtown and South Kessock development brief and it is included here to complement and build on the emerging proposals in that brief.

Issues

- Key approach to the city from the west.
- Generally attractive between Clachnaharry and the Muirtown swing bridge, although some missed opportunities such as the canal being generally hidden from view
- Passes primarily through residential areas with a pocket of 'tired' retail development.
- Inconsistent building lines and façade treatments.
- Inconsistent edge treatments
- Urban form lost at Carsegate Road roundabout, and
- Poor and unmanaged 'amenity' landscaping in relation to retail units.

Constraints

- Heavy traffic flows especially at peak hours.
- Numerous existing junctions and traffic signals including signalled pedestrian crossings.

Opportunities

- The Muirtown and South Kessock Development Brief, which overlaps with much of the route corridor

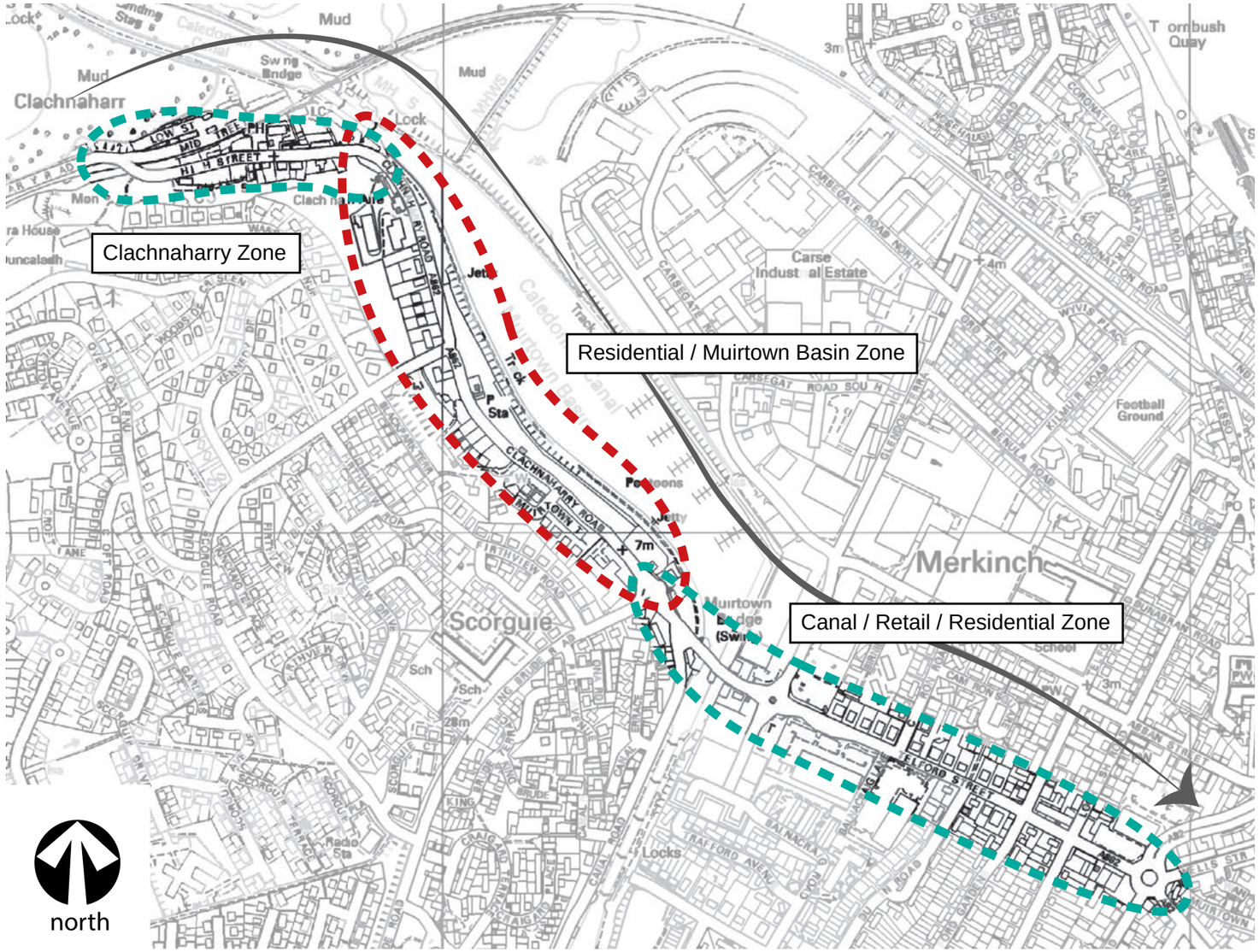


Figure 11: Main Streets (residential and mixed use) - A862

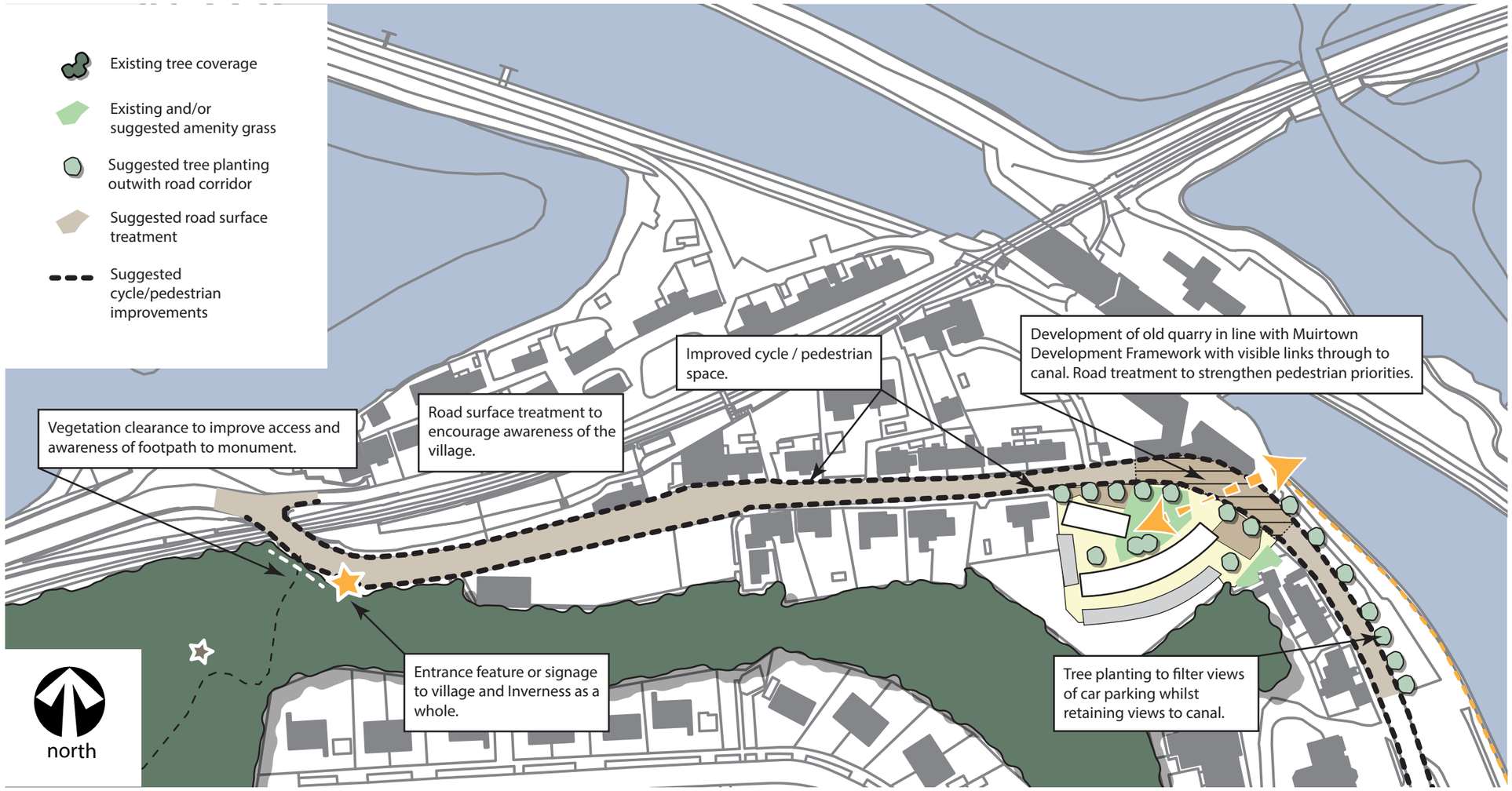
A862: Clachnaharry Zone

Existing attributes

- Attractive village character with predominantly stone cottages closely abutting the footway or narrowly set back. Parts of the village lack a footway, while in other places it is very narrow.

Muirtown Development Brief Proposals

- The Muirtown and South Kessock Development Brief includes proposals to enhance the village character with entrance signage, improved cycle/pedestrian space and treating the road surface to encourage awareness of the village.
- Within the core of the village it proposes development at the old quarry site linked through to the canal and, where appropriate, opening up views of the canal.



Proposals in the public realm

- Road surface treatment to define village space and strengthen awareness there of.
- Cycle / pedestrian improvements.
- Entrance / gateway signage or feature to the village and Inverness as a whole.
- Surface treatment to the carriageway where pedestrian priority should be given to strengthen links between new development in the old quarry site and the canal, opposite.

Proposals in the private realm

(implementation through partnership working or required by design guidance)

- Support to Muirtown Development Brief proposals to improve the old quarry site and create links through to outdoor facilities along the canal side, such as the wider footpath network.
- Tree planting to line road corridor, heal gaps in the urban fabric, and help screen car parking.
- Control of frontage treatments through Supplementary Planning Guidance.

Before

After

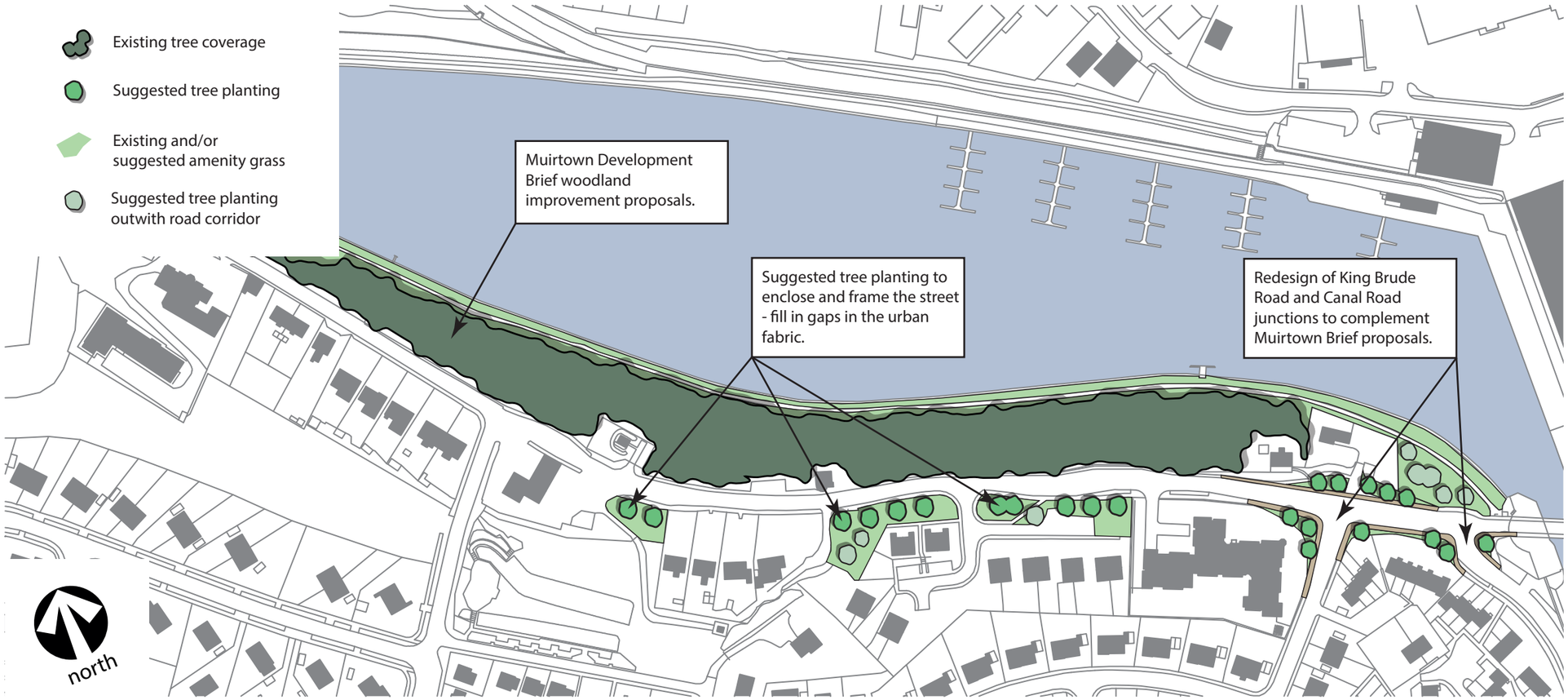
A862 Clachnaharry Road: Muirtown Basin Zone

Existing attributes

- Generally attractive section of street but inconsistent building line / enclosure to the south side.
- The design of King Brude Road and Canal Road junctions prioritises traffic movement at the expense of pedestrians and cyclists.

Muirtown Development Brief Proposals

- Muirtown Development brief proposals are for woodland improvements and potential new Sea Scout centre along the edge of Muirtown Basin, improved linkages between Telford Street & Clachnaharry Road, focal point development at the end of the basin, and an improved public realm.



Proposals in the public realm

- Tree planting in the open space below Muirtown Terrace to enclose and frame the street.
- Redesign of King Brude Road and Canal Road junctions to complement the Muirtown Brief proposals, improve the public realm, and make for easier safer pedestrian and cycle links along Clachnaharry Road.

Proposals in the private realm

(implementation through partnership working or required by design guidance)

- Support to Muirtown Development Brief proposals to improve the canal-side woodland, create visual links through to the canal basin and Sea Scout centre and basin gateway developments.
- Control of frontage treatments through Supplementary Planning Guidance.

Before

After

A862: Swing Bridge / Telford Street Zone

Existing attributes

- Attractive crossing of the swing bridge but then the street opens up to a traffic-dominated zone through the retail park, with buildings set back to allow frontage car-parking.
- Junction and street design through the retail park prioritises traffic movement at the expense of pedestrians and cyclists.

Muirtown Development Brief Proposals

- The Muirtown and South Kessock Development Brief includes proposals to improve connectivity and traffic safety, enhance the public realm, and create a tourism and cultural destination with links to the waterfront.

Proposals within the highway corridor

- Redesign of Carsegate Road junction to complement the Muirtown Brief proposals and make for easier safer pedestrian and cycle links along Clachnaharry Road.
- Public realm enhancements through the retail zone.

Proposals outwith the highway corridor *(implementation through partnership working or required by design guidance)*

- Encourage retail park management to refresh the amenity landscaping and improve overall maintenance regime. In particular encourage planting of trees of appropriate scale and stature.
- Control of frontage detailing, building lines and in-curtilage tree planting for new development through Supplementary Planning Guidance.

Telford Street roundabout
Before

Telford Street roundabout
After

Main Streets (industrial): NCN 1

This section covers the National Cycle Network Route 1 (NCN1) from Kessock Bridge to Shore Street roundabout.

Issues

- Main approach to the city from the north on bicycle - designated National Cycle Network route.
- Passes through a heavily industrial area with no segregated cycle path or lane to separate the route from industrial traffic.
- Inconsistent building lines and façade treatments.
- Inconsistent and often utilitarian security plot boundary treatment.
- Road corridor almost solely designed for vehicular traffic - pedestrian and cycle unfriendly.
- Overall it looks very poor and is an unpleasant approach for the cyclist.

Constraints

- HGV access
- Restricted corridor width and limited areas of public realm

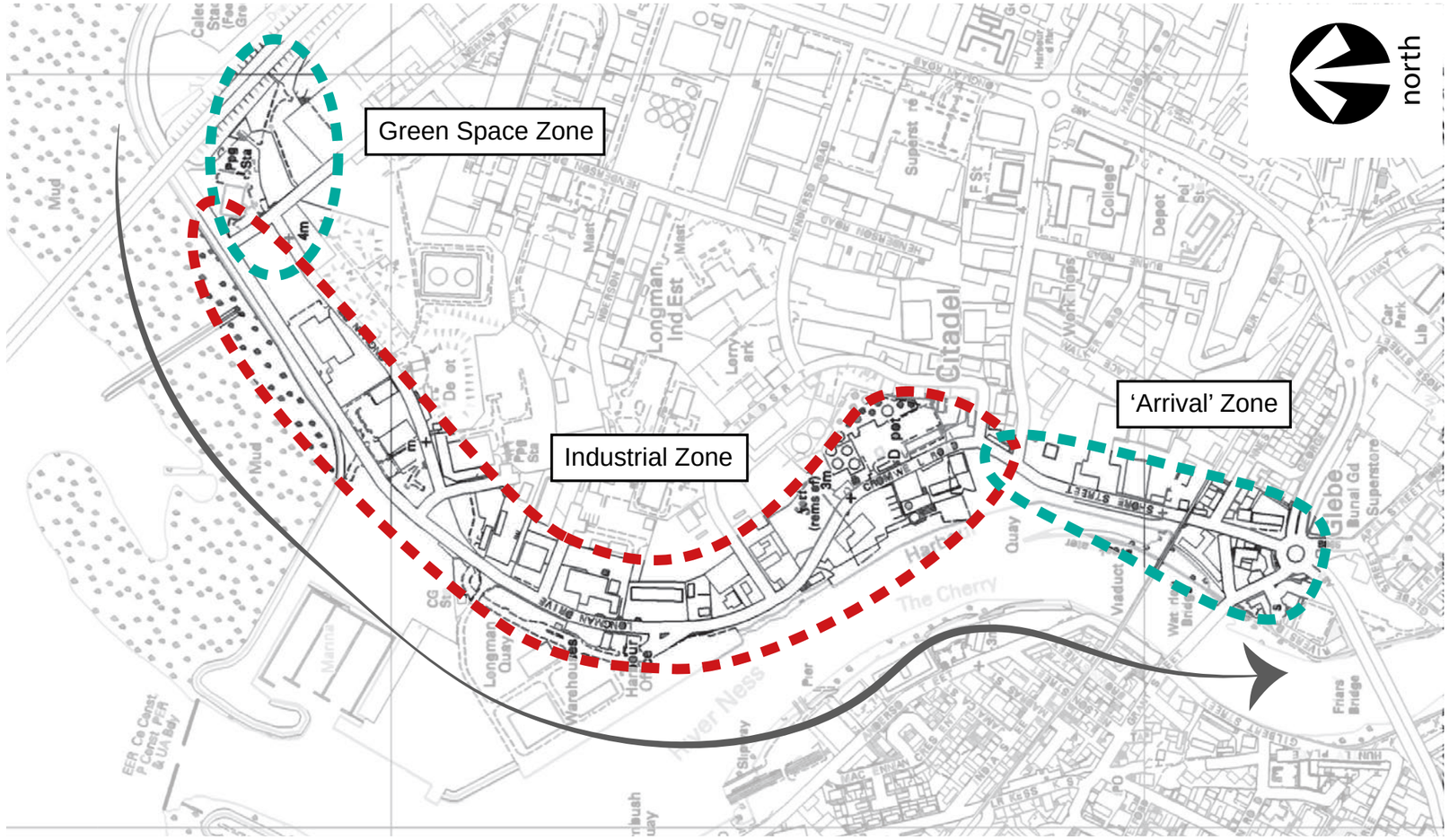
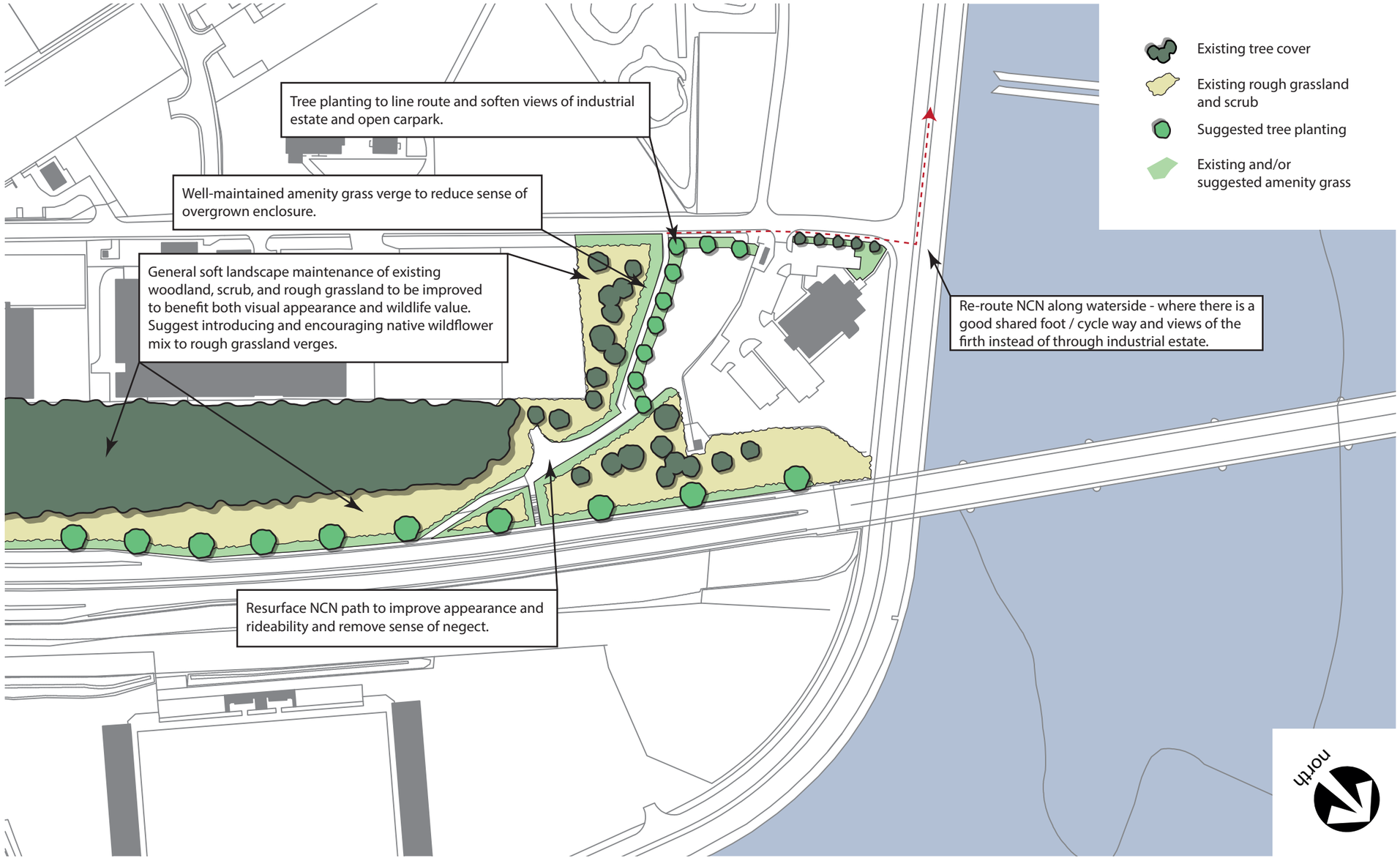


Figure 12: Main Streets (industrial) - NCN1

NCN 1: Green Space Zone

Existing attributes

- Overgrown scrub verges and mossy tarmacked path - general sense of neglect.
- Views of overflow car park.



Proposals within the NCN corridor

- Clear scrub verges back and seed with amenity grass to widen cycle route and create a less hostile, neglected space.
- Resurface route.
- Improve active maintenance of adjacent soft landscape/woodland.

Proposals outwith the NCN corridor

(implementation through partnership working)

- Plant avenue trees along boundary of car park to soften views of industrial buildings and overflow car park.
- Improve active maintenance of wider soft landscape/woodland.

Before

Existing good quality shared surface along the firth, with great views, but not used by the NCN. Simply needs re-signed

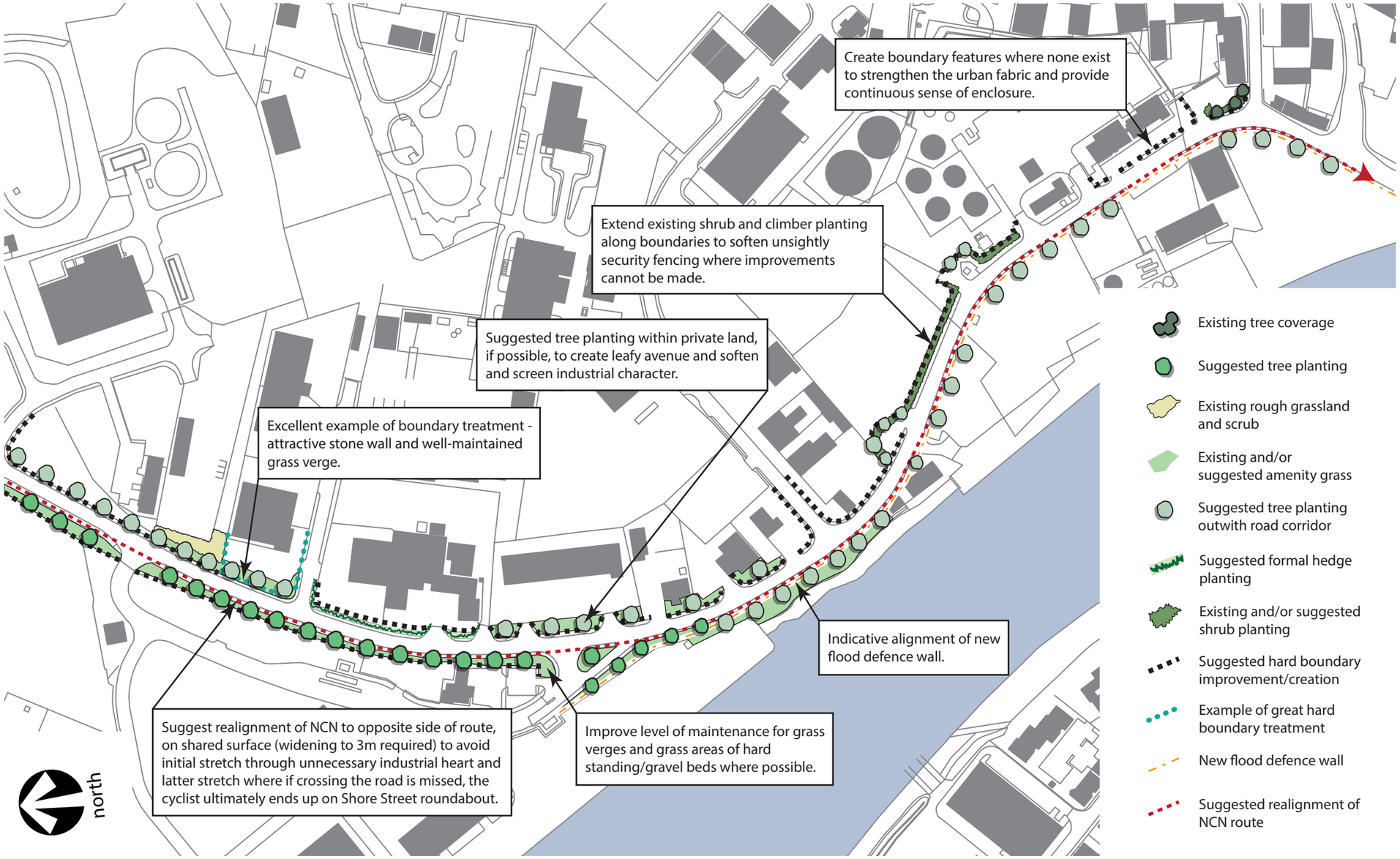
After

NCN 1: Industrial Zone

Existing attributes

- Dominated by industrial uses and functional requirements.
- Long, gloomy route with industrial traffic hazards.
- Recent flood defence works extend along latter half of route to west side.
- Dominance of unsightly security and utilitarian boundary treatments.

Cyclists already use the footway as a safer alternative to the road. In places this could be simply formalised.



Proposals in the public realm

- Provide safe, segregated cycle route.
- Improve and exploit pocket spaces, e.g. Cromwell's Monument.
- Plant street trees and amenity shrubs where possible to soften and structure the streetscape.

Proposals in the private realm

(implementation through partnership working or required by design guidance)

- Require new development to set back frontage security fencing behind a narrow strip of trees and amenity shrubs/hedging. Encourage existing users to do likewise where possible.
- Encourage and facilitate the use of climbing plants to help screen unsightly boundary treatments and where possible, encourage the improvement of hard boundary treatments.
- Refresh and improve the level of maintenance for areas of existing shrub planting/scrub.
- Promote, where feasible, the planting of trees in appropriate, root safe, pits, to line the route and help screen and soften industrial elements.
- Encourage the creation of boundary treatments where frontages spill out into the road corridor and the urban fabric is frayed.

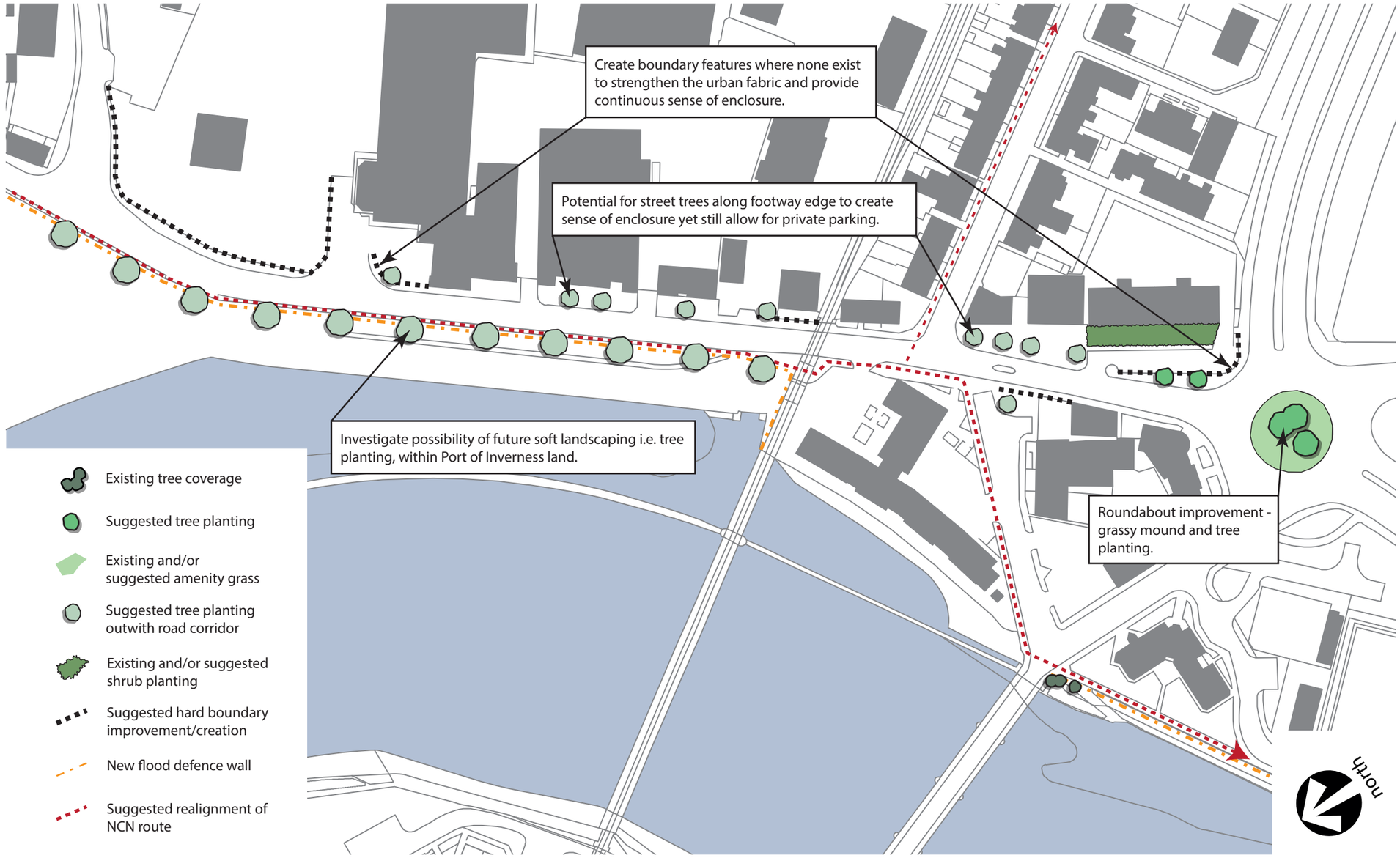
Before

After

NCN 1: 'Arrival' Zone

Existing attributes

- Parked cars over pavements and areas of hard-standing outside businesses.
- Empty area of Port of Inverness land behind new flood defence wall - future use unknown.
- Not very obvious change in direction of cycle route along minor road to Grant Street, with no clear crossing facility to leave Shore Street safely - ultimately bound for hazardous Shore Street roundabout.



Proposals within the public realm

- Provide safe, segregated cycle route and take route clearly over Shore Street roundabout, or along Innes Street to underpass.
- Plant street trees and amenity shrubs where possible to soften and line road.
- Improve soft landscaping on Shore Street roundabout to mark positive entrance feature.

Proposals in the private realm

(implementation through partnership working or required by design guidance)

- Plant trees and amenity shrubs where possible to soften industrial units and features.
- Improve existing areas of tree and shrub planting.
- Investigate potential design of Port of Inverness land behind new flood defence wall to incorporate soft landscape features.

Before

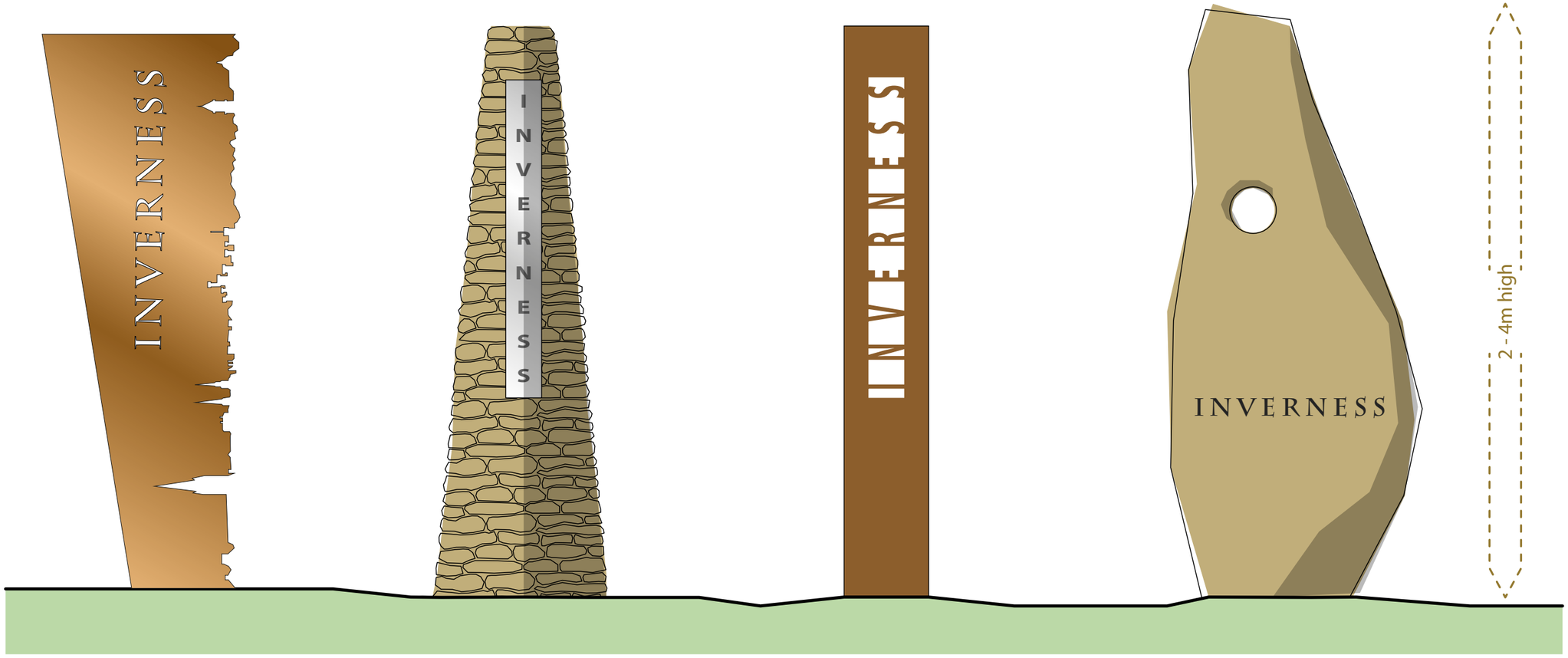
After

Widening the footway by about 1 m would create a safe shared surface

Gateways

There are a total of seven suggested gateway feature locations, five of them located on main approach routes and two on secondary approaches, as illustrated on Figure 7, Active Intervention Routes. The design, scale, and prominence of a gateway would relate to the hierarchy of route on which it was located i.e. a more prominent gateway feature would be designed for the A9 than would be for the B9006.

Identifying and designing a suitable gateway feature for Inverness would require great and integral input from the local community. The following provides just some typical gateway features that may be appropriate for the identified locations, to signal arrival into the City of Inverness and portray an attractive and proud image for visitors and local residents alike.

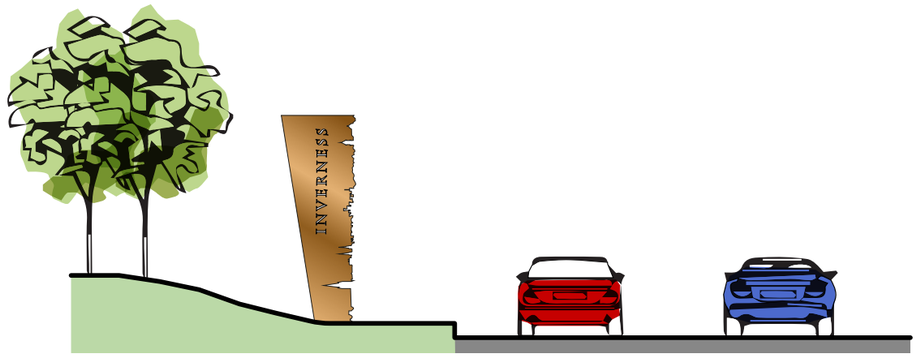


Laser cut corten steel

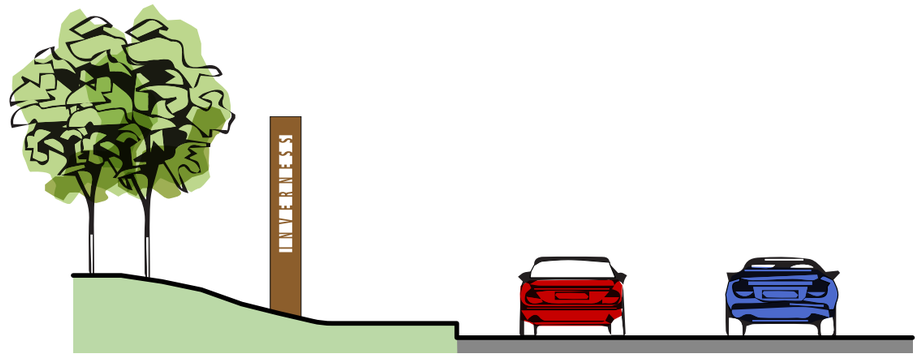
'Dry stone' stone obelisk

Carved timber post

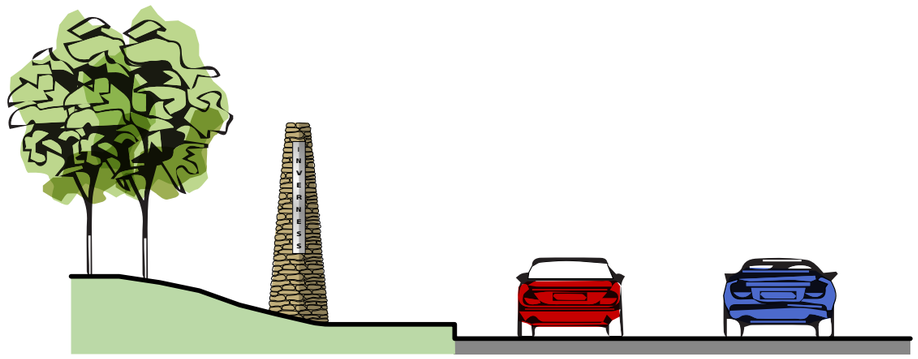
Engraved 'standing stone'



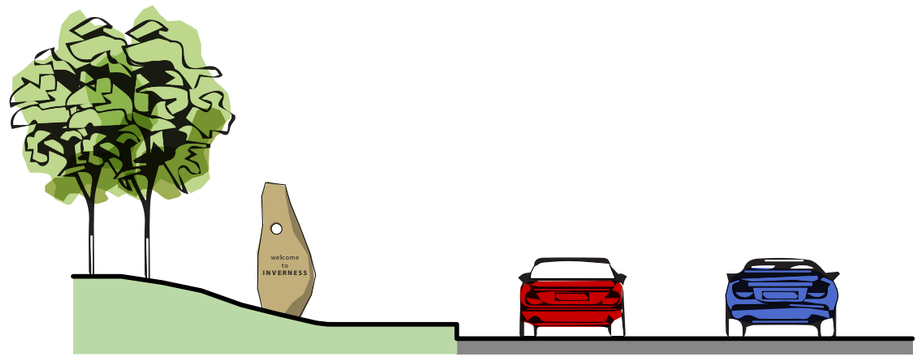
Laser cut corten steel



Carved timber post



‘Dry stone’ stone obelisk



Engraved ‘standing stone’

Small standing granite stones, the Gateway to Aberdeen

Walkway gateway feature, corten steel

Stone obelisk

Inverness campus, entrance feature

Standing stone

Roundabouts

As noted previous, the long-term aim is to balance the movement needs of all users and the optimum solution is likely to be that urban roundabouts are replaced with junctions. Equally long-term, Transport Scotland seek eventually to replace the Longman Roundabout with a grade separated junction.

In the medium term, low-cost design interventions could help fill the ‘hole’ in the townscape caused by the urban roundabouts and help create a ‘Highland’ design theme to reinforce the identity of the city.

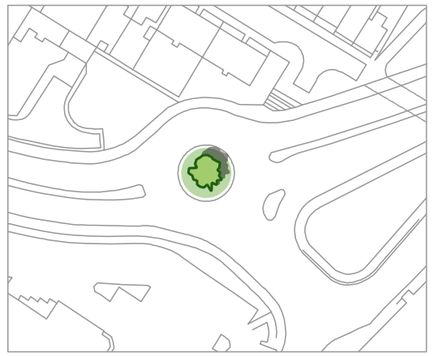
Application of this design theme to the new roundabouts that form part of the West Link proposals, to the existing roundabouts on the A96 east of the Raigmore Interchange, to any new roundabouts formed as part of the A96 linkage project and to the Ness Side roundabout on the B862 would form distinctive arrival points to the city, reinforcing any ‘gateway’ proposals.

Precedent images and ideas

- 1 - Scots Pine on grassy knoll with ‘drystone’ wall feature - typical Highland image.
- 2 - Edinburgh Airport junction on the A8 - native tree and shrub planting with stone wall feature and well-maintained amenity grass verge/frontage.
- 3 - Domestic scale street trees on well-maintained grassy roundabout with seasonal interest from bulb planting.

Longman
Simple mounded grass ‘knoll’ with stand of Scots pine and sinuous ‘dry stone’ wall feature.

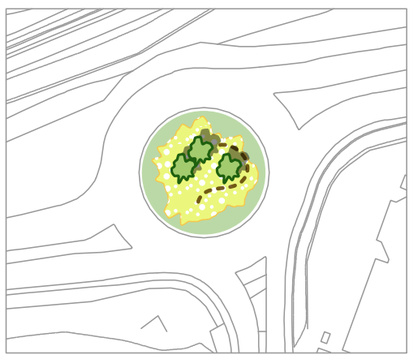
Harbour Road
Grass verge with wildflower centre, single hornbeam, and sinuous ‘dry stone’ wall feature.



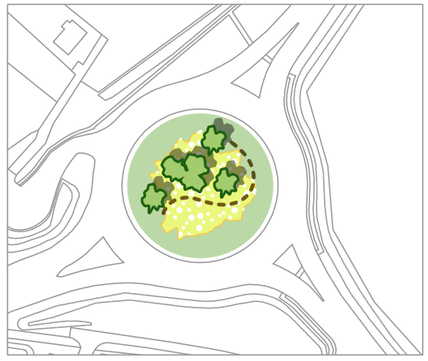
Rose Street
Simple grass centre with single silver birch.

Shore Street
Grass verge with central shrub planting, and small stand of cherry trees.

Telford Street
Simple mounded grass ‘knoll’ with wildflower centre, and small stand of hornbeam.

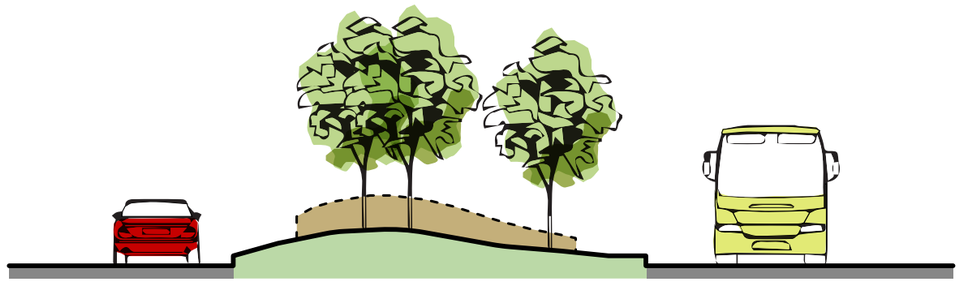


A96 Retail Park
Simple mounded grass ‘knoll’ with wildflower centre, stand of silver birch, and sinuous ‘dry stone’ wall feature.



A96 Stratton
Simple mounded grass ‘knoll’ with wildflower centre, stand of silver birch, and sinuous ‘dry stone’ wall feature.

Ness-side
Simple mounded grass ‘knoll’ with wildflower centre, single alder, and sinuous ‘dry stone’ wall feature.



Typical roundabout cross-section
Simple mounded grass ‘knoll’ with small stand of trees and sinuous ‘dry stone’ wall feature.

Details & Materials

HARDWORKS ELEMENTS

Preferred Boundary Treatments

Definitive boundary features are a strong characterising element of the Inverness streetscape. Two types of wall are particularly characteristic: random rubble brought to courses and harled blockwork. Both are typically capped with either heavy dressed stone copes or 'hit and miss' copes of squared rubble. Their use should be encouraged to maintain the local distinctiveness and townscape character of Inverness.

Stone walls

- Height - 0.9m to 1.2m (preferred)
- Higher (for security) usually acceptable, preferably over no more than 60% of the frontage length
- Lower usually not acceptable as fails to provides sufficient visual definition to the street unless doubled up with a trimmed hedge or capped by substantial railings
- Thickness: minimum 250mm
- Extent: minimum 60% of frontage length, preferably all except for pedestrian gate
- Preferably natural sandstone (locally sourced)

Cope

- Plain, heavy dressed natural stone
- 'Hit & miss' squared natural stone rubble

Harled blockwork walls

- Height - 0.9m to 1.2m (preferred)
- Higher (for security) usually acceptable, preferably over no more than 60% of the frontage length
- Lower usually not acceptable as fails to provides sufficient visual definition to the street unless doubled up with a trimmed hedge or capped by substantial railings
- Thickness: minimum 250mm
- Extent: minimum 60% of frontage length, preferably all except for pedestrian gate
- Colours: white, off-white, cream

Cope

- as previous

Alternative Boundary Treatments

Definitive boundary features are a strong characterising element of the Inverness streetscape. Two types of wall are particularly characteristic: random rubble brought to courses and harled blockwork. Both are typically capped with either heavy dressed stone copes or 'hit and miss' copes of squared rubble. Their use should be encouraged to maintain the local distinctiveness and townscape character of Inverness.

Stone 'effect' blockwork walls

- Height - 0.9m to 1.2m (preferred)
- Higher (for security) usually acceptable, preferably over no more than 60% of the frontage length
- Lower usually not acceptable as fails to provides sufficient visual definition to the street unless doubled up with a trimmed hedge or capped by substantial railings
- Thickness: minimum 250mm
- Extent: minimum 60% of frontage length, preferably all except for pedestrian gate
- Artificial or reconstituted stone blocks, in keeping with character of existing stone walls
- Colours: buff, sand, salmon, light grey - colour from exposed aggregate age better than pigmented concrete

Cope

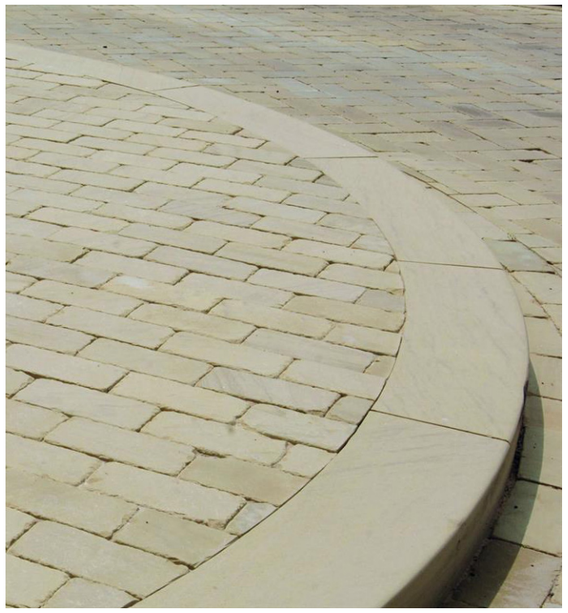
- Plain, heavy dressed artificial / reconstituted stone blocks

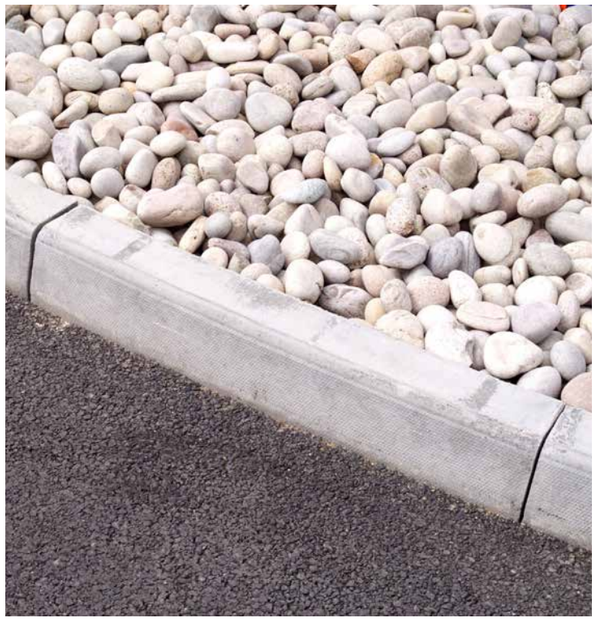
Vertical fencing / railings

- Height - 0.9m to 1.2m (preferred)
- Higher (for security) usually acceptable, preferably over no more than 60% of the frontage length
- Within a streetscape where the plot frontage treatment of stone and harled walls predominates, alternative boundary treatments can be visually successful
- Extent: minimum 60% of frontage length, preferably all except for pedestrian gate
- When viewed obliquely (looking along the street) the boundary appears solid and robust
- Colours: timber / black or stainless steel railings

Preferred Kerbs and Surfacing Treatments

A sense of spatial hierarchy can be easily achieved with the appropriate use of kerb and surface treatments. Generally, the closer one gets to the city centre or places of public interest, the higher the quality and aesthetic appeal of materials and design should become. Inverness has an existing palette of hard surfacing materials, which should be used appropriately where approach routes do not already suggest a level of city importance.





Traditional kerbing

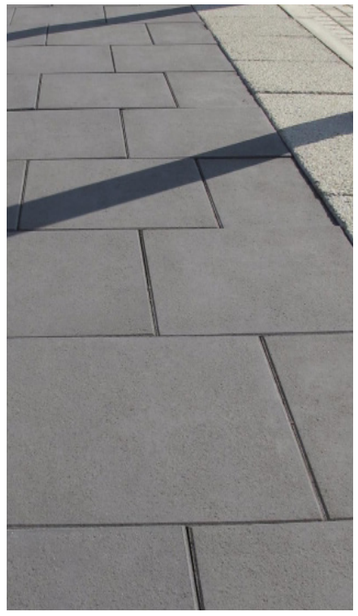
- Dressed granite, sandstone, or whinstone
- 125mm or 150mm for ordinary use
- 250mm or 300mm for important places: high streets and civic spaces
- Corner radii should be as small as practical: typically 3m for minor roads and 6m for major, unless particular circumstances dictate otherwise

Contemporary kerbing

- Standard concrete road kerbs for ordinary streets
- High quality exposed aggregate kerbs for more prestige or historic locations
- 125mm or 150mm for ordinary use
- 250mm or 300mm for important places: high streets and civic spaces
- Corner radii should be as small as practical: typically 3m for minor roads and 6m for major, unless particular circumstances dictate otherwise

Natural stone paving surfacing

- Natural stone slabs (sandstone, Caithness flagstone) for high streets or more prestige or civic locations
- Natural stone blocks or setts (sandstone) for secondary streets, or as edging to slab paving, or as paving details and features



Contemporary paving surfacing

- Exposed aggregate concrete paving slabs for secondary streets
- Exposed aggregate concrete blocks or setts for tertiary streets, as edging to slab paving, as paving details and features, or for car parks

Standard road and paving surfacing

- Asphalt or DBM for footpaths / cycleways (usually with chippings) for tertiary streets and less public areas, and car parks
- HRA for roads (usually wiith chippings)
- Standard concrete paving slabs and blocks for tertiary streets and less public areas. and car parks

Softworks elements

Boundary hedges

Definitive boundary hedges are a strong characterising element of the Inverness streetscape. A well maintained hedge, alone or reinforced with a fence can provide this. Suitable species are those that take regular clipping.

Suitable hedge species

- Beech (Fagus sylvatica)
- Copper Beech (Fagus sylvatica f. purpurea)
- Yew (Taxus baccata)
- Western Red Cedar (Thuja plicata)
- Holly (Ilex aquifolium)
- Privet (Ligustrum ovalifolium)
- Hornbeam (Carpinus betulus)

Also suitable are:

- Lonicera nitida
- Portuguese Laurel (Prunus laurocerasus)
- Berberis (Berberis x stenophylla, B. darwinii, B. thunbergii)
- Pyracantha (many varieties)
- Lawson's cypress (Chamaecyparis lawsoniana)

And, in more rural / urban edge locations

- Viburnum opulus
- Hawthorn (Crataegus monogyna)

The best know quick solution – Leyland Cypress is deliberately not on this list: not only does it grow too rapidly for many people to control properly, once it is too big, it can't be cut back to size – it doesn't re-sprout from old wood, so bare areas are left.

Frontage hedges are best kept between 1 and 1½ metres high. Higher than this is not only oppressive for passing pedestrians but more difficult to maintain.

Beech hedge, Culduthel Road

Thuja hedge, Glenurquhart Road

Street trees and in-curtilage trees

Inverness has a good selection of mature street and in-curtilage trees, making many areas attractive, green and leafy.

Suitable tree species

Large trees: suitable for boulevards, edges of large car parks, edges of open spaces

- Beech (Fagus sylvatica)

(sensitive roots, for open spaces and large gardens; street use only where serious care taken to provide engineered rooting zone)

- Norway maple, larger cultivars

  Acer platanoides ‘Summershade’

- Sycamore cultivars

  Acer pseudoplatanus ‘Erectum

  Acer pseudoplatanus ‘Rotterdam’

- Lime, selected species & cultivars

  Tilia cordata ‘Greenspire’

  Tilia tomentosa ‘Brabant’

  Tilia x euchlora

Fagus sylvatica

Acer platanoides

Acer pseudoplatanus

Tilia cordata

Tilia tomentosa

Tilia x euchlora

Medium-sized trees: suitable for suburban streets and the interior of car parks

- Norway maple, mid-sized cultivars.
  Acer platanoides ‘Cleveland’
  Acer platanoides ‘Columnare’
  Acer platanoides ‘Drummondii’
  Acer platanoides ‘Emerald Queen’
  Acer platanoides ‘Olmstedt’
  Acer platanoides ‘Schwedleri’
- Field maple, selected cultivars.
  (marginally hardy for Inverness, only for more sheltered situations)
  Acer campestre ‘Elsrijk’
  Acer campestre ‘Streetwise
- Italian alder (Alnus cordata)
- Turkish hazel (Corylus colurna)
- Flowering crab apple, selected cultivars and species.
  Malus trilobata
  Malus tschonoskii
- Bird cherry, selected cultivars
  Prunus padus ‘Albertii’
- Hornbeam
  Carpinus betulus ‘Frans Fontaine’
- Rowan, selected varieties.
  Sorbus aucuparia ‘Fastigiata’
  Sorbus aucuparia ‘Sheerwater Seedling’
- Swedish whitebeam (Sorbus intermedia)

Acer platanoides ‘Cleveland’

Acer platanoides ‘Columnare’’

Acer campestre ‘Streetwise’

Alnus cordata

Corylus colurna

Malus tschonoskii

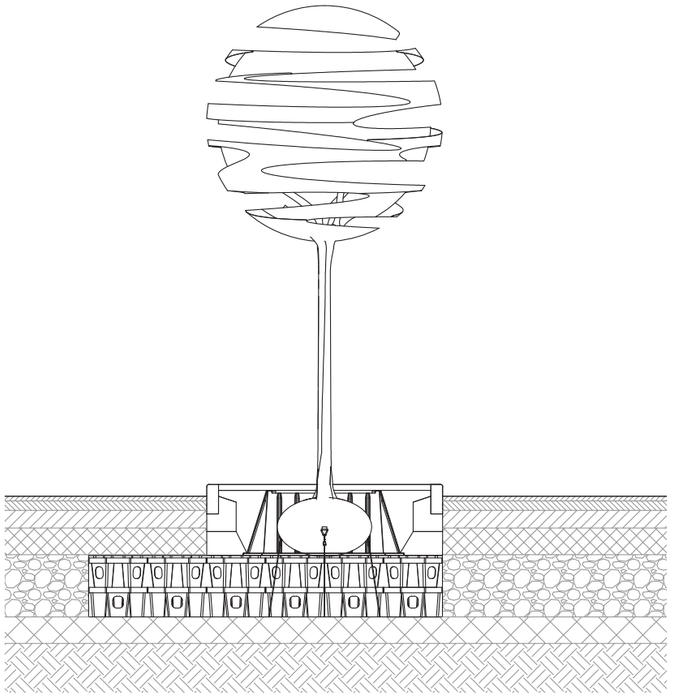
Prunus padus

Carpinus Frans Fontaine

Successful trees

Successful street trees are:

- species that will grow well in the Inverness climate;
- of scale and stature when mature to suit the scale of the street; and
- provided with the conditions they require to successfully establish and mature.



Trees need an adequate rooting zone, with soil that is reasonably open and fertile, aerated and adequately drained.

This is normal in parks and gardens but difficult to provide in the street.

In the street, problems arise because of tree roots lifting kerbs and paving, and trees often fail to flourish because the soil is too compacted (roots can't penetrate) or insufficiently aerated or drained (roots need both air and water available in the soil, but not to excess).

Proprietary systems exist which are designed to allow adequate root zones to coexist with fully engineered road construction and underground services, and to divert roots away from the surface where they can cause problems to the footway.

Sorbus 'Sheerwater Seedling'

Sorbus intermedia

Detail of root zone cells and root deflectors (by Green Blue Urban) providing an adequate root zone in a central reservation, with the tree soil and root zone completely below the road construction.

Preferred detail on the left hand side - rooting zone extends under the carriageway. The detail on the right hand side - rooting zone only under the central reservation may be adequate if the rooting zone forms a long trench.

Appendix: Scoping & Quality Audit

Scoping

Scoping to agree the extent and focus of the strategy, audit to objectively consider the existing situation and help set priorities

The study commenced by identifying all the routes that could be reasonably considered as 'Approaches to Inverness' and taking a broad-brush look at their relative quality and importance (Figure 1: Initial Study Area).

This initial scoping exercise looked widely at how different groups of people might approach the city and how they might experience the approach, including iconic but lightly used approaches such as the Caledonian Canal and more widely used 'not car' routes such as the National Cycle Route and the railway corridors.

In early discussions and in parallel with initial consideration of the quality of the approach experience afforded by the different routes, the project steering group decided that resources should be prioritised: that effort should be concentrated on the areas where improvement works were likely to have the greatest potential impact.

This took into account the quality of the route, the numbers of users and the potential for improvements to contribute to the image of the city or other Council objectives.

- **Take a strategic approach: concentrate on the routes that are most used and/or the most in need of improvement.**

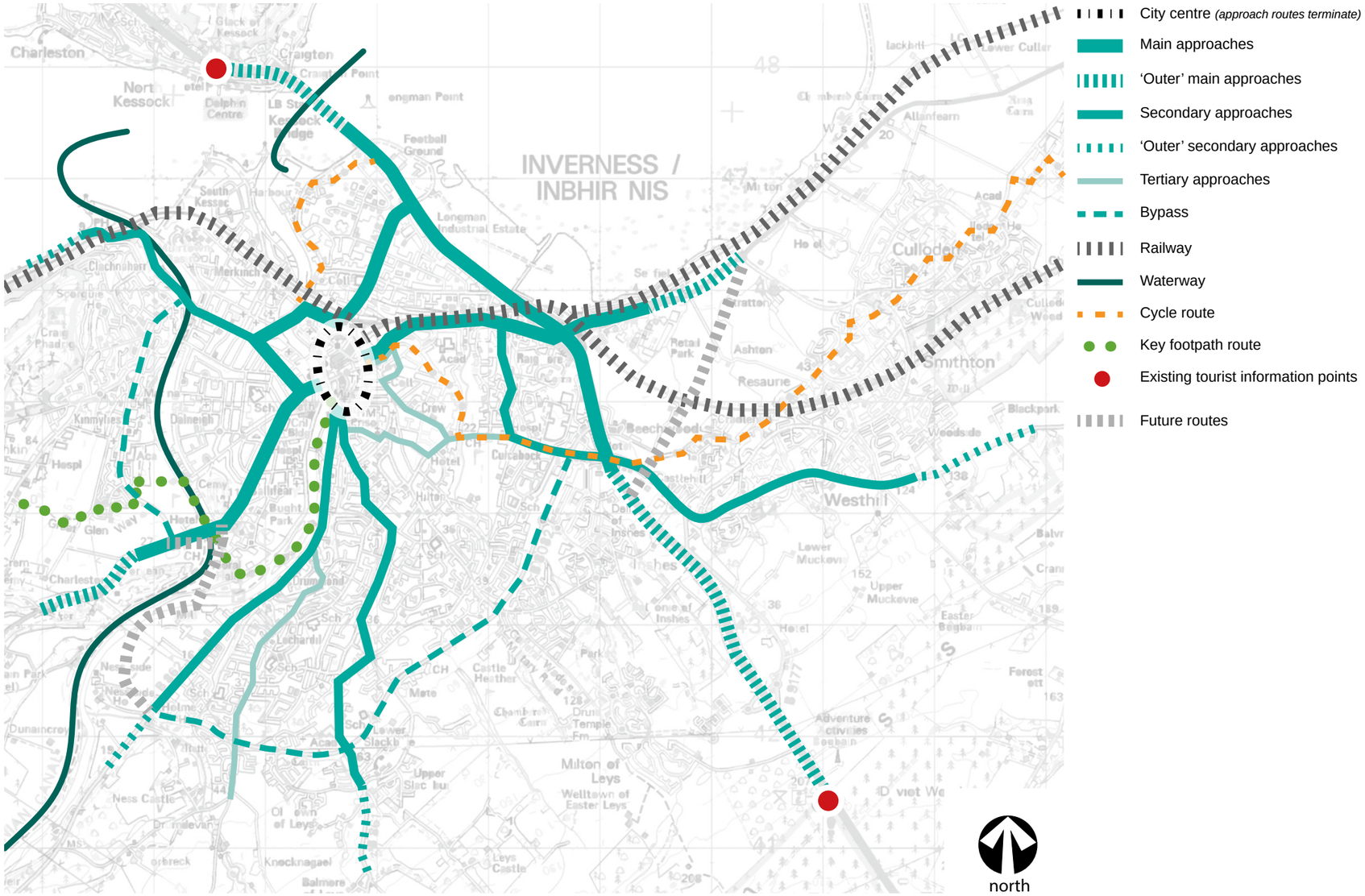


Figure 1: Initial Study Area

On this basis, it was agreed that the strategy should focus on the main road approaches to the city, along with the National Cycle Route (NCN 1) link from the Kessock Bridge, which was recognised as a poor quality cycling and arrival experience (Figure 2: Strategy Focus).

Important approaches to the city that have consequently been left out of this strategy include:

- The cycle approach to the city from the east, which is the subject of a current improvement programme (the Millburn Road cycle route);
- The cycle routes in from the south (Loch Lomond-side) which are generally recognised as pleasant; and
- The arrival experience into Inverness by public transport (bus and rail), which is being considered separately as part of the City Centre Development Brief.

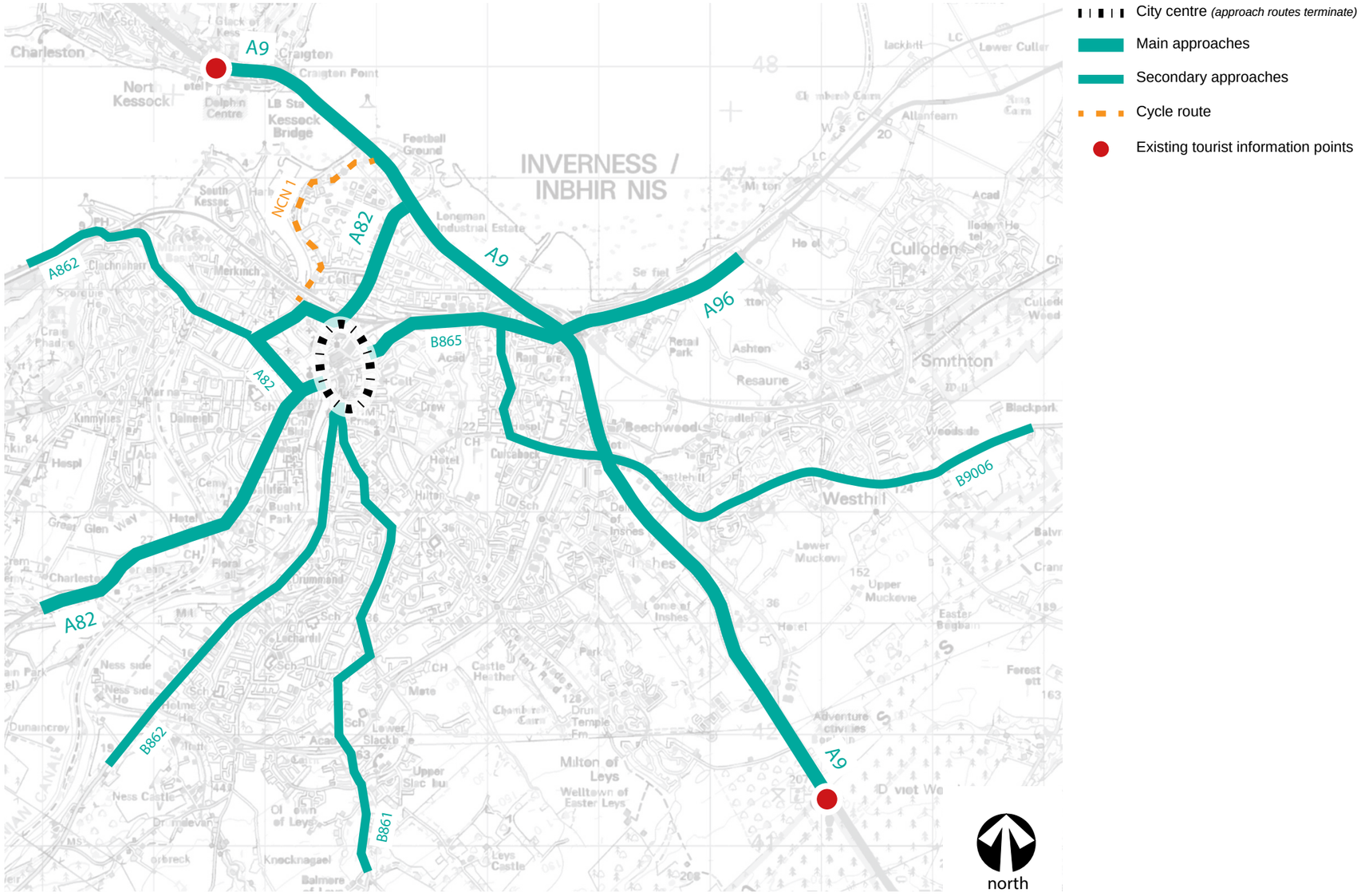


Figure 2: Strategy Focus

Quality Audit

The audit considered all the routes agreed as the strategy focus, looking at the quality of experience and the impression gained along the route for the resident, visitor or business person arriving in Inverness. In effect, the audit was asking the question 'do I feel like I am arriving in the Capital of the Highlands'.

The quality of a road corridor is made up of the interaction and quality of a number of elements, some part of the public realm and many part of the adjoining private realm, including:

In Urban Areas

- The degree of enclosure and the urban form provided by the buildings that line the road
- The architectural quality of the buildings that line the road
- The road boundary – fences, walls and hedges
- The quality of any open spaces adjoining the road
- Any roadside trees and trees in private gardens and frontages
- Road verges (if any)
- Lighting
- Street furniture and road signage
- Kerbs and footway – materials and condition
- The road surface – materials and condition
- Visible standard of maintenance (and signs of dereliction)

In Rural Areas

- The quality of the immediate adjoining landscape
- Visible standard of maintenance (and signs of dereliction)
- The road boundary – fences, walls and hedges
- Road verges
- Roadside trees
- Kerbs and footway
- Lighting
- Street furniture and road signage

Considering the road corridor as a whole, the quality of the townscape and urban form in built up areas; the quality of the landscape in the countryside and urban open spaces and the quality of maintenance, the approaches were categorised in a 'traffic light' fashion to help identify key issues. Figure 3: Quality Audit shows the outcome of the initial audit and the table below gives the criteria used.

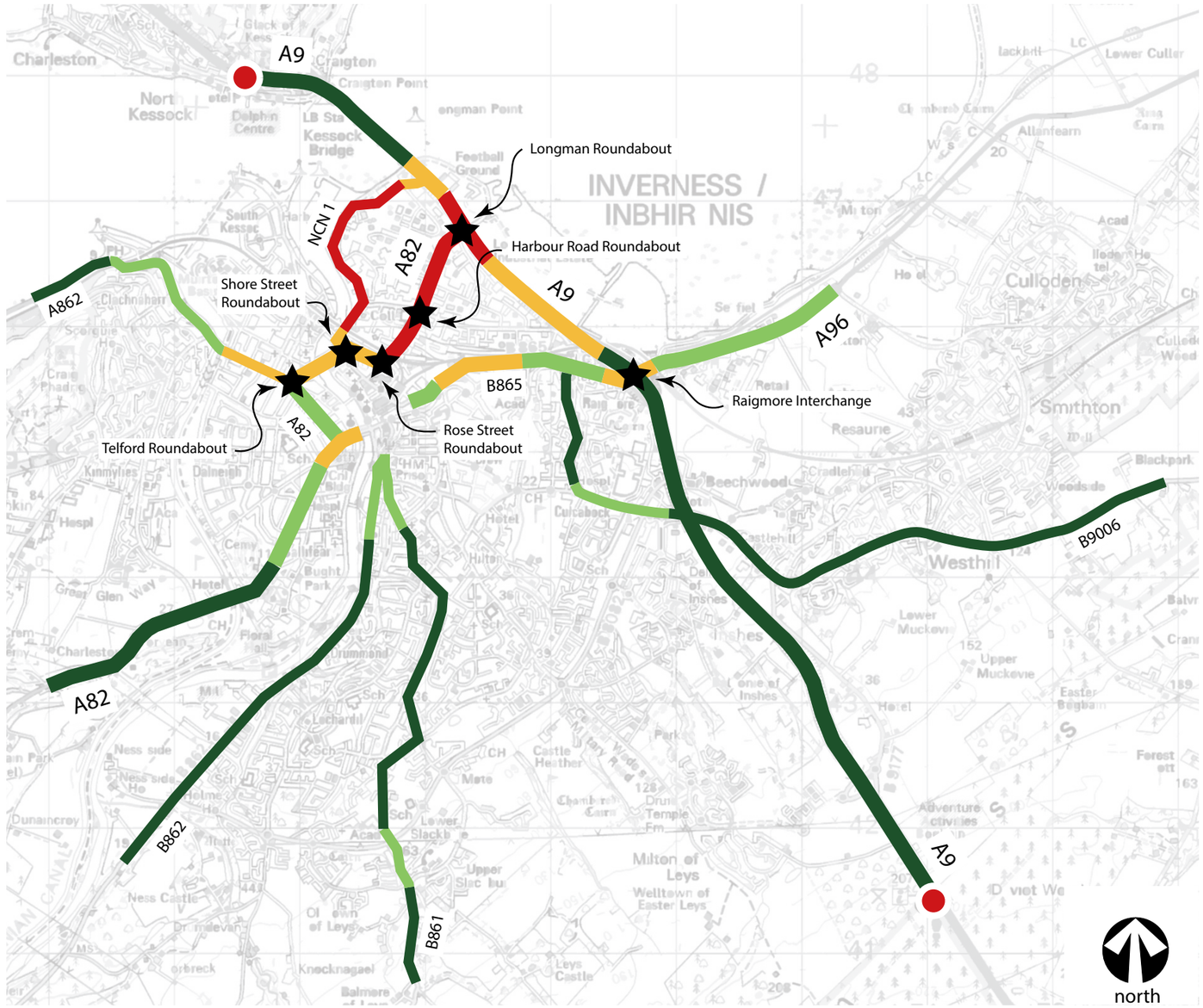
Descriptor	Meaning	Criteria: some or all of these apply	
		Urban / built areas	**Countryside and green spaces** *(open countryside, rural or urban woodland areas, urban green spaces)*
Good	A pleasant experience and/or a good impression. Recognisably approaching an important Highland city. ***Little or no need for improvement.***	Strong urban form. Continuous or distinctive built frontages and/or garden and frontage boundary treatment. Dominated by recognisably traditional Highland or modern Scottish building or frontage styles (may have some other building or frontage styles but these do not stand out obtrusively). Well maintained. Little or no dereliction or graffiti.	Well maintained, little or no sign of dereliction. In urban areas or urban fringe, verges neatly cut and good quality, in rural areas verges may be appropriately wild. Attractive views or a comfortable sense of enclosure
Reasonable	Generally gives a good impression. ***Improvement at locations would be helpful to the image of the city.***	Generally strong urban form. Generally continuous or distinctive built frontages and/or garden and frontage boundary treatment but may be some gaps. Building styles varied and may not be distinctively Highland. Reasonably well maintained but may have short sections of poor quality. Little obvious dereliction or graffiti.	Reasonably well maintained but may have short sections of poor quality. Few signs of dereliction. In urban areas or urban fringe, verges generally tidy and reasonably quality, in rural areas verges may be slightly unkempt. May have attractive views or a comfortable sense of enclosure, may have nondescript or uninteresting views
Poor	Generally gives a mediocre impression. ***Some improvements necessary to provide a good impression.***	May have a weak or disjointed urban form. Built frontages may be discontinuous or not distinctive. Building styles generally not distinctively Highland. Adequately or poorly maintained. Some areas of obvious dereliction or graffiti. Some areas of unattractive industrial or commercial use.	Overall adequately maintained but with sections of poor quality. May have some signs of dereliction. In urban areas or urban fringe, verges maintained but not well, in rural areas verges may be somewhat unkempt. Few attractive views or comfortable sense of enclosure, mainly nondescript or uninteresting views.
Very Poor	An unpleasant experience and/or a poor impression gained. Nothing tells the visitor that they are arriving somewhere special. ***Substantial improvement required to give a positive impression of the city.***	Weak or disjointed urban form. Built frontages generally discontinuous and not distinctive. Building styles generally not attractive. Obvious sections poorly maintained. Some areas of obvious dereliction or graffiti. Substantial areas of unattractive industrial or commercial use.	Overall poorly maintained and / or signs of dereliction. In urban areas or urban fringe, verges poorly maintained. In rural areas verges unkempt. Poor quality of immediate roadside environment detracts from enjoyment of wider views.

Table 1: Quality Audit Criteria


Good quality approach


Reasonable quality approach


Very poor quality approach



Good
Reasonable
Poor
Very poor
‘Black Spots’ *(roundabouts with greater potential)*
Existing tourist information points

Figure 3: Quality Audit

Quality Audit: A9 Daviot to Longman Roundabout

Figure 4: A9 approach from the south, Daviot to Longman roundabout

Tourist Information Centre viewpoint now screened by mature forestry, no views.

Glimpses of the Moray Firth, the Black Isle and distant hills come into view as the road starts its descent to Inverness.

A well-maintained typical dual carriageway with central reserve, grass verge, boundary tree and shrub cover (including Daviot Wood), and stretches of embankment/cutting.

The city comes into view, framed by roadside vegetation and the road embankment, then with increasing proximity and as boundary vegetation recedes, the city unfolds.

Raigmore Hospital and the iconic and elegant Kessock Bridge form prominent features of the view with a backdrop including Ben Wyvis and Ord Hill.

A real sense of arrival, almost like coming in to land in an aircraft.

Framed views of the Moray Firth and the Black Isle, as road sweeps down and towards Inverness.

This section gives a real sense of approach.

Sense of arrival unfortunately let down in the ‘final approach: the city’s ‘welcome’ image formed by views of the rear of car showrooms, garages, and light industrial units, and with highway elements including lighting columns and crash barriers dominating the foreground.

SUMMARY

A pleasant approach to the city, with a real sense of arrival as you ‘swoop’ down the hill seeing the city unfold, but let down as you actually arrive by views of the back end of the trading estate, uninspiring planting, poor quality maintenance and overgrown highway verges.

Potential close views of the Moray Firth blocked by planting on the old landfill. Longman roundabout and the surrounding verges and scrub / open ground presents a main ‘entrance’ to the city lacking in any identity or pride and merely represents an engineered and functional highway junction.

Overall, the impression is of neither being really cared for nor really cared about.

Quality Audit: A9 North Kessock to Longman Roundabout

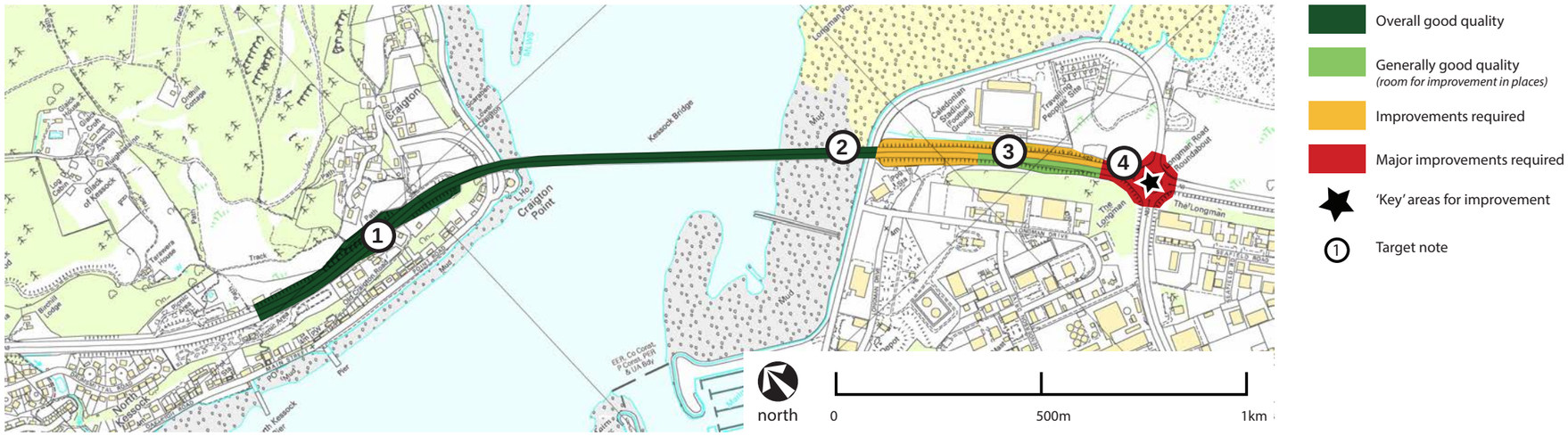


Figure 5: A9 approach from the north, North Kessock to Longman roundabout

Views along the A9 southbound are initially constrained and framed by boundary vegetation cover.

A mix of native deciduous and evergreen trees and shrubs provide seasonal variation.

The lighting columns hint at the approach to an urban area.

Over the Kessock Bridge, views open up to reveal the Moray / Beauly Firth, and the urban sprawl of Inverness.

As the road descends towards the Longman roundabout, the city becomes more visible and individual elements are more legible.

Clear views to the right of the Longman iIndustrial Estate, in particular Moray Firth Maltings, Inverness Courier building and the sewage treatment works.

The ICT stadium, prominent on the left tends to attract the eye.

A lack of structure or roadside planting leaves views of these features generally open and ‘hard’.

Views into the ICT stadium on the left, partially screened by poorly maintained roadside planting

To the right, well-established tree planting encloses the road corridor and screens the Longman.

Highway elements, signage and road markings strengthen the urban context, but the route is nondescript and uninspiring for the immediate approach to a city.

Unmaintained grass verges portray a sense of neglect.

An effort has been made to create a feature of the Longman roundabout but this is low-key and lost behind dominant highway elements.

The roundabout itself does little to mark the entrance point to the city.

Glimpses of the Longman industrial estate are visible - “that’s where we’re heading...?”

SUMMARY

An exciting approach to the city, as you cross the Kessock Bridge with broad views of the Moray Firth and the city of Inverness spread out before you, but let down as you actually arrive with views of industrial workings, waste ground, uninspiring buildings, neglected planting, poor quality maintenance and bare highway verges.

Longman roundabout and its immediate approaches present a main ‘entrance’ to the city lacking in any identity or pride: merely a functional highway junction.

As in the approach from the south, the impression of neither being cared for nor cared about.

Quality Audit: A82 Longman roundabout to Telford roundabout

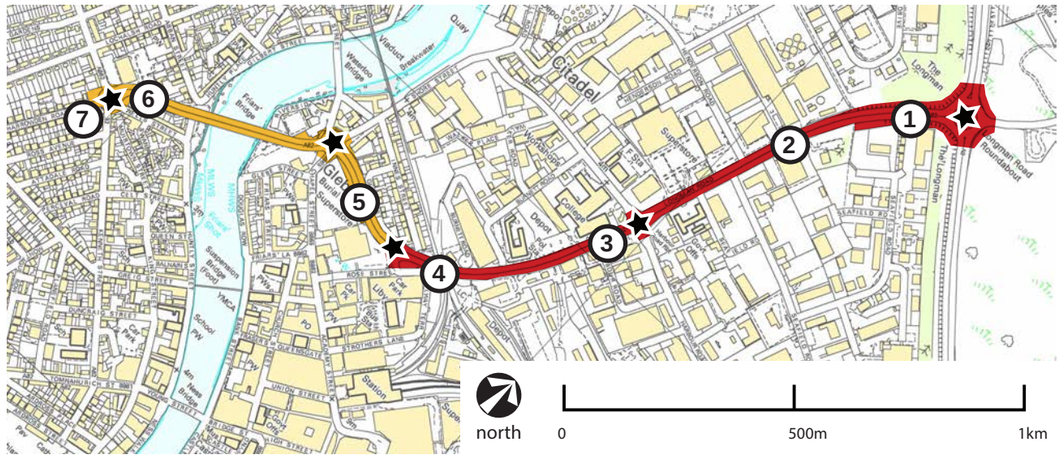


Figure 6: A82 approach from the north, Longman roundabout to Telford Street roundabout

- Overall good quality
- Generally good quality *(room for improvement in places)*
- Improvements required
- Major improvements required
- 'Key' areas for improvement
- ① Target note

On a slight embankment, the first views of the city are across a tidy grass verge to the back of Highland Industrial Supplies on your left.

To the right, tree and shrub planting frames the road corridor.

However it is short lived and the industrial and commercial character of the Longman is soon dominating the approach.

Moray Firth Maltings is prominent to the right.

An unassuming 'welcome' sign lost in a busy view.

An absence of urban structure, varying and often weak property boundaries and a confusion of vertical elements (highway signage, commercial signage including flags, lighting columns etc) creates a complex, disjointed and purely functional approach.

Little vegetation and little structure and a wide road. The highway dominates the scene.

Overall, an unpleasant arrival experience: an "edge of town" industrial / large retail / commercial estate which could be anywhere.

Inverness College to the right with a depressing hard facade. Unfriendly pedestrian barrier rail along the central reserve.

A clear effort has been made to provide a unifying boundary to the road corridor with red "artificial stone" walling, although now looking rather tired & somewhat timid in scale, so visually 'lost' against the scale and variety of adjacent development.

Some tree and shrub planting to help define the road corridor but generally "domestic" rather than "urban" scale.

As the road rises over the railway line, views towards Craig Dunain and Craig Phadrig begin to suggest a more rural character. The hard carriageway and central reserve continues to dominate the route. Elevated views of industry and demolition are glimpsed to the right.

The city centre begins to become visible to the left, as the road rises, and attractive church steeples pierce the skyline.

From Rose Street to Shore Street roundabout, the designed boundary theme continues: red block walling and wall with railings contain the road corridor & give it a local character, albeit now rather tired and faded.

Mature trees either side reinforce containment.

A pocket of green space, adjacent Chapel Street Cemetery, is cut off by wall and railings, creating an underused ‘dead space’.

Ornate “Victorian” lighting columns look somewhat out of place.

On the approach to Telford Street roundabout from Friars Bridge, highway features and traffic volume increases and dominates the space.

The roundabout makes a large hole in the urban fabric and, finished in flat concrete block provides little interest. Extensive concrete surfacing around the roundabout reinforces the hard, open character of the space.

Adjacent garden trees and a line of mature cherry trees on the Wells Street corner provide a degree of containment and softening.

Telford Street roundabout is an unattractive open space dominated by traffic, hard surfacing, signage and lighting.

Motorway style lighting column in the centre of the roundabout inappropriate in a city context.

New Aldi store and adjacent flats have reinstated an appropriate building line, helping to repair the hole in the urban fabric created by the roundabout.

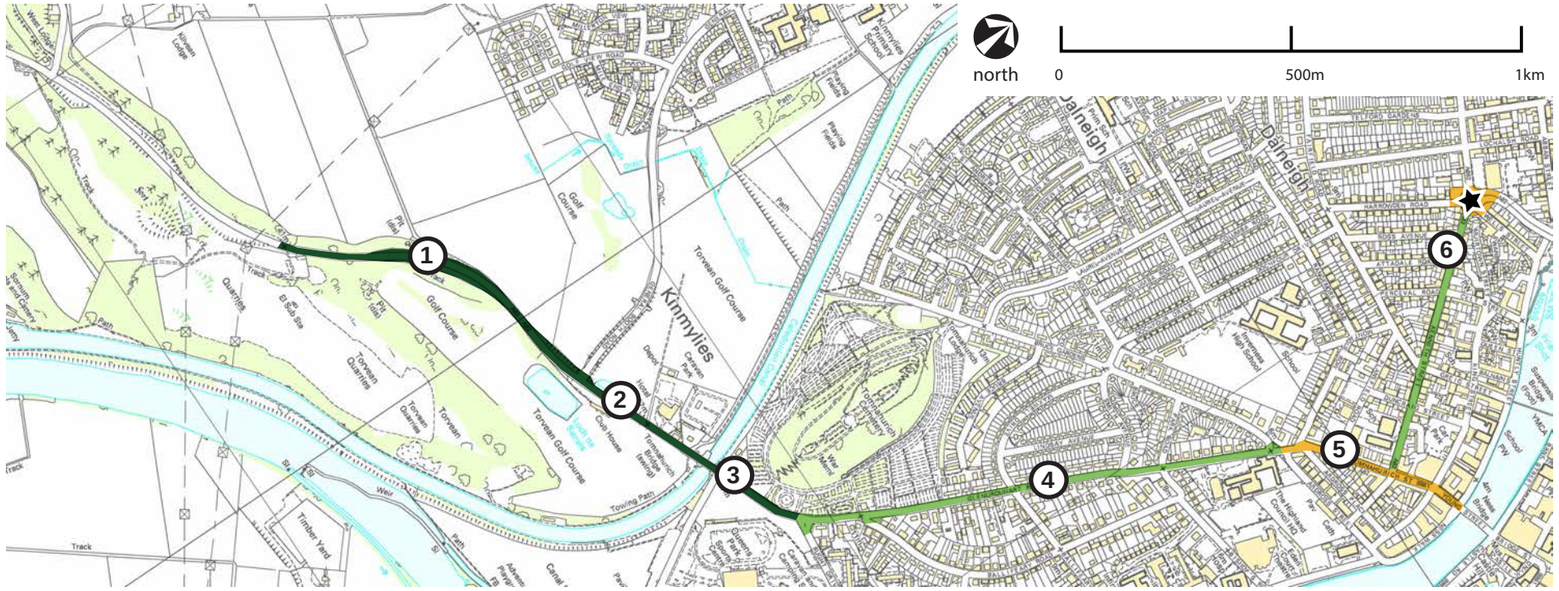
SUMMARY

A varied but very ‘hard’ and disjointed approach to and through the city.

Disjointed townscape, utilitarian detailing and visual dominance of hard elements combine to create a very bleak approach from the A9 to Harbour Road. From Harbour Road to Rose Street the route is loosely unified by red artificial stone walling and consistent paving details but very weak townscape detracts substantially. From Rose street to Shore Street, better containment by trees and buildings. Kenneth Street a congested but overall pleasant urban / suburban traditional street.

For the main approach to the city, the route does not inspire any sense of identity or Highland character. The key arrival section from the A9 to the River Ness feels like the rear entrance to any old town.

Quality Audit: A82 Torvean to Kenneth Street, plus Young St



Overall good quality

Generally good quality
(room for improvement in places)

Improvements required

Major improvements required

'Key' areas for improvement

① Target note

The Torvean area (between notes 1 and 3) will be substantially altered by the Inverness West Link road project.

With thoughtful and appropriate design, this gives the opportunity to create a positive 'entrance point' or gateway to the city from the south.

Figure 7: A82 approach from the south, Torvean to Telford Street roundabout, including Young Street

The A82 is bordered by mature, leafy woodland either side as it swings gently round to Inverness.

A footway runs along the left hand side and signage and speed restrictions indicate the approach to an urban area, together with a well placed 'Welcome to Inverness' sign.

The pillow like mound of mature woodland blanketing Tomnahurich Cemetery is an iconic feature and visible on the approach.

The Kessock Bridge is often visible in the distance to the left, backclothed by Ord Hill.

Attractive stone walling along the perimeter of the golf course to the right although weak chain-link fencing to the left.

The renovated Premier Inn building with golf course in the foreground forms an attractive and well maintained feature to the left, softened by mature trees.

Canal boats (taller ones) can often be glimpsed up ahead, through the line of aspen trees, including the popular Jacobite cruise ship.

Once over the Caledonian Canal, the road descends past the cemetery and the leisure centre. Mature trees help screen the slightly 'municipal' looking leisure centre to the right and frame the route ahead.

A row of small cottages to the left are a quaint introduction to the town.

The route continues past the cemetery - railings and ornamental tree and shrub planting provide an attractive boundary and containment to the left.

The road becomes very urban and enclosed as it bends round into Tomnahurich Street. Houses abut the footway and on-street parking both sides adds to the busy urban character.

A medley of paving materials (tarmac, concrete flags, block paving) creates a mismatched and confusing pedestrian environment.

As the road continues, the centre of the city becomes more visible, in particular the 'By The Bridge' building, the Inverness Town Steeple, and the Town House. Active shop fronts and larger scale buildings indicate the centre, although let down by the blank face of Tesco .

Predominantly two-storey houses, set back behind generous front gardens give a pleasant suburban character although noticeably divided between social housing to the left and private dwellings to the right.

Painted central reserve with island crossing points.

Boundary treatments vary. The majority are reasonably strong (walling and hedging) giving edge containment to the street but distinct sections where gardens have been opened up for parking detract from the character of the street.

Weak edge detailing, inappropriate building line and visually open front car park at Scotmid a particular eyesore.

The view is focused along a corridor of vernacular housing with garden vegetation. Boundary treatments to properties are mixed, but generally comprise a low wall topped with railings/timber fence/overhanging hedge.

The route opens out across Telford Street roundabout. Concrete block paving with creeping moss/weed growth presents an uninspiring central space, together with highway signage and a large lighting column. Areas of open, hard standing surround the roundabout. A small pocket of grassland with domestic scale trees lies to the left of Wells Street and provides some softening and seasonal interest. New flats adjacent Aldi are smart, but increase the degree of 'hard' edging around the roundabout.

SUMMARY

A leafy approach to the city with a generally attractive townscape and a comfortable degree of enclosure. Gentle transition from rural to suburban to urban character. Overall, a sense of Highland identity and charm.

Traditional details and building form predominant although some out of character developments (such as Scotmid) and 'unfriendly' façades (Tesco) detract. Clear recent erosion of the townscape a concern - where gardens converted to car parking and positive boundary features are lost completely.

Open frontage of the Highland Council offices successfully integrated by a strong line of street trees recreating the original building line.

Quality Audit: A96 stratton to eastgate centre

Figure 8: A96 approach from the east, Stratton to Eastgate Centre

The approach to Inverness begins at the Culloden roundabout, as street lights and footways begin to make an appearance.

Surrounding farmland and vegetation hints at still being some distance from the city limits (although this is due to change with planned expansion of the city).

The two roundabouts east of the A9 lack any real interest or identity, although they do provide a pretty display of wildflowers during the summer months.

This is typically quite a busy area where the carriageway and traffic movement dominates.

Roadside vegetation softens the backdrop, but also screens views of the Beauly Firth to the right.

The entrance to the retail park is clearly visible.

The extent of structure planting and open space suggests the route is still some way off the city centre.

As the route approaches the Raigmore interchange, the road descends and crosses the railway line. Although there is a high degree of surrounding tree cover, this section is fairly ‘engineered’ in character. The ‘welcome’ display of bedding plants is slightly twee and offset from the line of view/travel so not clearly visible.

The interchange and flyover is quite a gloomy place.

Although there appears to be blue lighting underneath, it is only evident at night time.

Extensive tree and shrub cover helps hide the concrete bridge structure and integrate and road embankments.

Millburn Road runs parallel with the railway, separated by a concrete slatted fence and then red concrete block walling with intermittent natural stone panels.

The central reserve consists of cobbles set in concrete with occasional small scale street trees.

The dual carriageway, central reserve and solid boundary wall creates a hard corridor, dominated by the car for most of its length.

Generally reasonably enclosed to the left, with development facing or reasonably close to the street, with pockets of tree and shrub planting and the wooded hillside providing containment and softening.

Immediately on leaving the roundabout, Millburn Road is well enclosed either side by trees and the wooded hillside although not helped by the retail and fast-food development along the foot of the hill.

These, together with the out-of-town style retail units beyond the well-landscaped Thistle Hotel give an incoherent street frontage and no sense of place.

On reaching the edge of the city centre, the road widens to seven lanes to provide access to Morrisons and the Eastgate Centre.

Morrisons bounded with an attractive stone wall and extensive planting, unfortunately the walling is small-scale and the trees domestic varieties so they don’t have the stature to match the scale of the road.

Buildings along the left hand side of the road feel unwelcoming, with no proper footway and incoherent building lines, with cars parked in gaps and on the pavement.

Greeted by car parks and backs of buildings, this area gives the impression of entering the city from the rear.

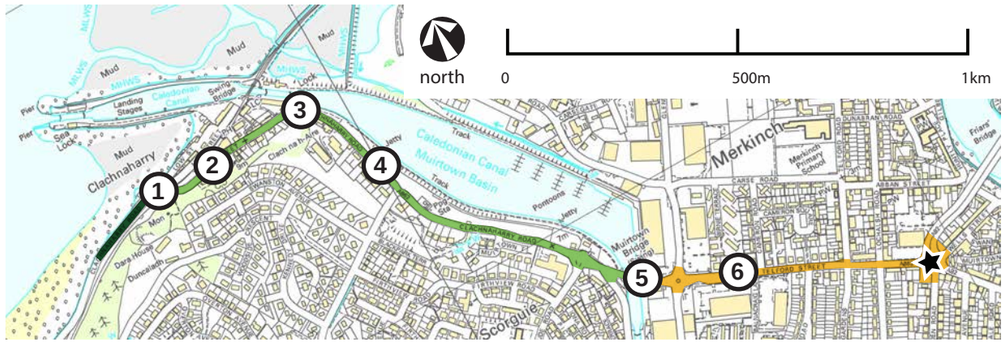
SUMMARY

Unassuming but reasonably pleasant rural character of the A9, from the Raigmore interchange on, this route feels like another ‘back-door’ approach to the city.

Gloomy through the interchange, then rather characterless with little or no sense of place along most of Millburn Road. The concrete structure of Raigmore interchange and the red blockwork wall parallel with the railway line are two rather dull and functional elements in places which have potential to create something more iconic and representative of the Highlands and Inverness.

The route as a whole breaks into quite distinctive sections, with no unifying theme, design style or set of features. Raigmore interchange a sharp change between rural and peri-urban - a perfect opportunity to create a “gateway” to the city.

Quality Audit: A862 Clachnaharry to Telford Street roundabout



Overall good quality

Generally good quality
(room for improvement in places)

Improvements required

Major improvements required

'Key' areas for improvement

① Target note

Figure 9: A862 approach from the west, Clachnaharry to Telford Street roundabout

The approach to Clachnaharry is leafy with views over the Beauly Firth to Kessock Bridge.

The new bridge over the railway line (light controlled) is quite utilitarian but creates a distinctive arrival point.

An unsightly bill board makes a prominent 'gateway' feature to the town.

Street lighting and footways suggest the beginnings of the urban area.

Narrow street with some vernacular buildings and a new block flats tight to the street edge help create a 'village' character.

On-street parking makes it even narrower, especially when the Clachnaharry Pub is busy, together with painted cycle lanes either side of the road.

Mature woodland backclothing at some height to the left provides a greater sense of enclosure within the street. A range of boundary treatments creates a slightly disjointed but overall attractive frontage to the road.

Views out and over the Caledonian Canal and Muirtown Basin, to boats tied up in harbour, provide momentary interest and 'breathing space', before woodland, and housing development rising up to Scorguie, enclose the route again.

The footway is now restricted to the right hand side of the road only. An attractive stone wall to other side of road helps screen the car park.

Distant views of Kessock Bridge to the far left and Drumossie Muir to the front can be glimpsed in clear weather.

A 'hard' approach on to Telford Street – there is a dominance of car parking, signage, concrete block paving across the roundabout, and heavily clipped evergreen shrub planting.

The old B&Q and surrounding land is very unsightly and presents a very negative image - travelling people utilising the empty car park. Other retail units are empty and with the gloomy, grey flats visible behind the Coop, this section of the route is not hugely attractive.

On reaching the junction to the A82, views over Muirtown Basin with marine activity, open up to the left.

Prominent signage is visible from the retail park in the distance, but the foreground is dominated by highway elements relating to the junction and various crossing points.

Attractive stone wall boundaries either side of road.

Culloden and Drumossie Muir are visible in the far distance.

Telford Street is lined by a mix of building uses, styles, and scales with various boundary treatments lining the footway. Road junctions and traffic signals have widened the streetscape, leaving the fabric a little unravelled.

Soft landscaping in gardens and around car parks helps soften the route.

SUMMARY

An approach of two halves. Clachnaharry hints at some traditional, village character, before more modern development mixed with tired and, in places, empty commercial / retail units and associated car parking and amenity landscaping unravels the charm and sense of place. The increased flow of traffic along this route, with associated highway elements and junctions, appears to have taken precedent above any vision to create or maintain a sense of place.

Although there is a relatively high degree of characterful townscape and soft landscaping along this route, the section along Telford Street feels tired and unkempt, with overgrown or sparse planting beds and areas of mossy block paving, for example the mini roundabout and Telford Street roundabout.

Quality Audit: B861 Leys Castle to Castle Street

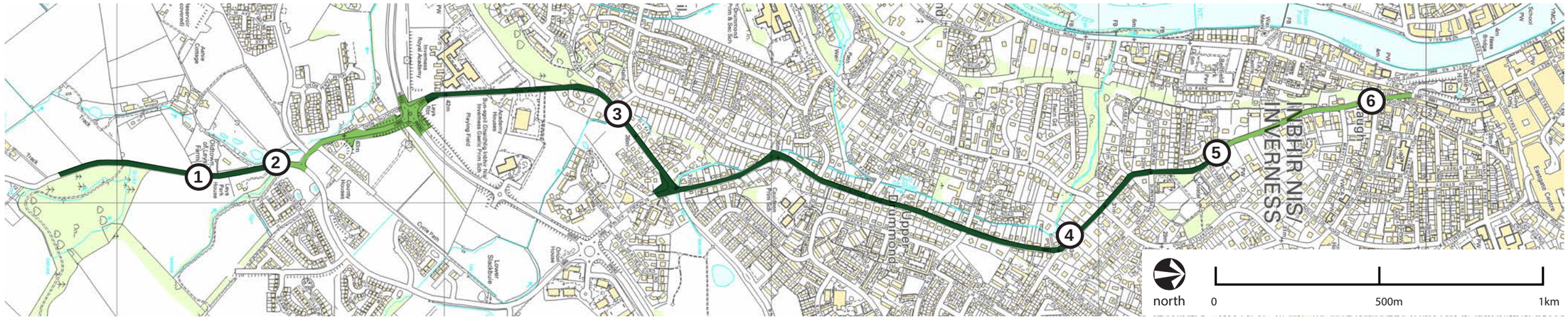


Figure 10: B861 approach from the south, Leys Castle to Castle Street

Overall good quality

Generally good quality
(room for improvement in places)

Improvements required

Major improvements required

'Key' areas for improvement

① Target note

As the B861 descends past Leys Castle, Inverness becomes visible in the distance, framed and, at times, obscured by roadside vegetation.

With increasing proximity to the city, views open up towards the Black Isle and distant hills. Street and speed signage appears, together with street lighting and footways. Kerbs replace the informal edge of the rural single track road.

The residential outskirts of Inverness are relatively new and generally lack the softening of mature woodland and tree planting. Open expanses of amenity grassland and pockets of farmland facilitate open views across to the other side of the Great Glen and to the Black Isle, although they also leave new housing development exposed and prominent.

The road continues through residential development bounded by a mix of wall types and heights and softened by extensive garden vegetation and mature tree cover. A pleasant suburban mix of hard and soft elements.

With increasing proximity to the city centre, traffic becomes more concentrated and on-street parking starts to line the route. There is still a high degree of mature tree cover.

The Rocpool Reserve restaurant signals that the centre of the city must be relatively close and that the route is leaving the residential suburbs. On street car parking dominates the left hand side of the road.

Sections of the route run through areas of mature tree cover overhanging the road and creating a mature, leafy corridor. Boundary treatments and gateways appear old with a sense of history behind them.

Well maintained hedgerows and boundary walls create the impression of a fairly affluent area that takes pride in their surroundings.

On entering the centre of the city, the castle (court) begins to form a prominent focal point to the view, above well maintained grounds (albeit pockets of seasonal bedding plants / bulbs and shrubs within mown amenity grass). In clear conditions, Kessock Bridge is visible momentarily in the distance.

Tree cover reduces either side of the road and a variety of hard landscape detailing begins to converge in a somewhat piecemeal fashion.

SUMMARY

This is a very pleasant approach to the city, but one used primarily by locals. It is leafy, well maintained and has a good mix of both attractive and distinctive hard materials (such as stone walling and rendered walling) and soft materials (such as mature trees and garden shrubs). There is a true ‘street’ feel to the approach as the road sweeps through the older, more traditional areas of Inverness.

With increasing proximity to the centre, traffic and pedestrian activity increases and materials, building styles, sense of space, and quality of space becomes more diverse and stimulating. However, this also brings with it a degree of visual confusion where elements of the view are not necessarily coherent.

Overall, the route provides a gentle and enjoyable approach to the city centre.

Quality Audit: B862 Dores Road to Castle Street

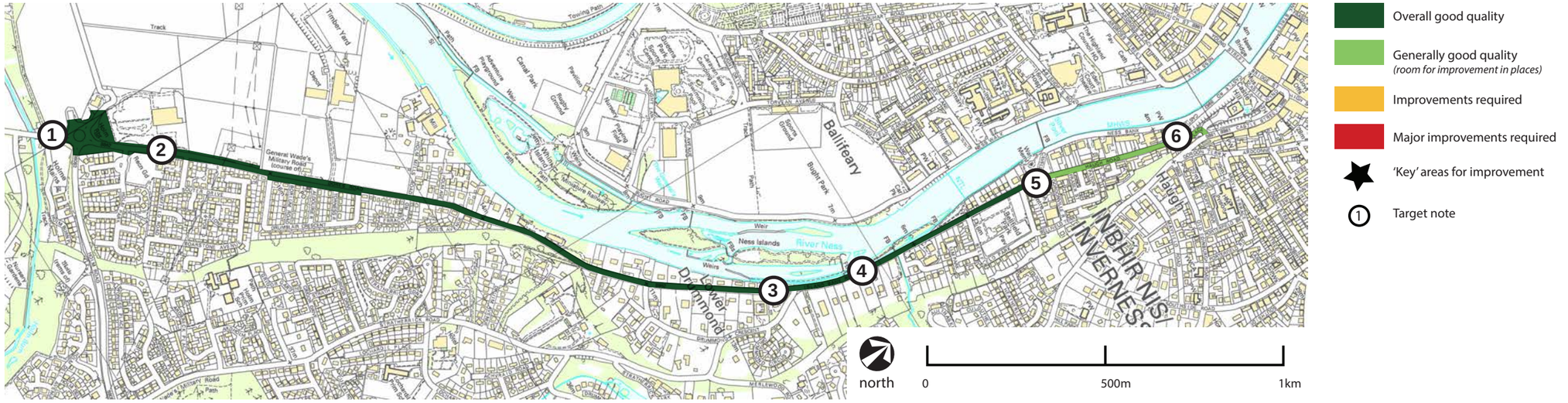


Figure 11: B862 approach from the south, Dores Road to Castle Street

The B862 opens quite suddenly across the large roundabout at Ness Side, after enjoying a rolling and winding route through mature trees and farmland.

A wooden Nessie provides an attractive centre piece to the roundabout and marks the edge of Inverness, however it is quite subtle and easy missed.

Mature trees continue either side of the road in the distance.

After the roundabout, the route becomes more urban with features such as bus shelters, parked cars, street lighting, housing estates / roads.

It remains very leafy and green including rural features such as farm gates and dry stone walls to the left.

The majority of the route is very leafy with mature trees overhanging the road and creating a soft corridor and funnelling movement along. Natural stone walls are characteristic of this route and provide attractive and characteristic boundary treatments.

Footways typically only line one side of the road, maintaining a slightly rural quality.

Although there remains a soft backdrop of mature trees behind buildings to the right, Haugh Road suddenly becomes dominated by a range of hard materials and differing boundary treatments.

Space feels like more of a premium as the urban grain becomes more tightly-knit.

Although a large number of traditional building styles and materials still existing along this section, more modern styles and materials are filling in the gaps.

Passing the Ness Islands and with increasing proximity to the city centre, open green spaces and visible pedestrian routes begin to open up to the left.

Natural stone walls and mature trees are still very characteristic along this route.

Climbing up to Castle Street is quite pleasant and demonstrates how old and new design can work together well.

Mature trees within the castle grounds, above a natural stone retaining wall, provide an attractive junction in the road.

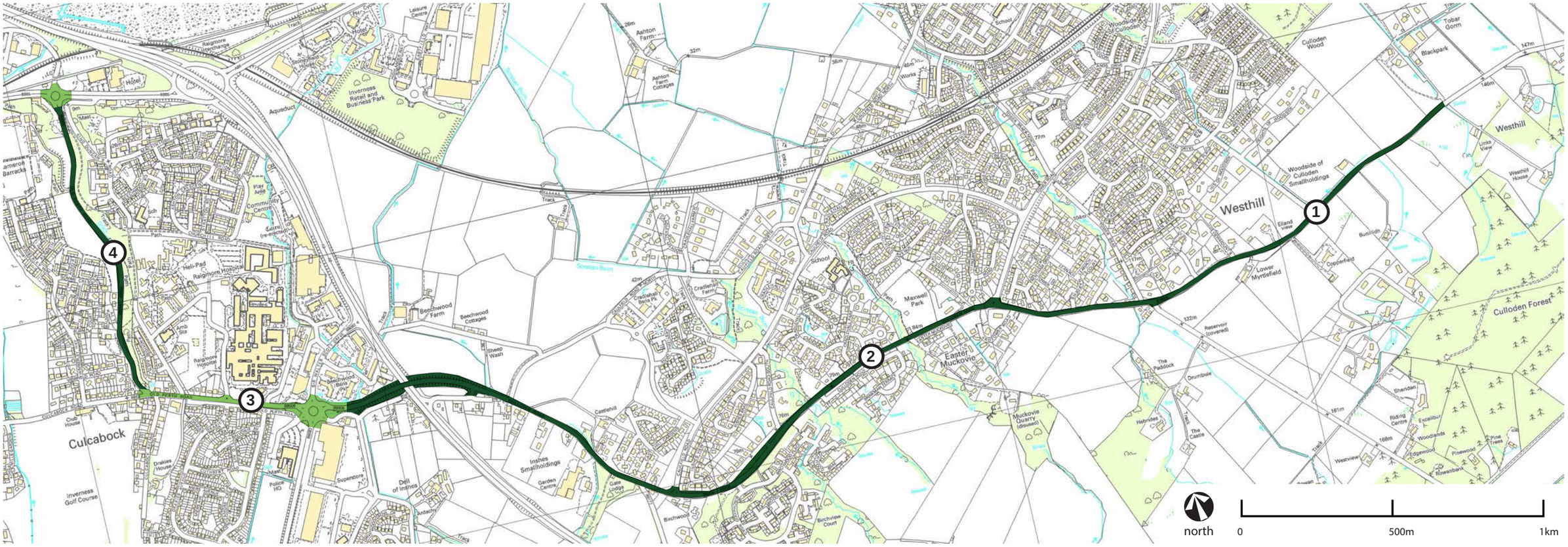
SUMMARY

This too is a very pleasant approach to the city, again one used primarily by locals. It is very leafy, well maintained and has a good mix of both attractive and distinctive hard materials (such as stone walling and rendered walling) and soft materials (such as mature trees and garden shrubs).

With increasing proximity to the centre, traffic and pedestrian activity increases and materials, building styles, sense of space, and quality of space becomes more diverse and stimulating. However, this also brings with it a degree of visual confusion where elements of the view are not necessarily coherent.

Overall, the route provides an attractive and traditional approach to the city centre.

Quality Audit: B9006 Westhill to Millburn roundabout



Overall good quality

Generally good quality
(room for improvement in places)

Improvements required

Major improvements required

'Key' areas for improvement

① Target note

Figure 12: B9006 approach from the east, Westhill to Millburn roundabout

When approaching Inverness from the east of Culloden on the B9006, the extent of housing development becomes visible to the right and suggests that Inverness is not far.

Mown verges, street lighting, b&b signage, and private housing boundary treatments hint at the edge of an urban area.

A simple well-placed ‘welcome’ sign in a mown verge, unfortunately doubled-up with the Fairtrade branding.

The road continues past Raigmore Hospital with housing to the left. Trees are fairly small scale and do little for the roadscape. Open amenity grass expanses and verges separate the road from the adjacent housing.

As the volume of traffic has increased since the beginning of the approach, so has the dominance of the highway and highway features.

As the route continues through Culloden, footways, boundary treatments, street furniture, street lighting, and bus stops, suggest the suburbs of an urban centre.

This section of the route is attractive and leafy with a mix of traditional and new building materials. Street furniture tends to be typically ‘highway’ in nature. The style and type of bus shelters used appear to be rather random and thus detract from any consistency the route may have.

The short stretch of Old Perth Road is attractive, woody, and has a comfortable sense of enclosure with pockets of open space.

A natural stone retaining wall runs along the length of the right hand side and separates the woodland edge from the road and footway.

Only the chain-link fence along the left hand side lets this section of route down.

SUMMARY

This is an attractive and meandering approach to the city centre. Mature trees and traditional boundary treatments are common along great stretches of the route. There are sections where new development and improved highway features do not possess quite the same charm and aesthetic appeal as the more ‘mature’ sections.

The proposals set out by the Council for the Inshes Junction Improvements will replace the Inshes roundabout with a junction but, at five and six lanes wide, one that is more reminiscent of a trunk road than an urban street.

Overall, the route is a pleasant approach to the city, again one primarily used by locals.

Quality Audit: NCN1 Kessock Bridge to Shore Street roundabout

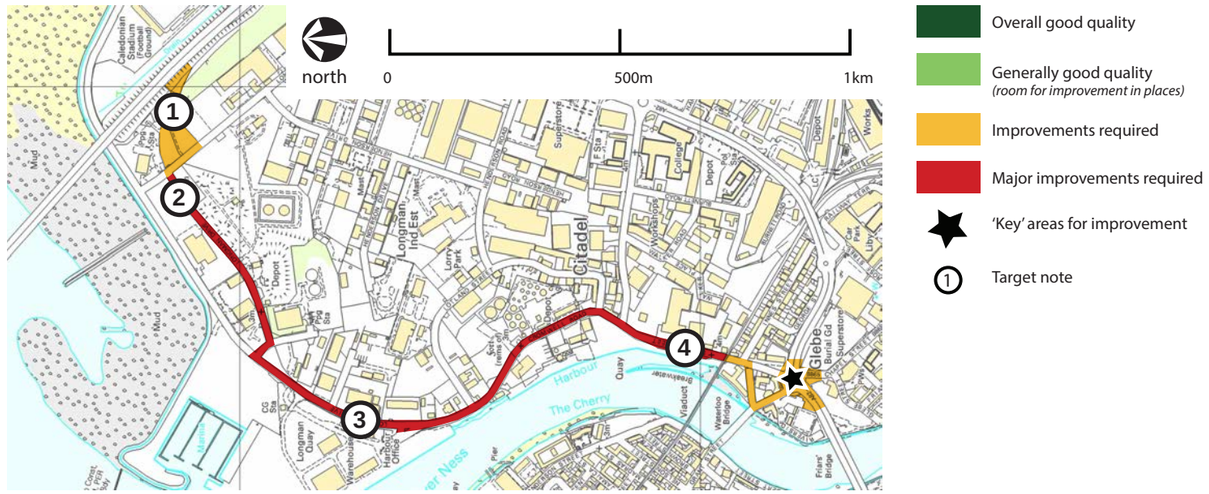


Figure 13: National Cycle Network (NCN) Route 1 approach from the north, Kessock Bridge to Shore Street roundabout

Leaving the A9 / Kessock Bridge, the NCN swings round and down to the Longman Industrial Estate, along a cycle track, through dense, overgrown scrub planting. This section of route feels slightly 'uneasy' and neglected.

The cycle route continues past the rear of the Inverness Courier building and the open car park. This stretch of route still feels neglected with one side of the cycle track being scrubland and the other being an open, gravel overflow car park with little soft landscape.

The remains of an old fort (built by Oliver Cromwell) along Cromwell Road, provides an intriguing find, incongruously juxtaposed against various industrial features and buildings.

The NCN is still routed through the heart of the industrial estate with no segregation from HGVs or other industrial traffic.

The NCN continues through the industrial estate dominated by security fencing, an array of other boundary treatments, a range of different industrial units (size, shape, materials, activities), all of which is less than welcoming for a cyclist.

On the approach to the city centre, traffic becomes more concentrated and residential buildings begin to appear. The railway bridge hints at a boundary between the town and the industrial lands. Temporary Heras fencing and car parking adjacent and under the railway bridge, with areas of neglected overgrowth, create an uneasy sense of space lacking in pride.

SUMMARY

This cycle route into the city is very unpleasant and does not present a good impression for cycle tourists approaching from the north. Besides the aesthetics, there are safety issues for cyclists having to navigate through industrial traffic. The alternative to this route requires use of the footway along the A9 and then along the A82 Longman Road together with pedestrian crossings. This is not ideal either.

Overall, considering it is a designated National Cycle Network route, it does not really cater for the cyclist.