

# Inverness Active Travel Masterplan

October 2021



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THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

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# Inverness Active Travel Masterplan

Inverness Masterplan Overview

Inverness Active Travel Masterplan 2011 and Inverness Sustainable Transport Strategy 2021

Desktop Review

Virtual Site Audits

Stakeholder Engagement

Action Development

Actions

The Inverness Active Travel Masterplan has been informed by a rigorous desktop study, a comprehensive stakeholder and public engagement exercise and by existing and emerging active travel guidance. The 2011 Inverness Active Travel Masterplan and 2021 Inverness Sustainable Transport Strategy have provided a useful starting point, combined with the valuable insight from those who participated in the virtual site audits. This meant that the development of the masterplan actions occurred organically, with emerging actions being continuously shaped and formed over the course of the project through local insights and feedback.

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



14km of **high quality active travel infrastructure** physically separated from vehicular traffic connecting key land uses



**Liveable Neighbourhoods, cycle streets and public realm improvements** that create more attractive environments which promote walking, wheeling and cycling



**School streets** which enable school pupils to safely travel to school by active modes



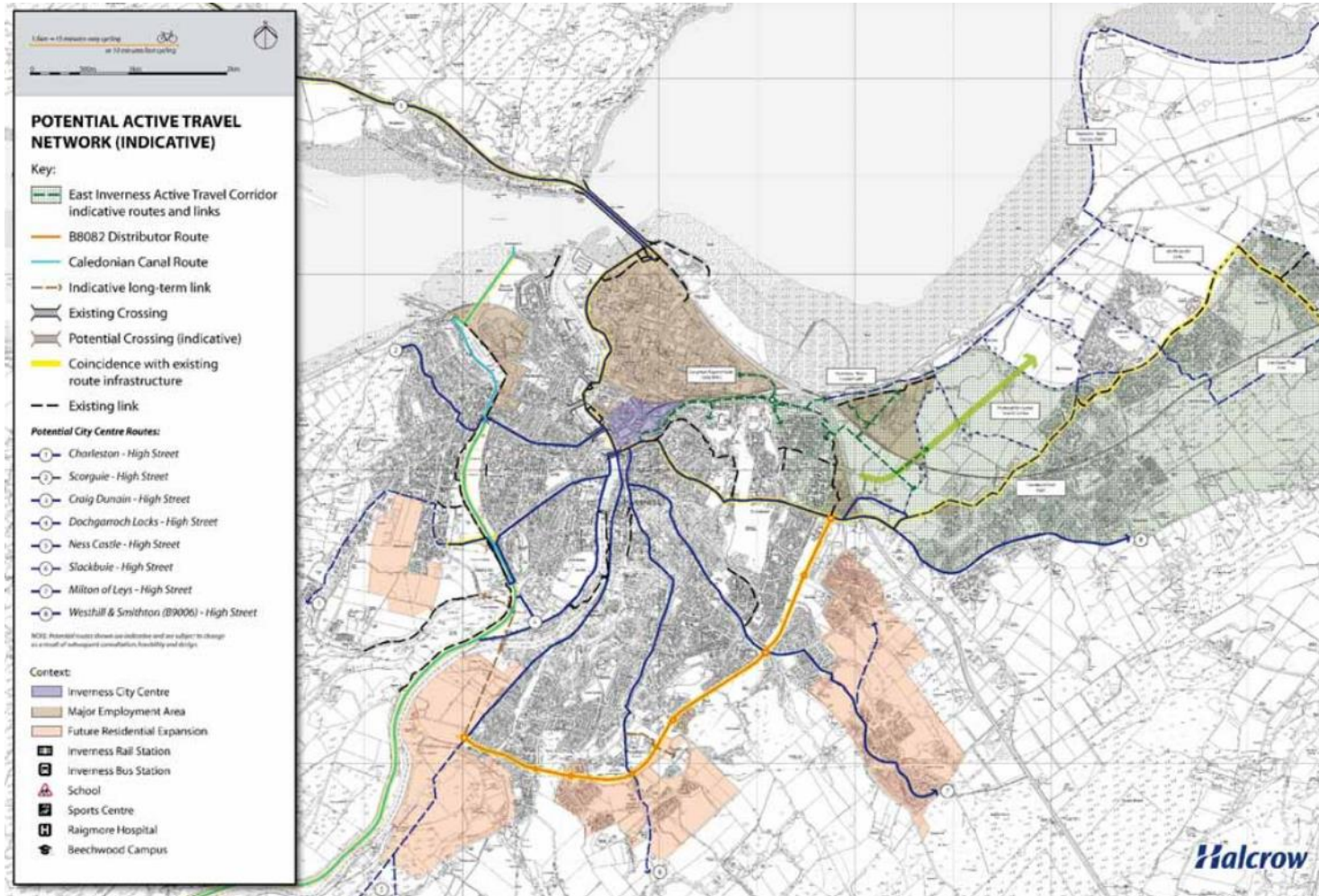
# Masterplan Overview

- High Quality Active Travel Routes
- Proposed Minor Improvements / Cycle Streets (e.g. resurfacing/widening/better signage/ bridge barrier upgrade)
- Liveable Neighbourhoods / Filtered Streets
- School Streets
- New Controlled Crossings
- Existing Off-road Strategic Routes
- Longman Flyover, including active travel infrastructure
- East Link, including active travel infrastructure





# Inverness Active Travel Masterplan 2011



The Highland Council (THC) commissioned an Active Transport Masterplan for Inverness in 2011, which identified a network for walking and cycling and access to public transport. The masterplan identified the key issues in relation to transport and active travel in Inverness.

The masterplan identified the following key priorities for encouraging active travel within Inverness:

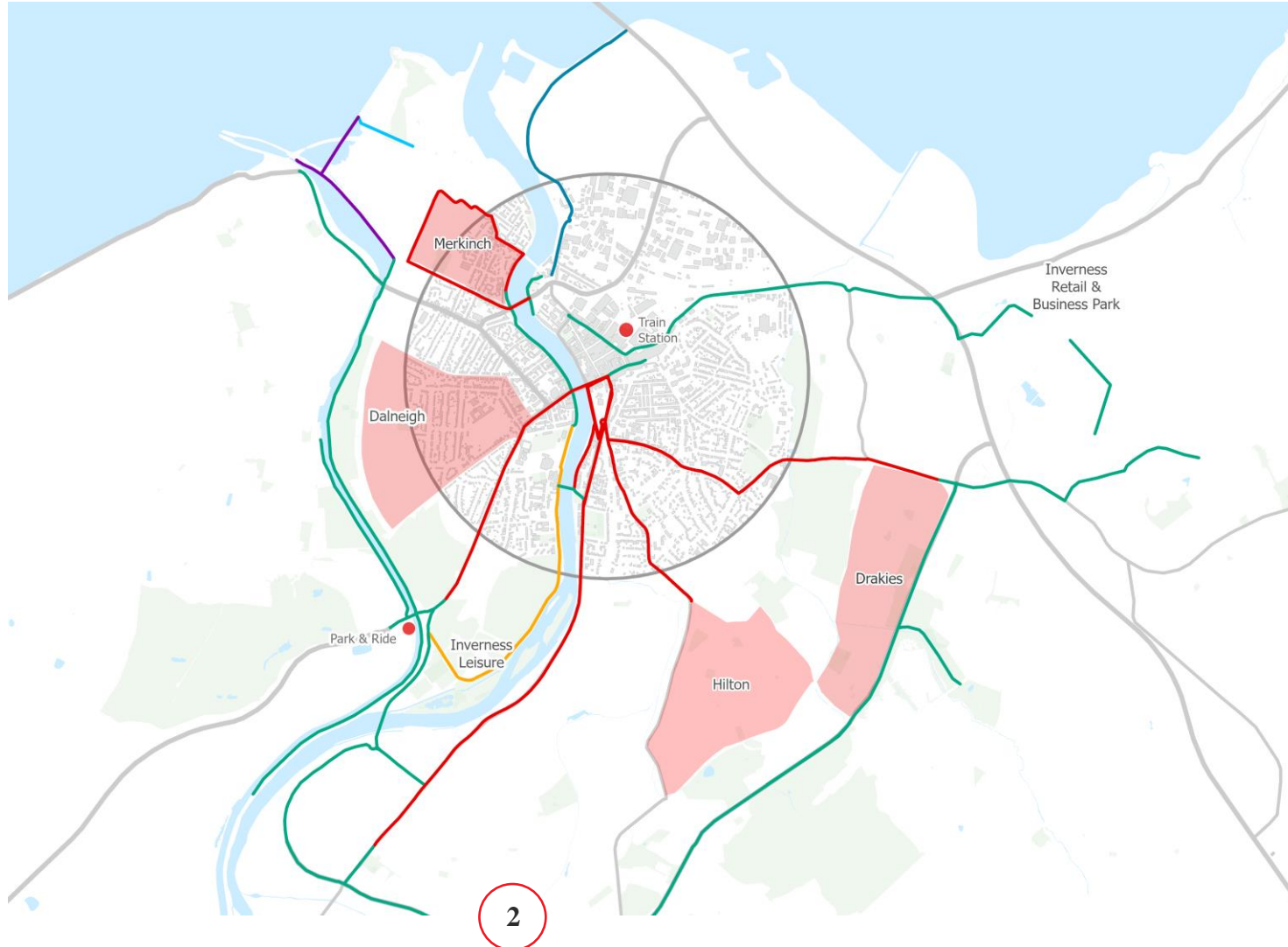
- Priority 1: East Inverness Active Travel Corridor (EIATC)
- Priority 2: Quick wins
- Priority 3: Active travel promotion
- Priority 4: Planning and transport coordination
- Priority 5: Seek funding for Cycle City
- Priority 6: Improve other key active travel corridors
- Priority 7: Streetscape works – review, improve, extend

More information on these priorities can be found within the audit report online: [Travel Audit Reports | Inverness Active Travel Audit 2011 \(highland.gov.uk\)](http://highland.gov.uk). Several of the priorities noted above have been developed further within the Inverness Sustainable Transport Strategy 2021 and this updated masterplan.





# Inverness Sustainable Transport Strategy 2021



The Inverness Sustainable Transport Strategy identified missing gaps within the active travel infrastructure throughout the city and proposed high quality routes and liveable neighbourhoods to create a continuous and coherent network. These interventions will encourage people to make sustainable and active travel choices, locally within Inverness and further afield within the Inner Moray Firth area.

This masterplan will build on those interventions already identified and the other active travel projects ongoing within the Inverness Sustainable Transport Strategy, seen in [Appendix A](#).

- EXISTING INFRASTRUCTURE
- 15 MINUTE WALKING DISTANCE
- ONGOING PROJECTS**
  - SCOTTISH CANALS
  - SOUTH KESSOCK
  - THE HERITAGE TRAIL
  - ICATN
- PROPOSALS**
  - HIGH QUALITY ROUTES
  - LIVEABLE NEIGHBOURHOODS





# Desktop Review

## Introduction

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

- Local Context and Demographics
- Inverness Sustainable Transport Strategy (2021)
- IMF Local Development Plan 2 (Main Issues Report, 2021)
- Sustrans Bike Life Report Inverness (2019)
- Census 2011 Data
- Pedestrian and Cycle Movement Data
- Active Travel, Transport and Geographic Mapping
- Inverness Active Travel Masterplan 2011

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

## Policy and Baseline Data Review

Policy and baseline data related to active travel in Inverness has been reviewed, such as the [Inner Moray Firth Local Development Plan 2 \(IMF2\) Main Issues Report 2021](#)), [HITRANS Active Travel Strategy \(2018\)](#), the [Sustrans Bike Life Report Inverness \(2019\)](#), Census 2011 data and pedestrian and cycle movement flows.

The key headlines from this exercise are as follows:

- The IMF is the most urban and populated area of the Highlands, therefore is well suited to providing sustainable travel choices.
- Engagement undertaken for the Sustrans Bike Life Report Inverness (2019) shows that 22% of Inverness residents who do not currently cycle would like to start. 81% of residents also said that more cycle routes physically separated from traffic would encourage them to cycle more.
- Census 2011 travel-to-work data showed an active travel mode share in Inverness of approximately 27%, with 23% walking and 4% cycling commuter trips.
- Pedestrian and cycle movement flows provided by Highland Council show high volumes of walking and cycling at key locations across the city, including Ness Bridge, Ness Bank and Castle Street.
- Neighbourhoods identified as having areas of deprivation within the SIMD 2020, such as Merkinch and Dalneigh, would benefit from liveable neighbourhood and placemaking measures, to create a more attractive local environment and improve access to essential services and amenities.

More details regarding the policy and baseline data analysed as part of the desktop review can be found in [Appendix B](#).





# Desktop Review

## Inverness Active Travel Projects

There are various significant active travel projects ongoing within Inverness and the wider area. These include projects being delivered through the Sustrans Spaces for People and Places for Everyone funds, alongside redevelopment of the rail station, which will enhance active travel links and facilitate multi-modal journeys.

Consideration of ongoing active travel projects across Inverness has been crucial in developing a masterplan that not only identifies missing links, but builds on projects already being delivered in order to form a comprehensive active travel network for the city.

The table (right) summarises some of the key active travel projects ongoing within Inverness.

As part of the West of Ness project, Sustrans ran a survey from December 2020 to February 2021. The survey found that there was desire to improve the following in relation to walking, wheeling and cycling: safety on the A82, routes to schools, quality of traffic free cycle routes and crossing points. The main concerns included traffic volumes, traffic speeds, perceived safety and cycle path provision. Full details of the survey can be found in [Appendix B](#).

Project	Detail	Status
<b>Inverness City Active Travel Network (ICATN)</b>	<p>Highland Council is working with communities, businesses, Sustrans and Transport Scotland to deliver high quality active travel infrastructure across the city. The aim is to provide safe, attractive and inclusive routes that promote active modes and reduce short car trips.</p> <p>Routes allocated funding include the ICATN East-West Route and ICATN Route 4. The East-West Route will connect Raigmore Estate with the city centre via Millburn Road and Academy Street. Route 4 will provide a north-south route that connects the Caledonian Canal and the west of Inverness to the city centre along Bught Road.</p>	This project is being delivered in two phases. Phase 1 is expected to commence in Spring 2021 and be completed in Spring 2022, with Phase 2 to follow.
<b>West of Ness</b>	Sustrans are working to make it easier and more enjoyable to walk, scoot, cycle, use a wheelchair or push a buggy in the area of Inverness between the River Ness and the Caledonian Canal.	This project is undergoing public engagement in order to develop concept proposals.
<b>Inverness Heritage Trail</b>	<p>Sustrans and Port of Inverness are currently working to develop proposals for active travel improvements between the city centre and Port of Inverness on National Cycle Network Route 1.</p> <p>This project will make improvements to street typology, connectivity and project heritage along Shore St and Cromwell Rd. These improvements will provide an active travel link to reconnect the city with its waterfront and to the north via the Kessock Bridge.</p>	This project is currently entering the Detailed Design stage.
<b>Inverness Rail Station Masterplan</b>	<p>Highland Council is collaborating with Network Rail and other major partners to upgrade and improve Inverness Rail Station and enhance the surrounding streets and public spaces. The aim is to create a people-friendly station environment that supports the integration of sustainable transport modes and provides a high-quality environment for arriving in the capital of the Highlands.</p> <p>Proposals will include improving the pedestrian environment at station entrances, improving pedestrian and cycle access from Academy Street, and improving cycle facilities within the station.</p>	Collaboration is ongoing with Network Rail and major partners.





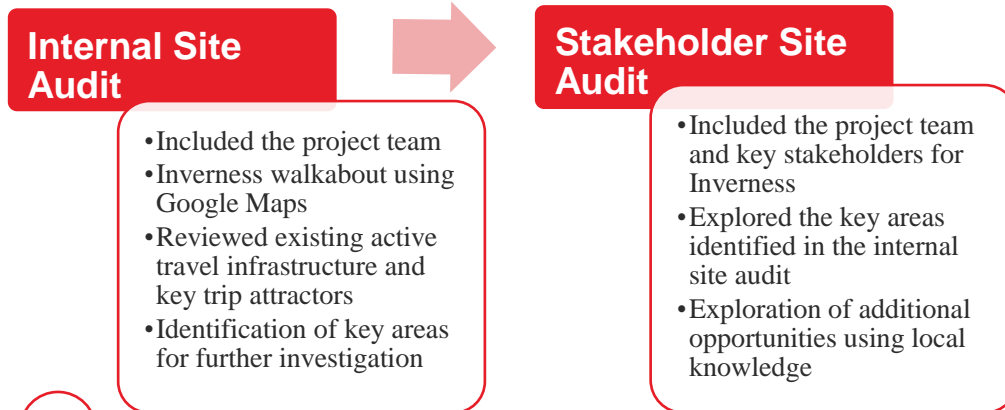
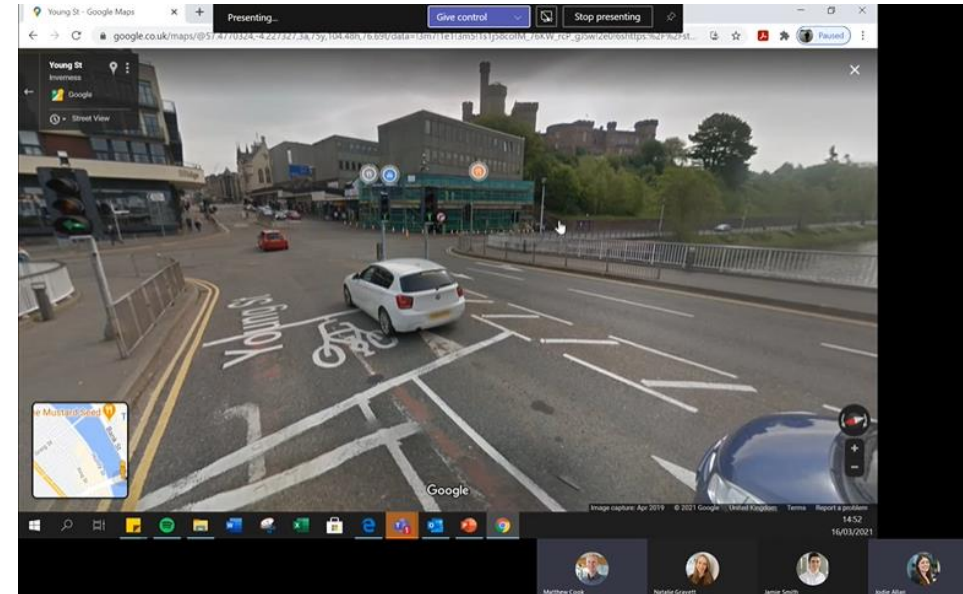
# Virtual Site Audits

## Methodology

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

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

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



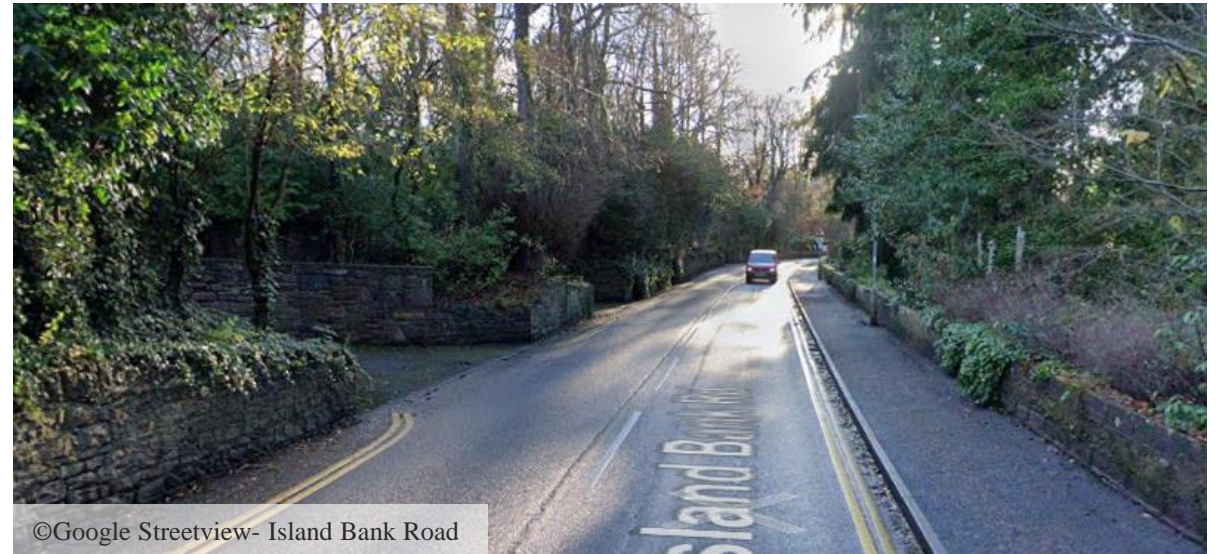
# Virtual Site Audits

## Internal Virtual Site Audit

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

- The A82 acts as a major barrier to active travel users and cuts through the Centre of Inverness, there is opportunity to provide safer crossing points and infrastructure on this road.
- There is opportunity to pedestrianise or filter some of the streets within the City Centre to reduce the existing vehicle dominance in certain areas.
- There is limited opportunities for cyclists and pedestrians to safely cross the River Ness, there is opportunity to introduce high quality infrastructure on some of the wider bridges.
- Connections are needed to better connect the City Centre to the South of Inverness, there is a lot of development that has taken place and will continue to take place in the future here.
- There are a lot of narrow streets within residential areas, it will be difficult to introduce high quality infrastructure here, therefore liveable neighbourhoods may be a better option with filtered streets, bus gates etc.

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



©Google Streetview- Island Bank Road



©Google Streetview- Castle Street





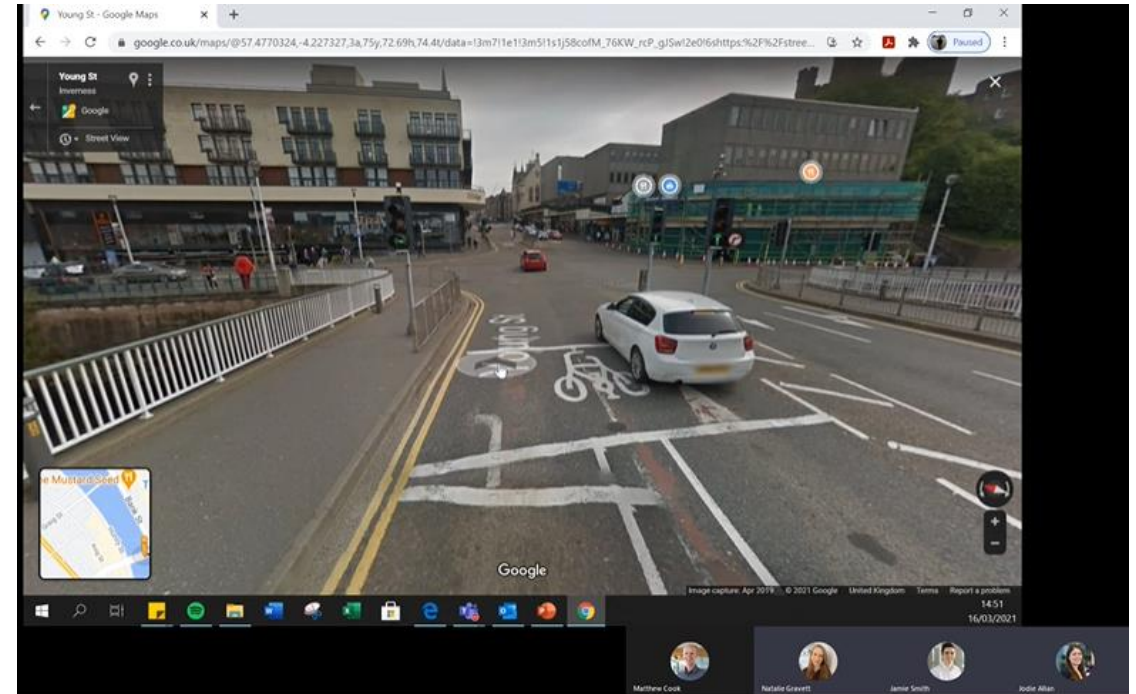
# Stakeholder Engagement

## Methodology

A stakeholder engagement was carried out using a number of techniques, this included a stakeholder virtual site audit, 1:1 meetings through Microsoft Teams, email correspondence and a Commonplace Platform. The stakeholders and community groups directly engaged with within Inverness included the following:

- Highland Council Ward Managers for Inverness
- Inverness Councillors
- Inverness BID
- Inverness Living Streets
- Inverness-shire Community Planning Partnership
- Inverness Community Councils

In addition to the above individuals and groups, the wider public were invited to engage with the project through the Commonplace platform. This gave the public an opportunity to identify key issues and opportunities related to active travel through dropping comments into specific locations using the interactive mapping function. This platform was shared via social media platforms, community groups and councils.



A number of digital methods were used to engage with stakeholders and a degree of flexibility was taken to ensure all stakeholders could easily contribute.

Tools utilised to gather contribution included the use of Google My Maps to collect stakeholder comments, Miro to create workshop white boards, Teams to host online meetings and workshops and stakeholders were able to contribute with telephone and written responses if preferred.

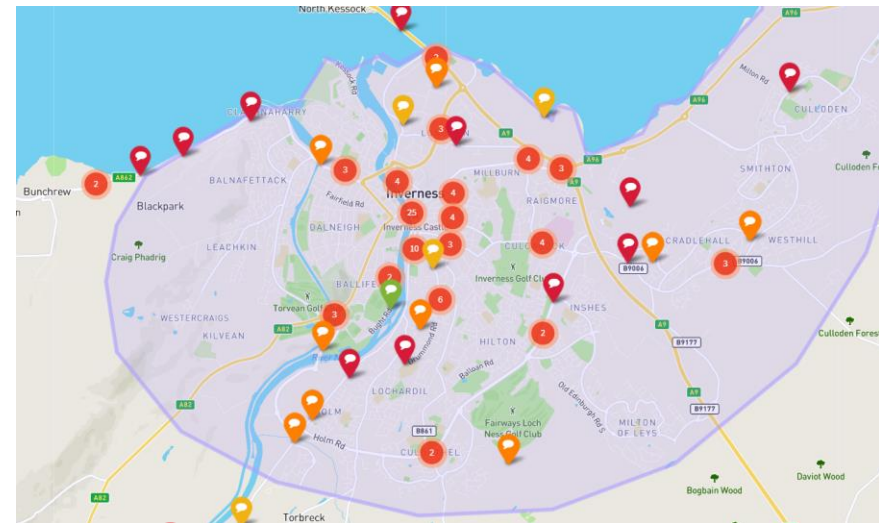


# Stakeholder Engagement

## Stakeholder Feedback

Key outcomes from the stakeholder engagement stages were as below. All stakeholder comments can be found in [Appendix C](#).

- Aspirational active travel network consisting of ‘spider legs’ feeding from the **city centre**.
- Important to have strong connections with the **West Link** as this links with leisure facilities to the south.
- **Connections to the south** and east of the city are important due to these areas being highly populated and areas of ongoing expansion.
- Potential to connect with **Longman** to the north of Inverness, as this is a key employment destination.
- Aspiration for an **active travel link between Inverness and Nairn** along the waterfront. Improvements to small sections along the A96 could ensure a continuous link and access to the existing coastal route.
- **River Ness**- active travel bridges are currently narrow and often cause conflict between pedestrians, cyclists and access users. Therefore, a high-quality active travel bridge crossing the River Ness would be desired moving forward to solve these issues.
- **Ness Bank**- there are issues at this location and a desire for one-way vehicle movement with contraflow cycling. Stakeholders were really excited by the idea of a cycle street and agreed this would solve the issue of providing for cyclists whilst also ensuring vehicle access for servicing purposes.
- **Ness Walk/ Ardross Terrace**- issues related to road layout, signage and road markings, which often sends cyclists conflicting messages.
- **Huntly Street**- street clutter (e.g. planted trees, on-street parking spaces on footways) is a major barrier for both sight and mobility impaired users. There is also a small section from Ness Bridge that is not shared-use due to guard railing height. Suggested one-way with contraflow cycling where feasible. Also, potential for a cycle street.
- **Kessock Bridge**- this is very popular with both commuter and recreational cyclists; therefore, improvements could be explored.





# Action Development

## Methodology

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

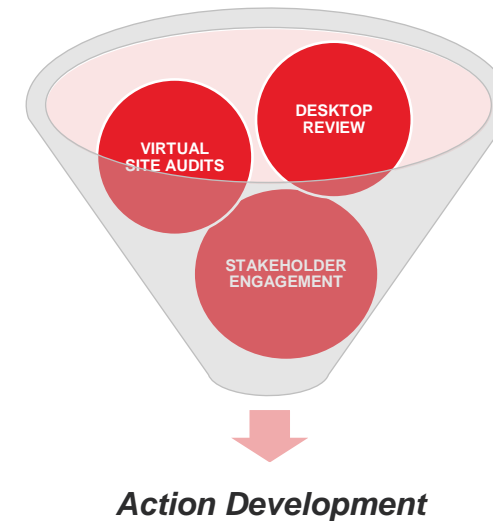
The action development and refinement process has been a collaborative process with HITRANS, THC and local stakeholders. It takes account of the information gathered throughout the project stages as well as the conversations held to ensure the network is not only functional, but desirable by those who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

Easy wins have been identified; these are highlighted within the list of masterplan actions. These are actions that can have a high impact and be delivered within a relatively quick timeline and at a low cost. These actions can generate initial momentum for more active travel trips within Inverness while longer term actions are implemented to compliment and expand the network.

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

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

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



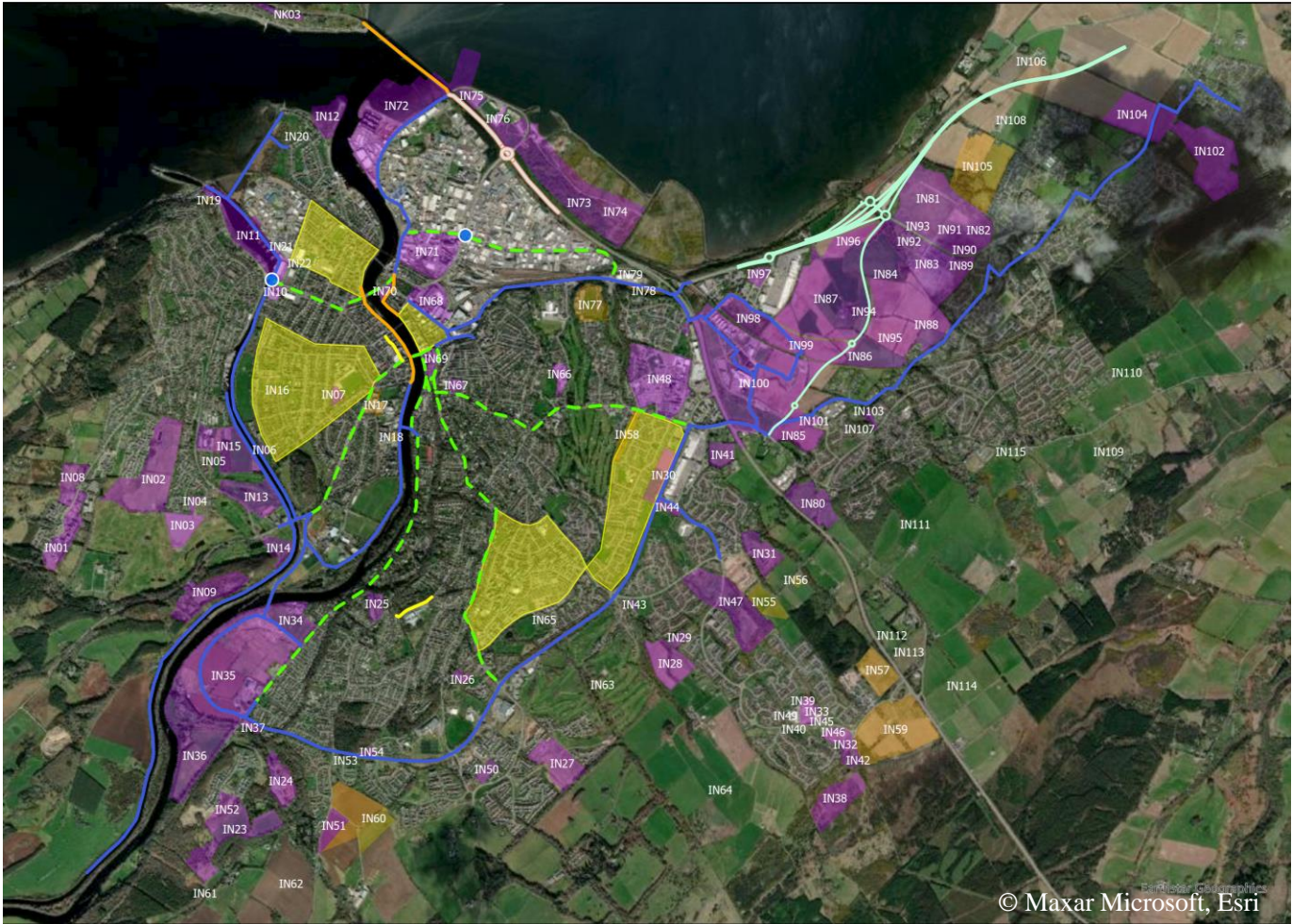
# Action Development

- High Quality Active Travel Routes
- Proposed Minor Improvements / Cycle Streets (e.g. resurfacing/widening/better signage/bridge barrier upgrade)
- Liveable Neighbourhoods / Filtered Streets
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- New Controlled Crossings
- Existing Off-road Strategic Routes
- Longman Flyover, including active travel infrastructure
- East Link, including active travel infrastructure





# Action Development



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

- High Quality Active Travel Routes
- Proposed Minor Improvements / Cycle Streets (e.g. resurfacing/widening/better signage/bridge barrier upgrade)
- Liveable Neighbourhoods / Filtered Streets
- School Streets
- Controlled Crossings
- Local Development Plan (LDP) preferred development sites for Inverness
- Local Development Plan (LDP) alternative development sites for Inverness
- Existing Off-road Strategic Routes
- Longman Flyover, including active travel infrastructure
- East Link, including active travel infrastructure



# Action Development

Action	Route/Measure	Section	Description	Extent/ Item	Cost Range	Ownership / Deliverable Partner	Easy Win (Y/N)	Developments in Close Proximity
1	<u>High quality active travel route on A82</u>	A82, between Ness Bridge and Tommahurich Roundabout (including Ness Bridge)	Segregated active travel infrastructure where possible, including safe crossing points at desire lines and improvements to pedestrian and cycle provision on Ness Bridge.	1.8	£800,000 - £1,600,000	Transport Scotland/ Highland Council	N	Preferred - IN01-05, IN07-09, IN13-15, IN69 Alternative - IN17, IN18
2	<u>One-way and high quality active travel route loop on Castle Street and Castle Road</u>	Castle Road and Castle Street, creating a loop around Inverness Castle	One-way on Castle Road and Castle Street to allow for segregated active travel infrastructure looping the castle including safe crossing points at desire lines	0.8	£370,000 – £700,000	Highland Council	N	Preferred - IN69, IN67
3	<u>Cycle street on Ness Bank</u>	Ness Bank, between Castle Road and the Infirmary Bridge	Introduction of a cycle street on Ness Bank, where cars must give-way to cyclists with opportunity for bidirectional cycleway with the removal of parking on one side	0.42	£190,000 - £370,000	Highland Council	Y	Preferred - IN69, IN67
4	<u>High quality active travel route on Culduthel Road</u>	Culduthel Road, between Castle Street and the A8082	Segregated active travel infrastructure where possible, including safe crossing points at desire lines	3.45	£1,600,000 - £3,000,000	Highland Council	N	Preferred - IN69, IN67, IN26
5	<u>Cycle Street along one-way on Old Edinburgh Rd and high quality active travel route to the Inshes Roundabout</u>	Old Edinburgh Road, Annfield Road, Damfield Road and Culcabock Road	Introduction of a cycle street on one-way part of Old Edinburgh Road where it is narrow and segregated active travel infrastructure where possible beyond the South Side Road junction, including safe crossing points at desire lines	2.31	£1,000,000 - £2,000,000	Highland Council	Y	Preferred - IN69, IN67, IN66, IN48 Alternative - IN58

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





# Action Development

Action	Route/Measure	Section	Description	Extent / Item	Cost Range	Ownership / Deliverable Partner	Easy Win (Y/N)	Developments in Close Proximity
6	<a href="#">One-way or Cycle Street and high quality active travel route on Island Bank Road</a>	Haugh Road, Island Bank Road and Dores Road, between Ness Bank and Holm Roundabout	One-way vehicle movements or cycle street between Ness Bank and Erracht Rd to allow for segregated active travel infrastructure where possible, including safe crossing points at desire lines	2.70	£1,300,000 - £2,400,000	Highland Council	N	Preferred - IN69, IN67, IN25, IN34-37
7	<a href="#">Liveable neighbourhoods in Dalniegh, Merkinch, Hilton and Drakies</a>	Dalneigh, Merkinch, Hilton and Drakies neighbourhoods	Liveable neighbourhood including filtered streets and placemaking to more pleasant environment for pedestrians and cyclists	4	£200,000 - £400,000	Highland Council	Y	Preferred - IN07, IN10-11, IN30, IN44, IN48 Alternative - IN16, IN58
8	<a href="#">Cycle and pedestrian crossing point on Telford Street</a>	Telford Street, between both sides of the canal path	Toucan or parallel crossing for pedestrians and cyclists to safely connect between sections of the canal path	1	£5,000 - £50,000	Highland Council	Y	Preferred - IN10-11
9	<a href="#">High quality active travel route on Telford Street</a>	Telford Street, between Friar's Bridge and canal path (including Friar's Bridge)	Segregated active travel infrastructure where possible, including safe crossing points at desire lines. Including improvements to pedestrian and cycle provision on Friar's Bridge	0.85	£400,000 - £750,000	Transport Scotland/ Highland Council	N	Preferred - IN10-11, IN70
10	<a href="#">Improvements on Kessock Bridge</a>	Kessock Bridge	Upgrade barriers to minimise bridge closures for pedestrians and cyclists as well as improved signage	1.16	cost tbc	Transport Scotland	Y	Preferred - IN72-76

Typical Costs for Cycling Interventions & Spans ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/614447/typical-costings-for-ambitious-cycling-schemes.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/614447/typical-costings-for-ambitious-cycling-schemes.pdf))



# Action Development

Action	Route/Measure	Section	Description	Extent / Item	Cost Range	Ownership / Deliverable Partner	Easy Win (Y/N)	Developments in Close Proximity
11	<u>High quality active travel route through Longman</u>	Harbour Road	Segregated active travel infrastructure where possible, including safe crossing points at desire lines	1.88	£900,000 - £1,600,000	Transport Scotland/ Highland Council	N	Preferred - IN71 Alternative - IN77-78
12	<u>Cycle and pedestrian crossing point on Longman Road</u>	Longman Road, at Harbour Road	Toucan or parallel crossing for pedestrians and cyclists to safely cross Longman Road	1	£5,000 - £50,000	Transport Scotland/ Highland Council	Y	Preferred - IN71
13	<u>One-way and cycle street on Douglas Row and high-quality route on Glebe Street and Chapel Street</u>	Douglas Row, Glebe Street and Chapel St	One-way on Douglas Row to allow for safer cycle street and high quality active travel route on Glebe Street and Chapel Street including safe crossing points at desire lines, acting as gateway to city	0.2	£10,000 - £20,000	Highland Council	Y	Preferred - IN70
14	<u>Pedestrianisation and filtering of city centre streets</u>	Queens Gate, Union Street and Post Office Avenue	Pedestrianise and filter streets to provide a safe and traffic free or reduced traffic routes within the city centre	0.3	£45,000 - £60,000	Highland Council	N	Preferred - IN68-69
15	<u>Schools Streets Initiative at Drummond School, Bishop Eden's PS and St Joseph's RC PS</u>	School streets on Drummond Rd and King St	Filtered streets during school drop-off and pick-up to create safer environment for children to walk and cycle to school, potential to include further schools following trial at Duncan Forbes School	3	£18,000 - £36,000	Highland Council	Y	Preferred - IN25

Typical Costs for Cycling Interventions & Spans ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/614842/typical-costings-for-ambitious-cycling-schemes.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/614842/typical-costings-for-ambitious-cycling-schemes.pdf))





# Action Development

Action	Route/Measure	Section	Description	Extent / Item	Cost Range	Ownership / Deliverable Partner	Easy Win (Y/N)	Developments in Close Proximity
16	<a href="#">Active travel improvements on Ardross Terrace</a>	Ardross Terrace	Improvements - feasibility study completed	0.1	tbc from feasibility study	Highland Council		Preferred - IN69
17	<a href="#">Minor improvements on Ness Walk and Huntly Street</a>	Huntly Street, Ness Walk and Ardross Terrace	Minor improvements including signage, wayfinding, removal of street clutter and reallocation of parking	0.4	£60,000 - £80,000	Highland Council	Y	Preferred - IN69-70

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



# Sustainable Development

## Alignment with the UN Sustainable Development Goals

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

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



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

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

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

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

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





# Actions

## Action 1 – High Quality Active Travel Route on A82

The A82 is a trunk road running north-south through Inverness. The road currently has a 30mph speed limit with one lane of traffic in either direction and sections of right-turn lanes and central reservations.

This action proposes that a **high quality active travel route** be provided on the A82 between Ness Bridge and Tommahurich Roundabout by reallocating road space and reducing the carriageway width on the road. This action also includes the delivery of controlled crossing points at key desire lines to enable pedestrians and cyclists to cross safely, alongside pedestrian and cycle improvements on Ness Bridge.

This route will provide a strategic active travel connection between Inverness city centre the south of the city, creating links between key attractors including residential areas along the A82, Inverness Leisure and existing active travel infrastructure along the Caledonian Canal. Furthermore, this route will ensure active travel connectivity to the city centre from the proposed Torvean Park & Ride facility.

This route should be explored further through the undertaking of a feasibility study. Any changes along this route will also require approval from Transport Scotland.



# Actions

## Action 2 – High Quality Active Travel Route on Castle Street and Castle Road

Castle Street and Castle Road are located within Inverness City Centre. The provision of active travel infrastructure was trialled within this location through the Spaces for People programme. A two-way cycle route alongside one-way vehicle movements was implemented, which began on Castle Street, continuing along View Place and Castle Road to form a circular loop within the city centre.

This action outlines that **high quality active travel infrastructure** is reinstated within this location on a permanent basis. Discussions held as part of the stakeholder engagement exercise indicated that this temporary infrastructure has been a success and that there would be support to make these facilities permanent.

This route should be delivered alongside **placemaking measures** such as parklets, as indicated in the visualisation (right).

This action would create a better environment for walking, wheeling and cycling, whilst also supporting local businesses, improving environmental quality within the city centre and creating an attractive place that residents and visitors are able to linger and enjoy.





# Actions

## Action 3 – Cycle Street on Ness Bank

Ness Bank is currently a one-way street running parallel to the River Ness, with residential dwellings, hotels and restaurants. There are currently issues along this route in relation to on-street parking and vehicles accessing the dwellings and local businesses creating an unattractive active travel environment.

This action proposes that a **cycle street** is delivered along Ness Bank, which involves the delivery of a central textured strip on the road that prompts vehicle users to take care and signage prompting drivers to give priority to cyclists. This action should also consider public realm improvements, widened footways and the installation of new crossing points on desire lines.

The delivery of these proposals will ensure priority is given to active travel users, whilst also providing access for local deliveries and servicing.

This action should be analysed further through the delivery of a feasibility study.



©Arup- Example cycle street visualisation



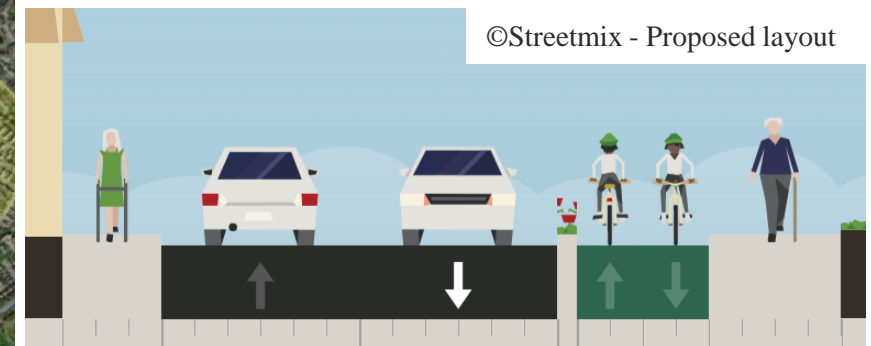
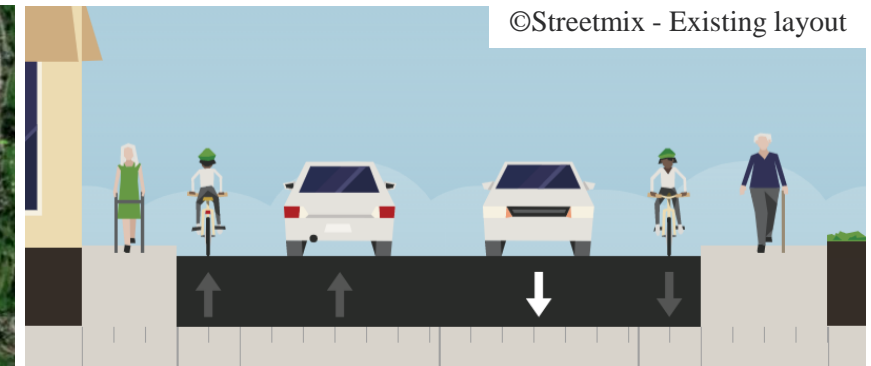
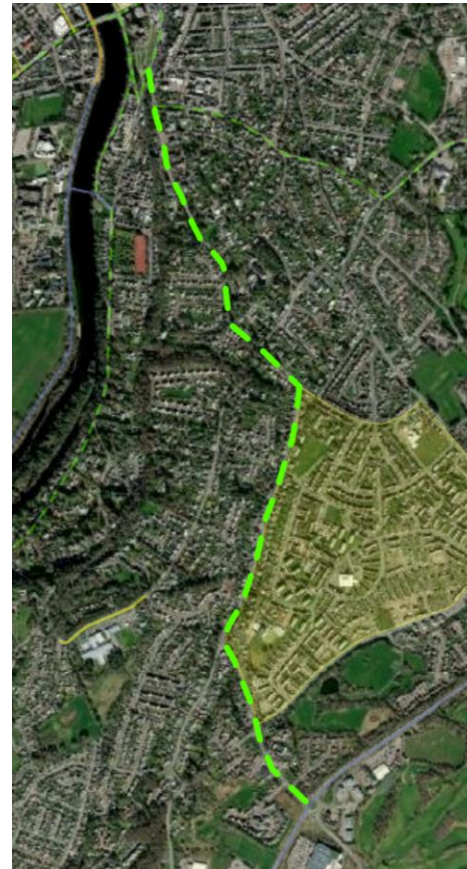
# Actions

## Action 4 – High Quality Active Travel Route on Culduthel Road

Culduthel Road is a local distributor road which runs north-south from Inverness city centre to the Slackbuie Roundabout. Active travel infrastructure exists in the form of advisory cycle lanes, which is not to the required standard outlined in active travel design guidance such as *Cycle Infrastructure Design (LTN 1/20)*.

It is therefore proposed that a **high quality active travel route** is delivered on Culduthel Road between Castle Street and the A8082. The route should consist of **segregated infrastructure** where feasible and **safe crossing points** at desire lines. This route was identified, through stakeholder engagement and the *Inverness Sustainable Transport Strategy 2021*, as a key missing link within the city.

This route will create a strategic active travel connection between the city centre and highly populated areas to the south of Inverness. This action will also connect with the proposed liveable neighbourhood at Hilton. This proposal should be explored further through a feasibility study.





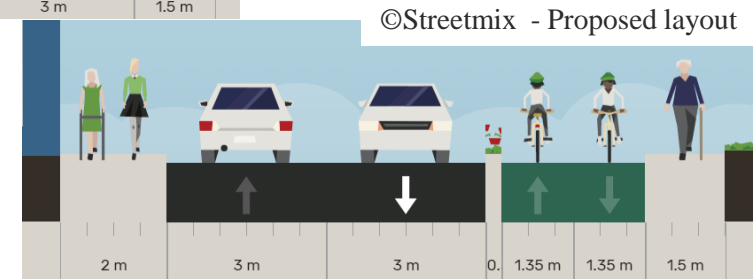
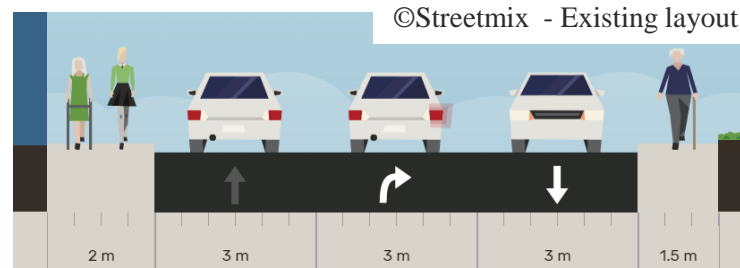
# Actions

## Action 5 – High Quality Active Travel Route from Old Edinburgh Road to Inshes Roundabout

This action proposes **high quality active travel infrastructure** along Old Edinburgh Road, Annfield Road, Damfield Road and Culcabock Road to the Inshes Roundabout. The proposals include a **cycle street** on the one-way part of Old Edinburgh Road where the route is narrow, and **segregated active travel infrastructure** where possible beyond the South Side Road junction. This should also include safe crossing points at desire lines.

Existing active travel infrastructure consists of advisory cycle lanes along Culcabock Road, which is not to the required standard set out in active travel design guidance such as *Cycle Infrastructure Design (LTN 1/20)*.

This route was identified within the *Inverness Sustainable Transport Strategy 2021* as a key missing active travel link within the city. It would provide a strategic east-west active travel connection between the city centre and the Inshes area of Inverness. This action would also link with key land uses such as Raigmore Hospital.



# Actions

## Action 6 – High Quality Active Travel Route on Island Bank Road

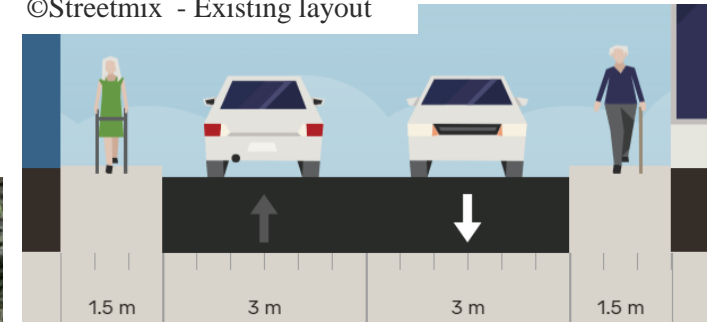
This action proposes **high quality active travel route** on Haugh Road, Island Bank Road and Dores Road. This route should be segregated infrastructure where feasible and include safe crossing points on desire lines. As there is limited carriageway width between Ness Bank and Erracht Roas it is proposed that a section of the corridor be one-way or a cycle street and the carriageway reallocated to provide the active travel route.

This route is currently a local distributor road, with a 30mph speed limit, central reservations and on-street parking across the route. Existing active travel infrastructure consists of footways and advisory cycle lanes, which is not to the active travel design standard outlined within *Cycle Infrastructure Design (LTN 1/20)*. This route would provide a strategic connection between the city centre and highly populated areas and expansion areas to the south of the city. The route would also provide a link to Ness Islands, a popular visitor attraction to the south of Inverness.

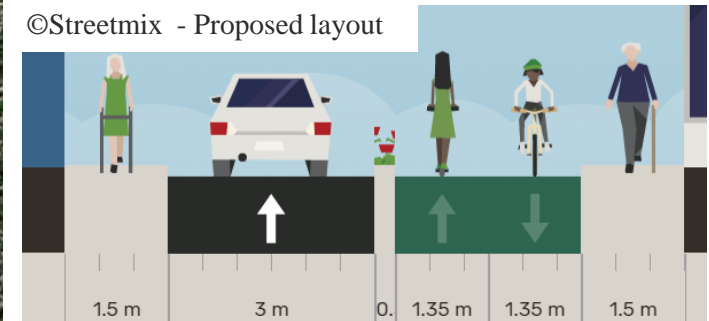
This route and the final detail, such as the direction of the one-way system or cycle street and its extents, would need to be explored within a feasibility study.



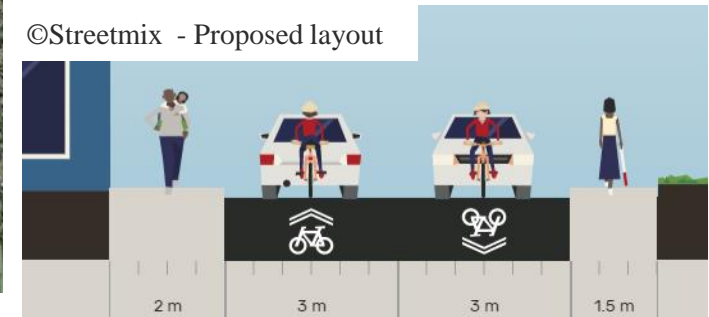
©Streetmix - Existing layout



©Streetmix - Proposed layout



©Streetmix - Proposed layout





# Actions

## Action 7 – Liveable Neighbourhoods

The concept of a liveable neighbourhood is where local streets are identified and prioritised for active travel through minimising through-traffic. This often consists of small-scale and high impact measures such as modal filters, quiet streets, traffic calming and placemaking initiatives that create attractive and liveable spaces.

This action proposes the delivery of liveable neighbourhoods at 3 key residential areas of Inverness; Merkinch, Dalneigh, Hilton and Drakies. This action would compliment the strategic network of active travel routes identified for Inverness, and provide residents of the neighbourhoods identified with more opportunities to travel actively for everyday journeys.

Part of Merkinch and Dalneigh are within the 10% most deprived deciles of the SIMD, this means transport poverty is often greater. These areas are therefore likely to benefit from the delivery of placemaking measures and improved active travel facilities, in order to create more liveable spaces.

The nature of these liveable neighbourhoods, and the associated active travel interventions, should be explored further through undertaking a feasibility study.



# Actions

## Action 8 – Telford Street Crossing Point

This action outlines that a **pedestrian and cycle crossing point** be provided on Telford Street at the intersection with the Caledonian Canal.

Currently, there is no safe crossing facility for pedestrians and cyclists despite high volumes of active travel users passing through this location, as indicated when reviewing pedestrian and cycle movement flows.

A review of *Cycle Infrastructure Design (LTN 1/20)* indicates it is likely that a toucan crossing or parallel crossing would be suitable for this location. This should be reviewed further through feasibility work, including an assessment of traffic flows at this location.

This action would significantly improve safety at this location for pedestrians and cyclists. This would also provide active travel users with a continuous link from the proposed high quality active travel route on Telford Street and the existing shared footway/cycleway along the Caledonian Canal.





# Actions

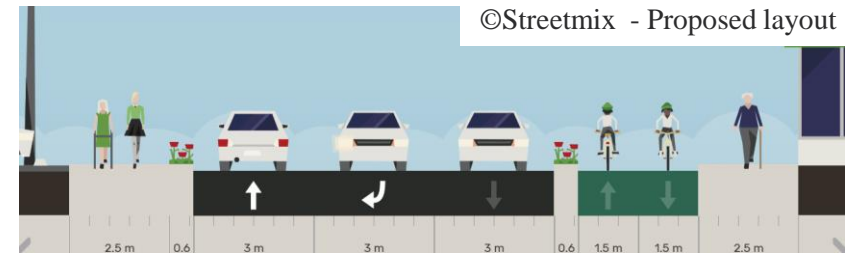
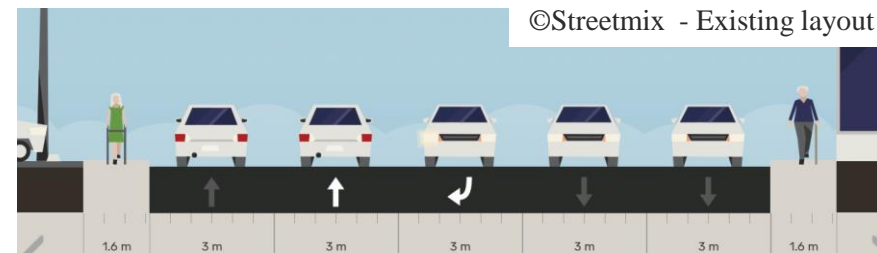
## Action 9 – High Quality Active Travel Route on Telford Street

Telford Street is currently a local distributor road which is located to the west of Inverness city centre. The route has sections with multiple lanes, right turning lanes, central reservations and junctions which provide access to key land uses. However, there is currently minimal active travel infrastructure along this route.

It is proposed that a **high quality active travel route** is delivered along Telford Street from Friar's Bridge to the Caledonian Canal. This should be **segregated cycle infrastructure** where possible, and include **safe crossing points** at desire lines. This action will also include improvements to pedestrian and cycle provision on Friar's Bridge, which will require approval from Transport Scotland.

This proposal will provide a safe continuous active travel link from the city centre to existing infrastructure along the Caledonian Canal. This action will also provide access to key land uses such as essential shops and Telford Retail Park.

This action should be reviewed further through the undertaking of feasibility work.



# Actions

## Action 10 – Kessock Bridge Improvements

The Kessock Bridge crosses the Beaully Firth and is the main north-south connection between Inverness, the IMF and the northern Highlands. The bridge also forms part of Transport Scotland's trunk road network on the A9 and will therefore require further discussion and agreement from them to proceed.

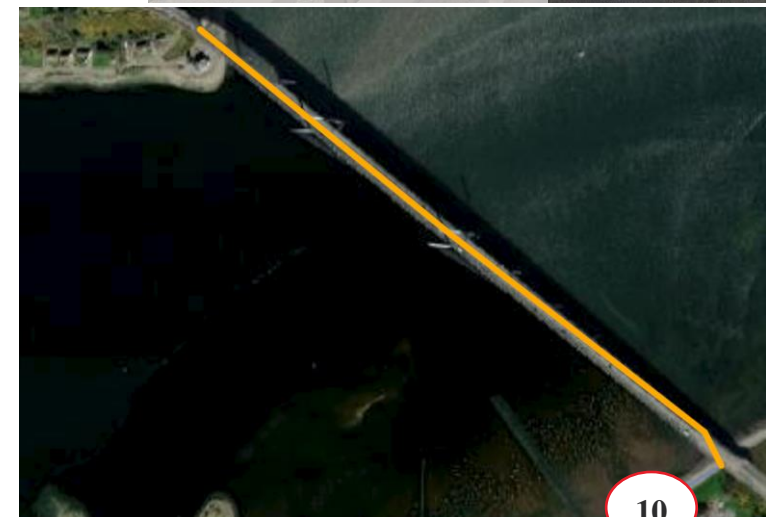
There is an existing shared footway/cycleway along the bridge, which is part of National Cycle Network (NCN) Route 1. However, this route has a width of around 1 metre, which does not meet the design standard outlined within *Cycle Infrastructure Design (LTN 1/20)*.

Discussions with key stakeholders, alongside feedback from the Commonplace Platform, indicated that the Kessock Bridge is popular for both leisure and commuter cycling. However issues such as poor signage and bridge closures for active travel users during periods of high winds were also raised. Therefore this action proposes **improvements on the Kessock Bridge**, which includes the provision of higher barriers to avoid bridge closures for pedestrians and cyclists, such as those on Erskine Bridge, Renfrewshire, as well as improved signage.

These proposals would improve safety and the user experience along this popular route. This would also effectively link with the *Inverness Heritage Trail* project being proposed by Sustrans and Port of Inverness on Stadium Road.



©Google Maps - Erskine Bridge





# Actions

## Action 11 – High Quality Active Travel Route on Harbour Road

Harbour Road is located to the north of Inverness running east-west through key employment areas and retail facilities. This road also intersects with the A82 Longman Road, which operates as a trunk road.

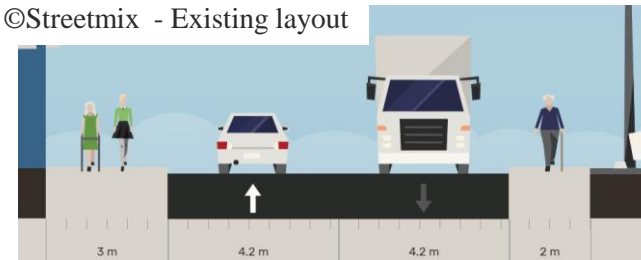
Currently, this route is dominated by vehicle traffic, with features such as right turning lanes and central reservations. Active travel infrastructure is also limited to footways around 1.5 metres in width.

This action proposes that a **high quality active travel route** is delivered along Harbour Road between Shore Street (west) and Millburn Road (east). This should be **segregated infrastructure** where feasible and include **crossing facilities** on desire lines.

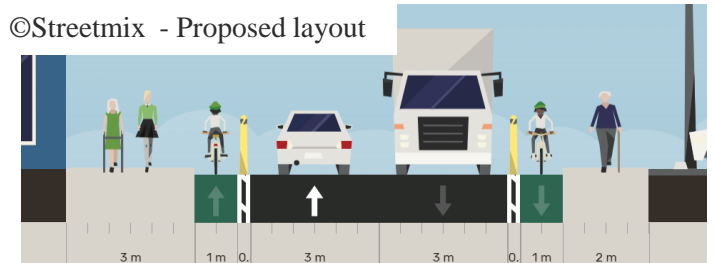
This proposal will provide active travel access to key trip attractors along the route and connect with active travel infrastructure along Millburn Road and ongoing active travel projects within Inverness such as the *Inverness Heritage Trail*.

This action will be subject to further feasibility work being undertaken. In addition, this proposal will require approval from Transport Scotland due to changes to the A82 trunk road.

©Streetmix - Existing layout



©Streetmix - Proposed layout



# Actions

## Action 12 – Longman Road Crossing Point

A82 Longman Road is located to the north of Inverness and runs north-south connecting the Longman area with the city centre. Discussions with key stakeholders indicated that this location is a large employment area within the city and wider region with a number of key land uses. However, there is currently minimal active travel infrastructure along this road, with no safe crossing facility for pedestrians and cyclists.

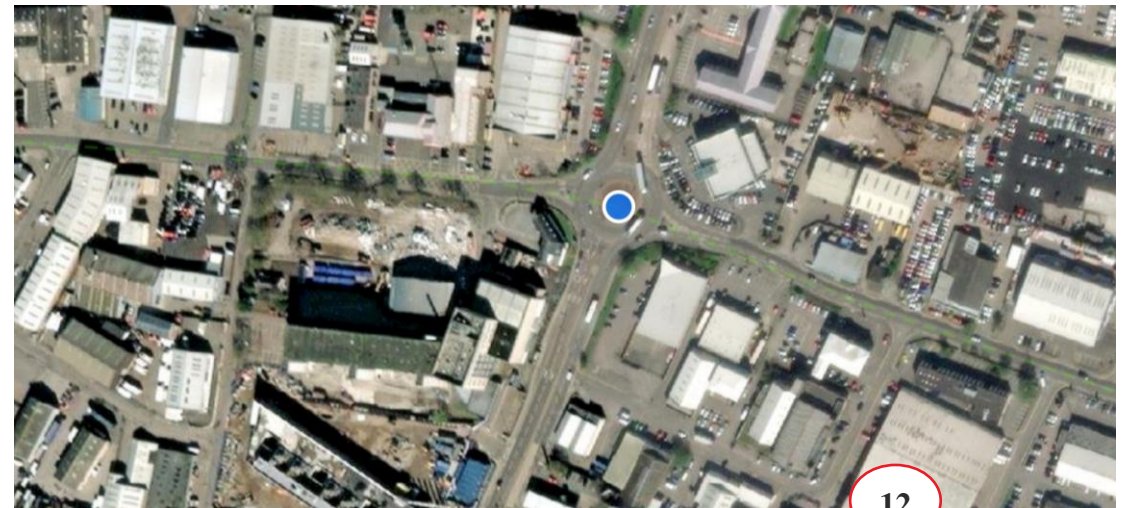
This action proposes a **pedestrian and cycle crossing point** on Longman Road. A review of *Cycle Infrastructure Design (LTN 1/20)* indicates it is likely that a toucan crossing would be suitable for this location. This should be explored further through feasibility work, including a review of traffic volumes at the location identified.

This action would significantly improve safety at this location for pedestrians and cyclists, whilst also improving active travel accessibility to key trip attractors.

This road forms part of the Scottish trunk road network, therefore this action will require approval from Transport Scotland.



©Arup- toucan crossing





# Actions

## Action 13 – Cycle Street on Douglas Row

Douglas Row is a residential street which runs parallel to the River Ness. The street has one-way vehicle movements west-east, a speed limit of 20mph and on-street parking for permit holders.

This street forms part of the NCN Route 1, and has a shared footway/cycleway with a width of approximately 1.5 metres. However, this route is currently of poor quality, with large amounts of street clutter and on-street parking being a significant barrier to walking, wheeling and cycling.

This action proposes that a **cycle street with one-way vehicle movements** is delivered along Douglas Row from Glebe Street to Bank Street. This proposals should also include safe crossing facilities on desire lines.

This proposal would provide active travel users with priority whilst also ensuring vehicle access for local residents and servicing. This action would also provide a simplified street layout for all users.



# Actions

## Action 14 – Pedestrianisation and Filtering of City Centre Streets

This action proposes that **pedestrianisation and modal filters** are implemented on streets within the city centre streets such as Queens Gate, Union Street and Post Office Avenue. The city centre has been identified as being an area largely dominated by vehicles, with significant amounts of carriageway space and on-street parking.

This action would ensure priority is given to walking, wheeling, cycling and public transport users. It is also considered that the proposal would link to the proposed improvements on Academy Street and at Inverness Rail Station. Other benefits the proposal would bring to the city centre include improved air quality, increased footfall to support local businesses and opportunities to create spaces which facilitate social interaction.

The deliverability of this action will be subject to the undertaking of a feasibility study as well as engagement with key stakeholders and the local community.



©BBC- Buchanan Street, Glasgow





# Actions

## Action 15 – School Streets Initiative

The Sustrans School Streets programme aims to tackle key issues associated with traffic congestion surrounding schools across the UK, such as health, road safety and air pollution, through restricting vehicular access at the beginning and end of the school day. The aim is to create a more attractive environment for young children walking, wheeling and cycling to and from school.

This action proposes to deliver **school streets at Drummond School, Bishop Eden’s Primary School and St Joseph’s RC Primary School**. This would require Drummond Road and King Street to become school streets, and therefore open to active travel and closed to vehicles at the start and end of the school day.

This initiative is currently being trialled at Duncan Forbes Primary School in Inverness, therefore there is the potential to extend this initiative to the schools identified above should this be successful. There are also a range of other schools across the city that have the potential to deliver school streets, subject to further feasibility work.

This action would increase propensity to walk, cycle and wheel among school pupils by providing traffic free access to each school. More information surrounding the Sustrans School Streets programme can be found [here](#).



# Actions

## Action 16 – Active Travel Improvements on Ardross Terrace

Ardross Terrace runs north-south and parallel to the west of the River Ness. Ardross Terrace currently operates with one-way vehicle movements north-south with on-street parking, and has opposing cycle traffic with a small section of on-road advisory cycle lane.

Stakeholder engagement identified issues on Ardross Terrace related to road layout, signage and road markings which send conflicting messages to active travel users. Comments revealed that cyclists feel unsafe using this route as drivers are unaware that cyclists can travel in both direction despite this being a one-way street.

There has already been a **feasibility study looking at active travel improvements on Ardross Terrace**, it is proposed that this be developed with better separation between cyclists and vehicles as well as improved signage. It is proposed that a **cycle street** within this section would ease movement for cyclists as well as creating more caution among cyclists.



©Arup- Ardross Terrace (July 2021)





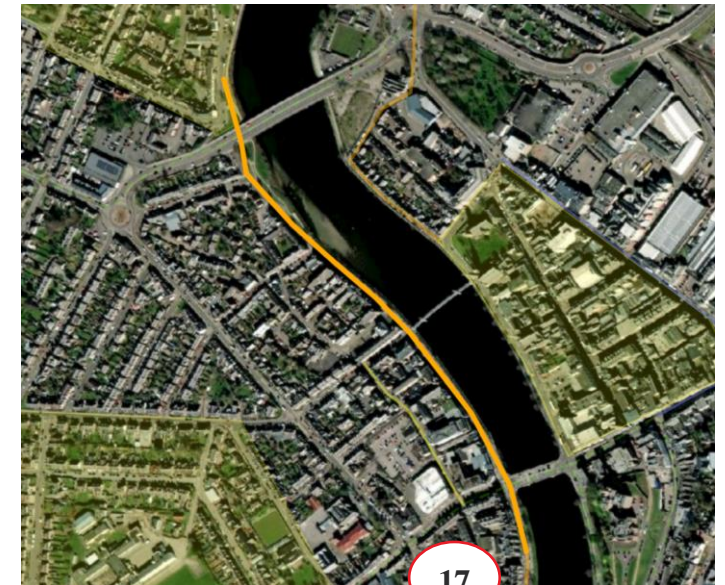
# Actions

## Action 17 – Ness Walk and Huntly Street Minor Improvements

Ness Walk and Huntly Street are streets that run north-south and parallel to the west of the River Ness. Ness Walk currently operates as two-way for vehicles with an advisory cycle lane. Huntly Street operates with one-way vehicle movements north-south with on-street parking, and has a shared footway/cycleway.

Stakeholder engagement identified issues on Ness Walk and Huntly Street. Issues on Ness Walk related to road layout, signage and road markings which send conflicting messages to active travel users. Huntly Street was identified as having large amounts of street clutter, which is problematic for active travel users, in particular the mobility impaired. In addition, there is a small section of footway on Huntly Street adjacent to Ness Bridge that is not shared footway/cycleway.

This action proposes **minor improvements on Ness Walk and Huntly Street**. This may include signage, wayfinding, removal of street clutter and reallocation of on-street parking at these locations. These proposals will improve safety and convenience for active travel users at these locations. This action will also link with ongoing active travel projects such as *ICATN Route 4* and actions proposed within this masterplan such as high quality active travel infrastructure on Ness Bridge and the A82.



# Actions

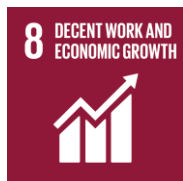
## Green/ Blue Infrastructure and Placemaking

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

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

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

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





# Summary

## Summary and Conclusions

The proposals identified throughout the Inverness Active Travel Masterplan were informed by a structured desktop review exercise, virtual site audits, targeted stakeholder engagement and ongoing active travel projects within Inverness and the surrounding area. This masterplan also seeks to build on the *Inverness Sustainable Transport Strategy 2021*.

The key highlights from this masterplan are identified as follows:

- High quality active travel infrastructure on arterial routes leading to Inverness city centre, such as A82, Island Bank Road, Culcabock Road, Culduthel Road and Telford Street. This will create an integrated strategic network of active travel routes across the city.
- Cycle Streets on Ness Bank, Douglas Row and Old Edinburgh Road, which ensure priority is given to active travel users.
- City centre improvements including pedestrianisation and modal filters on Queens Gate, Union Street and Post Office Avenue, to create a city centre that prioritises walking, wheeling, cycling and public transport and enables a shift towards sustainable travel.
- The delivery of liveable neighbourhoods at Merkinch, Dalneigh, Hilton and Drakies, which will improve active travel movement and enhance liveability for residents through reducing through traffic and creating opportunities for community initiatives and placemaking.
- School Streets at Drummond School, Bishop Eden's Primary School and St Joseph's RC Primary School outside, to improve safety for school pupils walking, wheeling and cycling.

Delivery of these actions will create a continuous, coherent active travel network for Inverness, and bring a wide range of positive social, economic and environmental impacts for the wider region.



# Appendices

Please scroll...



# Appendices

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A – Inverness Sustainable Transport Strategy

Please scroll...



View Report



# Appendices

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## B – Desktop Scrapbook

Please scroll...

# Desktop Review Scrapbook

Inverness



# Contents

1. Introduction
2. Policy Review
  - Inner Moray Firth Local Development Plan 2
  - City Centre Development Strategy
3. Baseline Data
  - Census Travel to Work
  - Census Datashine Commute
  - Movement Flows
  - Accident Statistics
4. Reports and Research
  - Sustrans Bike Life Report Inverness (2019)
  - Transform Scotland Interchange Audit Report
5. Engagement
  - Widen my Path comments
  - Inverness City Active Travel Network Engagement Report
6. Ongoing Projects
  - Sustrans Spaces for People Inverness
  - Sustrans Places for Everyone Inverness
  - Inverness City Active Travel Network (ICATN)
  - Inverness Heritage Trail
  - Inverness Rail Station Redevelopment
7. Mapping
  - HITRANS Inverness Active Travel Map (2019)
  - Inverness Core Paths Plan
  - National Cycle Network
  - Bus Stops and Routes
  - Access to Green Space
  - Scottish Index for Multiple Deprivation
8. Summary and Conclusions

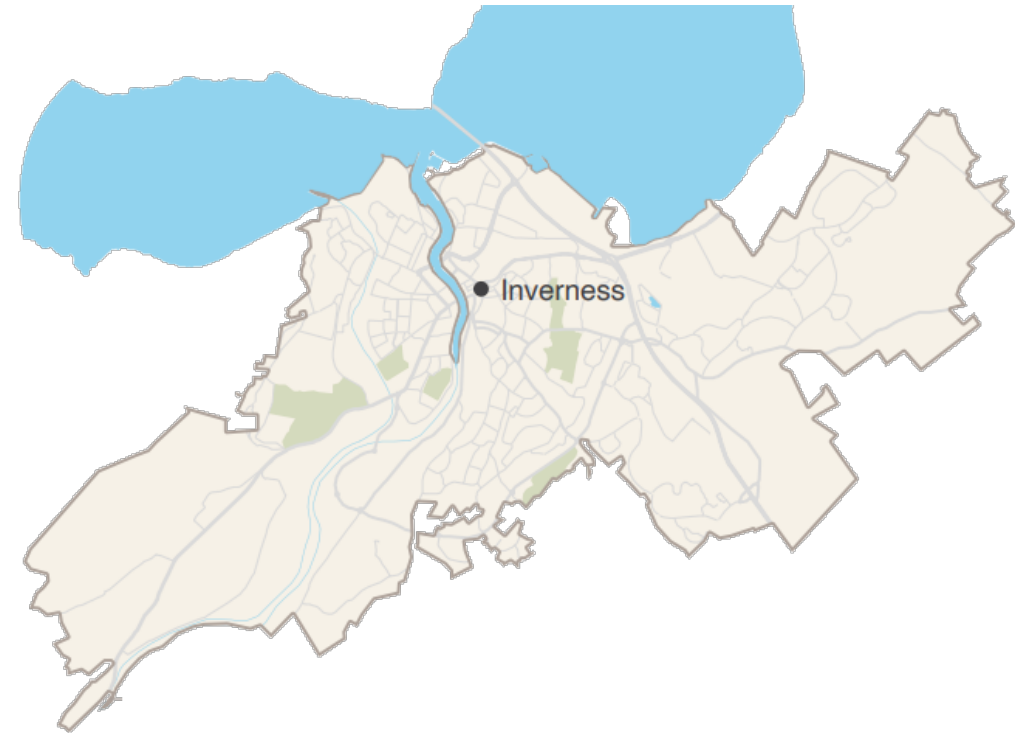
# 1. Introduction

Arup has been appointed by HITRANS to produce Active Travel Masterplans for the Inter Moray Firth (IMF) Development Plan area.

This document provides the findings and analysis from the key elements of the desktop review stage for Inverness.

Documents and data reviewed includes:

- Local Transport and Planning Policy, such as the IMF Local Development Plan.
- Baseline data, including census data, movement flows and accident statistics.
- Reports and research, including the Sustrans Bike Life Report for Inverness (2019).
- Ongoing active travel projects, such as the Inverness City Active Travel Network.
- Mapping, including the Inverness Active Travel Map (2019) and the Scottish Index for Multiple Deprivation.

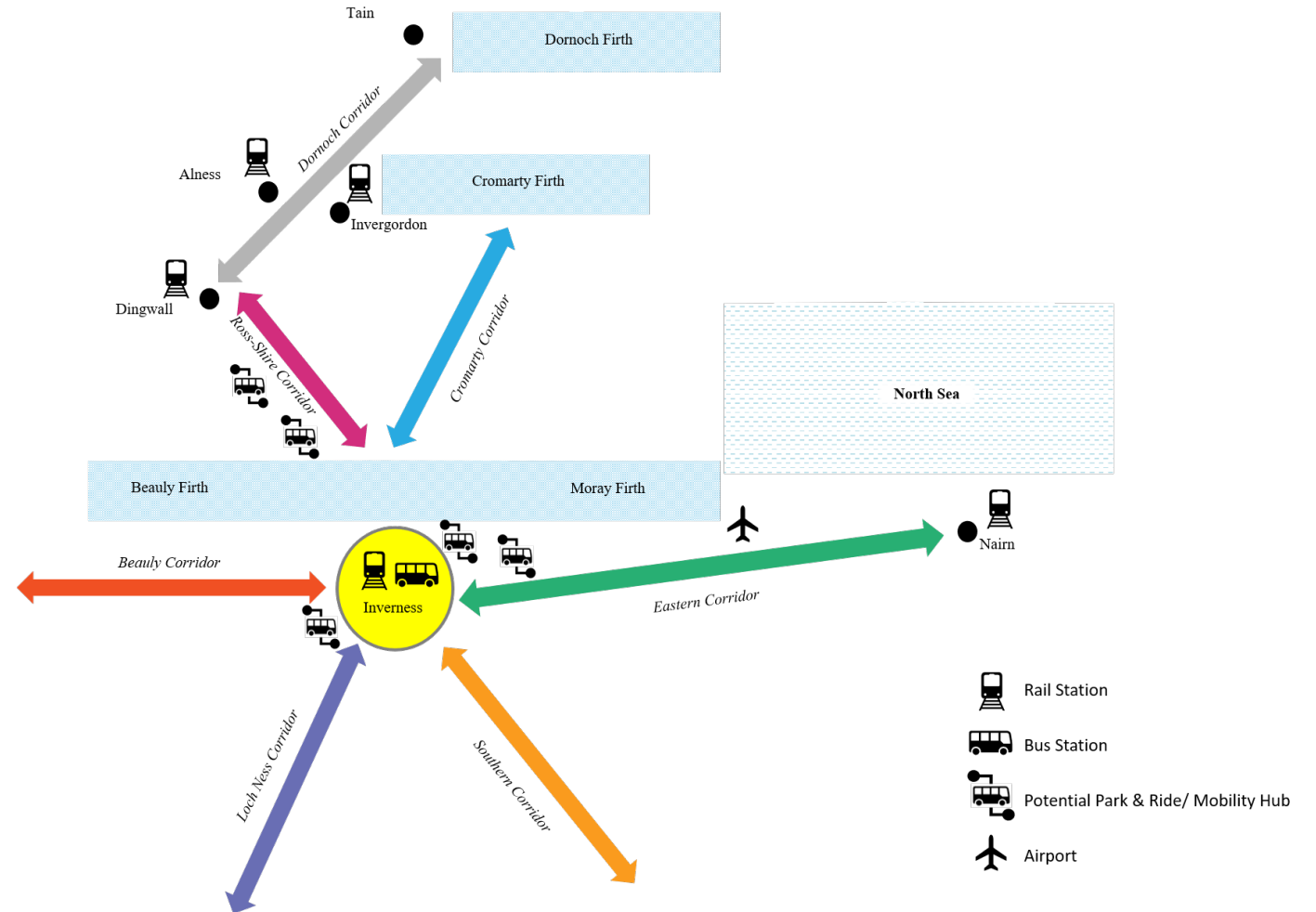


# 1. Introduction

## Inverness Context

Inverness is the education, business and commercial centre of the Highland Region and home to the largest urban population. It is a key commuter hub and service centre for the IMF area. There is sustained and high demand for growth and development in the city.

Several travel corridors connect rural areas in the wider IMF region to Inverness. This demonstrates the role of Inverness as an economic centre, and the subsequent importance of sustainable transport infrastructure to serve the city.



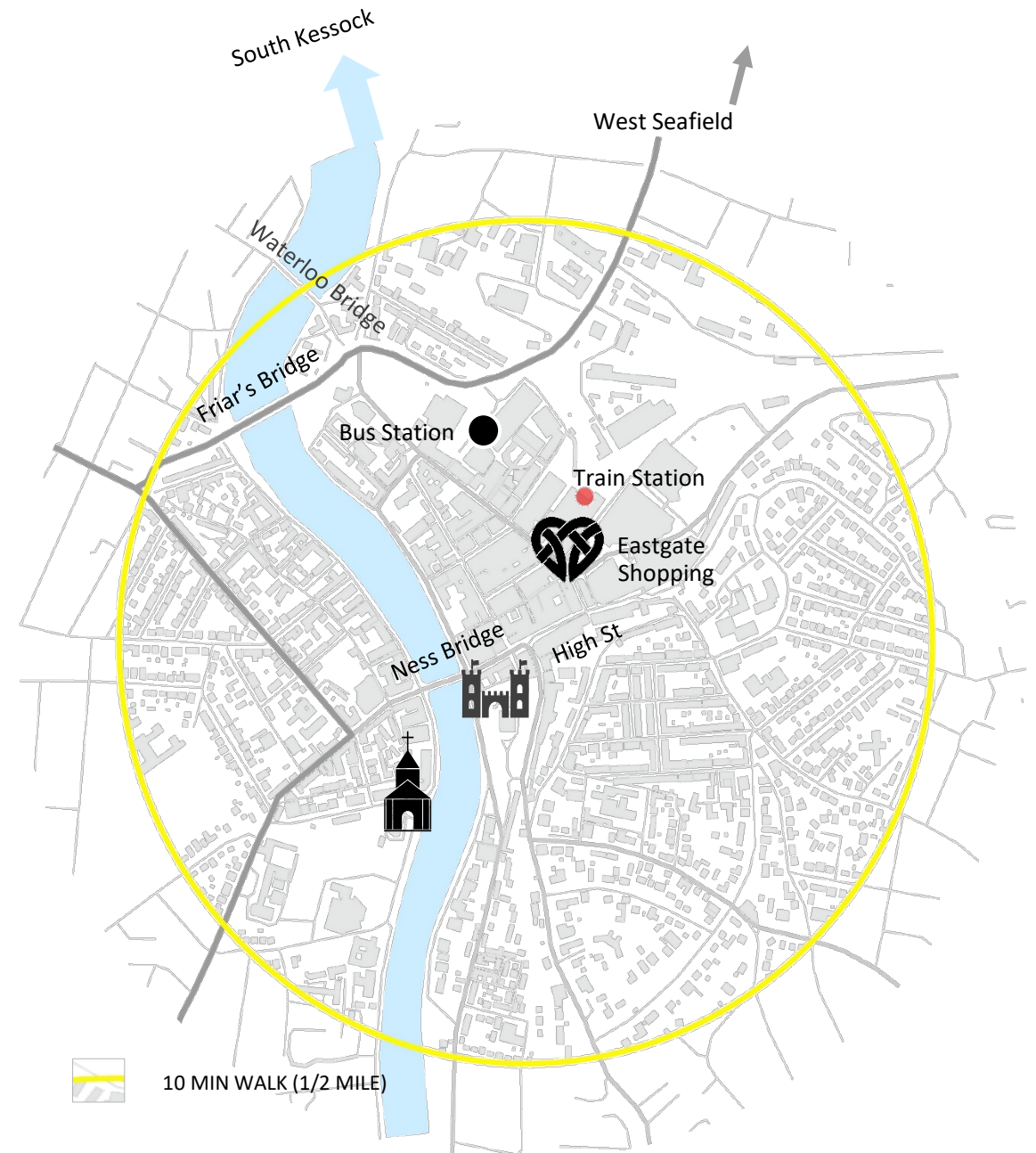


# 1. Introduction

## City Centre Context

Main features and trip attractors of the city centre:

- Bridges such as Friar's Bridge, Ness Bridge and Infirmary Bridge (Pedestrians and cyclists only).
- River Ness intersects the city north-south, which is important to consider for east-west trips.
- Dense core with High Street, Train station and Eastgate Shopping Centre all within proximity.
- Beyond the High Street are key tourist destinations, including Inverness Castle and Inverness Cathedral south of Ness Bridge.



## 2. Policy Review- IMF Local Development Plan 2 Main Issues Report 2021

### **Key points:**

- The draft Inner Moray Firth Local Development Plan 2 (IMF2) is currently a consultation document that does not yet represent approved planning policy of Highland Council and are not yet used in the determination of planning applications.
- This document sets out Highland Council's initial ideas and preferences for future planning policy within the Inner Moray Firth in order to encourage debate and comment.

### **Vision and Outcomes:**

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

## 2. Policy Review- IMF Local Development Plan 2 Main Issues Report 2021

### Main Issues

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

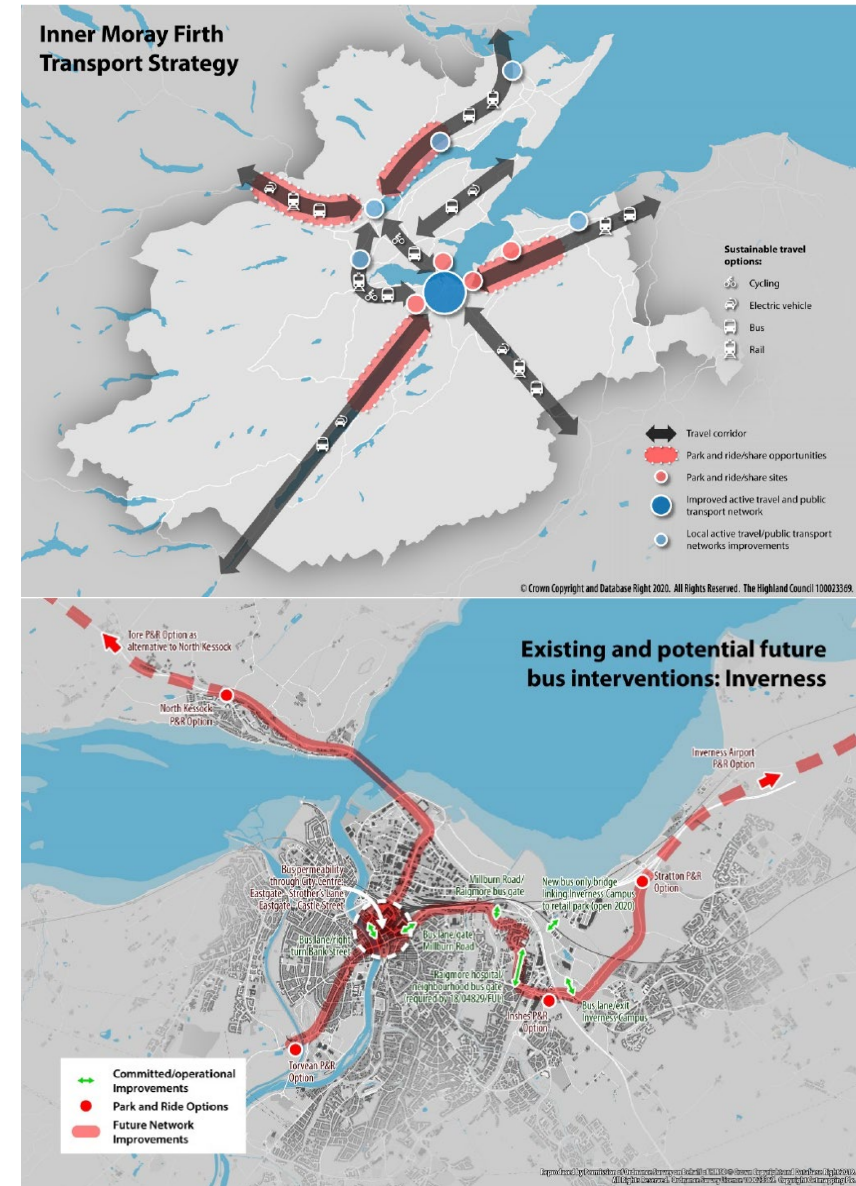


## 2. Policy Review- Inner Moray Firth Local Development Plan 2 (Transport Appraisal 2021)

The IMF2 Transport Appraisal sets out the transport background and strategy moving forward for the IMF. This will directly inform development and associated transport infrastructure within the IMF2 Main Issues Report.

This appraisal identifies key areas of development and population growth within Inverness, alongside congestion points outlined in the Moray Firth Transport Model. This concludes that even with significant investment in road infrastructure, congestion on the network will still occur from new development.

The report therefore identifies the importance of investment in sustainable transport infrastructure, which includes the delivery of active travel facilities, to transform travel behaviour within Inverness and across the IMF.



## 2. Policy Review- Inner Moray Firth Local Development Plan 2 (Transport Appraisal 2021)

### IMF2 Transport Appraisal Objectives

1. **The need to travel is reduced-** most everyday needs must be met close to where people live or work and working from home should be easy and convenient.
2. **Walking and cycling are the easiest ways to make most journeys-** people should be able to walk and cycle using safe, convenient and high quality infrastructure.
3. **Public transport is the easiest way to make longer journeys and the logical choice for those that can't use active modes-** buses, trains and shared transport should operate regularly on convenient routes and deliver affordable services.
4. **A transition to the use of electric vehicles for other journeys is supported-** electric charging points should be provided across the IMF to support rural communities and others that need to travel by car to do so more sustainably.
5. **Committed and strategic road improvements are delivered-** trunk and strategic road network improvements must deliver safety improvements and increase efficiency.

The objectives for the IMF2 Transport Appraisal build on interventions identified in IMF1. The objectives strive to deliver an ambitious shift towards sustainable travel which transforms movement across the IMF

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

### **Vision and Spatial Strategy:**

Aims and objectives for 2030:

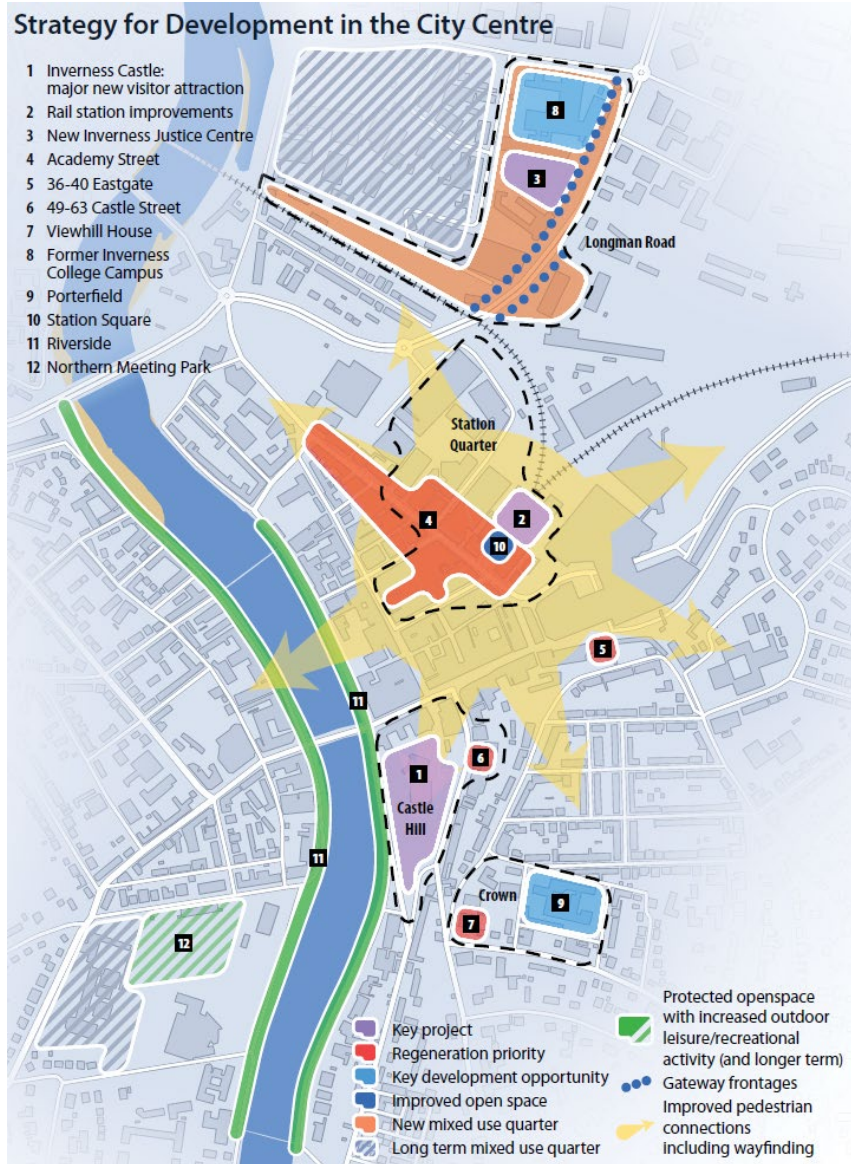
- Increase the number of jobs, people and facilities;
- Have a growing City;
- Safeguard and enhance its special places;
- Make it easy for people and wildlife to move about through a green network;
- Have more efficient forms of travel;
- Resolve infrastructure constraints;
- Diversify the local economy;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

### **Transport/ Active Travel:**

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



## 2. Policy Review- Inverness City Centre Development Brief



The Inverness City Centre Development Brief promotes and guides opportunities for development regeneration and enhancement of Inverness city centre. The Development Brief's priorities for development are as follows:

1. Improvements to city centre access and connections.
2. Physical enhancement of Academy Street and its surroundings.
3. Redevelopment of key sites to create new visitor and cultural attractions.

The outcomes for 2030 are that Inverness will be:

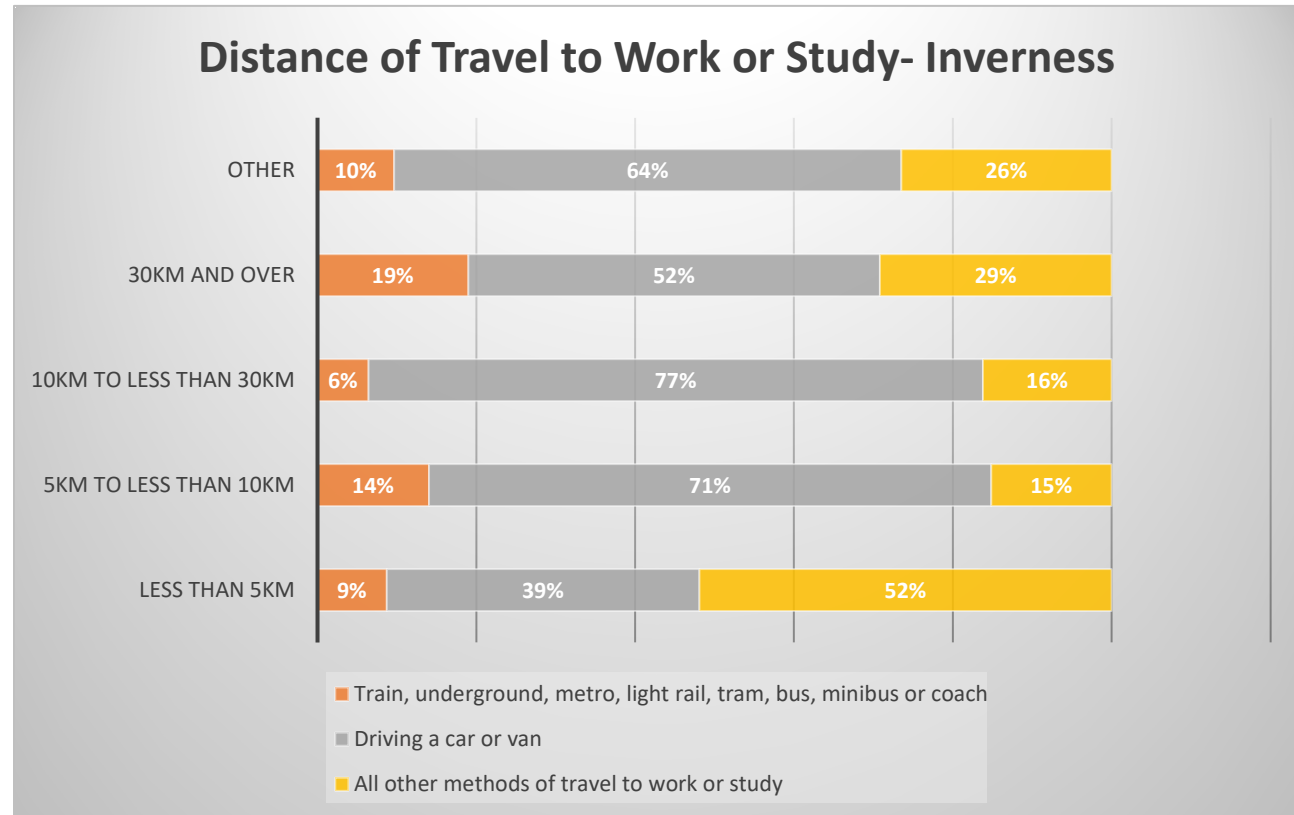
- A Great Place for Business;
- A Great Place to Visit;
- A Great Place to Live;
- Accessible, Easy and Safe to Move Around; and
- Distinctive and Attractive.

The key developments in the city centre that will positively impact travel via active modes include **Inverness Rail Station Improvements** and **Regeneration of Academy Street**.

### 3. Baseline Data- Census 2011

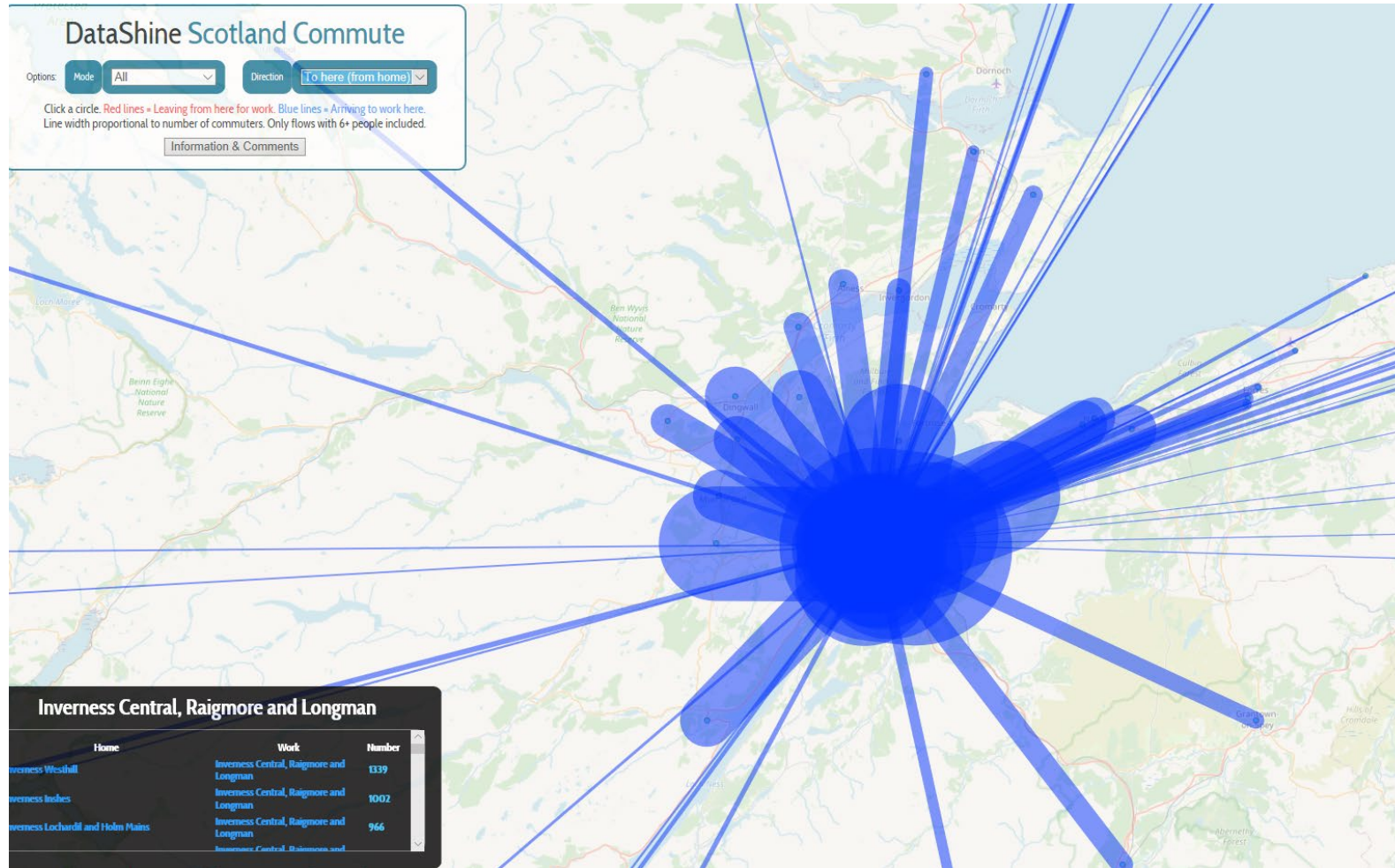
Work or study mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
10%	0.0%	0.9%	7.6%	0.5%	42.1%	10.4%	0.3%	4.3%	22.8%	0.9%

- There is a high active travel mode share (approx. 27%), with 23% walking and 4% cycling commuter trips.
- Private vehicle mode share is around 53%. Of these trips, 39% are less than 5km. Therefore many of these trips are likely to be of walking and/or cycling distance.



### 3. Baseline Data- Census Datashine Commute 2011

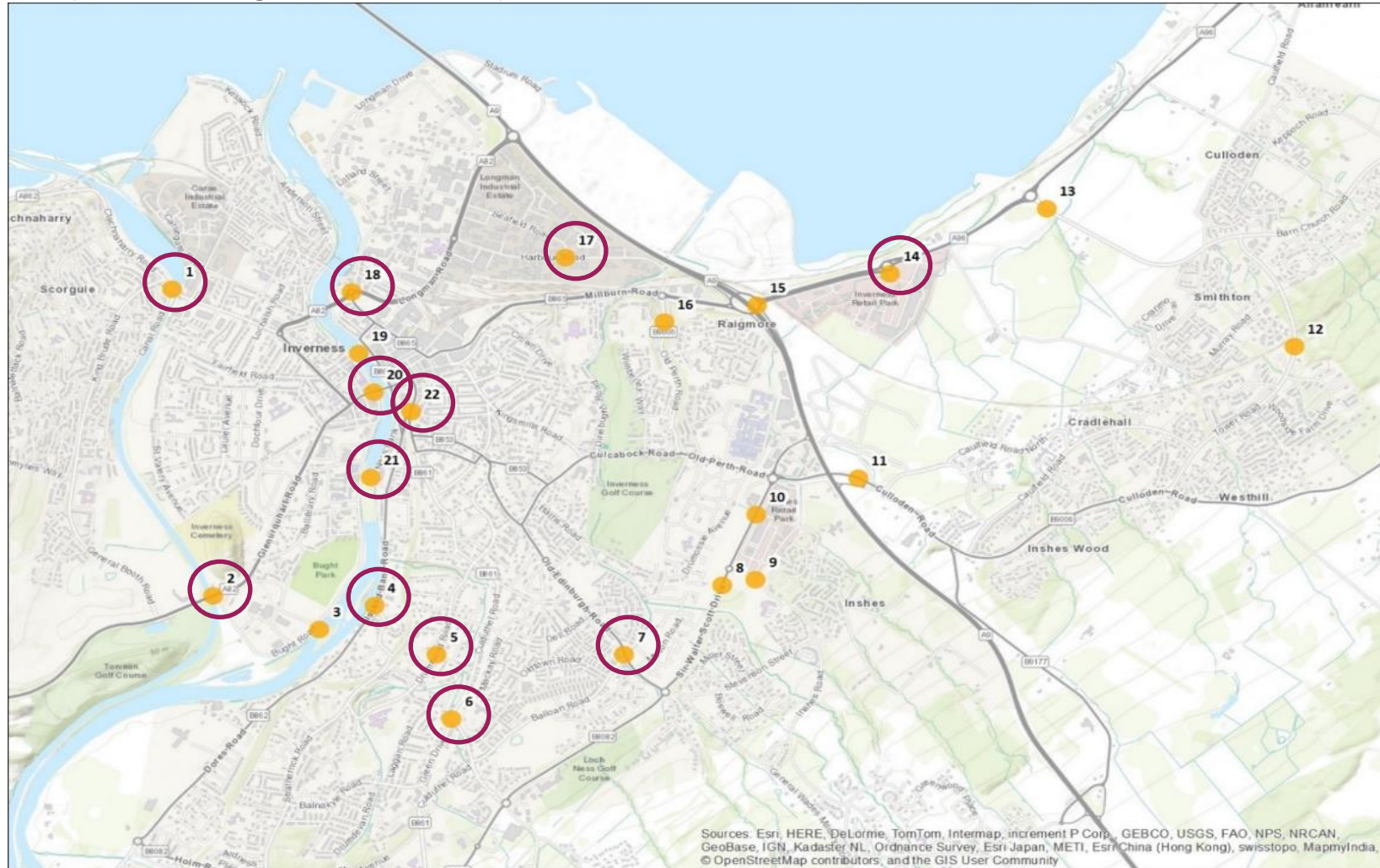
Commuter journeys to Inverness City Centre.





### 3. Baseline Data- Movement Flows

Inverness Pedestrian and Cycle Surveys- 14-hour daily flows (06:00-20:00), 2 days of flows recorded per site on 15<sup>th</sup> and 16<sup>th</sup> September 2020 (Source: Highland Council)



### 3. Baseline Data- Movement Flows

Survey Number	Location	Pedestrian Flows (daily)	Cycle Flows (daily)	Total (daily)	Pedestrian (%)	Cycle (%)
1	Telford Street/ Caledonian Canal junction	906	225	1130	80%	20%
2	A82 Tumnahurich Bridge/ Caledonian Canal	971	436	1406	69%	31%
4	B862 Island Bank Road/ Drummond Crescent	534	377	911	59%	41%
5	Drummond Road/ Lodge Road	245	203	447	55%	45%
6	Culduthel Road/ Green Road	469	232	700	67%	33%
7	Old Edinburgh Road/ Balloan Avenue	718	285	1003	72%	28%
14	A96/ Inverness Retail Park	153	191	344	44%	56%
17	Harbour Road/ Seafield Road	345	169	514	67%	33%
18	Innes Street/ Shore Street/ Portland Place	752	520	1272	59%	41%
20	Ness Bridge/ Huntly Street	10278	908	11185	92%	8%
21	Ness Bank/ Infirmary Bridge/ Cavell Gardens	2432	366	2797	87%	13%
22	Castle Street/ View Place	2019	233	2252	90%	10%

- The highest number of pedestrian flows recorded was 10,278 at the Ness Bridge/ Huntly Street junction.
- The highest number of cycle flows recorded is 908 at the Ness Bridge/ Huntly Street junction.
- Of all active travel movements recorded, the highest pedestrian percentage was 92% at Ness Bridge/ Huntly Street.
- The highest cycle percentage was 56% of all active movements at the A96/ Inverness Retail Park junction.

### 3. Baseline Data- Accident Statistics

Accidents involving pedestrians and cyclists 2016-2020 (Source: Crashmap)

#### **Pedestrians:**



- Accident clusters for pedestrians include the city centre, Inshes Roundabout, Telford Street and the A82 between the city centre and Torvean.
- Fatal accidents have occurred at the Raigmore Interchange and the A82/ B861 junction

#### **Cyclists:**



- There are few clear accident clusters for cyclists.
- Cyclist accidents do however occur at locations identified as clusters for pedestrian accidents, such as Inshes Roundabout, Raigmore Interchange and Telford Street.



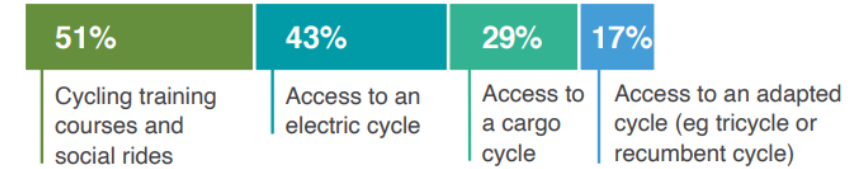
## 4. Reports and Research- Sustrans Bike Life Report Inverness (2019)

Engagement was undertaken with Inverness residents as part of the Sustrans Bike Life Report for Inverness in the form of surveys and questionnaires.

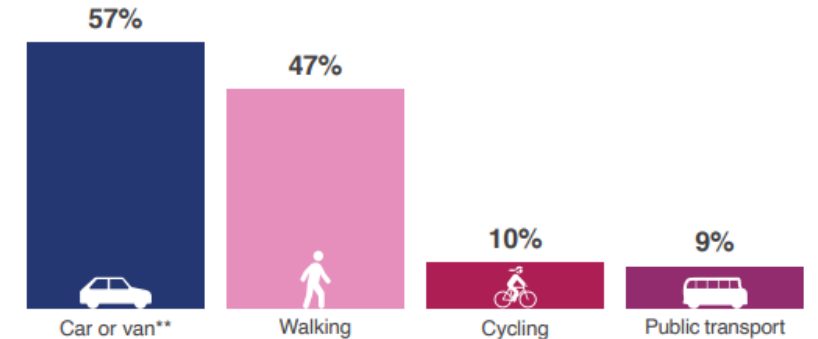
### Key Headlines:

- 25% of residents cycle to work at least once a week
- 22% of residents don't currently cycle, but would like to
- The proportion of men cycling is double that of women
- Over 60% of residents thinking cycle safety needs improving (this is felt amongst all gender and mobility groups).
- Residents support increased government spending on all modes of transport: public transport (72%), cycling (59%), 56% (walking), 43% (driving).
- There is one cycle parking space at Inverness railway station for every 53 passengers.
- Only 8% of streets in Inverness are 20mph.
- There is a significant difference in car ownership by socio-economic group:
  - 93% own a car from AB groups
  - 55% own a car from DE groups

What proportion of residents would find more support useful to cycle more?



Residents who travel by the following modes five or more days a week in Inverness



81% think that more cycle tracks along roads physically separated from traffic and pedestrians would be useful to help them cycle more

70% support building more of these tracks, even when this would mean less room for other road traffic

## 4. Reports and Research- Transform Scotland Interchange Audit Report

This report explored the links between cycling and public transport at Inverness, Fort William, Perth and Stirling rail stations, summarising the key issues and ways in which active travel access could be improved.

<b>Number of passengers</b> Used by 1.3 million passengers in 2012/13	<b>Number of platforms</b> 7	<b>Local authority area</b> Highland Council
<b>Station manager</b> ScotRail	<b>Services</b> Intercity (primarily Scotland with one UK service), regional, sleeper (to London); less than ten trains per hour, originating/terminating services only	<b>Location</b> <i>In the centre of the city, a dense (though small) urban area; the city has a population of 57,960</i>
<b>Number of entrances/exits</b> 4		

References: Mid-2010 Populations Estimates for Settlements and Localities in Scotland (General Records Office Scotland); Estimates of Station Usage 2012/13 (Office of Rail Regulation); National Rail Enquires; East Coast

### **Inverness rail station- Audit Summary**

- Challenging to get to the train station by bike – poor signage, inhospitable Longman Road (A82)
- Insufficient supply of cycle parking
- More quality, covered parking required
- Good facilities inside the stations (left luggage, showers), but a lack of information.
- Recommend creating a cycle hub (e.g. between the railway and bus station)

## 5. Engagement- Inverness Widen My Path Comments

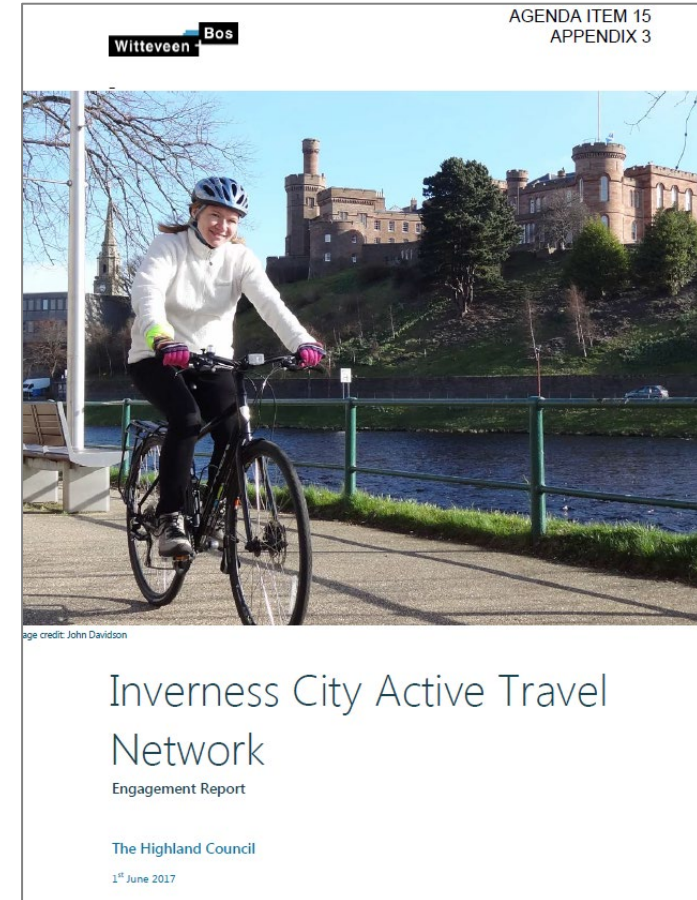
- **A8082 local distributor road:**
  - Lack of controlled crossings, with refuge islands narrow and non-inclusive for both regular and adapted cycles.
  - Street furniture causes pinch point with little space to pass standard cycles.
- **Culduthel Road:**
  - Narrow chevrons less than 1m- too difficult for wheelchairs, adapted cycles, trikes and family cycles to negotiate.
  - Cycleway terminates at Cauldeen Primary School- continuous cycle route required.
- **B862 (Haugh/ Island Bank Road/ Dores Road):**
  - Popular active travel route, however often busy with traffic and narrow footways. Traffic calming/ speeds reduction/ safe crossing facilities.
- **Caledonian Canal:**
  - Quick wins such as lighting improvements, cutting back shrubbery and grit boxes along the route.
- **Fairfield Road/ Telford Street:**
  - Busy road often used as a through route- potential to remove on-street parking/ reduce speed/ introduce cycleway/ traffic filters/ crossing facilities.
- **City Centre:**
  - River Ness- cycle signage improvements (eg better contraflow signage) to improve awareness among all users. Remove parking to ease congestion.
  - B865- segregated cycleway required to minimise conflict between pedestrians, cyclists and vehicles.
  - Waterloo Bridge- better pedestrian/cycle access to Riverside path (eg crossing facilities).
  - Bught Road/ Ness Walk- large amount of parked cars, potential to close off parts of this road along the River Ness as this is popular.
- **B9006/ B853 (east):**
  - Unprotected cycle lane dangerous leading to the Old Perth Road roundabout. Protected cycle infrastructure and better walking facilities should be considered at both locations.



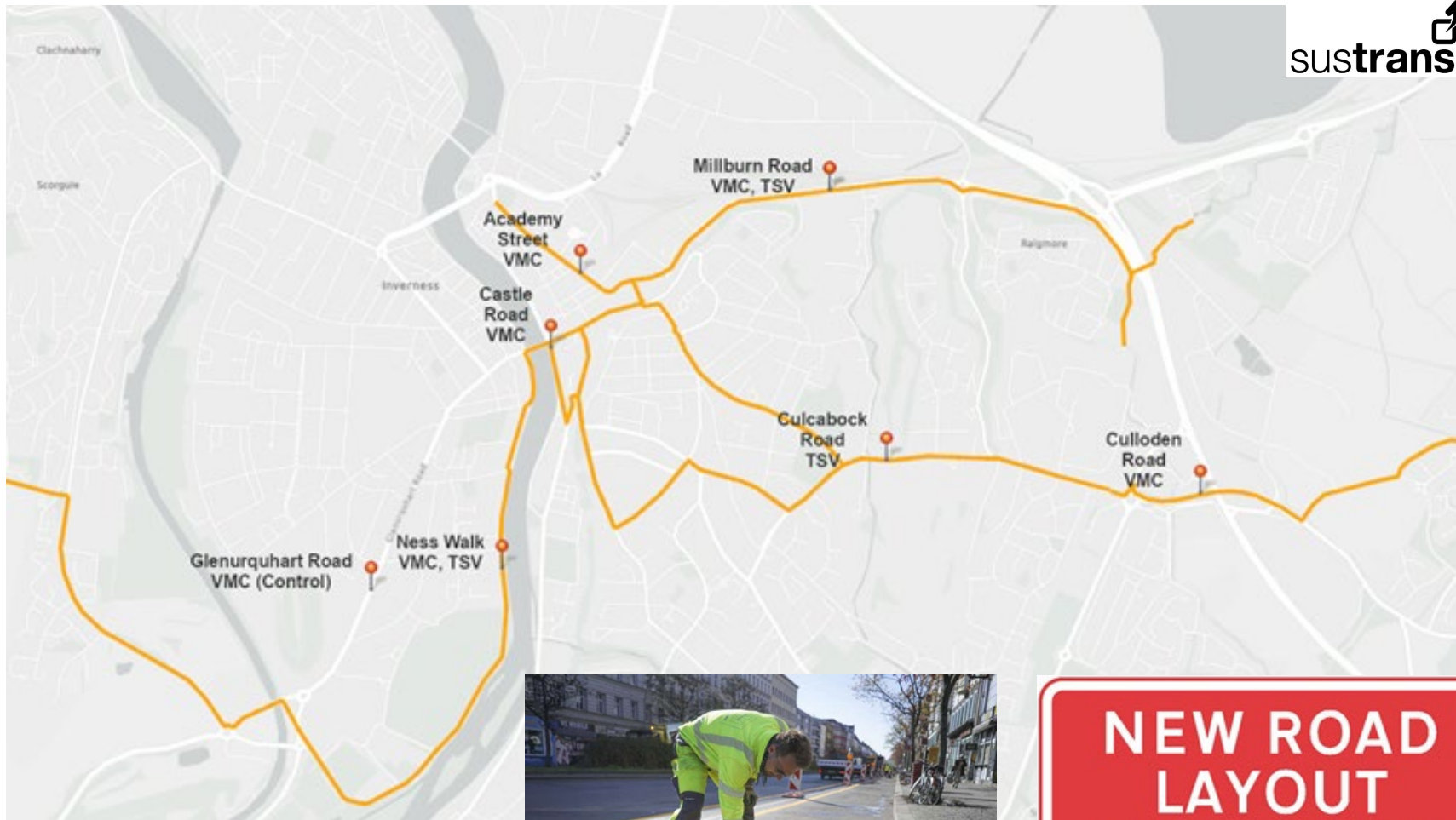
## 5. Engagement- Inverness City Active Travel Network Engagement Report

Ideas/comments brought forward:

- creating a sense of place/a sense of arrival along **Academy Street** for when people arrive off the bus or train and move towards the city centre (greening, tree planting, building facade cleaning and wayfinding)
- Positive responses around the proposal for the **Turbo roundabout**
- Requested more bus stops for example along Old Perth Road and opposite Morrisons on **Millburn Road**
- Lack of signage on shared contraflow cycle ways
- increased cycle parking that is secure and well located
- using native trees and a colour palette of the Highlands
- Requests for hire bikes and e-bikes in the city centre
- Suggestions for a piazza on Falcon Square



## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Overview of monitoring sites)



Including:  
Widened footpaths,  
segregated cycle lanes,  
speed limit reduction,  
footpath widening, new  
signage, road surface  
repair, one way system,  
barrier removal, reduced  
wait times at crossing,  
floating bus stop, traffic  
calming, and improvements  
to advisory cycle lanes



## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Culcabock Road)

Before: Narrow footpaths and cyclists using these (less confident cyclists don't use bike lane). Road safety concerns for cyclists from potential speeding vehicles.

Intervention:

- Improved signage/marketing to advisory bike lane.
- Speed reduction to 20 mph to reduce safety risks for on-road cycling.
- Surface repairs to make bike lane safe for use.
- Extension of segregated bike lane to Fluke roundabout and junction at Kingsmills Road.

Results:

- Increase in weekday and weekend traffic volumes.
- Slight reduction in vehicle speeds.

Average vehicle speed (mph)		
	Pre	Post
Weekday	32.0	31.1
Weekend	32.4	31.9



## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Culloden Road)

Important neighbourhood centre with 2 GP practices, food retail, post office, pharmacy (essential services).

Before:

- No pedestrian crossing facility on desire line at junction.
- Regular and suspected increased informal crossing at junction.
- 40 mph road and low traffic volumes, so public safety concerns from potential extreme speeding.

Intervention:

- Temporary crossing facility.

Results:

Measurements along Culloden Road

- Cycle use decreased (from 14% mode share to 11% mode share)
- Carriageway use stayed fairly constant



## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Castle Road)

### Before:

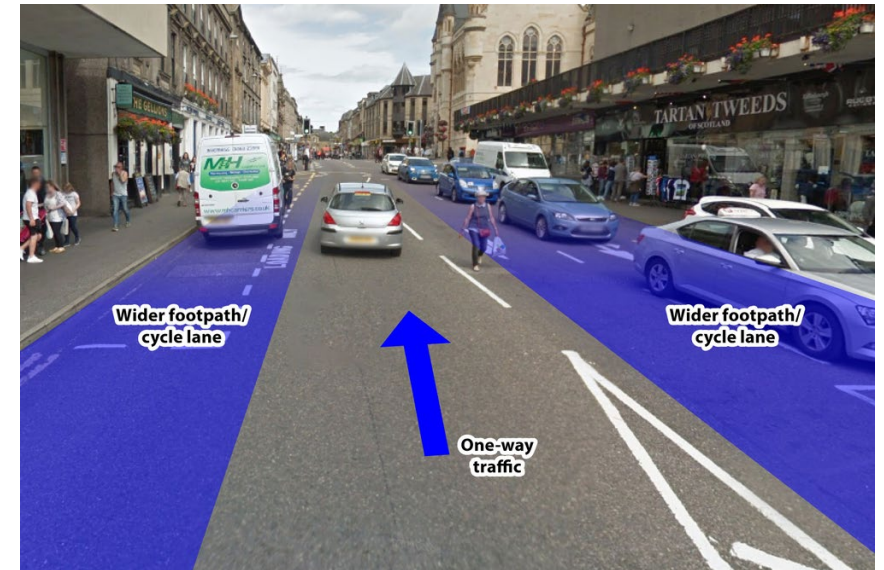
- Very narrow footpaths and limited opportunity for social distancing.
- Risks to public safety if stepping into carriageway to avoid other people.

### Intervention:

- one way system
- footpath widening
- segregated cycle lanes

### Results:

- Significant increase in pedestrian mode share (from 38% to 49%)
- Significant increase in volume for all modes
- Increased use of carriageway, particularly by cyclists (+18%)



## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Ness Walk)

### Before:

- Contraflow bike lane in place not safe (people in cars not aware of TRO).
- Lack of alternative due to pinch points on footpaths.
- Risk to cyclists travelling north (into oncoming traffic).

### Intervention:

- Suspend parking along route and use space gained to create bike lane.
- footpath widening
- traffic calming
- one way system

### Results:

- Increase in pedestrian usage and mode share (+14%), but a reduction in cycles (-1%) and vehicles (-13%)
- Increased use of carriageway by cyclists (+9%)
- ~30% of vehicles still travelling over the speed limit



## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Academy Street)

### Before:

- Narrow footpaths and wide vehicle corridor presenting public safety risks.
- City centre location so demand for pedestrian access and likely increase in recovery phase.

### Intervention:

- widened footpaths (temporarily widen footways to 3 m both sides using water filled barriers)
- 10mph limit

### Results:

- Higher volume of pedestrians than vehicles
- Significantly lower vehicle volume on the weekend (~40% lower volume than weekday)
- 14% of pedestrians using the carriageway
- Highland Council Survey: 60% said they agree with the intervention

## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Millburn Road)

### Before:

- Limited width for safe social distancing for pedestrians and cyclists using existing single 3m wide shared path.
- Straight wide dual carriageway road with potential for extreme speeding presenting risks to public safety.

### Intervention:

- Temporarily reallocate one lane each direction as segregated bike lane using water filled barriers, stencils and spraypaint road markings and signage.
- Use of floating bus stops to maintain public transport access (bus stops on carriageway).

### Results:

- Highland Council Survey: 73% said they agree with the intervention
- 73% of cyclists using the carriageway as opposed to the pavement
- 78% of vehicles travelling over the speed limit (30mph)
- Active travel only 1% of the mode share
  - Pedestrians: 128 (weekday), 95 (weekend)
  - Cyclists: 28 (weekday), 24 (weekend)

## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Highland Council Feedback)

### Public Survey

Results when asked if people agree with the Spaces for People interventions:

Inverness Castle 1-way (57%)

Academy Street (60%)

Riverside Way (75%)

Millburn Road (73%)

### Modifications

Modifications have been made to the temporary measures after some issues were observed.

- **Millburn Road** - Vehicle queuing over Raigmore Interchange and onto the A9 Trunk Road was observed. The bike lane was reduced in length, beginning to the west of the Diriebught Road junction. To address concerns of local businesses about increased vehicular traffic during the festive period, a right-hand turn lane was installed on the city-bound vehicle lane at the junction to Morrisons supermarket. Overall queuing times for vehicles remains at an acceptable level. To improve the safety and legibility of the route, a green painted surface was installed along the length of the bike lane. Discussions will continue with retail operators in the area as the current period of lockdown ends.
- **Inverness Castle (one-way system)** - Vehicle queuing was observed to be at an unacceptable level around the one-way system. The city-bound bike lane on the Ness Bridge was removed as a result, and the west bound bike lane changed to bi-directional. A left-hand turn lane was also installed at the junction from Castle Road to the Ness Bridge. As a result, congestion was reduced, and overall queuing times for vehicles remains at an acceptable level.



## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Permanent Measures)

Spaces for People: Update and next steps (18/02/2021)

The Highland Council has secured funding for several of the SfP schemes to make them permanent features of the city as part of the Inverness City Active Travel Network project.




These include:

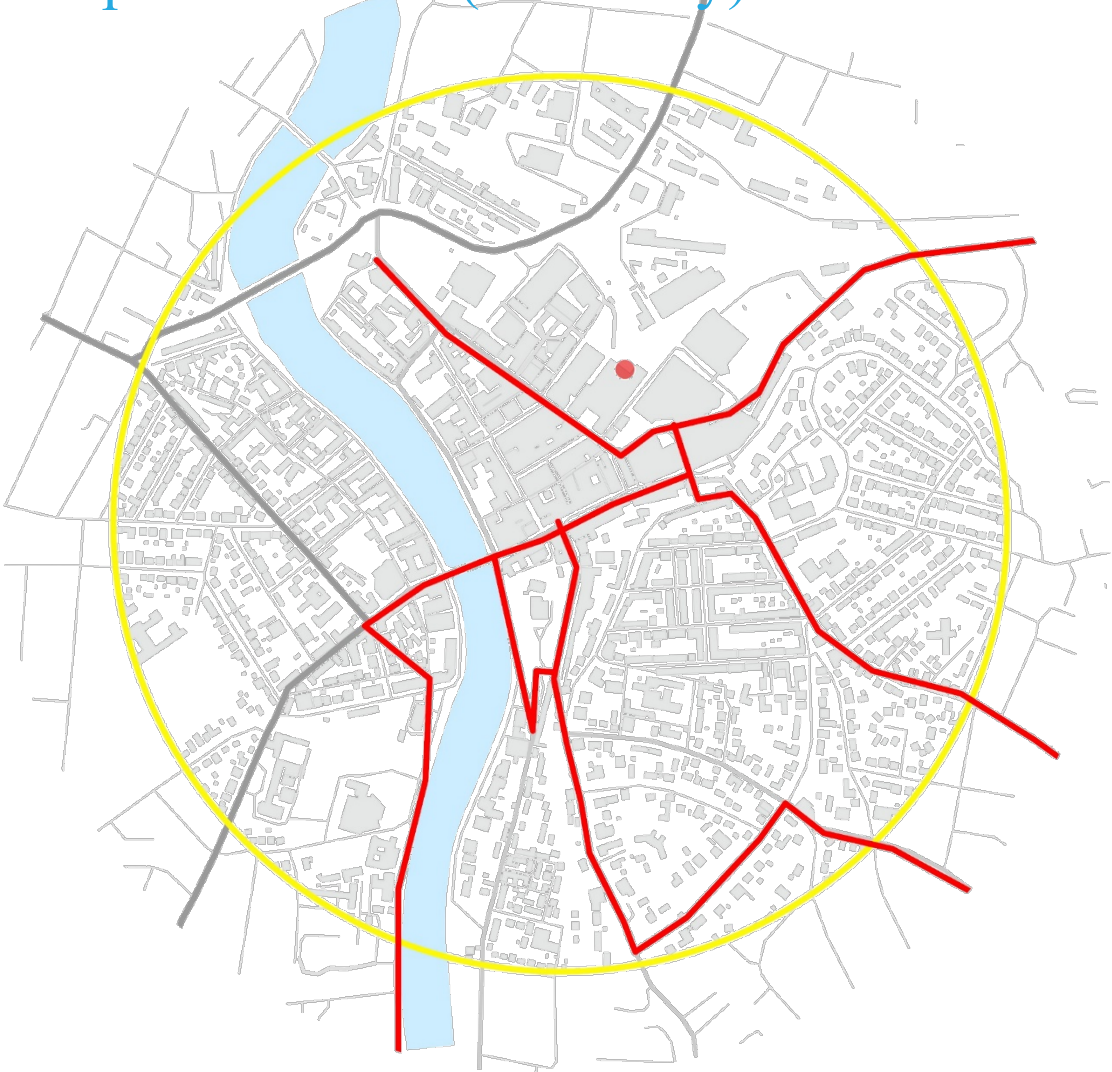
- Academy Street:
- Millburn Road
- Riverside Way

Other discussions/possibilities:

- Discussions have begun separately with Sustrans to consider the potential for funding to deliver an additional scheme that could incorporate the Infirmary Bridge (near Riverside Way)
- The ambition to transform Inverness Castle into a major visitor destination is well advanced, with Highland City and Region Deal funding committed

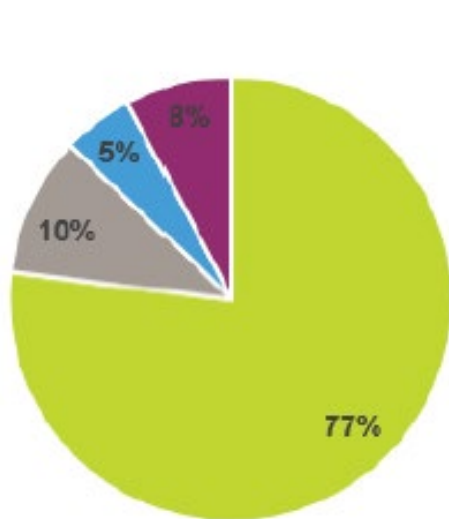
# 5. Ongoing Projects- Sustrans Spaces for People Inverness (Summary)

-  10 MIN WALK (1/2 MILE)
-  TEMPORARY MEASURES
-  INVERNESS TRAIN STATION

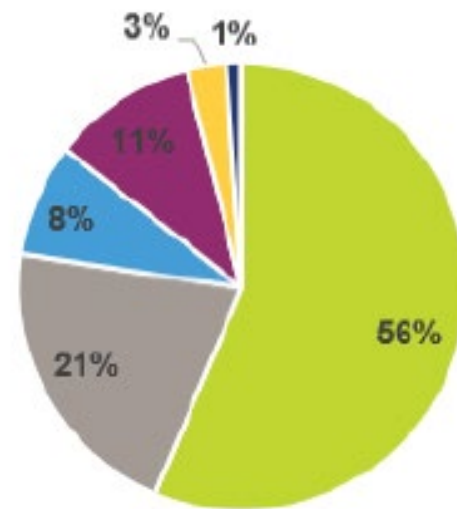


## 5. Ongoing Projects- Sustrans Spaces for People Inverness (Inverness Business Survey)

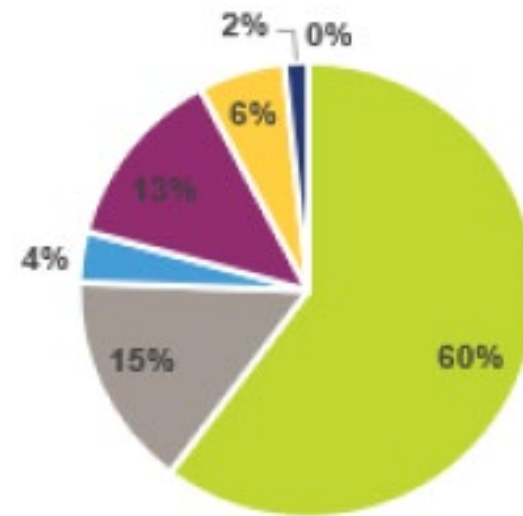
498 businesses were invited to comment. 40 businesses provided a response (8% response rate).  
35% of responses were from businesses located in streets where interventions had been made.



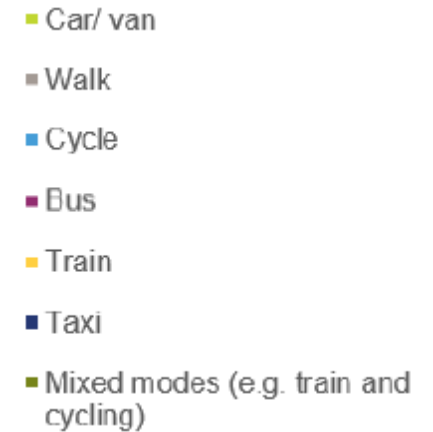
How do you (**business owner**) travel to/from work?



How do you think your **employees** travel to/from work?

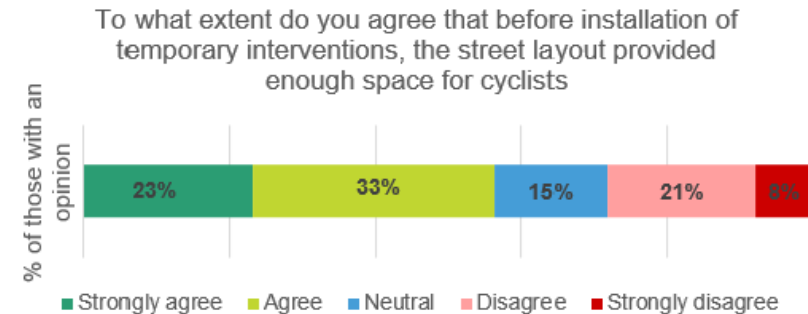
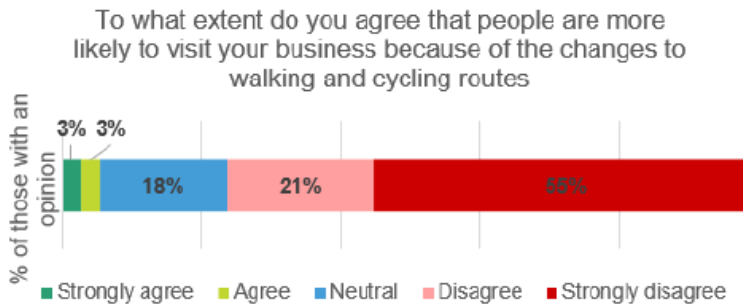
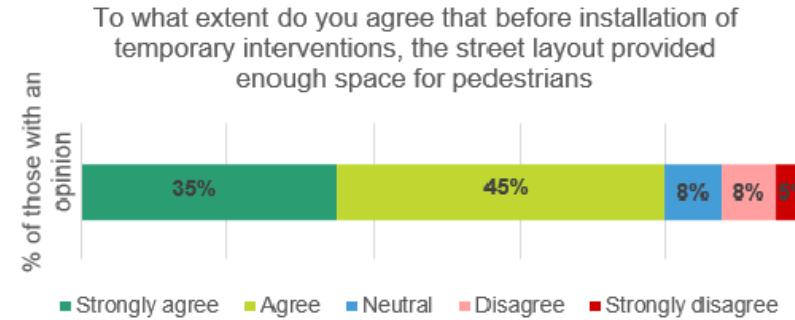
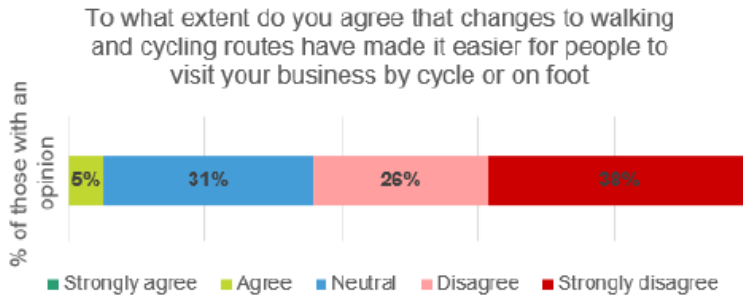
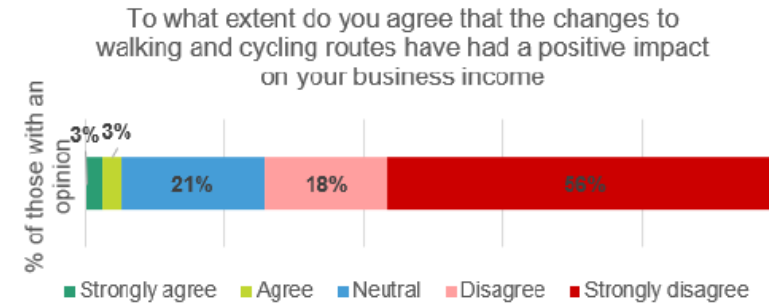
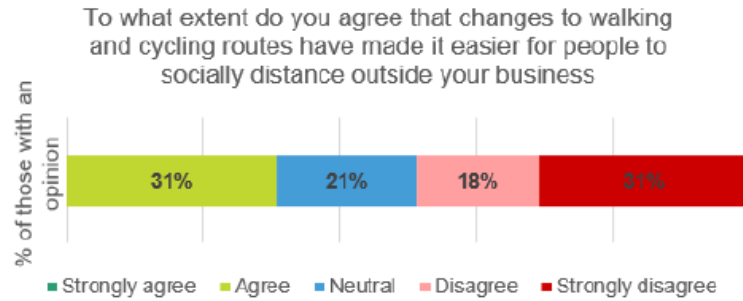


What modes do you think your **customers** use?

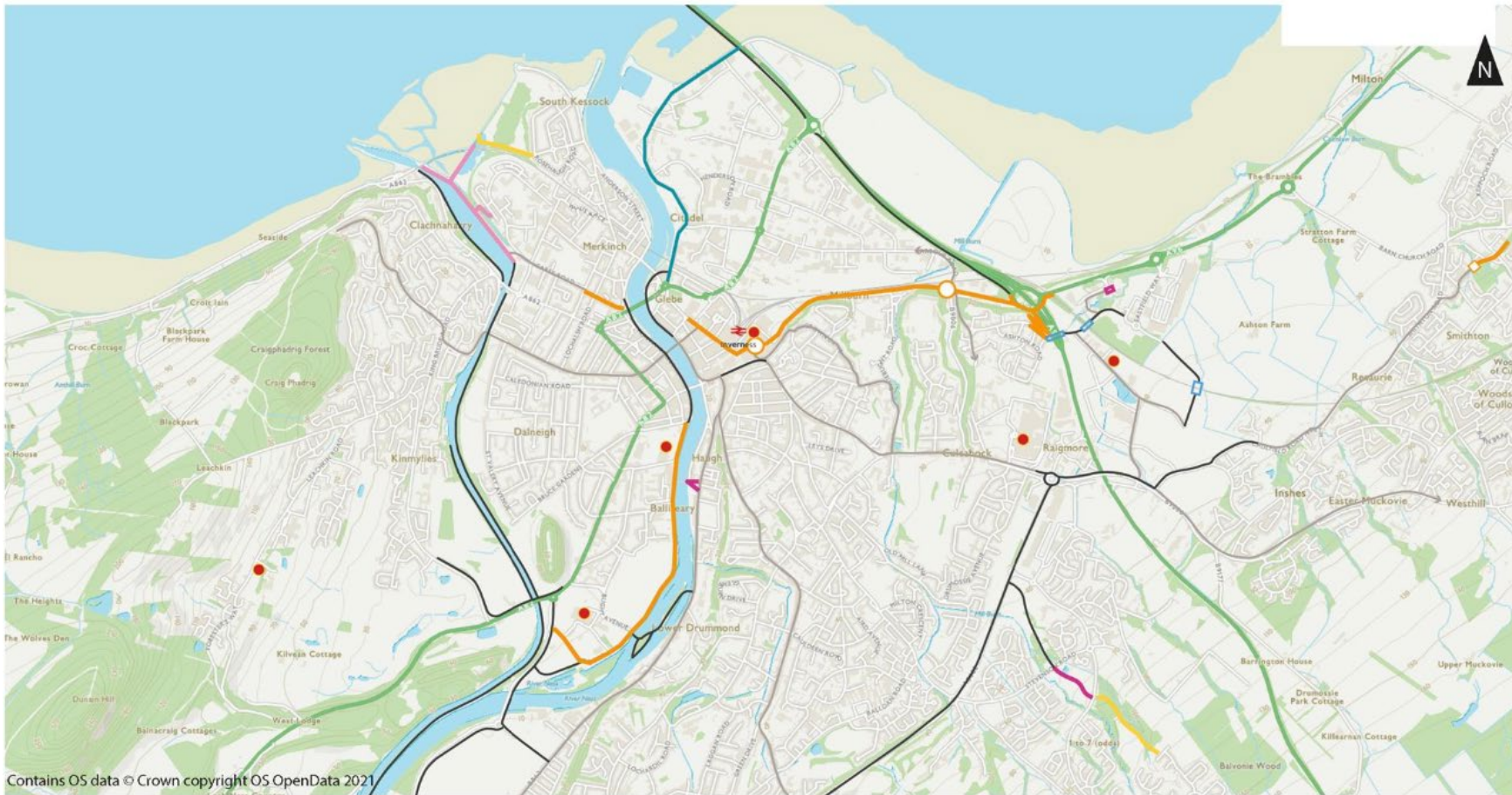




# 5. Ongoing Projects- Sustrans Spaces for People Inverness (Inverness Business Survey)



# 5. Ongoing Projects- Sustrans Places for Everyone Inverness (Summary)



Currently funded by Places for Everyone



The Highland Council

Scottish Canals

Port of Inverness

Built funded by Community links

The Highland Council

Highland and Island Enterprise

Inverness walking and cycling network

Existing infrastructure

Aspirational routes

Inverness E-Bikes hire scheme

E-bikes station - proposed (Hitrans HIBIKE /LCTT)



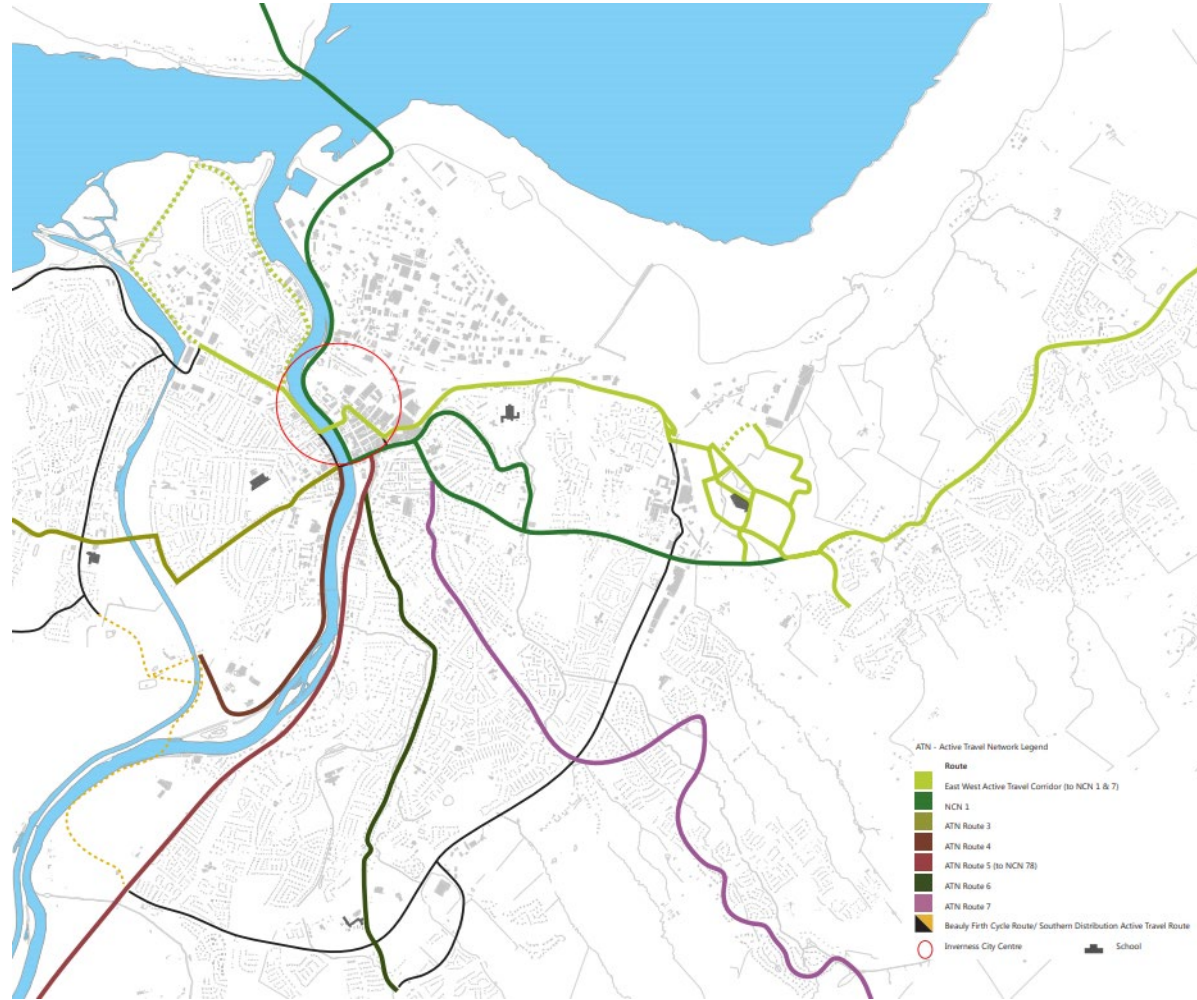
**Bridge repair & replacement:**  
Smithton nr Inverness, Newton Stewart and Dyce (Sustrans)



# 5. Ongoing Projects- Inverness City Active Travel Network (ICATN)

ACTIVE  CYCLE  WALK  INVERNESS 

"Target of 10% of journeys cycled by 2020."



## The East-West Route and Active Travel Network Route 4

1. Dutch inspired segregated cycle tracks, a new section of pedestrian footway, bus stop bypasses and signalised junction crossings feature on Millburn Road.
2. A Dutch turbo inspired roundabout with a tight turning geometry that will maintain capacity whilst reducing traffic speeds, improving safety and ease of crossing each arm.
3. A bicycle street, or 'fietsstraat'. This Dutch influenced design gives cycles priority over motor vehicles in a low-speed residential street. Signs at the entrance to the street, together with cyclefriendly traffic calming make this clear
4. New signals at Raigmore Interchange that give pedestrians and cyclists more time to cross, and more certainty about where traffic is coming from. A new ramp will also be built, taking pedestrians and cyclists up to the Raigmore Estate and Golden Bridge
5. A new active travel route ATN4 connecting the Caledonian Canal and West Link to the city centre along Bught Road, which will reduce traffic speeds and improve safety for park users.

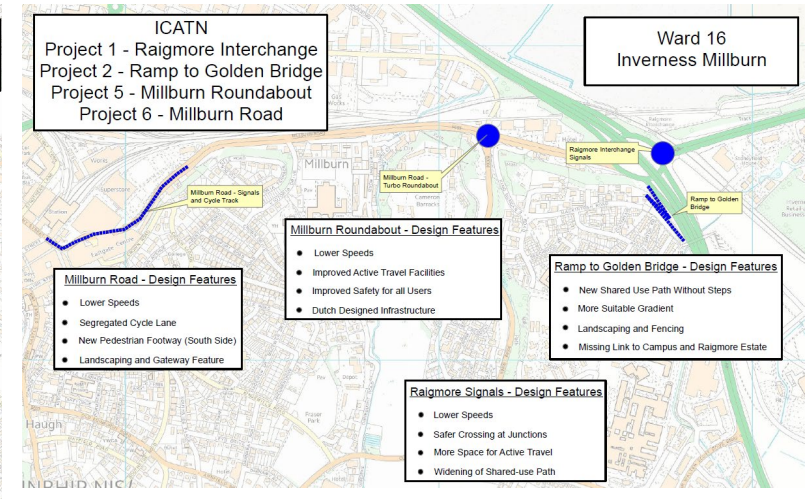
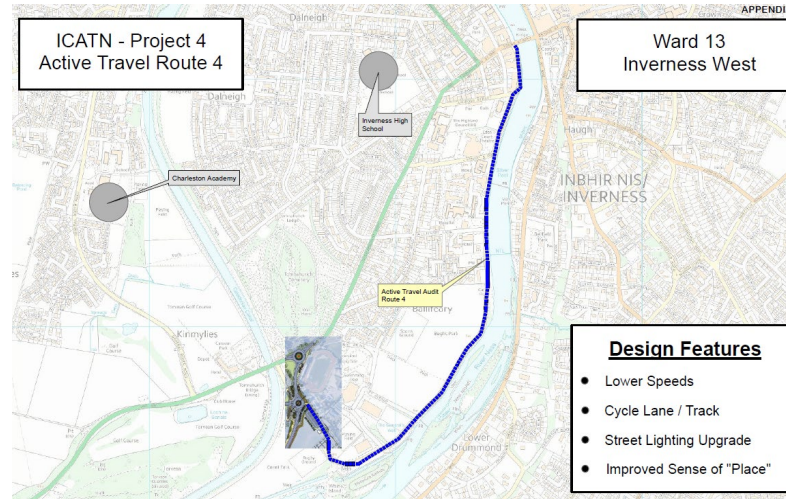
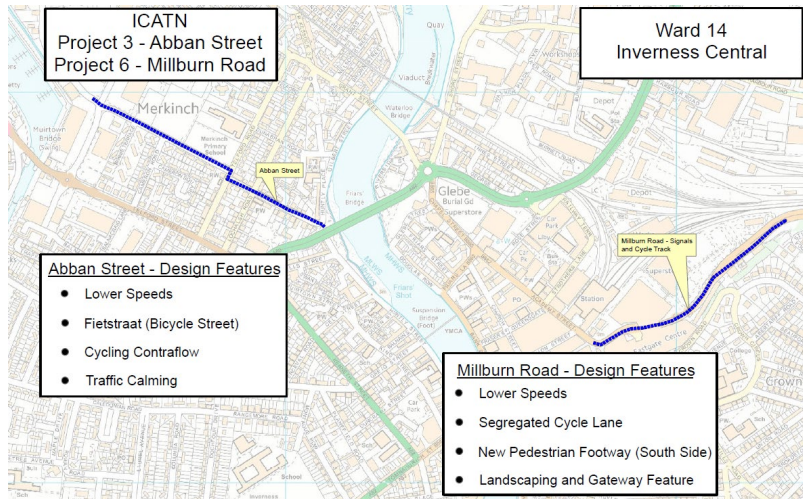




# .5. Ongoing Projects- Inverness City Active Travel Network (ICATN)

There are nine strands within the ICATN Programme, including six Projects/Interventions (items 4 to 9 below).

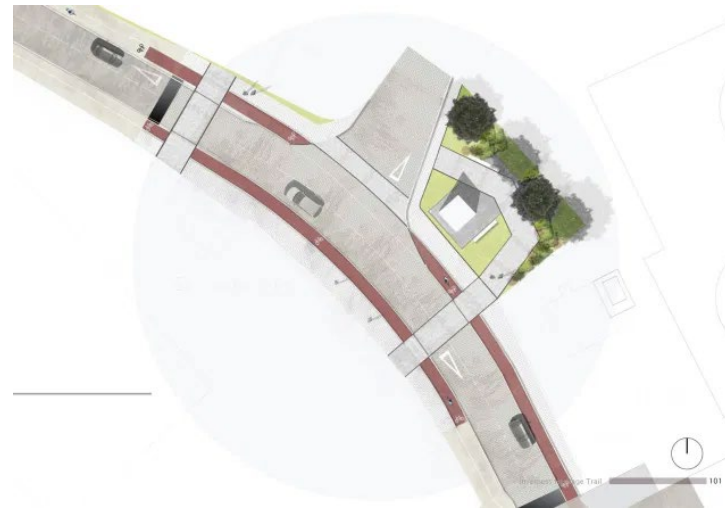
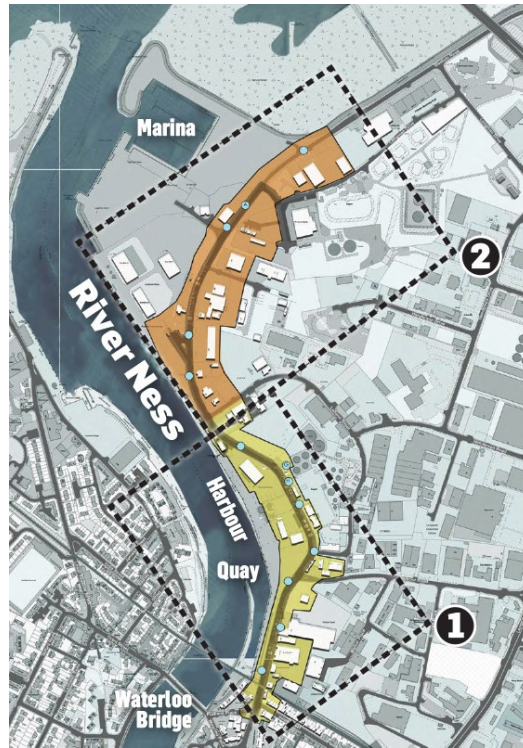
1. West Link (match funding – early delivery)
2. Programme Team
3. Engagement and Promotion
4. Active Travel Network Route 4
5. New Ramp to Golden Bridge
6. Abban Street (Fiestraat and Contraflow)
7. Raigmore Interchange (Enhanced Cycle Track and Signals)
8. Millburn Road (Cycle track and Signals)
9. Millburn Road (Turbo Roundabout – improvements for active travel)



## 5. Ongoing Projects- Inverness Heritage Trail

The Inverness Heritage Trail Project is primarily about greater accessibility to the Inverness port area as a destination and active travel corridor. The project involves public realm and active travel design proposals at the National Cycle Route to the north of the city centre at Shore Street, Cromwell Road and Longman Drive in Inverness.

There are a number of other active projects in and around Inverness, which are in close proximity to the Inverness Heritage Trail. These include several projects embedded as part of the Inverness City Active Travel Network (West Link active travel infrastructure, Inverness Railway Station cycle parking infrastructure, Safer Routes to School interventions).





## 5. Ongoing Projects- Inverness Rail Station Masterplan

Highland Council is collaborating with Network Rail and other major partners to upgrade and improve Inverness Rail Station and enhance the surrounding streets and public spaces. The aim is to create a people-friendly station environment that supports the integration of sustainable transport modes and provides a high-quality environment for arriving in the capital of the Highlands.

A key objective of this project is to prioritise quality of place for pedestrians and cyclists. Proposals will include improving the pedestrian environment at station entrances, improving pedestrian and cycle access from Academy Street, and improving cycle facilities within the station. The area of land covered by the masterplan is extensive and has the potential to be one of the largest city centre regeneration projects undertaken in the region. The rail station redevelopment will be crucial in promoting sustainable multi-modal journeys and improving regional connectivity between rural areas of the IMF and Inverness.





# 6. Mapping- HITRANS Inverness Active Travel Map (2019)

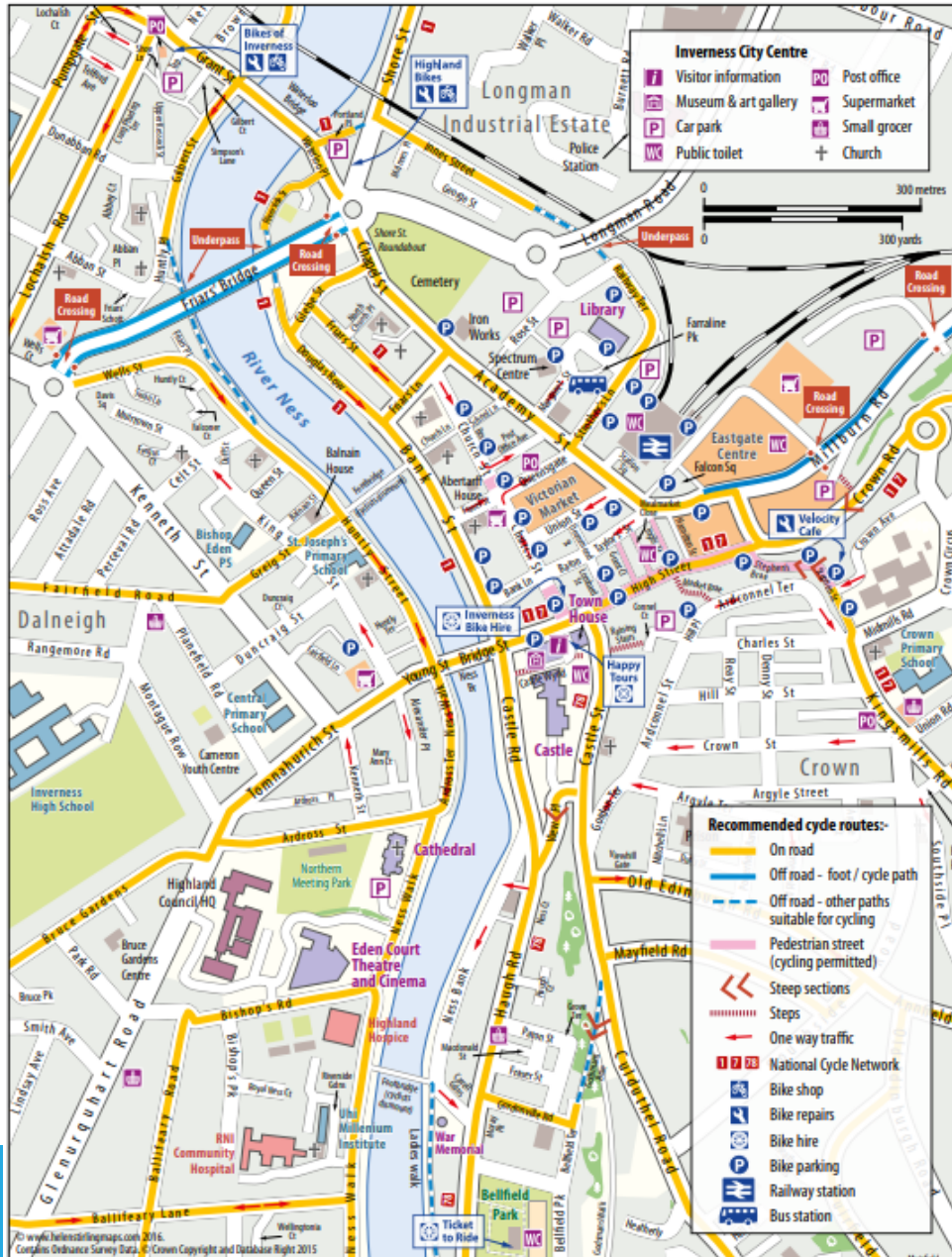


## Inverness City Region

- There are shared footway/ cycleways leading into the city centre, including on North Kessock Bridge, Holm Road, Culduthel Avenue, Sir Walter Scott Drive and A96 towards Culloden.
- Advisory cycle lanes also exist on Culcabock Road, Island Bank Road, Drummond Road and Clachnaharry Road.
- The majority of active travel infrastructure does not meet existing active travel design guidance.



## 6. Mapping- HITRANS Inverness Active Travel Map (2019)



### Inverness City Centre

- Active Travel infrastructure within Inverness city centre primarily consists of on-road cycling facilities.
- Off-road facilities include shared footway/ cycleways on Friars Bridge and Millburn Road and paths on Ness Walk and the Great Glen Way.
- Cycle parking facilities are primarily focussed on the city centre and surrounding the High Street



# 6. Mapping- Inverness Core Paths Plan



- Core paths exist in key areas of interest, including the Caledonian Canal paths, paths surrounding the River Ness, Greig Street Bridge and Infirmary Bridge.



## 6. Mapping- National Cycle Network

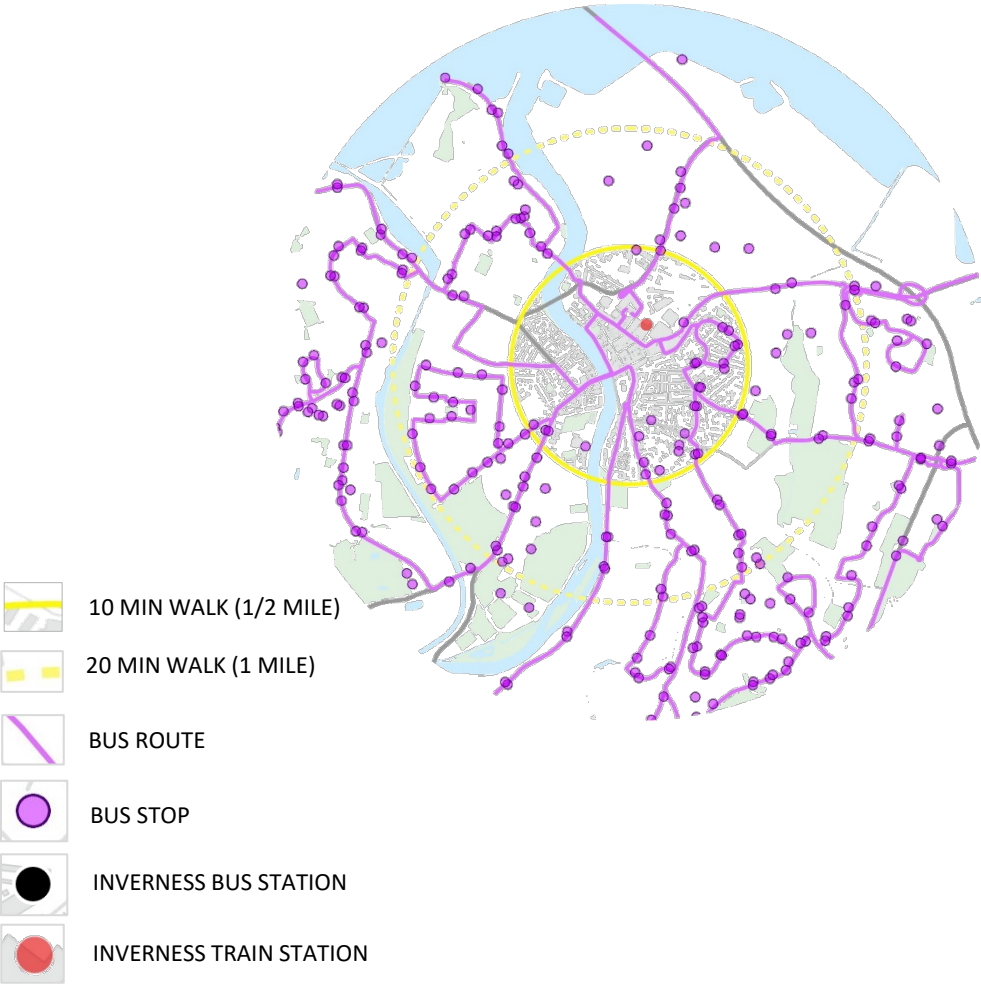


- Traffic-free route on the National Cycle Network
- Traffic-free route (not on the National Cycle Network)
- On-road route on the National Cycle Network
- On-road route not on the National Cycle Network
- National Cycle Network route number

- Traffic-free routes include the Kessock Bridge, Inverness High Street, Riverside Street, Culloden Road and Holm Road.
- Other NCN routes of interest include Ness Bank, Culcabock Road (NCN 1) and Haugh Road/ Island Bank Road/ Dores Road (NCN 78).

# 6. Mapping- Bus Stops and Services

Connecting active travel and public transport lines for an integrated network





# 6. Mapping- Green Space (existing)





# 6. Mapping- Access to Green Space (existing)

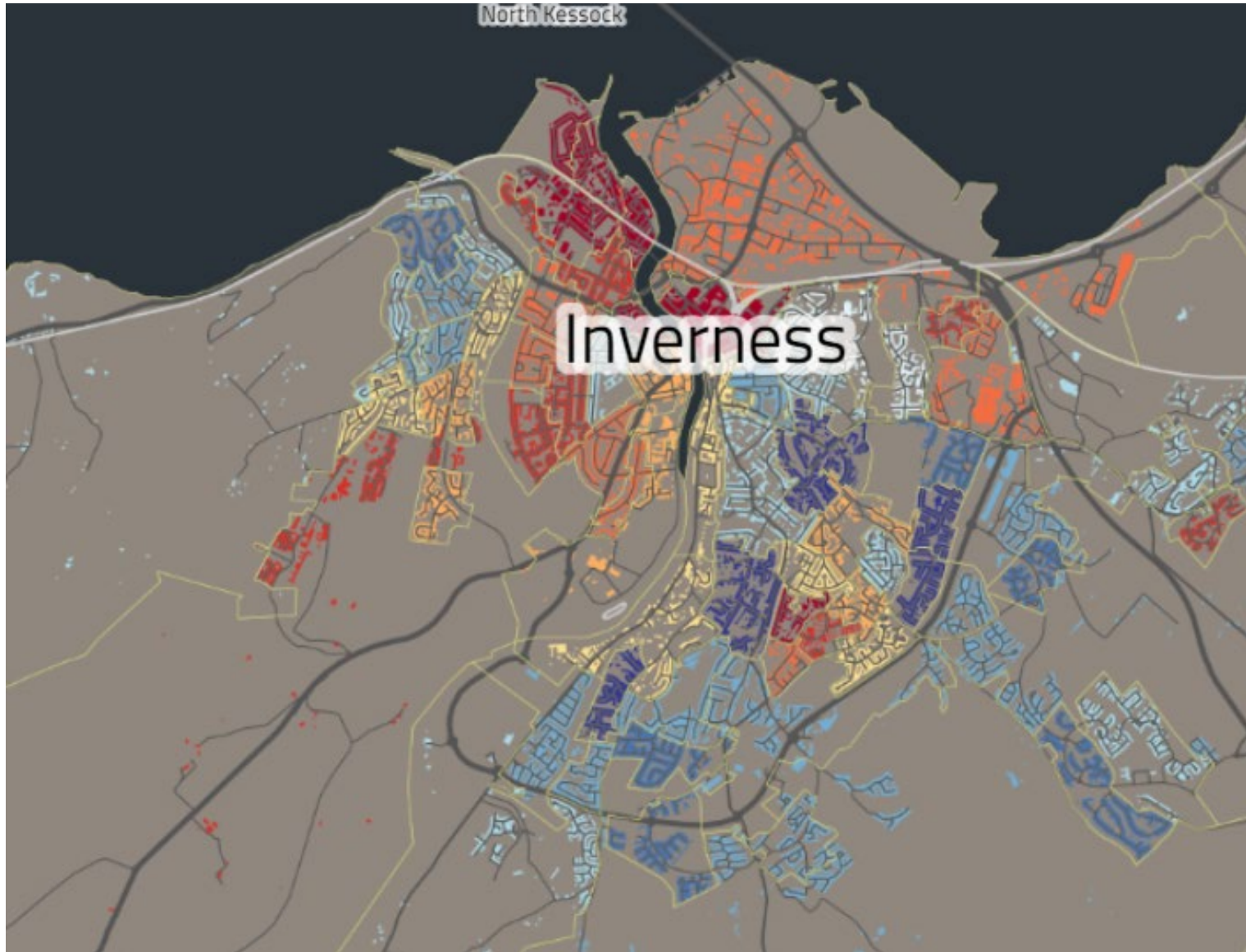
### ACTIVE TRAVEL



### BUS LINKS



## 6. Mapping- Scottish Index for Multiple Deprivation (2020)



- Merkinch to the north-west of Inverness is among the 5% most deprived neighbourhoods in Scotland.
- Inverness city centre is identified as one the 10% most deprived areas of Scotland.
- There are also areas such as Dalneigh, Hilton and Raigmore that are among the 20% most deprived areas of Scotland.
- Deprived neighbourhoods would benefit from liveable neighbourhood and placemaking initiatives to create a more attractive local environment and improve access to services and amenities.
- There are more affluent neighbourhoods to the south of the city.

# 7. Desktop Review Conclusions

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

## Key Conclusions

- The IMF is the most densely populated area of the Highlands, which creates an opportunity to promote sustainable travel behaviour.
- Census 2011 travel to work or study data shows a relatively high active travel mode share (approx. 27%). However, many short trips (below 5km) are undertaken by private vehicle, despite it being likely that many of these journeys are of a walking and/or cycling distance.
- Pedestrian and cycle movement flows showed areas of high active travel volumes across Inverness, including Ness Bridge, Ness Bank and Castle Street.
- Accidents involving pedestrians and cyclists have been reviewed. Accident clusters have been identified, for example within Inverness City Centre, Inshes Roundabout and Raigmore Interchange
- NCN routes across the IMF and Inverness are largely for on-road cycling and are of poor quality, with minimal segregated cycling infrastructure.
- Public transport hubs in Inverness create an opportunity to facilitate multi-modal trips, for example through cycle parking, walkable spaces and walking and cycling infrastructure linking to public transport hubs.
- Areas of deprivation identified within the SIMD 2020, such as Merkinch and Dalneigh, would benefit from liveable neighbourhood and placemaking measures, which would create a more attractive local environment and improve access to essential services and amenities.



# West of Ness Survey Results

The survey ran from December 2020 to February 2021 and received 634 responses. 10% of these responses were through the channels identified within the Equalities Impact Assessment.

## Sense of Place & Place Standard

Respondents were asked to rate key elements of the local area from 1-7 where 1 requires the most improvement, and 7 is excellent. The following table ranks the overall weighted score for each of these from perceived best to worst.

Perceived safety of A82	3.00	Level of traffic noise	4.11
Space to cycle to work / school	3.54	Quality of signage & interpretation	4.18
Quality of traffic free walking / cycling routes	3.63	Perceived sense of security	4.25
Road crossings	3.66	Access to nearby walking & cycling routes	4.54
Perceived safety of local roads	3.68	Links to local wildlife & nature	4.75
Quality of play provision	3.71	Air quality	4.76
Quality of paths & pavements	3.79	Outdoor space for physical activity	4.83
Perceived sense of community	3.97	Accessibility of outdoor greenspace	4.86

## Summary of Concerns

The survey gave respondents the opportunity to identify concerns and issues around their journeys to school, work, or leisure. Whilst some identified key locations which are considered later in this report, many provided a broader general concern. These have been grouped thematically and listed by most frequent below:

Traffic Volume	45	Driver Awareness (Cyclist and Pedestrians)	12
Cycle Path Provision / Connections	34	Antisocial Behaviour	8
Perception of Safety	28	Cyclist attitude / competence	8
Traffic Speed	27	Parked cars	8
Road Surface	18	Street Lighting	7
Lack of Pedestrian / Pavement Space	18	Temporary Measures / Road Works	7
Pavement Surface Quality	16	Dog Waste / Dog Management	6
Crossing Issues	16	Lack of parking	3
Winter surface management	13	Lack of Public / Amenity Facilities	3
Car / cyclist conflict	12	Unreliable Public Transport	3

# Appendices

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## C – Stakeholder Comments

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