

Agenda Item	6
Report No	CIA/21/23

HIGHLAND COUNCIL

Committee: City of Inverness and Area

Date: 28 August 2023

Report Title: Making Academy Street a Place for Everyone

Report By: Interim Executive Chief Officer Infrastructure & Environment

1 Purpose/Executive Summary

- 1.1 The Highland Council and their partners are working hard to transform Inverness City centre into a vibrant, successful place, where people and business can enjoy a revival, following the impacts of the Covid-19 pandemic and continued shifts in retail behaviours. Crucial to this change is how urban design and transport modes affect – positively or negatively – the quality, safety and enjoyment of our streets.
- 1.2 The Council secured £800k from the Scottish Government's Places for Everyone programme to regenerate Academy Street in favour of walking, wheeling and cycling, and to undertake public consultation on design options.
- 1.3 This report provides Members with an update on design progress and feedback from recent stakeholder engagement and an opportunity to decide the next steps for the project.

2 Recommendations

- 2.1 Members are asked to: -
 - i. **Note** design progress, which strikes a balance between delivering sustainable transport, city centre regeneration, and supporting the city centre economy; and
 - ii. **Agree** that officers proceed with finalising the proposed design and consult on a Traffic Regulation Order, as explained in Section 10 of the report including appropriate equalities and economic impact assessments; and
 - iii. **Agree** that, if recommendation (ii) is not progressed that officers stop work on the design and remove temporary footpath widening measures (bollards) and reinstate the carriageway to its original width.

3 Implications

- 3.1 **Resource** – Officer and design costs are met from the externally funded grant award from Scottish Government. Subject to a further successful award, funding for the construction can be met from the same source.
- 3.2 **Legal** – A Traffic Regulation Order will be required to enforce the proposed design, which forms part of the recommendations in this report. The costs for this work will be met from within the project budget.
- 3.3 **Community (Equality, Poverty, Rural and Island)** – The proposed design aims to improve options for people to walk, wheel and cycle in Inverness, which are typically low or zero cost travel options and therefore accessible to all socioeconomic groups. An updated Equalities Impact Assessment has been prepared and has informed the design development process, direct engagement with people representing those with protected characteristics has also been undertaken.
- 3.4 **Climate Change / Carbon Clever** – If implemented, a redesigned Academy Street will support positive behaviour change towards more sustainable travel modes (walking, wheeling and cycling) and therefore make a positive contribution to reducing the carbon footprint of travel in Highland, contributing to the Council's response to the Climate and Ecological Emergency.
- 3.5 **Risk** – There is potential for reputational risk to the Council by not implementing improvements in terms of tackling the Climate and Ecological Emergency and the city centre Air Quality Management Area. The proposed design will result in disruption to private car users in the short term during and following construction, until people develop new routing habits; behaviour change measures will form part of any future funding bid to mitigate these issues.
- 3.6 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** – There are no implications at this current design stage. However, should the scheme progress to construction the Council and their contactors will comply with all health and safety obligations.
- 3.7 **Gaelic** – There are no implications.

4 Background

- 4.1 Scottish Government has committed 10% of the annual Transport budget to Active Travel by 2024/25, expected to be £320m per year and it has set a national target to reduce car kilometres by 20% by 2030. The Highland Council has secured £10.6m for the Inverness City Active Travel Network; £1.52m for Cycling, Walking and Safer Routes for 2023/24 and £109m for transport through the City and Region Deal; as well as initial funding of £2.7m to unlock up to £50m for public transport, through the Bus Partnership Fund.

4.2 Scottish Government published the National Transport Strategy in 2020, in doing so it places *people* at the top of the priority for travel and private cars at the bottom (Fig. 1). Scottish Government also published the Strategic Transport Projects Review 2 in December 2022, identifying a requirement for widespread local interventions to decarbonise transport, the Delivery Plan for this is anticipated later this year. A government review of how the committed major increase in national active travel funding may offer alternative sources of future funding is also anticipated this year.

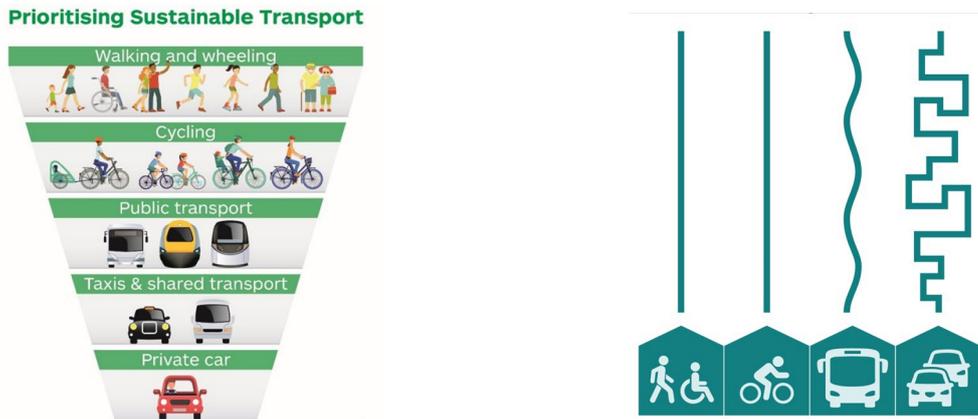


Figure 1: Sustainable Travel Hierarchy and Modal Routing for Liveable Cities.

- 4.3 The Highland Council has declared a Climate and Ecological Emergency, identifying action to respond remains a priority. Transport contributes 37% of Scotland’s greenhouse gas emissions and prioritising ways to reduce this in Highland will deliver a strong response to the Emergency.
- 4.4 The Council committed to applying a place-based approach for Inverness, as detailed in the December 2021 report to [Full Council](#), at the City Members briefing in May 2022 and the City of Inverness Area Committee [Inverness Strategy paper](#) in September 2022. The ambition of this approach, which aligns with the [Inverness One City, One Vision](#) is to coordinate the funding and delivery of plans and projects, reinforcing Inverness’ regional and national role as the Highland’s premier destination for residents, visitors and investment. The Academy Street project delivers on these Strategies.
- 4.5 The [Inverness Walking and Cycling Index 2021](#) documents clear public support for active travel support, and the positive contributions which walking, cycling and wheeling make to the economy, the environment and to public health:-





5 Inverness Strategy

5.1 Keep the social and economic benefits of further growth with providing a sustainable transport network that can support it. Major investment is already underway across the city centre with further ambitious projects in the pipeline. The Highland Council has coordinated investment of over £150m in the city centre since 2018. This investment is enabling major strides in regenerating the city into a more resilient, vibrant and low carbon place that will attract people and jobs far into the future.

5.2 The Inverness City Centre Masterplan provides a cornerstone of the Inverness Strategy with five key outcomes:-

- the city centre is recognised as the prime destination for people and businesses to invest their time and money;
- it provides welcoming mixed-use neighbourhoods that provide quality homes for young people, families and older people;
- it is an attractive, healthy built and natural environment where people can meet, dwell and socialise in safe accessible public spaces;
- regeneration and new development in the city centre facilitate a just transition to a low carbon, green and circular economy; and
- it provides a safe place that is easy to walk and wheel around, where public transport is accessible, and vehicles do not dominate available space.

6 Current Status

6.1 The Academy Street project, funded by Transport Scotland's Places for Everyone fund, has been in development for over 8 years, through successive Council administrations, public and stakeholder consultation, and design iterations. In recent years, because of a need to support physical distancing during the Covid-19 pandemic, temporary footpath widening was implemented in Academy Street, funded through the Scottish Government's Spaces for People fund. These measures remain in place.

6.2 The objectives of the project are to:-

- provide a seamless connection of the East to West Active Travel Corridor, through a coherent city centre link;
- improve the public realm, making Academy Street a more attractive place to spend time in, whilst being respectful of the architectural history, identity and importance of Academy Street within Inverness city;
- make Academy Street safer and more accessible for Active Travel users;
- ensure strong links are established with nearby projects that also serve to enhance and develop Inverness city centre; and
- inspire and support stakeholders and the wider community by involving them in the redesign of their streets and neighbourhood and ensuring current and future needs are a key driver for change.

6.3 Members will recall the project being [presented to the 24 November 2022](#) meeting of this committee where it was agreed within the recommendations for:-

- officers to proceed with the design development of Option B outlined in Section 8 of the report, ensuring the best opportunity to attract external construction funding by promoting an ambitious vision for the city centre; and
- officers to continue public consultation on the development of Option B including the detail of any traffic orders.

6.4 Option B was described in the report as “Footpaths widened to maximum possible, pedestrian crossing facilities increased along length of street; motorised vehicle access restricted to deliveries, public transport and blue-badge holders to minimise the through traffic allowed to pass through the city centre. Comprehensive re-signage of alternative traffic routes and available parking opportunities to access the city centre. Enhanced restrictions on surrounding residential areas whilst encouraging motorists to make better route choices on arterial and circulatory routes.”

6.5 Following this decision, the project team identified potential traffic management measures that could be used to implement this decision. It was considered that using signage and a Traffic Regulation Order alone to limit private vehicle access to Academy Street would not be enforceable, requiring a significant resource input from Police Scotland, meaning it would be unlikely to make a compelling enough case to secure external funding. An alternative means of reducing traffic volumes was therefore explored. Following the 24 November 2022 meeting, a series of negative responses from parts of the business community were raised to the Council and in local media. The project team therefore undertook the design work within this context.

6.6 Members will also recall the 24 November 2022 City of Inverness and Area Committee debate on this project where a Motion to implement a temporary trial version of the proposed scheme was rejected. A trial of the proposed scheme is not an appropriate option to progress for the following reasons:-

1. A trial arrangement would rely of temporary road signs, traffic signals and other traffic management equipment, like some of the temporary arrangements installed during the Covid-19 Spaces for People project. Such measures would create a negative impact on the setting of the city centre and its street scene and could also cause narrowing and obstruction of already-narrow pavements, disproportionately impacting people with protected characteristics.
2. For such a trial to be effective, it is estimated that a trial period utilising such equipment of between three and six months would be required to properly influence driver routeing habits and give a meaningful measure of change.

Most of the benefits of the proposed design are the significant enhancement of the public realm and pedestrian and cycling environment. This is derived from narrowing of the carriageway, which creates opportunity for pavement widening, trees, planters, café space and a safe corridor for walking and wheeling, complemented by a significant enhancement of materials that will define a high-quality public realm. None of these benefits can be delivered in a trial situation and the trial would therefore not provide a true representation of the proposed design.

7 Proposed Design

7.1 The proposed design is illustrated in **Appendix A** (drawings) and **Appendix B** (visualisations). This design proposes carriageway narrowing to 6.2m, rebalancing the share of space between people and motorised vehicles from currently 72% carriageway space to proposed design 51% carriageway, enabling a significant increase in the space made available for pedestrians, which is currently narrow, uneven and a barrier to a range of people with protected characteristics. The footway widening will range from 2.5m up to 5m, providing such generous space that trees and other planting, benches, bicycle parking and space for businesses to place café furniture is possible, dramatically enhancing the street from a road, into a *place*. Equalities Impact Assessment forms a central part of the design process, establishing a principle that a clearway between the building lines and any street furniture is maintained so that blind and visually impaired people, and people using wheelchairs and other mobility equipment to travel along the street have space to do so. People cycling will do so on-carriageway with motorised vehicles, which will be travelling at acceptable speeds (influenced by multiple signalised crossings and raised table features), and at reduced volumes (traffic speed and volume thresholds for a high level of service for on-carriageway cycling are set out in Scottish Government's [Cycling by Design](#) guidance). To achieve a reduction in motorised traffic volume, central sections of bus lane in the westbound direction from the junction of Union Street to the Junction of Queensgate, and a bus lane from the junction of Strother's Lane eastbound are proposed. Both bus lanes would be available for use by people cycling, buses, taxis, private hire vehicles and emergency services, enforced by Automatic Number Plate Recognition cameras, following the making of a Traffic Regulation Order.

These restrictions would mean Academy Street would not be available as a through-route for private vehicles, which survey data reported previously indicates can be up to 75% of traffic on the street. With these measures, comprehensive signage on strategic traffic corridors around the entire city to direct drivers to use strategic routes and to access car parking, and through a concerted behaviour change campaign, a reduction of this scale is considered achievable, and would reduce traffic to levels low enough (2,000 vehicles per day) to achieve a high level of service for on-carriageway cycling.

8 Engagement on proposed design

8.1 **Appendix C** gives a summary of engagement activity on the proposed redesign of Academy Street from May 2022 to 8 August 2023, highlights include that over 9,000 visitors have viewed the online consultation portal, and over 1,400 contributions have been made, with a generally positive sentiment, as explained in Appendix C.

8.2 The proposed design explained above has been presented to stakeholders through a range of engagement, with feedback used to refine the proposed design. Two key stages of engagement have been undertaken, the first in **March 2023**, promotion and attendance for which was supported by Inverness City Centre Business Improvement District, with more than 400 flyers and a template email provided for distribution to its membership, as well as through business-only drop-in sessions hosted during 3 full days of engagement that Staff from Inverness City Centre Business Improvement District attended throughout, total engagement time amounted to 27 hours. See Appendix C for further details.

8.3 These events attracted a total of 331 visitors, which can be broken down as follows:-

Date	Businesses	Public	Total number of attendees
14/03/2023	16	52	68
15/03/2023	29	88	117
16/03/2023	30	116	146
Totals	75	256	331

8.4 A range of feedback was gathered from comments, forms and post-it notes during these sessions, as well as via the online consultation portal where the proposed design was also presented. This information is summarised below:-
The general sentiments expressed in the comments were neutral (35%), positive (30%) and negative (35%). The most common themes that emerged from the comments were:-

- concerns over traffic displacement and alternative routes;
- suggestions for improving bus services and creating an out-of-town park and ride;
- questions about the duration of the scheme and its impact on businesses;
- suggestions for including greenery such as trees and planters;
- calls for further consultation with businesses and visually impaired persons;
- concerns over potential “rat runs” and safety for vulnerable groups; and

- views that the scheme is an improvement to the city, but also damaging to businesses and could potentially increase pollution in other areas of the town.

8.5 A further round of engagement was undertaken during **June, July and August 2023**, where businesses were visited by officers, more than 120 businesses were contacted via email or directly with over 400 flyers distributed, and a Stakeholder Breakfast was held with representatives of different groups in the city centre invited. Inverness City Centre Business Improvement District was invited to work in partnership with the Council to deliver this event but declined this offer. At the event a range of promotional materials and information was presented, including an [information video](#), presentation and updated visualisations and proposed design drawings (**Appendix D**). Promotion of the updated information on the project was undertaken immediately following the stakeholder breakfast and, in the weeks after, including social media promotion and distribution of 400 flyers (**Appendix J**) to businesses across the Old Town, including Academy Street.

8.6 Following the recent Stakeholder Breakfast new content was also published to Commonplace which included a news update, new visuals to illustrate the proposed design for Academy Street as well as the information video described at 8.5. This resulted in the following hits to the Commonplace consultation portal (9 May-8 August 2023):-

- 1220 visitors;
- 26 respondents;
- 44 contributions; and
- 61 news subscribers

8.7 Feedback gathered from this event and from direct engagement with stakeholders is summarised below, and in more detail in **Appendix E**.

8.8 **Summary of responses from Stakeholder Breakfast, July 2023**

Q1: Discuss what benefits you think the proposed design *might bring the city centre and the stakeholders you represent*.

- responses fell into the following main themes, with some overlap:
- benefits for people walking, wheeling and cycling (15 responses);
- benefits to the public space and the environment (9);
- benefits to Academy Street / Inverness as a destination, for both residents and visitors (6); and
- benefits to businesses (3).

Q2: Discuss what problems you think the proposed design might bring the city centre and the stakeholders you represent, and how these *could be mitigated*.

- the largest number of responses were on concerns around the impact of displaced traffic, particularly on the Crown area (14); and
- other responses included worries about economic impact, communication, deliveries, signage and enforcement.

Q3: Are there any changes *which you would like to see made to the design*?

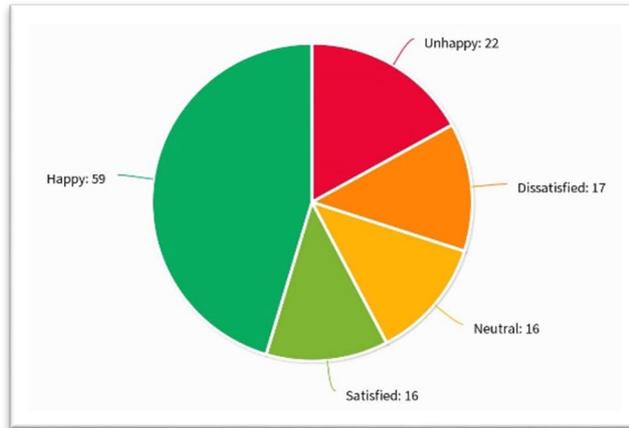
- the main themes here were the need for improved public transport, properly integrated with walking, wheeling and cycling (6); and
- other suggestions included for measures to improve pavements and change traffic flows particularly in Crown, for cycle parking and for Park and Ride provision.

8.9 Other July engagement work

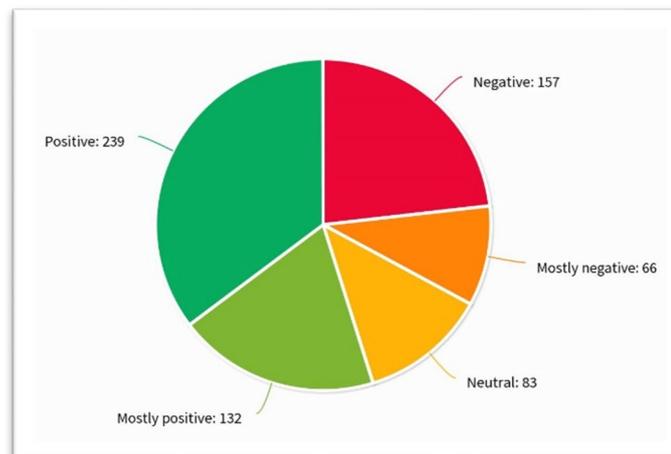
- Business visits on Academy Street & Church Street were carried out by officers with feedback ranging from:-
 - support of the scheme highlighting improved bike storage and greenery, a reduction in traffic, and a more pleasant environment to spend time is positive for business;
 - clarification on loading provision and business premise accessibility;
 - clarification on what the scheme was such as confirming that it was not a pedestrianisation;
 - concern that the proposal could have a negative impact on footfall to business;
 - clarification on support packages for business during construction phase; and
 - one business who cited concern re traffic routing via Post Office Avenue and that this would have a detrimental effect on their business and its operation.
- A series of social media posts was published after the Stakeholder Breakfast: full details in Appendix C. Facebook attracted a peak of 330 comments and 32 shares and X (formerly called Twitter) attracted a peak of 973 views.
- The video, posted on The Highland Council's YouTube channel, has attracted 648 views as of 8 August 2023.

8.10 Commonplace Consultation Portal

- In May 2022, the [Academy Street Proposals](#) site went live on Commonplace. Summary statistics on engagement from launch to 8 August 2023 show that from a total of 1422 contributions from 598 respondents, there is broad support for the proposals:-



- Looking at contributions sentiment from the 894 comments posted, again there is broad support:-



- Emergency Services were consulted directly, with no objections to the proposed design raised. The feedback from Emergency Services included:-
 - Meeting with Police Scotland and the Scottish Ambulance Service (SAS) was held on 19 July 2023. Some concern was raised about the redistribution of traffic, but officers advised of scheme enforcement and data. It was highlighted that there was a need for non-emergency SAS vehicles to be exempted if possible and this was subsequently agreed with principal Traffic Officer, aside from these points, attendees were generally supportive of the scheme.

- Meeting with the Scottish Fire and Rescue Service (SFRS) who expressed concerns about access if the scheme involved one-way systems (advised emergency vehicles cannot drive the wrong way down these - it was communicated by Highland Council Officers that the proposed scheme did not involve an implementation of one-way traffic measures) and whether street furniture and tree placement would allow access to buildings by their largest appliances. SFRS also expressed the need for non-emergency SFRS vehicles to be exempted on the bus lanes. These elements were discussed and agreed with suitable mitigation with the Principal Traffic Officer and the Design Engineers overall supportive with the agreed mitigation.

8.11 As highlighted earlier in this report, Inverness City Centre BID have supported some of the engagement efforts with the project, but have also hosted their own, separate event on 14 August 2023, which officers from the project team presented at. At this meeting business representatives presented their views of the scheme to an audience of businesses and other stakeholders. A general sentiment of concern was apparent from those that raised questions, despite the extensive efforts to share information and gather feedback explained above. Officers sought to emphasise that the process was ongoing, and that further opportunity for engagement, as well as statutory consultation (Traffic Regulation Order), would follow, should Members agree to the recommendations presented in this report. Some suggestions were made about undertaking an economic impact assessment of the project. The RIBA design process, which this project is following, does not seek such information, and it is generally considered that such a significant scale of inward investment to the city centre for major public realm enhancement will bring positive benefits for the city centre's economy. A [recent report](#) on this theme by Transform Scotland (2022), with the Federation of Small Businesses Scotland and Scottish Council for Development and Industry, recognises the challenges of achieving the aims of reducing traffic and balancing the needs of businesses, with four key findings noted that align with the process underway with Academy Street. These findings are 'putting business in the driving seat' which the project team has sought to do through successive consultation and engagement activities; 'reinvesting in public transport' which THC is doing through a range of projects summarised in Section 4 of this report; 'assessing the impacts of traffic demand measures' which the project team has done, and the findings used to inform the design solution proposed; and 'targeting the right journeys' which the project team has done, by identifying through-traffic as those journey to address.

9 Traffic impacts and displacement

9.1 As highlighted previously on this project, there are 2,867 parking spaces in the large, multi-storey car parks at each end of Academy Street. There are further car parks around the peripheries of the city centre, including the pay and display car park at the Highland Council HQ. All these car parks remain accessible from the strategic road network. It is therefore considered that people travelling by car to access the city centre will continue to benefit from the same level of provision as they currently do. It is considered a reasonable assumption that most people currently driving to access the city centre will park their vehicle in a car park and walk to and around the city centre.

This arrangement does not change with the proposed design. Accessible spaces for blue badge holders will be retained, as will the existing short stay parking, and loading bays in surrounding streets, such as Union Street, Church Street, Queensgate and Strother's Lane. Formalised loading provision and Disabled bays is also included in the proposed design (**Appendix F**).

- 9.2 Data has been collected on the volume of traffic accessing the city centre. Based on this data, the project team has predicted the volumes of traffic that could be displaced onto the surrounding network, if the proposed design is implemented (**Appendix G**). This means real data has been used, but no assumptions have been applied to account for behaviour change to different modes or different routing, making this information a 'worst-case scenario.' As the road network in Inverness is relatively simple, with comparable distances on different routes, the impacts to car drivers are minimal, and considered to be acceptable when compared with the major regeneration benefits that the proposed design could bring that are illustrated above. Should there be displacement of Academy Street traffic will not create new congestion but, rather, will extend the period over which you will meet that congestion in peak periods. From the data analysed a 10% increase in existing peak hour flows would extend the period of congestion by some 6 minutes per hour. Outwith peak periods there is ample capacity on the surrounding Road Network to accommodate potentially displaced traffic.
- 9.3 Whilst the worst-case scenario data on predicted traffic volumes in the city centre, based on the proposed design being implemented (**Appendix H**) suggests a potential increase in trips in the Crown area, there is considerable opportunity for promotion of alternative routes and behaviour change to mitigate this impact, which forms part of the behaviour change plan being prepared for the proposed design. Following a presentation from the Project Team to Crown Community Council, Officers have received a letter of objection from the organisation (**Appendix K**), explaining a range concerns of the organisation, but also setting out expectations for mitigation, should Members agree with the recommendations set out in this report. Officers have already commissioned work to install permanent multi-modal transport sensors (early September 2023) in Crown to provide monitoring, which will provide a continuous measure of the baseline volumes and, should the proposed design of Academy Street be implemented, will provide a measure of post-implementation volumes. Should these volumes show an unacceptable increase, this could be mitigated in a range of ways, similar to those suggested by Crown Community Council, subject to a separate design, consultation and Traffic Regulation Order process. Funding for such measures could be met from annual grant awards from Scottish Government for road safety and could include modal filters to reduce permeability of particular streets to through-traffic and traffic calming, pavement widening, and roadway narrowing to reduce traffic speeds and make certain routes less attractive to through-traffic.
- 9.4 Traffic Displacement to areas other than Crown such as the Longman or the trunk road network have been considered on a "worst case scenario" with a potential for increase of around 10% in traffic volume and subsequently overall wait times, as explained above. This longer wait time is based on assuming all traffic displaces to specific routes, and takes no account of individual driver choice, which will likely be more dispersed across the network. Experience from other projects, such as Church Street Streetscape project, observed a level of traffic evaporation, which has not been factored into any of the traffic analysis undertaken, nor has modal shift.

- 9.5 A strategic signage audit is currently underway which is a key method of directing traffic around the strategic network and to major car parks, a common approach for any major city's traffic management. Should this proposal proceed to the next stage, this work will form an integral part of the mitigation in respect of displaced traffic on the network.
- 9.6 Officers explored the alternative routes and journey times that vehicles could take should the Academy Street proposals go ahead, using Google journey time planner for peak hour travel on 5pm – 6pm on the 3rd Thursday of August (a 'normal' peak hour traffic period for data collection). The purpose of this exercise is to demonstrate travel times for alternative routes from key locations to popular destination points in Inverness. The primary schools of Merkinch, Muirtown and Dalneigh were chosen to represent the origin points of typical travel movements within the city to example key destinations, Eastgate shopping Centre and Raigmore Hospital. The journeys show alternatives to using Academy Street, and to provide a baseline for comparison between than alternative routes and the movement through Academy Street.
- 9.7 Data extracted from the [2022 Town Centre Health check](#) conducted by Council Officers highlights that there is a lower rate (12.9%) of vacancies in ground floor retail/business units in the parts of the city centre that are pedestrianised (High Street, Inglis Street and part of Baron Taylor's Street), compared with vacancies in parts of the city centre accessible by carriageway parking or on-site car parks at 14.3%. These figures suggest that the perceived dependency on motorised vehicle presence ('passing trade') for business success could be challenged.
- 9.8 Some members of the local business community have suggested various forms of financial support during the construction period of the project, should it progress to that stage. Officers will continue dialogue with funders to identify all opportunities for funding to support the vibrancy and vitality of the city centre during any construction phase.

10 Next Steps

- 10.1 The proposed design strikes a careful balance between enabling potential for significant improvement for walking, wheeling and place and for on-carriageway cycling, with ensuring businesses can continue to operate as they do presently. This balance has been carefully struck to reach a fair and reasonable compromise that will benefit the city centre as a whole. It is for this reason that Members are recommended to agree for Officers to proceed with finalising the proposed design, making any necessary minor amendments as required, in consultation with the Chair, and consulting on a Traffic Regulation Order, which will be subject to statutory consultation, following The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, and to continue dialogue with Scottish Government on the funding of the project. The Council will continue to discuss with stakeholders and prepare appropriate equalities and economic impact assessments.

10.2 As highlighted at the outset of this report, Officers have spent a significant effort developing, proposing and consulting on design options to deliver much-needed change on Academy Street over a considerable period of time. It is considered that this design meets the objectives of the scheme, has the potential to attract Scottish Government funding for construction and will deliver significant improvement to the city centre.

No other design solution has been identified by the team, or proposed by any other stakeholder, that can achieve this, and it is therefore considered that, should Members decide not to agree to proceed with finalising the proposed design, the alternative option would be to stop work on the design, and to remove the temporary bollards from Academy Street and reinstate the pre-covid road markings.

Designation: Interim Executive Chief Officer Infrastructure & Environment

Date: 17 August 2023

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Background Papers: [Academy Street CIAC Paper November 2022](#)
[Academy Street CIAC Paper November 2022](#)
[Inner Moray Firth Local Development Plan 2](#)
[Inner Moray Firth Local Development Plan 2](#)
[Inverness Strategy CIAC Paper](#)
[Cycling by Design Guidance](#)
[Highland Council Meeting 9th May 2019](#)

Appendices: Appendix A – General Layout Drawings
Appendix B – Visualisations of Academy Street
Appendix C – Summary of Stakeholder Engagement
Appendix D – All Detailed Drawings
Appendix E – Engagement Summary July 2023
Appendix F – Parking and Loading Provision
Appendix G – Traffic Flows
Appendix H – Crown Area Map and Stats
Appendix I – Journey Time and Traffic Displacement
Appendix J – Information Leaflet
Appendix K – Crown Community Council Letter

Notes

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Key

- Footway Surface - Caithness Flagstone
- Carriageway Surface - Silver Grey Granite setts
- Carriageway Surface at crossings - Dark Grey Granite setts
- Carriageway - Bituminous Surfacing at Bus turning areas
- Carriageway - Granite sets Shaded with pink and blue tones to delineate taxi rank/loading bays
- Tactile Paving at Controlled Crossings
- Existing Outside Dining Area
- Potential Outside Dining Area
- Proposed Trees
- Proposed Planters

Revision Details

Drawn By	Check By	Check Date	Surf



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Project **Academy Street**

Title **General Layout Sheet 1 of 4**

Scale **1:200** (@ A1)

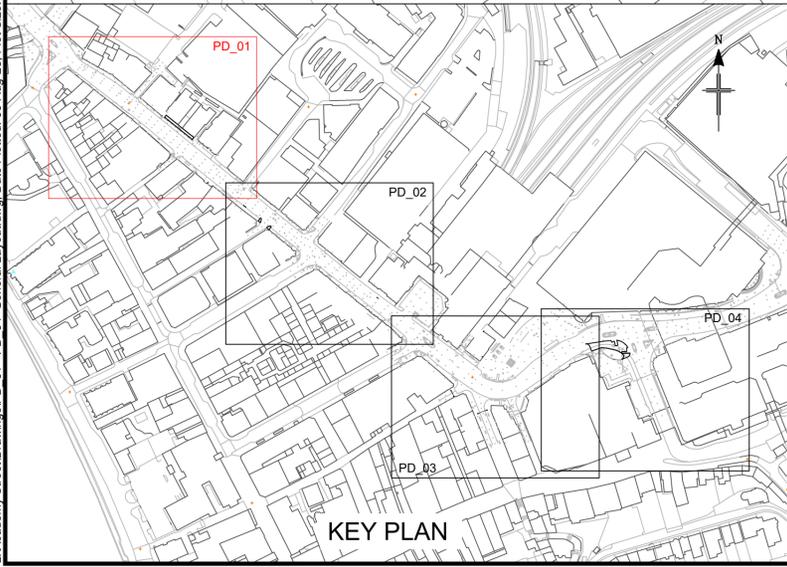
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Project No. **YEHAS6120**

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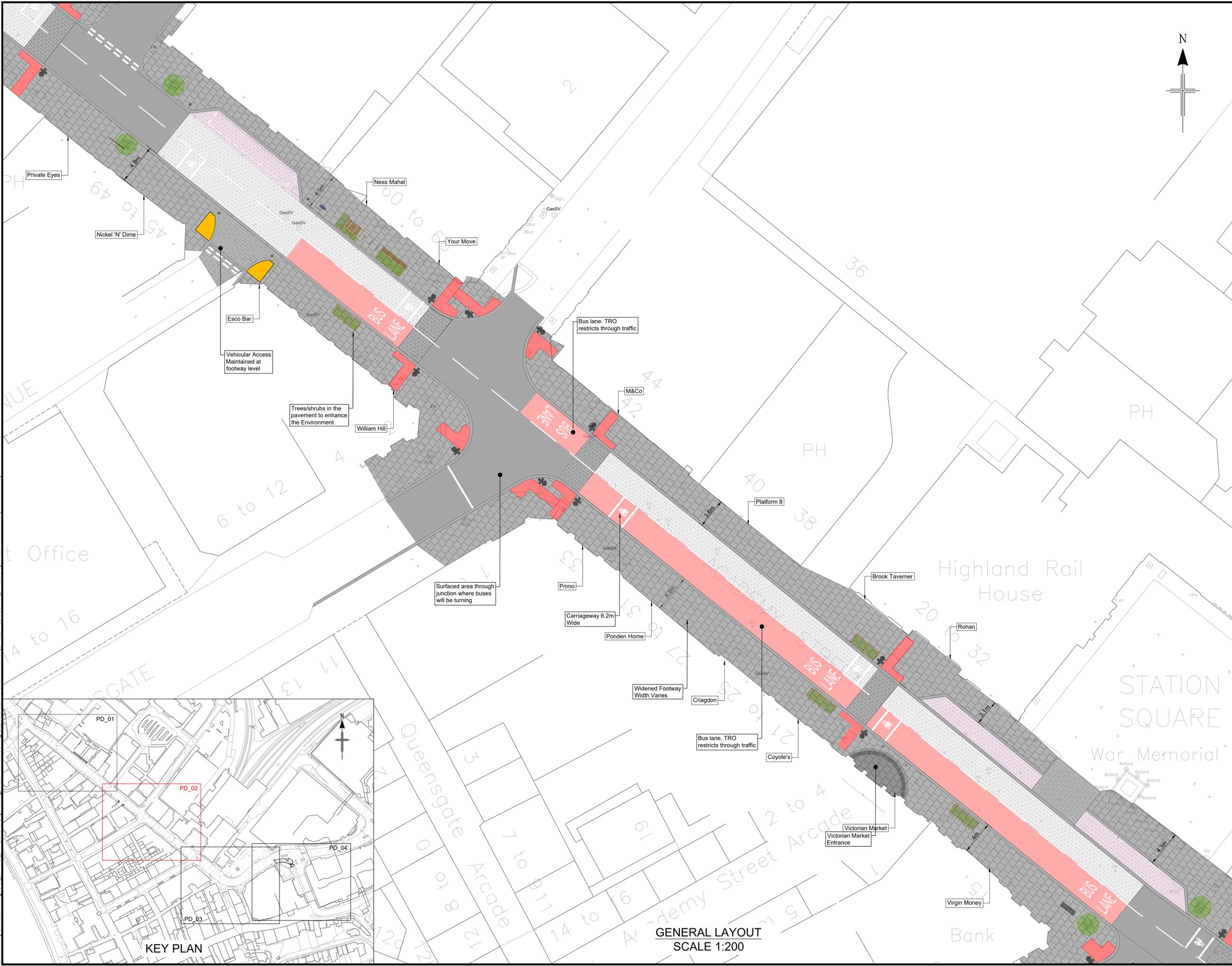


GENERAL LAYOUT
SCALE 1:200

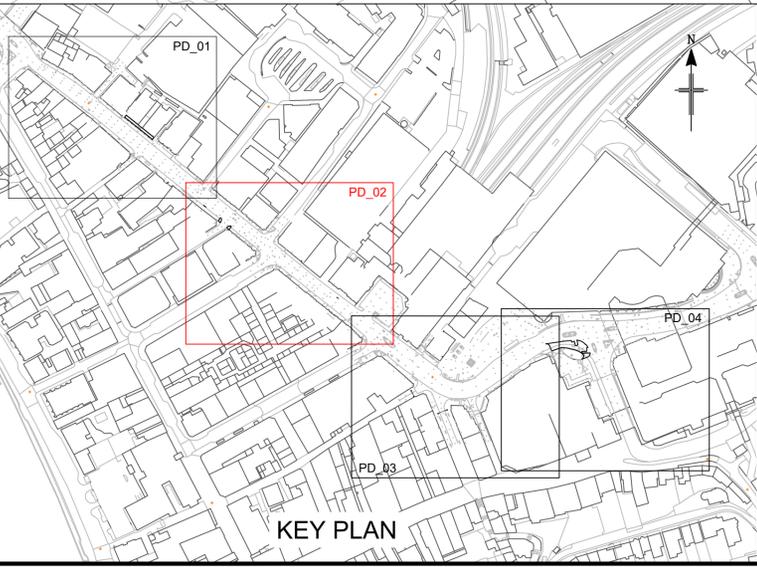
Notes

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GENERAL LAYOUT SCALE 1:200

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The Highland Council
Comhairle na Gàidhealtachd
 INFRASTRUCTURE,
 ENVIRONMENT &
 ECONOMY
 PROJECT DESIGN UNIT
 Drummie
 Golspie
 KW10 6TA

Phone : 01408 635313
 E-mail : garry.smith@highland.gov.uk

Project **Academy Street**

Title **General Layout Sheet 2 of 4**

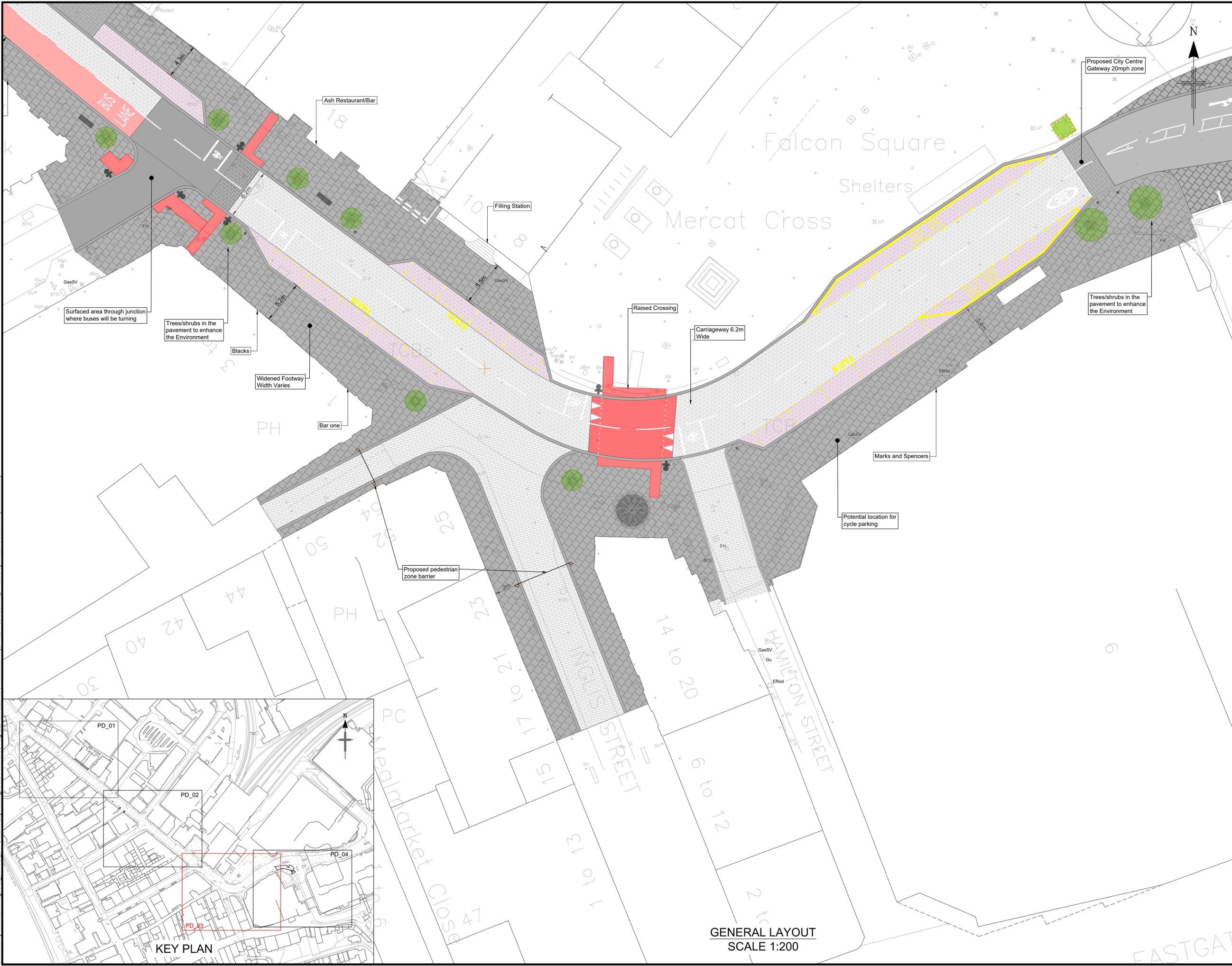
Scale **1:200** (@ A1)

Drawn	AK	Date	1/12/22
Checked	AS	Date	9-Aug-23

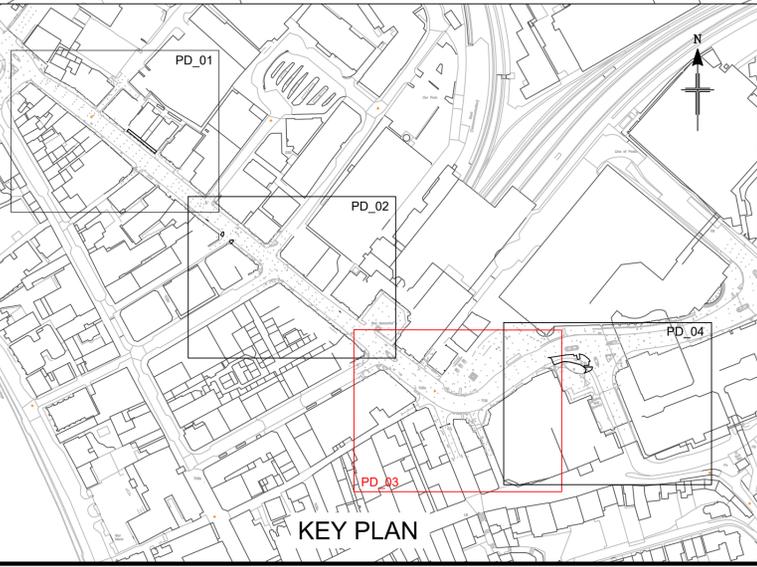
Project No. **YEHAS6120**

Drawing No.	PD_02	Rev.	-
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- Notes**
- Key**
- Footway Surface - Caithness Flagstone
 - Carriageway Surface - Silver Grey Granite sets
 - Carriageway Surface at crossings - Dark Grey Granite sets
 - Carriageway - Bituminous Surfacing at Bus turning areas
 - Carriageway - Granite sets Shaded with pink and blue tones to delineate taxi rank/loading bays
 - Tactile Paving at Controlled Crossings
 - Existing Outside Dining Area
 - Potential Outside Dining Area
 - Proposed Trees
 - Proposed Planters



L:\Academy Street\Drawings\PD_01 - PD_04 General Layout.dwg, Date Plotted: 08-Aug-23; Plot Size: ISO full bleed A1 (841,00 x 594,00 MM); Plotted by: Adam Sutherland (Infrastructure)



GENERAL LAYOUT
 SCALE 1:200

Revision Details

Rev	By	Date	Surf

The Highland Council
Comhairle na Gàidhealtachd

INFRASTRUCTURE, ENVIRONMENT & ECONOMY
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Project **Academy Street**

Title **General Layout Sheet 3 of 4**

Scale **1:200** (@ A1)

Drawn	AK	Date	1/12/22
Checked	AS	Date	9-Aug-23

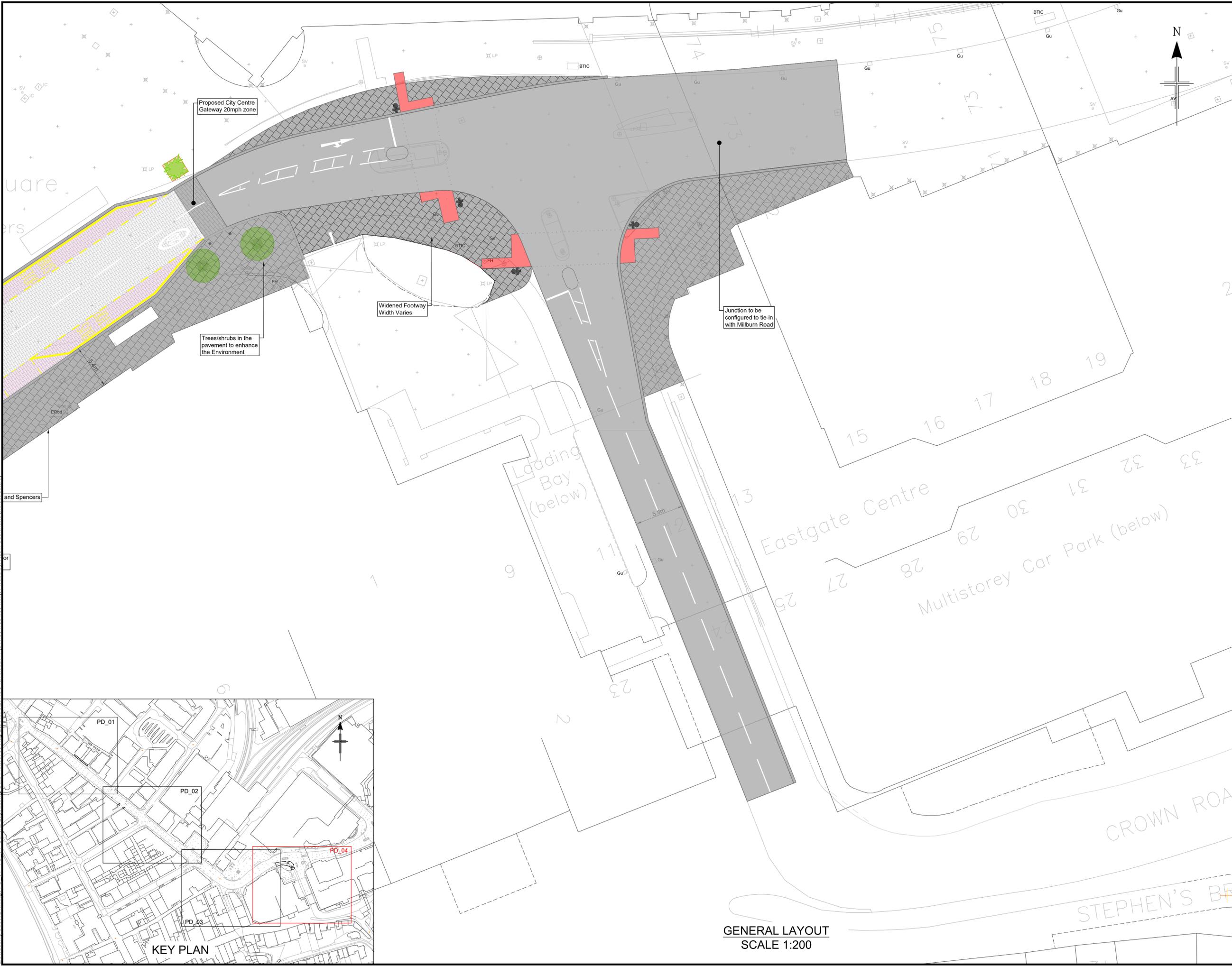
Project No. **YEHAS6120**

Drawing No.	PD_03	Rev.	-
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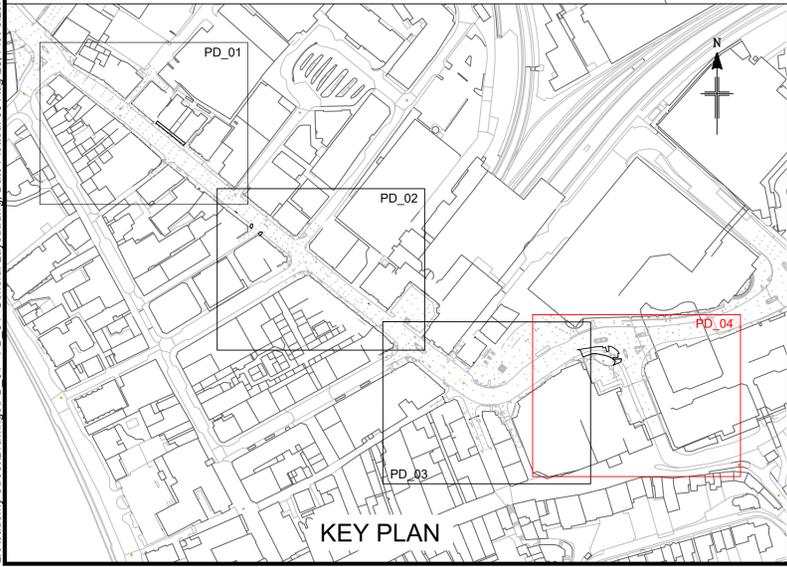
Notes

Key

- Footway Surface - Caithness Flagstone
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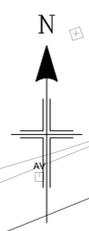


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KEY PLAN

GENERAL LAYOUT SCALE 1:200



Revision	Drawn By	Checked By	Date	Surf



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Project Academy Street

Title General Layout Sheet 4 of 4

Scale 1:200 (@ A1)

Drawn	AK	Date	1/12/22
Checked	AS	Date	9-Aug-23

Project No. YEHAS6120

Drawing No.	PD_04	Rev.	-
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Summary of engagement activity regarding the proposed redesign of Academy Street

Digital engagement:

2022

<https://academystreetproposals.commonplace.is/> has been live since 31st May 2022 to explain the proposal for Academy Street and provide people with the opportunity to give feedback.

The first real peak in traffic to Commonplace occurred after the first information event held 13th July 2022. The traffic to Commonplace during 2022 up until the next public facing event in March 2023 was as follows:

- 6903 visitors
- 521 respondents
- 1253 contributions
- 507 news subscribers

2023

March activity

Activity for 2023 started on 9th March ahead of the planned public information events due to take place on 14th, 15th and 16th March.

Analysis of traffic to Commonplace from 9th March (date of news update published to site) to 9th May reveals the following:

- 843 visitors
- 50 respondents
- 124 contributions
- 70 news subscribers

July activity

Following the recent stakeholder event which took place at Inverness Town House 20th July 2023, new content was published to Commonplace which included a news update, new visuals to illustrate the proposed design for Academy Street as well as a video. This resulted in more hits to Commonplace, therefore as at 8th August 2023, the traffic to <https://academystreetproposals.commonplace.is/> since 9th May (the date of the last report) is as follows:

- 1220 visitors
- 26 respondents
- 44 contributions
- 61 news subscribers

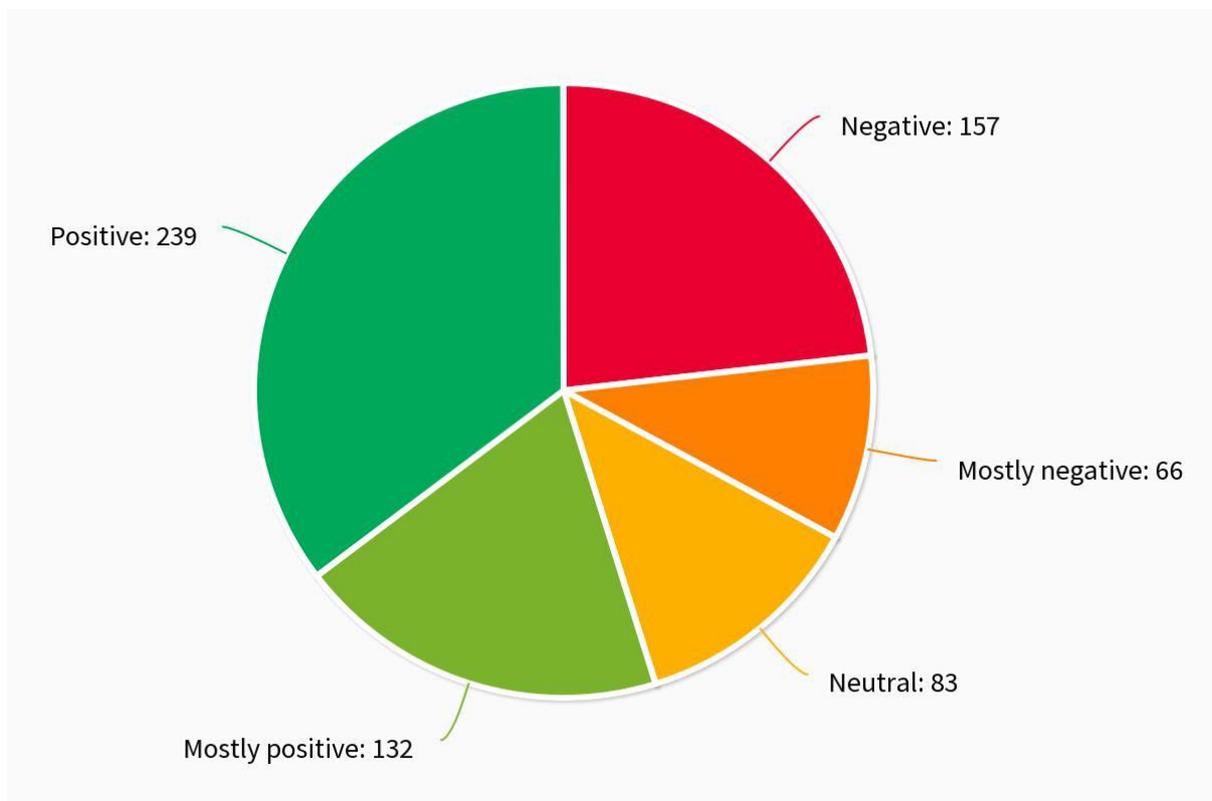
Total engagement with Commonplace

Since <https://academystreetproposals.commonplace.is/> first went live in May 2022, the total traffic to the site to the present day (8th August 2023) is as follows:

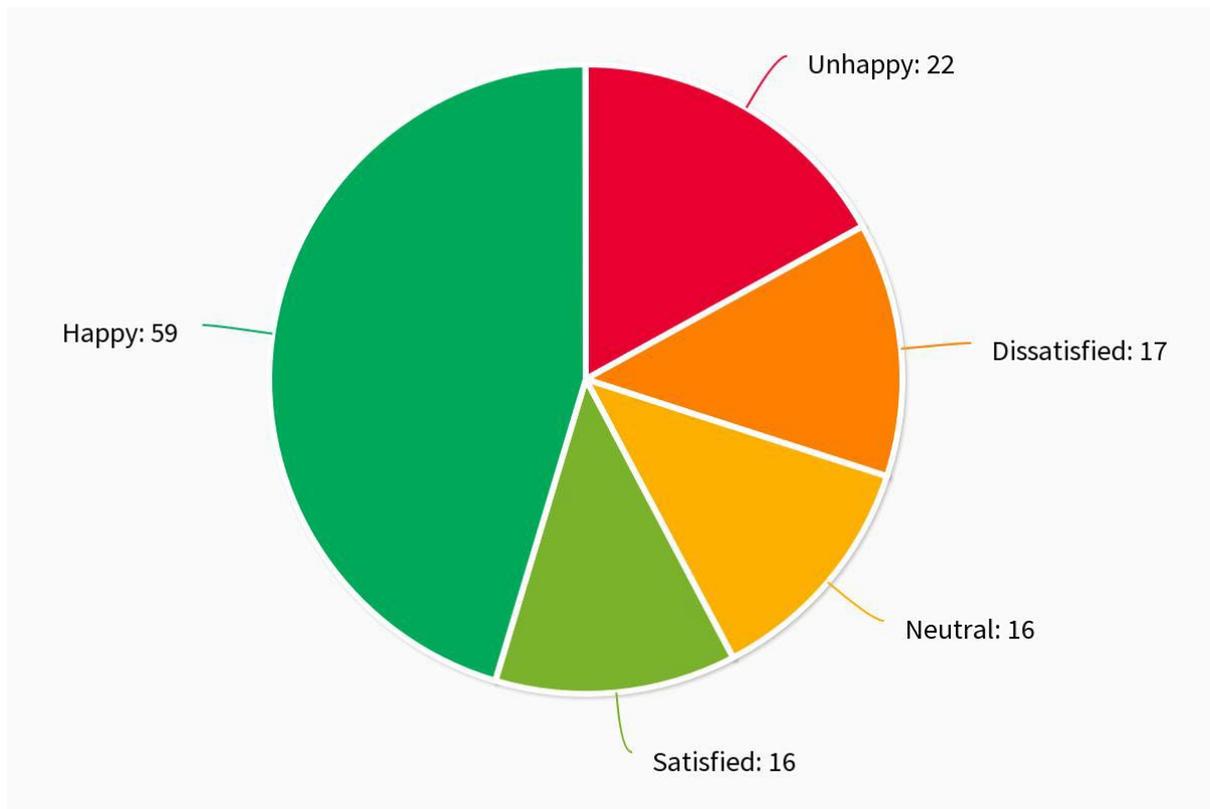
- 9032 visitors
- 598 respondents
- 1422 contributions (of which 894 were made in the form of comments and 528 expressed as agreements – shown as a thumbs up icon)
- 633 news subscribers

Analysis of the contributions made to Commonplace is illustrated below:

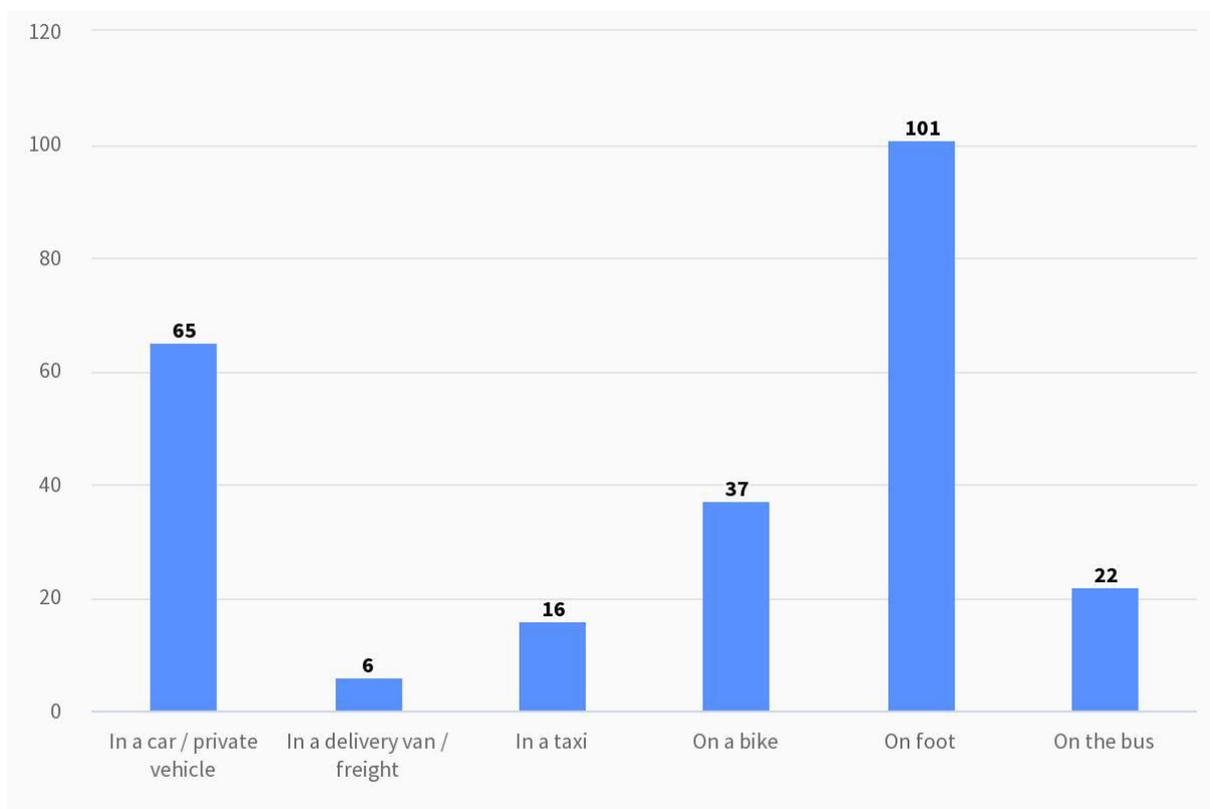
Contributions sentiment based on 894 comments



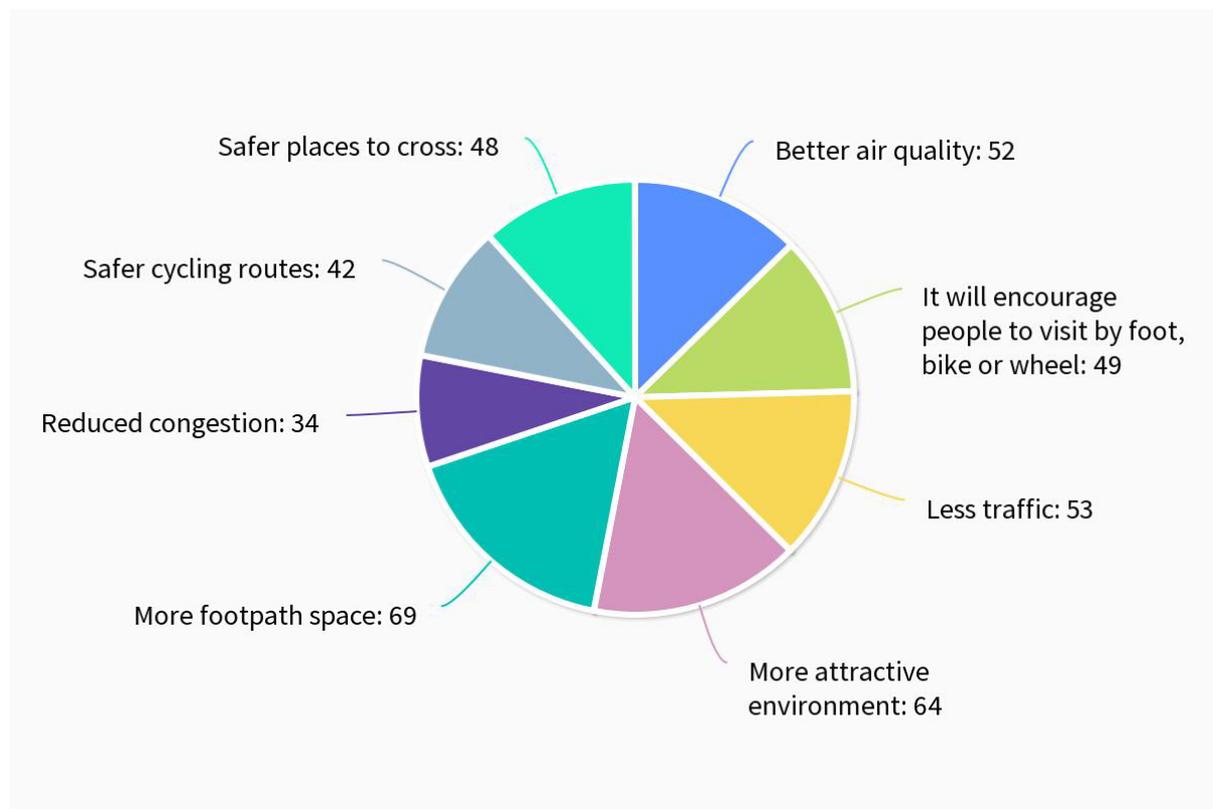
Overall, how do you feel about these proposals?



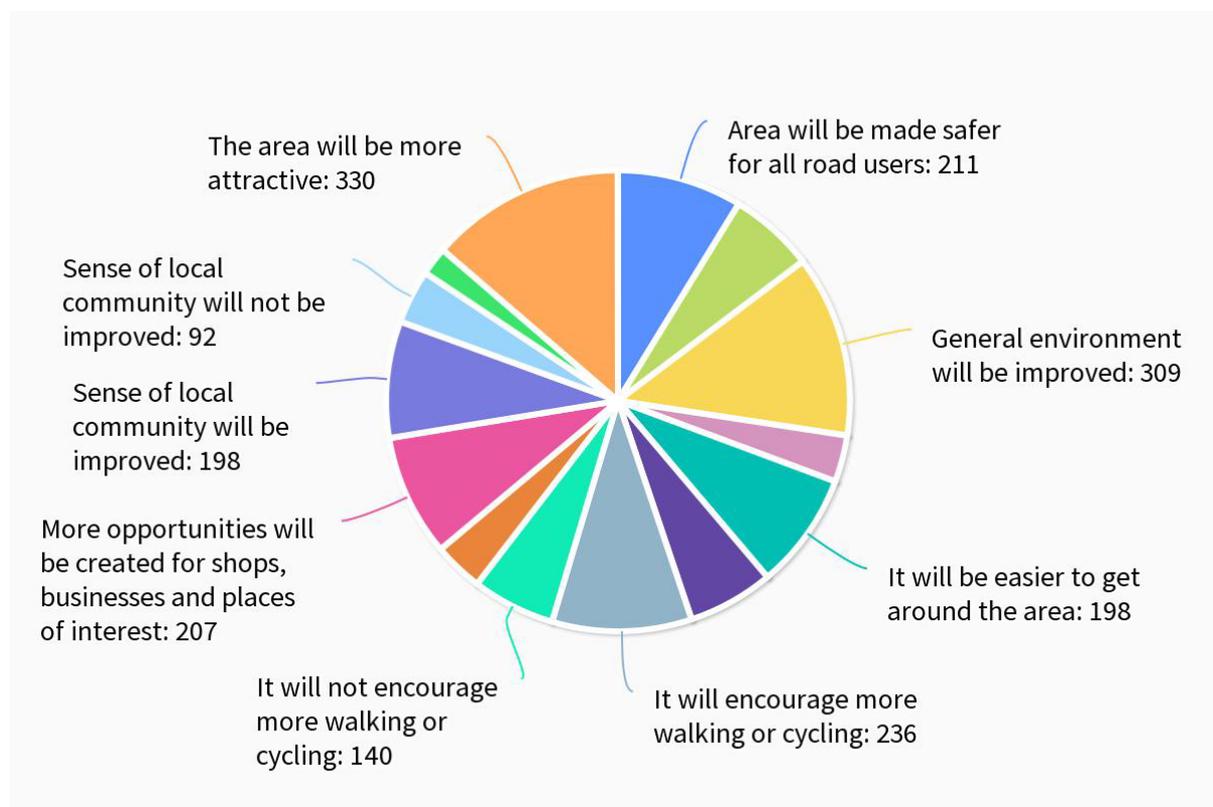
How are you usually in this location i.e. Academy Street?



I like this proposal because it provides...



Why do you feel like this?



Eight news updates have been published to the platform regarding opportunities to meet the project team either in person or online to find out more about the proposals.

Each news update is emailed to website subscribers.

Direct email

Ahead of the public information events, direct emails regarding the public information events were also sent to the following organisations:

Businesses/business member organisations:

- Inverness Chamber of Commerce
- Federation of Small Businesses
- Visit Inverness Loch Ness
- Eastgate Shopping Centre
- Victorian Market
- Marks and Spencer

Transport:

- Network Rail
- ScotRail
- Inverness Taxis
- Inverness Taxi Alliance
- Stagecoach

Protected characteristics groups:

- RNIB
- Sight Action
- Autism Rights Group Highland
- Alzheimer's Scotland
- High Ability
- Cheshire House c/o Leonard Cheshire
- Highland Disability Sport
- Shopmobility Inverness
- L'Arche
- Corbett Centre
- Lifeways Inverness
- Capability Scotland
- Advocacy Highland
- The Richmond Fellowship Scotland
- Highland Pride
- Inverness Access Panel
- The Highland Deaf Children's Society
- Autism Initiatives

- Centred (formerly Birchwood Highland)
- Scottish Huntington's Association
- Strathnairn Community Access & Transport Association (SCATA)
- Rape and Sexual Abuse Service Highland (RASASH)
- Inverness Women's Aid
- Women in the Highlands Project
- Deaf Services Drop-In

Social media

The Highland Council's social media channels were used to encourage the public to attend the public information events in March 2023.

A series of posts was also published after the most recent stakeholder event held at Inverness Town House July 20th 2023. The most recent posts on Facebook and X can be seen below. Facebook attracted a peak of 330 comments and 32 shares and X attracted a peak of 973 views.

The video, posted on The Highland Council's YouTube channel, has attracted 648 views.

The Highland Council
20 July at 13:32 · 🌐

Making Academy Street a place for everyone.

This morning, a stakeholder event was held to showcase the vision for Academy Street in [#Inverness](#). Our team was on hand to answer questions and concerns and to listen to suggestions. Read more here - <https://ow.ly/F9jv50Ph1WM>
<https://www.youtube.com/watch?v=Xj46XynWOcU...> See more

Proposals for Academy Street Inverness

PRIMO

Places for Everyone

sustrans

INVERNESS

YOUTUBE.COM
Proposals for Academy Street

6

4 comments 1 share



The Highland Council

26 July at 14:30 · 🌐



Academy Street proposals: Where will the traffic go?

It is expected that some people will make different travel choices, such as bus or active travel, so motorised traffic volumes may be less than currently observed. Those who do choose to drive will continue to access the city centre as pedestrians after parking in one of the various existing car parks in the area. If people driving wish to cross the city centre, vehicles will use the other available routes on the network that take vehicles around, rather than through, the city centre. The surrounding network has the capacity to accommodate such volumes. The proposed approach is to ensure drivers are aware of the alternatives to Academy Street through a comprehensive signage strategy.

If you have any questions on the proposed changes to Academy Street, please see the FAQs section of the website www.highland.gov.uk/academystreet or email activetravel@highland.gov.uk.



👍 🙄 🤔 213

330 comments 32 shares



The Highland Council

1 August at 10:35 · 🌐



We want to make Academy Street a place for everyone. Our aim is to make Academy Street a safer, more accessible and more attractive place to spend time in. We want businesses in and around Academy Street to thrive.

By reducing traffic volumes, we will reduce air pollution and by incorporating trees and other planting we hope to improve air quality for everyone.

For further information on the Academy Street proposal, please visit www.highland.gov.uk/academystreet. If you have any questions, please email activetravel@highland.gov.uk.



👍 🤔 ❤️ 109

121 comments 16 shares



The Highland Council @HighlandCouncil · Jul 20



This morning, a stakeholder event was held to showcase the vision for [#AcademyStreet](#) in [#Inverness](#), which aims to make it a place for everyone.

Read more & view video here - ow.ly/kQ6050Ph2mn

Questions? Please contact activetravel@highland.gov.uk.





The Highland Council @HighlandCouncil · Jul 26



Since 2018, over £165 million has been invested in Inverness to improve the city for everyone.

[#AcademyStreet](#) will be the latest project designed to regenerate and reinvigorate [#Inverness](#) city centre.

For full details of the proposed plans, visit: highland.gov.uk/academystreet





The Highland Council @HighlandCouncil · Jul 31



We want to make it easier for people to choose [#activetravel](#) to visit [#AcademyStreet](#) and [#Inverness](#) city centre.

The proposal for Academy Street is only one part of a much wider ambition to increase choice to access the city.

Find out more at highland.gov.uk/academystreet.



Working closely with Inverness BID

The public information events relating to Academy Street were designed in consultation with Inverness BID who were given input into the design of the events and also the communication about the events which took place in March 2023. In particular, The Highland Council agreed to make each morning of the public events exclusive to businesses.

Inverness BID assisted in the distribution of leaflets (see below) regarding the public information events and also posted on social media and sent an email to all members.

Engagement with BID has continued throughout 2023.

Leaflets

Since the start of the public engagement on the proposed design for Academy Street there have been three leaflet drops:

- Summer 2022 – flyers were delivered to city centre businesses with information about the opportunity for Academy Street, a link to Commonplace to find out more and encouraging businesses to take a survey.
- March 2023 - leaflets advertising the public information events were distributed to city centre businesses encouraging them to attend the public information events at the Spectrum Centre.
- July 2023 – leaflets detailing further information about the proposed design and including new visuals were distributed to city centre businesses following the stakeholder event July 20th.

Engagement events

2022

In total, five engagement events were held between July and October, four of them face-to-face and one online.

Inverness BID Business Breakfast

This event took place on 13th July 2022 at Rose Street Foundry and was attended by many city centre businesses, some of them based in Academy Street. 65 delegates attended, representing around 50 businesses.

Malcolm Macleod, Executive Chief Officer Infrastructure, Environment and Economy at The Highland Council, and Garry Smith, Principal Designer, presented the proposed design for Academy Street and questions were taken from those in attendance as well as from businesses who were unable to attend but had emailed questions in advance of the event. A follow-up of the key issues discussed was also circulated to members by Inverness BID after the event.

Event with protected characteristics groups

This was held at the Spectrum Centre on 19th July 2022. This was attended by 12 people who had the opportunity to meet Garry Smith and find out about the proposal and raise any concerns.

A group event for local cyclists

This evening event was held at Velocity Café on 31st August 2022. Garry Smith presented the proposal for Academy Street and explained that the funding for the vision for Academy Street was contingent on identifying a viable alternative cycle route across the city. The two options (Eastgate Underpass and Falcon Square) were presented to the cyclists in attendance.

The event was attended by 32 people and was oversubscribed with interested parties directed to join an online event the following day.

An open public event hosted via Zoom

This evening event took place 1st September 2022 and was attended by 23 people.

A drop-in event at the Eastgate Shopping Centre

This all day event took place on 7th October. Easels with visuals for the proposed design of Academy Street and the two suggested alternative cycle routes (Eastgate Underpass and Falcon Square) along with visuals of potential modifications to the existing High Street cycle route (based on Cycle by Design guidance) were available to see. Garry Smith and Brendan Dougan were on hand from The Highland Council to answer questions, joined by consultants on this project from Whale-like-fish. An estimated 100 people came to the drop-in session including members of the public and businesses from the city centre, mainly High Street, Bridge Street and the Eastgate Shopping Centre.

2023

Three days of public information events were held at the Spectrum Centre: 14th March - 1pm to 4pm, 15th March - 1pm to 7pm, and 16th March - 1pm to 7pm.

These events attracted a total of 331 visitors, which were broken down as follows:

Date	Businesses	Public	Total number of attendees
14/03/2023	16	52	68
15/03/2023	29	88	117
16/03/2023	30	116	146
Totals	75	256	331

An invitation only Stakeholder Breakfast event was held at Inverness Town House 20th July. In addition to elected members and project officers present at the event, it was attended by representatives from the following groups/organisations:

- Inverness BID
- Inverness City Alliance
- Crown Connects
- Crown Community Council
- Highland Cycle Campaign
- Highland Wheelchair Basketball
- HIE
- HITRANS
- Highlife Highland
- Impact Hub Inverness
- Inverness Access Panel
- HighAbility
- Inverness Chamber of Commerce –
- Kidical Mass North
- P4W
- Scotrail
- Velocity
- Living Streets
- Highland Tourism Community Interest Company
- Emily Williams, Inverness Bicycle Mayor

Attendees were given a presentation with new visuals of the proposed design and were shown a specially created video about the project. Attendees were also introduced to Inverness Strategy and the proposal for Academy Street was put into the context of the overall investment i.e., that since 2018, over £165 million has been invested in Inverness from both the public and private sector to improve the city for everyone as a hub for the Highlands and Islands. It was also explained how the proposal for Academy Street is a key project in the Inverness Strategy, aligned to the desired outcomes of the draft Inverness City Centre Masterplan, namely that Inverness will be a prime destination; a living city; a green and healthy city; a zero-carbon city; an accessible and connected city; and a digital city.

One-to-one meetings

In addition to group events, project officers from The Highland Council have engaged with some businesses on Academy Street visiting them at their premises to explain the project and in some instances correct misinformation.

In addition to face to face meetings direct mail shots been sent to businesses providing further information on the scheme and providing an email address for businesses to contact officers directly with any queries.

Media relations

Six press releases have been issued in total regarding this project, each encouraging the public to attend information events and/or visit Commonplace to find out more.

Local media has also attended two events – the March events at the Spectrum Centre and the recent stakeholder event at Inverness Town House.

Coverage in local media

Since the communication on the proposed design for Academy Street began in 2022, 122 pieces of coverage have appeared in local media including:

- The Inverness Courier
- The Press & Journal
- BBC Radio Scotland (Highlands and Islands bulletin)
- STV News at Six
- Highland Times

Links to online coverage can be found here and copies of articles that appeared in print are available upon request:

- <https://thehighlandtimes.com/views-being-sought-on-proposed-designs-for-academy-street/>
- <https://www.inverness-courier.co.uk/news/views-sought-on-proposed-designs-for-academy-street-281228/>
- <https://www.inverness-courier.co.uk/news/poll-what-do-you-think-of-proposed-designs-for-academy-stre-281303/>
- <https://www.inverness-courier.co.uk/news/plans-unveiled-for-the-800-000-revamp-of-academy-street-in-281330/>
- <https://www.pressandjournal.co.uk/fp/news/highlands-islands/4535899/academy-street-inverness-sustrans-highland-council/>
- <https://www.ross-shirejournal.co.uk/news/plans-unveiled-for-the-800-000-revamp-of-academy-street-in-281469/>
- <https://www.ross-shirejournal.co.uk/news/poll-what-do-you-think-of-proposed-designs-for-academy-stre-281470/>
- <https://www.inverness-courier.co.uk/news/plans-unveiled-for-the-800-000-revamp-of-academy-street-in-281404/>
- <https://www.inverness-courier.co.uk/news/watch-inverness-businesses-give-their-views-281580/>
- <https://www.inverness-courier.co.uk/news/interactive-graph-plots-how-the-public-are-beginning-to-get-281551/>
- <https://www.inverness-courier.co.uk/news/visualisation-check-out-the-before-and-after-of-academy-str-281714/>
- <https://www.inverness-courier.co.uk/news/questions-over-new-academy-street-layout-amid-hundreds-of-co-281725/>
- <https://www.inverness-courier.co.uk/news/revamp-plans-for-academy-street-well-received-by-firms-281728/>
- <https://www.inverness-courier.co.uk/news/poll-results-overwhelming-majority-back-the-planned-overhau-282097/>

- <https://www.inverness-courier.co.uk/news/lorraine-bremner-mcbride-inverness-city-centre-is-a-tourist-283849/>
- <https://www.inverness-courier.co.uk/news/public-feedback-sought-over-city-cycle-route-changes-285580/>
- <https://www.pressandjournal.co.uk/fp/news/highlands-islands/4709743/highland-council-garner-public-opinion-on-cycle-route-proposals/>
- <https://thehighlandtimes.com/public-invited-to-events-about-proposed-city-centre-cycle-route/>
- https://www.highland.gov.uk/news/article/14753/public_invited_to_events_about_proposed_city_centre_cycle_route
- <https://soundcloud.com/bbc-highlands/highland-bulletin-1730-260822>
- <https://www.inverness-courier.co.uk/news/public-views-given-on-cycle-proposals-286855/>
- <https://thehighlandtimes.com/drop-in-event-for-proposed-city-centre-cycle-route-to-be-held-at-eastgate-shopping-centre/>
- <https://www.inverness-courier.co.uk/news/drop-in-event-for-proposed-city-centre-cycle-route-289535/>
- <https://www.pressandjournal.co.uk/fp/news/inverness/4868122/highland-council-hosts-further-information-event-for-city-centre-cycle-route-proposals/>
- <https://www.pressandjournal.co.uk/fp/news/inverness/4922224/half-a-billion-pounds-earmarked-for-inverness-city-vision-projects/>
- <https://www.inverness-courier.co.uk/news/m-s-join-local-businesses-to-slam-catastrophic-highland-co-294370/>
- <https://www.inverness-courier.co.uk/news/gellions-and-highlander-boss-says-cutting-traffic-to-academy-294486/>
- <https://www.inverness-courier.co.uk/news/controversial-council-plans-to-revamp-academy-street-expecte-294917/>
- <https://www.scottishconstructionnow.com/articles/inverness-favours-wheeling-walking-and-cycling-with-academy-street-redesign>
- <https://www.pressandjournal.co.uk/fp/news/highlands-islands/5108239/free-festive-parking-deal-inverness-shoppers-city-centre-rose-street-christmas/>
- <https://www.inverness-courier.co.uk/news/businesses-greet-highland-council-plans-to-slash-traffic-fro-295296/>
- <https://www.inverness-courier.co.uk/news/active-travel-campaigners-applaud-move-by-council-to-cut-a-295299/>
- <https://www.inverness-courier.co.uk/news/your-views-city-centre-street-revamp-bid-and-taxi-fares-to-295437/>
- <https://www.inverness-courier.co.uk/news/your-views-academy-street-revamp-plan-must-be-tested-first-295662/>
- <https://www.inverness-courier.co.uk/news/your-views-academy-street-vision-will-kill-off-city-trade-296415/>

- <https://www.pressandjournal.co.uk/fp/news/highlands-islands/5187700/academy-street-poll-results-inverness-highland-council/>
- <https://www.inverness-courier.co.uk/news/inverness-traders-say-academy-street-scheme-will-make-life-i-300650/>
- <https://www.inverness-courier.co.uk/news/friends-of-the-earth-claims-inverness-is-falling-behind-on-300646/>
- <https://www.pressandjournal.co.uk/fp/news/environment/5300785/environment-campaigners-back-aberdeen-low-emission-zone-as-worst-polluted-streets-revealed/>
- <https://www.pressandjournal.co.uk/fp/news/inverness/5216962/six-major-inverness-developments-2023-national-treatment-ironworks-academy-street/>
- <https://www.inverness-courier.co.uk/news/inverness-falling-behind-on-tackling-air-pollution-but-hig-300781/>
- <https://www.inverness-courier.co.uk/news/your-views-buses-must-be-reliable-and-easy-to-use-301298/>
- <https://www.inverness-courier.co.uk/news/debate-business-owner-versus-active-travel-campaigner-303042/>
- <https://www.pressandjournal.co.uk/fp/lifestyle/health-and-wellbeing/5347144/inverness-gps-air-quality-warning/>
- <https://www.inverness-courier.co.uk/news/colin-campbell-is-inverness-city-centre-falling-victim-to-g-305865/>
- <https://www.pressandjournal.co.uk/fp/news/highlands-islands/5487490/highland-council-academy-street-inverness/>
- <https://www.pressandjournal.co.uk/fp/news/inverness/5483557/new-traffic-area-for-academy-street-what-is-being-planned/>
- <https://www.inverness-courier.co.uk/news/public-invited-to-events-about-plans-for-academy-street-306155/>
- <https://www.inverness-courier.co.uk/news/your-views-bus-fares-academy-street-plans-and-a9-dualling-307255/>
- <https://www.pressandjournal.co.uk/fp/news/inverness/5501374/academy-street-traffic-plans-inverness-car-ban/>
- <https://www.inverness-courier.co.uk/news/revised-plans-will-bring-people-back-to-academy-street-306818/>
- <https://player.stv.tv/episode/4f5o/stv-news-aberdeen>
- <https://soundcloud.com/bbc-highlands/highland-bulletin-0830-140323>
- <https://www.bbc.co.uk/news/uk-scotland-64959988>
- <https://www.northern-times.co.uk/news/revised-plans-will-bring-people-back-to-academy-street-306840/>
- <https://www.inverness-courier.co.uk/news/watch-academy-street-plan-will-bring-people-back-to-centr-306984/>
- <https://www.inverness-courier.co.uk/news/watch-council-traffic-officer-discusses-plans-for-change-in-306983/>

- <https://www.inverness-courier.co.uk/news/watch-city-grind-to-a-halt-fears-over-city-traffic-plan-307109/>
- <https://www.inverness-courier.co.uk/news/your-views-bus-fares-academy-street-plans-and-a9-dualling-307255/>
- <https://www.inverness-courier.co.uk/news/fears-crown-could-suffer-under-academy-street-plans-307783/>
- <https://www.pressandjournal.co.uk/fp/opinion/letters/5532631/readers-letters-bus-travel-aberdeen-scottish-independence-inverness-cathedral/>
- <https://www.inverness-courier.co.uk/news/your-views-snp-leadership-culloden-battlefield-trees-and-a-307996/>
- <https://www.inverness-courier.co.uk/news/inverness-bid-details-significant-concerns-over-academy-st-308848/>
- <https://www.inverness-courier.co.uk/news/your-views-inverness-climbing-wall-academy-street-and-high-308911/>
- <https://www.inverness-courier.co.uk/news/nicky-marr-academy-street-solution-shouldn-t-be-beyond-us-310162/>
- <https://www.inverness-courier.co.uk/news/academy-street-disrespect-prompts-businessman-to-set-up-in-310290/>
- <https://www.inverness-courier.co.uk/news/scott-murray-let-us-work-together-to-deliver-something-that-310294/>
- <https://www.inverness-courier.co.uk/news/public-reacts-to-launch-of-the-inverness-city-alliance-over-310398/>
- <https://www.inverness-courier.co.uk/news/your-views-academy-street-proposal-disrespect-leads-to-ne-310730/>
- <https://www.inverness-courier.co.uk/news/your-views-who-are-the-real-silent-majority-for-inverness-c-311276/>
- <https://www.inverness-courier.co.uk/news/medics-give-backing-to-traffic-plans-for-inverness-street-313169/>
- <https://www.inverness-courier.co.uk/news/eastgate-centre-owners-concerned-about-plans-for-academy-str-314140/>
- <https://www.inverness-courier.co.uk/news/inverness-bid-key-question-for-academy-street-plan-is-if-319603/>
- <https://www.pressandjournal.co.uk/fp/news/inverness/5938426/low-emission-zone-inverness-academy-street/>
- <https://www.pressandjournal.co.uk/fp/news/inverness/5961772/academy-street-regeneration-access-cars-ban/>
- <https://planetradio.co.uk/mfr/local/news/plans-for-inverness-centre-hope-to-open-up-the-highland-capital-for-all/>
- <https://www.inverness-courier.co.uk/news/pictures-first-look-at-highland-council-s-academy-street-pl-320792/>
- <https://www.inverness-courier.co.uk/news/highland-council-hopes-to-allay-concerns-about-controversial-320842/>

- <https://www.inverness-courier.co.uk/news/highland-council-academy-street-plans-allows-necessary-vehi-320845/>
- <https://www.ross-shirejournal.co.uk/news/pictures-first-look-at-highland-councils-plans-for-academy-320815/>
- <https://www.buildscotland.co.uk/construction-news/298872/highland-council-unveils-updated-redevelopment-plans>
- <https://www.inverness-courier.co.uk/news/inverness-bid-rejects-new-academy-street-proposals-320849/>
- <https://www.scottishconstructionnow.com/articles/video-proposed-designs-showcased-for-academy-street-in-inverness>
- https://www.urbanrealm.com/news/10578/Inverness_activates_Academy_Street_with_walking_%26_wheeling_vision.html
- <https://www.inverness-courier.co.uk/news/inverness-bid-decision-day-ahead-for-academy-street-322282/>

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Key

- Footway Surface - Caithness Flagstone
- Carriageway Surface - Silver Grey Granite setts
- Carriageway Surface at crossings - Dark Grey Granite setts
- Carriageway - Bituminous Surfacing at Bus turning areas
- Carriageway - Granite sets Shaded with pink and blue tones to delineate taxi rank/loading bays
- Tactile Paving at Controlled Crossings
- Existing Outside Dining Area
- Potential Outside Dining Area
- Proposed Trees
- Proposed Planters

Revision Details

Drawn By	Check By	Check Date	Surf



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 Golspie
 KW10 6TA

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 E-mail : garry.smith@highland.gov.uk

Project **Academy Street**

Title **General Layout Sheet 1 of 4**

Scale **1:200** (@ A1)

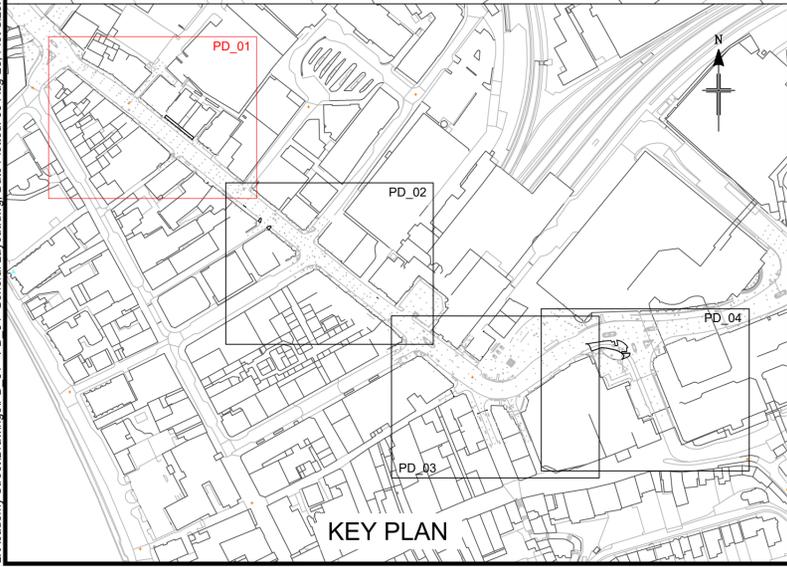
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Checked	AS	Date	09/08/23

Project No. **YEHAS6120**

Drawing No.	PD_01	Rev.	-
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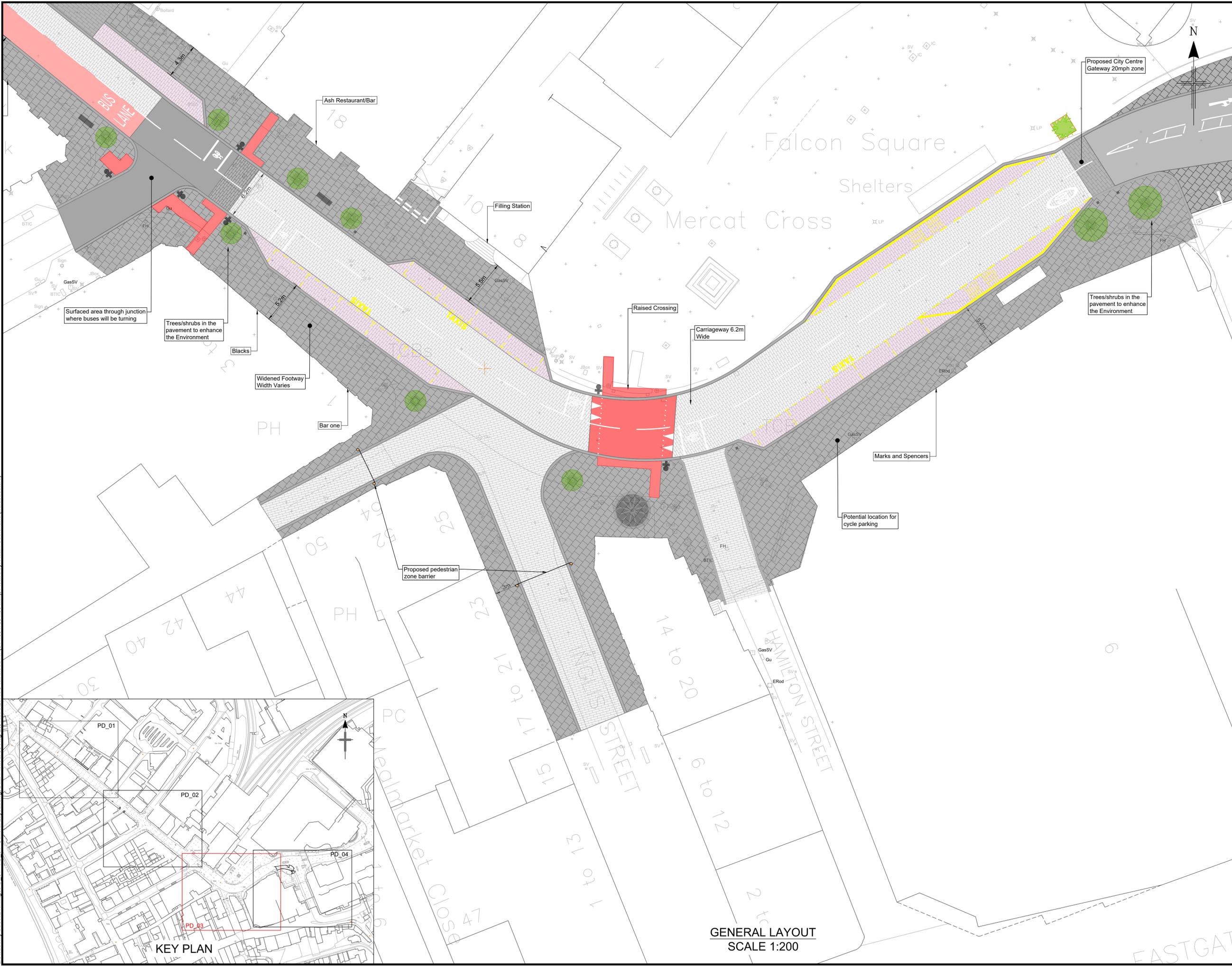


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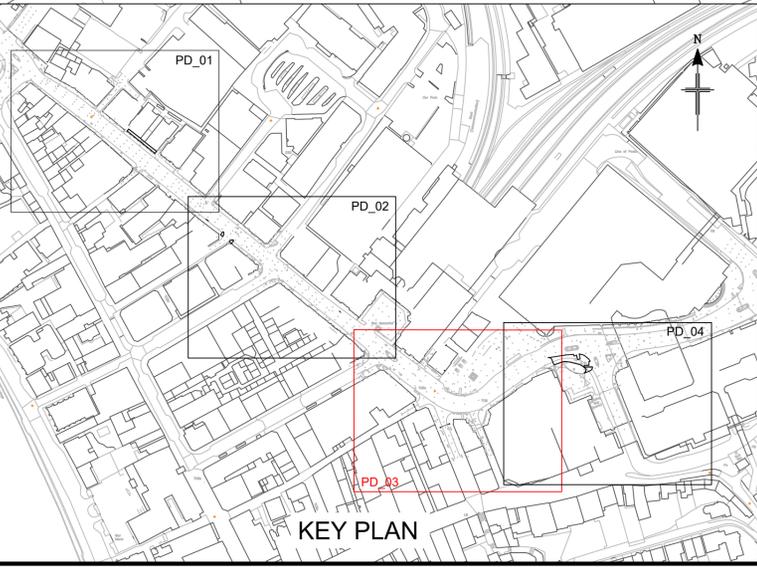


GENERAL LAYOUT
SCALE 1:200

- Notes**
- Key**
- Footway Surface - Caithness Flagstone
 - Carriageway Surface - Silver Grey Granite sets
 - Carriageway Surface at crossings - Dark Grey Granite sets
 - Carriageway - Bituminous Surfacing at Bus turning areas
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 - Proposed Planters



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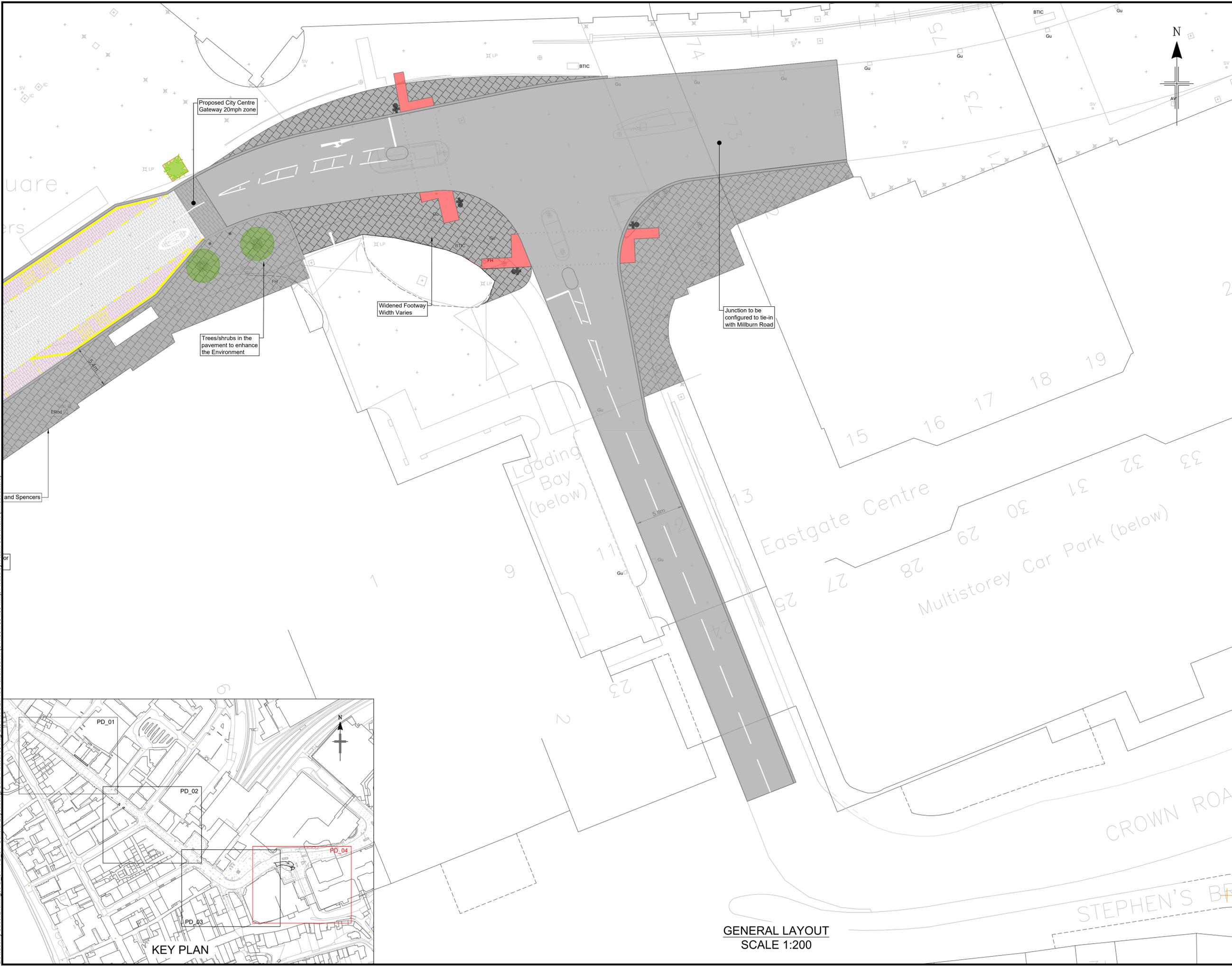
**GENERAL LAYOUT
 SCALE 1:200**

Revision Details		Drawn	Check	Check
		By	By	Date
				Surf
		The Highland Council Comhairle na Gàidhealtachd		
INFRASTRUCTURE, ENVIRONMENT & ECONOMY PROJECT DESIGN UNIT Drummie Golspie KW10 6TA				
Phone : 01408 635313 E-mail : garry.smith@highland.gov.uk				
Project		Academy Street		
Title		General Layout Sheet 3 of 4		
Scale		1:200 (@ A1)		
Drawn	AK	Date	1/12/22	
Checked	AS	Date	9-Aug-23	
Project No.		YEHAS6120		
Drawing No.	PD_03	Rev.	-	

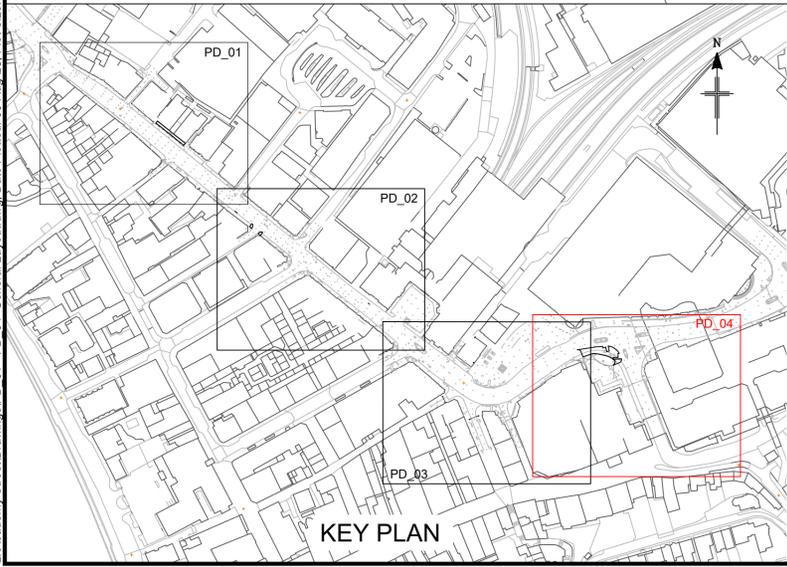
Notes

Key

- Footway Surface - Caithness Flagstone
- Carriageway Surface - Silver Grey Granite sets
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- Existing Outside Dining Area
- Potential Outside Dining Area
- Proposed Trees
- Proposed Planters



L:\Academy Street\Drawings\PD_01 - PD_04 General Layout.dwg, Date Plotted: 08-Aug-23; Plot Size: ISO full bleed A1 (841,00 x 594,00 MM); Plotted by: Adam Sutherland (Infrastructure)



GENERAL LAYOUT SCALE 1:200

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By	By	Date	Surf

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Project **Academy Street**

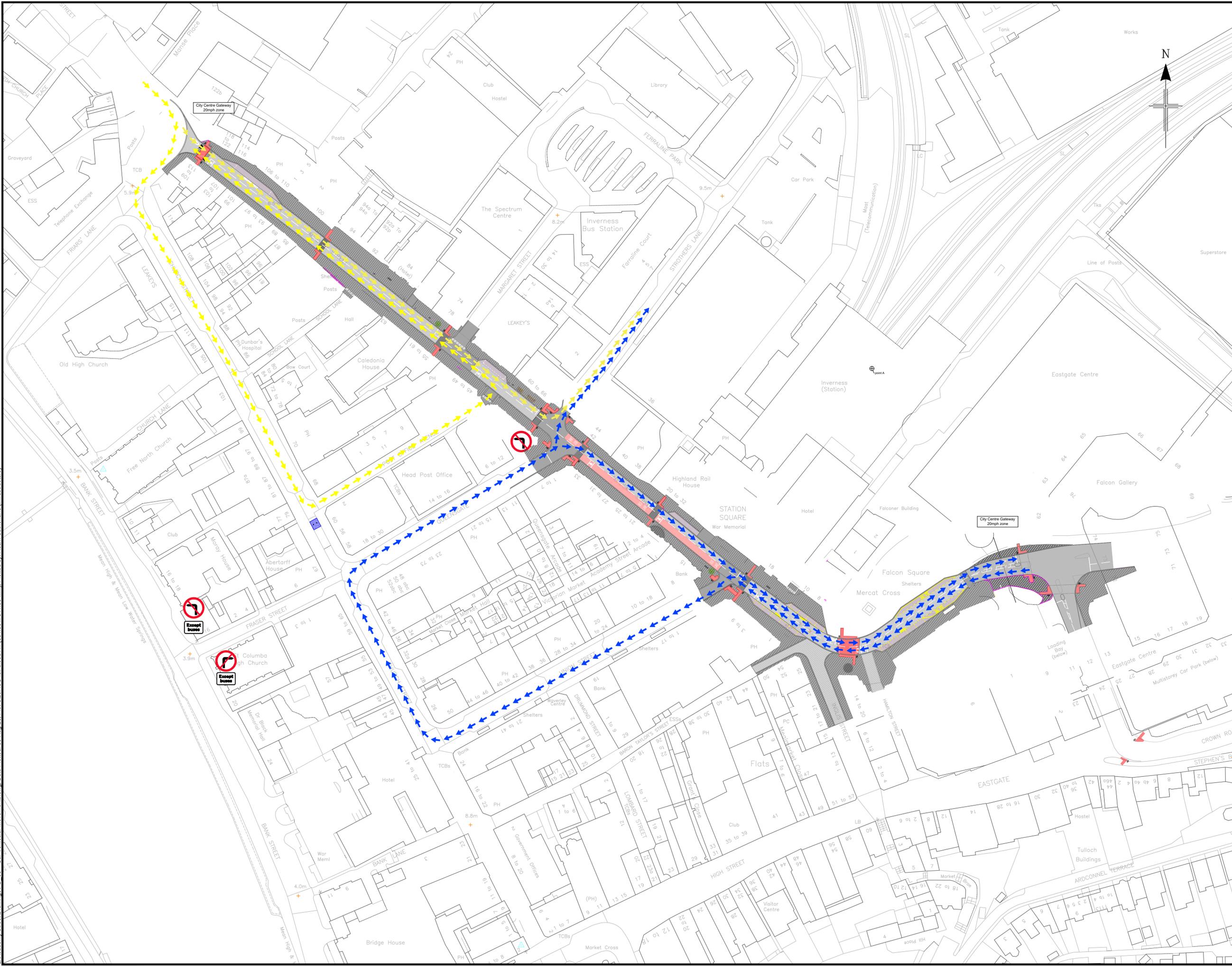
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Scale **1:200** (@ A1)

Drawn	AK	Date	1/12/22
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Project No. **YEHAS6120**

Drawing No. **PD_04** Rev. -



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- Key**
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 - Carriageway - Granite sets Shaded with pink and blue tones to delineate taxi rank/loading bays
 - Tactile Paving at Controlled Crossings

- East Route
- West Route

Revision Details

Drawn	Check	Check	Surf

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Academy Street

Car Routes

Scale: **Not to Scale (@ A1)**

Drawn: J.Chambers Date: 28/02/2023
 Checked: AS Date: 9-Aug-23

Project No. **YEHAS6120**

Drawing No. **PD_05** Rev. -

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- Existing Outside Dining Area
- Potential Outside Dining Area
- Proposed Trees
- Proposed Planters

The placement of potential outside dining areas has been based on suitable widths across the footway. Width that can accommodate a 3m wide footway and minimum 1.8m dining area (1.2m dining + 0.6m buffer to carriageway) has been shown as a potential outside dining area.

Revision	By	Check	Date	Surf



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Project **Academy Street**

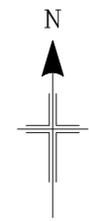
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Scale **1:200** (@ A1)

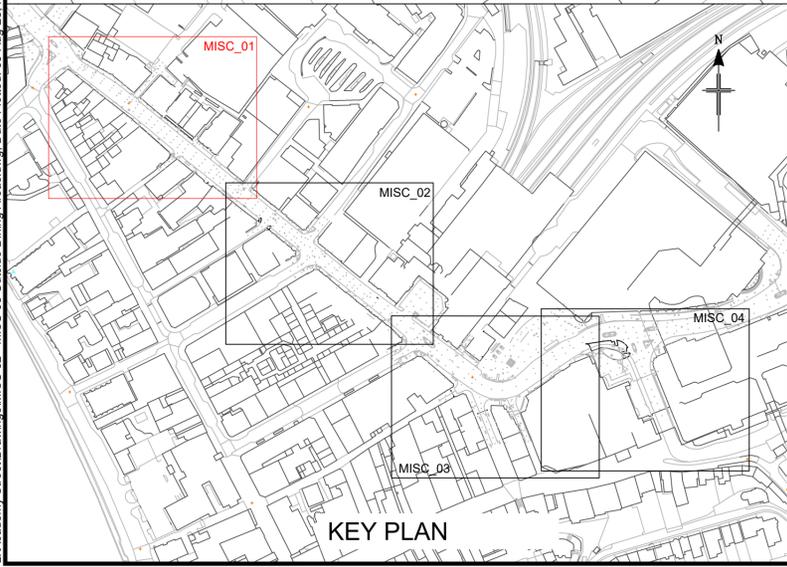
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Checked	AS	Date	09/08/23

Project No. **YEHAS6120**

Drawing No. **MISC_02** Rev. -



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GENERAL LAYOUT
SCALE 1:200

Drop kerbs with surrounding footway shaped to allow for accessible drop off/pick up

Drop kerbs with surrounding footway shaped to allow for accessible drop off/pick up

Notes

Key

- Footway Surface - Caithness Flagstone
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Revision Details

Drawn By: [] Check By: []
 Date: []
 Surf: []

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Project Title: Academy Street

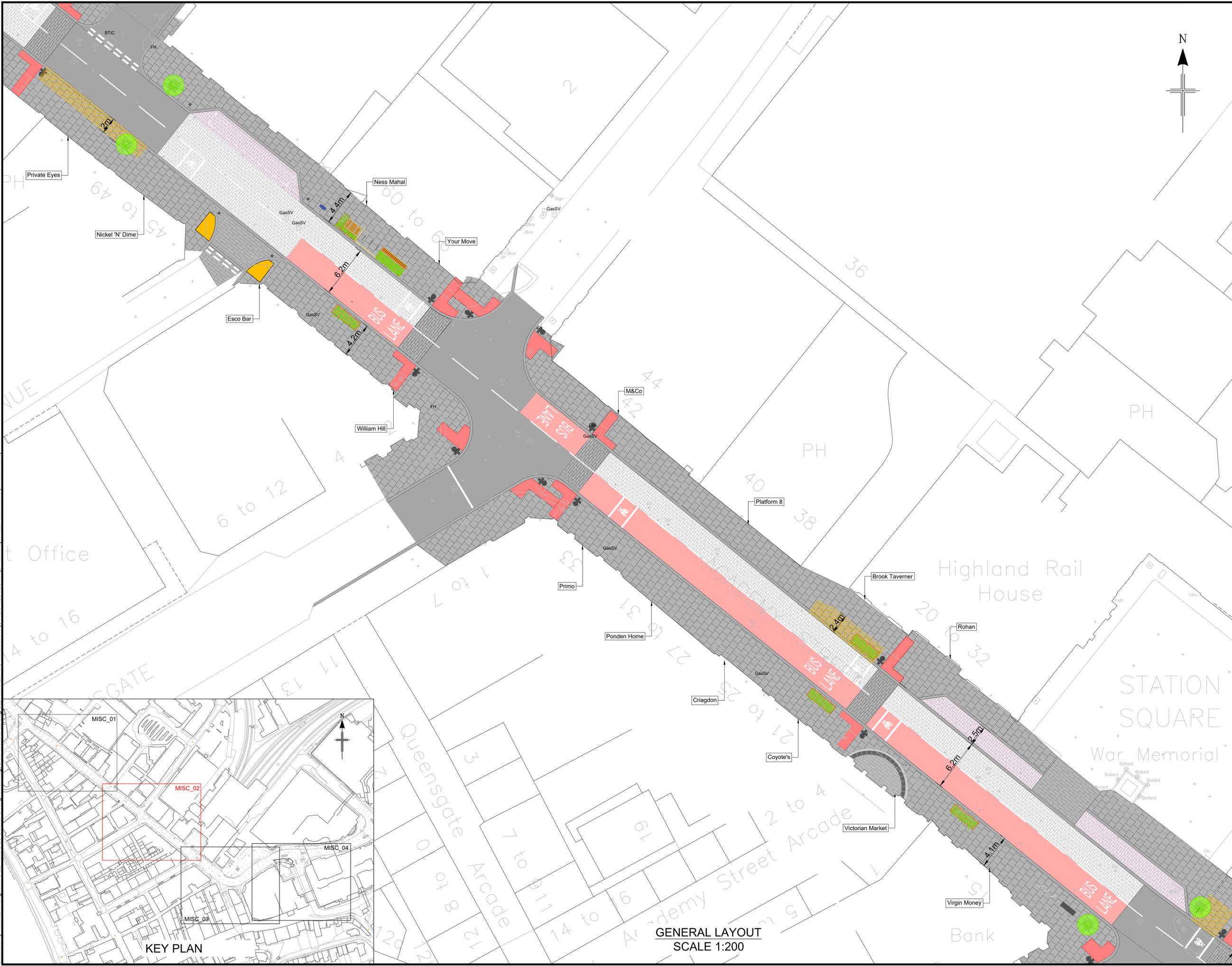
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Scale: 1:200 (@ A1)

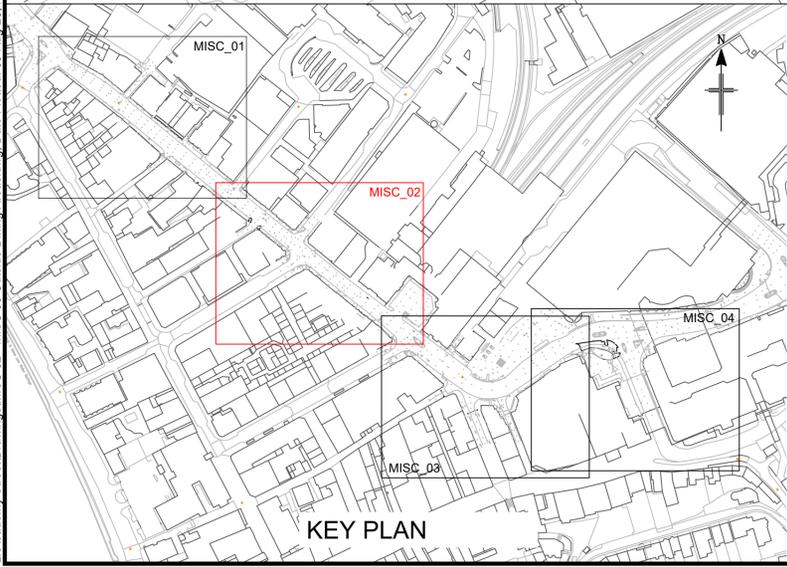
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Checked	AS	Date	09/08/23

Project No.: YEHAS6120

Drawing No.: MISC_03 Rev: -



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GENERAL LAYOUT SCALE 1:200

Notes

Key

-  Footway Surface - Caithness Flagstone
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-  Proposed Planters

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Revision Details

Drawn	Check	Check	Surf
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Project **Academy Street**

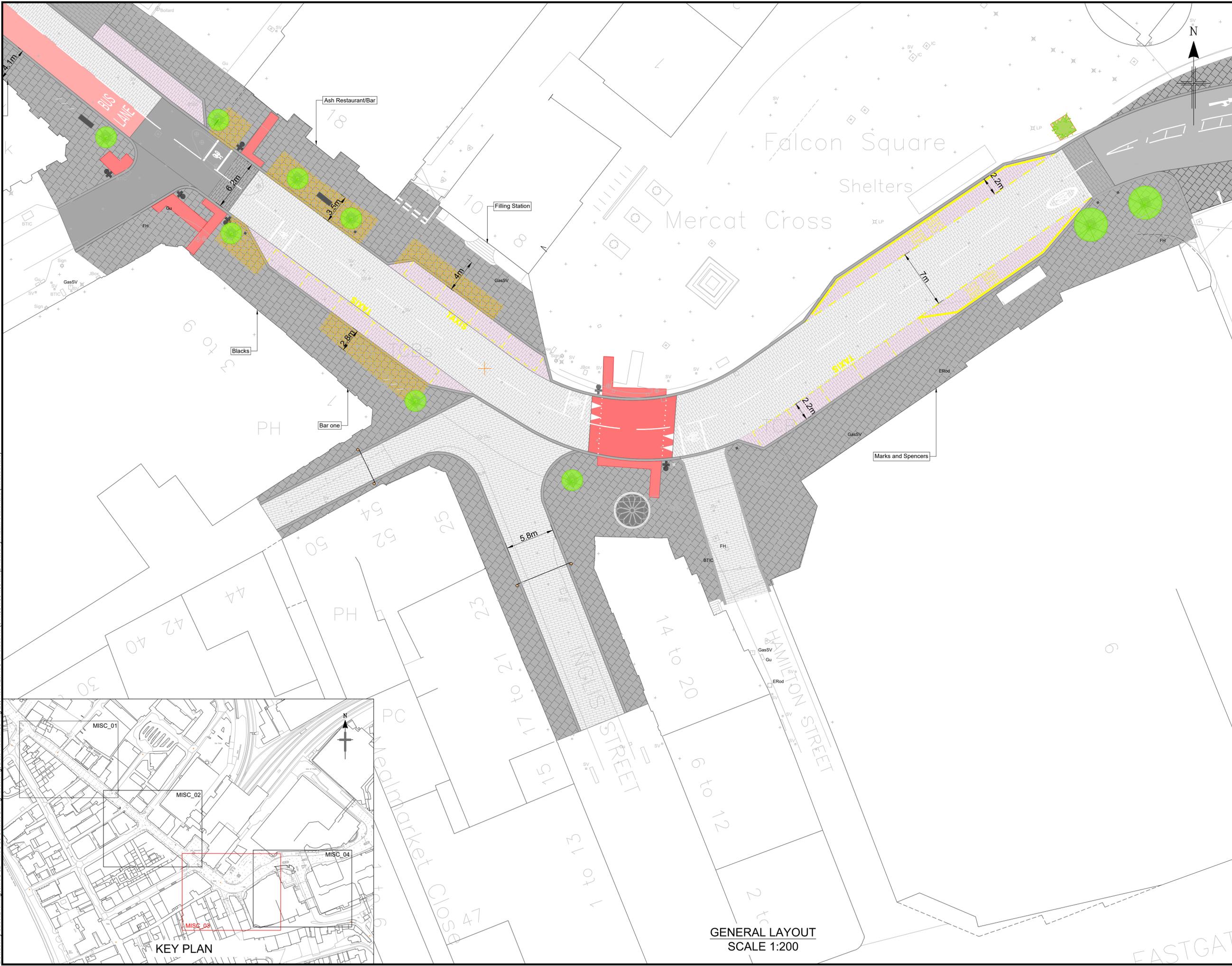
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Scale **1:200** (@ A1)

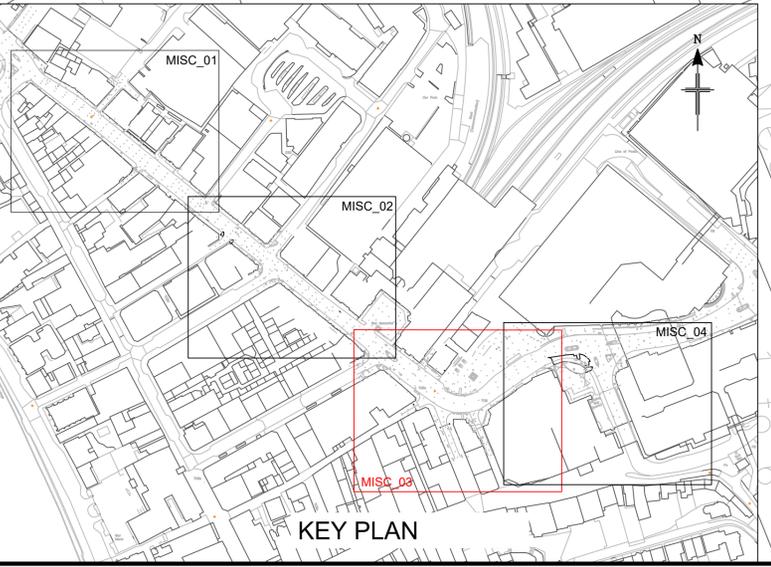
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Checked	AS	Date	09/08/23

Project No. **YEHAS6120**

Drawing No.	MISC_04	Rev.	-
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GENERAL LAYOUT
 SCALE 1:200

EASTGAT

Notes

Key

-  Footway Surface - Caithness Flagstone
-  Carriageway Surface - Silver Grey Granite sets
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Revision Details

Drawn	Check	Check	Surf
By	By	Date	

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Project **Academy Street**

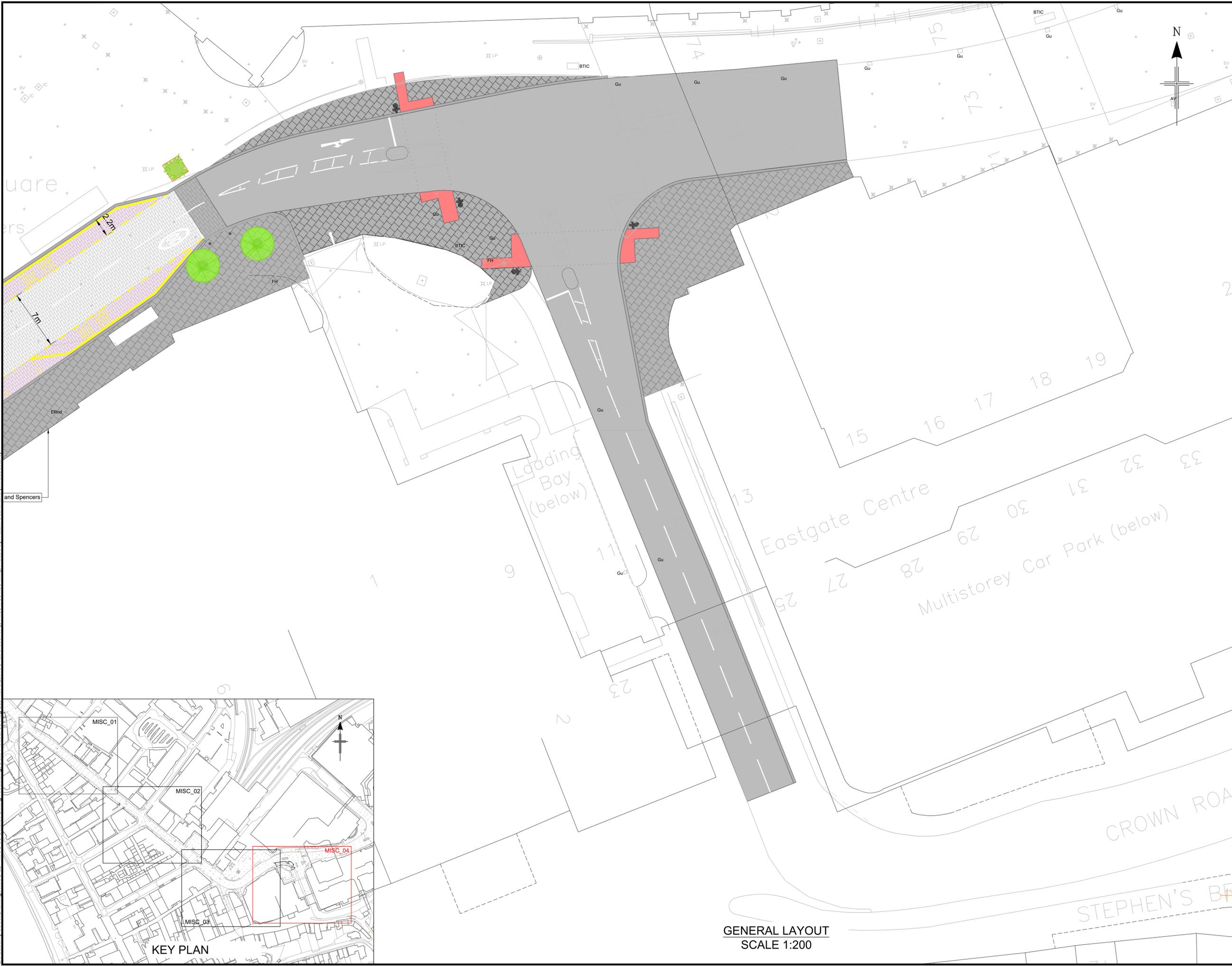
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Scale **1:200** (@ A1)

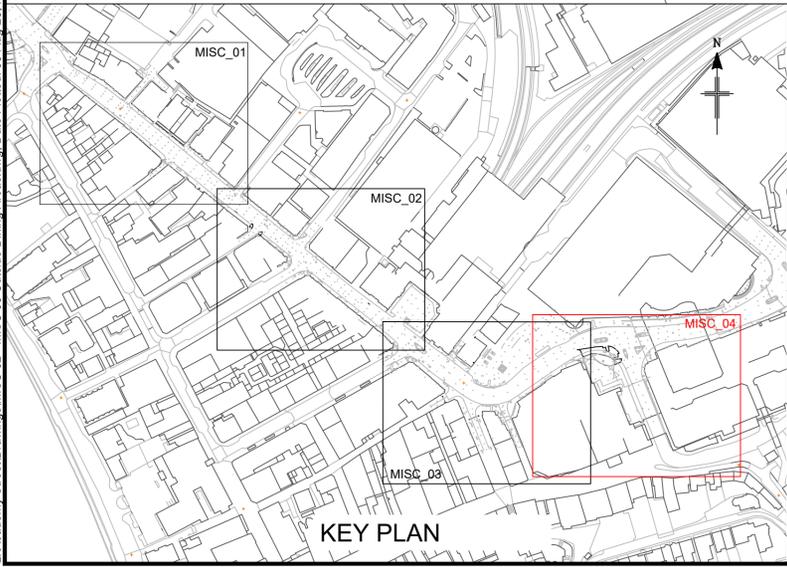
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Project No. **YEHAS6120**

Drawing No. **MISC_05** Rev. -



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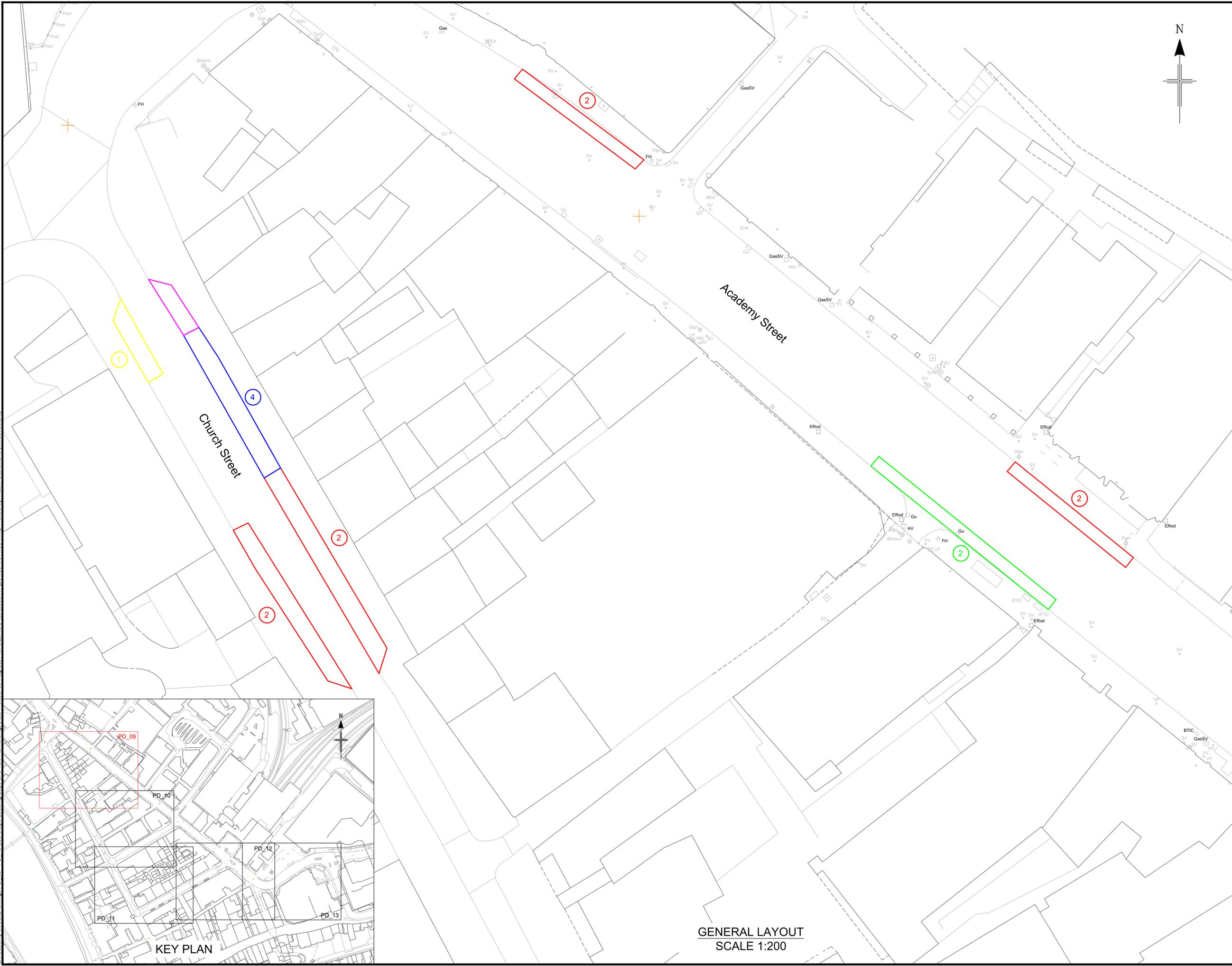
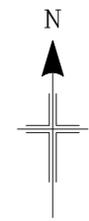
GENERAL LAYOUT
SCALE 1:200

Notes

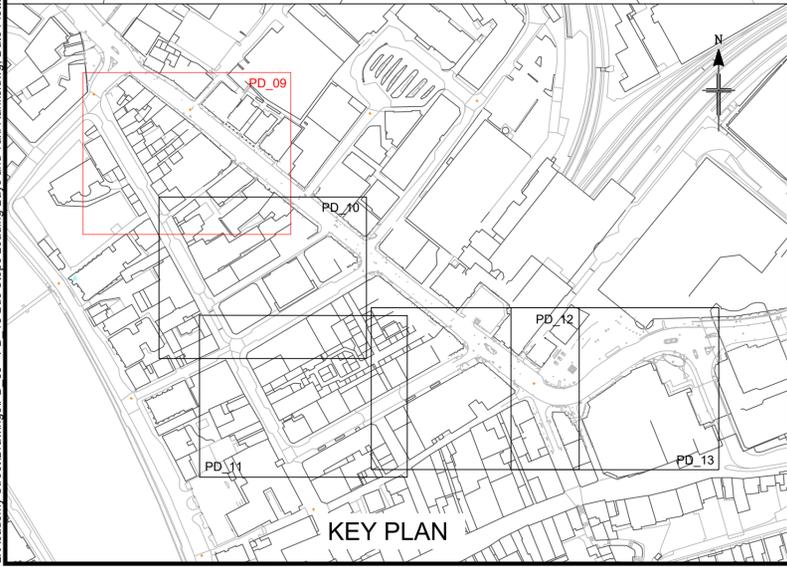
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Key:

- Loading Bays
- Bus Stops
- Taxi Ranks
- Disabled Parking
- Motorbike Bay
- Car Club Bay



L:\Academy Street\Drawings\PD_09 - PD_13 Bus Stops Loading Bays and Taxi Ranks.dwg; Date Plotted: 09-Aug-23; Plot Size: ISO full bleed A1 (594.00 x 841.00 MM); Plotted by: Adam Sutherland (Infrastructure)



KEY PLAN

GENERAL LAYOUT
SCALE 1:200

Revision Details

Drawn By	Check By	Check Date	Surf

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Phone : 01408 635313
E-mail : garry.smith@highland.gov.uk

Project **Academy Street**

Title **Bus Stops
Loading Bays
Taxi Ranks**

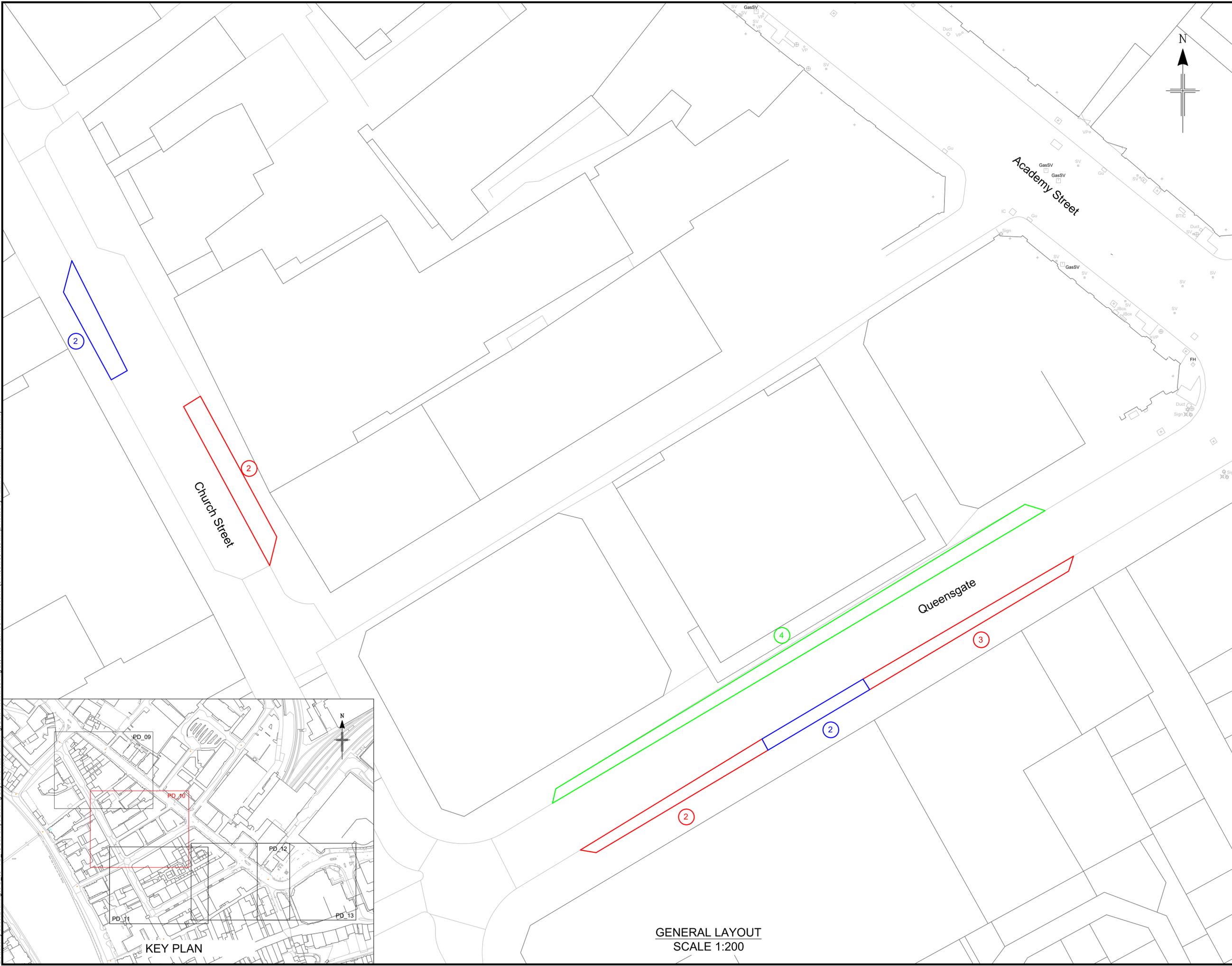
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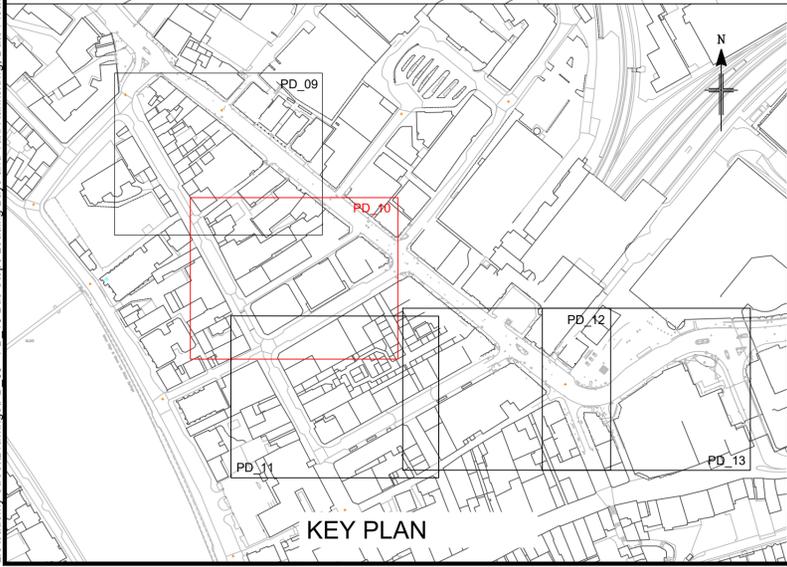
Project No. **YEHAS6120**

Drawing No.	PD_09	Rev.	-
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- Notes**
- Key:**
- Existing Parking Allocation
 - Loading Bays
 - Bus Stops
 - Taxi Ranks
 - Disabled Parking
 - Motorbike Bay
 - Car Club Bay



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GENERAL LAYOUT
 SCALE 1:200

Revision Details Drawn By Check By Date Surfx



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 E-mail : garry.smith@highland.gov.uk

Project **Academy Street**

Title **Bus Stops
 Loading Bays
 Taxi Ranks**

Scale **1:200** (@ A1)

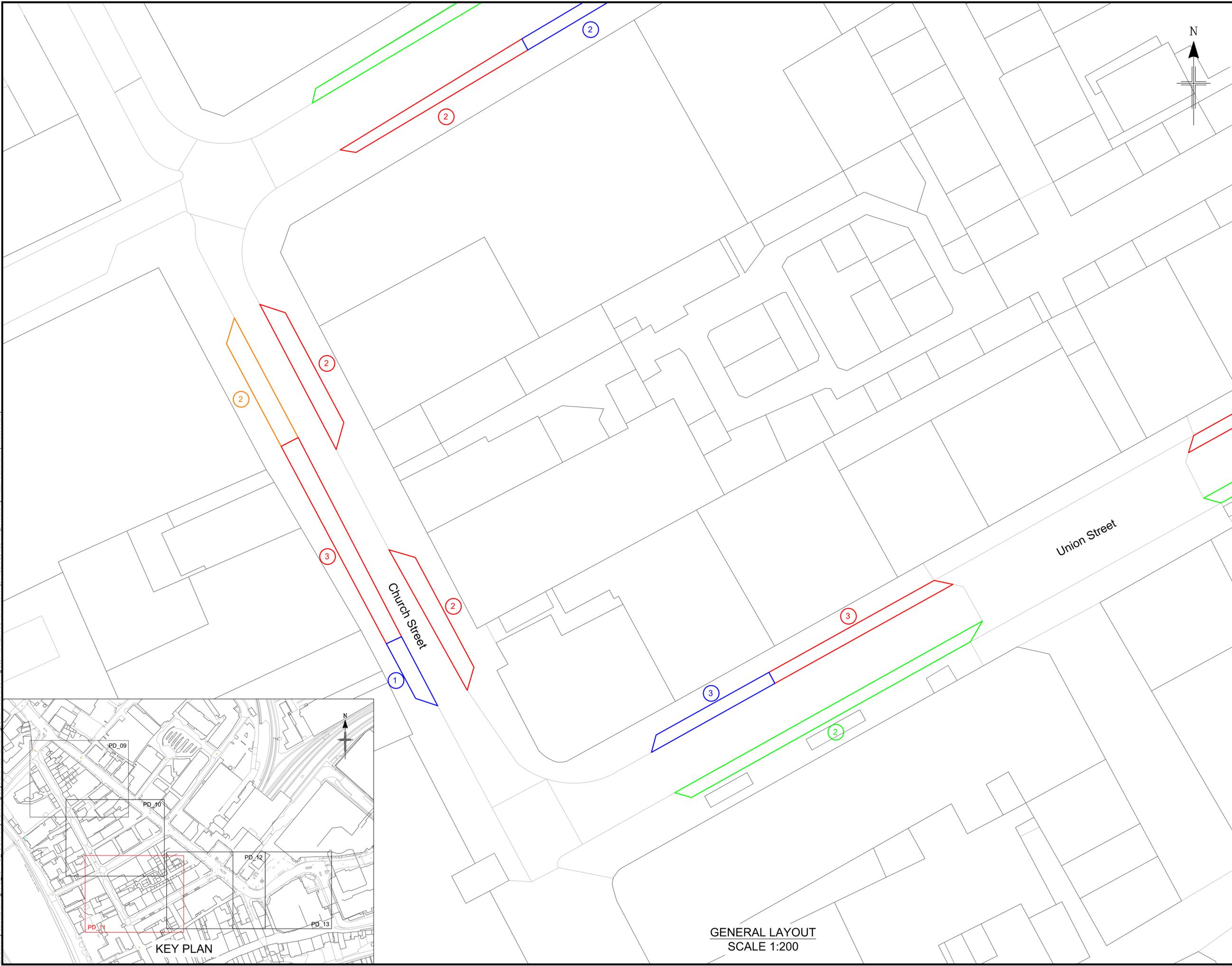
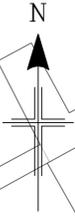
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Checked	AS	Date	9-Aug-23

Project No. **YEHAS6120**

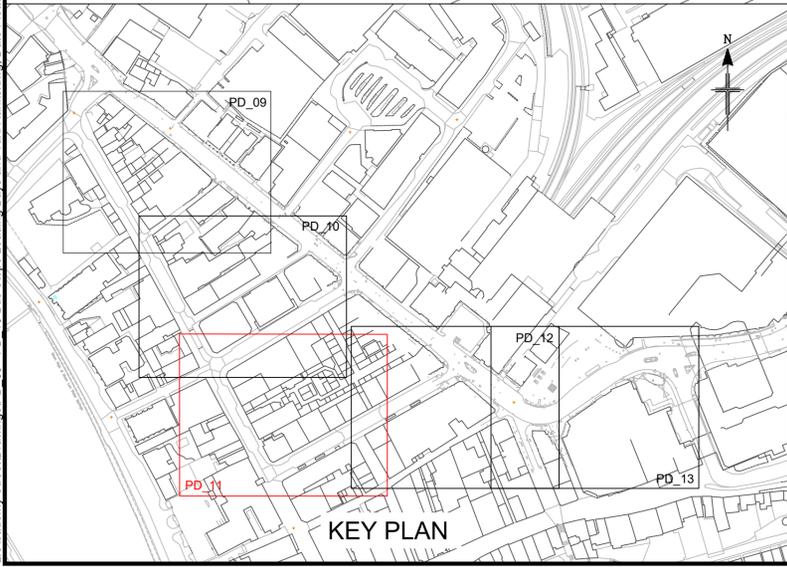
Drawing No.	PD_10	Rev.	-
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Notes

- Key:
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 - Loading Bays
 - Bus Stops
 - Taxi Ranks
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 - Car Club Bay



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**GENERAL LAYOUT
SCALE 1:200**

Revision Details

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Project **Academy Street**

Title **Bus Stops
Loading Bays
Taxi Ranks**

Scale **1:200** (@ A1)

Drawn	AK	Date	29/06/23
Checked	AS	Date	9-Aug-23

Project No. **YEHAS6120**

Drawing No.	PD_11	Rev.	-
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Notes

- Key:
- Loading Bays
 - Bus Stops
 - Taxi Ranks
 - Disabled Parking
 - Motorbike Bay
 - Car Club Bay

Revision	Details	Drawn	Check	Check	Surf
		By	By	Date	



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Project **Academy Street**

Title **Bus Stops
Loading Bays
Taxi Ranks**

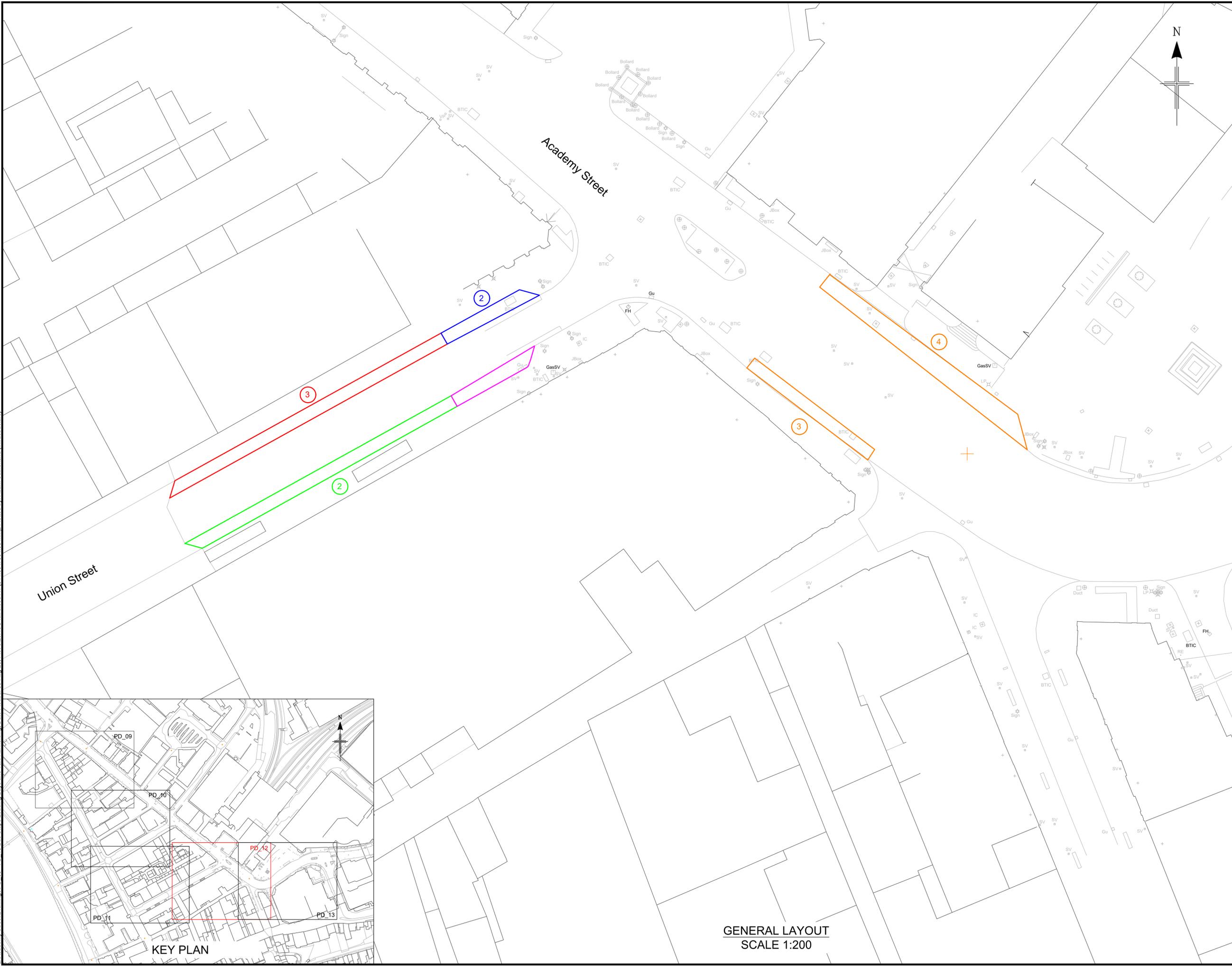
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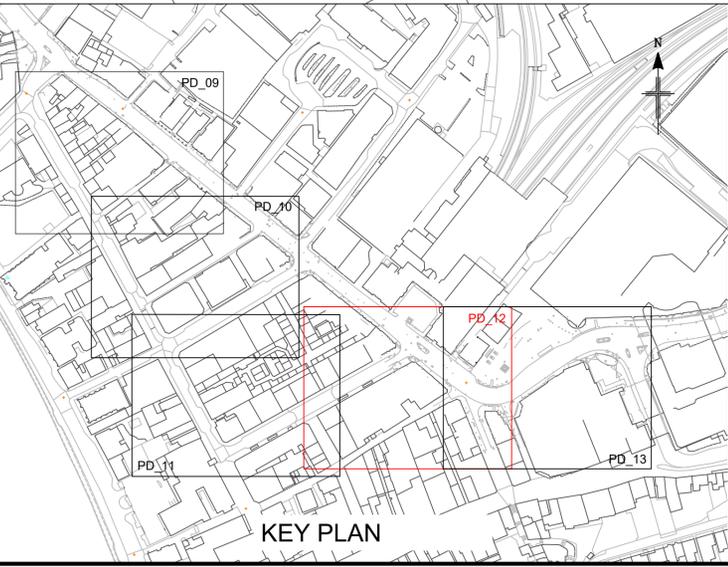
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Project No. **YEHAS6120**

Drawing No.	PD_12	Rev.	-
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KEY PLAN

**GENERAL LAYOUT
SCALE 1:200**

- Notes**
- Key:**
- Loading Bays
 - Bus Stops
 - Taxi Ranks
 - Disabled Parking
 - Motorbike Bay
 - Car Club Bay

Revision Details

Drawn By	Check By	Check Date	Surf



The Highland Council
Comhairle na Gàidhealtachd

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Project
Academy Street

Title
**Bus Stops
 Loading Bays
 Taxi Ranks**

Scale
1:200 (@ A1)

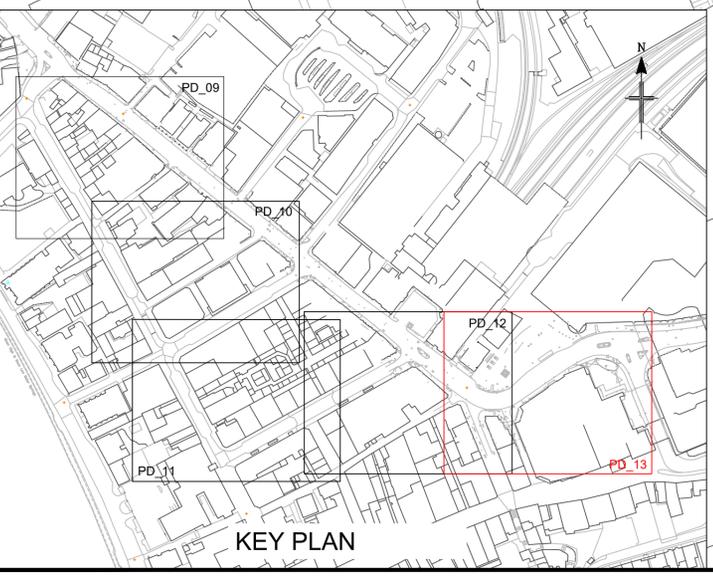
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Project No.
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GENERAL LAYOUT
 SCALE 1:200

Appendix E: Academy Street Stakeholder Breakfast July 2023:

Stakeholder feedback and response from the project team

Summary of feedback

Q1: Discuss what benefits you think the proposed design might bring the city centre and the stakeholders you represent.

Responses fell into the following main themes, with some overlap:

- a. Benefits for people walking, wheeling and cycling (15 responses);
- b. Benefits to the public space and the environment (9);
- c. Benefits to Academy Street / Inverness as a destination, for both residents and visitors (6);
- d. Benefits to businesses (3).

Q2: Discuss what problems you think the proposed design might bring the city centre and the stakeholders you represent, and how these could be mitigated.

- a. The largest number of responses were on concerns around the impact of displaced traffic, particularly on the Crown area (14);
- b. Other responses included worries about economic impact, communication, deliveries, signage and enforcement.

Q3: Are there any changes which you would like to see made to the design?

- a. The main themes here were the need for improved public transport, properly integrated with walking, wheeling and cycling (6);
- b. Other suggestions were that the design should include measures to improve pavements and change traffic flows particularly in Crown, for cycle parking and for Park and Ride provision.

Fuller listing and analysis of feedback

***Note: The transcript of post-it notes were written as left on each board. Post-its have subsequently been reorganised to reflect the sentiments written.**

Number	Question no.	Comment
1	1	Good news for cyclists and walkers and wheelchairs.
2	1	Like the wider ambitions for Inverness beyond this Academy Street proposal.
3	1	On few days you can't use pavements in Hill District if you have a buggy/wheelchair.
4	1	Feel very positive about the Academy Street proposal but very concerned about the impact on Crown area.
5	1	It will allow people to use Academy Street and hopefully increase footfall.
6	1	I have 2 very young children and we access Academy Street by foot with a buggy and currently its awful. The widened pavement would be brilliant I know I'm negative about the impact on Crown but I, and many of the residents we represent are very supportive of the proposal.
7	1	Unenforced 20mph already.
8	1	More attractive, safer, less pollution, less noise.
9	1	Healthier environment – less pollution
10	1	Street space for Café + seating – nice place to spend time.
11	1	Increased space for pedestrians
12	1	Better sense of Arrival to Highland Capital
13	1	Increased usage of town centre by pedestrians and cyclists with cleaner air making it a nicer place to be.
14	1	More accessible for the community.
15	1	Reduced traffic flow will make cycling much easier.
16	1	More and better access to shops and businesses on Academy St.
17	1	Separating footway from carriageway will make being a pedestrian much more friendly. Street furniture.
18	1	Potential for greater community usage of all the city centre spaces.
19	1	A good welcoming place to arrive in Inverness.
20	1	Safer for peds + cyclists.
21	1	Cleaner street.
22	1	Save Carbon emissions.

Academy Street Design

- 23 1 Reduced traffic + modal shift.
- 24 1 Greener
- 25 1 Better for walking and cyclists
Traffic evaporation less traffic in total. People choosing
- 26 1 to walk, cycle + catch bus.
Church Street has become a more vibrant Café culture
- 27 1 place since the traffic changes there.
V. positive especially for visitors. First impression for
- 28 1 visitors is not attractive.
Easier for cyclists and pedestrians to get into the
- 29 1 station. Thousands of people on a daily basis arriving
by train.
- 30 1 Alternate routes aren't any less quick. Integrated hub
for train, bus, taxi, cyclists needed.
- 31 1 Academy Street doesn't pull in pedestrians – people
with young children, push chairs etc.
- 32 1 BETTER ACCESS, SAFER CYCLING, BETTER
PUBLIC TRANSPORT INTO CITY CENTRE,
IMPROVED BUS RELIABILITY.
- 33 1 TOURISM – INVERNESS AS A PREMIUM
ENVIRONMENTAL DESTINATION + BETTER PLACE
TO LIVE, WORK, STUDY, INVEST.
- 34 1 DESTINATION FOR INVERNESS RESIDENTS AS
WELL FOR VISITORS.
MORE SEATING – REST SPOTS FOR OLDER
- 35 1 PEOPLE + ANYONE WHO NEEDS A SEAT * AGE
FRIENDLY COMMUNITIES.
- 36 1 ENHANCED EXPERIENCE
- 37 2 Can permits be given to wheelchair accessible
community transport service or force taxi company to
have more WAV cars in their fleet.
- 38 2 Tourists in cars won't be familiar with rules will cause
frustration.
It may be low volume but the roads are very narrow so
- 39 2 are disproportionately impacted by noise and pollution
as there's little space.
- 40 2 Some pavements are less than 1m wide.
- 41 2 Vehicles are currently speeding through the area.
Crown is awful for pedestrians and cyclists already
- 42 2 increased traffic will only make this worse.
- 43 2 Motor traffic as guests.

- 44 2 Even with double glazing the noise breaches acceptable levels in the evening we can never have windows open at night.
- 45 2 Impact of build on existing businesses and how that is mitigated. Learn from trams. Consultation.
- 46 2 Compensation schemes.
- 47 2 Additional traffic load on trunk roads that already have heavy usage (often at a standstill). Better public transport at times and on routes that work could mitigate this.
- 48 2 Impact on Harbour Road hard to navigate walking, wheeling, or driving.
- 49 2 Make Streets in Hill district one way to prevent cutting through place making + local access only signs etc.
- 50 2 Valid concerns about displaced traffic in Crown. Strong local support for traffic calming measures for speed reducing.
- 51 2 Seen as an end rather than a start.
- 52 2 Not inclusive cycling for younger children or less confident cyclists.
- 53 2 Improved bus signage + information. This not good at the moment.
- 54 2 Communication of aims.
- 55 2 Harbour road may become busier back up from local crossing.
- 56 2 Concerns about deliveries incoming.
- 57 2 Integration of rail, bus + other modes.
- 58 2 Traffic displacement. Longman. Crown. Needs to be explained better. Video more pics.
- 59 2 Bus gate fines in Aberdeen have deterred drivers from coming in at all.
- 60 2 Highlands not well-served by public transport. Cars make Inverness more accessible particularly at night.
- 61 2 Businesses see cars as a cash generator so worry about reduction in car numbers.
- 62 2 BID CONCERNED ABOUT USING DATA FROM ELSEWHERE.
- 63 2 Passing traffic is good for retail as passengers can see into shop windows.
- 64 2 75% reduction in through traffic is too far a reduction for businesses.
- 65 2 80% of city centre businesses oppose current design based on BID survey.
- 2 Banned left turn – enforceability?

- 66 2 HOW TO ENCOUAGE INVERNESS RESIDENTS
BACK INTO THE CITY CENTRE?
- 67 2 ACCESS FOR DISABLED/PEOPLE WHO NEED TO
DRIVE.
- 68 2 TRAFFIC DISPLACEMENT – HOLISTIC VIEW OF
VEHICLE MOVEMENTS ON NETWORK.
- 69 2 IMPORTANT NOT TO JUST FOCUS ON VISITORS –
DESTINATIONS FOR RESIDENTS OF CITY &
WIDER AREA TOO.
- 70 2 MORE ENGAGEMENT NEEDED WITH EXISTING
TRADERS E.G. ON OUTDOOR SEATING. WHAT
ARE TRADERS SAYING ABOUT COMMERCIAL
BENEFITS OF OUTDOOR SEATING ETC.
- 71 3 Permits for wheelchair accessible cars and community
transport.
- 72 3 Park and ride!
- 73 3 Ore electric bike stations in the city – Merkinch,
Dalneigh etc.
- 74 3 We need improved active travel in Crown and be
embedded in any plans.
- 75 3 We also need traffic calming measures as a priority.
We had a community consultation recently and people
wanted one way system in Hill (opposing) raised
76 3 tables.
- 77 3 Widening of the school/shopping area in crown
removal of carriage ways/parking.
- 78 3 Remove right hand turn from Gordon terrace to
Culduthel Road.
- 79 3 Wayfinding – Arrival to Destinations. Crown Primary:
improvements, remove parking/widen pavement.
- 80 3 Less of a change to design, more a thought on
behavioural change. Offer transport options need to be
made more reliable and accessible to help persuade
more people to leave the car at home.
- 81 3 Continuous footways everywhere! Lots of cycle
parking, including for cargo/adaptive bikes, at
carriageway level.
- 82 3 Lots of tree planting – street shade! Fresh air! All the
benefits.
- 83 3 Why no protected bike lane?
- 84 3 Park and Ride x 4 places.
- 85 3 Road, Trains?
- 86 3 E – Cargo bikes last mile delivery + delivery of cases.

- 87 3 Glass roofs.
- 88 3 Better secure bike parks.
- 89 3 Moving pavement!!!!
- 90 3 Enforce use of share supply of trains at station.
How do we make it easier to deliver heavy goods to
- 91 3 customers like Amazon.
- 92 3 Problem with Millburn roundabout
- 93 3 Mitigation short to medium term.
- 94 3 More traffic into Queensgate will be problem.
- 95 3 WIFI
Last minute delivery network for city centre e.g., cargo
- 96 3 bike.
E-bike hub at Airport station + New Craigs to make
- 97 3 here work better.
Concerned about taking up too much pavement as
- 98 3 needed for pedestrians.
- 99 3 Tourist tax to contribute to free transport.
Signage to be designed by those who do not know city
- 100 3 all modes.
- 101 3 Summary of the participated outcomes.
- 102 3 More cycle routes less plant pots will need space.
Night -time economy needs better public transport
- 103 3 accessibility after 6pm. Last train out eastward about 9-
10pm.
Need improvements at Kessock Bridge to allow A9
- 104 3 traffic to flow freely without traffic jam.
Train **illegible** need the transition from train to taxi or
- 105 3 bus or whatever to be as smooth as possible. Need to
create the transport hub.
The difficult period for businesses is the 4 – month off
- 106 3 – season when there are no tourists.
MESSAGING + MARKETING CITY CENTRE AS
- 107 3 OPEN FOR BUSINESS.
SUGGEST ECONOMIC IMPACT ASSESSMENT +
- 108 3 COST AND BENEFIT ANALYSIS.
- 109 3 EQUALITY IMPACT ASSESSMENT REQUIRED.
GIVE US A COMPREHENSIVE IDEA OF WHAT
- 110 3 COMMUNITY ENGAGEMENT IS BEING & WILL BE
UNDERTAKEN.
INCREASE BUS PROVISION IN TANDEM WITH THIS
- 111 3 PROJECT TO ENCOURAGE MODAL SHIFT TO BUS
FROM PRIVATE CAR.

112

3 HOW WILL PARK & RIDE SCHEMES INTERACT
WITH THE PROJECT.

Q1: Discuss what benefits you think the proposed design might bring the city centre and the stakeholders you represent.

Responses fell into the following main themes, with some overlap:

- a. Benefits for people walking, wheeling and cycling (15 responses);
- b. Benefits to the public space and the environment (9);
- c. Benefits to Academy Street / Inverness as a destination, for both residents and visitors (6);
- d. Benefits to businesses (3).

Q2: Discuss what problems you think the proposed design might bring the city centre and the stakeholders you represent, and how these could be mitigated.

- a. The largest number of responses were on concerns around the impact of displaced traffic, particularly on the Crown area (14);
- b. Other responses included:
 - economic impact (7);
 - communication (7 responses on various issues such as the bigger picture around the scheme, the data used to justify the scheme, and the need to share the EqIA);
 - concerns about deliveries (4, with 2 of these mentioning ecargo bikes as a possible solution);
 - signage (4);
 - enforcement (4);
 - about the impact of the construction phase (2 responses), and that there is no segregated cycle lane (2 responses);
 - One respondent mentioned concern about access for disabled people who need to drive.

Q3: Are there any changes which you would like to see made to the design?

These responses overlap to some degree with the responses to Q2 on how problems could be mitigated. The main themes were:

- a. The need for improved public transport, properly integrated with walking, wheeling and cycling (6);
- b. Design should include measures specifically in the Crown area to improve pavements and change traffic flows to make the area better for active travel (6);
- c. Detailed design should include traffic calming measures elsewhere, cycle parking which is inclusive for ecargo bikes and adaptive bikes, and continuous footways;
- d. Three responses suggested provision of Park and Ride;
- e. Two responses suggested that vehicles accessible to wheelchair users be allowed to access Academy Street;
- f. Two responses asked for further extension of the Hi-Bike network;
- g. One respondent mentioned the need for lots of tree planting for shade and air quality;
- h. One respondent mentioned the need to engage with businesses on outdoor seating.

Finally, the following general issues were raised, all with one mention. These are noted but are outwith the scope of the proposal:

- The importance of tourism and of attracting people to Inverness to live, work, study and invest;
- The potential for a tourist tax to contribute to free transport;
- The need for improvements at the Longman Roundabout;
- The potential to reduce pollution in the city centre by requiring trains to plug in to electricity which in the station (“shore power”);
- The importance of having good wifi throughout the city centre;
- Questioning how to encourage Inverness residents back into the city centre;
- Other suggestions such as glass roofs, “road trains” and moving pavements.

THC response to stakeholder feedback

Stakeholder comment	THC response
<p>Q1: Discuss what benefits you think the proposed design might bring the city centre and the stakeholders you represent.</p>	
<p>a. Various benefits for people walking, wheeling and cycling (15 responses)</p>	<p>We welcome the recognition that the proposal will bring significant benefits to those walking, wheeling and cycling and using public transport (pushchairs were also mentioned).</p>
<p>b. Various benefits to the public space and the environment (9)</p>	<p>We welcome the recognition that the proposal will bring significant improvements to the public space and the local and wider environment.</p>
<p>c. Various benefits to Academy Street / Inverness as a destination, for both residents and visitors (6)</p>	<p>We welcome the recognition that the proposal will make Academy Street in particular, and Inverness as the gateway to the Highlands for visitors, significantly more attractive, cleaner and more welcoming to all.</p>
<p>d. Various benefits to businesses (3)</p>	<p>We welcome the recognition that by making Academy Street more welcoming and attractive, with space for café seating and other public shared spaces, businesses will benefit.</p>
<p>Q2: Discuss what problems you think the proposed design might bring the city centre and the stakeholders you represent, and how these could be mitigated.</p>	
<p>e. The largest number of responses were on concerns around the impact of displaced traffic, particularly on the Crown area (14)</p>	<p>THC officers are currently carrying out a strategic signage review across Inverness. In the proposal, signage on Academy Street and nearby will be complemented by changes identified from this ongoing strategic signage review which will direct drivers to trunk roads and nearby parking around the city centre, as well as updating signage to guide locals who are travelling between the east and west. These data will form part of the evidence-base to the committee report that will be presented to the City of Inverness Area Committee on 28th August 2023. You can view this information at: https://www.highland.gov.uk/meetings/committee/30/city_of_inverness_area_committee one week before the meeting.</p>

<p>f. Various concerns around potential negative economic impact (7)</p>	<p>THC fully recognises that high street businesses are navigating some of the most challenging and unpredictable trading conditions for decades, and that further change may not always be welcome.</p> <p>Extensive and growing research from the UK and beyond indicates that rebalancing the allocation of public space away from roads and cars, and towards walking, wheeling, cycling, public transport provision and shared public green and social spaces, brings a high return on investment and significant economic benefits. These include savings to the NHS, savings from reduced congestion, and increased income from leisure and tourism.</p> <p>Transform Scotland’s Tackling Traffic report of November 2022, based on research with businesses across Scotland, states:</p> <p><i>“... gridlocked traffic not only damages the environment and our health, it clogs up the transport arteries businesses need to get people to work and goods to market. A shift from road to more sustainable modes, if correctly planned, can help businesses prosper.”</i> and</p> <p><i>“Transport mobility is an essential enabler of economic activity by businesses, but traffic gridlock costs businesses millions of pounds every year in higher costs and lost productivity. Businesses know that employees and customers want them to improve their environmental footprint, and that people friendly places are more attractive and prosperous locations.”</i></p> <p>The Scottish Council for Development and Industry’s latest “Making a Good Living” report states:</p> <p><i>“There are an increasing number of successful city centres around the world that are moving towards the creation of more attractive and liveable city centres including pedestrianisation and green infrastructure, improvements to active travel and public transport, and prohibition or severe restrictions of cars within zones.”</i></p> <p>With a principal recommendation being:</p> <p><i>“The creation of 20-minute neighbourhoods with infrastructure, jobs, services, active travel and green spaces for people to live, work and play locally [...].”</i></p> <p>The 2020 House of Commons Library report “Active Travel: trends, policy and funding” states:</p> <p><i>“Walking and cycling can contribute towards economic performance by reducing congestion, supporting local businesses and more. The benefit to cost ratio of investments in walking and cycling are estimated at 5.62:1 (or ‘very high’ value for money).”</i></p> <p>In terms of local data, data extracted from the 2022 Town Centre Health Check conducted by Council Officers highlights that there is a lower rate (12.9%) of vacancies in ground floor retail/business units in the parts of the city centre that are pedestrianised (High Street, Inglis Street and part</p>
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	<p>of Baron Taylor’s Street), compared with vacancies in parts of the city centre accessible by carriageway parking or on-site car parks at 14.3%.</p> <p>For further information see for example:</p> <p>Active travel: Trends, policy and funding - House of Commons Library (parliament.uk)</p> <p>Economic benefits Transport Scotland</p> <p>The economic benefits of walking and cycling - GOV.UK (www.gov.uk)</p> <p>Essential-Evidence-4-Scotland-No-54-Health-Economic-Impact-of-walking-and-cycling.pdf (napier.ac.uk)</p> <p>New report shows ‘staggering economic benefit’ of active travel (roadsafetygb.org.uk)</p> <p>https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf</p> <p>Visit Inverness Loch Ness: Growing tourism in a sustainable way - Scotland's Towns Partnership (scotlandstowns.org)</p> <p>Active Travel and Economic Performance (Sustrans)</p>
<p>g. Various concerns around communication (7 responses on various issues such as the bigger picture around the scheme, the data used to justify the scheme, and the need to share the EqIA)</p>	<p>A summary of engagement activity since May 2022, and the Equalities Impacts Assessment of the project form part of the evidence-base to the committee report that will be presented to the City of Inverness Area Committee on 28th August 2023. You can view this information at: https://www.highland.gov.uk/meetings/committee/30/city_of_inverness_area_committee one week before the meeting.</p> <p>The Academy Street scheme sits in the context of the overall investment i.e., that since 2018, over £165 million has been invested in Inverness from both the public and private sector to improve the city for everyone as a hub for the Highlands and Islands. It is a key project in the Inverness Strategy, aligned to the desired outcomes of the draft Inverness City Centre Masterplan, namely that Inverness will be a prime destination; a living city; a green and healthy city; a zero-carbon city; an accessible and connected city; and a digital city.</p> <p>The scheme is part of the wider Inverness City Active Travel Network programme.</p> <p>For information on the economic benefits of active travel see (f) above.</p>
<p>h. Concerns about deliveries (4, with 2 of these mentioning ecargo bikes as a possible solution)</p>	<p>In the proposal there are no changes to loading bay provision and no restrictions on the timing of access for deliveries. Some delivery drivers will need to take a slightly longer route.</p> <p>THC is supportive of the use of ecargo bikes, especially for last mile delivery.</p>

<p>i. Concerns about wayfinding & signage for residents and visitors (4)</p>	<p>THC is currently undertaking a city-wide review of strategic signage, considering the cross-city movements of residents as well as visitors. This review includes directing people away from Crown / Academy Street to peripheral routes and directing people to the existing parking provision (2,867 parking spaces in the large, multi-storey car parks at each end of Academy Street and further car parks around the peripheries of the city centre).</p>
<p>j. Concerns about enforcement (4)</p>	<p>Bus lanes are enforced by Automatic Number Plate Recognition (ANPR) camera.</p> <p>Turning prohibitions are enforced by Police Scotland.</p> <p>Bus Lane Enforcement is intended to be decriminalised within 12 months, dependant on the Scottish Parliamentary timetable.</p> <p>Initially THC will report offences to Police Scotland for enforcement but after decriminalisation THC will enforce Bus Lanes directly.</p> <p>20mph limits are enforced by Police Scotland.</p> <p>Pavement parking is currently a police matter but will be decriminalised in December with THC then having powers to fine offenders.</p>
<p>k. Concerns about the impact of the construction phase (2)</p>	<p>The construction phase will be carefully planned to deliver the planned benefits to businesses such as café and other outdoor seating, and to public spaces, as early in the works as possible. There will be comprehensive communication and regular updates about the works through THC’s Academy Street webpages. All efforts will be made by the project to identify funding opportunities to mitigate any impacts of construction.</p>
<p>l. Concerns that there is no segregated cycle lane (2)</p>	<p>The Scottish Government’s Cycling by Design Guidance defines a High Level of Service for cycling on the carriageway as under 2000 vehicles per day / 200 vehicles per hour at peak times, within a speed limit of 0 – 30kph. This is deemed suitable for “most users”. Traffic data and analysis indicates that the proposal will reduce traffic volumes to that level. Academy Street already has a 20mph limit.</p> <p>Responses to the proposal from cycling advocacy groups is very positive, with a recognition that although they might have preferred segregated provision they recognise the constraints on space and that the scheme will indeed be suitable for most users.</p>
<p>m. One respondent mentioned concern about access for disabled people who need to drive</p>	<p>Blue Badge holders will have access to both sides of Academy Street and to the surrounding streets as at present. Existing Blue Badge short-stay parking spaces will be retained. All existing loading provision will be retained, with additional loading provision on Academy Street, providing improved opportunity for people to unload wheelchairs and other mobility devices.</p>

Q3: Are there any changes which you would like to see made to the design?

<p>a. The need for improved public transport, properly integrated with walking, wheeling and cycling (6)</p>	<p>In terms of supporting increased uptake of public transport, and other related workstreams, ongoing work within THC includes:</p> <ul style="list-style-type: none"> • Inverness Station Masterplan and integration with Bus Station; • Current STAG Appraisal work on bus priority and Park & Ride/and other bus priority infrastructure through Bus Priority Fund Projects, which aim to increase bus usage; • Bus priority at traffic lights across the city: 20 delivered with potentially 6 more to come; • Working towards a formal Bus Service Improvement Partnership • Working with cafes and other businesses to support bus usage, for example through café popups at proposed P&R sites; • Roll-out of further 20mph limits across the city and Highland-wide, • Installation of a cyclist-first phase at traffic lights on Ness Bridge, as planned for Academy Street; • Installation of cameras for enforcement of bus lanes, e.g. on Inverness Campus, Rose Street as planned for Academy Street.
<p>b. Design should include measures specifically in the Crown area to improve pavements and change traffic flows to make the area better for active travel (6)</p>	<p>Academy Street is part of the wider Inverness City Active Travel Network which includes a number of interventions across the city to bring about a significant modal shift towards walking, wheeling, cycling and public transport. Modal shift will benefit all areas of the city.</p> <p>In July 2023 work was carried out at the car park on Kingsmills Road next to Crown Primary School to construct a continuous footway; various streets in Crown have recently been brought into the 20mph limit network.</p> <p>Officers have already commissioned work to install permanent multi-modal transport sensors in Crown to provide monitoring from August / September 2023, which will provide a continuous measure of the baseline volumes and, should the proposed design of Academy Street be implemented, will provide a measure of post-implementation volumes. Should these volumes show an increase, this could be mitigated in a range of ways, subject to a separate design, consultation and traffic regulation order process. Funding for such measures could be met from annual grant awards from Scottish Government for road safety. Such measures could include: modal filters to reduce permeability of particular streets to through-traffic and traffic calming, pavement widening, and roadway narrowing to reduce traffic speeds and make certain routes less attractive to through-traffic.</p> <p>Further detail on this issue forms part of the evidence-base to the committee report that will be presented to the City of Inverness Area Committee on 28th August 2023. You can view this information at: https://www.highland.gov.uk/meetings/committee/30/city_of_inverness_area_committee one week before the meeting.</p>

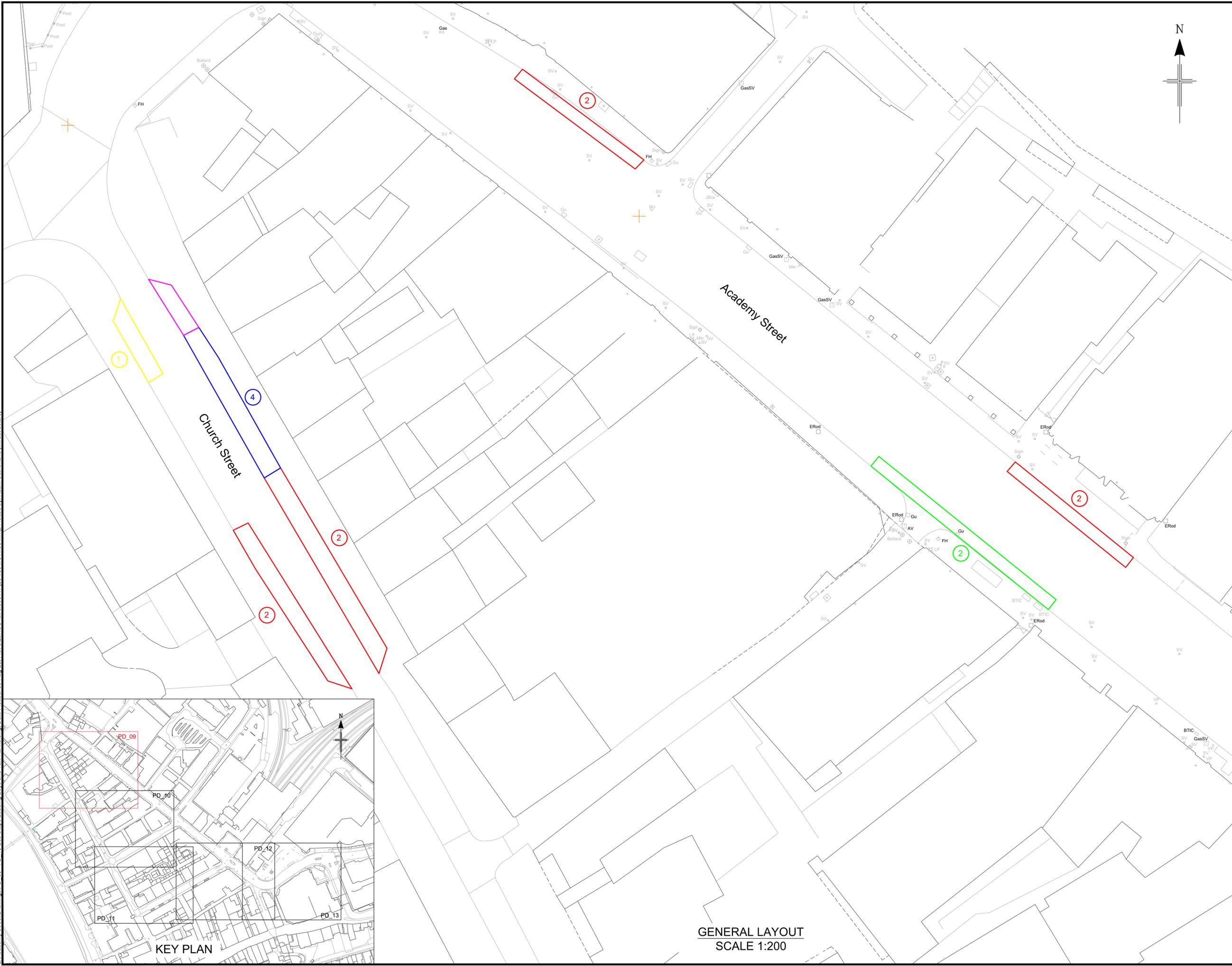
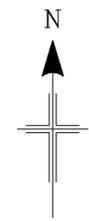
<p>c. Detailed design should include traffic calming measures elsewhere, cycle parking which is inclusive for ecargo bikes and adaptive bikes, and continuous footways</p>	<p>Academy Street is part of the wider Inverness City Active Travel Network which includes a number of interventions across the city to bring about a significant modal shift towards walking, wheeling, cycling and public transport. These interventions involve traffic calming measures and designs will incorporate the most appropriate interventions for each situation.</p> <p>Cycle parking will be of high quality to reflect the rich architectural and cultural heritage of the townscape. It will be secure, spaced to allow for the wider handlebars of the hybrid bikes which are most common nowadays, and will consider space / ground anchor points for larger ecargo / adapted bikes.</p>
<p>d. Three responses suggested provision of Park and Ride (P&R)</p>	<p>THC is currently undertaking a Strategic Transport Appraisal to identify the best locations for P&R provision, funded by Transport Scotland. This work will next report in winter 2023/24; subject to Government gateway review, the next step will be to evaluate the options and apply for further funding.</p>
<p>e. Two responses suggested that vehicles accessible to wheelchair users and community transport vehicles be allowed to access Academy Street</p>	<p>Community transport vehicles and Blue Badge holders will continue to have access to both sides of Academy Street and to the surrounding streets, although they will need to take a different route. Both bus lanes will be available for use by taxis and private hire vehicles.</p> <p>Blue Badge holders will have access to both sides of Academy Street and to the surrounding streets as at present. Existing Blue Badge short-stay parking spaces will be retained.</p>
<p>f. Two responses asked for further extension of the Hi-Bike network</p>	<p>The operator of the Inverness Hi-Bikes scheme is currently considering expansion including further charging stations in residential areas.</p>
<p>g. One respondent mentioned the need for lots of tree planting for shade and air quality</p>	<p>We are working with colleagues in the Environment / Biodiversity teams to maximise the ecological benefits of the planned planting schemes, with Academy Street providing a link between green spaces at Millburn Road, graveyards at the Chapel Street end, and the river. Tree planting also stabilises temperatures, provides shade, helps with rainwater management and enhances public spaces for residents and visitors.</p>
<p>h. One respondent mentioned the need to engage with businesses on outdoor seating.</p>	<p>We aim to provide the new outdoor seating as early in the construction phase as possible and will work with businesses on exact locations. Seating will be placed adjacent to the carriageway, leaving a clear corridor at the building line to improve access for visually impaired people. Outdoor seating and other street furniture will be of high quality to reflect the rich architectural and cultural heritage of the townscape.</p>

Notes

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Key:

- Existing Parking Allocation
- Loading Bays
- Bus Stops
- Taxi Ranks
- Disabled Parking
- Motorbike Bay
- Car Club Bay



L:\Academy Street\Drawings\PD_09 - PD_13 Bus Stops Loading Bays and Taxi Ranks.dwg; Date Plotted: 09-Aug-23; Plot Size: ISO full bleed A1 (594.00 x 841.00 MM); Plotted by: Adam Sutherland (Infrastructure)

Revision Details

Drawn By	Check By	Check Date	Surf

Phone : 01408 635313
E-mail : garry.smith@highland.gov.uk

The Highland Council
Comhairle na Gàidhealtachd

**INFRASTRUCTURE,
ENVIRONMENT &
ECONOMY**

PROJECT DESIGN UNIT
Drummuie
Golspie
KW10 6TA

Project **Academy Street**

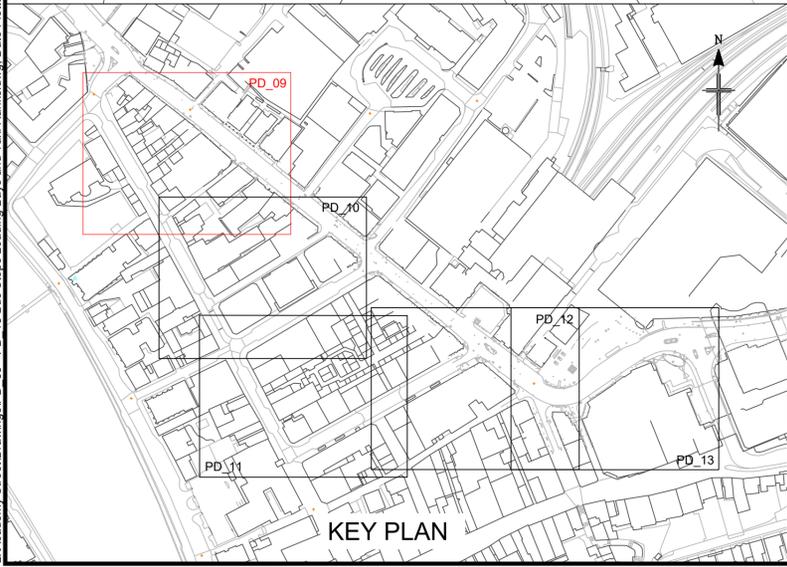
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Taxi Ranks**

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Checked	AS	Date	09/08/23

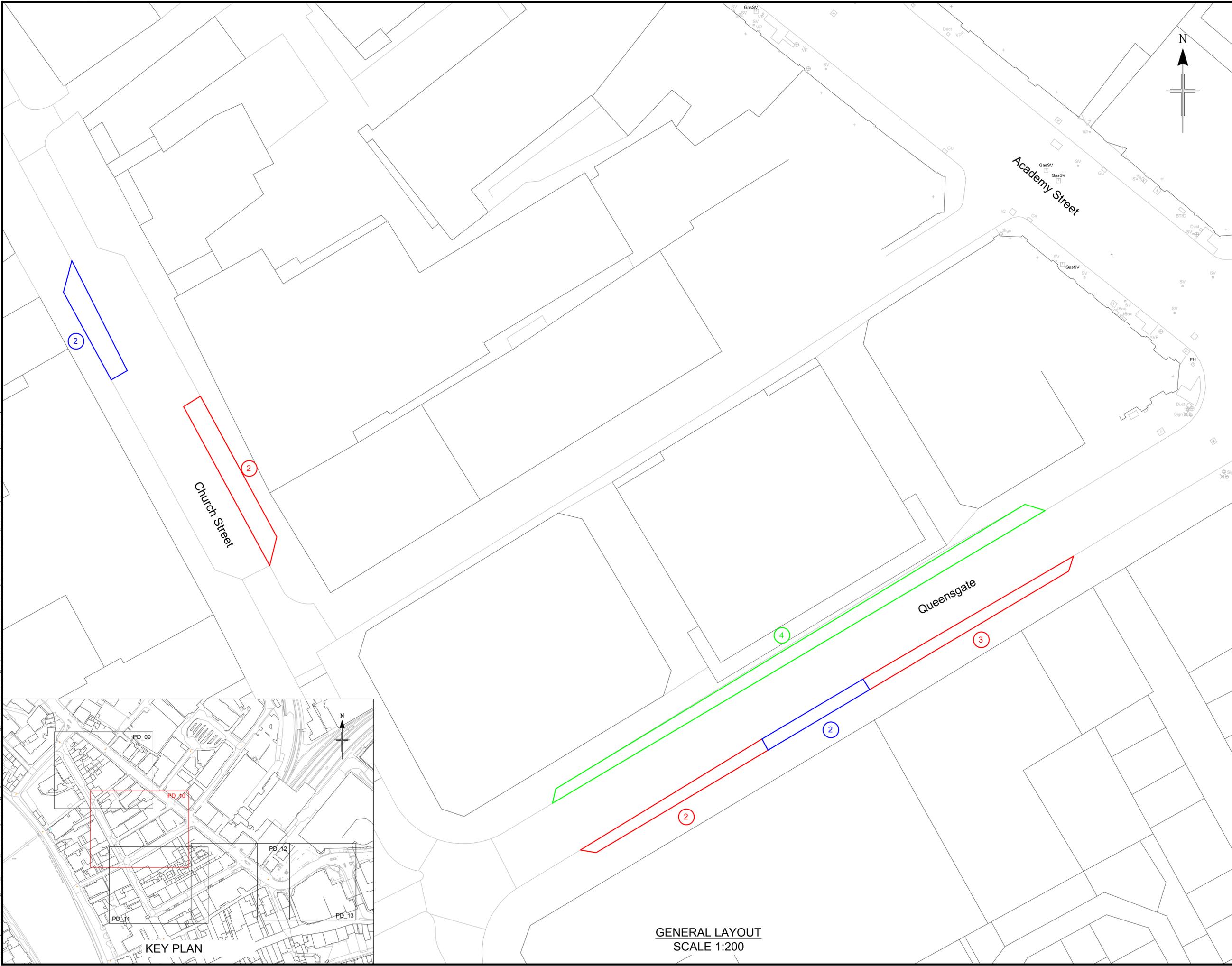
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Drawing No.	PD_09	Rev.	-
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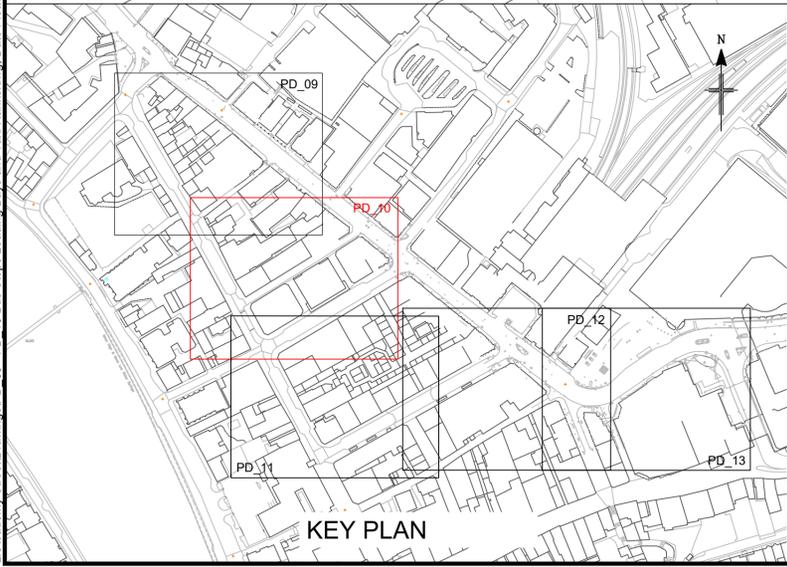


GENERAL LAYOUT
SCALE 1:200

- Notes**
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KEY PLAN

**GENERAL LAYOUT
 SCALE 1:200**

Revision Details Drawn Check Check By By Date Surf



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Project **Academy Street**

Title **Bus Stops
 Loading Bays
 Taxi Ranks**

Scale **1:200** (@ A1)

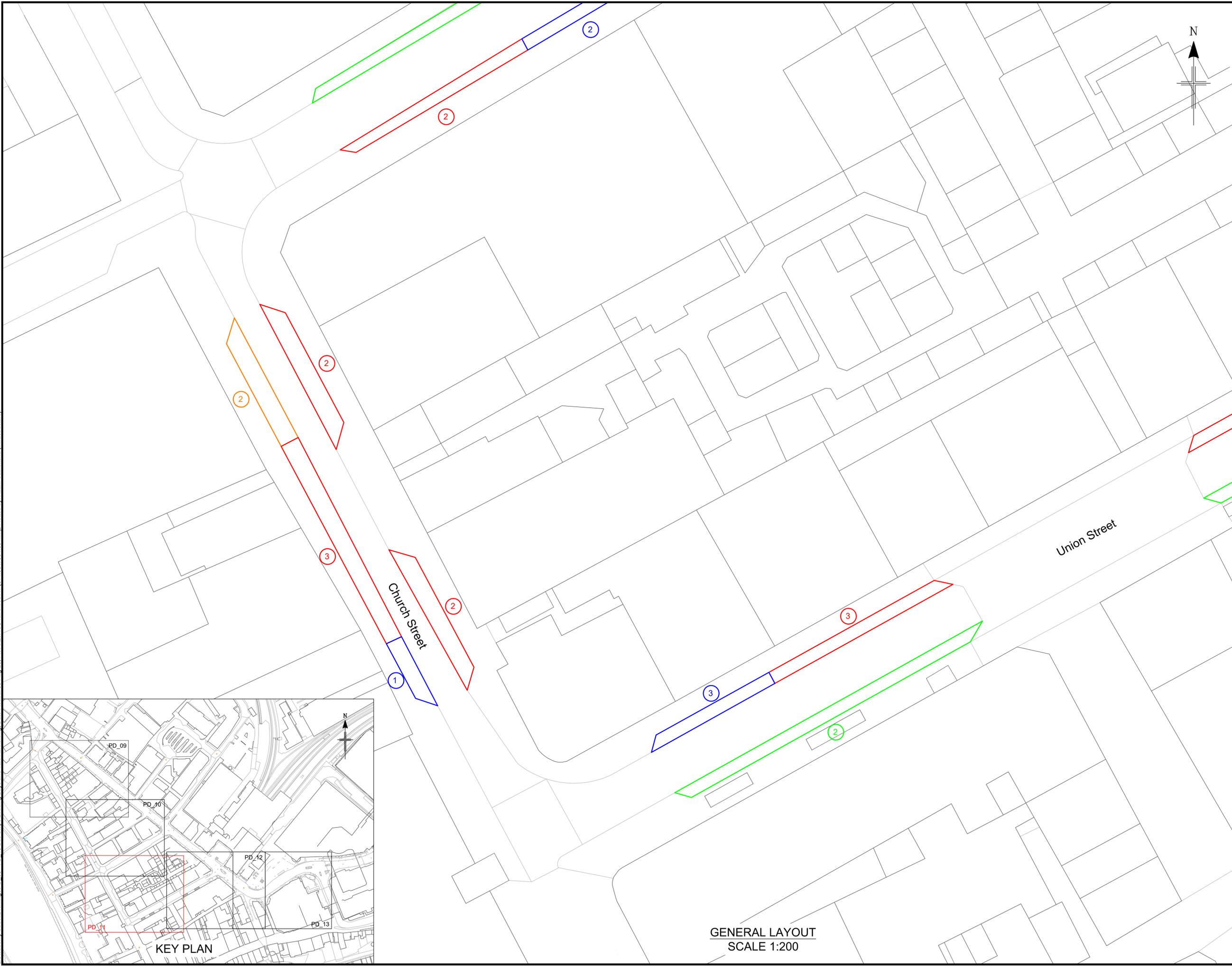
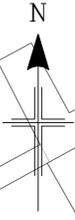
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Checked	AS	Date	9-Aug-23

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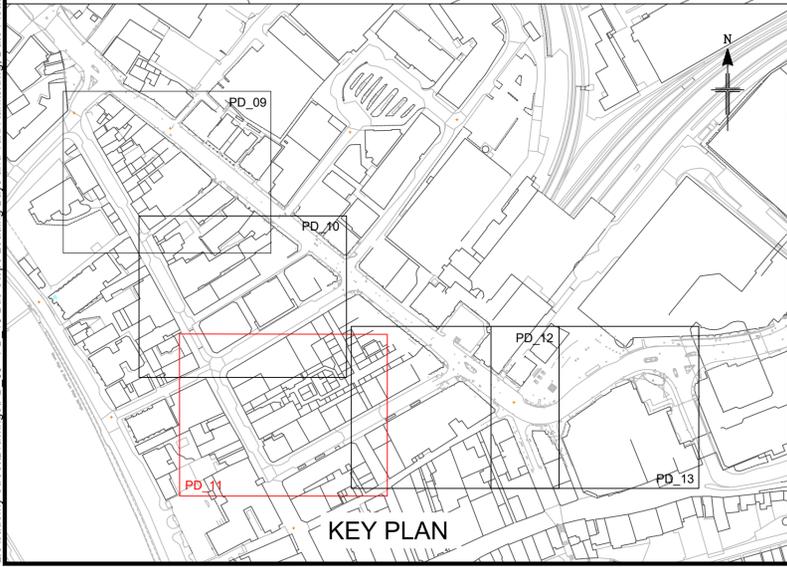
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KEY PLAN

**GENERAL LAYOUT
SCALE 1:200**

Revision Details

Drawn By	Check By	Check Date	Surf



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Project **Academy Street**

Title **Bus Stops
Loading Bays
Taxi Ranks**

Scale **1:200** (@ A1)

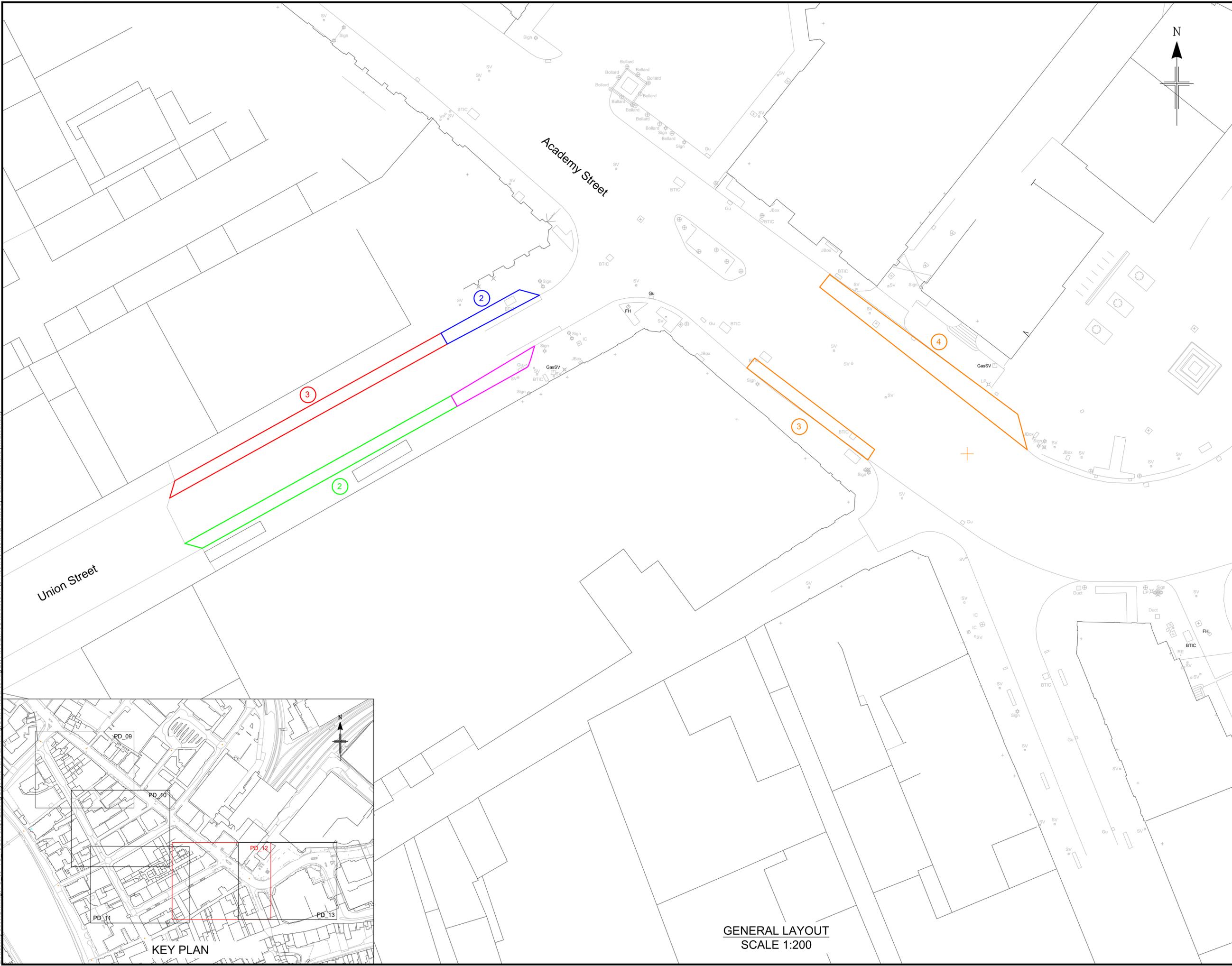
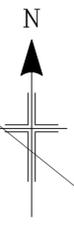
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Drawing No.	PD_11	Rev.	-
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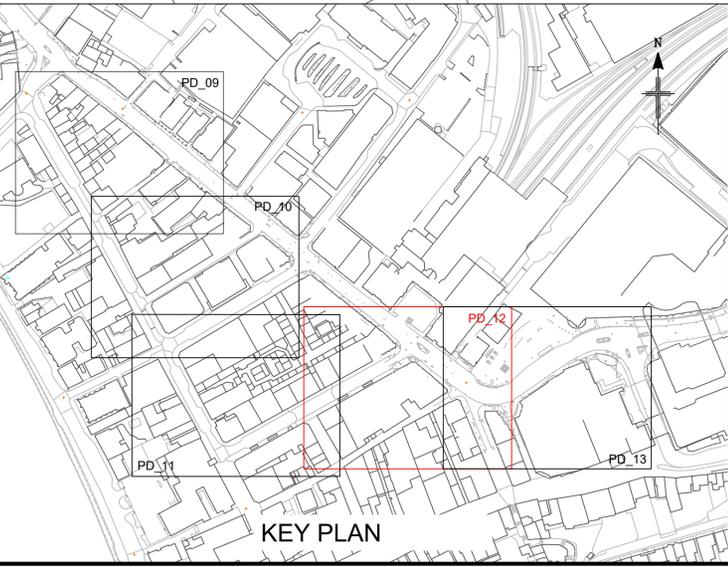
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 - Bus Stops
 - Taxi Ranks
 - Disabled Parking
 - Motorbike Bay
 - Car Club Bay



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Union Street

Academy Street



KEY PLAN

**GENERAL LAYOUT
SCALE 1:200**

Revision	Details	Drawn	Check	Check	Surf
		By	By	Date	



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Project
Academy Street

Title
**Bus Stops
Loading Bays
Taxi Ranks**

Scale
1:200 (@ A1)

Drawn	AK	Date	29/06/23
Checked	AS	Date	9-Aug-23

Project No.
YEHAS6120

Drawing No.	PD_12	Rev.	-
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- Notes**
- Key:**
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 - Loading Bays
 - Bus Stops
 - Taxi Ranks
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 - Car Club Bay



Revision Details

Drawn	Check	Check
By	By	Date

The Highland Council
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Project
Academy Street

Title
**Bus Stops
 Loading Bays
 Taxi Ranks**

Scale
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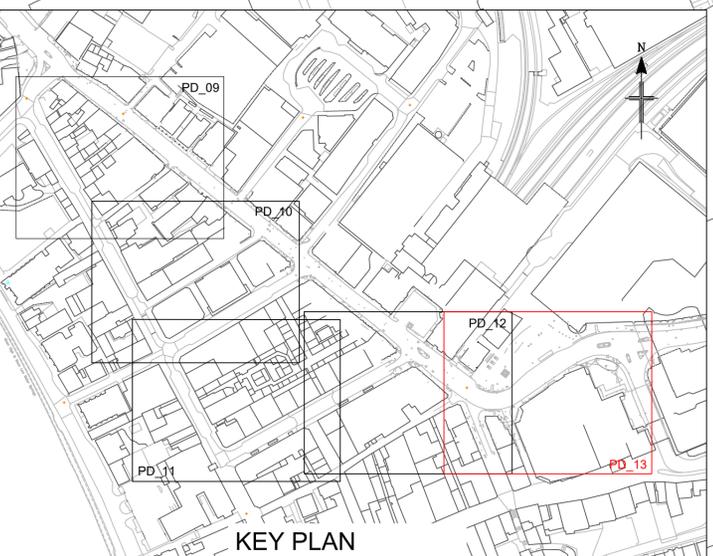
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Checked	AS	Date	9-Aug-23

Project No.
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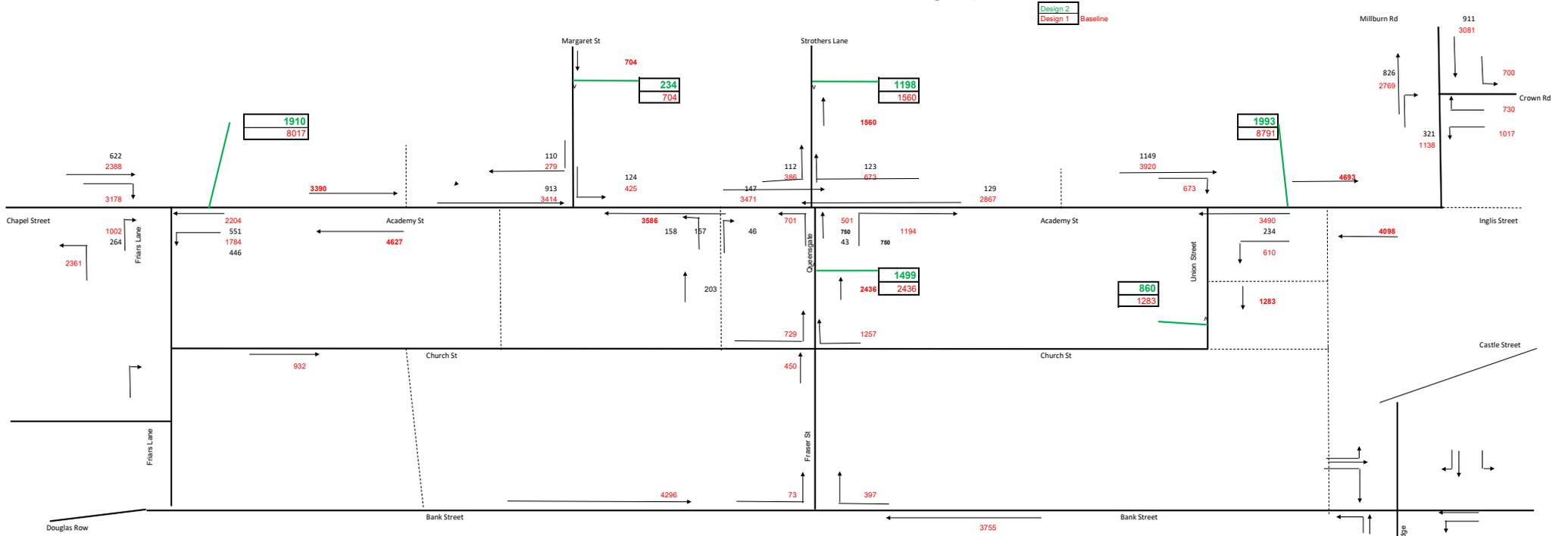
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GENERAL LAYOUT
SCALE 1:200

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12 Hour Traffic Flows based on 2022 data with Design option Applied



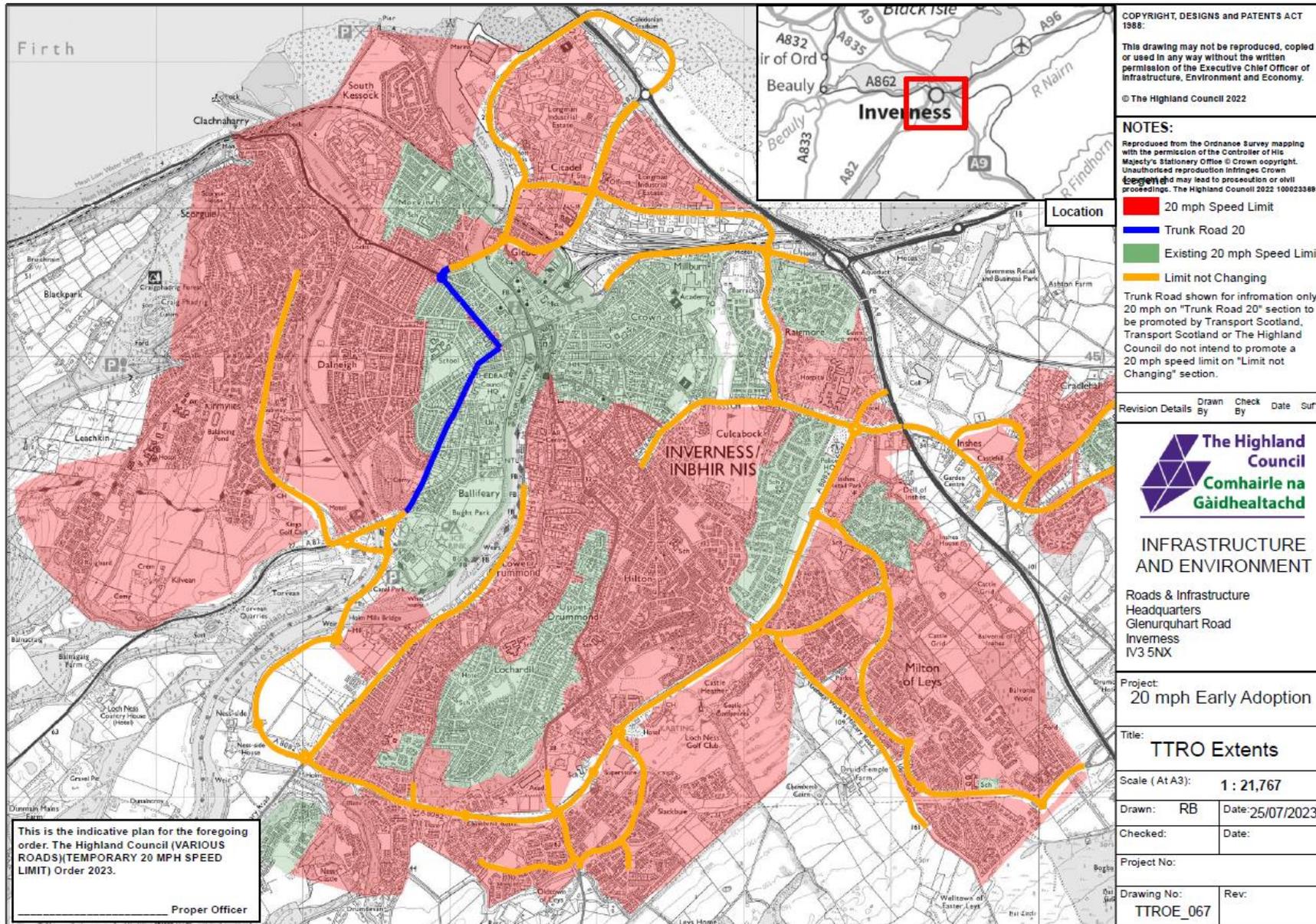
Design 1 Streetscape No TM		Only	Design 2 Central Bus Lane	
AS Eastbound Westend	3390	Eastend	4693	
AS Westbound Westend	4627	Eastend	4098	
Academy St West End VPD	8017	East end VPD	8791	
queensgate	2436			
Union St	1283			
Strothers	1560			
Maragaret	704			
Academy St West End VPI	1910	East end VPD	1993	
queensgate	1499			
Union St	860			
Strothers	1198			
Maragaret	234			

Potential for displacement into Crown: **Volume**

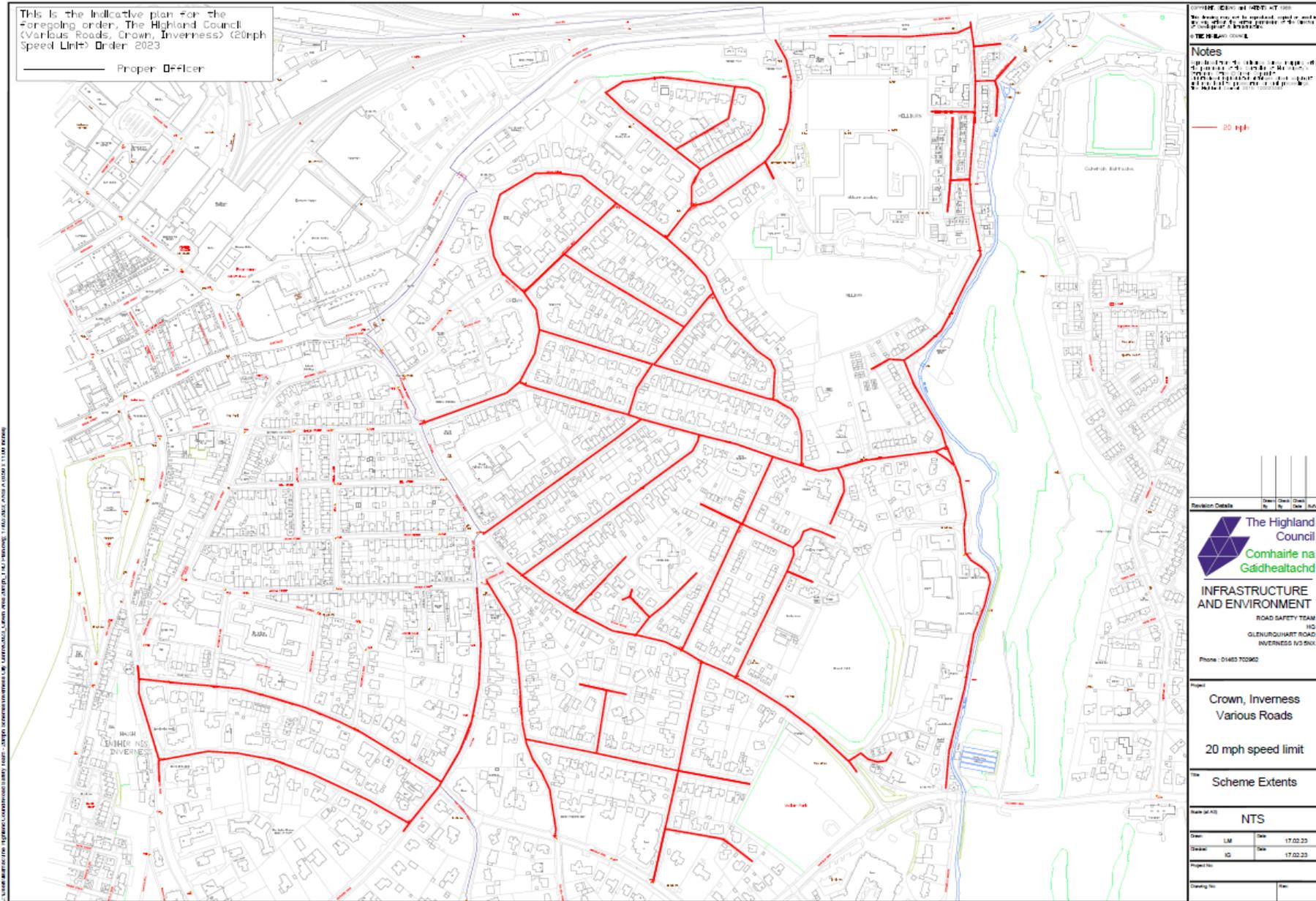
- JTC survey indicates ~4,415 vpd, or 368 vph
- ANPR survey suggests up to 75% traffic in Academy St in through—traffic
- Point 2 – 3 likely to be routes where displacement to Crown could occur
- If we assume worst case of 75% of all current trips re-route via Crown (no alternative re-routing, no behaviour change evaporation etc):

Additional 1,512 vpd, 126 vph

Potential for displacement into Crown: Speed

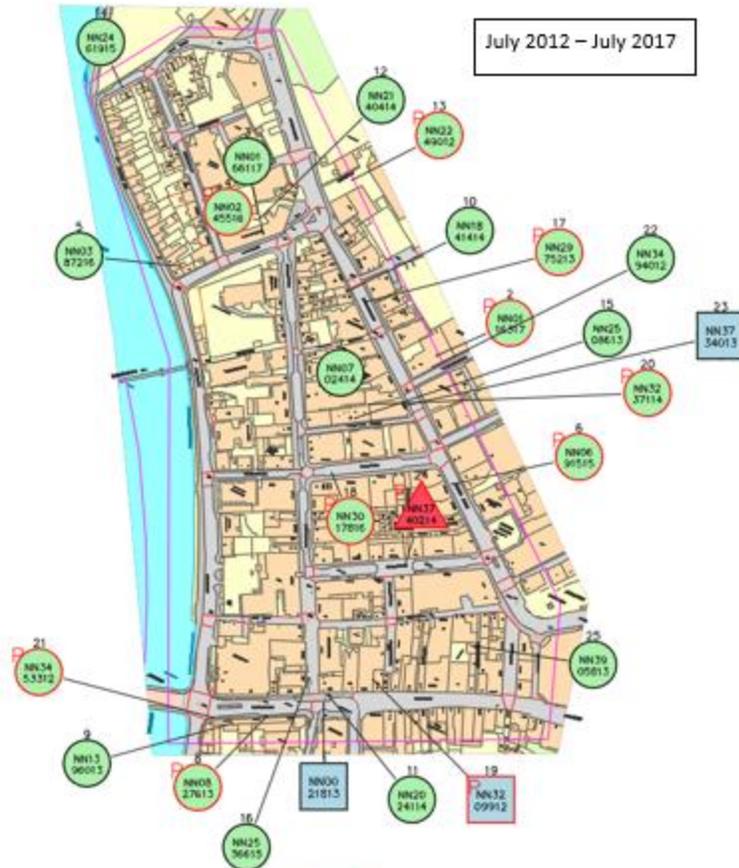


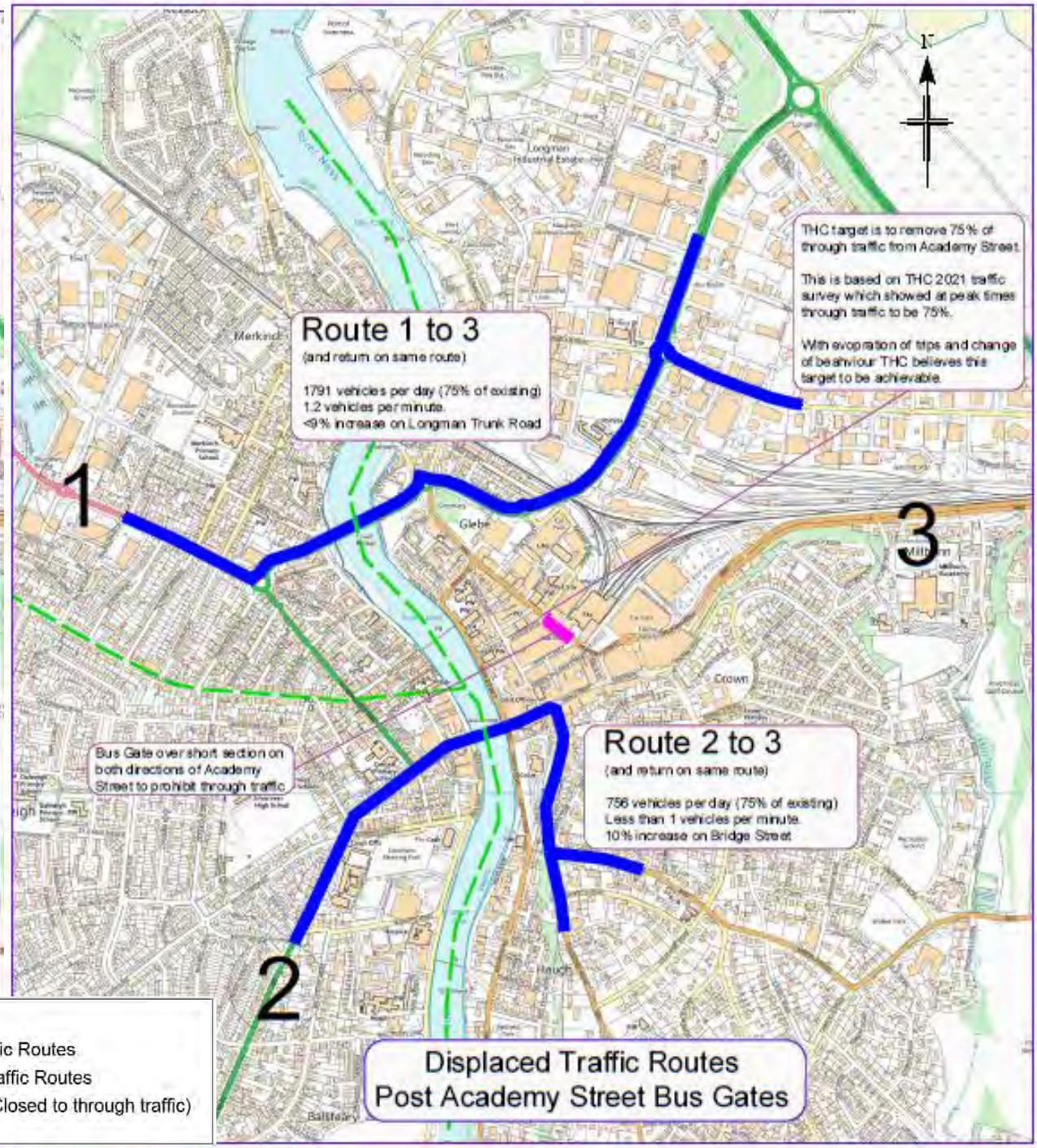
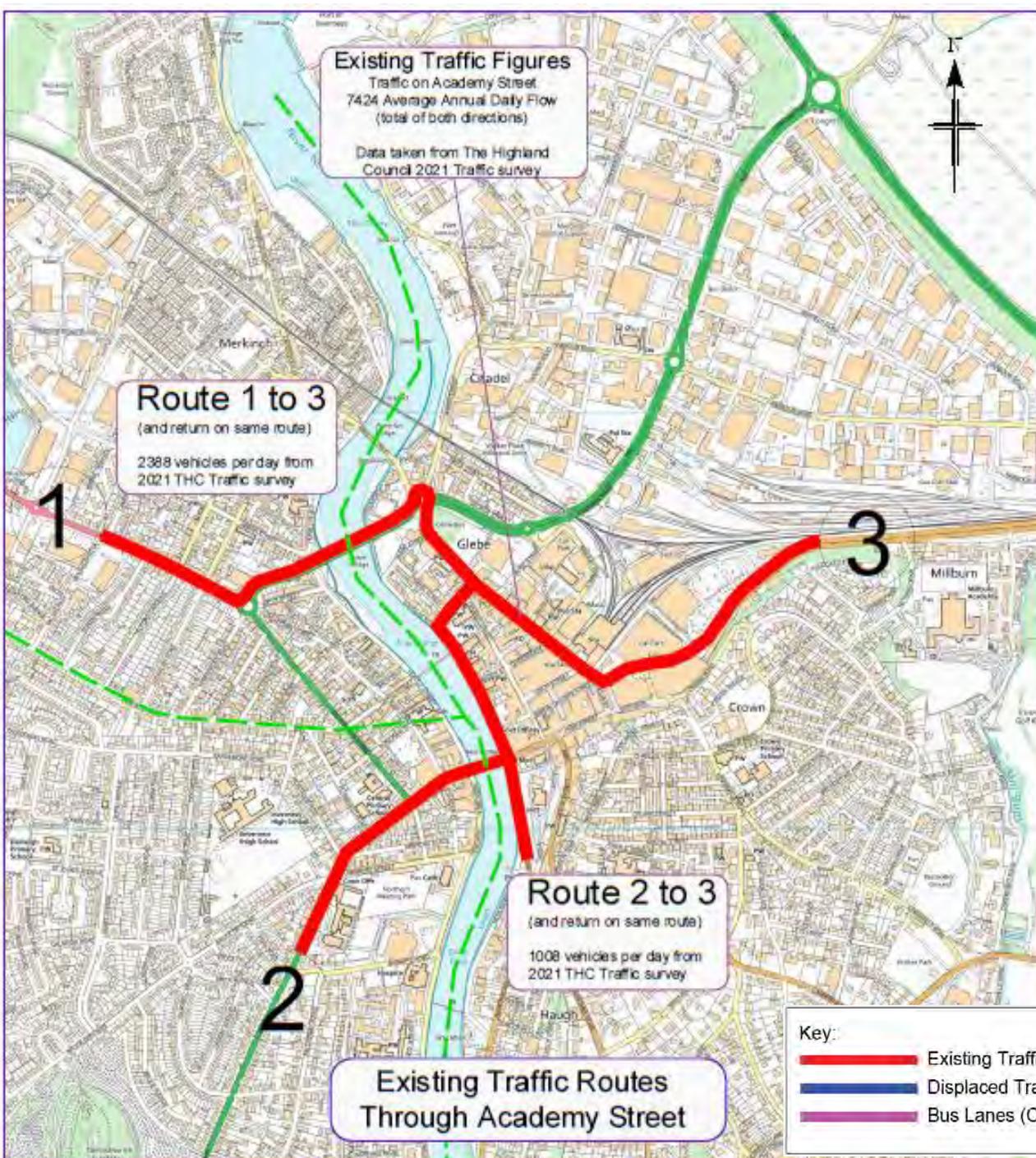
Potential for displacement into Crown: Speed



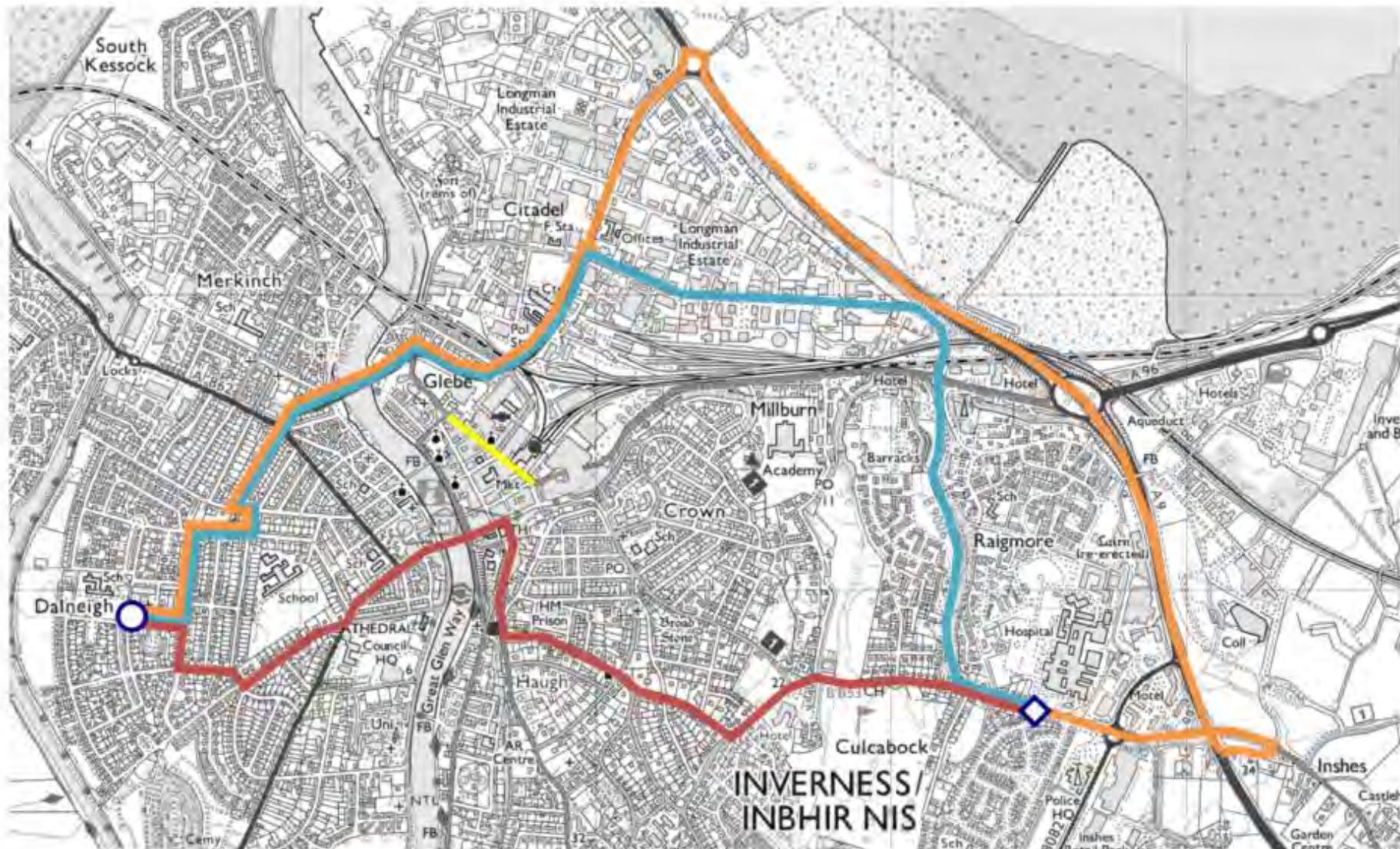
Potential for displacement into Crown: Speed

INVERNESS CITY CENTRE – PRE AND POST 20 mph



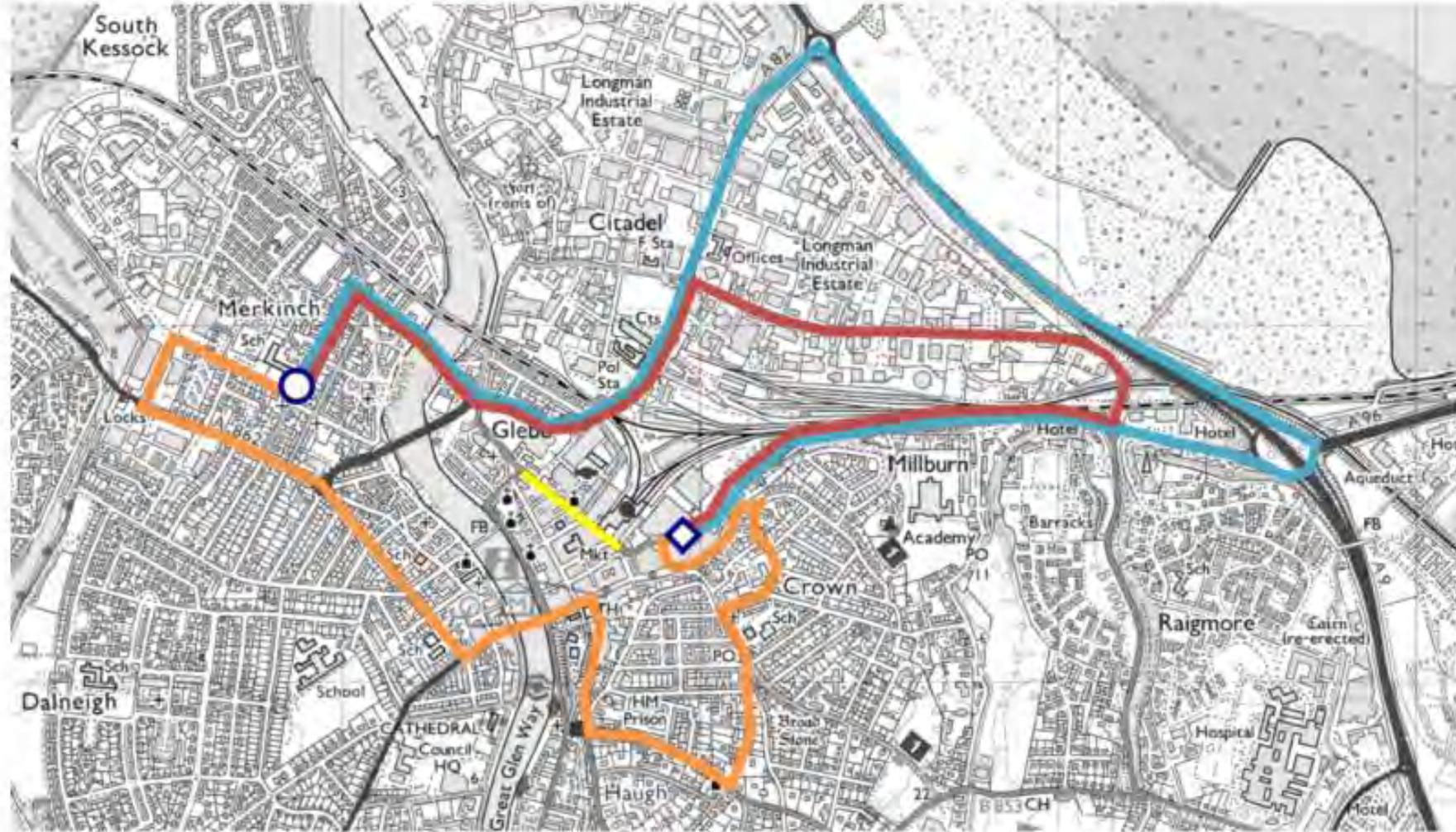


Dalneigh to Raigmore Hospital



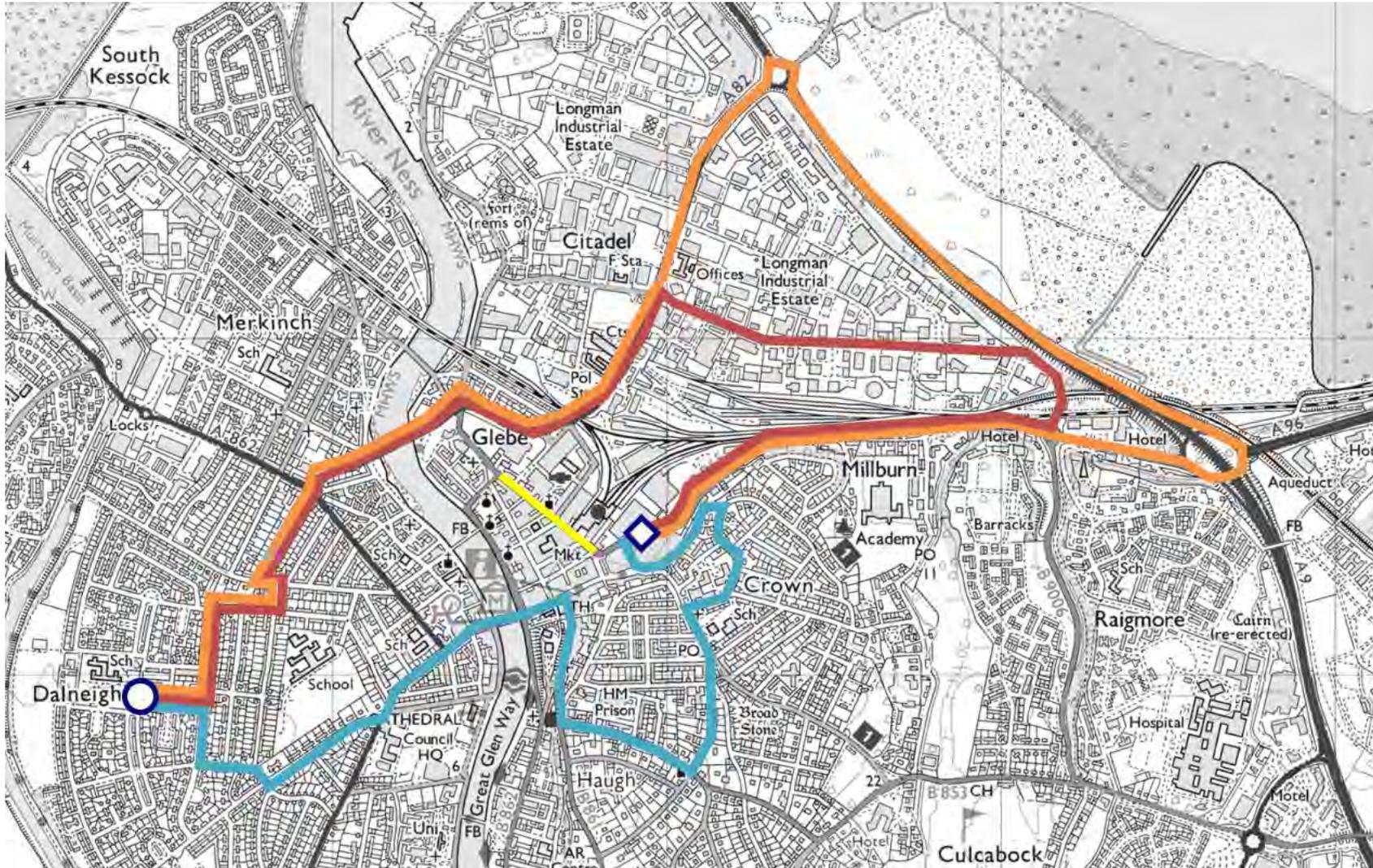
Route	Destination	Route	Distance (miles)	Time (mins)
BLUE	Raigmore Hospital	Harbour Road	3.5	13
RED	Raigmore Hospital	B853	2.7	16
ORANGE	Raigmore Hospital	A9	4.9	15
YELLOW	Raigmore Hospital	Academy Street	3.5	15

Merkinch to Eastgate Shopping Centre



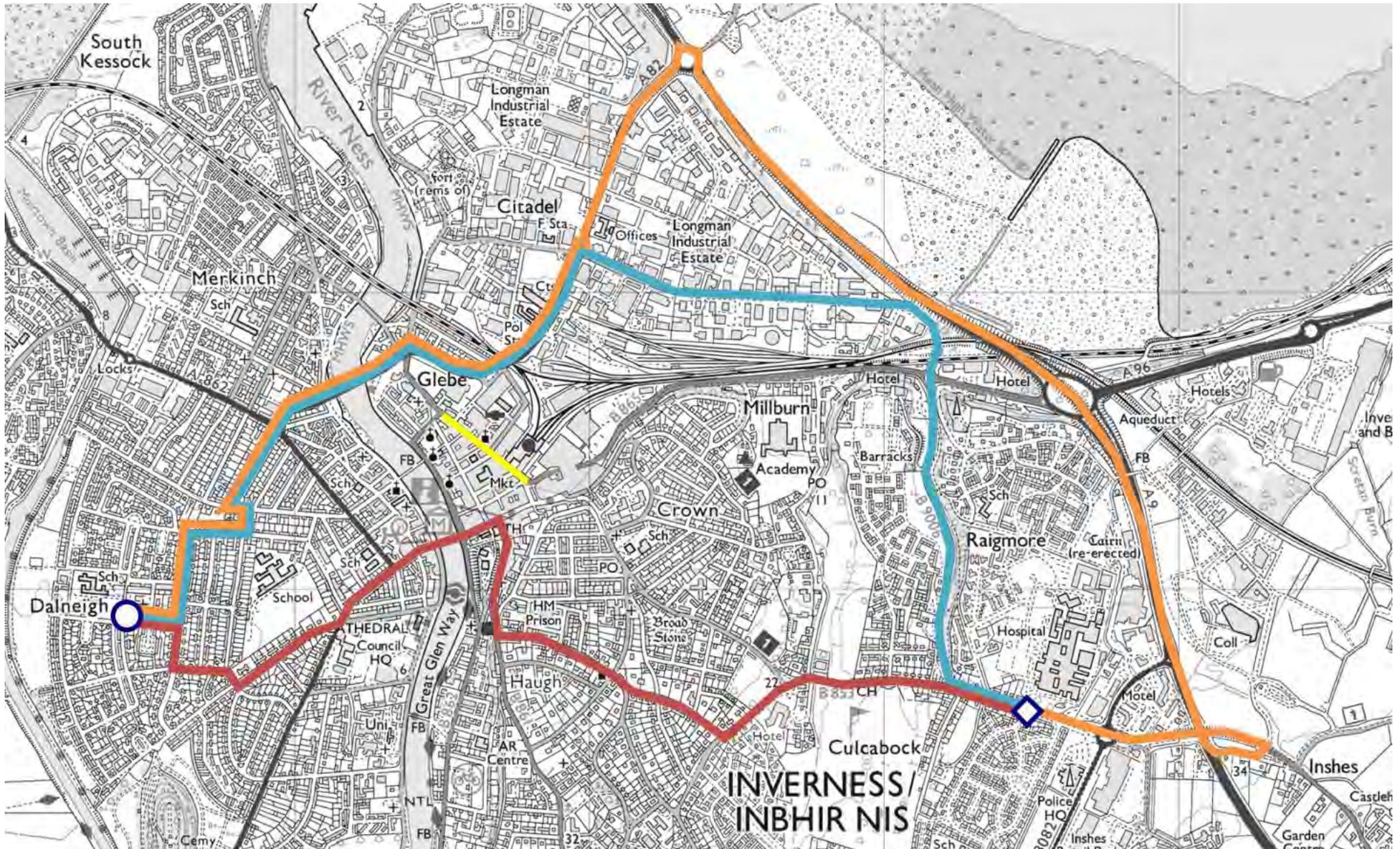
Route	Destination	Route	Distance (miles)	Time (mins)
BLUE	Eastgate Shopping Centre	A9	3.9	13
RED	Eastgate Shopping Centre	Harbour Road	2.8	10
ORANGE	Eastgate Shopping Centre	Crown	2.7	12
YELLOW	Eastgate Shopping Centre	Academy Street	1.1	6

Dalneigh to Eastgate Centre



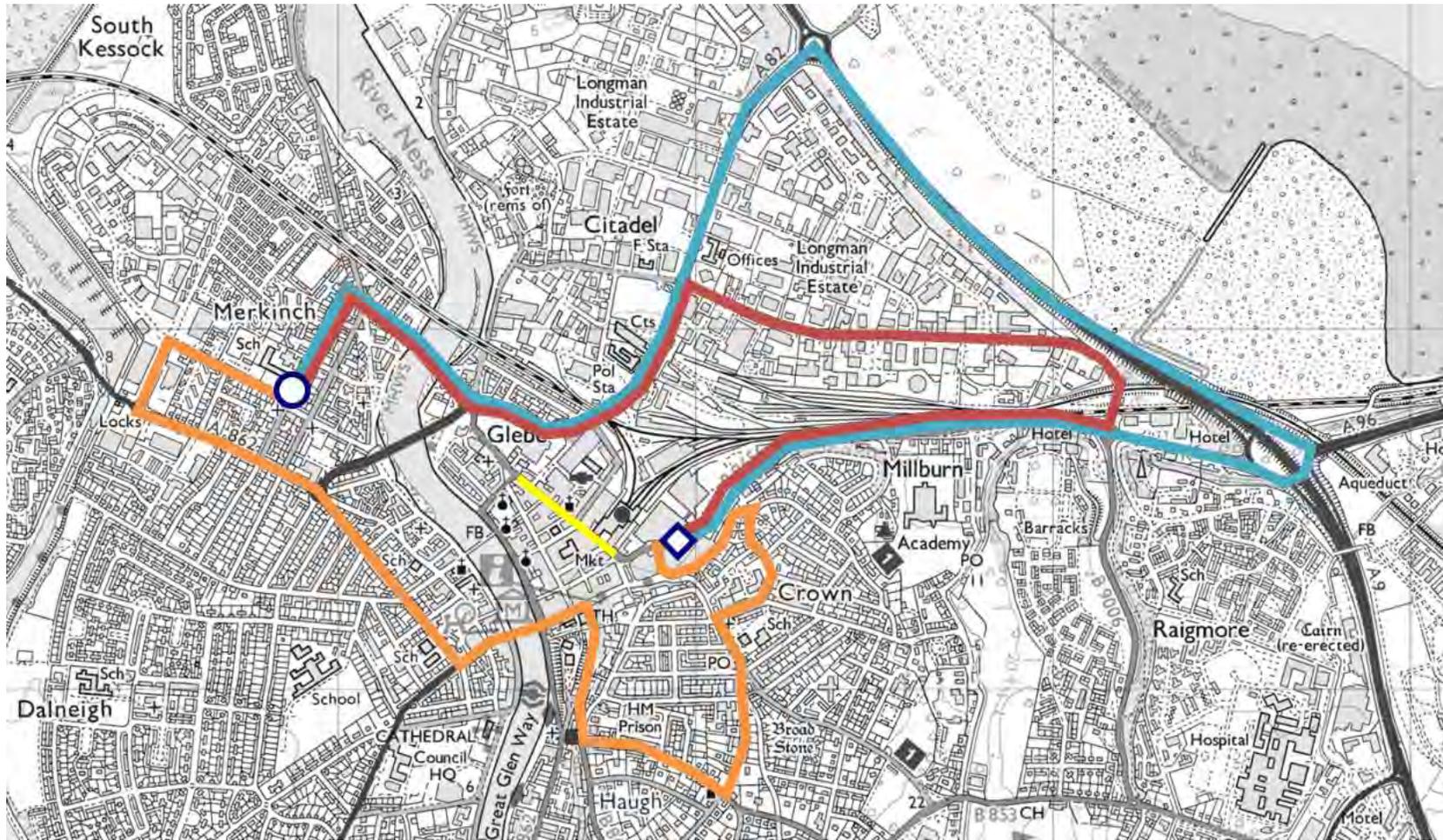
Route	Destination	Route	Distance (miles)	Time (mins)
BLUE	Eastgate Shopping Centre	Crown	2.5	12
RED	Eastgate Shopping Centre	Harbour Road	3.5	13
ORANGE	Eastgate Shopping Centre	A9	4.9	15
YELLOW	Eastgate Shopping Centre	Academy St.	1.7	9

Dalneigh to Raigmore Hospital



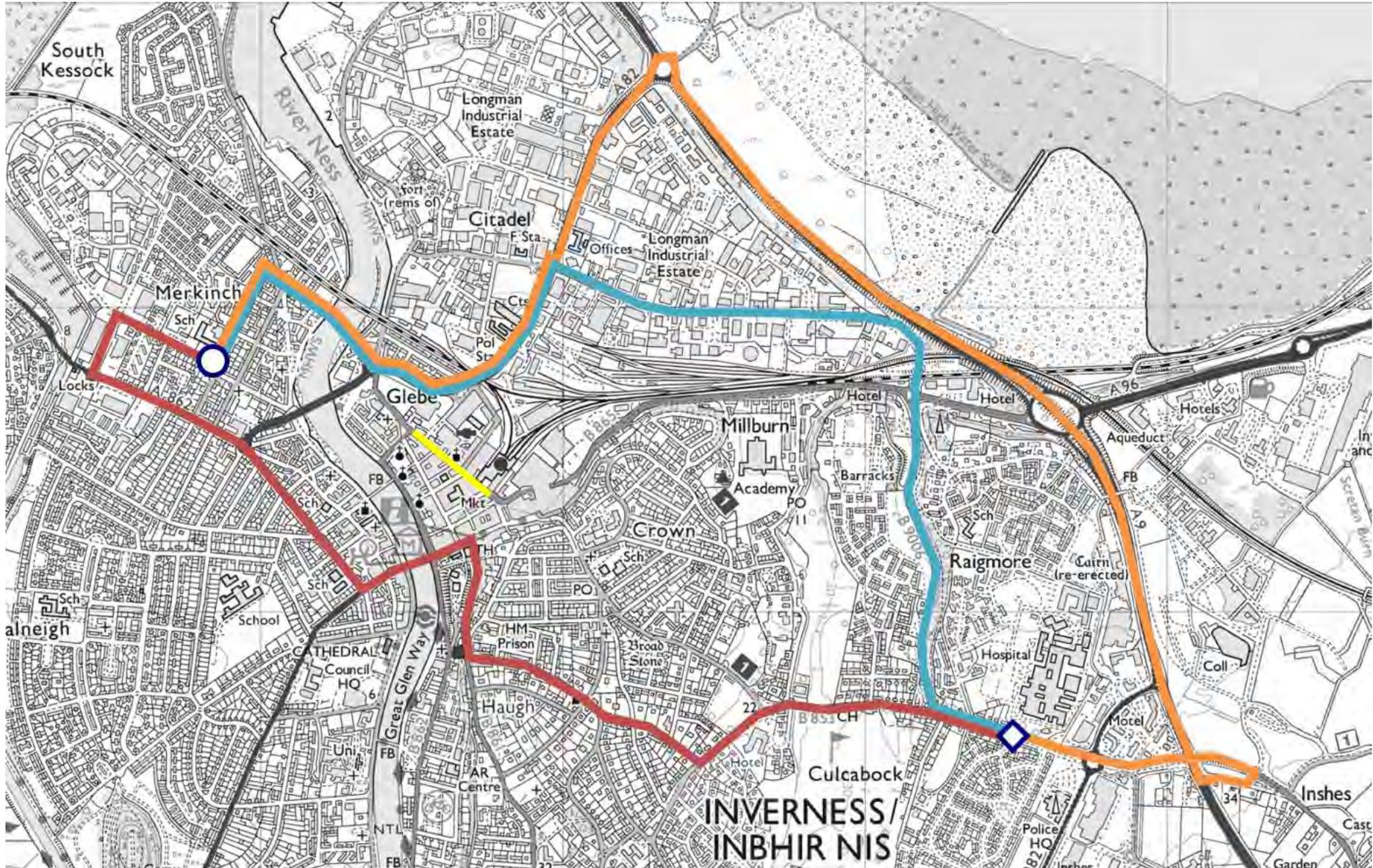
Route	Destination	Route	Distance (miles)	Time (mins)
BLUE	Raigmore Hospital	Harbour Road	3.5	13
RED	Raigmore Hospital	B853	2.7	16
ORANGE	Raigmore Hospital	A9	4.9	15
YELLOW	Raigmore Hospital	Academy Street	3.5	15

Merkinch to Eastgate Shopping Centre



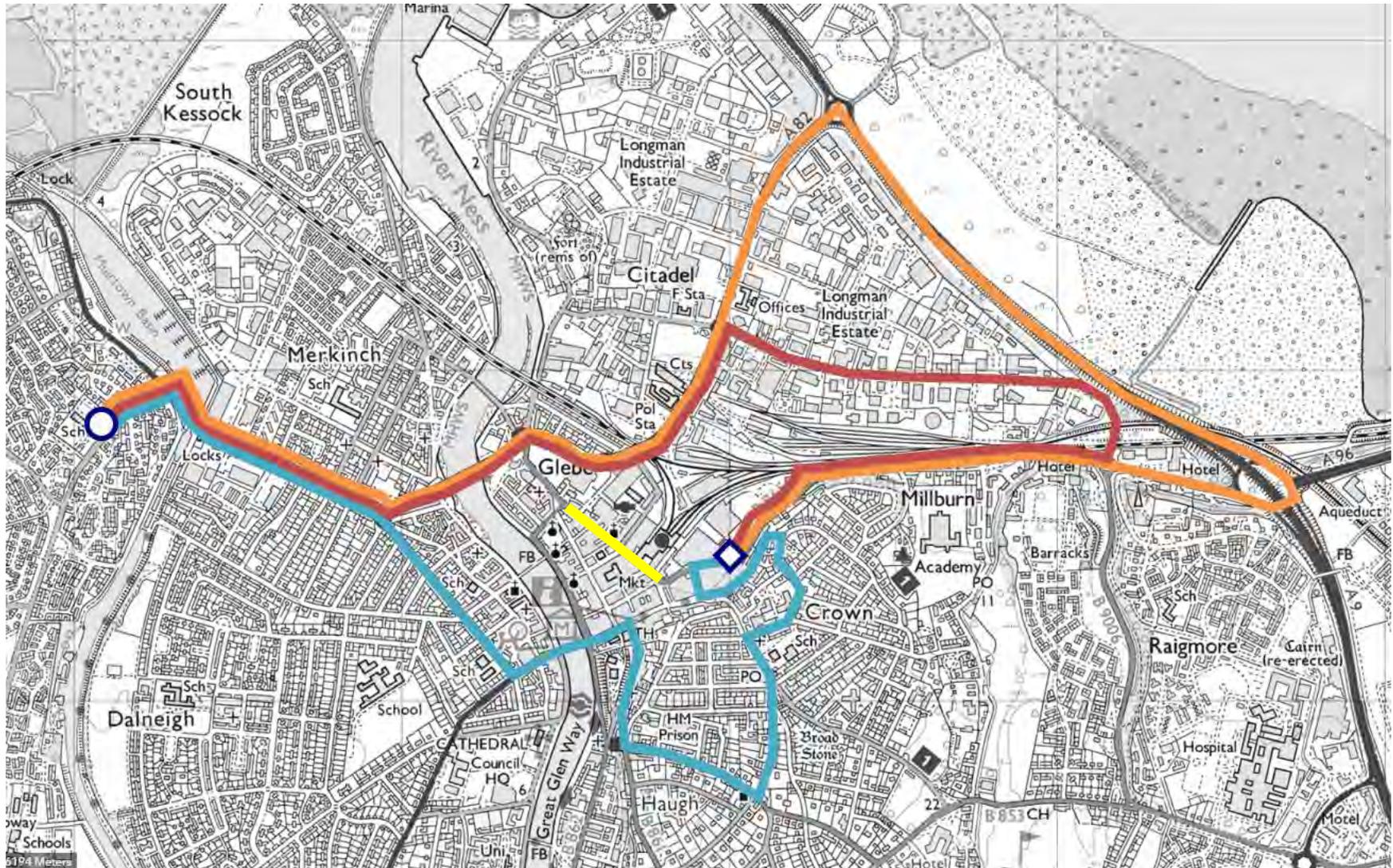
Route	Destination	Route	Distance (miles)	Time (mins)
BLUE	Eastgate Shopping Centre	A9	3.9	13
RED	Eastgate Shopping Centre	Harbour Road	2.8	10
ORANGE	Eastgate Shopping Centre	Crown	2.7	12
YELLOW	Eastgate Shopping Centre	Academy Street	Not currently a recognised route	

Merkinch to Raigmore Hospital



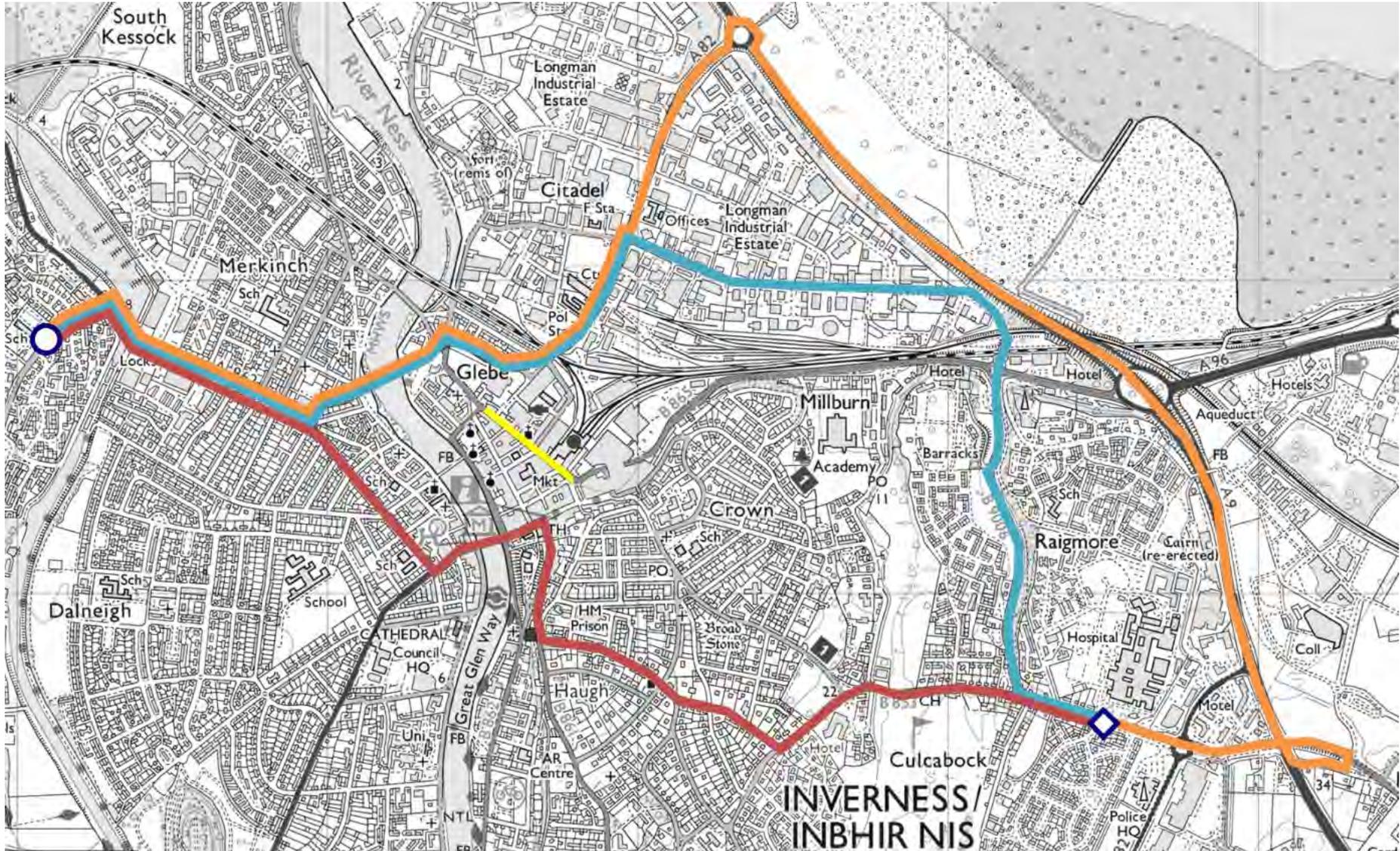
Route	Destination	Route	Distance (miles)	Time (mins)
BLUE	Raigmore Hospital	Harbour Road	3	10
RED	Raigmore Hospital	B853	2.8	13
ORANGE	Raigmore Hospital	A9	4.3	13
YELLOW	Raigmore Hospital	Academy Street	Not currently a recognised route	

Muirtown to Eastgate Shopping Centre



Route	Destination	Route	Distance (miles)	Time (mins)
BLUE	Eastgate Shopping Centre	Crown	3.1	13
RED	Eastgate Shopping Centre	Harbour Road	3.3	12
ORANGE	Eastgate Shopping Centre	A9	4.7	14
YELLOW	Eastgate Shopping Centre	Academy Street	Not currently a recognised route	

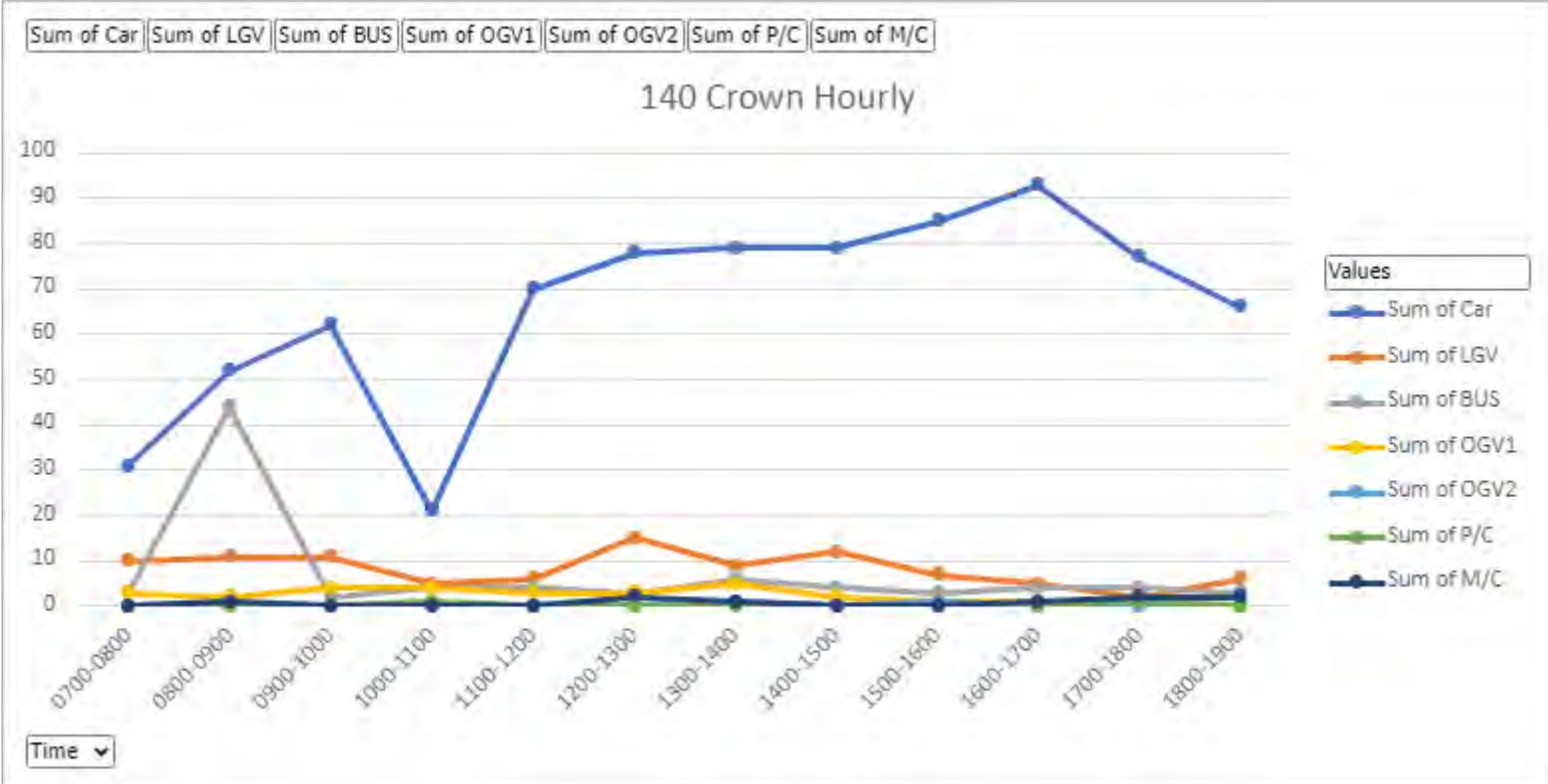
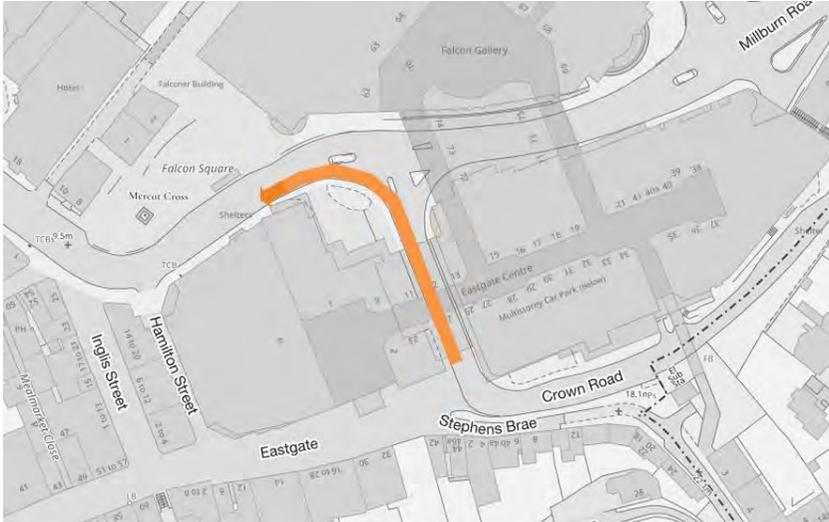
Muirtown to Raigmore Hospital



Route	Destination	Route	Distance (miles)	Time (mins)
BLUE	Raigmore Hospital	Harbour Road	3.3	12
RED	Raigmore Hospital	B853	2.9	13
ORANGE	Raigmore Hospital	A9	4.7	14
YELLOW	Raigmore Hospital	Academy Street	Not currently a recognised route	

Traffic Counts

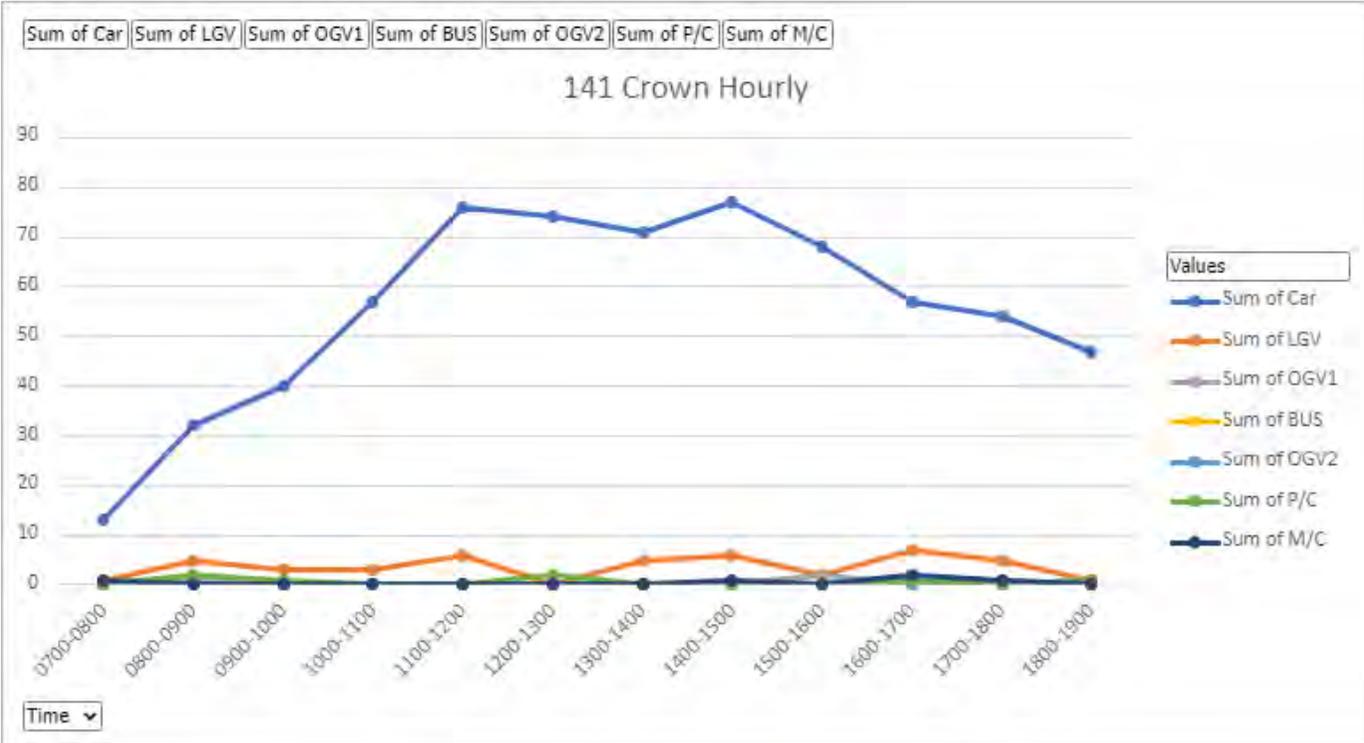
(Traffic from Crown Road turning left to Academy Street)



Traffic Count taken 18th August 2022 – data provided by PMA Data Collection Limited

Traffic Counts

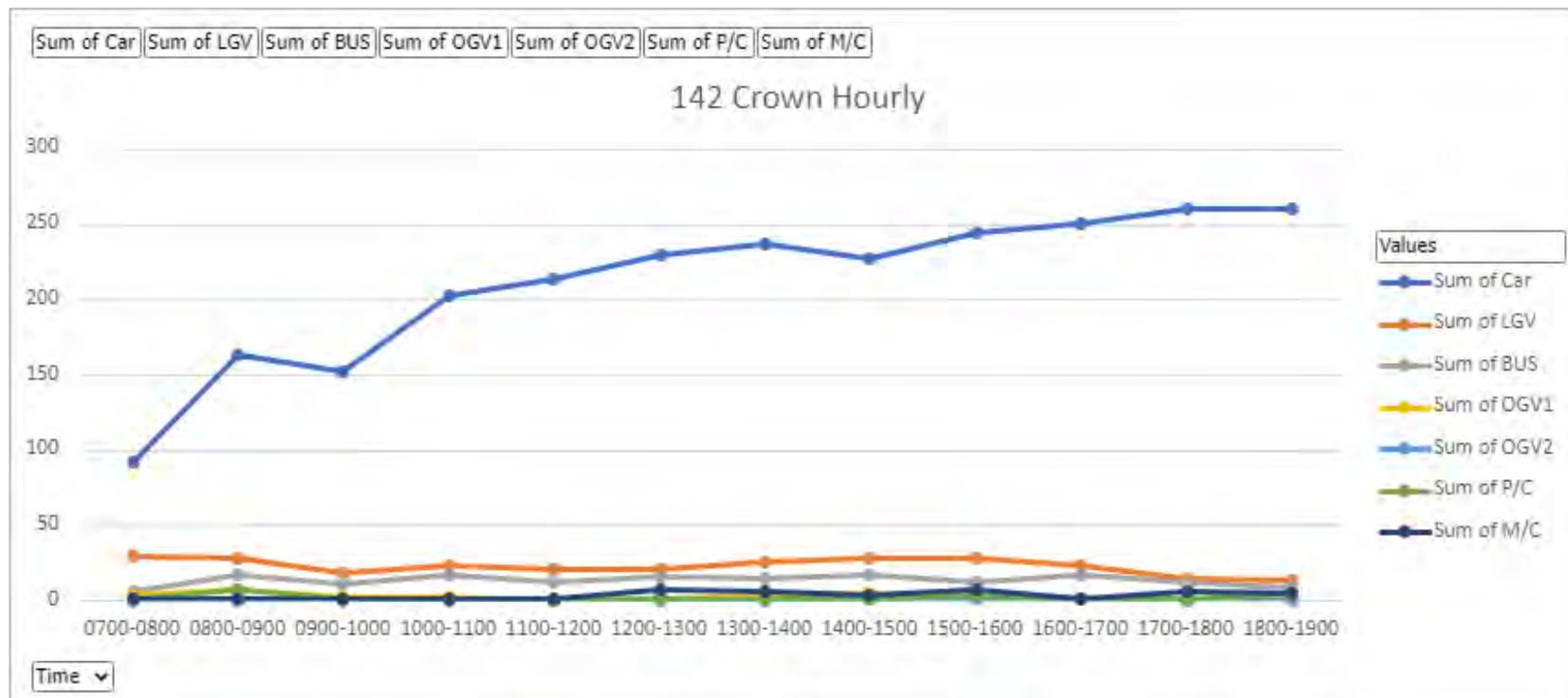
(Traffic from Crown Road turning right to Millburn Road)



Traffic Count taken 18th August 2022 – data provided by PMA Data Collection Limited

Traffic Counts

(Traffic from Millburn Road turning left onto Crown Road)



Traffic Count taken 18th August 2022 – data provided by PMA Data Collection Limited



Regeneration Project

Academy Street

We are here



More information

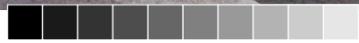
Scan this QR code to visit the consultation site where larger versions of maps are available, or email



activetravel@highland.gov.uk

Key features

- Maintains private vehicle access to businesses **1**
- Generously widened footpaths (around 2.5 - 5m wide) **2**
- Bus lanes that can be used by taxis, cycles, private hire and emergency vehicles **3**
- Over 3,000 car parking spaces available within five-minute walk of Academy Street **4**
- Improved signage directing through-traffic onto trunk and distributor roads around the city **5**



The Proposal

Walking and wheeling are already the dominant ways that people access Academy Street, despite space provided for these being much less than that for motorised vehicles. Survey data indicates that up to 75% of motorised traffic uses Academy Street as a through route across the city.

Most people accessing the city centre by car will use one of the major car parks less than a five-minute walk from Academy Street, which this proposal does not change. Loading and current short-stay parking in the city centre will not change.

If we redesign the street to discourage through-traffic, volumes can be significantly reduced and the street can be better used by people walking, wheeling and cycling, which is fundamental to supporting the vibrancy and vitality of Academy Street.



Rising bollard restricting vehicle access to deliveries and local access (operating the same way as Inverness High Street, opening in evening hours)



Bus lanes enforced by automatic number plate recognition camera



The Purpose

The Highland Council is proposing improvement of Academy Street to make it a safer, more welcoming place for all. This is a key aspect of securing Scottish Government funding for the project and contributes to the wider regeneration of the city centre.

This means rethinking who the priority users of this street are: shifting focus from private vehicles to prioritising walking and wheeling. This project proposes measures to reduce overall traffic volumes while maintaining vehicle access to businesses: the quantity of parking, loading bays and taxi ranks will remain the same.

West Route

East Route

Comments of Crown and City Centre Community Council to Academy Street Proposals.

05/08/23

Members of the CC were briefed by HC Active Travel Officers at a meeting on 27th July on the proposals and implications of the current Academy Street project. We understand this is shortly to be reported as amended to the Inverness City Committee. Crown and City Centre Community Council clearly covers the interests of both the city centre and the Crown area, and therefore has a clear overall locus in the implications of the proposals.

Our thanks to Craig Baxter, Julie Cromarty and Bernard Kanya for their time and patience in explaining and answering questions put to them.

The CC thereafter discussed the proposals with a view to outlining their position to the Council prior to any decision. This was particularly an issue given the proposals being taken forward aim to take 4,500 vehicle movements out of Academy Street per day, and that it would be closed to through traffic. The CC took the view that they should object to the proposals by a majority of five votes to three of those present. A member who was not present subsequently noted no objection.

Particularly members who objected expressed concern at the uncertain traffic implications which will impact on Chapel Street and feeder roads. However all members were concerned about the possible increased traffic through the residential streets of Crown and the Hill area.

All members supported and welcomed the physical improvements proposed for Academy Street, but the principal objection was to its closure as a through route. This was considered to be a strategic mistake which would impact on the businesses in city centre in favour of out of town shopping and the internet. The air quality of Academy Street is already greatly improved from earlier years although little reported. Increased fuel efficiency and the use of E buses has further improved air quality without the need to ban through traffic. The viability of an Emission Control Zone could also be considered, but without prejudice to town centre service vehicles supplying local businesses. It was considered that there would be increased, longer and slower journeys for those wishing to cross from the west side of the river towards Eastgate, Marks and Spenser or Morrisons, pushing traffic onto poorer roads, particularly within Crown. Specific concerns within the Crown area are noted as bullet points in an addendum to this statement.

Those who did not object, in principle, welcomed the physical and environmental improvements, reduced traffic flow and pollution, better cycle and pedestrian arrangements. It is an opportunity to undertake these works when, we were advised, there was a reasonable prospect of funding available in a bidding process to government. Otherwise any improvement on this scale was unlikely.

The uncertainty over possible worst case traffic outcomes through Crown is a key consideration. There were various comments of dissatisfaction with existing traffic arrangements through Crown- particularly within and through the narrow streets of the Hill district, traffic speeds and Road and footpath congestion in and around Crown Primary School. There were fears that this would only get worse if Academy Street is closed to through traffic.

It was the strongly held view that in the event the proposals are finally approved by the Council, that a full assessment is made of traffic concerns within Crown, that pre and post traffic monitoring be undertaken, and that mitigation measures be costed and form part of any bid for the funding of the project.

An addendum which attaches, highlights key areas within the Crown network which individual members of the CC have raised as concerns during our meeting. These will require evaluation in the context of the wider Road network and community acceptance. The CC members will be happy to discuss with relevant officials and elaborate as necessary.

Points of traffic concern within the Crown and Hill Networks for consideration (these are issues which have been raised by individual members of the CC at the meeting of 27th July for evaluation by the Council in the context of the wider Road network and community acceptance)

- speed cameras be considered on Kingsmills Road particularly around Crown School to enforce 20mph
- There should be more enforcement of 20 mph in any case with better signage
- Speed bumps on Crown Circus and Midmills Road leading onto Kingsmills Road
- Consider the restriction of traffic on Diriebught Road and prevent it entering Crown and using local roads as a rat run
- Consider Charles Street as one-way west to east with an opposing one way system throughout the Hill area with raised tables at street ends to discourage speeding
- Ban right turn from Gordon Terrace onto Culduthel Road and widen pavement at bottom of Gordon Terrace to make crossing safer and slow traffic turning into Old Edinburgh Road
- Consider footpath widening and better pedestrian access from Kingsmills junctions to Crown School and Midmills Road around Crown Church
- Cycle contra-flow on Southside Place from Leys Drive to Heathmount as frequently used by cyclists against one way flow.