

Halcrow Group Limited
Inverness Active Travel Audit
Final Report



June 2011

HITRANS



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Contents Amendment Record

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1 Introduction

1.1 Background

1.1.1 Halcrow Group Ltd was commissioned by HITRANS, the Highlands and Islands Regional Transportation Partnership to:

- Develop a methodology to audit existing active travel infrastructure
- Provide baseline information on existing infrastructure provision for active travel
- Recommend priorities for future investment

1.1.2 The overall aim is to assess where best to apply available funding in order to increase the potential for active travel and ideally to see an increase in the numbers of people choosing to walk or cycle.

1.1.3 In particular, the key purpose of the audits is to identify:

“A practical network of high quality routes suitable for cycling within each settlement that provides convenient and safe access to all major destinations”

and

“A network of routes for pedestrians focused upon railway stations, bus stations, ferry terminals, major employment areas, local shopping areas, leisure/recreation centres, hospitals and main trip generators.”

1.1.4 This document summarises the main findings of the methodology as applied to the Inverness area, which has ultimately led to the Proposed Potential Inverness Active Travel Network (Figure 1-1).

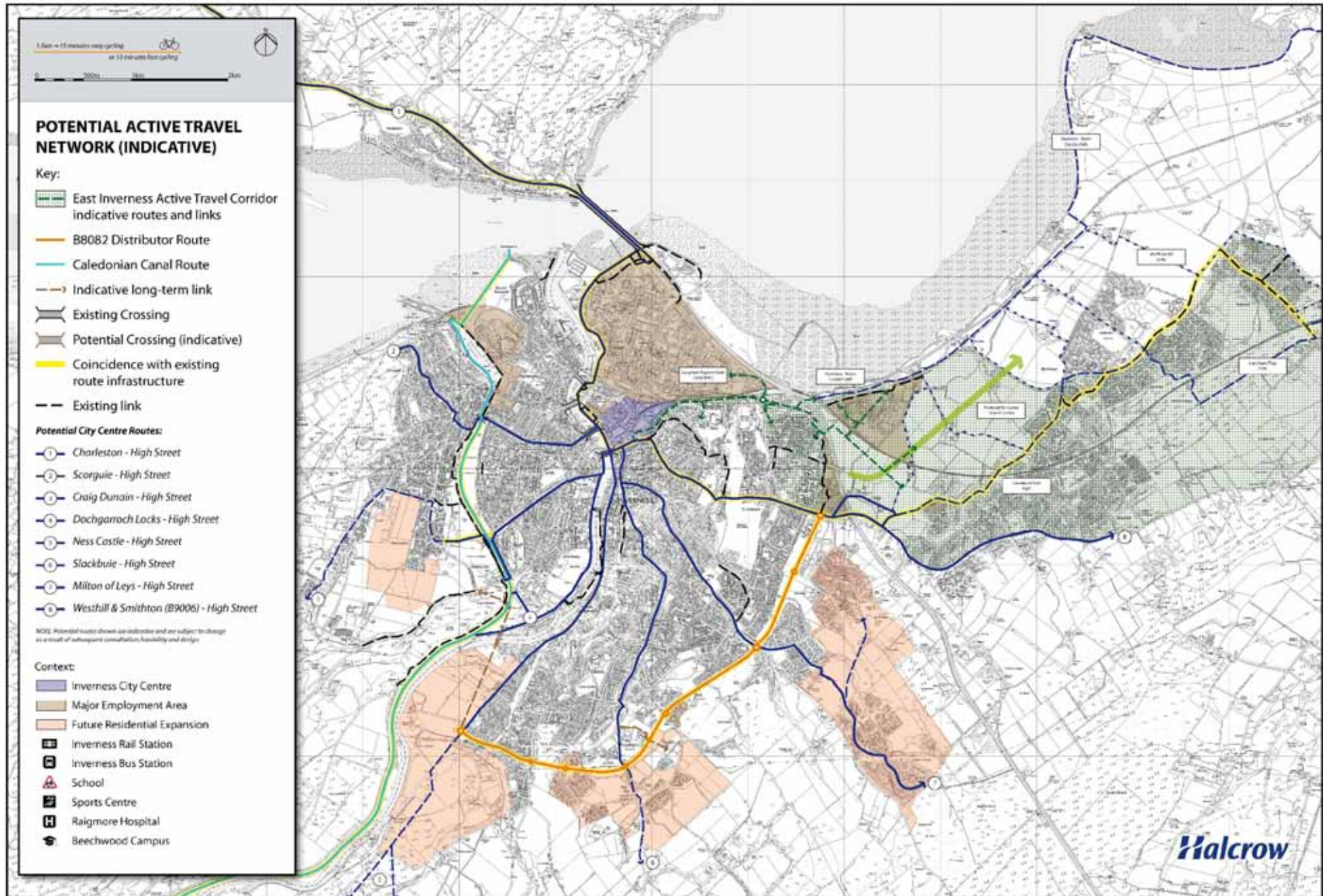


Figure 1-1: Proposed Potential Inverness Active Travel Network

2 Active Travel Methodology

2.1 What is the methodology?

2.1.1 Halcrow has developed a methodology to assess existing and proposed active travel infrastructure. This methodology is based on the following key parameters:

- A desktop study including demographics, travel to work patterns, public transport information and traffic accident data;
- Analysis of main trip generators/attractors;
- Consultation with the Local Authority and other interested parties; and
- On site audits.

2.1.2 On site audits for walking are carried out utilising the Transport Research Laboratory (TRL) Pedestrian Environment Review System (PERS). For cycling, an Institution of Highways and Transportation (IHT) cycle audit is undertaken. Both systems audit the condition of existing facilities for pedestrians and cyclists to identify where proposed measures can be effectively targeted.

2.1.3 Where this study differs from previous HITRANS Active Travel Audits is that the Inverness study is to be guided by the "Inverness Cycle Route Network" report, Sustrans 1996. This report identified a potential cycling network in Inverness. The report identified three main routes through the city and a community network extending through all key settlement areas. The three routes identified were to be the starting point for on site walking and cycling audits. The routes are as follows and shown in Figure 2-1.

2.1.4 **Route A** runs from east to west through Inverness and links the A862 to Beauly with Balloch via a minor road through Smithton. Starting to the east of the A9 this route follows Culloden Road, Old Perth Road and Culcabock Road. There are two route options through Crown and in to the city centre passing through the pedestrianised area and on to the suspension bridge between Bank Street and Huntly Street. Continuing along Abban Street and Carse Road towards the Carse Industrial Estate where steep banking leads up to the Caledonian Canal. From here, the route passes through South Kessock and terminates along Clachnaharry Road, the A862.

2.1.5 **Route B** runs north to south from the Kessock Bridge, using Longman Drive, Cromwell Road and Shore Street. Then turning once more to the river, following Portland Place, Riverside Street and Douglas Row Route B continues southward. The route is then relatively straight and coherent following Bank Street, Castle Road, Ladies Walk, Island Bank Road and Dores Road to the southern edge of the city. From here, the route uses the B862 into Dores which is a straight, narrow, national speed limit road with high trees on both sides.

2.1.6 **Route C** is essentially a leisure route and is the second north to south route identified by Sustrans, connecting the city centre to Lochend via the River Ness and Caledonian Canal. Starting at the suspension bridge opposite Church Street, the route follows the west bank of the River Ness down Huntly Street, Ness Walk, Bought Road to Bought Park. At this point, the route then bends round and up an access ramp to the path along the east bank of the Caledonian Canal, continuing south from here.

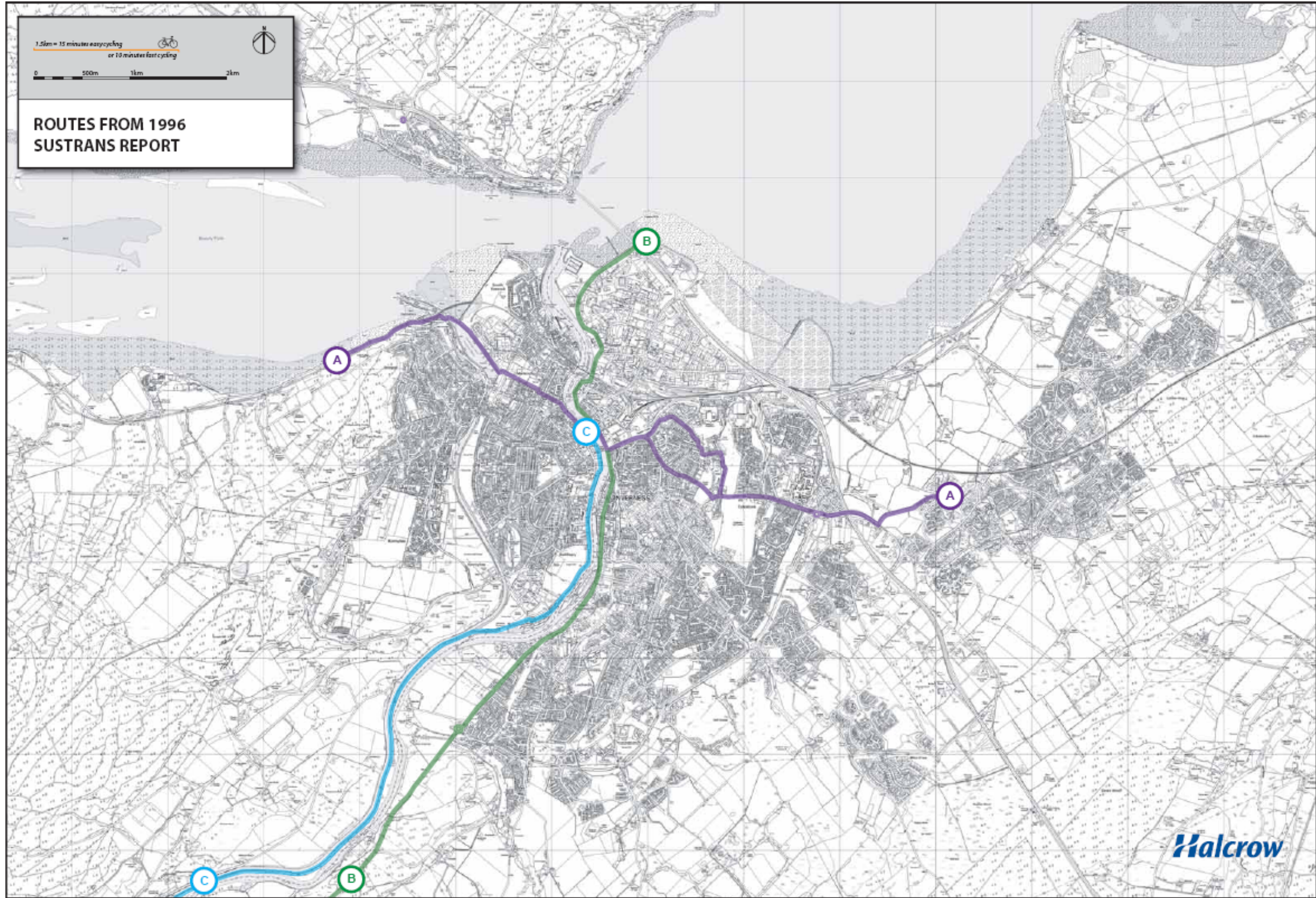
2.1.7 The final output from this study will be an Active Travel Audit report covering the following:

- Overview of project and project methodology;
- Overview of current conditions for active travel;
- Outline of Potential Active Travel Network for Inverness and surrounding communities; and
- Prioritised Action Plan of key potential projects.

2.1.8 The prioritised action plan identifies areas and potential interventions where there is the greatest potential to achieve modal shift or where there is the greatest need for infrastructure for pedestrians and cyclists. The master plan is a core network for pedestrians and cyclists that provide direct, convenient, safe, attractive and coherent links between journey origins and journey attractors. The proposals contained within the prioritised action plan and master plan will require further investigation and feasibility work.

2.1.9 Consultation also plays an integral role in the identification of potential routes for walking and cycling and also helps to pinpoint, at a very local level, the barriers to active travel. In Inverness the following individuals and organisations were consulted:

- The Highland Council: Access Officer, Roads Department, Planning Department, School Travel Plan Officer, Public Transport Officer;
- Sustrans;
- Local bike shop;
- Community Council;
- Highland Cycle Campaign
- The Highland Active Travel Action Group; and
- NHS Health Officer



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Figure 2-1: Routes A, B and C from 1996 Sustrans Report that form Basis of Active Travel Audit

3 Walking and Cycling in Inverness

3.1 Overview of current conditions for active travel

3.1.1 Inverness is the largest settlement in the Scottish Highlands and the total population of the study area is 48,697 (2001 census). This is broken down as a population of 40,949 in Inverness, 4,064 in Culloden, 2,129 in Smithton and 1,555 in Balloch. Compared to the rest of the Highland area, the population of Inverness has a very similar age structure with marginally fewer people aged under 19 (23.2%) or over 65 and a marginally higher percentage of people aged between 20 and 65.

3.1.2 Table 3-1 below shows comparisons of how people travel to work in Inverness, Culloden, Smithton and Balloch compared to the Highland region and the whole of Scotland.

Table 3-1: Comparison of mode of transport for journeys to work and study – regional and national comparison

Mode of transport	Inverness	Culloden	Smithton	Balloch	Highlands	Scotland
% taking bus	9	14	21	7	13	16.5
% car and passenger	51	69	61	74	56	53
% cycle	6	2	3	2	3	1.3
% walk	30	7	8	6	24	23

(Data supplied by SCROL)

3.1.3 Census data has also been used to provide a snapshot of the distances travelled to work and study in Inverness and the surrounding suburbs which is shown below in Figure 3-1.

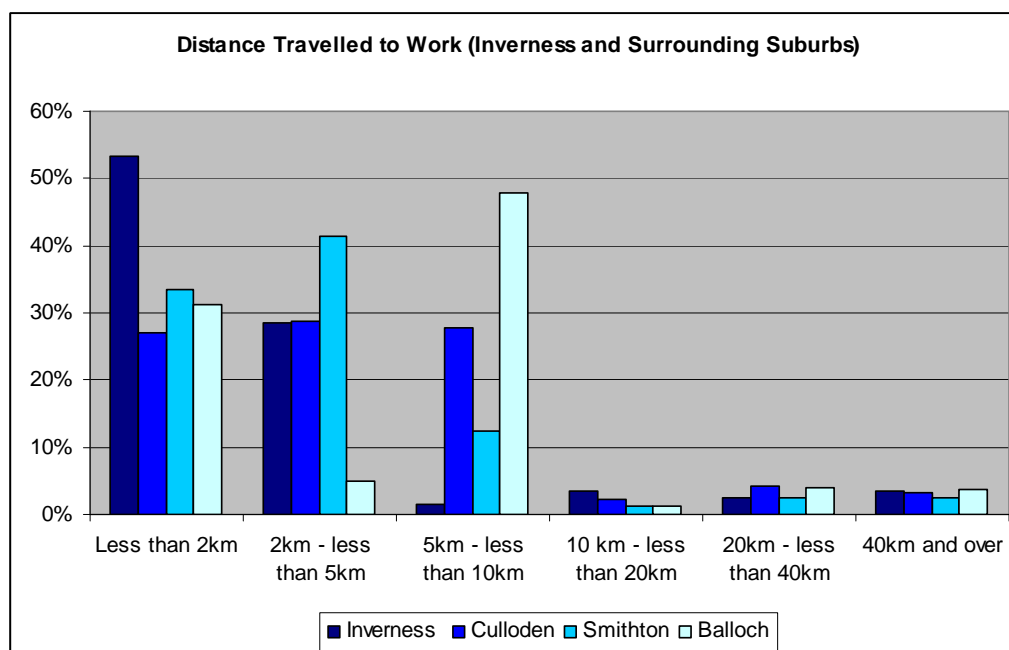


Figure 3-1 Inverness and Suburbs Distance Travelled to Work

- 3.1.4 **The numbers of people walking or cycling to work or study in Inverness is higher than both the Highland and Scottish national average.** Inverness is a small city with easily commutable distances by active travel modes. Figure 3-1 shows that **a large majority of the working/studying population in Inverness travel distances of less than 5km, with over 50% commuting distances of less than 2km.** 2km is deemed an acceptable walking distance, taking 30 minutes at a comfortable pace, and 6km is considered to be a comfortable 30 minute journey by bike.
- 3.1.5 The Census data indicates that 51% of people in Inverness travelling to work or study do so by car, either as a driver or a passenger. This number dramatically increases when examining the travel behaviour of Culloden, Smithton and Balloch, peaking at 74% of journeys from Balloch.
- 3.1.6 Whilst the figure for Inverness is marginally lower than both the Highlands and Scottish averages, one would expect this figure to be lower still as very few people in Inverness travel distances of more than 5km to work or study. Only 9% of people in Inverness travel to work or study by bus, which is lower than both the Highlands and National averages although this trend is reversed when comparing the surrounding localities. This indicates that there is potential to encourage those who currently drive to opt for more sustainable modes of transport such as walking, cycling and public transport.
- 3.1.7 It should be noted that although these figures are encouraging, they should be viewed with caution since both the growth in population and employment changes since 2001 may not be equalled by growth in cycling. Data from cycle counter sites does however show an increase in cyclists from 2002 to 2009 from around 80 per day to 140 per day. Other sites, Barnchurch Road, Kessock Bridge Cycle Ramp, for example, have fluctuated but remain stable.
- 3.1.8 **The Scottish Government's vision is for 10% of all journeys to be made by bike by 2020 as the headline target of the Cycling Action Plan for Scotland (CAPS). Levels of cycling in Inverness are already well on track to achieve these results but it will take continued good work from the local authority to remain on target.** When Cycling England set up the Cycling Demonstration Towns, they made a conscious decision to choose cities with existing good levels of active travel. It was argued that there was little value investing money in towns where a cycling culture did not already exist, for the Cycling Demonstration Towns to work, an existing base of cyclists was deemed necessary. Inverness is ideally placed to attract investment from CAPS. Inverness could be a cycling city – a role model for others to follow in trying to achieve the ambitious targets set by the Scottish Government.

3.2 Study Area

- 3.2.1 Inverness is rightly regarded as the capital of the Highlands. Although relatively small in size and population compared to other Scottish cities, it is the economic, social, education and transport hub for a huge region stretching as far west as the Outer Hebrides and as far north as John O'Groats and the Orkney Islands. Highland settlements are characterised by their isolated settings and generally small populations which results in fewer services. The Scottish population and majority of services are concentrated in the central belt between Edinburgh and Glasgow, enhancing the importance of Inverness to those who live in the Highlands. As a focal point for retail, education and other socio-economic activity, Inverness provides a city in the Highlands which is used by all.
- 3.2.2 Inverness city centre is picturesque, at its heart the River Ness bisects the area with Inverness Castle standing on the east banks opposite the equally impressive Inverness Cathedral. The river itself could pose a major barrier to active travel, although through a number of well placed historical pedestrian suspension bridges alongside wide road bridges, the river is relatively easy to cross. Observation of the river crossings indicated that the suspension bridges are well utilised by both cyclists and pedestrians although the narrow width can lead to user conflict which may present difficulties when two cyclists pass each other or if a wheelchair user and cyclist need to pass.

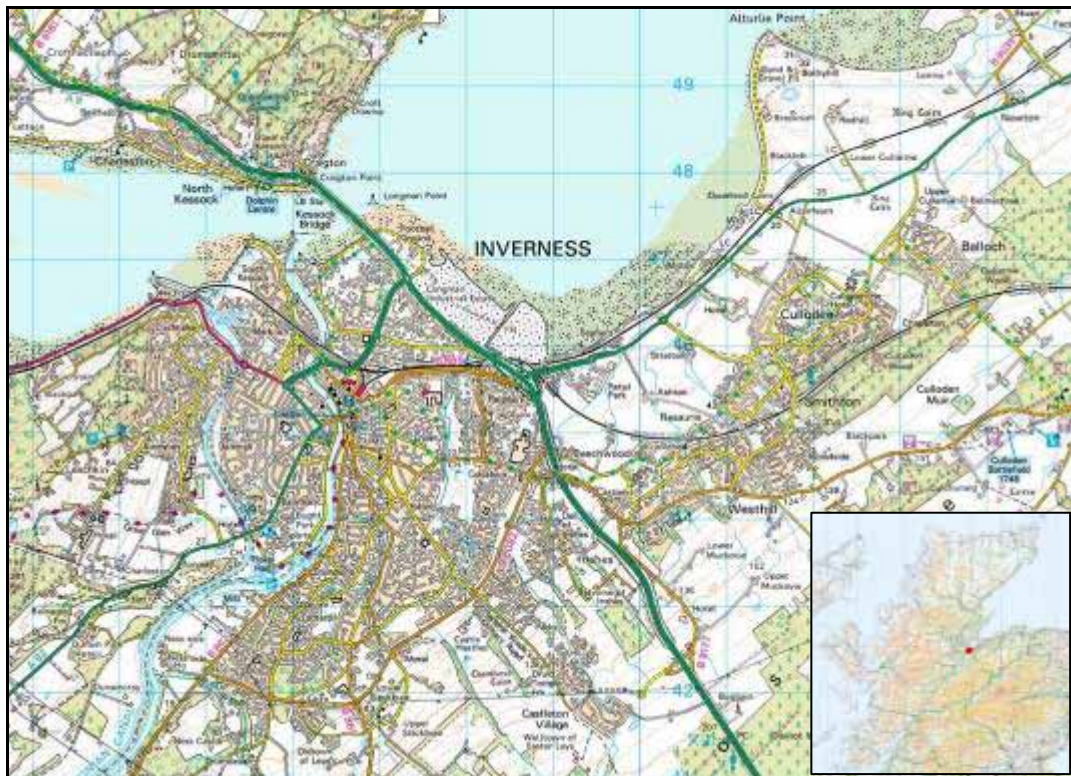


Figure 3-2: The study area comprises Inverness, including the three Sustrans Routes plus Smithton, Culloden and Balloch

- 3.2.3 To the immediate east of the river, Inverness city centre remains relatively flat as a result of the river basin. It is here that the retail and commercial centre is found, centred on the Eastgate Shopping Centre and surrounding pedestrianised shopping streets. Recent Streetscape works in this area have aided the creation of a vibrant commercial zone. Associated road closures and one way traffic regulations have made the environment less attractive for cars. All aspects of the City Centre Streetscape and Traffic Management Programme have been drawn into a co-ordinated, phased programme to improve city centre traffic flow and public transport services, upgrade pedestrian facilities and enhance the business, shopping and living environment.
- 3.2.4 To the west of the river, the area is characterised by residential developments although it also contains the Carse Industrial Estate along with two hospitals and several schools. A large section of the west of the city is bordered by the River Ness and the Caledonian Canal, incorporating Ballifeary, Dalneigh, Merkinch and South Kessock. With three road bridges connecting this section to the city centre and two bridges over the canal, this area remains well integrated with the city centre although would benefit from further canal crossings serving major desire lines. West of the canal, Inverness begins to rise steeply in the Kinmylies and Leachkin areas with steep gradients presenting a barrier to active travel.
- 3.2.5 The east side of the city extends out from the central business district which contains the main bus station and railway station along the arterial routes of Longman Road, Millburn Road, Culcabock Road, Old Edinburgh Road, Culduthel Road and Island Bank Road. The city is hemmed in to the east by the A9 and the B8082 Southern Distributor Road. Mixed residential areas dominate this half of the city but purpose built business parks, retail parks and new housing can be found on the outskirts. It is imperative that any future developments in this area prioritise active travel and public transport during their planning stages, starting with a blank canvas in such desirable locations is a rare opportunity.
- 3.2.6 One of the key future developments in the city is the East Inverness Development Framework, part of the aforementioned A96 upgrade. The East Inverness Development Framework provides for nearly 3,500 new higher density homes focused around a new centre. This centre would serve the new and existing communities at Culloden, Westhill and

Smithton. Population increase would be in the order of 7,250 people. Employment opportunities including a university campus, Business Park and other uses would provide upwards of 3,750 jobs. Three new primary schools are proposed, as well as a new 600 pupil secondary school.



Figure 3-3: Young Street crossing River Ness



Figure 3-4: City Centre retail area



Figure 3-5: Pedestrian Bridge across River Ness



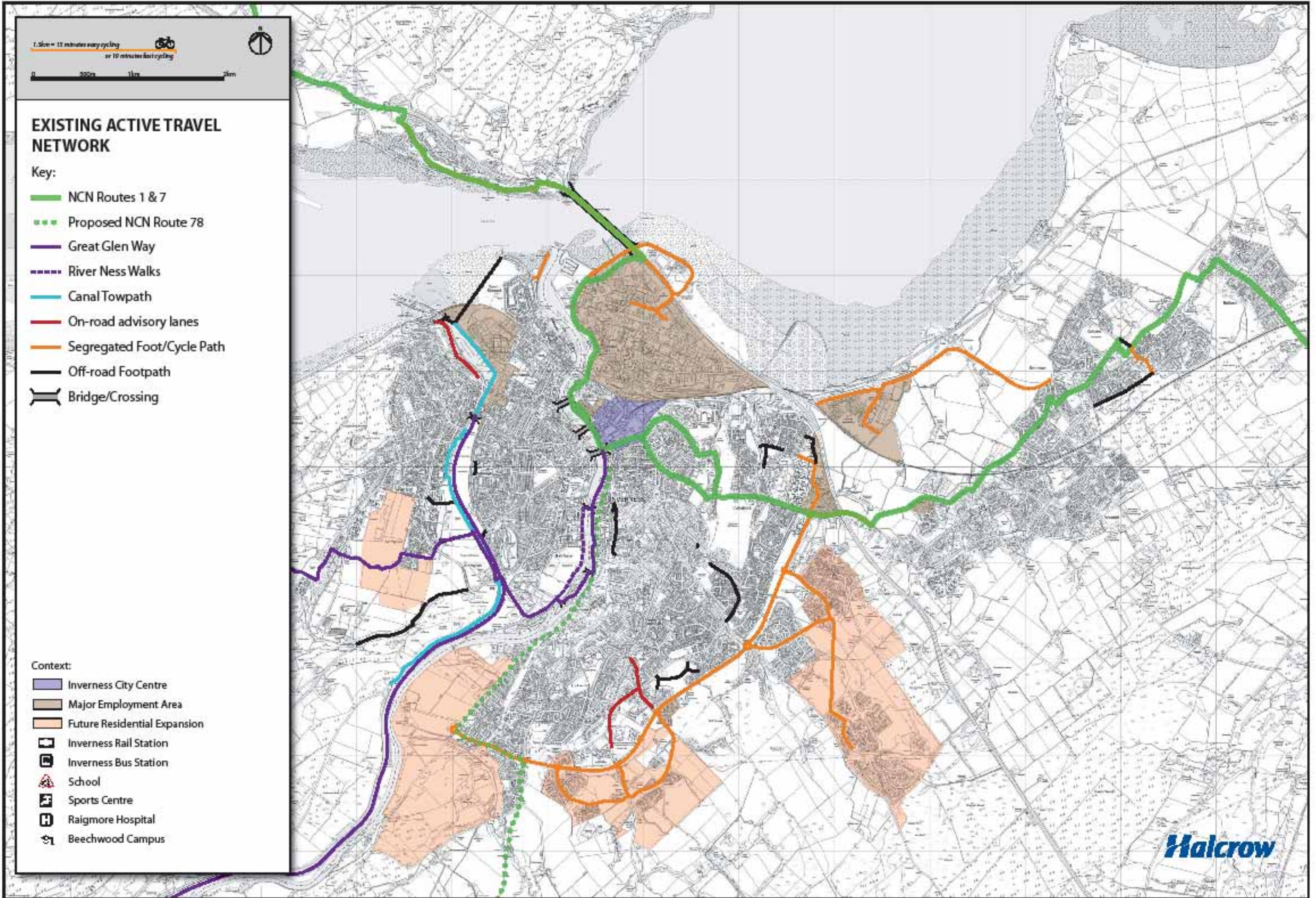
Figure 3-6: Scenic route along Beaulish Firth

3.3 Existing transport provision

- 3.3.1 As the meeting point of the A9, A82 and A96, Inverness is at the hub of the Highland strategic road network. Plans to dual the A96 between Nairn and Inverness have been included in the Strategic Transport Projects Review (STPR). This intervention supports the objectives to reduce the accident rate and severity rate on this route and improve connectivity between Inverness and communities to the east. The STPR states that the project will, “include providing a new dual carriageway on the A96 corridor between Inverness and Nairn, giving improved access to Inverness Airport and the future growth areas in the A96 corridor. A new link connecting the A96 and the A9 (south of Inverness) would provide relief for Raigmore Interchange”.
- 3.3.2 Both First Scotrail and East Coast trains serve the railway station of Inverness, the terminus for the Highland Line, Aberdeen to Inverness Line, Far North Line, Kyle of Lochalsh Line and the serving the central belt via Aviemore, Perth and on to Edinburgh and Glasgow.
- 3.3.3 Inverness Airport lies approximately 10 miles east of Inverness city centre which serves domestic and international destinations. Bus services operate half hourly between the City of Inverness and Inverness Airport and the terminal’s taxi concession is operated by Highland Taxis, about a fifteen minute drive to Inverness city centre.

3.4 Existing provision for cycling

- 3.4.1 Three National Cycle Network Routes can be found in Inverness. As can be seen in Figure 3-7 NCN Route 1 – Aberdeen to John O’Groats passes through Inverness as part of the long distance Dover to Shetland route. The remaining two routes, NCN Route 7 and Route 78 originate in Inverness running to Carlisle and Campbeltown respectively.



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Figure 3-7: Existing Inverness Active Travel Network

- 3.4.2 Used for both long distance touring cyclists, including many cyclists undertaking the Land's End to John O'Groats cycle ride, and for shorter local journeys, the **NCN forms an important spine through Inverness**. Ness Bridge is the terminus for Route 7 and will be the junction of Route 1 and 78 (Great Glen Route currently under development). Both Routes 1 and 7 pass through the main pedestrianised shopping street. Although this may present user conflict as the area is bustling with shoppers, during observation, cyclists slowed down and interacted well with other users. The benefits of bringing these routes through the central retail area outweigh any negatives, connecting communities directly with main trip generators.
- 3.4.3 Inverness has **several distinct signing strategies which at times can lead to confusion**. There are Sustrans National Cycle Route signs throughout the city, although a detailed audit of existing signs would be advised as not all are correctly placed and there are gaps in the current network.
- 3.4.4 The Highland Council Planning and Development Service have created the "pathsinverness" network which aims to highlight the network of paths available in and around the city of Inverness. **This extensive network offers approximately 100km of improved access for local communities and visitors**. The paths offer a good opportunity to explore parts of the city either by foot or cycle, as well as providing opportunities for all abilities. Signage is visible throughout the city on a distinct dark green background, providing directions and distances to local communities. Mapping could be made more readily available, presenting information on notice boards already present in the city centre and by promotional leaflets available in local centres, tourist information and other trip generators.
- 3.4.5 There are **significant stretches of traffic free routes through Inverness**, using the tow paths on the banks of the canal and River Ness, shared foot/cycle paths along the length of the distributor road B8082, around the northern end of the Longman Industrial Estate and on the south side of the A96. Although these routes equate to a large distance, they are unconnected and may be used more by leisure cyclists rather than utility cyclists. As this is the case, the canal paths are unlit with poor surfacing in areas. The shared foot/cycle path around the B8082 is lit, during observation this was mainly used by less confident commuters and leisure cyclists, with more confident commuter cyclists using the road.
- 3.4.6 During audits of the city, **consistently high levels of cyclists were observed throughout both central areas and along routes from outlying settlement areas**. From observations, the journey purpose of cyclists ranged from business trips, long distance touring trips (indicated by the presence of heavily laden panniers), local leisure trips, to groups of school pupils.
- 3.4.7 Although there are high levels of cycling in Inverness, there does not appear to be a proportionate level of cycling infrastructure. **The city centre remains dominated by traffic along with easy access to car parking**. The high level of car traffic remains a barrier as key radial routes in to the city centre are unpleasant environments for cycling. Millburn Road is one of the key roads in to the city centre but with no provision for cyclists, thus remaining a relatively unattractive route for active travel.
- 3.4.8 There are other significant barriers to cycling in Inverness. For example, the **topography** of some outlying residential areas such as Upper Drummond, Lochardil and Slackbuie to the south, Kinmylies and Scorguie to the west present steep hills along with longer journey distances to places of employment. For new cyclists or those who are less confident cyclists, this could be a hindrance to taking up more active forms of travel.
- 3.4.9 Many of the recent developments on the outskirts of Inverness are poorly planned in relation to active travel. Modern residential zones comprise of many cul-de-sacs which are impermeable to both walking and cycling. **Greater prioritisation must be given to potential active travel within new developments**. For example, the new developments around Boswell Road and Miller Street to the east of the B8082 demonstrate insufficient consideration of pedestrian desire lines internally and externally. This has resulted in pedestrians being forced into taking short cuts through grass and over fences.



Figure 3-8: Sustrans Route C – scenic tow path along east bank of Caledonian Canal



Figure 3-9: NCN Routes 1 & 7 signing through High Street pedestrianised area



Figure 3-10: Cyclists using NCN link on Caulfield Road North travelling from Smithton



Figure 3-11: Link from Riverside Street to Douglas Row on east bank of River Ness

3.5 Existing cycle parking

3.5.1 Throughout the city centre, cycle parking is well used with key locations being over subscribed at various points during the day although exceptions to the rule can be found, for example in Falcon Square where poorly located racks lead to under utilisation. Cycle parking can be found at both ends of High Street, outside the Eastgate centre and at the junction with Bridge Street and Castle Street and also at the junction with Inglis Street. During the audit, these racks were observed being used as short stay and longer stay parking, suggesting that safety is not a concern. Examples of cycle parking and their usage are provided in Figures 3-12 to 3-15.

3.5.2 Cycle parking is also provided on Stephen's Brae in the city centre with both standard Sheffield Racks and less appropriate wheel grip, or butterfly stands. For the most appropriate cycle parking, including rack design and layout, Transport Scotland's Cycling by Design guidance document details best practice. It would be appropriate to review existing levels of cycle parking use with the intention of developing new or extended sites where demand exceeds supply. There are also significant trip generators within Inverness with very little provision of cycle parking, for example, at the meeting point of NCN Routes 1, 7 and 78 and along the banks of the River Ness. It is important that sites of latent demand are included in any cycle parking review, seizing opportunities to remove barriers to active travel.

3.5.3 Cycle parking in areas of employment outside the city centre, for example, Raigmore Hospital and Lifescan were observed to be heavily used, with many sites at or exceeding current capacity. This is reflective of high levels of journeys to work being made by bike and an easy way of estimating where high concentrations of cycle commuter trips are to be found. Newer business parks on the edges of the city, for example Cradlehall and Fairways all provide high standard cycle parking with varying levels of uptake from heavily used to empty. Although relatively good links exist from Cradlehall Business Park to Inverness city centre and out to Smithton, Culloden and Balloch, cycle parking was observed to be severely under utilised. This is symptomatic of insufficient travel planning of the opportunities to create co-ordinated inter-business travel planning.

3.5.4 Inverness Railway Station is one of the most important public transport hubs in the Highland region, generating a huge number of trips both to and from the city. Limited cycle parking is available at the side entrance from Strothers Lane and limited parking can also be found near the Falcon Square side exit, there is no cycle parking to the front of the building. During observation, the available parking was near to or exceeding capacity on many occasions. To increase more active forms of travel to and from Inverness Railway Station, there is a need to increase available cycle parking. There is space on the Falcon Square side of the station to expand cycle parking facilities, for example, the newly installed two-tier Josta Cycle Parking at Waverley Railway Station in Edinburgh. This has increased capacity within a limited space, although such space constraints may not restrict expansion in Inverness Station meaning more standard forms of cycle parking may remain viable.



Figure 3-12: Cycle parking in High Street often full



Figure 3-13: Staff cycle parking at Lifescan site well used



Figure 3-14: Cycle parking at Inverness Royal Academy which is full during school hours



Figure 3-15: Increased level of cycle parking required in city centre and other trip generators

3.6 School and Business Travel Plans

- 3.6.1 Schools to have completed Travel Plans in Inverness include Inverness Royal Academy, Inverness High School, Charleston Academy, Balloch Primary, Bishop's Eden, Cauldeen Primary, Central Primary, Crown Primary, Culloden Academy, Dalneigh Primary, Drakies Primary School, Duncan Forbes Primary, Farr Primary, Holm Primary, Inshes Primary, Merkinch Primary and Raigmore Primary. The travel surveys undertaken by these schools differ in detail and design although several have involved parent and pupil consultation, vehicle surveys and detailed priorities.
- 3.6.2 There were several overarching themes emergent within Inverness primary and secondary pupils consultations in the Travel Plans, specifically that pupils would like to walk and cycle more often to school, that current bus services were not adequate or of a high enough standard and that there was still a small section who would like to be driven to school.
- 3.6.3 Following on from the consultation and survey phases of the Travel Plans, schools have drawn out a list of priorities they would like to see. Many of the School Travel Plans contain examples of good practice that are highlighted in table A1-1 of Appendix 1.
- 3.6.4 Charleston Academy have an extensive Travel Plan in place after taking advantage of the Energy Saving Trust (EST) initiative to provide free travel planning advice and input. The 73 page document gives a background to travel planning and The Highland Council, the programme of work undertaken, an appraisal of existing conditions, a strengths and weaknesses analysis followed by the recommendations. Extensive surveys were carried out to get baseline data for road safety, staff travel behaviour, parent travel behaviour and pupil travel behaviour. From the Travel Plan, the strengths perceived are outlined in table A1-2 in Appendix 1.
- 3.6.5 The Highland Council successfully applied to the EST for a grant to allow site specific Travel Plan advice for Charleston Academy. Pupils and senior management at the school will be responsible for the monitoring and implementation of the Travel Plan. The recommendations taken forward in the Travel Plan are outlined in table A1-3 of Appendix 1.
- 3.6.6 Generally the School Travel Plans of Inverness are of a high standard with detailed proposals to take forward. The plans would benefit from an update as many of them date from over eight years ago. This would give the opportunity to refresh any proposals and monitor how those that have been implemented have worked.
- 3.6.7 As well as successful School Travel Plans, The Highland Council has been working in partnership with the EST to develop Business Travel Plans, 26 in total with 7 of these sites in Inverness itself. The sites that have had a Travel Plan developed by EST include Highland Council HQ, Kinmylies Office, Inverness Museum, Inverness Church St Service Point, Eden Court Theatre, Inverness Archive Centre and Inverness Sports Centre & Aquadome. The Council's Green Travel Planning was commended in the recent Best Value 2 audit.
- 3.6.8 The Council has already achieved commitments from within the Highland Council Programme (2009-2012) specifically to 'develop 24 Green Travel Plans for Council and partner sites, install active travel equipment and achieve the Cycle Friendly Employer Award for six sites by 2012'. The Highland Council are also on target to reduce their business travel emissions by 12% and are encouraging partners to reduce travel emissions. The Highland Council have a dedicated online space for everything related to sustainable travel which can be found at www.highland.gov.uk/greentravel

3.7 Traffic flow, accident and employer data

- 3.7.1 Sections of Inverness city centre remain dominated by vehicle traffic, reflected by relatively high traffic counts provided by Transport Scotland. The A82 remains a busy route through Inverness with Annual Average Daily Traffic (AADT) flows ranging from 7,166 at Torvean Golf Course through to flows of 11,000 around Glenurquhart Road and Kenneth Street with a sharp rise to 23,470 crossing Friar's Bridge. This number continues to rise higher still, peaking at AADT flows of 28,411 between Rose Street Roundabout and College

Roundabout followed by flows of 32,129 between College Roundabout and Longman Roundabout.

3.7.2 These flows are not dissimilar to the vehicle flows on the A9 and A96 trunk roads to the east of Inverness with AADT flows of 38,434 and 38,505 respectively. This is indicative of the nature of traffic movements through Inverness with peak hour flows of around 2,000 vehicles.

3.7.3 Other traffic flows provided by The Highland Council can be seen in Table 3-5 below.

Table 3-5: Table of Traffic Flows from around Inverness which correspond with Proposed Active Travel Network

Location of the counter	Year	AADT (August)
B865 Bridge Road (between Raigmore Interchange and Junction with B9006)	2010	25833
B8065 Millburn Road	2010	19062
A96 (Raigmore Interchange to Smithton Distributor)	2010	20313
SDR 1 (Inshes Rb, Police HQ)	2010	14441
SDR 2 (between 2nd Rb from Raigmore Int. and Old Edinburgh Road)	2010	16317
SDR 4 (Inverness Royal Academy)	2010	8890
Stadium Road, Longman Drive	2004	6772
Riverside Road, underpass (Cycle counter)	2010	75
King Brude Road (Scorguie Primary School)	2006	9936
A862 Telford Street	2007	20505
Leachkin Road (Craig Phadrig Hospital)	2009	2260
General Both Road (Charleston Academy)	2009	4714
A82 Tomnahurich Swing Bridge	2009	10500
Ardross Terrace	2009	3725
B862 Dores Road Rb	2007	6112
Island Bank Road (north of Island Hotel)	2003	5762
B862 Castle Road	2007	4944
Culduthel Road (Mayfield Road and Southside Road)	2009	6001
Old Edinburgh Road (close to Junction with Kildonan Street)	2003	3449
B9006 Culloden Road (between Junction with B9177 and Junction with Caulfield Road)	2009	12390

Location of the counter	Year	AADT (August)
B9006 Inshes Flyover	2010	20776
B9006 Inshes Flyover (Cycle counter)	2010	195
B9006 Raigmore Hospital to Inshes Rb	2010	17140
12 Kingsmills Road (between Junction with Charles Street and Junction with Hill Street)	2009	6461

- 3.7.4 The city centre of Inverness presents the highest level of user conflict between pedestrians and vehicles with a cluster of accidents around busy shopping streets as shown in Figure 3-16 overleaf.
- 3.7.5 The accident data from March 2007 to February 2010 presented in Figure 3-16 shows distinct clusters and areas of above average incidents. Areas to note from the statistics are the corner of Bridge Street and Castle Street, the Young Street and Bridge Street junction, Telford Street between the Telford Street Roundabout, the Carsegate Road Roundabout and the junction between Longman Road and Seafield Road. This suggests greater vehicle – pedestrian/cycle conflict in these areas than in others which merits attention.

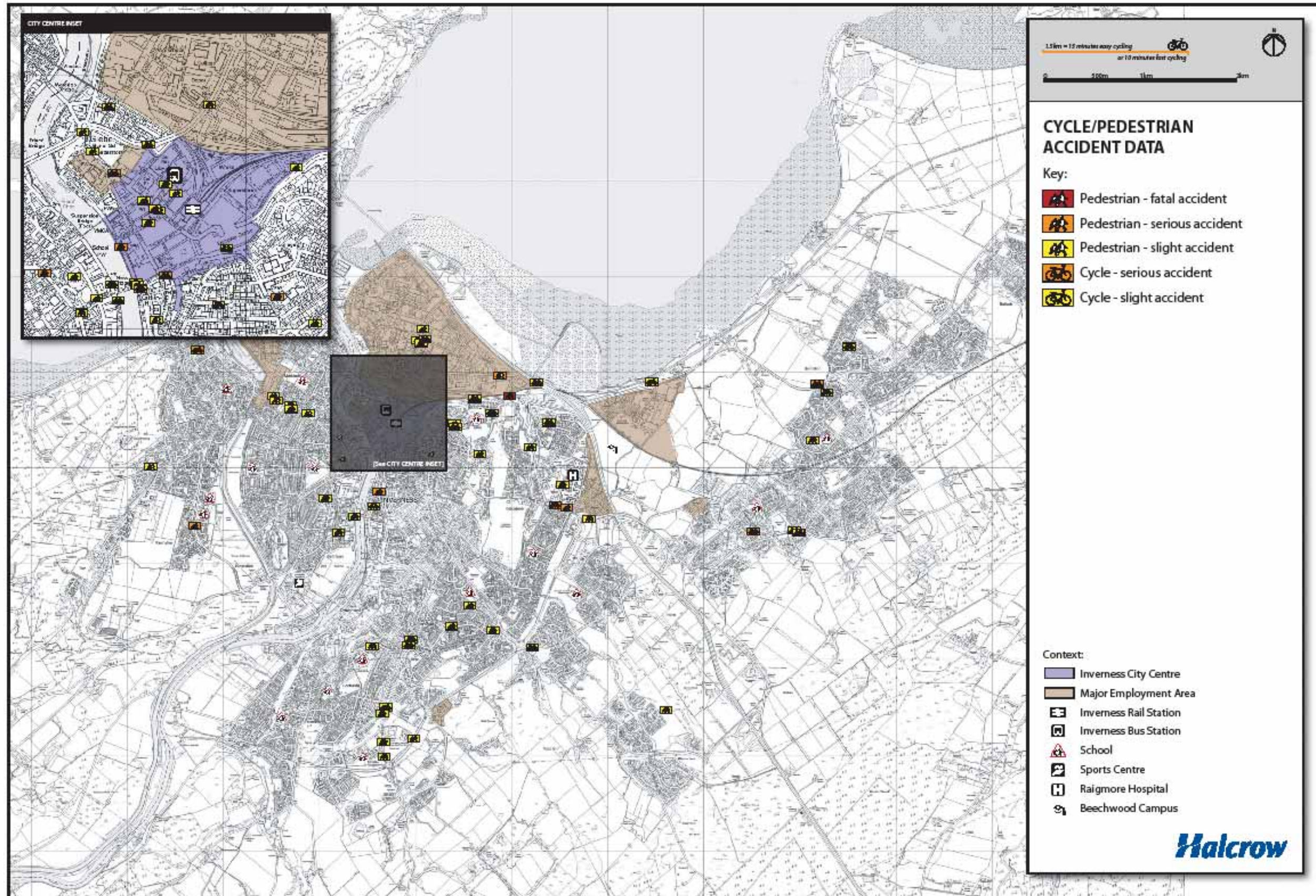


Figure 3-16: Inverness Pedestrian and Cycle Accident Location Map 01/03/2007 to 28/02/2010

3.7.6 The Road Safety Plan for Highland has adopted National Targets for accident reduction and is on course to meet the 2010 targets. The Scottish Government has set out road safety targets in their latest Road Safety Framework to 2020 as follows:

- Reduce adult deaths by 40% and reduce the number of serious injuries by 55%
- Reduce child deaths by 50% and reduce the number of serious injuries by 65%



Figure 3-17: Academy Street has high concentration of pedestrian accidents between 2007 and 2010.



Figure 3-18: Millburn Road Roundabout has high traffic flows and no provision for cyclists

3.7.7 NHS Highland has provided travel to work data for their sites in Inverness, from a survey carried out in March 2008. The survey was carried out on behalf of South East Community Health Partnership (SECHP) at Raigmore, Assynt House, New Craigs Hospital and RNI Community Hospital (although there is no modal split for the latter). The survey data suggests there is significant scope for a modal shift within the SECHP. Although vehicles are necessary for some staff to carry out their jobs, there is still potential to encourage more people to walk and cycle.

Table 3-6: Modal split of journeys to work (%age) for NHS sites in Inverness

	Walk	Cycle	Bus	Train	Car / van passenger	Car / van driver	Car / van total	Other
Raigmore Hospital	10	6	5	0	3	74	77	2
Assynt House	6	2	1	0	2	85	87	2
New Craigs	8	2	5	<1	2	80	82	3

3.8 Public Transport

3.8.1 Inverness is relatively well served by public transport with an extensive bus network extending throughout the city and suburbs. Nearly all of the major trip generators within the city are served by frequent services during the day, the only notable exceptions being the Carse and Longman Industrial Estates which may benefit from further public transport links.

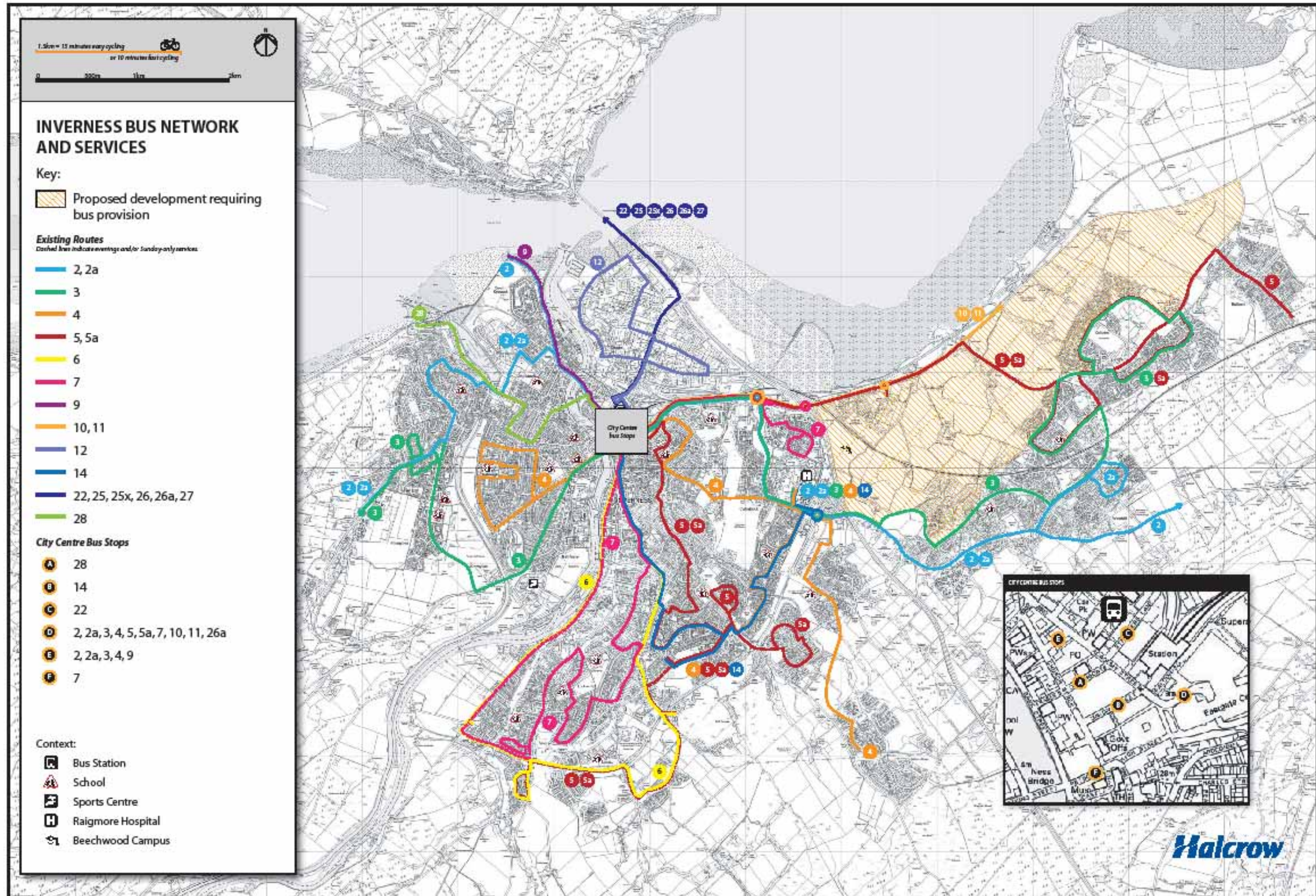


Figure 3-19: Inverness City Bus Network (October 2010)

- 3.8.2 Inverness Bus Station provides a hub for long distance coaches as well as a calling point for more local services. Highland destinations include Fort William, Ullapool, Thurso and Scrabster with Aberdeen, Edinburgh, London and Coventry the remaining national destinations. The Highland Council acknowledges that although no funding for transport interchanges has been identified, they will seek to improve transport interchanges and railway stations in town centres.
- 3.8.3 The Local Transport Strategy sets out the core policies which will aim to improve public transport provision in Inverness. Measures outlined include the ongoing deployment of Real Time Passenger Information (RTPI) throughout Inverness and the surrounding networks. RTPI will be available at bus shelters and major trip generators such as Raigmore Hospital and Inverness College. Information will also be accessible online and utilising SMS solutions. Logistically, the RTPI will enable late running services to be prioritised at traffic signals on key public transport corridors.
- 3.8.4 RTPI technology encourages the use of public transport by improving journey time reliability and providing information that will enable greater integration between different transport modes. It is envisaged that the RTPI will be shared with Caledonian Canal Bridge Operators in Inverness to minimise disruption caused to bus services by bridge openings.
- 3.8.5 Figure 3-20 overleaf highlights the corridors that have been identified as having potential for bus priority measures, also illustrating desire lines within Inverness East and the new UHI Beechwood Campus. In addition to priority measures along the corridors, The Highland Council aims to provide junction priority where possible.

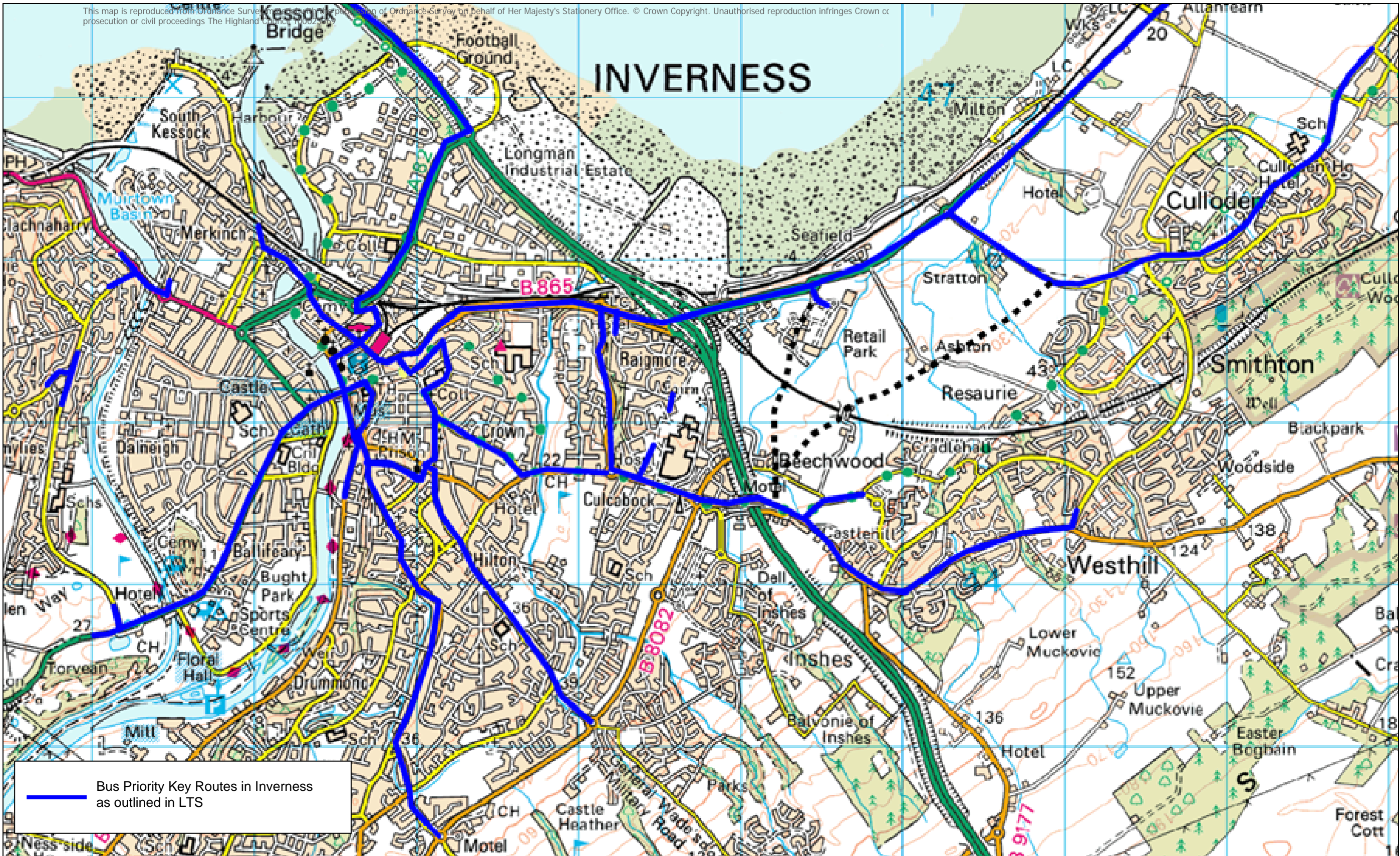


Figure 3-20: Bus Priority Key Routes Inverness (from THC Local Transport Strategy)

Local Transport Strategy

3.8.6 Of the nine objectives within the draft Local Transport Strategy for the Highlands 2009-2012 (LTS), five have a direct impact on both the encouragement and increase of walking and cycling:

- Social Inclusion: Facilitate travel to enable economic/social involvement and improve access/travel choices to essential services for those without access to a private car
- Environment: Manage/reduce the impacts of transport on the natural and built environment
- Health: Increase levels of cycling and walking to promote health improvement and modal shift
- Personal Safety: Address issues of perceived safety and personal security particularly where they are a barrier to walking, cycling and public transport
- Traffic Reduction: Where appropriate consider targets for reducing traffic, although noting the variation in conditions and requirements between rural and urban areas

3.8.7 The LTS sets out what the Active Travel Masterplans will help identify and what the Highland Council will improve. This includes:

- Design requirements/standards for new development to include good design for cyclists. Design guides to include standards and recommended approach
- Improvement schemes in town/city centres to include good design for cyclists such as cycle friendly traffic calming, contraflow provision for one way streets where space permits, advanced stop lines at traffic signals, toucan crossings
- Sustrans Cycle Routes
- Improved short stay cycle parking at key sites
- Continue to develop a cycle parking installation programme for schools and further education establishments through Travel Plans and the Safer Routes to School Programme
- With developers promote the installation of short and long stay cycle parking at key trip attractors in each settlement, through Travel Plans and development management

3.8.8 In addition, the LTS also incorporates local outcome 10.1 of The Highland Council's Single Outcome Agreement to increase the number of children walking and cycling to school.

3.8.9 It is hoped that the completed Inverness Active Travel Audit priorities will be considered for adoption by The Highland Council to inform developer contribution agreements, ensuring all new development is thoroughly integrated into a proposed active travel network.

3.9 Highland Wide Local Development Plan

3.9.1 The Highland Wide Local Development Plan (HWLDP¹) is the land use plan which The Highland Council wishes to use to guide investment and development in the Highland area over the next twenty years. The vision of the plan is that, "By 2030, Highland will be one of Europe's leading regions. We will have created sustainable communities balancing population growth and economic development across the area, and have built a fairer and healthier Highlands."

¹ http://www.highland.gov.uk/NR/ronlyres/9F8A08EC-C927-432F-A320-EACEF607BC76/0/NEW_HWLDPProposedPlanPublishedv2.pdf

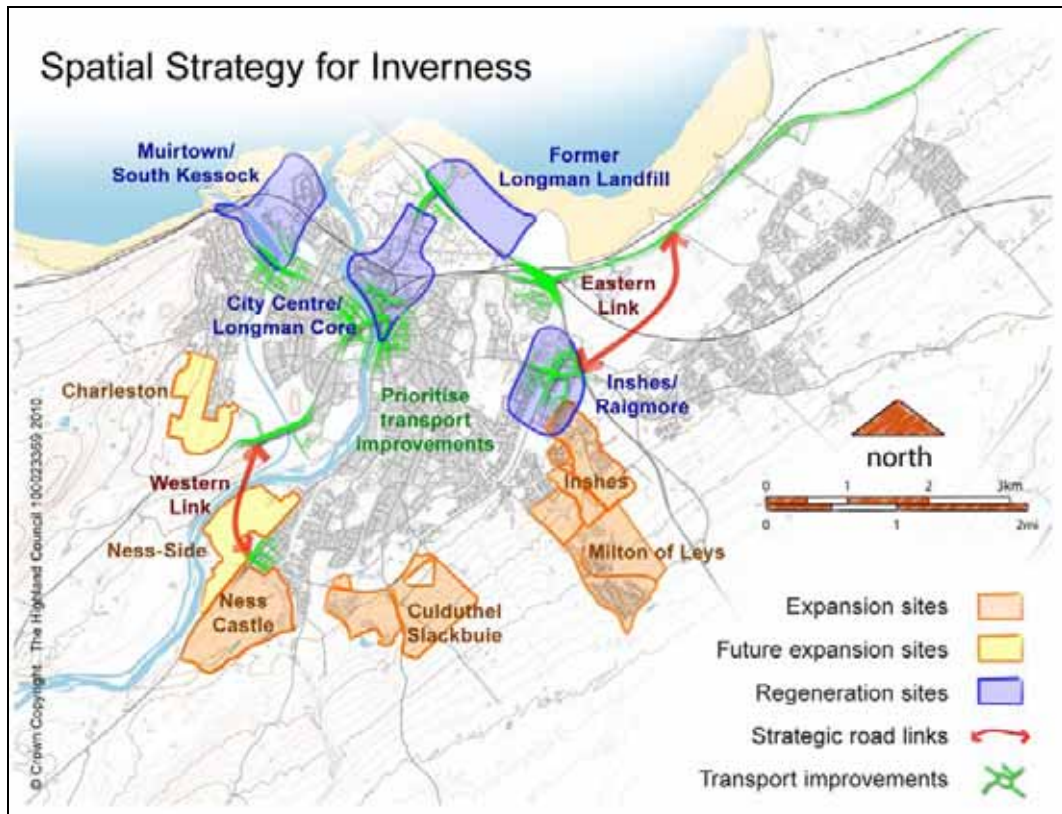


Figure 3-21: City of Inverness Spatial Strategy from HWLDP

- 3.9.2 Although the main focus for growth (shown in Figure 3-21) will be the city expansion areas, Ness Castle, Culduthel – Slackbuie, Inshes and Milton of Leys, the HWLDP notes that “there will be significant opportunity for brownfield or regeneration sites within the city”. The City Centre/Longman Core, Muirtown/South Kessock, Inshes/Raigmore and the former Longman landfill site present opportunity for redevelopment that will require improved active travel links. In addition, future expansion areas at Ness-side and Charleston (which are dependent on river and canal crossings) offer further opportunity for effective active travel links.
- 3.9.3 The Council has also prepared a draft City Vision document, which will help to guide future development. The role of the city centre and the travel linkages in and out of it is one of the fundamental elements of this. To provide a clearer development framework for the city centre, the Council is currently preparing a city centre development brief, which will be informed by this active travel audit.
- 3.9.4 The HWLDP also states that, “developments will be accompanied by improvements to infrastructure and service provision throughout the City as part of the developer funded infrastructure in place with the planning permissions already granted and through improvements to infrastructure brought forward by the Council’s Capital Programme”
- 3.9.5 Following the delivery of sites within Inverness, the expansion of the city will be directed eastward (Figure 3-22). The plan notes that the three main developments in this area will be:
- Beechwood Campus
 - Inverness Retail and Business Park
 - Stratton Farm and surrounding areas

3.9.6 Whilst it is clear that the immediate focus of the HWLDP is the sustainability and redevelopment of sites within Inverness and goes on to suggest that longer term development will be East Inverness, it is, “dependent on the provision of major upgrades to transport infrastructure and significant capital investment in schools and other community facilities”.

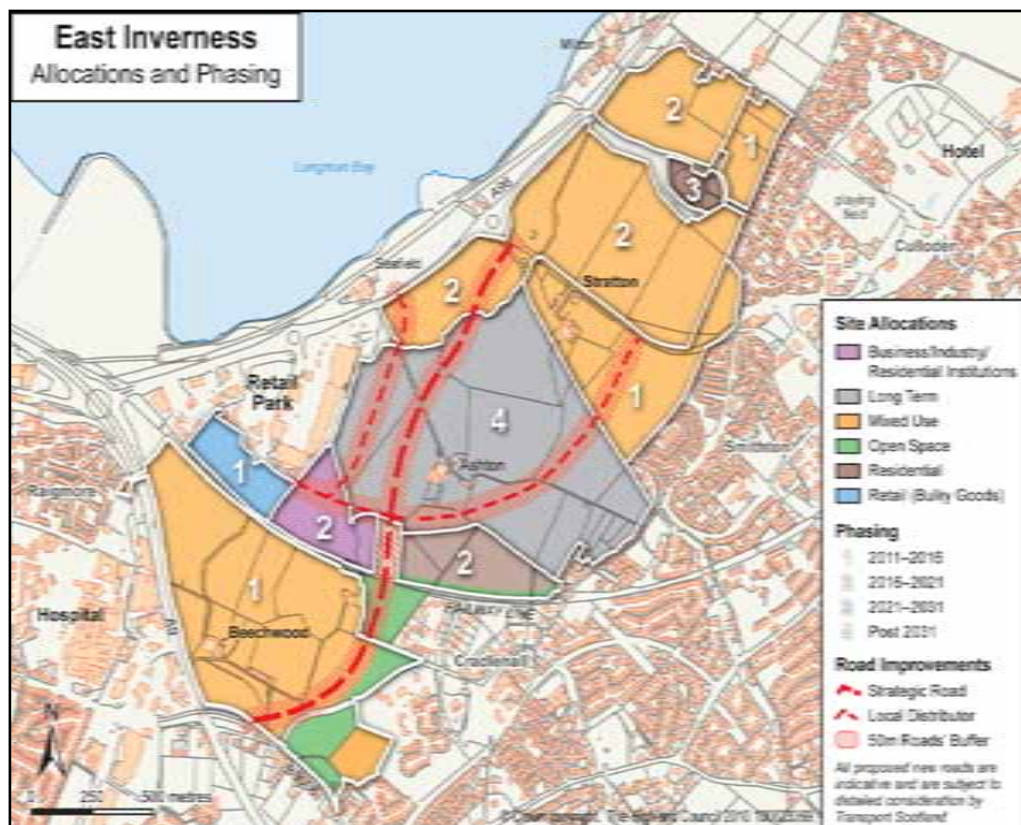


Figure 3-22: East Inverness HWLDP Map

3.10 Other plans/strategies

3.10.1 For the Inverness Active Travel Audit to be robust and future proof, the following plans and strategies were also consulted:

- The Access Strategy;
- A96 Corridor Development Framework;
- The Inverness Local Plan;
- City Vision;
- Whiteness Masterplan;
- Tornagrain Masterplan;
- Scottish Planning Policy; and
- The Green Networks Supplementary Guidance

3.11 Core Paths Planning

3.11.1 Production of Core Paths plans are a mandatory requirement for every Local Authority. The Core Paths System will cater for all types of users - walkers, cyclists, horse riders, canoeists, people with disabilities, etc. They will be a key part of outdoor access provision and will grow out of consultations with local communities, land managers and other key stakeholders. The draft plans for the Inverness and Nairn Network note² as follows:

- The Caledonian Canal, Great Glen Way, Dunain Hill, Whin Park and Ness Islands could be described as the most important paths in the city. They serve locals and visitors alike as attractions and as critical links through Inverness.
- People's desire to walk next to water is reflected by the popularity and importance of the Caledonian Canal's towpaths, the Ness Islands and the walks beside the River Ness.
- Woodlands also proved popular and acknowledged by the proposal that the Millburn Woods paths be core paths. Functional paths in the same area have also been proposed such as the Raigmore and Lifescan routes
- The Great Glen Way plays a critical role in bringing the wider path network to the centre of population
- The paths by Holm Burn, Lochardil and Culduthel Woods, Ness-side and Torbreck featured as destinations and through routes. While they may not be as obvious a draw as Tomnahurich Cemetery or as well constructed as the Dalneigh Trailblazers path, they still serve the community. A good example of this might be the Boarstone Avenue to Ardholm Place path that serves as a safe shortcut to Holm Primary School
- The Southern Distributor Road featured highly in consultations as its broad pavements serve walkers, runners and cyclists equally well as a path for travel and exercise.
- The Ness Islands and riverside routes proved the most popular paths in Inverness. A destination in themselves, the Islands also serve as part of the Great Glen Way and as a route to the sports centre, Bught Park's playing fields and the Caledonian Canal.

²

http://www.highland.gov.uk/FJ_CMS/Templates/Standard.aspx?NRMODE=Published&NRNODEGUID=%7b915BB9A3-4177-47ED-B724-D295723C94F2%7d&NRORIGINALURL=%2fleisureandtourism%2fwhat-to-see%2fcountrysideaccess%2fcorepathplans%2ehtm&NRCACHEHINT=Guest#invernessandnairn

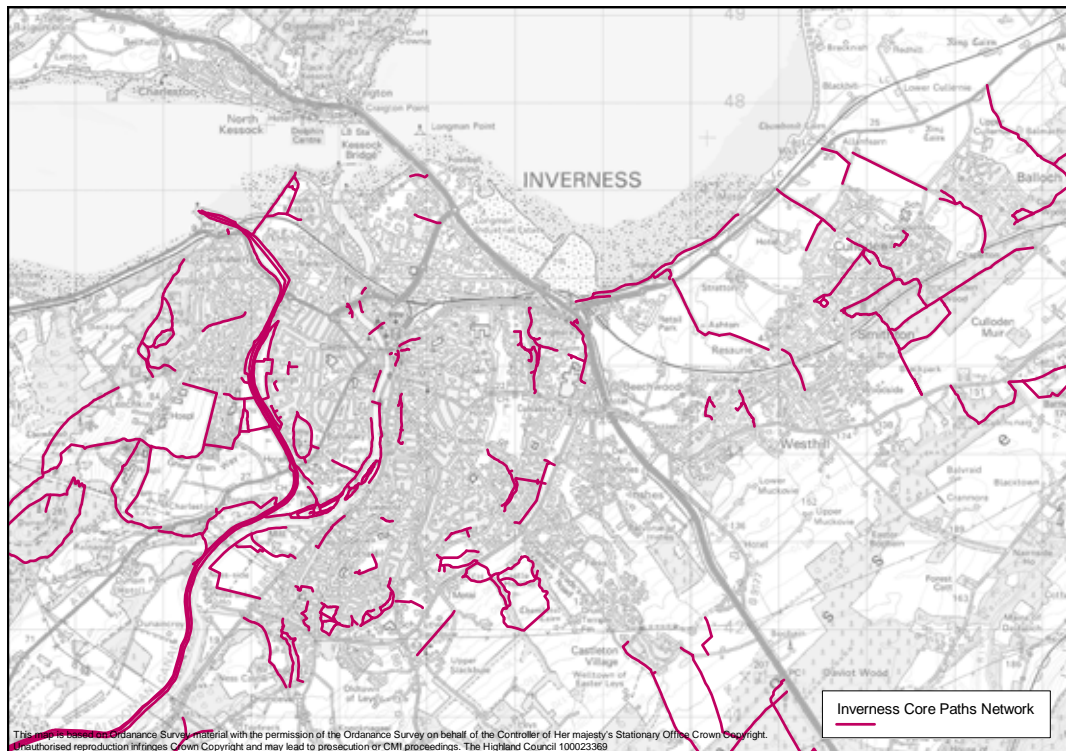


Figure 3-23: Core Paths Plan for the city of Inverness

3.12 Current Issues

3.12.1 To summarise, the audit process identified a number of key issues that act as a disincentive for active travel:

1) Canal Crossings

- Caledonian Canal presents a major physical barrier in middle of residential areas
- Limited crossing points in major residential areas create longer, convoluted walking and cycling links. However, in the limited instances where pedestrian and cycle crossings do exist, they provide a competitive advantage over motorised modes of transport

2) Steep topography

- Milton of Leys, Culloden, Kinmylies are areas of residential development on steep slopes which will be a deterrent to increasing walking and cycling in the area

3) Development

- More consideration must be given to permeable, coherent, direct, attractive walking and cycling routes to, from and through new development

4) Inadequate cycle parking

- Existing demand for cycle parking exceeds current provision
- Key locations which could be improved include City Centre, Inverness Railway Station, meeting point of NCN 1, 7 and 78

5) City Centre Traffic Management

- Existing traffic management schemes in the city centre are often not conducive to cycling, one way streets and road closures are inhibiting factors to active travel

6) St Stephen's Brae

- One of the main access points to High Street for cyclists is via Stephen's Brae, a steep hill to the eastern edge of the city centre
- Chicane barriers on Stephen's Brae force cyclists to dismount whether going in or out of High Street

7) No National Cycle Network hub

- With NCN Routes 1, 7 and 78 joining around the west end of High Street on the banks of the River Ness, there is the potential for a hub or interchange to be designed, drawing people in to the city centre and providing facilities such as cycle parking

8) Inverness Railway Station

- Cycle parking is not provided at the front entrance to Inverness Railway Station. Whilst cycle parking is provided at the two side entrances, it may not be immediately apparent to visitors. The current cycle parking provision is often at capacity which presents a barrier to those wanting to park their cycle at the station.
- A small car park with an integrated taxi rank is provided at the front of Inverness Railway Station. With constant vehicle movements and pedestrian/vehicle interaction, it is an unattractive pedestrian environment.

9) Shared Use Issues

- There are significant lengths of shared use paths and bridges in Inverness which present user conflict, for example Ness Islands are used for recreation by pedestrians and cyclists although narrow paths, poor sight lines and low quality lighting raises problems

10) Pedestrian and Vehicle Conflict

- As there are very few disincentives for driving in Inverness city centre, key radials and through routes exist throughout the city centre resulting in high levels of traffic on streets with high pedestrian footfall. This conflict has resulted in a cluster of pedestrian accidents within the city centre.

11) Key Corridor Priority Given to Vehicles

- One of the key outcomes of the audit process was that the key radial corridors are not conducive to active travel, Greater consideration of walking and cycling along key links is integral to delivering the Active Travel Masterplan. Specific areas which require immediate address are Millburn Road and the Longman Industrial Estate including Harbour Road and Longman Road.

3.13 SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis of Active Travel in Inverness

Strengths	Weaknesses
<p>Existing cycling culture illustrated by 6% of journeys to work already being made by bike</p> <p>Compact nature of the city resulting in relatively short travel distances</p> <p>High quality pedestrian facilities in the city centre</p> <p>Geographical features such as the River Ness which could present a barrier are already negated by dedicated suspension bridges</p>	<p>With new development a key characteristic of Inverness, lack of consideration for active travel in planning applications remains an issue</p> <p>City surrounded by trunk road, A9/A96/A82, which creates a physical barrier with limited crossing points</p> <p>Some cycle “unfriendly” roads unavoidable in current network e.g. Longman Road</p> <p>Cases of poor maintenance of pedestrian and cycle facilities for example A9 paths near disused Longman Recycling Centre</p>
Opportunities	Threats
<p>There is a significant opportunity to aim to create a Scottish cycling city that may increase potential to attract funding</p> <p>The Cycling Action Plan for Scotland target of 10% of all journeys to be made by bike by 2020 is a realistic target for Inverness</p> <p>The agglomerate distribution of employment in Inverness presents the opportunity for coordinated travel planning and a focus for walking and cycling infrastructure improvements for example active travel only accounts for 16% of trips to Raigmore with 77% of trips still made by personal car journeys</p> <p>The new UHI Campus at Beechwood</p> <p>Large scale residential development around Inverness provides opportunity to build walking and cycling in to new communities</p>	<p>There is a “status quo” in planning for active travel, high levels of cycling should be reflected by appropriate levels of high quality investment</p> <p>Complacency may become a threat, if current levels of cycling are not given recognition and acted upon, an acceptance of what Inverness has without pushing for even higher active travel levels</p> <p>New developments on the outskirts of the city will result in longer distances to places of work and education so it is key that provision for walking and cycling is integral in planning applications</p> <p>Urban design in new housing developments not taking cognisance of active travel</p>

4 Potential Inverness Active Travel Network

4.1 Introduction

4.1.1 The active travel audit identified potential walking and cycling routes that could link residential areas to the main trip generators and attractors to form a strategic network for the area. The main trip generators are:

- City Centre pedestrianised commercial zone including Eastgate Shopping Centre
- Raigmore Hospital, Assynt House, New Craigs and RNI Community Hospital
- Lifescan
- Business parks on edge of city around distributor road and north of Old Perth Road
- Inshes Retail Park
- Inverness Leisure – Swimming Pool/Climbing
- Inverness Ice Centre
- Inverness College City Centre Campus
- The Longman and Carse Industrial Estates
- Inverness Railway Station
- Inverness Coach and Bus Station
- Inverness Caledonian Thistle Football Ground
- Inverness Castle
- Inverness Cathedral
- The River Ness riverside walks
- The Great Glen Way
- Primary Schools: Bishop Eden’s Primary, Central Primary, Crown Primary, Dalneigh Primary, Hilton Primary, Merkinch Primary, St. Joseph’s R.C. Primary, Drakies Primary, Raigmore Primary, Bun-sgoil Ghàidhlig Inbhir Nis, Cauldeen Primary, Holm Primary, Lochardil Primary, Kinmylies Primary, Muirtown Primary
- Secondary Schools: Inverness High School, Millburn Academy, Inverness Royal Academy, Charleston Academy

4.1.2 These main trip generators are illustrated in Figure 4-1 overleaf.

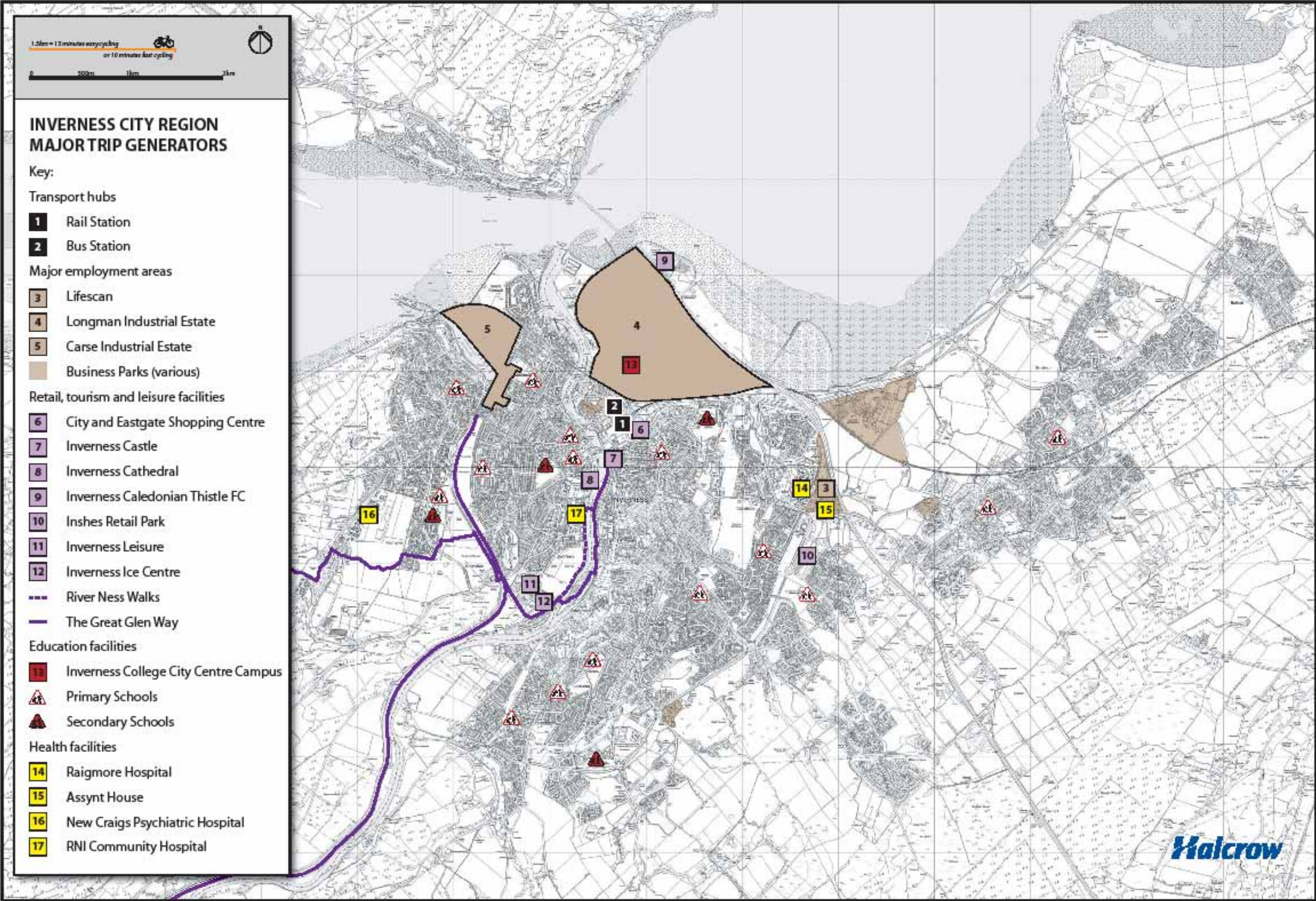
4.1.3 The study has developed a set of long term objectives for encouraging walking and cycling as follows:

Objective 1: Recognise current cycling levels and grasp potential

Objective 2: Make Inverness a “Cycling City”

Objective 3: Consider Active Travel first in all new developments – new streets should be walking and cycling streets – adhering to the LTS mode hierarchy – walk, cycle, public transport, motor vehicles

Objective 4: Bid for and implement innovative solutions for active travel



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Figure 4-1: Trip Generators

4.1.4 Inverness is a rapidly expanding city with new housing developments at a proportionately higher rate than other Scottish cities. It is now more important than ever for existing high levels of cycling to gain the recognition it deserves. Cyclists should be rewarded with levels of high quality, appropriate investment, this will not only make cycling easier for existing cyclists, it will remove barriers which currently prevent additional cyclists.

4.1.5 By promoting Inverness as a “Cycling City” focus will remain on funding and prioritisation of new cycling projects. The Scottish Government Cycling Action Plan for Scotland has identified priorities – infrastructure, business/workplace support and child cycle training.

4.2 Active Travel Network

4.2.1 The following corridors have been identified as having the potential to provide the most direct and coherent network of routes to the destinations listed in 4.1.1. The routes developed following the audit of the three Sustrans routes are:

- East Inverness Active Travel Corridor (EIATC)
- Route 1 Charleston – High Street;
- Route 2 Scorguie Road – High Street;
- Route 3 Craig Dunain – High Street;
- Route 4 Dochgarroch Locks – High Street;
- Route 5 Ness Castle – High Street;
- Route 6 Slackbuie – High Street;
- Route 7 Milton of Leys – High Street; and
- Route 8 B9006 – High Street

4.2.2 A full description of the routes with potential improvements subject to consultation, feasibility and design are included in Appendix 1 of this report. The action plan in the following sections suggests the key priorities in the development of the aforementioned routes along with the ‘softer’ initiatives to encourage active travel in the area. Figure 4-2 overleaf shows the extent of the potential Active Travel Network in relation to the Local Plan for Inverness.

4.2.3 The Longman Industrial Estate is currently heavily traffic dominated, creating an unpleasant environment for active travel. There would be benefit in signalling the Longman/Harbour Road roundabout and providing better pedestrian facilities through the estate. This is a long term goal which would serve the employees of this area with an appealing area to walk and cycle to work. The free flow of traffic is crucial to the economic success of this area so removing or reducing traffic would need careful consideration.

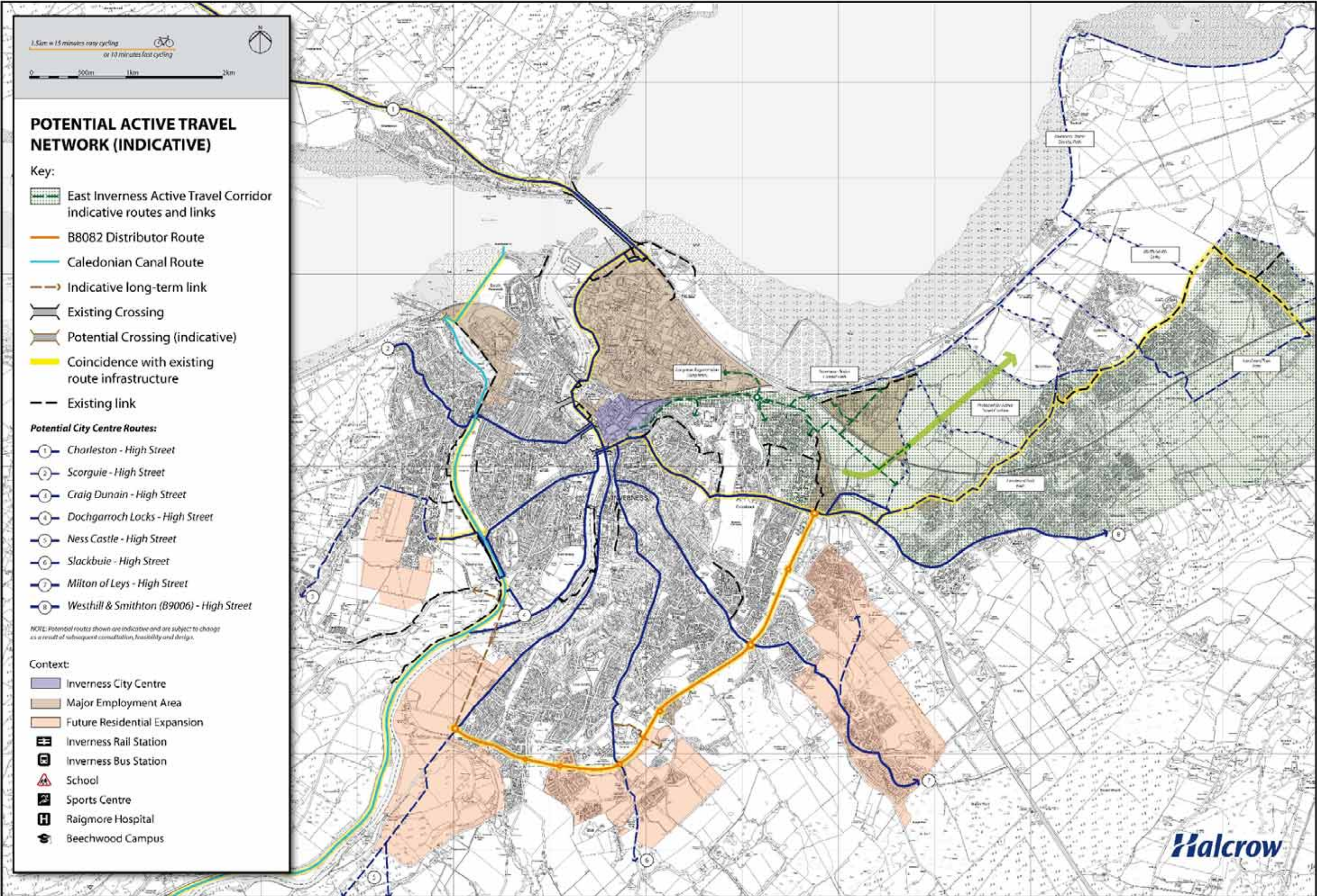


Figure 4-2: Proposed Potential Inverness Active Travel Network

5 Prioritised Action Plan

5.1 The Priorities

5.1.1 This prioritised Active Travel Plan sets out the key potential measures needed to encourage walking and cycling in Inverness. As well as incorporating parts of the strategic walking and cycling network, it also includes promotion and ‘soft’ measures which form part of a package of works which have been used successfully in those towns and cities where there has been an increase in sustainable modes.

5.1.2 The following are the key priorities for encouraging active travel in Inverness:

Priority 1: East Inverness Active Travel Corridor (EIATC)

Priority 2: Quick Wins

Priority 3: Active Travel Promotion

Priority 4: Planning and Transport Coordination

Priority 5: Seek funding for Cycle City

Priority 6: Improve Other Key Active Travel Corridors

Priority 7: Streetscape Works – Review, Improve, Extend

5.1.3 Each of these individual priorities are summarised below and inform part of the wider Inverness Active Travel Network outlined in chapter 4.

5.2 Priority 1 Recommendation: East Inverness Active Travel Corridor

5.2.1 Both the emerging Highland wide Local Development Plan and the Inverness Local Plan identify the East Inverness Active Travel Corridor as the preferred location for long term development. The A96 Corridor Framework also demonstrated how this area fits into the wider aspirations between Inverness and Nairn. Inverness College UHI will relocate from its existing city centre campus to Beechwood, approximately 2.5 km from the railway station. This relocation will raise the significance of the entire Inverness-Smithton-Culloden-Balloch East Inverness Active Travel Corridor (EIATC). The number of trips generated in, to and from the zone surrounded by the A96, A9 and Culloden Road will increase dramatically. It is essential that active travel, along with public transport, is given major consideration in the city expansion.

5.2.2 The Highland Council has given outline planning permission for a major development on Stratton Farm, close to the A96. The £500m development will see about 2,500 houses built over the next 20 years, as well as shops, restaurants and schools. The proposal for this site will be accompanied by detailed Masterplans for each phase of developments, demonstrating both internal linkages and enhanced links to the wider city.

5.2.3 The EIATC is the first priority of this study as the opportunities to increase levels of active travel may in some cases be constrained by developer timetables. Linking the new developments with existing trip generators in the city centre via direct, coherent and attractive active travel routes will assist in preventing an over-reliance on car trips.



Figure 5-1: Current crossing of A9 at Beechwood connecting Inverness City Centre and out toward Culloden



Figure 5-2: Well used paths at rear of Raigmore Hospital near Churchill Road which could be improved during any EIATC works



Figure 5-3: Quiet road links on NCN 1 & 7



Figure 5-4: Segregated off road cycle facilities should be considered along the length of Millburn Road

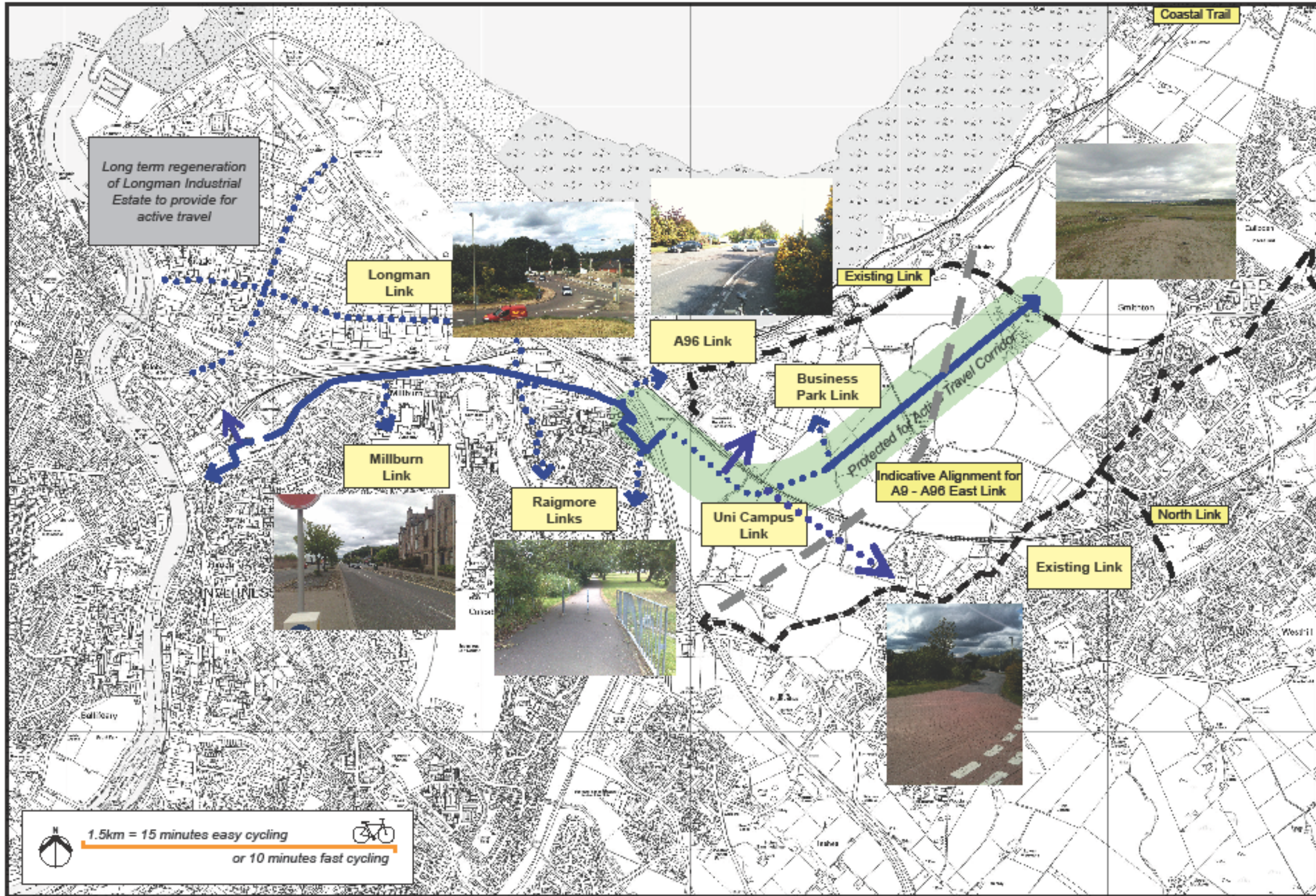
5.2.4 The recommendations are summarised below in Table 5-1 and can also be seen in Figures 5-5 and 5-6:

Table 5-1: Priority 1 Recommendations Summary Table – East Inverness Active Travel Corridor
Description
<ul style="list-style-type: none"> Rather than focussing on an individual link or route to the east of Inverness, collating the following interventions under the East Inverness Active Travel Corridor (EIATC) raises the profile of the most important links between Inverness City Centre, Beechwood, Smithton, Culloden and Balloch. The EIATC also has the effect of linking existing residential and commercial sites to the A96 Framework and proposed relocation of Inverness College Campus UHI to Beechwood. The number of trips currently generated in this corridor is going to increase greatly and it is imperative to include active travel at the heart of this expansion.
Issues for consideration
<ul style="list-style-type: none"> The A9 and railway line currently present major barriers to active travel in EIATC area from suburbs to Inverness City Centre The corridor needs to be permeable to overcome barriers, integrating the current city centre and future extension to the east There will be a variety of trips generated within the EIATC including journeys to work in Inverness City Centre, Raigmore Hospital, new Inverness College Campus and Innovation Park, shopping trips to local centres and bigger retail outlets and journeys to school. Important not to focus efforts on the new development alone as routes in to the city centre along Millburn Road, Culcabock Road and Old Perth Road will need to be improved Any design for the A96-A9 link must demonstrate compatibility with active travel aspirations in the area
Recommended Intervention (subject to consultations, feasibility and design)
<ul style="list-style-type: none"> Importance of viewing the EIATC as continuous corridor will allow higher number of active travel trips, piecemeal interventions will present barriers as journeys are interrupted, diverted or incoherent Set aside a direct route from Beechwood to Stratton Farm that must be protected from development to form a remote, dedicated, segregated Active Travel Corridor Ensure “Green Bridges” suggested in the A96 framework are aligned correctly to provide the most direct routes possible over the A9 connecting to the site and unlocking potential routes to the rear of Raigmore Hospital on Core Paths at either end of Churchill Road. The bridge should link with paths around Ashton Road area which should be widened and enhanced with better lighting and improved visibility to increase safety New Inverness College UHI Campus should be a ‘green campus’; and, wherever feasible, trips to the site should be encouraged via active travel modes which can be achieved through a Sustainable Travel Planning Framework as part of the initial TA which should promote co-ordinated Travel Planning at mixed use sites Pedestrian, cycle and public transport links across the railway line should integrate the campus site with the existing retail park and wider east Inverness developments Dedicated off-road cycle facility on Millburn Road linking the city centre out toward Beechwood developments with route options via Raigmore Primary School and on to the rear of Raigmore Hospital or on towards link at rear of Ashton Road Alternative route through EIATC should include either a segregated or shared use cycle track along the entire length of Old Perth Road and Culcabock Road Crossings at the Raigmore Interchange are particularly dangerous for cyclists and

Table 5-1: Priority 1 Recommendations Summary Table – East Inverness Active Travel Corridor

pedestrians – this involves crossing existing A9/A96 slip roads at a high speed roundabout with poor site lines and high traffic flows. Within the A96 Framework, new slip roads will ease congestion at this junction with potential to improve crossing facilities. Alongside this, improvements should also be included on the Culloden Road bridge over the A9

- Develop links feeding on to the EIATC including A96 links, UHI Campus links, Raigmore links, Millburn links and Longman links.
- As part of the work, access to the Longman Industrial Estate must be upgraded with a long term vision of giving higher priority to active travel along Harbour Road and Longman Road. Consideration should be given to signalising the roundabout at Harbour Road/Longman Road as it would improve crossings for both pedestrians and cyclists. While accepting that the road will remain important to vehicular traffic, especially to and from the A9, staff and visitors to The Longman need to be provided with safer and more pleasant walking and cycling facilities. The long term regeneration of this site will provide the opportunity to review active travel infrastructure more closely
- Ensure that existing residential areas are well connected to new development in EIATC allowing total permeability throughout site
- Ensure appropriate linkages between EIATC and the Inverness Coastal and Landward Trails
- Ensure developers in A96 Framework Corridor design and build active travel friendly sites, with permeable designs for easy through routes, and shorter walking and cycling journeys through improved Residential Layout Guidance

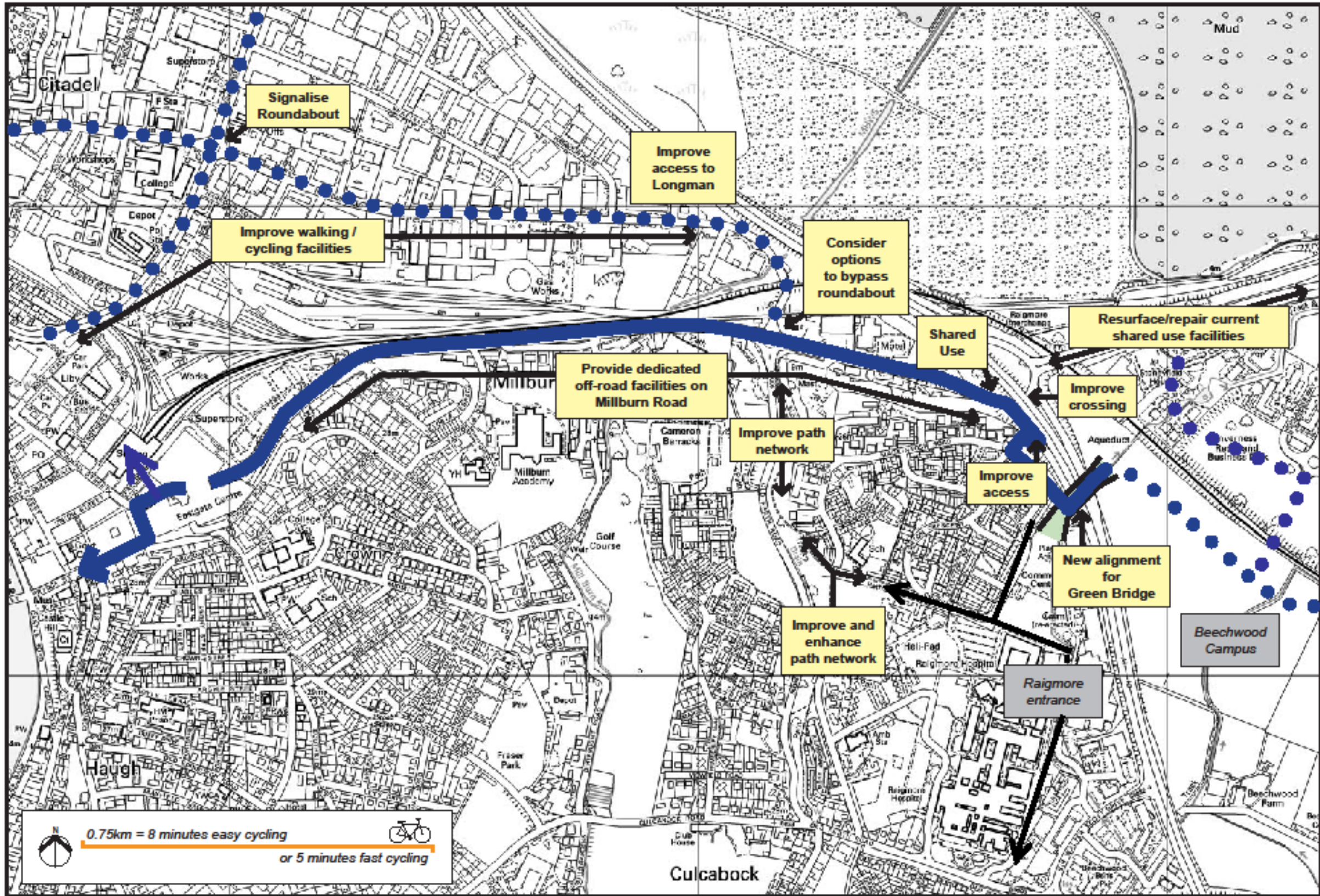


EAST INVERNESS ACTIVE TRAVEL CORRIDOR

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Figure 5-5: Overview of the East Inverness Active Travel Corridor

**EAST INVERNESS ACTIVE TRAVEL CORRIDOR
[DETAIL]**



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Figure 5-6: Potential interventions required to improve current corridors

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
E1	Millburn Road	Falcon Square	A9	Provide dedicated off-road facilities on Millburn Road including a redistribution road space where necessary
E2	Raigmore	Old Perth Road	A9	Improve extensive path network in upper Raigmore area. Works would include widening, resurfacing, lighting and local area promotion
E3	Millburn Road Roundabout			Consider options for any cycle facility on Millburn Road to bypass the roundabout, avoiding conflict with traffic
E4	Longman Roundabout			Consider removal of roundabout and introduction of traffic signals which would enhance cyclist and pedestrian safety in the area
E5	Longman Road	A9	Rose Street	Improve walking and cycling facilities in this area including footway widening, shared use provision
E6	Harbour Road	Longman Road	Millburn Road	Improve walking and cycling facilities in this area including footway widening, shared use provision
E7	Harbour Road	North of railway line	South of railway line	Improve access for cyclists when passing under the railway. Current provision results in vehicle/cyclist conflict and no provision for pedestrians. Options to widen underpass and provide footway should be explored
E8	A9	A96	Millburn Road	Improve existing crossing of slips around A96 – provide toucan crossing on east crossing to match that installed on
E9	A96	A9	Tesco	Repair damaged shared use path along side of A96 as route will remain popular and only become busier as new houses are built in East Inverness

Table 5-2: East Inverness Active Travel Corridor Interventions Table

5.3 Priority 2 Recommendation: Quick Wins

5.3.1 During times of economic restraint, it is more important than ever that low cost, high value solutions are prioritised and achieved. Inverness already demonstrates a high level of cycling, evidence that investment in active travel has a high potential to produce positive returns. There are several quick win potential interventions in Inverness where investment in cycling could demonstrate maximum returns. As development spreads at the edge of the city, ensuring the B8082 Southern Distributor Road creates as little disruption as possible to active travel journey will be essential. Removing or easing other physical barriers such as one way streets which create diversions in cycle journeys and longer journey times would be beneficial to boost active travel.

5.3.2 One example of a quick win which would provide for active travel would be to install coloured raised tables at junctions along arterial routes with high pedestrian flow. For example, Bruntsfield Place in Edinburgh is a busy arterial route to the city centre although the area has a distinct identity with retail, dining and schools. Pedestrian flows are constant throughout the day and with many side roads joining Bruntsfield Place, pedestrians have to cross a lot of roads. To improve safety and raise driver awareness, the City of Edinburgh Council has installed coloured raised tables at each junction, creating a vertical deflection to slow traffic. This works in two ways, traffic speeds are reduced for vehicles entering the junction but many drivers slow down and give way to pedestrians.



Figure 5-7: One way streets in Inverness present major barriers to cycling, the preferred solution would be segregated contra-flow cycle lanes such as Wellington Street in Leeds (photo courtesy of Cycling England).



Figure 5-8: Desire lines around new residential sites on the edge of the city linking with the B8082 should be formalised and improved.

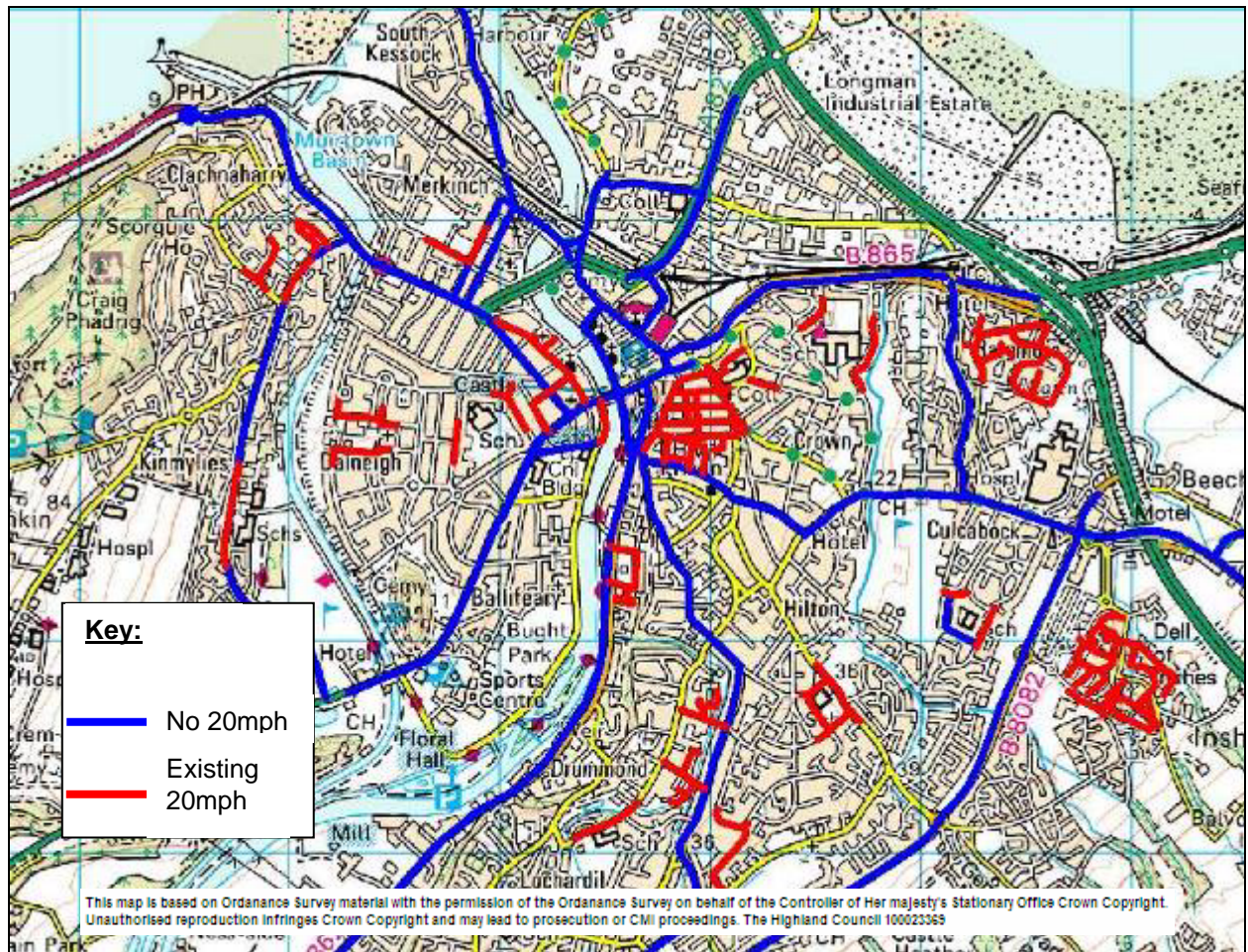


Figure 5-9: Plan of existing 20mph zones in Inverness indicated by red lines. Key arterials highlighted in blue should not be considered for new speed restrictions although other major residential zones should be considered where current average speeds permit.

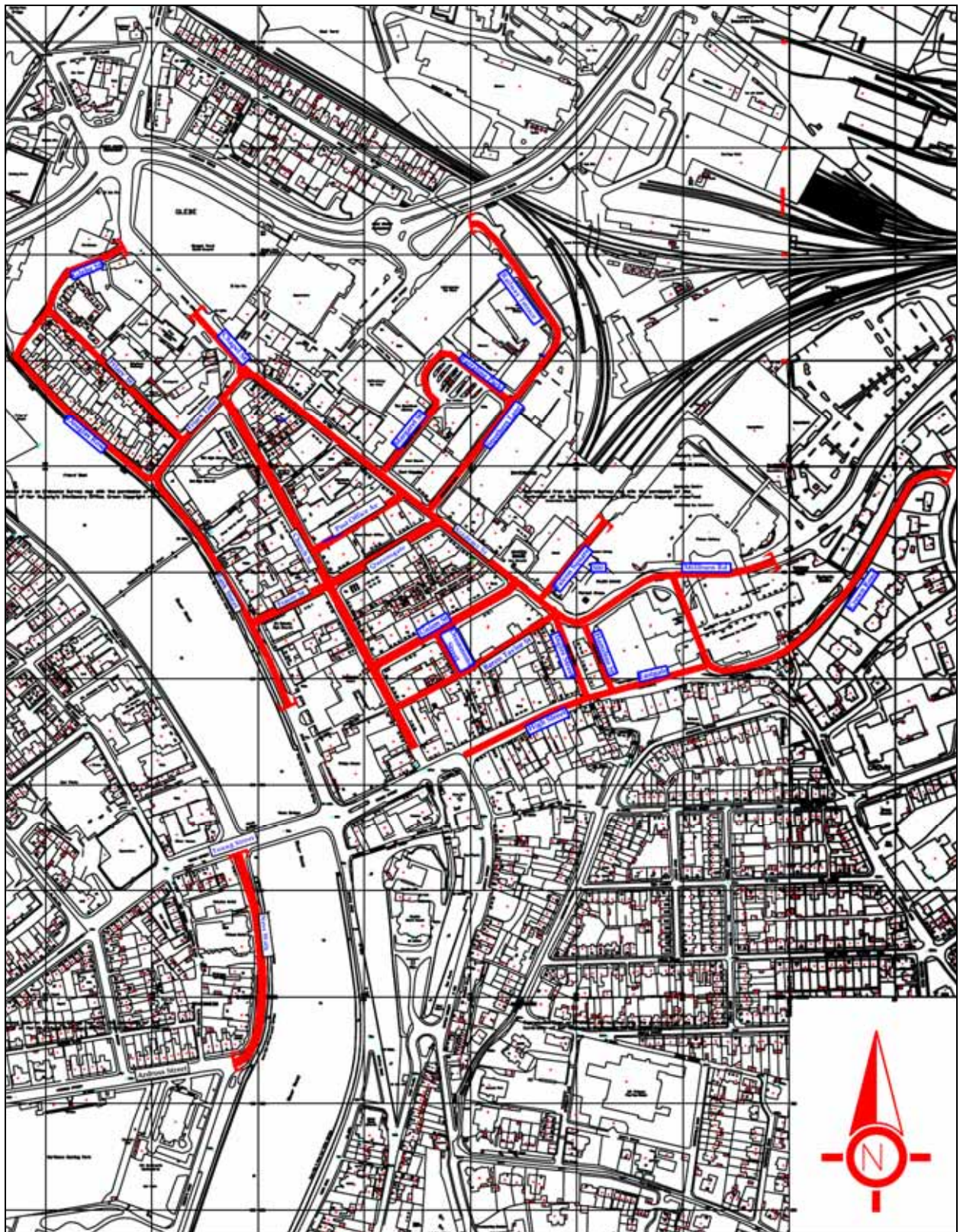


Figure 5-10: Plan of recently implemented TRO for Inverness City Centre applying 20mph speed limit where highlighted red

Table 5-3: Priority 2 Recommendations Summary Table – Quick Wins

Description
<ul style="list-style-type: none"> Focussing on low cost, high value interventions which will be quick and easy to implement is the second priority of this study
Issues for consideration
<ul style="list-style-type: none"> There may be limited funding in the short term to implement large scale, large cost programmes Value for money will be key in winning funding for these quick wins, simple interventions that will contribute to active travel
Recommended Intervention (subject to consultations, feasibility and design)
<ul style="list-style-type: none"> By simply reviewing all existing crossing points around the B8082 Southern Distributor Road and providing flush dropped kerbs, walking and cycling will be safer and more pleasant Formalising desire lines around B8082 by providing new crossing points and surfacing routes linking new developments to existing ones Review existing road closures and one way streets with the aim of providing contra-flow cycle lanes wherever possible and permitting two-way cycling where space for lanes does not exist. Priorities include Old Edinburgh Road, Mitchell’s Lane, Argyle Terrace, Crown Street, Ardconnel Terrace, Strother’s Lane, Friar’s Street, Douglas Row, Lochalsh Road and Telford Road A review of existing 20mph zones throughout Inverness indicates that the majority of residential zones currently have 30mph speed limits throughout. To increase pedestrian and cyclist safety, extending existing 20 mph zones into residential districts such as Crown, Hilton, Culcabock, Drummond, Ballifeary, Merkinch, Scorguie, and Kinmylies would be beneficial. An example of this in practice is Portsmouth which became the United Kingdom’s first 20mph city by the end of March 2008. The new lower speed limit was introduced on all residential roads with average vehicle speeds less than 24mph. Key arterial routes were not affected and speed limits remained at 30mph. Results from Portsmouth have indicated that the new 20mph zones have reduced speeds by between 1 and 3mph from average speeds below 24mph. The significance of this speed reduction is that a pedestrian hit by a car travelling at 20mph is likely to suffer only slight injuries, but at 30mph they are likely to be severely hurt. At 40mph or above they are likely to be killed. Also, Portsmouth has reported a 15% reduction of accidents on the new 20mph roads. The City of Edinburgh Councillors recently voted in favour of a pilot scheme where 25 miles of residential roads in the south of the city would be mandatory 20mph zones. This decision was directly influenced by the results reported from Portsmouth, a clear indication that the scheme demonstrated is now becoming good practice. A review of the Inverness Schools Travel Plans with the view of implementing the desired interventions which would aid integration into a potential Inverness Active Travel network. The Highland Council should consider widely introducing traffic calming measures that would benefit pedestrians. This sort of informal crossing would benefit areas of Inverness with high pedestrian flows and around schools, slowing drivers around junctions and naturally giving way to pedestrians. This traffic calming method would also be beneficial along the main active travel corridors defined in Priority 5, raising the profile of the routes.

5.4 Priority 3 Recommendation: Active Travel Promotion

- 5.4.1 In order for any physical measures to be effective in increasing active travel, they need to be accompanied by a programme of softer measures, including extensive promotion. For example, the new Inverness College Campus will generate a high number of trips to the eastern edge of the city, many of which will begin at the railway station. Along with Raigmore Hospital, Lifescan and other large employers, there is an opportunity to attract a large volume of walking and cycling trips.
- 5.4.2 If a new active travel network is to be put in place, making the local community aware of any work undertaken and the resultant routes is integral to their success. In Aylesbury, they have themed the new cycle network “Gem Stones” with nine routes leading in to the city centre from the surrounding areas. An innovative element of this strategy has been to present journey times for cyclists on the signs. The Smarter Choices, Smarter Places project in Barrhead has recently installed high quality pedestrian signage with journey times to key destinations. As walking and cycling pace can differ between individuals, it is recommended to present an average time which some people may achieve and others may use as motivation.



Figure 5-11: Targeted promotion of younger cyclists has proven effective in earlier Sustainable Travel Demonstration Towns (photo courtesy of Cycling England)



Figure 5-12: Promotion of active travel will include improving and expanding the interpretive signing and information in Inverness

Table 5-4: Priority 3 Recommendations Summary Table – Active Travel Promotion

Description
<ul style="list-style-type: none"> Any hard measures such as infrastructure that are implemented in Inverness will require promotion to capitalise on the benefit opportunities presented.
Issues for consideration
<ul style="list-style-type: none"> There may be limited funding in the short term to implement large scale, large cost programmes Must be considered alongside physical interventions although does not rely on them. If there are shortfalls in funding for more expensive physical improvements, it should not stand in the way of implementing Priority 2
Recommended Intervention (subject to consultations, feasibility and design)
<ul style="list-style-type: none"> A dedicated audit of all existing signing throughout Inverness would lead to a more coherent network, simplifying what can at times be unclear with different strategies in conflict with each other. This will also give the opportunity to improve leisure networks throughout the city, helping building an active travel culture. This is a great way to encourage new cyclists on to the network. For those who have not been regular cyclists, the time taken for utility trips can be perceived as a major barrier although through raising the awareness of cycle journey times and the competitive advantage that cyclists will have, more people may be encouraged to switch to cycling Interpretative signing should be installed throughout pathsinverness network, raising the profile of easily accessible utility and leisure links Inverness Rail Station is at the hub of several of the key routes in the potential active travel network and until such times as Priority 6 can be implemented, this could be the ideal location for an Active Travel Hub – promoting walking and cycling as soon as people arrive in the city. Extra cycle parking is essential with adequate space on the Falcon Square side of the station. Network maps should be available for those unfamiliar with the city or those wishing to plan future trips using active travel modes. Information boards in city centre could be replicated throughout Inverness with active travel mapping available. Key access points to the network, for example Inverness Rail Station and Bus Station should have targeted promotion to encourage those arriving in the city to choose an active travel mode to continue their journey – walking routes, journey times, cycle facilities etc. Ensure share of £300,000 child cycle training fund from Cycling Action Plan for Scotland as existing high levels of cycling to school provide solid foundation for developing new cyclists

5.5 Priority 4 Recommendation: Planning and Transport Integration

- 5.5.1 Through the development of the Highland Wide Local Development Plan, the Highland Council is creating a “City Vision” that will position Inverness as a leading European city by 2030. Clearly the most important infrastructure project in Inverness facing The Highland Council in the coming years is the Inverness Trunk Link Road, including associated traffic demand projects which will relieve pressure on transport within the city. Planning priorities should include and make reference to active travel provisions as a prerequisite.
- 5.5.2 The Local Transport Strategy (LTS) acknowledges the increase of cycling in Inverness and goes on to state that, “further encouragement of cycling and walking is seen as a particularly valuable part of the development of the transport strategy”.
- 5.5.3 The LTS provides a framework to guide the relationship between new developments and transport needs. This expresses the need to “secure funding commitment from developments where they have an impact on the transport infrastructure, such as requiring additional cycle/walking facilities; public transport infrastructure such as bus stops/shelters; public transport services, junction improvements/traffic signals; and new road links”.

Table 5-5: Priority 4 Recommendations Summary Table – Planning and Transport Integration
Description
<ul style="list-style-type: none"> Gaining political support from senior figures will ensure sufficient priority is given to walking and cycling in new local hub developments on the outskirts of Inverness
Issues for consideration
<ul style="list-style-type: none"> Extensive development in east Inverness area provides opportunity to make walking and cycling the most important mode of travel in new local hubs and through EIATC Traffic reduction may not be immediately popular although increased travel demand in EIATC will rely on active travel
Recommended Intervention (subject to consultations, feasibility and design)
<ul style="list-style-type: none"> Adoption of Active Travel Audits in Local Transport Strategy and Highland Wide Local Development Plan and subsequent Local Plans, Active Travel Audits to assist with application of Designing Streets Principles. A successful programme needs the support and engagement of colleagues from teams across the local authority The programme needs to be 'joined up', integrating investment in both infrastructure and Smarter Choices The programme has to be based on local context, priorities and opportunities The programme needs to be focused on a defined target audience – taking a 'people first' approach and identifying the 'hubs' where these groups can be reached. Infrastructure has to serve the needs of these people and these hubs People new to cycling have to be supported to use new infrastructure through maps, signage and route promotions

5.6 Priority 5 Recommendation: Promote Inverness as a Cycling City

- 5.6.1 The existing high levels of journeys made by bike in Inverness are not currently rewarded with proportionate levels of investment. Inverness is well on track to achieve the required 10% of journeys made by bike by 2020 set out in the Scottish Government Cycling Action Plan for Scotland. Inverness is uniquely placed in the Highlands and promoting the city as a “Cycling City” would not only have a knock on effect within the Highlands but could be used as an exemplary case study for other cities around Scotland, the rest of the UK and Europe.
- 5.6.2 The first phase of the Cycling Demonstration Towns programme, from 2005 to 2008, saw six towns across England receive European levels of funding to significantly increase their cycling levels. Aylesbury, Brighton and Hove, Darlington, Derby, Exeter and Lancaster with Morecambe collectively received over £7m from Cycling England across three years, plus local match-funding, to deliver a range of measures designed to get more people cycling.
- 5.6.3 In January 2008, the UK Government allocated an unprecedented £140m to Cycling England over the next three years. This funding injection gave a huge boost to the Cycling Demonstration Towns programme; it allowed Cycling England to recruit England’s first Cycling City and 11 new towns in addition to the six already established.
- 5.6.4 Competition for the funding, and the status, was intense with half the highway authorities in England submitting bids and detailed plans. In 2008, Bristol was named as England’s first Cycling City, and the 11 new Cycling Towns were named as Blackpool, Cambridge, Colchester, Chester, Leighton-Linslade, Shrewsbury, Southend, Southport, Stoke-on-Trent, Woking and York. Inverness is uniquely placed within Scotland having existing high levels of cycling, which was deemed necessary by Cycling England for funding their Cycling Towns.
- 5.6.5 Results from the first three years of the Cycling Demonstration Towns programme show that it has been a major success. All six towns achieved their aim of getting more people cycling, more safely, more often and this means that, for the first time in the UK outside London, the national trend of a gradual decline in cycling levels has been reversed. A comprehensive evaluation of the investment in Aylesbury, Brighton & Hove, Darlington, Derby, Exeter and Lancaster with Morecambe has shown:
- An average increase in cycling across all six towns of 27%
 - The increase is the result of more people starting to cycle, or returning to cycling again, not just the result of cyclists using their bikes for more trips
 - Cycling to school has more than doubled where towns invested most in children
 - Cycling investment generates town-wide increases in physical activity
 - These results were not found in comparable towns
 - This growth matches the cycling growth rates in London
 - The benefit: cost ratio of investment in cycling was at least 3:1
- 5.6.6 There has been adequate time between the inception of the Cycling Demonstration Towns and the launch of the Inverness Active Travel Audit for the project teams to gather and analyse results data, however, full sets of results for the Scottish Smarter Choices Smarter Places (SCSP) projects are not yet available. In the meantime, the interim reporting for SCSP had shown indicative favourable results.
- 5.6.7 After the launch of the projects, there is a lag time in compiling and analysing data from many sources such as traffic counters, questionnaires in businesses and schools and bus passenger data. Many of the local data sources up to May 2010 will be more widely available in future years. At present, the interim report provides a snapshot of the data currently available. Key themes emerging from SCSP are as follows:
- There appears to be an increase in walking and cycling levels in Barrhead

- There has been a steady increase in walking between Glasgow East End and the City Centre
- Dumfries aim to further develop the local cycling markets for both work and leisure travel, building on the improvements already achieved
- Capitalise on the gap between positive attitudes and use of cycle lanes and cycle parking which may present an opportunity for this mode in Dundee

Table 5-6: Priority 5 Recommendations Summary Table – Promote Inverness as a Cycling City
Description
<ul style="list-style-type: none"> • Identify funding sources to supplement local sources with the aim of promoting Inverness as a Cycling City in Scotland
Issues for consideration
<ul style="list-style-type: none"> • Likely that there will be limited funding in the short term to implement large scale, large cost programmes • The most valuable lesson from the Cycling England’s Cycling Demonstration Towns is that increasing cycling requires a coherent plan, focused on an understanding of three things: <ul style="list-style-type: none"> • People – who can be persuaded to take up cycling? • Place – where do they go? • Purpose – why do they go there? • Acknowledge that such a strategy needs to be supported with appropriate resources and management
Recommended Intervention (subject to consultations, feasibility and design)
<ul style="list-style-type: none"> • Thoroughly examine potential sources of national, UK and European funding • The first step for a Cycling City to take is to identify which groups of people might be most likely to shift their travel mode and then to target them with a series of initiatives designed to overcome barriers to change and provide relevant motivation to start cycling and benefit from so doing • Hold active stakeholder steering groups with the local authority, focussed on the “maybe” cyclist and not necessarily the wish-list of experienced cyclists • The first target group likely to be identified will be young people (between the ages of 8-14). This group has a very high desire to cycle to school (c.48% stated preference), but few (<1%) do. Further, primary schools are on average less than 2 miles from home it therefore forms an ideal focus of: those who want to cycle; have a short urban trip; and have a significant impact on car traffic at peak times • Having established the key target group and their specific trip or destination, consideration must be given as to how they will get there. This requires finding or knowledge of potential routes thus requiring clear comprehensive signage and maps • The cycle network must be determined by the previous identification of key destinations (and not simply by where it is easiest to build new infrastructure). Routes should not have gaps or barriers. There should be clear provision at main roads and reasonable priority at junctions • Getting more people cycling requires that the right policies are adopted across a range of local government responsibilities – planning, education and tourism as well as transport • Local authority policy areas and programmes that directly impact on cycling include: <ul style="list-style-type: none"> • Land use policy and development control guidance

Table 5-6: Priority 5 Recommendations Summary Table – Promote Inverness as a Cycling City

- Traffic management and car parking policies
- Capital investment programmes
- Smarter Choices Programmes (including Travel Plans and personal travel planning)
- Cycling and public transport interchange
- Recreational, tourism and health cycling partnerships.
- For greatest impact, capital investment in cycle route networks, cycle parking and cycle hire schemes should be accompanied by supporting revenue-type measures such as:
 - Cycle skills training programmes for all ages
 - Promotion events and materials
 - Development of route maps and signage
 - Cycle commuting and employer partnerships

5.7 Priority 7 Recommendation: City Centre Streetscape Improvements

- 5.7.1 Inverness city centre has unquestionably benefited from the streetscape works which have created more pleasant shopping streets and associated pedestrian environments. The £6m investment has enhanced the area increasingly referred to as the ‘old town’ including: Church Street, Union Street, Queensgate, Baron Taylor’s Street, the links to and from the High Street and riverside, Inglis Street, Stephen’s Brae and the Ardross Terrace part of Ness Walk.
- 5.7.2 The improvements have made the old town more people friendly, reducing unnecessary traffic. New pavement surfaces in natural stone and street furniture such as seating, bus shelters and information boards have been installed. Small open spaces have been created for pedestrians to socialise and design details unique to Inverness have highlighted the distinct position as the city in the highlands.
- 5.7.3 Following a phase of review and improvement of the existing streetscape works, there is scope to study the potential to extend the scheme into a third phase and review the function of Bridge Street, Bank Street and Huntly Street. This area has a high concentration of pedestrian and cyclist accidents, a deterrent to people who may want to walk or cycle. The Western Link Road would facilitate in reducing traffic levels through Inverness City Centre as described in the Regional Transport Strategy³, although the works on Bridge Street, Bank Street and Huntly Street should not hinge on the progress of this project. Work should also be considered to improve the permeability of the area by improving connectivity across Academy Street.
- 5.7.4 By way of an example New Road in Brighton & Hove has been radically transformed into a shared space, offering two way cycle access, cycle parking and one way access for motor vehicles in the heart of the city centre. Adjacent to the Royal Pavilion and local theatres, New Road had improved cyclist permeability into the city-centre and will eventually become part of the National Cycle Network. Pre and post scheme monitoring reveals substantial increases in cycling with considerable reductions in the number of motor vehicles on New Road:
- 93% reduction in the number of motor vehicles (12,000 fewer per day)

³ <http://www.highland.gov.uk/NR/rdonlyres/A6CDDFA1-ED24-4CAE-A6C8-5D39FE9C6C70/0/hc6406.pdf>

- 22% increase in the number of cyclists (100 more per day)
- New Road has become the city's fourth most popular visitor attraction.

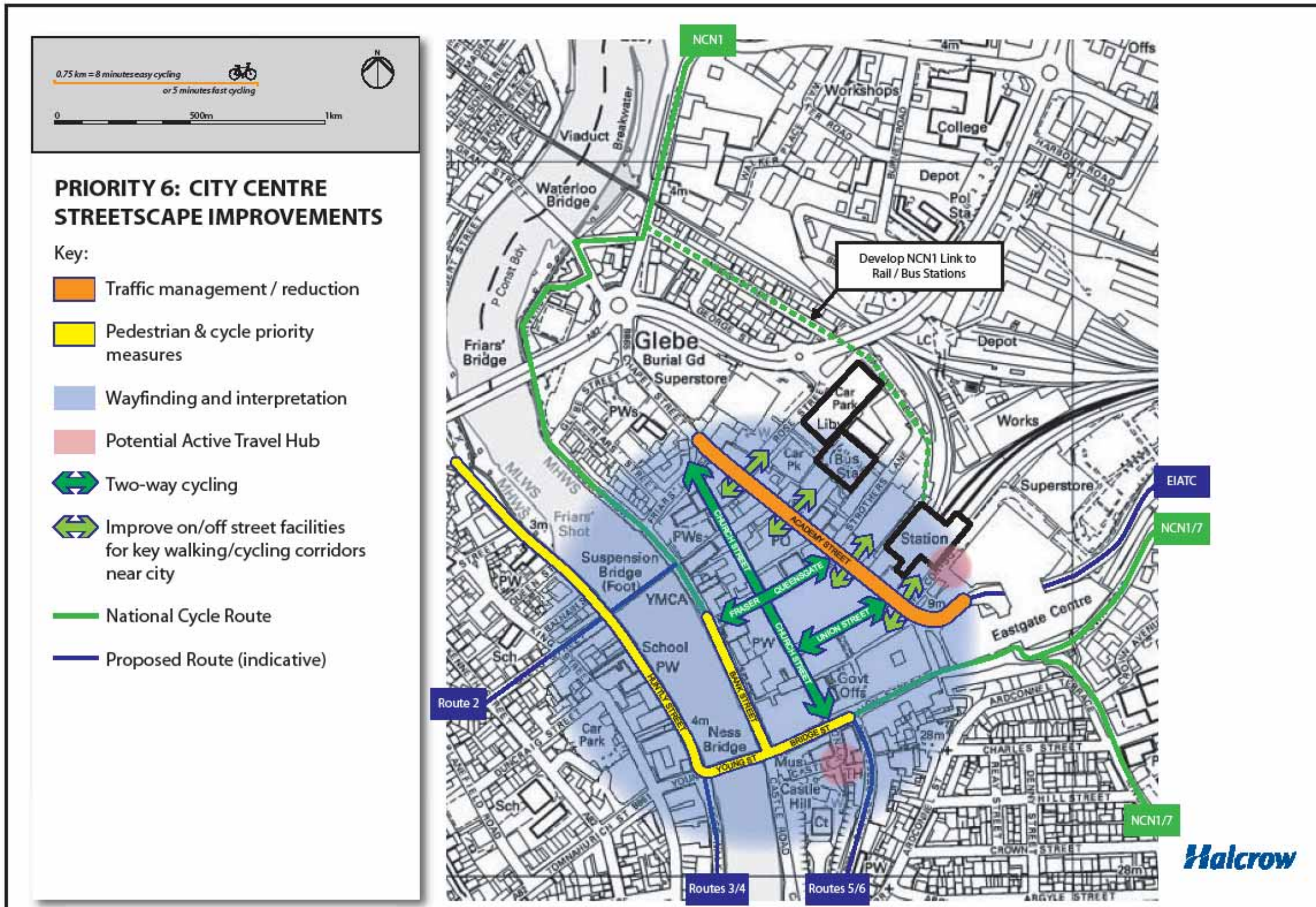


Figure 5-13: Existing streetscape scheme on Church Street



Figure 5-14: New Road in Brighton showing an example of shared space in practice (photo courtesy of Cycling England)

Table 5-7: Priority 6 Recommendations Summary Table – Streetscape: Review, Improve, Extend	
Description	
<ul style="list-style-type: none"> Review streetscape work which has already been undertaken with the aim of addressing any traffic management issues which present barriers to active travel. Upon completion of this phase, extend the streetscape scheme to Bridge Street and Bank Street with the intention of making the area shared use 	
Issues for consideration	
<ul style="list-style-type: none"> There may be limited funding in the short term to implement large scale, large cost programmes Potential opposition to traffic reduction measures in Inverness city centre 	
Recommended Intervention (subject to consultations, feasibility and design)	
<ul style="list-style-type: none"> City Centre Development Brief to be prepared which will integrate active travel, other transport and development opportunities within the City Centre Promote Traffic Regulation Orders (including requisite safety audits) to allow two-way cycling throughout existing streetscape scheme: Union Street, Church Street, Queensgate, Fraser Street Examine traffic management options and feasibility of extending streetscape to include Bridge Street, Bank Street and Huntly Street between Young Street and the north suspension bridge. Pedestrian flow, retail and dining are the dominant functions in this area, the high level of pedestrian traffic on these three streets should be given priority over vehicle movement This would be the ideal location to create a National Cycle Network Hub – a “one stop shop” for cyclists in Inverness. The hub would include cycle parking, route information, visitor information and cycle specific guides to the city that would greatly enhance the profile of the NCN Routes. An ideal location for this hub would at Inverness Castle – also the end of The Great Glen Way and a stopping point for “end to enders” cycling Land’s End to John O’ Groats A second cycle hub should be located at Inverness Railway Station – this would provide all the same facilities whilst being in a more practical location for day to day commuter trips. The extensive land on the Falcon Square side of Inverness Railway Station Academy Street currently presents high levels of user conflict, measures should be considered to rationalise traffic in this area. Although not directly part of any proposed network, the area could be significantly improved for pedestrian function, presenting a pleasant environment for those arriving in Inverness by train. Traffic rationalisation of Academy Street would assist with improving connectivity between the bus station, Rose Street Car Park and Inverness Railway Station into the old town. Academy Street currently acts as a barrier to active travel and therefore improved crossing opportunities and appropriate traffic management solutions would be of benefit Both sides of the River Ness should be included in any streetscape work, bringing the river into the heart of the city and embracing the potential for creating attractive active travel routes. As part of any flood defence work, proposals should also provide for improved walking and cycling facilities 	



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Figure 5-15: City Centre Streetscape Improvements

5.8 Priority 7 Recommendation: Improve Other Key Active Travel Corridors

- 5.8.1 It is important that the potential active travel routes in Inverness are given the investment required to encourage more trips by walking and cycling. With the first priority being the EIATC, a useable and appropriate network must extend through the entirety of Inverness linking all current and future residential areas with major trips generators. High levels of walking and cycling exist in Inverness but with such a high level of short trips to place of work of study, there is an opportunity to encourage a modal shift to more active travel methods.
- 5.8.2 Current corridors in to the city centre are traffic dominated with little provision for cycling and create unpleasant walking environments. There is no disincentive for vehicle journeys and as a result walking and cycling suffer. For promotional purposes, creating a theme would raise the profile of the routes rather than using origin and destination labels which could lead to intermediate journeys not being given appropriate recognition and potential users not being able to identify with a useable route. The corridors considered integral to the success of an active travel network in Inverness are detailed in below, including plans and tables of potential specific interventions.

Table 5-8: Priority 7 Recommendations Summary Table – Improve Other Key Active Travel Corridors

Description

- The other key active travel corridors are as follows:
 - Route 1 Charleston – High Street;
 - Route 2 Scorguie Road – High Street;
 - Route 3 Craig Dunain – High Street;
 - Route 4 Dochgarroch Locks – High Street;
 - Route 5 Ness Castle – High Street;
 - Route 6 Slackbuie – High Street;
 - Route 7 Milton of Leys – High Street; and
 - Route 8 B9006 – High Street
- These routes have the potential to form a core active travel network for the city of Inverness

Issues for consideration

- There may be limited funding in the short term to implement large scale, large cost programmes
- These routes will require promotion if people are to be made aware of improvements and encouraged to walk and cycle
- Review access points to the network to ensure ease of access for local communities, these are spine routes through the community which will be fed in to from surrounding settlements
- The Highland Council have other long-term aspirational routes within the study area which should be acknowledged. For example, the vision of a Coastal Trail which would develop a route via South Kessock, circumnavigating the Beaully Firth. However, they also recognise that this entails significant infrastructure costs due to constraints and as such, see this very much as a long-term goal
- Route 8 passes over Inshes Junction, a very busy roundabout presenting a cycle unfriendly environment. The Highland Council are currently examining the possibilities to signalise this junction with Toucan phases, giving considered attention to walking and cycling demand

Recommended Intervention (subject to consultations, feasibility and design)

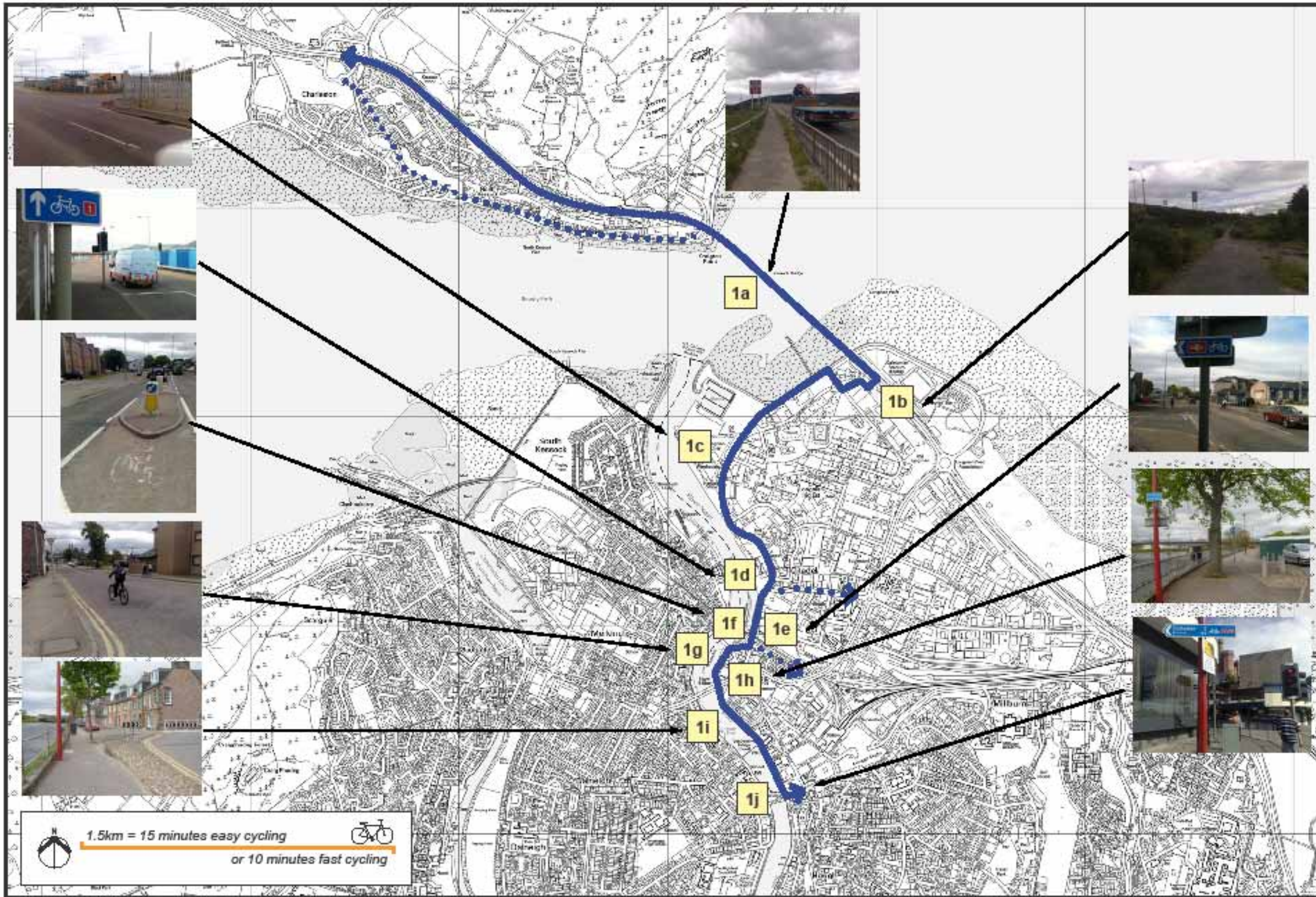
- The HWLDP shows that prioritising transport improvements in the city is key to developing a sustainable expanding Inverness (Appendix 1)
- Secure developer contributions for remote improvements where the development can be

Table 5-8: Priority 7 Recommendations Summary Table – Improve Other Key Active Travel Corridors

shown to increase trips or have an adverse impact on existing journeys on these corridors

- Secure funding which will improve NCN Routes 1, 7 and 78 in to Inverness City Centre, creating a hub for these facilities
- Stipulate that high quality, coherent, direct, attractive and safe walking and cycling facilities in new developments linked with the core corridors are a pre-requisite to approve planning applications

ROUTE 1
CHARLESTON - HIGH STREET



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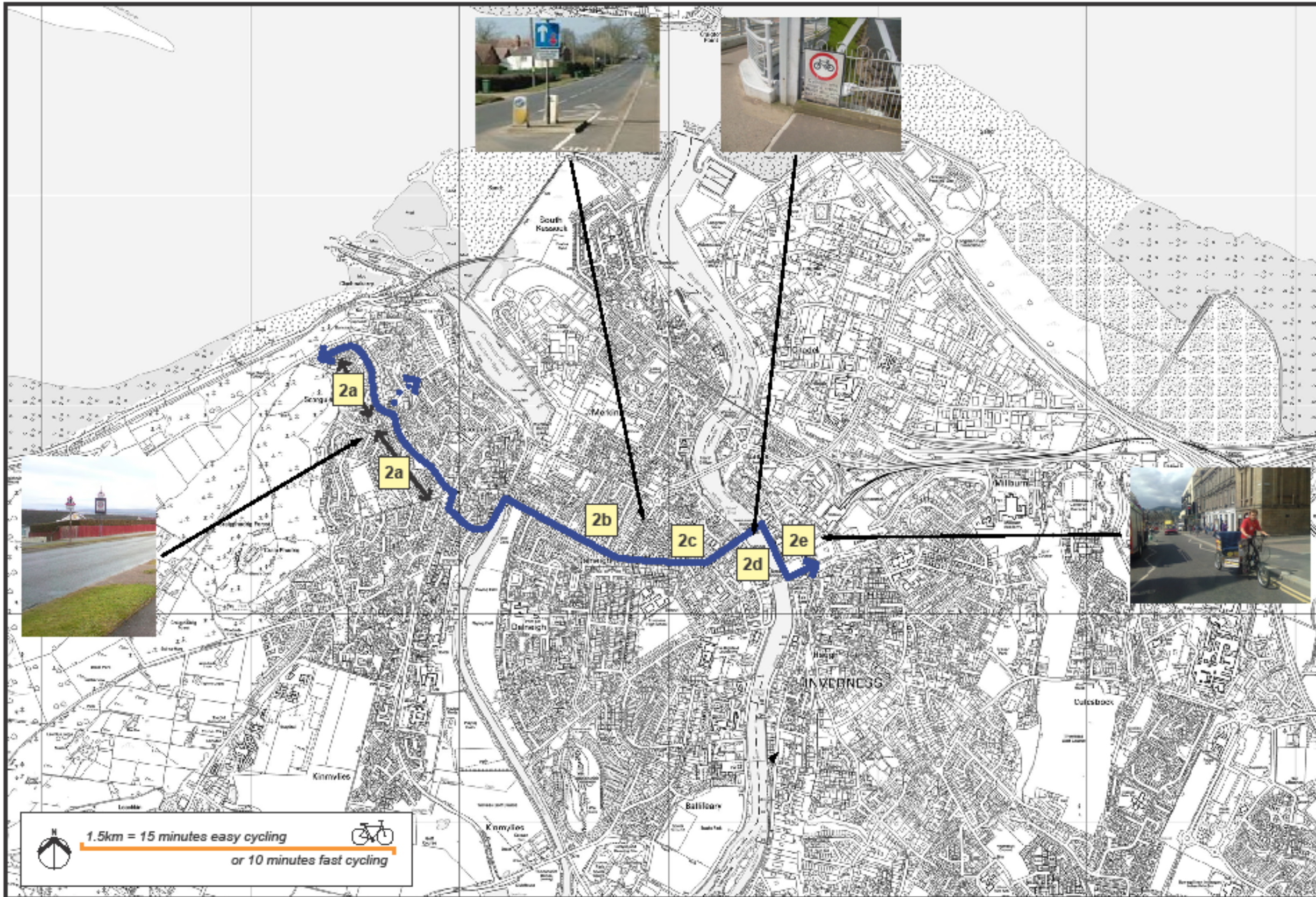
Figure 5-16: Route1

Route 1 – Charleston to High Street

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design))
1a	Kessock Bridge	North End	South End	Increase parapet height on Kessock Bridge which would improve perceived safety and increase walking and cycling from North Kessock area. High wind speeds currently an issue with low parapet, perhaps a contributing deterrent to walking and cycling.
1b	Cycle Ramp to Kessock Bridge	A9/Kessock Bridge Cycleway	Longman Drive	Consider widening access ramp, improve lighting and other environment enhancement including removal of vegetation to improve sightlines and visibility.
1c	Longman Drive	Stadium Road	Cromwell Road	Provide continuous shared cycleway length of Longman Drive with appropriate facilities at site entrances (7.2.2.2 of Cycling by Design). Reference should be made to the Disability Discrimination Act: Good Practice Guide for Roads (Transport Scotland 2009) for details of the ramp profiles.
1d	Cromwell Road/Shore Street/Harbour Road	Cromwell Road	Shore Street	Provide Advanced Stop Lines at all three arms of junction between Cromwell Road, Shore Street and Harbour Road.
1e	Innes Street/Railway Terrace	Shore Street	Railway Terrace	Link from Route 1 to Inverness Railway Station could be improved by improvements to the subway connecting Innes Street and Railway Terrace. This would involve improved lighting and maintenance although the most effective Intervention would be to widen the subway and improve access sightlines.
1f	Portland Place/Shore Street	Shore Street	Portland Place	Improve current cyclist refuge on Shore Street for turning in to Portland Place – the introduction of coloured surfacing and improved signage.

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design))
1g	Riverside Street	Riverside Street	Path joining Riverside Street and Waterloo Place	Provide flush dropped kerb transition to Riverside Street from path connecting to Waterloo Place.
1h	Riverside Street/Douglas Row	Riverside Street	Douglas Row	Increased lighting under A82 Friars Bridge would improve perceived safety
1i	Douglas Row	Douglas Row	Douglas Row	Traffic Regulation Orders should be permitted to allow two-way cycling on Douglas Row. Observed flows were low enough that a contra-flow lane may not be necessary. This would remove the need for a detour via Friars Street for Northbound cyclists.
1j	Bank Street	Bank Lane	Bridge Street	As part of a potential extension of the Streetscape scheme, the retail and dining functions of Bank Street and Bridge should be reflected by giving space over to active travel modes. Creating a formal shared space would give pedestrians and cyclists priority over vehicle movement.

ROUTE 2
SCOREGUE - HIGH STREET



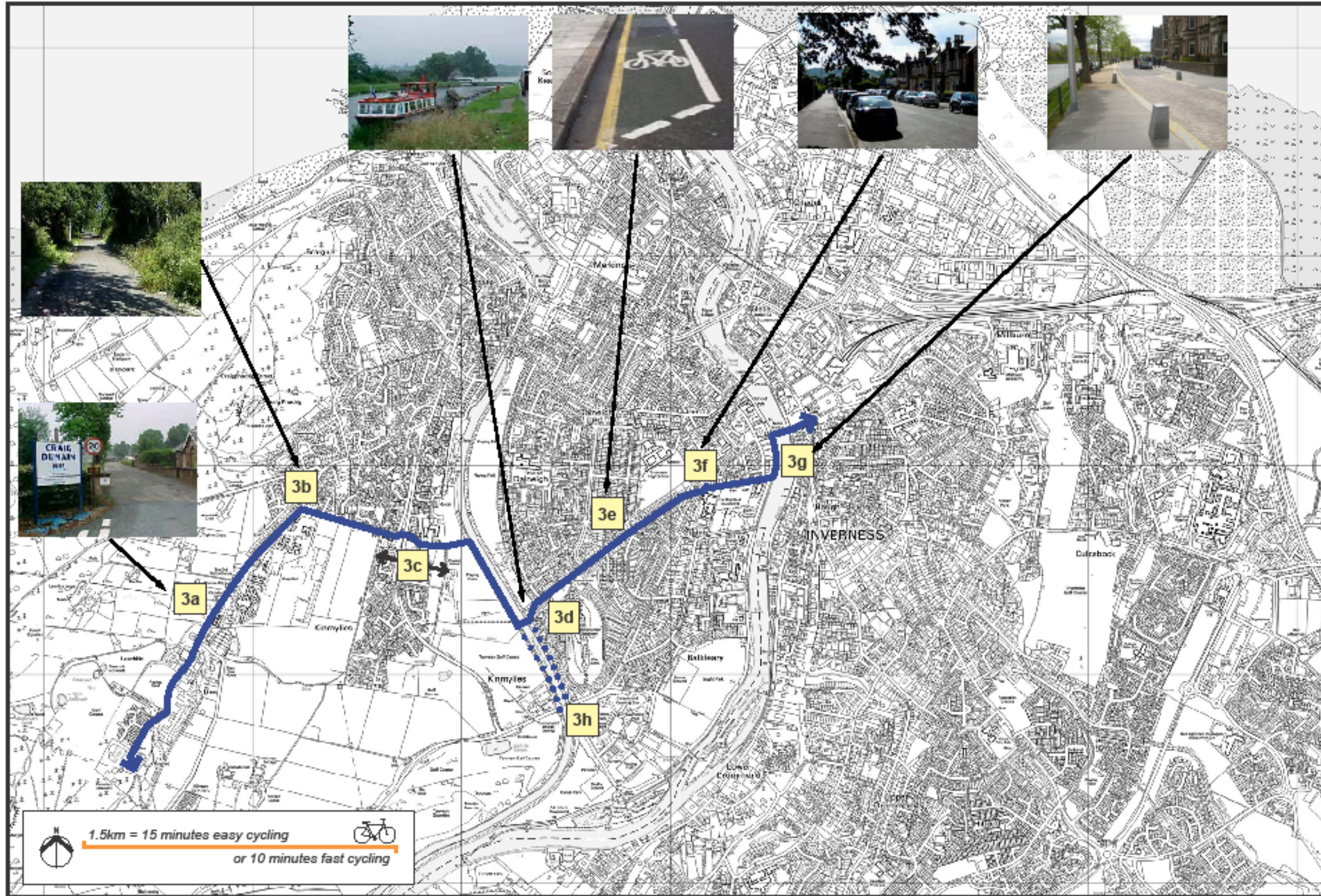
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Figure 5-17: Route 2

Route 2 – Scorguie to High Street

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
2a	Scorguie Road	Overton Avenue	King Brude Road	Although space exists to create an off-road cycleway along Scorguie Road, the relatively low levels of traffic are conducive to an on road facility. Mandatory Cycle Lanes would require a TRO including public consultation. This would define space on the carriageway which should not be encroached upon by vehicles and would restrict parking.
2b	Fairfield Road/Kenneth Street/Greig Street	Kenneth Street	Kenneth Street	Introduce traffic calming on Kenneth Street which would slow traffic around junction with Fairfield Road and Greig Street. Extending the parking restriction on Kenneth Street south of the junction would also improve visibility for crossing cyclists.
2c	Fairfield Road/Kenneth Street/Greig Street	Fairfield Road	Greig Street	Reduce junction radius of Fairfield Road/Kenneth Street to align crossing with Greig Street making crossing for pedestrians and cyclists more convenient.
2d	Greig Street Bridge	Huntly Street	Bank Street	Permit cycling on Huntly Street-Bank Street Suspension Bridge.
2e	Bank Street	Bank Lane	Bridge Street	As part of a potential extension of the Streetscape scheme, the retail and dining functions of Bank Street and Bridge should be reflected by giving space over to active travel modes. Creating a formal shared space would give pedestrians and cyclists priority over vehicle movement.

ROUTE 3
CRAIG DUNAIN - HIGH STREET



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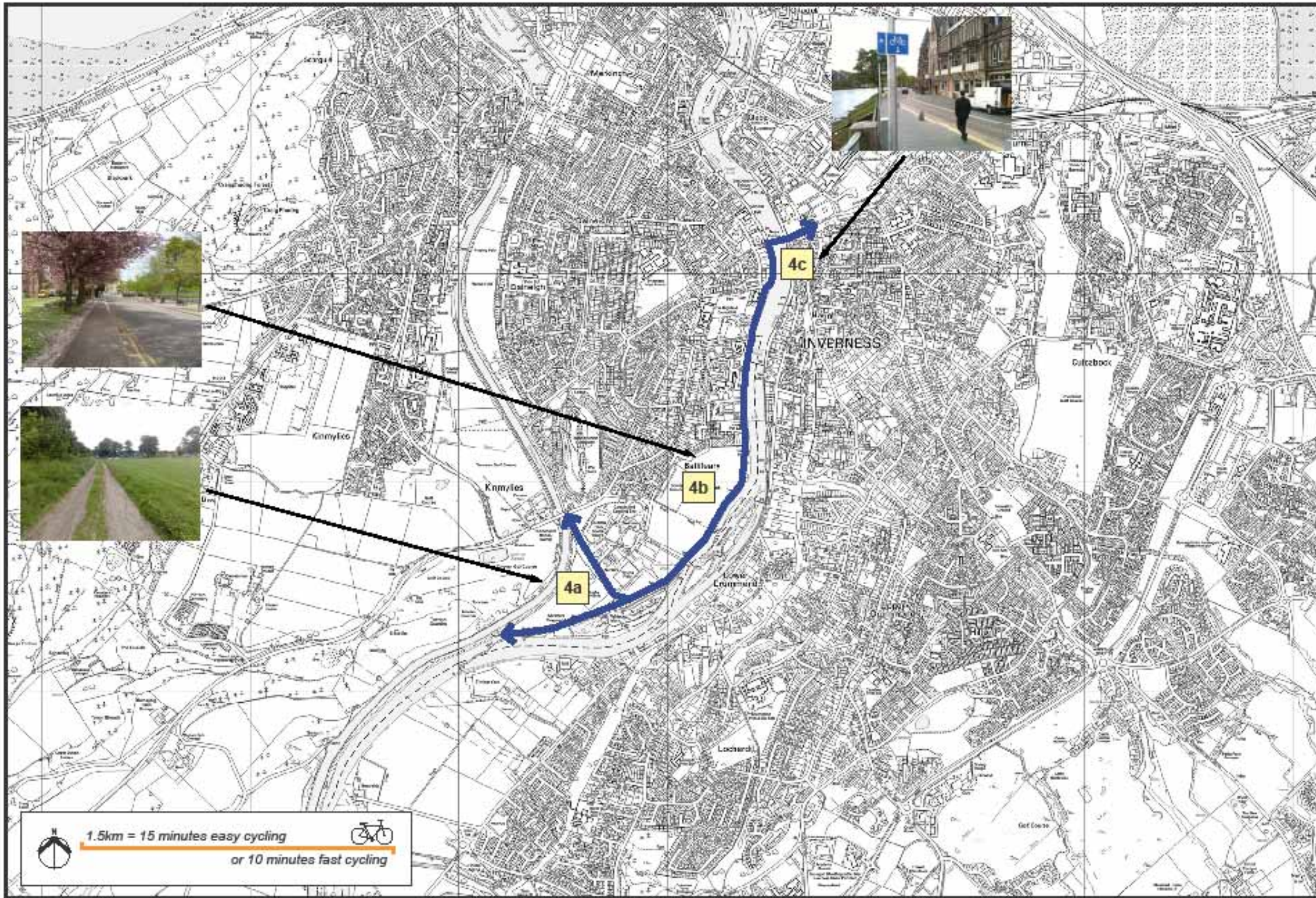
Figure 5-18: Route 3

Route 3 – Craig Dunain to High Street

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
3a	Leachkin Road	Kinmylies Way	Craig Dunain	Improve dropped kerbs along shared use footway on Leachkin Road. Provide Advisory Cycle Lane north of New Craigs Hospital where shared use footway terminates for distance of ~ 70m.
3b	Kinmylies Way	Leachkin Road	Kinmylies Way (east)	Improve access points to Kinmylies way off road path. Remove railing and replace with more cycle friendly method of prohibiting vehicles. Current access controls create conflict between pedestrians and cyclists. Appropriately spaced lockable removable bollards that would allow pedestrians, cyclists and wheelchair users to pass with reduce risk of conflict (Cycling by Design Figure 6.13)
3c	General Booth Road	Kinmylies Way	Charleston Court Shops	Provide ramped access to General Booth Road subway to facilitate both cyclists and wheelchair users. A coherent and direct route to the Caledonian Canal requires clear and consistent signage using the path network in the area.
3d	Caledonian Canal	Torvean Golf Course	St Valery Avenue/St Andrew Drive/Bruce Gardens	Provision of a pedestrian/cycle bridge crossing the Caledonian Canal in this area is vital for the connection of walking and cycling networks in the Charleston/Kinmylies/Dalneigh/Ballifeary areas. This would present an attractive, direct, traffic free route linking major population areas, schools and other recreational areas.
3e	Bruce Gardens	St Valery Avenue	Glenurquhart Road	Footway widening and advisory cycle lanes the length of Bruce Gardens would define more space for walking and cycling in a key active travel corridor.

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
3f	Glenurquhart Road	Bruce Gardens	Ardross Street	Space exists at Ardross Street/Bruce Gardens junction to realign and provide a signalised pedestrian and cyclist crossing facility. This would assist in negotiating a road with current AADT ~ 11,000 vehicles
3g	Ness Walk	Ardross Street	Young Street	Remove all parking on Ness Walk between Ardross Street and Young Street and continue contra flow cycle lane along the entire length of link.

ROUTE 4
DOCHGARROCH LOCKS - HIGH STREET

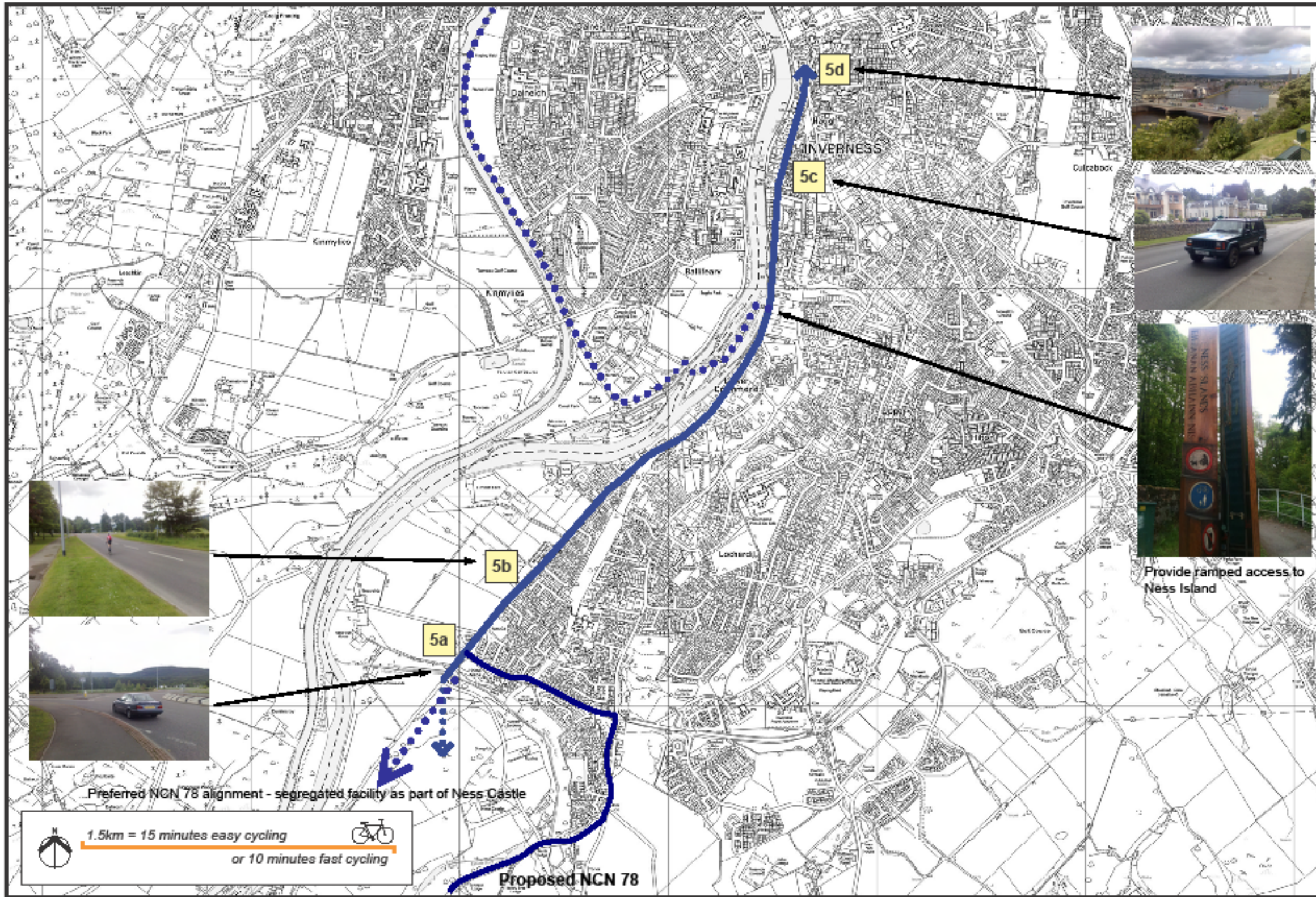


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Figure 5-19: Route 4

Route 4 – Dochgarroch Locks to High Street

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
4a	Caledonian Canal/Canal Park	Caledonian Canal Towpath	Bught Road	Improve signage for links from Canal to Bught Road. Surfacing and lighting improvements would increase the attractiveness of this link for pedestrians, wheelchair users and cyclists.
4b	Bught Road/Ness Walk	Glenurquhart Road	Young Street	Promote TRO to enforce one-way traffic on Ness walk and Bught Road in a north to south direction. This would reduce traffic flow and provide more space for walking and cycling.
4c	Ness Walk	Ardross Street	Young Street	Remove all parking on Ness Walk between Ardross Street and Young Street and continue contra flow cycle lane entire length of link.



ROUTE 5
NESS CASTLE - HIGH STREET

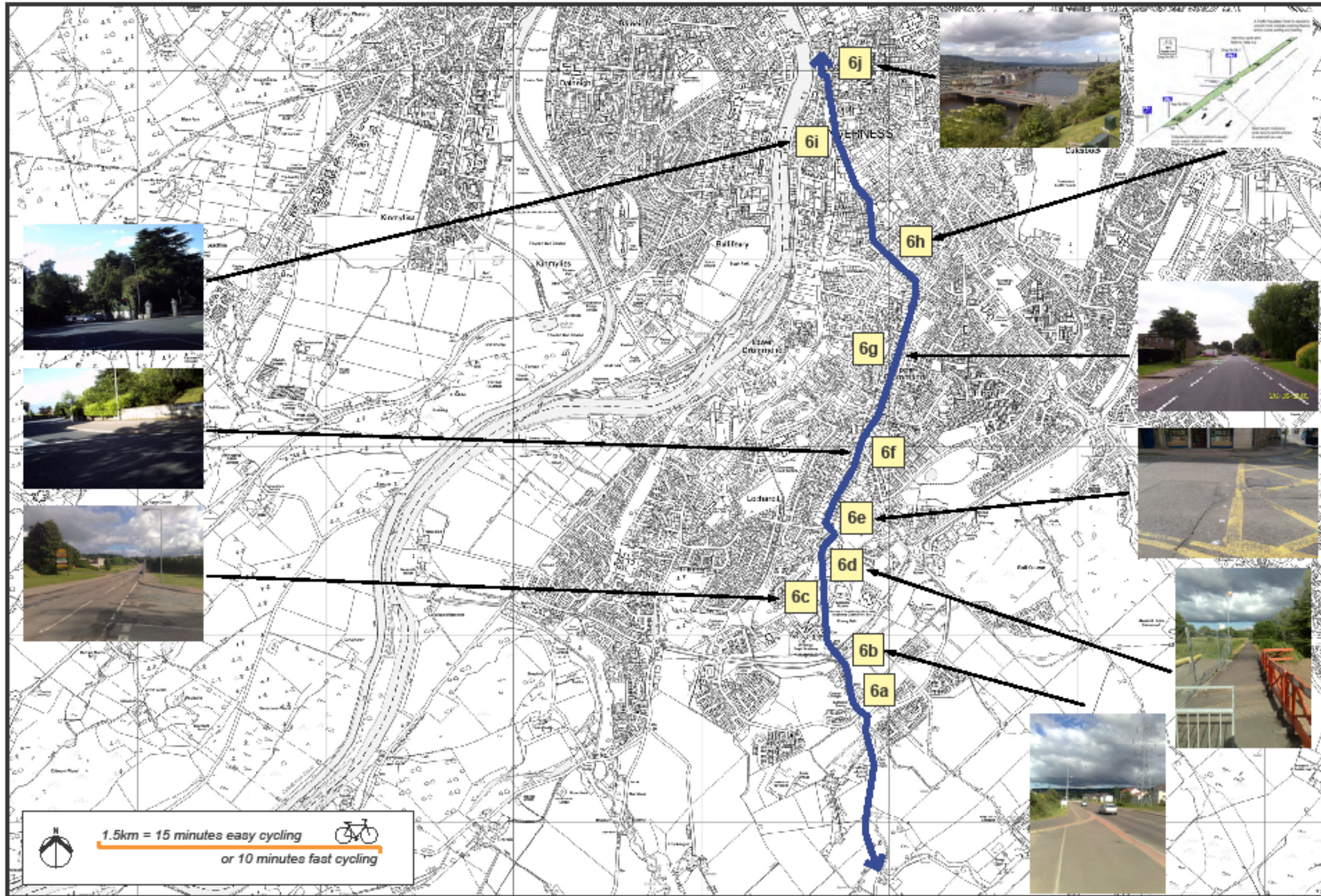
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Figure 5-20: Route 5

Route 5 – Ness Castle to High Street

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
5a	B862 Roundabout	Dores Road	Holm Road	<p>Provide segregated facility for cyclists. As roundabout will become busier, traffic flows and junction design will not be favourable for cyclists using the gyratory carriageway.</p> <p>N.B. Current proposals for NCN 78 are do not match desired alignment of segregated facility as part of Ness Castle</p>
5b	Dores Road	B862 Roundabout	Drumblair Crescent	<p>Widen footway on east side of Dores Road and provide cycleway to integrate with appropriate crossing facilities at Holm Road/B862 Roundabout and existing shared footway on Southern Distributor.</p>
5c	Haug Road	Ness Bank	Inverness Castle	<p>Consider traffic management options that would reduce traffic on Haugh Road and Ness Bank.</p> <p>Indicative spur from Route 5 in shown in Figure 5-20 highlights Transport Scotland plans to provide link from Island Bank Road to Muirtown Locks via Ness Islands and Caledonian Canal towpath.</p>
5d	Inverness Castle			<p>Ensure good connections into Inverness City Centre and link with NCN 1 and 7. Create “hub” for Inverness National Cycle Routes and Great Glen Way at Inverness Castle which may include cycle parking, a “pay as you go” cycle hire scheme, extensive cycle parking and other useful information and services.</p>

ROUTE 6
SLACKBUIE - HIGH STREET



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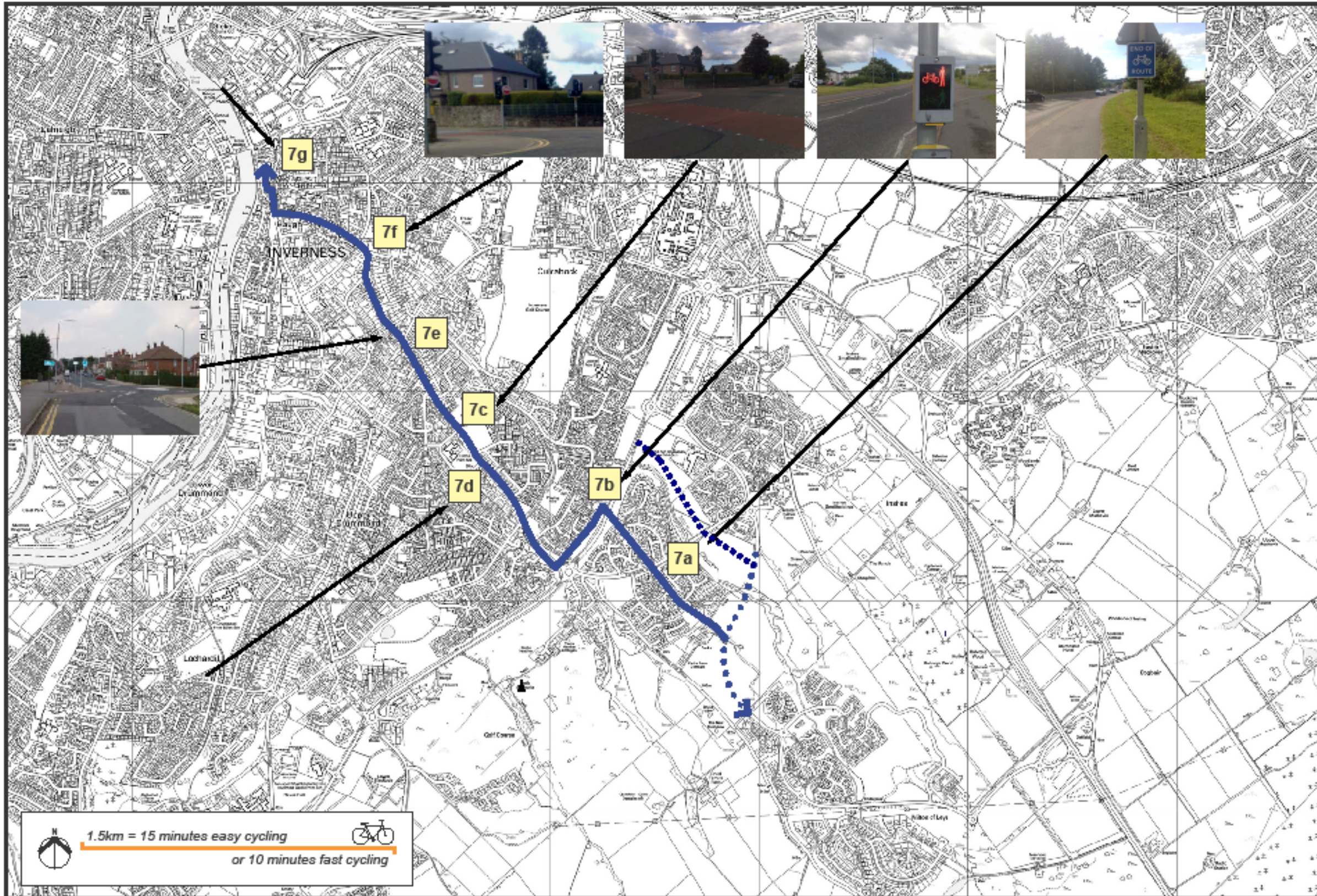
Figure 5-21: Route 6

Route 6 – Slackbuie to High Street

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
6a	Culduthel Road	Slackbuie Farm	Culduthel Road	Provide cycle bypass around traffic calming measures in order that they are not held up by oncoming vehicles.
6b	Culduthel Road Roundabout	B8082	Culduthel Road	Improve provision for pedestrians and cyclists at roundabout.
6c	Culduthel Road	Inverness Royal Academy	B8082 Roundabout	Extend advisory cycle lanes from Inverness Royal Academy south toward roundabout on B8082.
6d	Culduthel Road	Off-road path linking to Inverness Gaelic Primary School (Bunsgoil Ghaidhlig Inbhir Nis)		Rationalise access control, remove chicane gate arrangement and install single lockable removable bollard which would still allow for maintenance access.
6e	Culduthel Road	B8082 Roundabout	Green Drive	Provide flush dropped kerbs with tactile paving at all side roads.
6f	Green Drive	Green Drive	Culduthel Road	Tighten mini roundabout at Green Drive/Culduthel Road and provide segregated cycle bypass lane for north bound cyclists.
6g	Culduthel Road	Green Drive	Drummond Road/Muirfield Road	Consider removal of centre line and introduction of advisory Cycle Lanes. Carriageway widths may not permit the introduction of cycle lanes of adequate width whilst retaining two general traffic lanes. Manual for Streets notes that “Centre lines are often introduced to reduce risk but, on residential roads, there is little evidence to suggest that they offer any safety benefits. There is some evidence that, in appropriate circumstances, the absence of white lines can encourage drivers to use lower speeds”.

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
6h	Culduthel Road	Entire length of route		Highlight cycle priority at junctions with all side streets by complying with Fig 5.1 of Cycling by Design.
6i	Culduthel Road	Mayfield Road	Culduthel Road	Advanced Stop Lines for cyclist at all arms of signalised junction.
6j	Inverness Castle			Create “hub” for Inverness National Cycle Routes and Great Glen Way at Inverness Castle which may include cycle parking, a “pay as you go” cycle hire scheme and other useful information and services.

ROUTE 7
MILTON OF LEYS - HIGH STREET



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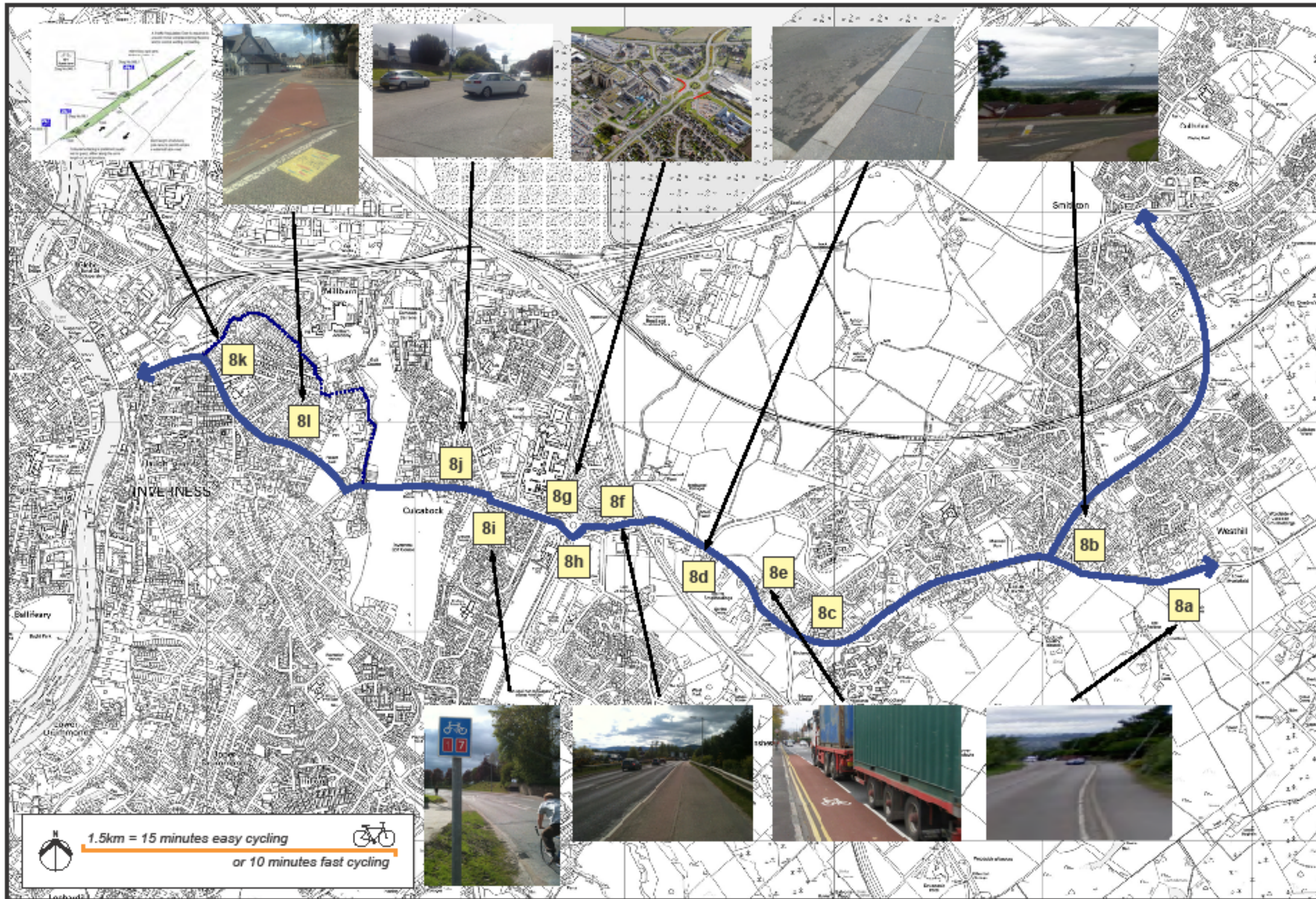
Figure 5-22: Route 7

Route 7 – Milton of Leys to High Street

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
7a	Milton of Leys Link	B8082	Milton of Leys	Consider formalising the most direct active travel links with Milton of Leys along side a burn passing Miller Street, Stevenson Road, Rosewell Road and Parks Farm. This should tie in to development of Inshes Park and link road with direct active travel links.
7b	B8082	Provost Smith Crescent	Miller Street	Consider signalised crossing point of B8082 linking Miller Street and Provost Smith Crescent as this is the most direct route from Milton of Leys, observed as an informal crossing point during the audits.
7c	Old Edinburgh Road			Provide flush dropped kerbs with tactile paving at all side roads.
7d	Old Edinburgh Road	B8082	Southside Road	Provide Advisory Cycle Lanes throughout Old Edinburgh Road, consider removal of centre line where carriageway width does not allow provision of adequate width cycle lanes whilst retaining two vehicle traffic lanes.
7e	Old Edinburgh Road	Damfield Road	Old Edinburgh Road	Consider junction design which would give more priority to cyclists. If roundabout design must remain, a cycle bypass lane for northbound cyclists would be of benefit.
7f	Old Edinburgh Road	Southside Road	Culduthel Road	One way section of Old Edinburgh Road is a major barrier to cycling in this area. It prevents the most direct route in to city centre from large centres of population. Where two lanes of traffic currently exist, consider removal of one lane and the provision of a contra-flow cycle lane from Southside Road to Culduthel Road.

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
7g	Inverness Castle			Create “hub” for Inverness National Cycle Routes and Great Glen Way at Inverness Castle which may include cycle parking, a “pay as you go” cycle hire scheme and other useful information and services.

ROUTE 8
WESTHILL & SMITHTON (B9006) - HIGH STREET



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Figure 5-23: Route 8

Route 8 – Westhill & Smithton (B9006) to High Street

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
8a	B9006	Tower Brae	Caulfield Road	Consider footway widening and redetermination to allow pedestrian and cycle use
8b	B9006	Tower Road	Tower Road	Improve junction to pedestrians and cyclists crossing.
8c	B9006	Caulfield Road	B9006	Consider introduction of Advanced Stop Lines for cyclists on all arms of signalised junction.
8d	B9006			Provide flush dropped kerbs with tactile paving at all side roads.
8e	B9006	Caulfield Road	Caulfield Road North	Consider provision of facility for cyclists on section of B9006 from Caulfield Road North to Caulfield Road. Cyclists would benefit from mandatory cycle lanes on the east bound side of the carriageway. Advisory cycle lanes for westbound traffic would be of benefit as cyclists are more likely to be travelling at pace with vehicular traffic.
8f	Culloden Road	Tesco Bus Stop		Where existing shared use footpath exists, provide cyclist bypass around rear of bus shelter to avoid conflict with waiting bus patrons.
8g	Culloden Road	Old Perth Road	Sir Walter Scott Drive	Remove guard railing outside Carlton Bingo which creates obstruction on narrow shared use path.
8h	Culloden Road	Old Perth Road	Sir Walter Scott Drive	Realign path that crosses access road to Police HQ to form direct link from toucan crossing.
8i	Old Perth Road	Culcabock Road	Old Perth Road	Review carriageway distribution along Old Perth Road between Culcabock Road/Old Perth Road roundabout and southern half of segregated Old Perth Road with aim of allocating more space to walking and cycling.

Ref	Street	Start	End	Potential Intervention (All subject to consultations, feasibility and design)
8j	Culcabock Road	Old Perth Road	Culcabock Road	Consider redesign of junction to give higher priority to active travel modes including improved crossing facilities, wider footways and cycle bypass lane for west bound cyclists.
8k	Kingsmill Road	Culcabock Road	St Stephen's Brae	Highlight cycle priority at junction with all side streets by complying with Fig 5.1 of Cycling by Design
8l	Kingsmill Road	Culcabock Road	St Stephen's Brae	Provide flush dropped kerbs with tactile paving at all side roads. This would tie in with the Safer Routes to School in the Crown area.

6 Conclusions

- 6.1.1 Existing levels of active travel in Inverness are very encouraging, with both walking and cycling far exceeding the national average. Inverness is a rapidly expanding city and it should be a priority to maintain and promote active travel to and from new developments. This should be seen as an excellent opportunity to raise the profile of active travel through improved planning hierarchies; ensuring new developments cater for a hierarchy of walking, cycling, public transport and motor vehicle traffic.
- 6.1.2 Now, more than ever, walking and cycling projects need to demonstrate that financial investment in infrastructure will result in wider economic benefits. There is clearly a growing recognition that increased active travel and provision for active travel contributes to a reduction in CO2 emissions, reduced congestion, improved health and wellbeing. At this pivotal point for cycling, it is perhaps less clear whether this wider contribution is reflected in investment prioritisation. Stressing the economic benefits of cycling infrastructure may assist in gaining political buy in and community support.
- 6.1.3 An already established walking and cycling culture exists in Inverness, making it relatively easier than in many cities to encourage walking and cycling. There are good leisure routes for walking and cycling in Inverness at the present time which would benefit from further promotion, for example raising the profile of the paths in Inverness network. It is generally accepted that by encouraging people to walk or cycle for leisure, they are more likely to use these modes for other purposes⁴.
- 6.1.4 The Scottish Government target of 10% of all journeys by bike by 2020 published in the Cycling Action Plan for Scotland is achievable in Inverness, perhaps more so than in other cities. This target should be used to assist in the leverage of funding for infrastructure improvements and for the promotion of Inverness as a “Cycling City”. This matches the HWLDP vision for Inverness as a sustainable, leading European city by 2030.

⁴ ADONIS 1998 http://ec.europa.eu/transport/road_safety/specialist/knowledge/pdf/pedestrians.pdf

Appendix 1:
School Travel Plans – examples of best practice

Table A1-1: Examples of best practice to be drawn from Inverness School's Travel Plans

School	Examples of Best Practice
Bishop Eden School	Provide safer pick up and drop off points for parents driving their children to school
	Improved crossing facilities for pupils outside the school
	Traffic calming measures
	Improved lighting
Balloch Primary	An excellent initiative to be included is the "Go for It" scheme which rewards pupils for walking and cycling with stamp collections which can be exchanged for local activities or cycle equipment
Cauldeen Primary	Priority being given to active forms of travel
Central Primary	Encourage more people to walk to school
	Identify safer routes to school
	Raise awareness of Tomnahurich Street crossing issues and work towards finding a solution to this
	Encourage safe cycling habits
Crown Primary	Minor and major traffic calming measures
	Promotional measures
Croy Primary	Focus on softer initiatives, in a more rural location a high number of journeys to school are over 3 miles although there is scope to shift a proportionately high percentage of car journeys to more active travel modes
Culloden Academy	Giving priority to increasing pupil responsibility when walking and cycling
	Traffic management measures
	Limiting car movements around the school and reducing the opportunity for parents to pick up pupils in the school grounds
Dalneigh Primary	Improved safety and promotional ideas such as walking buses is put forward as the key initiative
Drakies Primary	Improve walking and cycling to school
	Traffic calming and new pedestrian crossings
Farr Primary	Traffic calming
	Encouraging walking and cycling through cycle training and providing high visibility clothing

School	Examples of Best Practice
Holm Primary	Speed indicator displays
	Improvements to the Boarstone Steps
	Marked Routes to School
	Removal of a bus shelter
	"Go for It" publicity
	Further Road Safety weeks will be held along with promotion of the Travel Plan
Inshes Primary	Bike to School Days and Doctor Bike sessions
	Cycle Proficiency training
	Green Cross Code training
	Bikebudi scheme
	Providing remote drop off areas for pupils who would complete the journey by foot
Merkinch Primary	Carse Road and Telford Road currently present barriers to active travel for pupils of Merkinch Primary, actions proposed include traffic calming in the area and relocating pedestrian crossings to better serve the needs of the school
	Improve safety through education and promotional activities
Raigmore Primary	Safer crossings are essential at Old Perth Road and outside the school gates
Inverness High School	Inverness High School will focus on increasing safety on the school journey around Dochfour Drive and Kenneth Street
	Install bike storage in the school grounds
	Start walking clubs to encourage younger pupils to accept walking as the dominant mode for journeys to school
	Provide more road safety training in school by inviting the police and other organisations into classes
Inverness Royal Academy	Encourage more walking and cycling. Although the figures from the survey suggest high levels of active travel, walking falls below the National Travel Survey average for 2005
	New developments on the southern side of the SDR are of concern as there are limited safe crossing points making it difficult to encourage new pupils to walk or cycle from Slackbuie – monitor situation and try to overcome issues

Table A1-2: Key strengths identified in Charleston Academy School Travel Plan

Key Strengths	Possible Benefits
Conveniently located for pupils walking and cycling	Charleston Academy has good pedestrian links for pupils walking and cycling from the surrounding Kinmylies area
Conveniently located to take advantage of public transport arriving and departing from Inverness	Charleston is located within convenient walking distance from bus stops with shelters and timetable information served by the 1 and 1A linking the school with Inverness town centre and services arriving and departing from Inverness
Conveniently located for local amenities	Local amenities including the Community Complex a sports centre and swimming pool local shops, takeaways and Inverness Golf Club
A number of existing channels for communicating with the school community	Charleston Academy has the potential to take advantage of its website, the School Prospectus, newsletters, staff and pupil inductions and parent-teacher evenings, etc. to get information about the Travel Plan across to the school community and these channels are used to communicate school policy on transport
Availability of car parking	Charleston Academy has ample parking to cater for staff based at the school during normal school business

Table A1-3: Recommended actions to be taken forward from Charleston Academy School Travel Plan

Key Points	Recommended Action
Establish a steering group to take forward the Travel Plan	Identify a steering group comprised of staff, parents, pupils and other Highland Council representatives as appropriate to take forward the Charleston Academy Travel Plan
Produce travel information for Charleston Academy	Provide <i>batch journey plans</i> for all staff based at Charleston Academy providing information on how to access the school by a variety of transport modes
Develop a programme of targets and monitoring	Travel Plan steering group to agree targets with senior management for implementation of Travel Plan. Monitor progress against targets This should include SMART targets such as a % reduction of single occupancy car use
Actively promote and encourage more frequent use of sustainable modes of transport	Develop a plan to implement targeted communication that markets alternatives to car use at Charleston Academy
Provide walking cycling and public transport information for school community	Provide the school community with travel information (such as walking and cycling routes and facilities and bus routes, frequencies and stops) in School Prospectus, newsletters, on the School website and as part of plan to promote sustainable transport
Provide visitors with walking cycling and public transport information	Provide visitors to Charleston Academy with a <i>site map</i> for identifying walking, cycling and public transport links to the school that is available to download on the school's website and provided in advance of meetings and in the School Handbook
Promote staff lift sharing	Promote staff lift-sharing including guaranteed ride home scheme ⁵
Provision for emergency journeys home for staff	Establish a "Guaranteed Lift Home" that enables staff using public transport, lift-sharing and/or walkers and cyclists to get taxi home if an unexpected emergency situation arises ⁶
Improve quality of school transport	Improve and/or promote the quality of existing quality and reliability of school transport. Continue to work to improve pupil conduct on school transport

⁵ If an employee who normally shares a car has to go home early because of a domestic emergency, the employer can pay the cost of the journey home. There will be no tax or NICs to pay if the circumstances could not have been anticipated or planned for. See the Appendices for details from HM Revenue & Customs.

⁶ See <http://www.dft.gov.uk/pgr/sustainable/travelplans/work/resourcepackemployers/section5identifyingmeasures> for further details.

Key Points	Recommended Action
Improve on-site walking and cycling facilities	Improve the capacity of existing cycle storage or install new secure covered cycle parking at the school for staff and students Install additional shower facilities for staff Install additional lockers for students
Offer and promote assistance for staff purchasing season tickets	Offer and promote to staff a free or low-interest season ticket loans ⁷
School Travel Survey	Conduct annual School travel surveys to maintain and update Travel Plan

⁷ There is no tax or NICs to pay provided the full amount of the loan is repaid to the employer and total loans outstanding do not exceed £5,000 at any time. See the Appendices for details from HM Revenue & Customs.