

## Appendix F: Comments from general public

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*I would be keen for you to receive some of our pupils (Kirkhill Primary School) comments about local cycle routes. They are the future road users and I think their views would be a welcome addition to the review process.*

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*As a daily bike commuter from Bunchrew to Inverness I'd like to add my name to those lobbying for a safe, direct cycle route from Beauly to Inverness. It's pretty scary at rush hour especially approaching Clachnaharry where there's no run off area. A separate cycle lane is needed. A lot of cyclists use this road. Many more less confident cyclists would do so if there was a safer option.*

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*I'm just writing to express my support for a safe cycle route from Beauly to Inverness. I cycle to work in Inverness everyday from Drumchardine and while it is a really enjoyable ride (not many hills, beautiful scenery), it can be really hairy at times with inconsiderate drivers. A safe cycle route would really make my day.*

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*In past years I was a daily commuter by cycle to Inverness and came on the main road at the police house at Kirkhill. In those days I felt fairly safe (I was much younger.) Now I think things are different – there is more traffic on the road and it is faster. As a regular commuter I need to get to town as fast as possible within the speed limits imposed. My daughter sometimes cycles into town and I worry about her and other cyclists – it is a hazardous business and many motorists do not follow a sensible safety precaution i.e. the same rule for overtaking a cyclist as you would follow when overtaking any other vehicle – on the other carriageway.*

*Whilst I accept the argument that AN alternative route will suffice – for tourists and leisure users that's fine – an interesting and meandering route, up hills etc would perhaps be preferable. However, that really wouldn't be good enough for commuter cyclists who want to get to town in the shortest and quickest time/route possible – that really means a route that can compete with the main road in terms of directness and quality of road surface. There really is no alternative but to consider a parallel path constructed to a high quality.*

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