

Agenda Item	4
Report No	CIA/2/21

HIGHLAND COUNCIL

Committee: City of Inverness Area Committee

Date: 18 February 2021

Report Title: Spaces for People: Update and next steps

Report By: Executive Chief Officer Infrastructure and Environment

1. Purpose/Executive Summary

- 1.1 At the outset of the Covid-19 pandemic The Highland Council secured £1,968,560 from the Scottish Government's 'Spaces for People' fund from two successful bids to deliver rapid active travel interventions in response to the crisis.
- 1.2 This report provides Members with an update on progress, and the results of monitoring of the interventions in Inverness.
- 1.3 The report explains the next steps for the four major interventions.

2. Recommendations

- 2.1 Members are asked to:
 - i. consider the progress made to implement the Spaces for People Highland project to support physical distancing during the pandemic;
 - ii. note the outcome of monitoring of interventions;
 - iii. note that work is progressing on schemes for Riverside Way & Millburn Road through the Inverness City Active Travel Network project;
 - iv. agree to retain the four key interventions in Inverness whilst Government recommendations for physical distancing remain in place, including extending Temporary Traffic Regulation Orders under Coronavirus legislation, if required;
 - v. agree for officers to develop design options for a permanent street change for Academy Street for consideration at a future committee, and
 - vi. agree for officers to develop design options for a permanent street change around Inverness Castle for consideration at a future committee.

3. Implications

- 3.1 **Resource:** The delivery team, labour, materials, plant and contractors are funded from the grant allocation. The emergency funding requires all interventions to be in

place by March 2021. Any extension to this funding deadline can only be used for works to interventions already in place and is at the discretion of Sustrans.

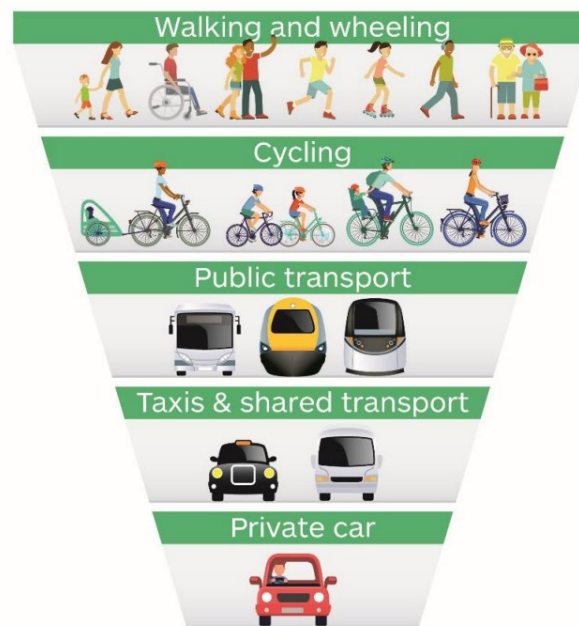
- 3.2 **Legal:** Some interventions required Temporary Traffic Regulation Orders (TTRO), which followed a statutory process. A TTRO has a limited timescale of 18 months, meaning measures must either be removed, or TTROs extended using Covid-19 legislation. For the various 20 mph schemes implemented, if these are to be retained permanently, The Highland Council will require to promote permanent orders and follow the statutory process for doing so.
- 3.3 **Community (Equality, Poverty and Rural):** The work has been undertaken with online public engagement through The Highland Council's consultation portal. The nature of the interventions means the project team has responded to comments by making changes on the ground, where appropriate. Improving active travel opportunities will contribute to tackling transport poverty by making active modes viable options for those on lower incomes or without access to a private car. The team has undertaken equalities impact assessment of the project, ensuring interventions accommodate those with protected characteristics.
- 3.4 **Climate Change / Carbon Clever:** These interventions, whilst temporary in nature and appearance, support behaviour change towards more sustainable travel modes (walking, wheeling and cycling) and therefore make a positive contribution to reducing the carbon footprint of travel in Highland.
- 3.5 **Risk:** Due to the pace that interventions were implemented to deliver the most effective pandemic response, some issues did emerge. Given the temporary nature of the interventions it has been possible to make rapid alterations and the team remain responsive. Some disruption to road users has occurred following roll out – it is inevitable that the reallocation of road space will disbenefit vehicular traffic. There is a risk that the grant level will be exceeded – but financial monitoring is in place to ensure the interventions are delivered within the available budget, including removal/reinstatement.
- 3.6 **Gaelic** – there are no implications.

4. Background

- 4.1 In response to the Covid-19 pandemic the Cabinet Secretary for Transport, Infrastructure and Connectivity announced the 'Spaces for People' fund on the 28 April 2020. This fund is administered by Sustrans and is available to support local authorities to implement immediate measures to ensure that people can walk, wheel or cycle, whilst physically distancing and remaining safe from traffic.
- 4.2 A small taskforce, led by the Head of Infrastructure and comprised of officers from the Project Design Unit, Area Roads Teams, and Transport Planning and Development Plans Teams secured £1.9M in funding. This team continue to work to implement and maintain interventions, with most roadworks being undertaken by The Highland Council's internal roads teams – contractors are being used for specialist operations or where resources do not permit rapid roll out.
- 4.3 A broad range of measures has been implemented in Inverness, from simple vegetation clearance and path reinstatement on key routes, to installation of temporary bike lanes and paths in high footfall areas, interventions continue to be delivered.

- 4.4 There is a consultation portal available for stakeholders and the public to comment on interventions which has been in place since the initial funding bid was submitted.
- 4.5 A facility is available on the consultation portal to make additional suggestions for interventions. The suggestions received were shortlisted, based on their impact, deliverability and the time required to implement them. The shortlist of projects has been approved by Sustrans and work continues on their implementation, all measures require to be implemented by March 2021 to be eligible for funding.
- 4.6 During the implementation of the project, the Scottish Government has continued to progress work on the National Transport Strategy. This document sets out the national transport hierarchy, which prioritises active and sustainable modes:

Prioritising Sustainable Transport



- 4.7 It also explains how Scotland will tackle the Climate and Ecological Emergency through reducing carbon emissions from transport. The focus continues on transforming transport to healthier, more sustainable modes, such as the [recently published target](#) to reduce the number of kilometres travelled by car by 20% by 2030.
- 4.8 The City of Inverness Area Committee approved the Inner Moray Firth Local Development Plan 2: Main Issues Report for consultation in November 2020. This document sets out an ambitious new transport strategy for the Plan area that aligns with national policy and responds to the Climate and Ecological Emergency through transforming the transport network.
- 4.9 The Spaces for People project, whilst primarily a response to a public health crisis, has given The Highland Council the opportunity to test and gather evidence on the range of interventions possible to deliver on ambitions set out in national policy, proposed in emerging local policy and, for some areas, provide valuable data for projects such as the Inverness City Active Travel Network. This information is invaluable for informing what is possible to help reduce demand for car-based travel and to support people in Highland to make healthier, more sustainable travel choices.

5. Progress on Spaces for People

- 5.1 Most interventions in Inverness that funding was awarded for have been delivered. This includes the four major schemes on Academy Street, Inverness Castle one-way system, Millburn Road, and the Riverside Way contraflow bike lane and one-way system.
- 5.2 Following the end of the first Covid-19 lockdown a range of changes were made to these schemes to better balance the needs of different users:
- i. **Millburn Road-** Vehicle queuing over Raigmore Interchange and onto the A9 Trunk Road was observed as a result of increased vehicular traffic, reduced vehicle capacity, and the periodic closing of the railway level crossing to Harbour Road. To address this road safety issue the bike lane was reduced in length, beginning to the west of the Diriebught Road junction. To address concerns of local businesses about increased vehicular traffic during the festive period, a right-hand turn lane was installed on the city-bound vehicle lane at the junction to Morrisons supermarket, this remains in place and overall queuing times for vehicles remains at an acceptable level. To improve the safety and legibility of the route, a green painted surface was installed along the length of the bike lane. Other minor amendments to layout and signage were also made in response to an independent audit of the measures. Discussions will continue with retail operators in the area as the current period of lockdown ends, to ensure that the measures remain as sympathetic to their needs as possible.
 - ii. **Inverness Castle one-way system-** Vehicle queuing was observed to be at an unacceptable level around the one-way system. This occurred as a result of increased vehicular traffic and reduced capacity for vehicles. The city-bound bike lane on the Ness Bridge was removed as a result, and the west bound bike lane changed to bi-directional. A left-hand turn lane was also installed at the junction from Castle Road to the Ness Bridge. As a result, congestion was reduced, and overall queuing times for vehicles remains at an acceptable level.
- 5.3 Comments were received regarding the appearance and legibility of the interventions. It is not possible to provide the same level of clarity or attractiveness using temporary traffic management measures compared with implementing permanent changes. Nevertheless, the team undertook a review of signage, road markings and layout to ensure the visual intrusiveness of measures was minimised, whilst still being safe and effective.

6. Monitoring

- 6.1 In order to gather an objective, robust and reliable dataset the team has maintained an online consultation portal since the submission of the initial funding application. This enables The Highland Council to collate and analyse feedback in a reliable and consistent way for monitoring the project and reporting to Council meetings.
- 6.2 By 01 February 2021, 1,012 comments had been submitted to the portal. 193 of these comments were map-based suggestions for other interventions across Highland. 68% of comments received are in support of the interventions proposed across Highland, whilst 25% are opposed and 8% give no response. A detailed

breakdown of these data for the four main interventions in the city is provided in Appendix 1.

- 6.3 A range of additional data has since been gathered and the team has worked in partnership with Sustrans' Research and Monitoring Unit to collate and analyse this information which is also provided in Appendix 1.
- 6.4 The results of the monitoring undertaken demonstrates for some interventions that, where they were monitored, there has been an increase in uptake of active travel since installation. Furthermore, the data shows that, whilst there have been considerable changes to road layouts across the city to make more space for people, this has not caused an unacceptable level of congestion.
- 6.5 The pandemic is clearly having an adverse impact on businesses and therefore it is essential, more than ever, that their needs and views are considered carefully alongside other stakeholders. Whilst there are genuine concerns about the interventions from some businesses, it is important to consider the wider evidence available about the effects of active travel interventions.
- 6.6 There is a substantial and growing body of evidence showing that, where interventions are made to improve the safety and ease of walking, wheeling and cycling, benefits are derived for businesses, as well as for public health and the environment. For example, walking, cycling and public realm improvements have been shown to increase retail sales by up to 30%, where reducing traffic increases the chances of people remaining in an area for longer (TFL, 2018). A study undertaken in Dublin showed that retailers overestimated how many customers travelled by car, and that the spend by customers driving or cycling was the same (O'Connor, 2011), similar evidence has also been gathered in more recent surveys undertaken by Sustrans in Glasgow.
- 6.7 A common issue emerging from different stakeholder groups is the visual impact of the measures on the city centre. It was essential that these measures were installed fast and therefore temporary materials were used. This also enabled The Highland Council to change or remove measures rapidly. Given the time that has since passed, changes to declutter and minimise the visual impacts of interventions have been carried out. More recently, work has begun to make more significant changes to replace water-filled barriers with alternative temporary kerbs and posts, where safe and appropriate to do so.

7. Next Steps

- 7.1 The measures in place are an important part of The Highland Council's response to the ongoing pandemic. As the city recovers from the current lockdown it remains essential that space is available to give people the confidence that the city centre is a safe and welcoming place to visit.
- 7.2 Current Government guidance remains in place to ensure that people physically distance. The Spaces for People project supports this requirement. Whilst the changes to streets have resulted in some impacts to vehicle queuing times, the team has addressed this wherever possible to balance the need to provide an effective pandemic response, whilst supporting those that need to travel by car. It is of note that following the relaxation of the first Covid-19 lockdown in summer 2020 traffic volumes were observed to have returned to 98% of pre-Covid-19 levels yet, following

the changes described in section 5.2, there has been no major congestion as a result of the Spaces for People measures.

7.3 Therefore, it is recommended that the Spaces for People measures be kept in place to address the current public health crisis until such a time as the government change the rules on physical distancing. This would mean continuing to monitor the interventions and responding appropriately to any significant road safety issues that emerge, for example, as a result of increased congestion following relaxation of the current lockdown. For measures that required a Temporary Traffic Regulation Order (TTRO), this may require the extension of the order which would be undertaken using Coronavirus legislation.

7.4 Some of the measures implemented, such as permanent pedestrian crossings and path construction and reinstatement, will remain as a positive legacy of the project. Others, such as the active travel links delivered into Raigmore Hospital, are being upgraded to permanent links. Three of the four key schemes in the city centre have permanent funding opportunities, which will be subject to further consultation and reporting to committee, this includes:

- i. **Academy Street:** The Highland Council is currently in discussion with Sustrans over the potential options that would be eligible to deliver a permanent scheme for Academy Street. This would be a fully-funded Places for Everyone project, matched against active travel expenditure already made on West Link Stage 2. The project has the potential to substantially improve the place / environment for pedestrians through the formalisation of widened footpaths, provide improved active travel infrastructure and public realm whilst creating a better trading environment for businesses. A Project Manager has been appointed to progress this project, with a decision about eligibility from the Sustrans board programmed for April 2021, this project will be incorporated within the governance of the wider Inverness City Active Travel Network project;
- ii. **Millburn Road:** Places for Everyone funding has been secured to enable the design and construction of segregated bike lanes connecting the city centre to the Inverness Campus (Golden Bridge), it is of particular importance to the city's transport network, given the ongoing construction of the major new Centre for Health Science 2 hospital development at Inverness Campus and major city expansion underway at Inverness East ('Culloden West'). Designs will not be constrained by the existing kerb alignments, and therefore pedestrian, cycle and vehicle capacity on the corridor can be accommodated, without compromising for a particular mode. This scheme will be progressed as part of the Inverness City Active Travel Network project; and
- iii. **Riverside Way:** Places for Everyone funding is available to make the Riverside area more accessible and more of a destination, with enhanced pedestrian and cycle connections in line with policy that supports active travel infrastructure. This is also being progressed as part of the Inverness City Active Travel Network project. Discussions have begun separately with Sustrans to consider the potential for funding to deliver an additional scheme that could incorporate the Infirmary Bridge.

7.5 The ambition to transform Inverness Castle into a major visitor destination is well advanced, with Highland City and Region Deal funding committed. The realisation of this project is expected to result in significant increased footfall to this part of the city centre. The opportunity to deliver active travel and public realm improvements on the streets surrounding the Castle would significantly enhance the attraction, particularly

given the existing lack of available space for people walking, wheeling and cycling and the limited parking available.

- 7.6 The ability to significantly enhance people's access to the castle is limited by the space available on footpaths and roads. The temporary one-way system, whilst primarily a response to the public health crisis, has provided a pilot project that demonstrates that it is possible to redistribute the available space to people walking, wheeling, cycling and vehicular traffic. It has also provided on-the-ground data and experience of the issues and priorities that would need to be considered in any future scheme.
- 7.7 It is currently projected that there will be an underspend of £100,000 - £200,000 for the Spaces for People project. This is due to some of the funds being awarded for schemes that were not feasible/desirable following further detailed consideration; schemes that cost less than originally estimated, and schemes that were delivered by third parties, such as BEAR Scotland.
- 7.8 It is possible, under the terms of the project's funding, that an extension could be sought to retain this underspend to fund the amendment, maintenance, removal or change to permanent, of interventions already in place by the end of March 2021.
- 7.9 Therefore, this report recommends that, to enable Members to fully consider the potential to transform the public realm around Inverness Castle (given the significant investment and potentially transformative impact that this will have on visitor numbers), Members agree for Officers to seek funding to undertake work to explore the feasibility of creating a permanent Castle one-way system and to develop design options for a future Committee's consideration.

Designation: Executive Chief Officer Infrastructure and Environment

Date: 3 February 2021

Authors: Colin Howell, Head of Infrastructure
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Neil Young, Senior Engineer
Craig Baxter, Planner

Background Papers:

Economy and Infrastructure Committee 2 September 2020 – Spaces for People and Bus Priority Rapid Development Fund (ECI/21/20)

Economy and Infrastructure Committee 1 July 2020 – Spaces for People (ECI/67/20)

Consultation portal available at <https://consult.highland.gov.uk/kse/event/35394/section/>

Walking and Cycling – the economic benefits' Transport for London (TFL) (2018)

Report on shopper travel behaviour in Dublin City Centre (O'Connor, 2011)

Received by Committee Services on 9 February 2021 at 12:01pm

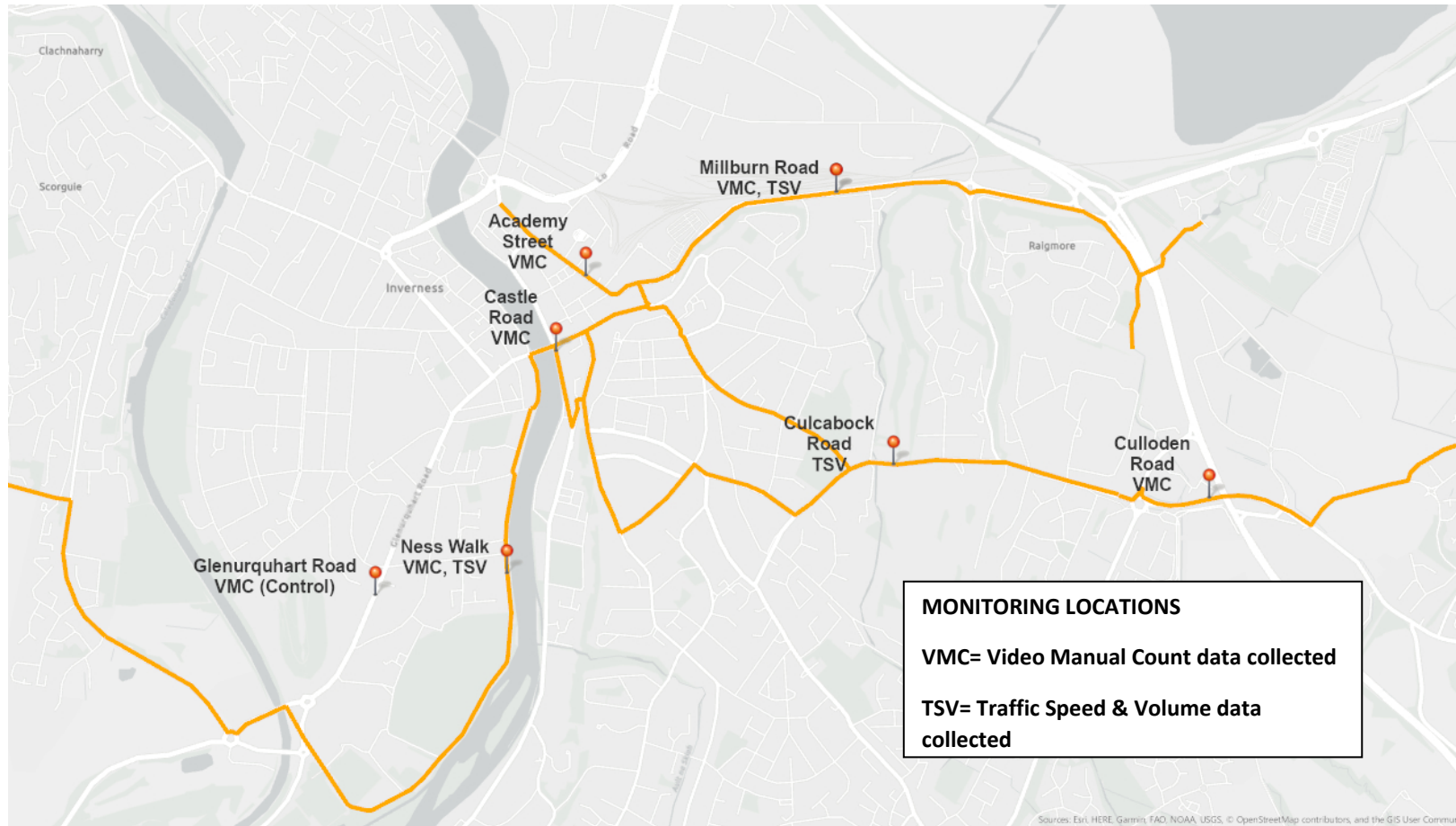
Appendix 1: Spaces for People: Update and next steps

Committee:	City of Inverness Area Committee
Date:	18 February 2021
Report Title:	Spaces for People: Update and next steps
Report By:	Executive Chief Officer Infrastructure and Environment

- 1.1 A range of monitoring efforts have been undertaken to better understand how the Spaces for People interventions have helped people to physically distance during the pandemic. The data collection and analyses has been undertaken by the Sustrans Research and Monitoring Unit, compiling both Council Data and data commissioned directly. All costs associated with this monitoring were met from within the budget allocated from the Spaces for People award. For periodic surveys, data collection was undertaken pre-intervention at the beginning of July 2020 and post-intervention at the beginning of September 2020.
- 1.2 **Interaction Analysis** was undertaken, this involved collecting video footage of widened spaces, this footage is then viewed to measure the interactions of people using the space to determine if they have been able to maintain the necessary 2m separation distance. At the time of writing, these data are not yet available due to a delay in analysis related to data protection and storage issues at Sustrans. If available, results of this monitoring will be circulated and included in the presentation to committee.
- 1.3 **Video Manual Counts** were commissioned and involve the periodic capture of video footage of pedestrian, cyclist and vehicles to enable counts of these modes at given locations.
- 1.4 **Traffic Speed and Volume** monitoring was commissioned to measure the number and speed of motor vehicles at given locations using a mixture of pneumatic tubes and radar counters, depending on the nature of the monitoring site. Data from permanent Highland Council Counters was also considered.
- 1.5 **Public consultation** has been ongoing since the initial funding bid was announced. The online portal enables people to submit comments on any of the interventions proposed.
- 1.6 **Business survey** was commissioned by Sustrans for city centre businesses. With the support of BID over 400 businesses were contacted via postcard drops to seek their views on the interventions and effects on their business.
- 1.7 The following pages provide the summary of monitoring and explain, where relevant, any issues or anomalies about data presented.

Site-specific monitoring

2.1 The following map shows the monitoring locations that were selected at the outset of the project in discussion with Council Officers.



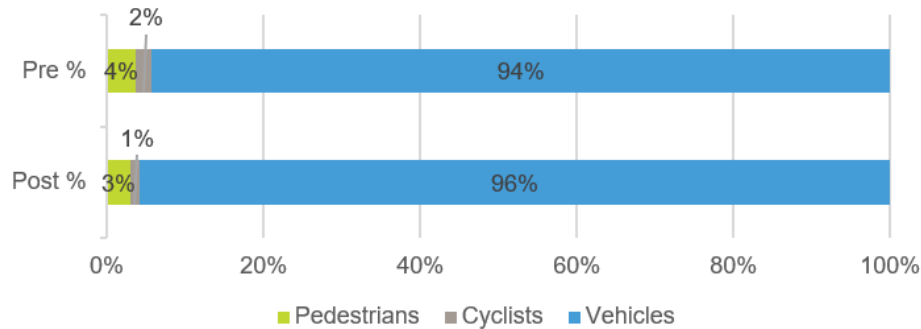
Glenurquhart Road (Control site)

This site is for control and featured no spaces for people interventions.

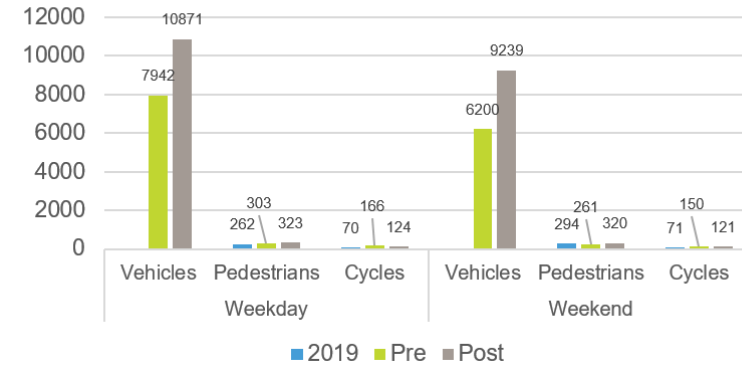
Pre and Post refer to the two survey dates, July and September, respectively, that were undertaken that correspond with the intervention installation dates.

The results below show that this is a vehicle-dominated location. There was a slight reduction in active travel mode share between July ('pre') and September (post) 2020 surveys. During this period there was also a significant increase in vehicles, whilst share of cyclists on carriageway/pavement remained similar. Compared to 2019, volume of pedestrians increased for post surveys.

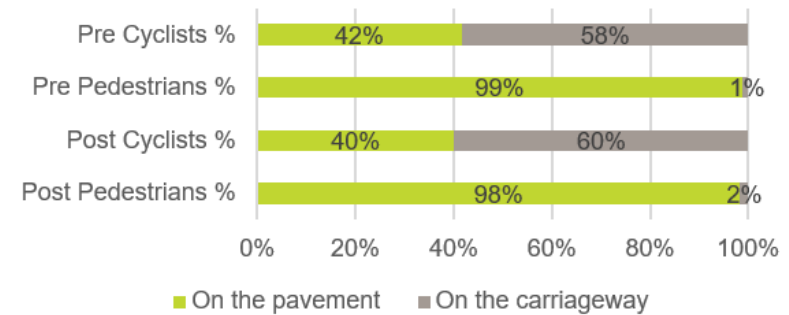
Total mode share



Average daily volume



Carriageway usage

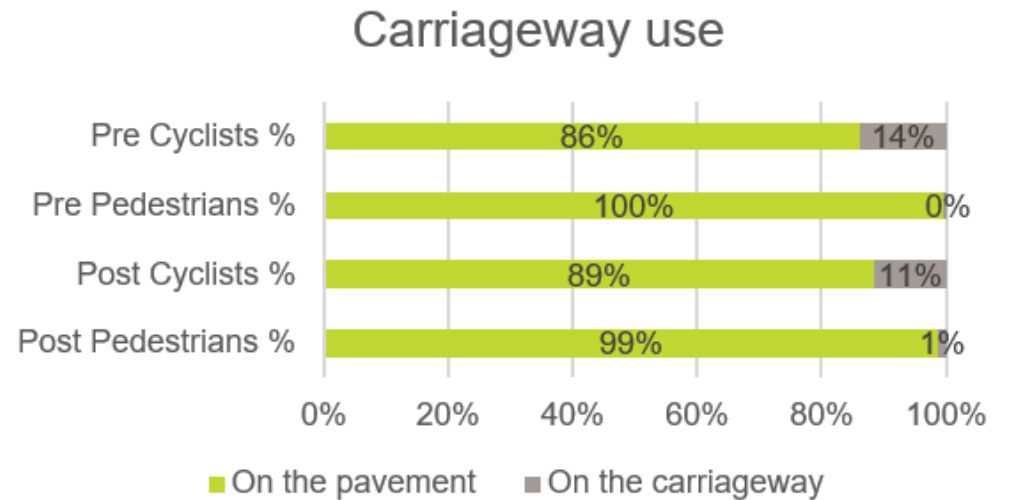
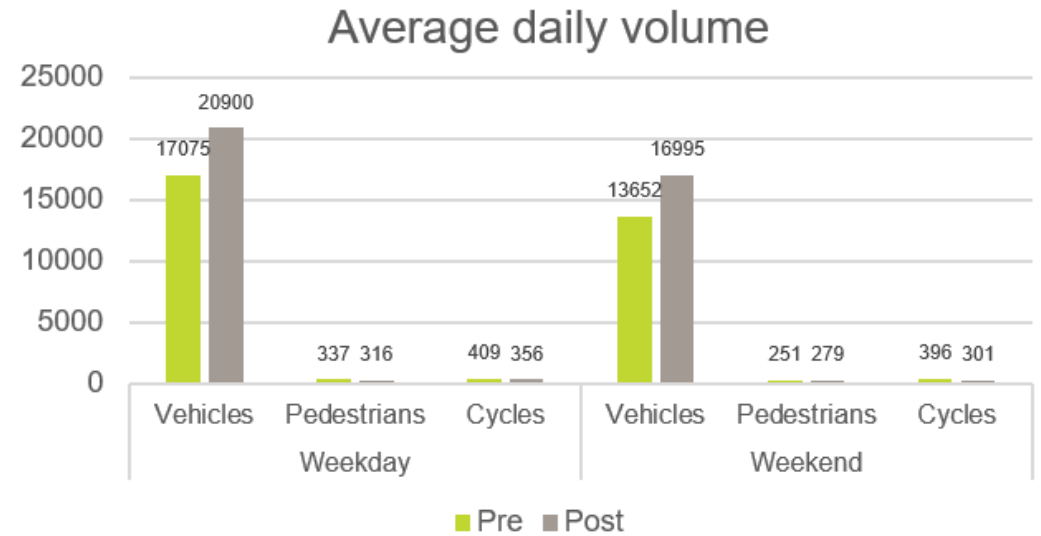
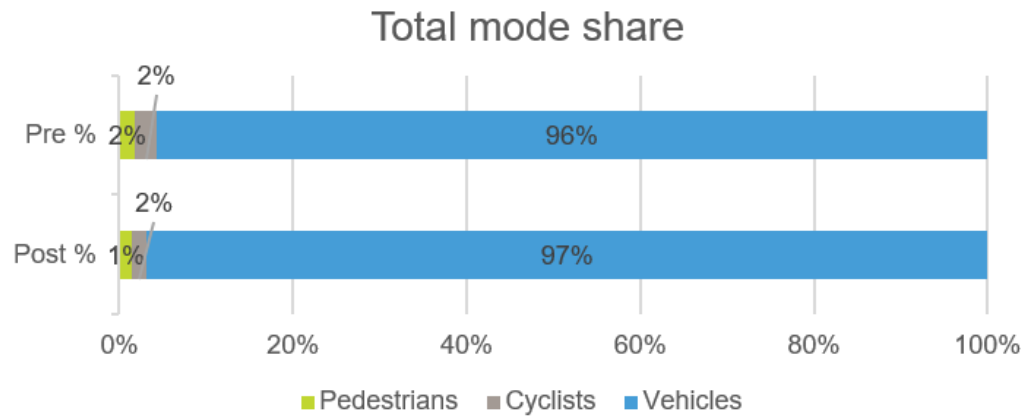


Culloden Road (West of Inshes Overbridge) (Control Site)

This site served as a second control site as a result of no interventions being implemented.

Pre and Post refer to the two survey dates, July and September, respectively, that were undertaken that correspond with the intervention installation dates.

The results below show that this is a vehicle-dominated location and this situation remained consistent between surveys. Vehicle use increased and cycle use decreased between July and September. A majority of cyclists continued to use the shared path available at both survey times.



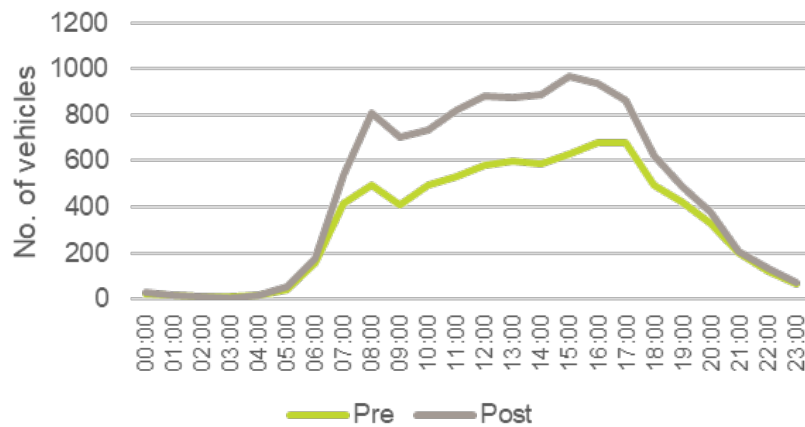
Culcabock Road

The intervention in this location was limited to extending advisory bike lanes from Kingsmills Junction to Raigmore Hospital. Following the monitoring in September, Speed Indication Devices were installed as a traffic calming feature.

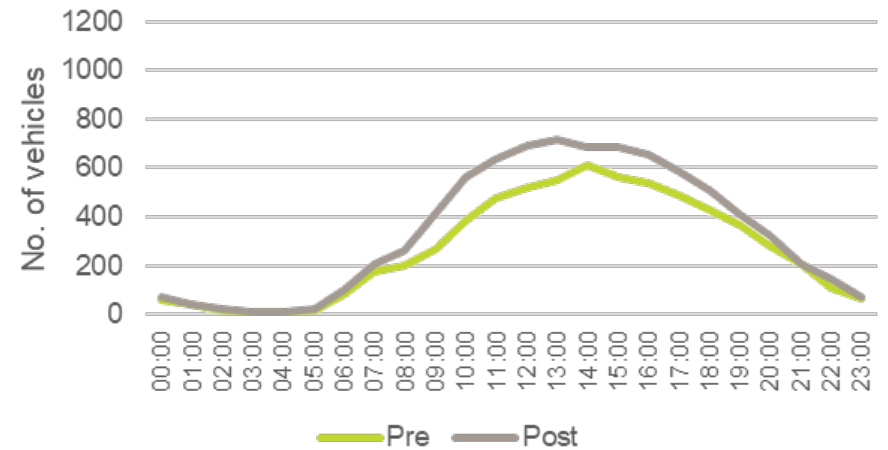
Data shows that traffic volumes increased after the intervention was installed (post) compared with the original arrangements (pre), both during the week and weekends. Vehicle speeds showed a slight reduction after interventions, that may be attributable to the increased traffic volumes.

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

Weekday volume of vehicles by hour



Weekend volume of vehicles by hour



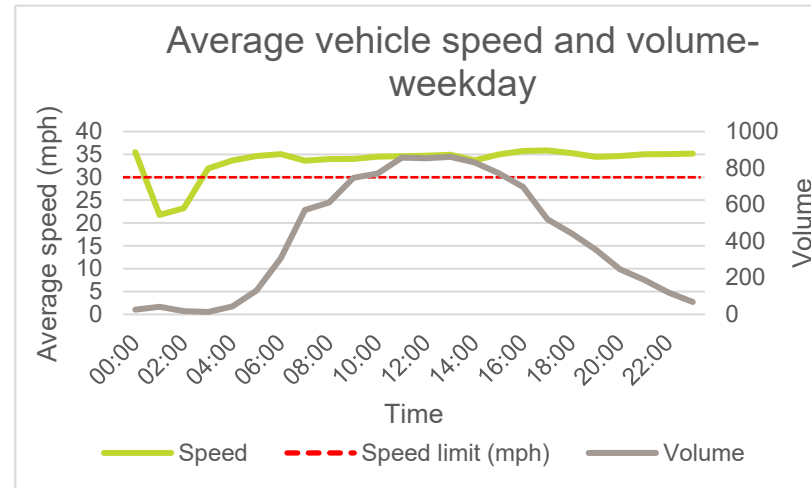
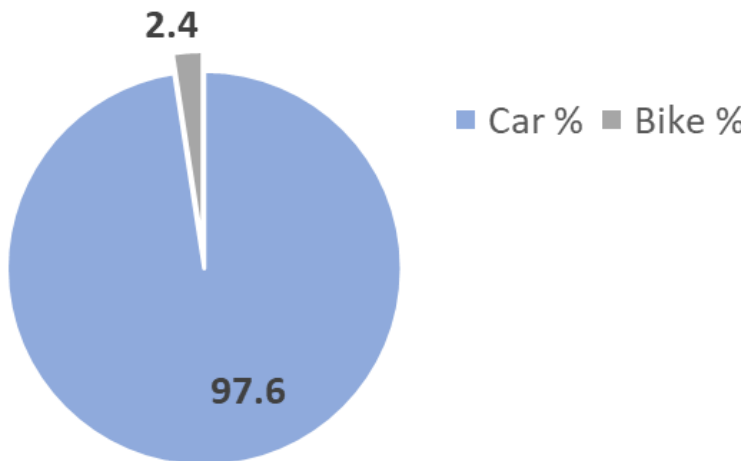
Millburn Road

Data gathered for Millburn Road was not considered wholly reliable due to instruments being wrongly placed, and therefore not providing data that measured the intervention (counters were placed on the north side of the carriageway rather than the south). Inverness Business Improvement District undertook a manual traffic survey on Friday 7th August, which is included below, this was undertaken before improvements to the route were made (green paint and signage).

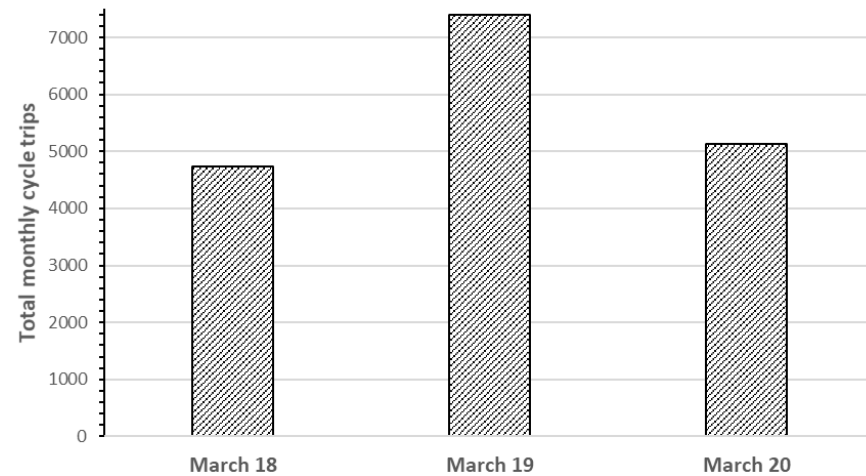
The results show that this is a vehicle dominated location. The majority of traffic is exceeding the legal limit (78% above 30mph). The BID traffic count shows that, for the day of the survey, vehicles were the dominant travel mode on the corridor.

Selected data from Millburn Road's cycle counter showed an upward trend in volume of cyclists between 2018 and 2019, but a decrease trend during March 2020, likely influenced by lockdown measures that commenced.

Bid Traffic Survey (both directions 8am - 6pm)



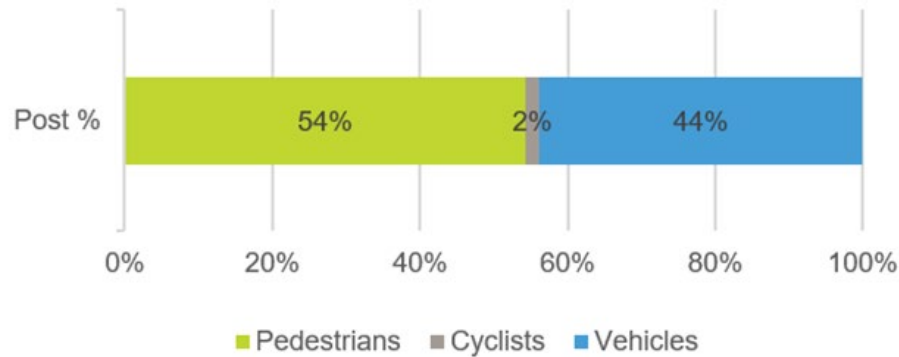
Millburn Road Cycle Counter Data 2018-2020



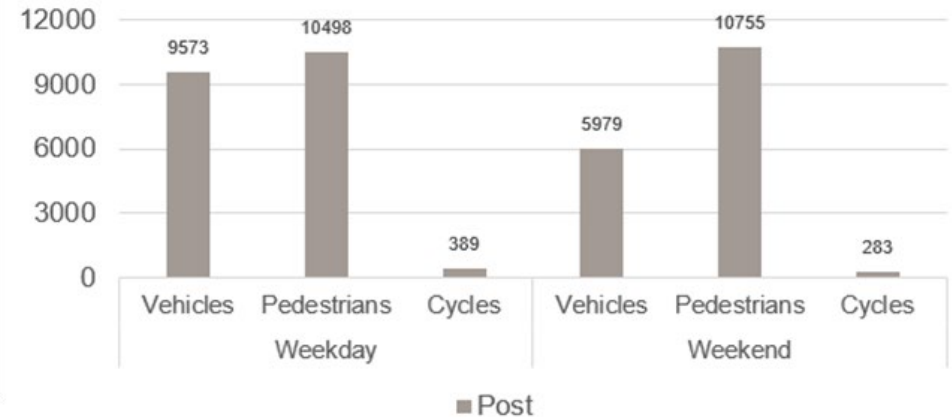
Academy Street

Data was gathered for post-intervention only, therefore comparison with pre-intervention is not available. Pre and Post refer to the two survey dates, July and September, respectively, that were undertaken that correspond with the intervention installation dates. The results show that a significant volume of traffic is pedestrian, with vehicle volumes decreasing at weekends.

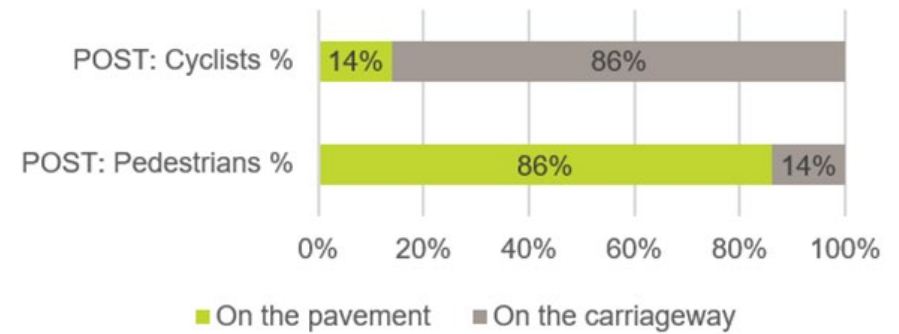
Total mode share



Average daily volume



Carriageway usage

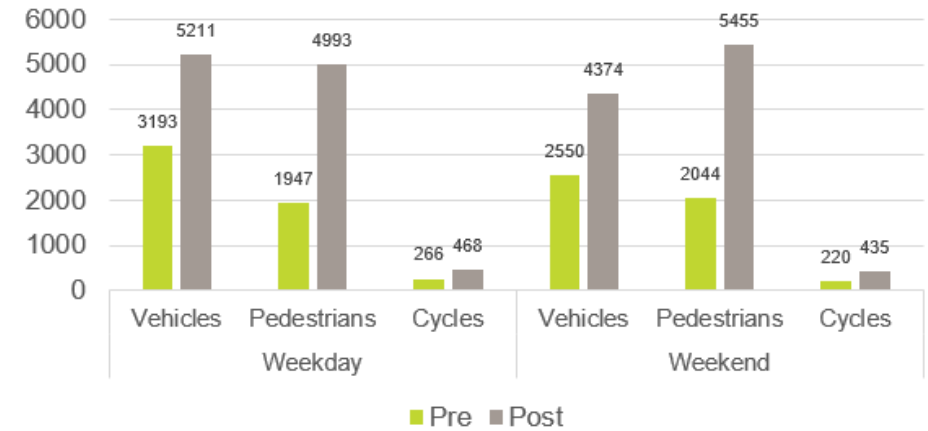


Castle Road

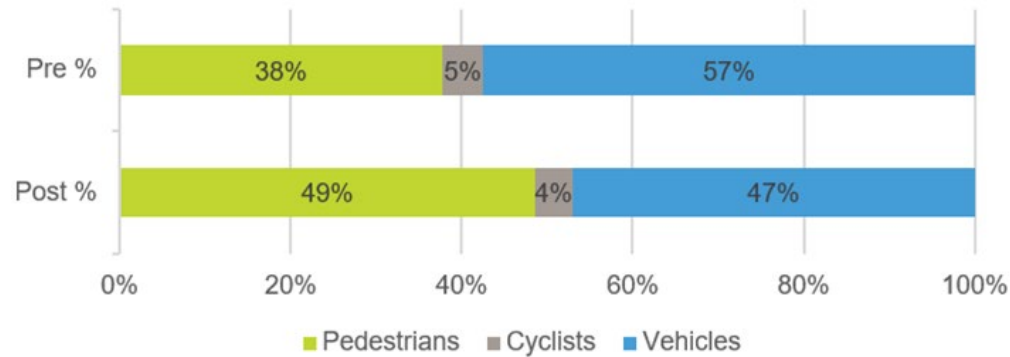
This site forms part of the Castle 1-way system, data was gathered on both pre and post-intervention. Pre and Post refer to the two survey dates, July and September, respectively, that were undertaken that correspond with the intervention installation dates.

The data show that there was a significant increase in pedestrian mode share post-intervention, against a backdrop of significant increase in volume for all modes. There was also a significant decrease in the share of cyclists using pavements post-intervention.

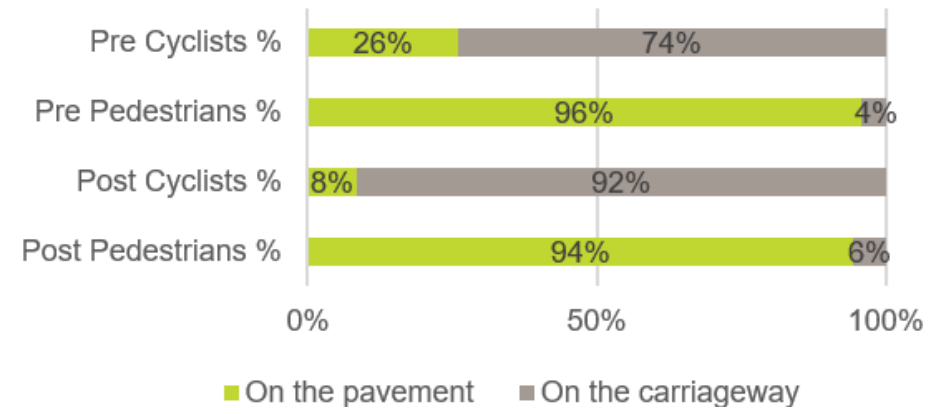
Average daily volume



Total mode share



Carriageway use



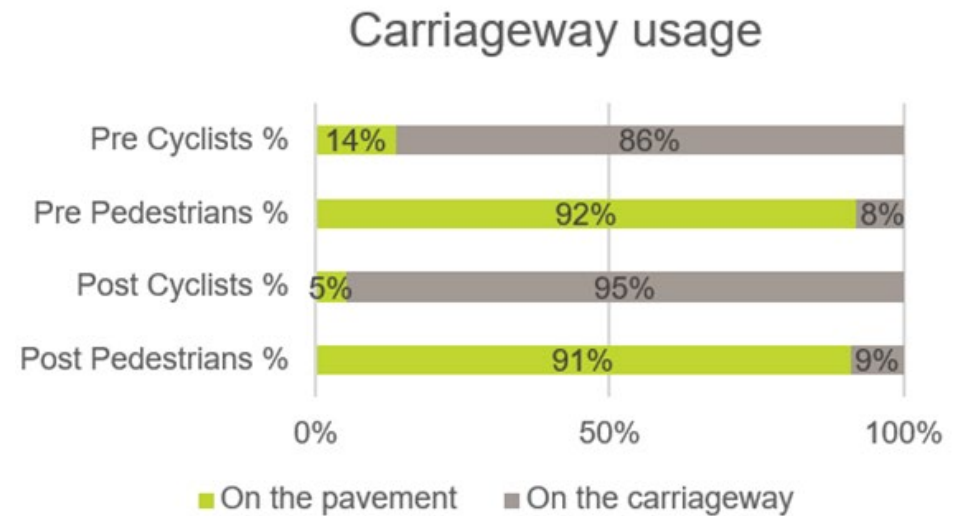
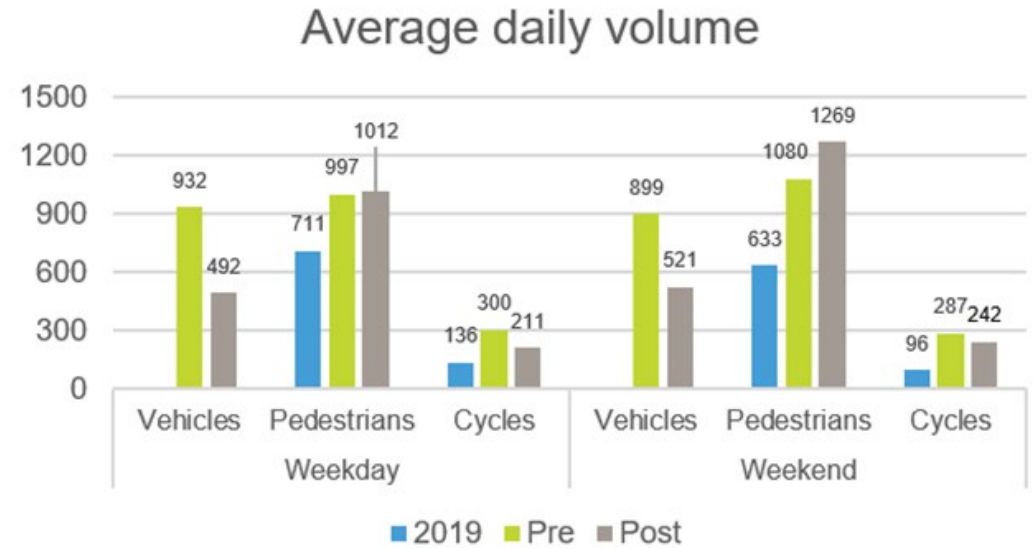
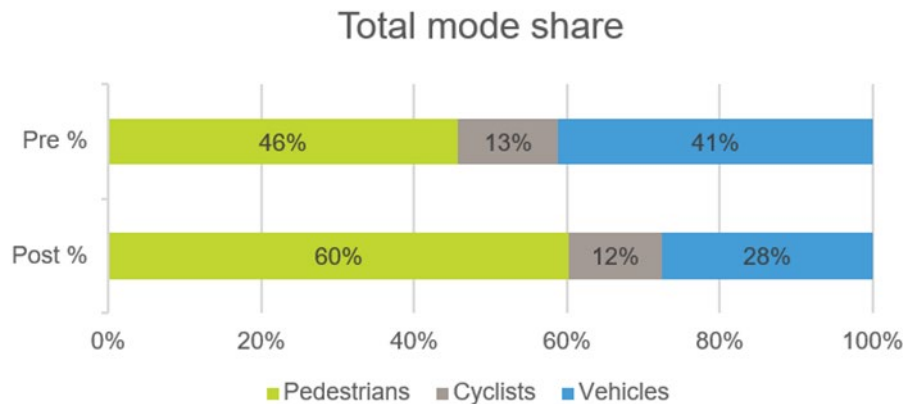
Ness Walk

Count data was gathered on both pre and post-intervention at this location. Speed survey data was only available preintervention due to instrument failure in the post-intervention survey.

Pre and Post refer to the two survey dates that were undertaken, July and September, respectively, that correspond with the intervention installation dates.

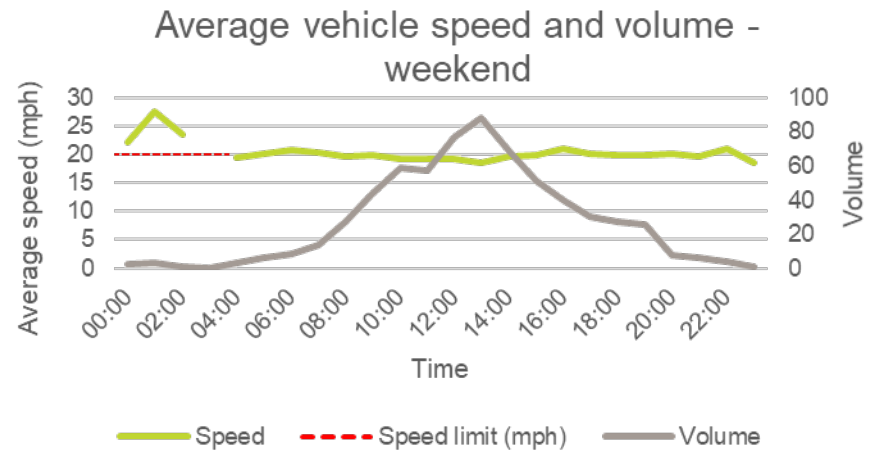
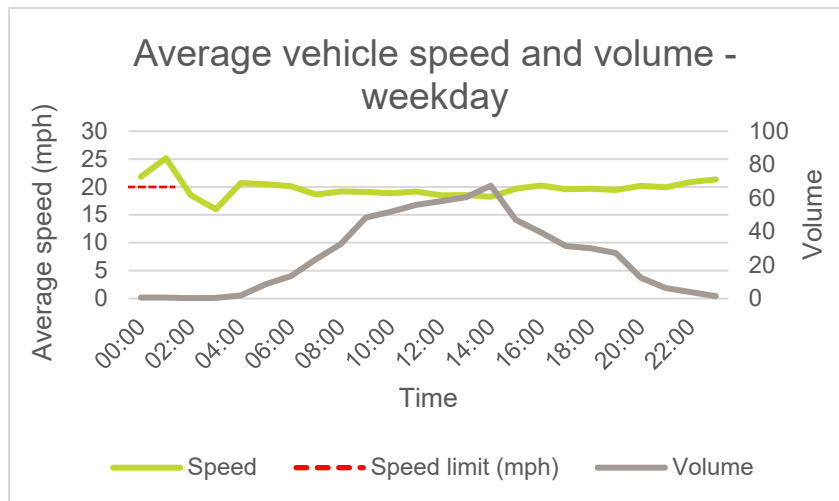
The data show that there was a significant increase in pedestrian mode share post-intervention. Following the intervention, whilst mode share for cycling was down, the total volume of cyclists was greater than pre-intervention. There was also a significant decrease in the share of cyclists using pavements post-intervention. Compared to 2019, the total volume of pedestrians increased during the week and at weekends for both pre and post surveys.

Speed survey data shows that before intervention average speeds were below 20mph and the increase in volume appears to lead to a slight decrease in average speed.



Ness Walk Continued (Speed Data)

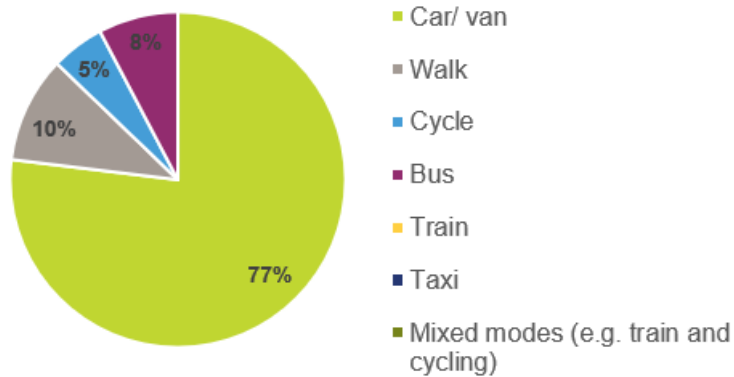
Average vehicle speed (mph)		
	Pre	Post
Weekday	19.1	-
Weekend	19.6	-



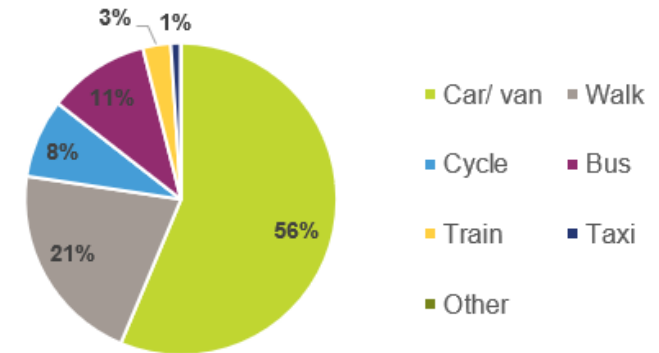
City Centre Business Survey

SUSTRANS undertook a survey of city centre businesses to gather their opinions about the interventions. This was undertaken after the interventions were implemented. A total of 498 businesses were invited to comment. 40 businesses provided a response, giving a response rate of 8%. 35% of responses were from businesses located in streets where interventions had been made.

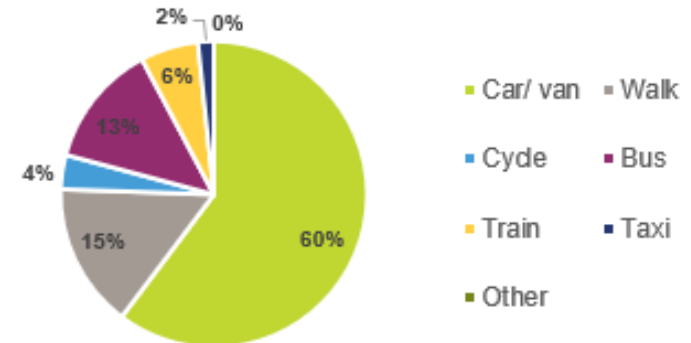
How are you currently travelling to/ from work



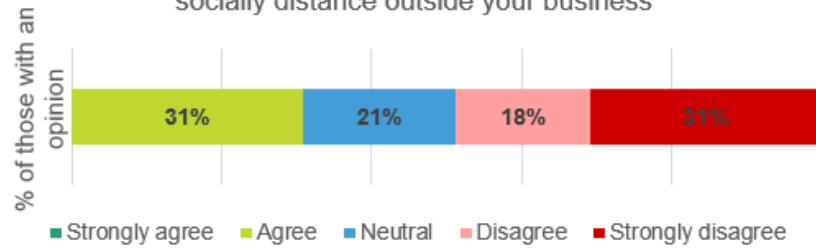
In your opinion, what proportion of employees are travelling to/ from this area using the following modes?



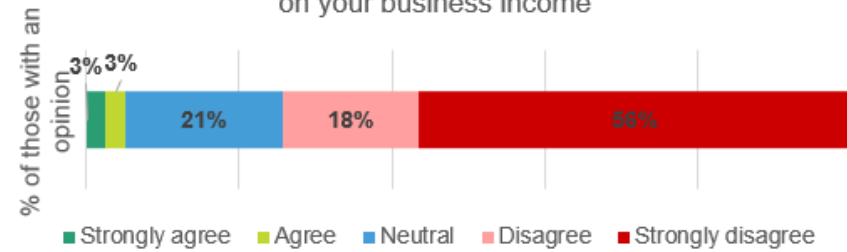
In your opinion, what proportion of customers are travelling to/ from this area using the following modes?



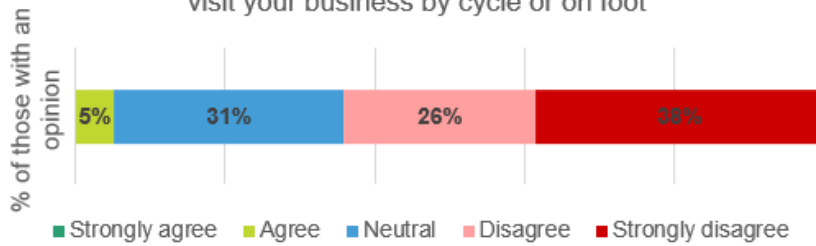
To what extent do you agree that changes to walking and cycling routes have made it easier for people to socially distance outside your business



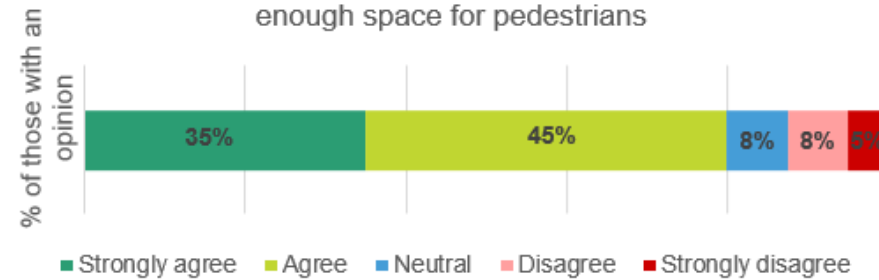
To what extent do you agree that the changes to walking and cycling routes have had a positive impact on your business income



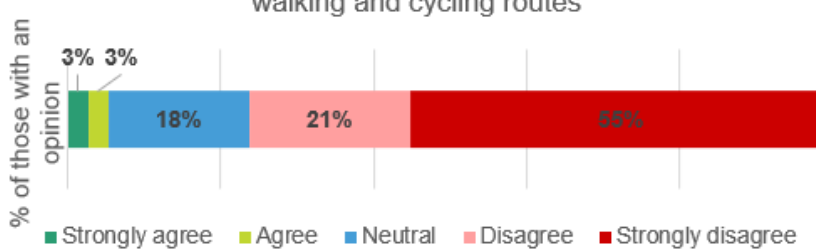
To what extent do you agree that changes to walking and cycling routes have made it easier for people to visit your business by cycle or on foot



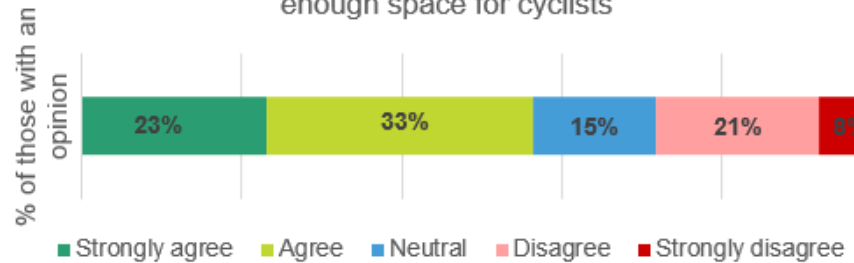
To what extent do you agree that before installation of temporary interventions, the street layout provided enough space for pedestrians



To what extent do you agree that people are more likely to visit your business because of the changes to walking and cycling routes



To what extent do you agree that before installation of temporary interventions, the street layout provided enough space for cyclists



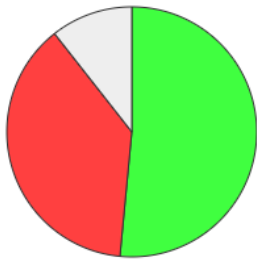
Public Survey - Consultation Portal

An online survey has been available for public comment since 15 May 2020, it remains open for comment. This survey provides an objective, reliable method for Officers to collate and analyse feedback in a consistent way. Public opinion of the four major interventions varies, but all four continue to have a majority support.

Castle 1-way

Do you agree?

Do you agree with the intervention described here?

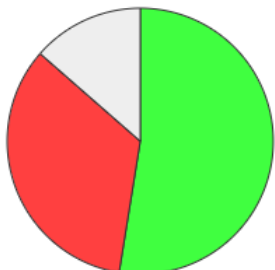


Question responses:		
	% Total	% Answer
Yes	51.52%	57.63%
No	37.88%	42.37%
[No Response]	10.61%	--
Total	100.00%	100.00%

Academy Street

Do you agree?

Do you agree with the intervention described here?

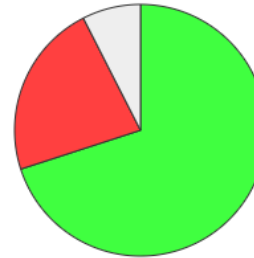


Question responses:		
	% Total	% Answer
Yes	52.54%	60.78%
No	33.90%	39.22%
[No Response]	13.56%	--
Total	100.00%	100.00%

Riverside Way

Do you agree?

Do you agree with the intervention described here?

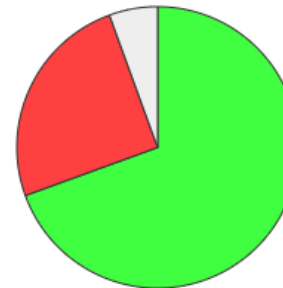


Question responses:		
	% Total	% Answer
Yes	70.00%	75.68%
No	22.50%	24.32%
[No Response]	7.50%	--
Total	100.00%	100.00%

Millburn Road

Do you agree?

Do you agree with the intervention described here?

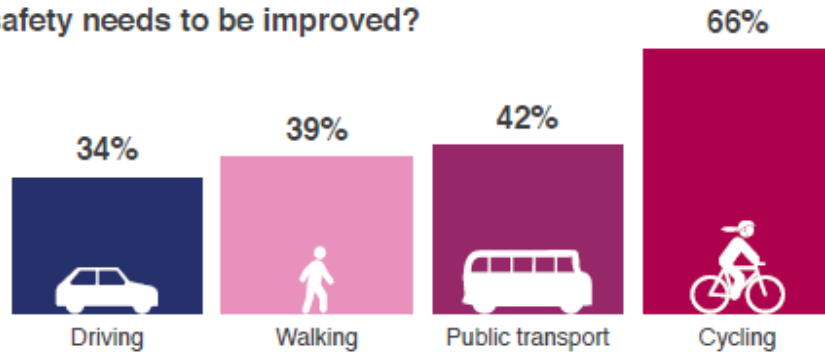


Question responses:		
	% Total	% Answer
Yes	69.44%	73.53%
No	25.00%	26.47%
[No Response]	5.56%	--
Total	100.00%	100.00%

Bike Life Inverness Survey

An independent survey of 1,452 people living in Inverness was published in 2020 shortly after lockdown. Selected statistics from this survey are presented below. These data provide a further insight into public opinion on active travel infrastructure in the city.

For which modes do residents think safety needs to be improved?



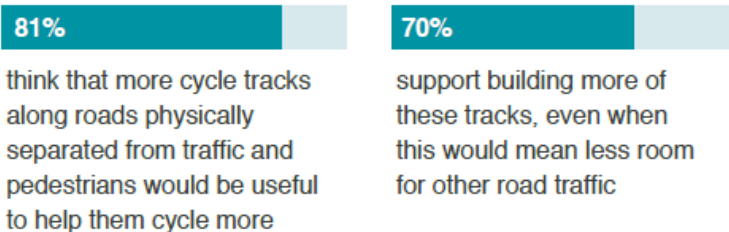
How do residents see themselves when it comes to cycling?



What proportion of residents would find traffic management measures useful to cycle more?



To help residents cycle more we need better cycling infrastructure



44%

of residents think there are too many people driving in their neighbourhood

8%

of all streets in Inverness are 20mph*



Proportion of residents who support measures to make places better for people

