

## INVERNESS BUS STATION Interchange Audit

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Linking cycling with  
public transport

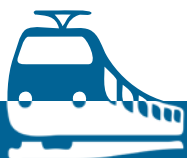


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## Introduction

### Purpose of the Interchange Audit

Transform Scotland has carried out a series of 'Interchange Audits' to assess how easy it is to combine cycling with other forms of sustainable transport. Railway stations, bus stations, and ferry terminals have been audited with consideration given both to cyclists who might want to park their bike and to those who plan to take their bike with them (for instance on the train or ferry). Each audit has involved an on-the-ground survey using the **Interchange Toolkit** which was developed for this project. The survey considers aspects that could make a cyclist's journey easier or more difficult, starting from the station or terminal approach, through entering, to locating parking or the appropriate boarding point. Features such as signage, suitable routes, and access to facilities have been included. However, the project did not assess cycle carriage (for example, the number of cycle spaces on a train or ferry).



# overview of inverness bus station

Inverness is the capital of the Scottish Highlands and as well as being the administrative centre, it is the largest settlement. As such, the bus station is the busiest in the north and a key transport hub. Inverness also has one of the few services in the country that will carry bikes on an exterior rack in the summer months. This was service 26 from Inverness to Cromarty. For this route, there were 12 services Monday through Friday from Inverness; 13 on Saturday and four on Sunday. From Cromarty, there were 14 services Monday through Saturday and four on Sunday.

<b>Number of passengers</b> Passenger numbers not monitored	<b>Number of stances</b> 7	<b>Local authority area</b> Highland Council
<b>Station manager</b> Highland Council	<b>Services</b> Intercity (mainly Scotland with one standard coach service to/from London), sleeper to/from London, regional, local; this is the main bus station in the Highlands and is quite busy	<b>Location</b> In the centre of the city, a dense (though small) urban area; the city has a population of 57,960
<b>Number of entrances/exits</b> 1		

References: Mid-2010 Populations Estimates for Settlements and Localities in Scotland (General Records Office Scotland); Inverness Business Improvement District

## Audit Summary

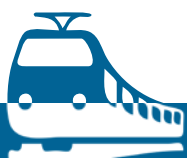
Cycle parking was a big problem at Inverness Bus Station as none was provided by the station and there was no signage to the cycle parking provided nearby by other facilities. The nearby cycle parking was also of variable quality, with only one location providing properly-spaced, covered parking. And there was a lack of parking right next to the station for those wishing to lock up their bicycle to buy tickets or use the café.

The other key issue that needs to be addressed is the northern approach along Longman Road which had fast and dangerous traffic. This will require infrastructure in the form of a specific segregated or alternate cycle route to provide a safe way to access the station when coming from or going to the north.

## detailed issues

### Signage

- ▶ At the bottom of Church Street there was a diversion which required cyclists to dismount and walk their bikes for a considerable distance. This was likely done because the road was one-way, but it would have been more useful to produce a diversion that allowed cyclists to stay on their bicycles. Rail and bus stations were signposted.
- ▶ Though there are several parking options around the bus station, there is no signage indicating its existence or location.





## Cycle Parking

- ▶ The Inverness Bus Station provided no parking but there were a few locations very nearby which are covered below.
- ▶ At the Inverness Library, behind the bus stances, there were 3 uncovered Sheffield stands which were installed too close to the building to be used properly. There was no CCTV but some natural surveillance.
- ▶ In the Rose Street multi-story car park, at the ground level close to the bus station, was a covered area of cycle parking with 14 Sheffield stands. The spacing was very good and CCTV was present. 10 bicycles were parked here – four looked like they had been there for a very long time and one was clearly abandoned. There were several left locks. This area used to be parking for a bicycle hire scheme which no longer exists.
- ▶ Outside the Spectrum Centre, just north of the bus station, there were three Sheffield stands which were installed too close to the wall. These were not covered and had no CCTV. Natural surveillance was satisfactory, at least at the time of the audit, but it was difficult to know what this would be like in the evening or after dark.

## Suitable Routes

- ▶ The traffic was very heavy and fast coming from both directions along the Longman Road approach, making it too daunting for anyone but the most competent and confident of cyclists to negotiate. Even then, their safety could be compromised by the speed at which vehicles travel on this road. This was the main route from the north to the bus station (and city centre and railway station).

## Facilities

- ▶ The ticketing office and cafe were accessible by bicycle, which was important given there was no cycle parking available for those taking their bicycle on service 26. It is unlikely that a cyclist would wish to lock up their bike far away in order to purchase tickets or refreshments.

