

# Stephen's Brae, Inverness

17 Oct 2020

## Looking Back, 2008



Although steep, Stephen's Brae, Inverness, is a popular active travel route between the south-east of Inverness and the centre. It's on NCN 1. This view (from Google Streetview) shows how it was in June 2008. There were two footways and three bollards prevented through-traffic by motor vehicles.

## Barriers in Position



One footway was lost when it was replaced with stone cubicles used informally as alfresco extensions for the businesses opposite. A new, short flight of three steps was introduced into the footway in front of the businesses. The bollards were replaced by two offset, staggered barriers.

## Barriers Turned



The barriers are normally locked across the route creating a chicane to slow down speeding cyclists. But they can be unlocked and turned for parades etc and fully removed for emergencies. It should be noted that the barriers are across the road. It's footway space that is limited at this pinch point.

## Barriers Removed



On the rare occasions when the barriers are removed there is plenty road width for cycles, buggies, trailers, etc. Pedestrians unable to use the steps have no choice but to transfer to the roadway. Treating it as shared space is more of an issue for pedestrians.

## Share with Care!



'Share with Care' signs have been added recently. These try to pass the responsibility on to walkers, wheelers, and cyclists. Meanwhile the real problem is the barriers, footway clutter, and parked motor vehicles. The need for COVID-19 distancing makes this more important.

## Gradual Takeover



One original footway is gone. The remaining one is gradually being taken over by advertising boards, tables, chairs, shop display items, and parked cars/vans. [Loading is legal at set times - but this should not condone parking on the footway.]

## The Way Forward



Let's not argue about the barriers. They're simply wrong and should be removed. A single removable bollard would be enough. Segregation could be indicated with white paint, or build out the footway - or possibly removable guardrails along the route at the pinch point. Note again, it's part of NCN 1.

**Inverness Living Streets**

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