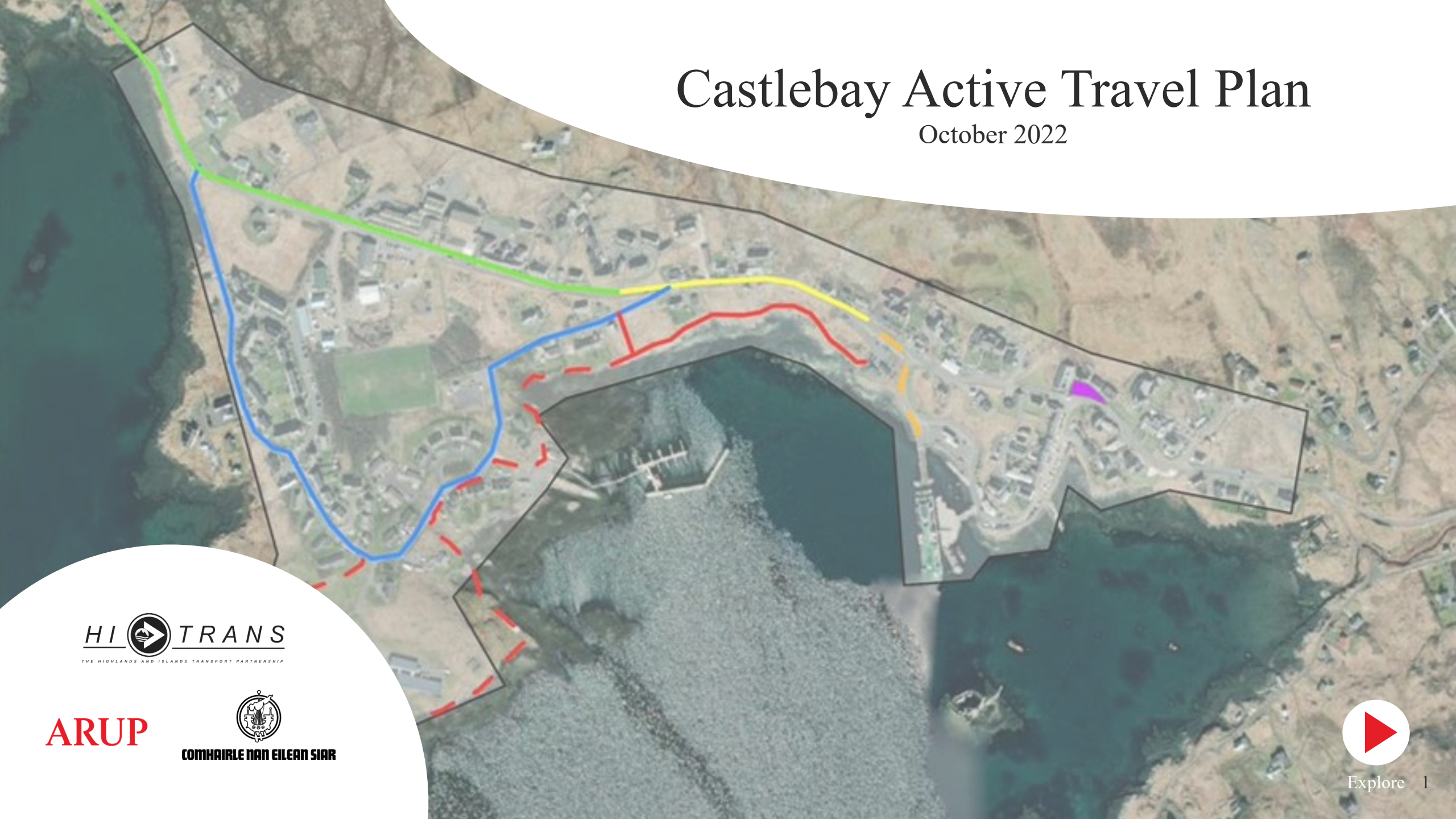


# Castlebay Active Travel Plan

October 2022



ARUP



COMHAIRLE NAN EILEAN SIAR



Explore 1

# Castlebay Active Travel Plan

Overview

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The Castlebay Active Travel Plan (the Plan) identifies targeted actions to support the essential transition to low carbon transport. The Plan has been informed by a rigorous desktop study, a comprehensive stakeholder and community engagement exercise, and by existing and emerging active travel guidance. This has meant that the development of the Plan actions occurred organically, with emerging actions being continuously shaped and formed over the course of the project through local insights and feedback.

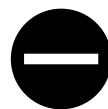
The Plan will act as a framework for supporting people to make healthier, low carbon travel choices. For some, this will mean supporting a transition to low carbon car travel, whilst for others active travel and public transport will provide sustainable travel options. The Active Travel Plan identifies a series of actions to support the essential transition to low carbon transport. These actions are a starting point that will enable the Comhairle nan Eilean Siar (CnES) and partners to identify funding to develop detailed feasibility and design of potential options, to undertake further community and stakeholder consultation, and implement the actions. All of this subsequent work will be subject to prior approval by Elected Members at appropriate Committees.



**Footway provision in the village centre** to create a more accessible environment for all users that supports local businesses.



**Cycle-friendly routes** ensuring cycle connectivity to the residential area to the west and onward to Barra Beach.



**20mph Castlebay** to improve safety and create a more attractive environment for walking, wheeling and cycling.

# Castlebay Active Travel Plan Overview



- 1- Footway Provision
- 2- Cycle-Friendly Street
- 3- Cycle-Friendly Route
- 4- Community Hub and Support for Local E-Bike Hire
- 5- Herring Walk
- 5- Herring Walk (extension)
- 5- Herring Walk (extension)
- 6- 20mph Castlebay

# Outer Hebrides Active Travel Strategy

## Overview

The Outer Hebrides Active Travel Strategy (2021-2025) was developed by CnES. The strategy “presents a vision for high quality places where walking and cycling for everyday journeys to school, work, or shopping are easy, pleasant and safe”.

The strategy summarises that there are many small communities, such as Castlebay, where vehicles and through-roads are dominant, and would benefit from **placemaking** to make it easier and safer to choose to walk, wheel or cycle, with a particular focus on **safe routes to schools and community hubs**.

The vision and objectives for active travel within communities across the Outer Hebrides is summarised as follows:

- **Safe routes to school** are established in settlements with schools so local children have the opportunity to safely walk, wheel or cycle to school.
- A holistic approach is taken in settlements with **community hubs** to ensure there is appropriate infrastructure to travel safely by foot or bicycle.
- A **place-based approach** to high quality infrastructure and a **review of speed limits** make it easy and safe to choose active travel for everyday journeys within communities.
- Safe active travel routes to **access attractions and trip generators** within or near settlements.

Consideration of the Outer Hebrides Active Travel Strategy (2021-2025) at an early stage was a fundamental starting point in the development of this Plan.



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# Desktop Review

## Introduction

The desktop review has been carried out in a structured and targeted manner. Select sources of data have been collated and analysed to produce an evidence base which was then used to inform virtual site audits, stakeholder engagement, and eventually the final action plan. Data sources reviewed included, but were not limited to:

- Local Context and Demographics
- Outer Hebrides Active Travel Strategy (2021-2025)
- Outer Hebrides Local Transport Strategy (2020-2030)
- Outer Hebrides Active Travel Strategy (2018)
- HITRANS Active Travel Strategy (2018)
- Outer Hebrides Local Development Plan (2018)
- Castlebay Design Charrette (2016)
- Census Transport Data (2011)
- Department for Transport STATS19 Accident Data (2017-2021)
- Active Travel, Transport and Geographic Mapping

This process was crucial in providing local context and an understanding of the geographic conditions along with the active travel and transport characteristics in Castlebay.

More details regarding findings from the desktop review can be found in **Appendix A**.



## Policy and Strategy Review

Policy and strategy documents related to active travel in Castlebay have been reviewed, including the [Outer Hebrides Active Travel Strategy \(2021-2025\)](#), the [HITRANS Active Travel Strategy \(2018\)](#) and the [Outer Hebrides Local Development Plan \(2018\)](#).

The key headlines are as follows:

- Castlebay is the main village on the island of Barra. A significant proportion of the population (over 50%) either work or study from home or travel less than 10km to work or study. A smaller proportion of the population travel 30km and over (long distances) to work or study.
- Castlebay is home to the main ferry terminal on Barra, providing a connection to the mainland. Castlebay is also located on the A888 which serves as a circular route around Barra. Castlebay also has a local function of providing supporting services, housing and community facilities.
- In Castlebay, the community considers safe access and mobility to be significantly constrained by both the absence of lit footways and fragmented footways adjoining the A888. As a consequence, the promotion of safe routes is fundamental to encouraging active travel.
- A new design of the Herring Walk is being developed to create an active travel link to the Community Campus development, whilst also connecting the eastern and western sides of Castlebay.
- Across the Western Isles transport challenges include, design standards not being appropriate in many geographic contexts, safety issues, public transport integration and coverage, information for visitors, and funding constraints for smaller settlements.

# Desktop Review

## Baseline Data Review

Baseline data sources relating to active travel in Castlebay have been reviewed to inform the Plan. These sources include pedestrian, cycle and traffic data, Department for Transport (DfT) STATS19 collision data, and Census 2011 data, such as method of travel to work or study, distance of travel to work or study and Census Datashine Commute. The key findings can be found below, with more information provided in **Appendix A**.

### Census Data

Census data was gathered for the island of Barra as data was not available for Castlebay specifically due to poor data granularity. The key headlines however are as follows:

- Walking accounts for 12% of all travel to work or study trips on Barra, which falls below the national average of 18%.
- Cycling mode share is 1% which is also below the regional and national average.
- Private car journeys (driving and passenger) account for 36% of all travel to work or study trips on Barra.
- Travel by bus, minibus or coach accounts for around 16% of all employment and study trips.
- 48% of all trips below 2km within Barra are undertaken by private car.

	Walking	Cycling	Public Transport	Can/Van	Work from Home	Other
Barra	12%	1%	18%	36%	19%	5%
CnES	9%	1%	17%	55%	15%	4%
Scotland	18%	1%	18%	50%	11%	2%

\*values may not add up to 100% due to rounding

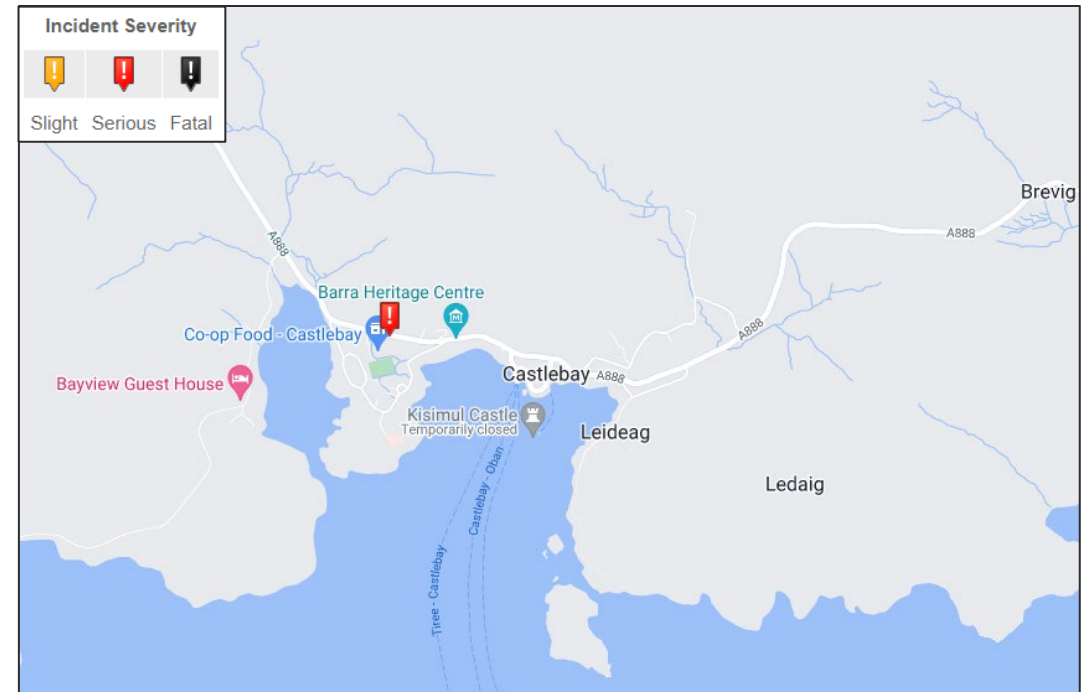
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### Collision Statistics

STATS19 pedestrian and cycle accident statistics available for the previous five complete years (2017-2021) recorded by the DfT were reviewed using the Crashmap online mapping tool.

The following conclusions can be drawn from this analysis:

- There was just one incident recorded of a serious nature.
- The serious incident involved a motorcycle and a car and a motorcyclist casualty.



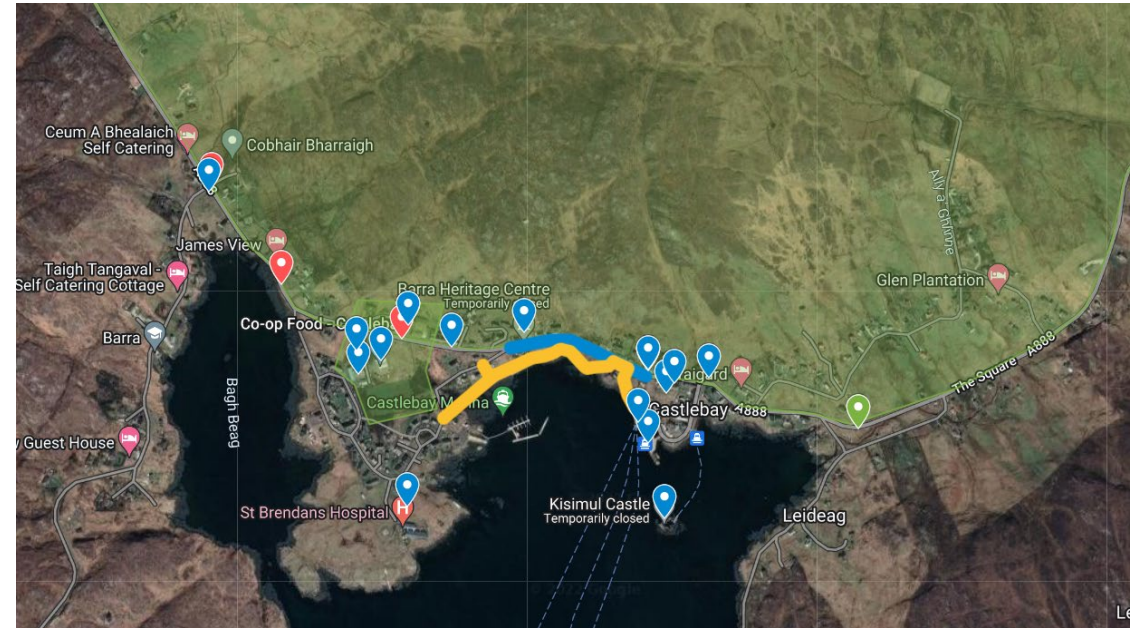
# Virtual Site Audits

## Methodology

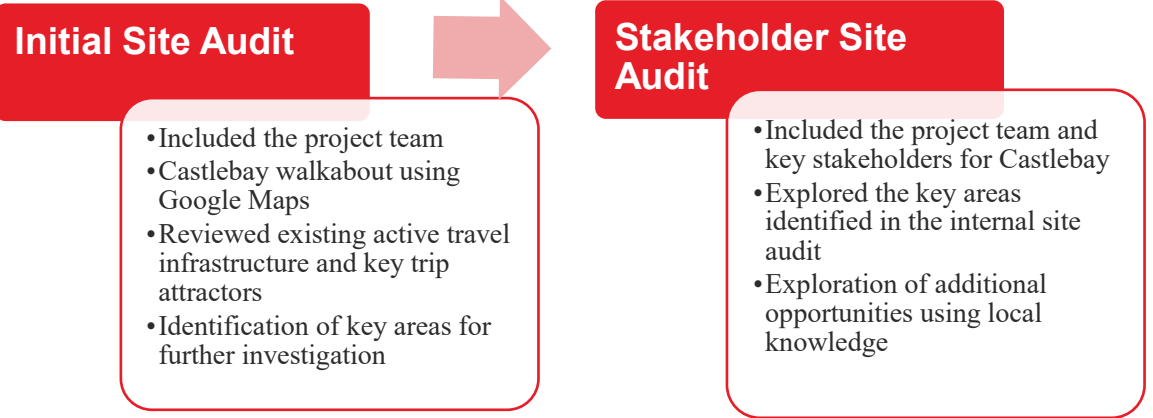
Site audits were conducted using digital methods. The initial virtual site audit built on the knowledge and understanding of the town developed during the desktop review stage. The stakeholder virtual site audit then confirmed what was learnt during the initial virtual site audit.

An initial virtual site audit of Castlebay was conducted using Google Streetview and various mapping sources, namely Google MyMaps and Open Street Map. A systematic approach was taken during the session, which was informed by the desktop review stage. Furthermore, areas which required additional investigation were noted to be discussed in more detail with those with local knowledge during the follow up stakeholder virtual site audit.

The initial project team audit was followed by a stakeholder virtual site audit. This was hosted using Microsoft Teams where a selected number of key stakeholders were invited to join, including the CnES's Access Officer and Roads Engineer, who are each responsible for the Castlebay area. Each individual was invited to take control of the screen to “walk through” areas using Google Streetview and highlight key issues or opportunities. This session was recorded, allowing for the discussion to be revisited and viewed by the wider project team.



© Google MyMaps



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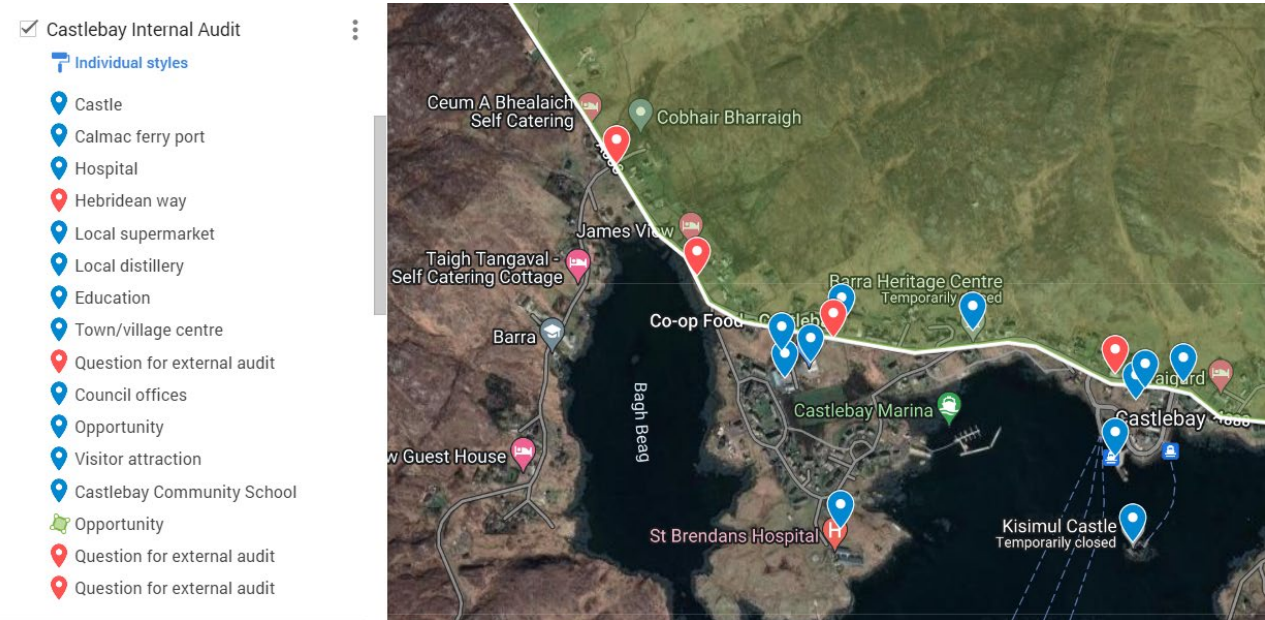
# Virtual Site Audits

## Internal Virtual Site Audit

The high-level observations made during the internal virtual site audit for Castlebay were as follows:

- There is a missing gap of footway provision on the A888 in the village
- Placemaking improvements could be made to the area surrounding the ferry terminal.
- The Herring Walk plans provide an opportunity for integration with future active travel proposals.
- The Ferry terminal means that the area can be heavily trafficked at times.

The internal virtual site audit provided the Arup project team with an understanding of key areas throughout Castlebay, along with active travel issues and opportunities. The key themes identified above were investigated further during the stakeholder virtual site audit discussion.



© Google MyMaps



# Virtual Site Audits

## External Virtual Site Audit

Topics of discussion during the external virtual site audit included the following:

- The steep hill on Pier Road can be an issue for some active travel users.
- There is an opportunity for safe routes to school utilising Rathad Na Horgh.
- The A888 around Barra can become busy with cyclists due to the Hebridean Way.
- There are traffic calming proposals for the A888 through Castlebay as part of school/community campus redevelopment.

The external virtual site audit provided an opportunity to supplement the desktop review and initial virtual site audit findings with local knowledge from select individuals who have a strong understanding of the characteristics and local issues and opportunities within Castlebay.

Castlebay External Audit

Individual styles

- No pedestrian path from Poli...
- Herring Walk Existing
- Herring Walk Extension- foot...
- Herring Walk Extension- link ...
- Local bike shop and hire
- Hebridean Way
- New campus development
- School location
- 20mph speed limit
- Road safety on single track r...
- Opportunity
- Beach access



© Google MyMaps

# Stakeholder & Community Engagement

## Methodology

Stakeholder and community engagement was carried out through the **external virtual site audit**, an **online community engagement survey** and **one-to-one conversations** with key stakeholders. These engagement techniques covered a number of topics, predominantly around placemaking with a particular focus on transport and active travel in Castlebay.

The stakeholders and community groups to be engaged with were agreed with HITRANS and CnES at the start of the project. The groups and individuals engaged with include the following:

- CalMac Ferries – Castlebay Port Manager
- Buth Bharraigh
- Barra and Watersay Community Limited - Development Officer
- CnES- Community Campus Officer
- CnES Roads Engineers
- CnES Environment Officer (Access and Biodiversity)

In addition to these groups and individuals, the general public were engaged with through the community engagement survey.



## Castlebay Active Travel Plan - Community Engagement Survey

HITRANS, in partnership with Comhairle nan Eilean Siar (CnES), have appointed Arup to undertake active travel (walking, wheeling and cycling) plans for the main settlements across the Outer Hebrides to form part of the Outer Hebrides Active Travel Strategy Delivery Plan.

The aim of the plan is to allow short local journeys to be made actively, to improve the walking, wheeling and cycling experience and to introduce placemaking improvements to create more inviting, sustainable and attractive places for both residents and visitors.

This survey is for the local residents and stakeholders of **Castlebay**. We encourage responses from all ages, including school pupils. Please provide feedback below on how you (and your children if you are a parent/guardian) travel and key issues, opportunities and types of improvements you would like to see in Castlebay to enable and encourage more active journeys.

*\*Please note that we will not be collecting or using any personal data as part of this survey and all responses will be fully anonymised. This will ensure we protect the privacy of participants and are compliant with relevant data protection and privacy laws.*

Digital methods were used to engage with stakeholders, and a degree of flexibility in the method of contribution was taken to ensure all stakeholders could easily input into the project.

Tools utilised to gather contributions included the use of Google MyMaps to collect stakeholder comments, Microsoft Teams to host online meetings and workshops, Microsoft Forms to gather survey responses and finally stakeholders were able to contribute by telephone and written responses, if preferred. More details on stakeholder engagement findings can be found in **Appendix B**.

# Stakeholder & Community Engagement

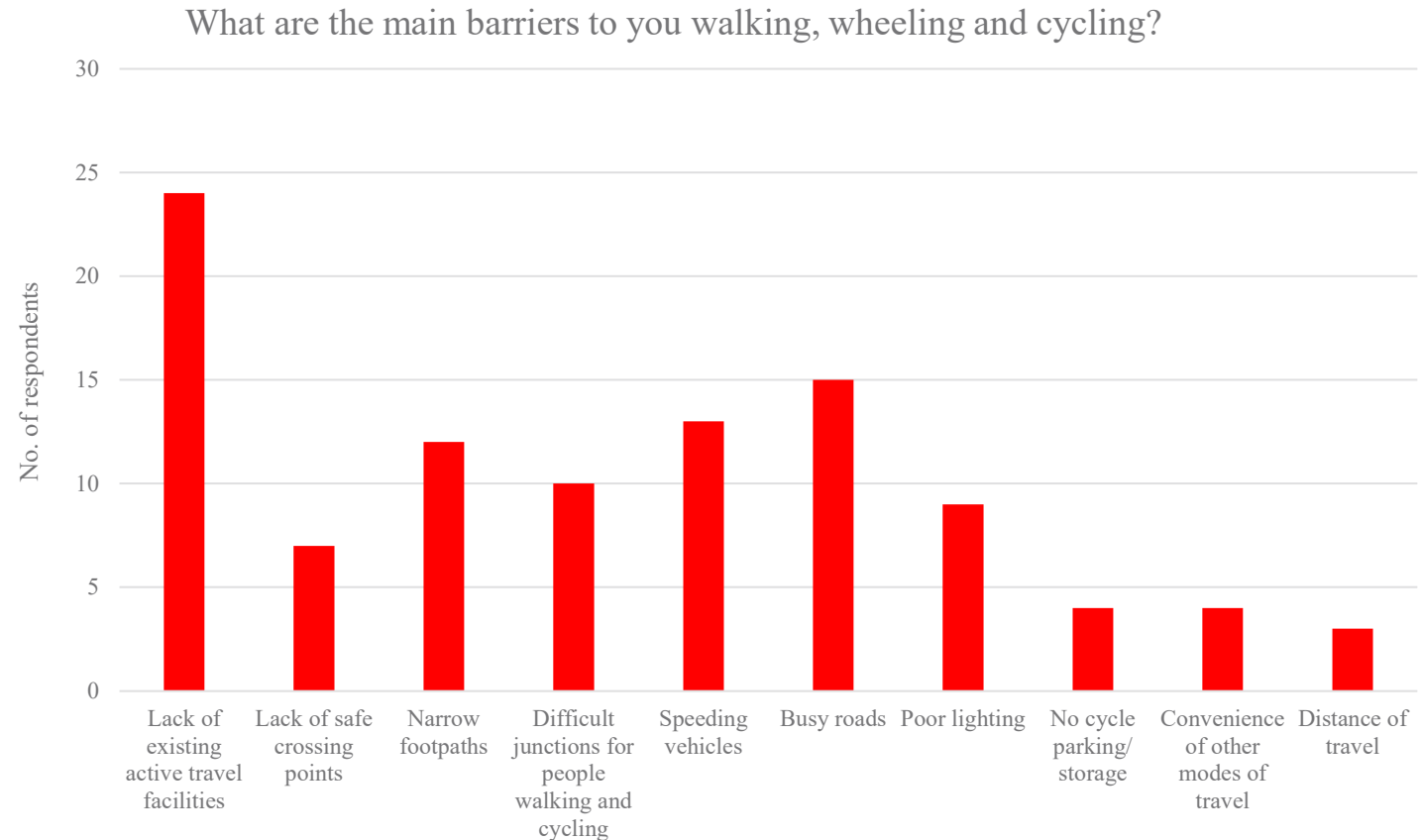
## Community Engagement Survey

A community survey was developed and shared with residents through CnES, local community groups and online platforms. The survey was live for 6 weeks from September to October 2022 and aimed to gather information on how the community currently travel for everyday trips, barriers to travelling actively, and improvements the community would like to see.

The survey was shared through CnES, local community groups / clubs, online platforms and the local newsletter.

The key headlines were as follows:

- There were a total of 30 responses relating to Castlebay (approximately 10% of the Castlebay population).
- Of those 30 responses, 12 respondents identified themselves as a parent or guardian of someone under 18 years old. 18 respondents identified themselves as a resident (not a parent/guardian and not under 18).
- Trips to school are made predominantly by driving or walking/wheeling. Some trips are also made via bus/coach and being driven. Given the choice, the majority of car users would prefer that they or their children travel to school by walking/wheeling or cycling or by bus.
- Main barriers to active travel are a lack of existing active travel facilities, busy roads, speeding vehicles and narrow footpaths.



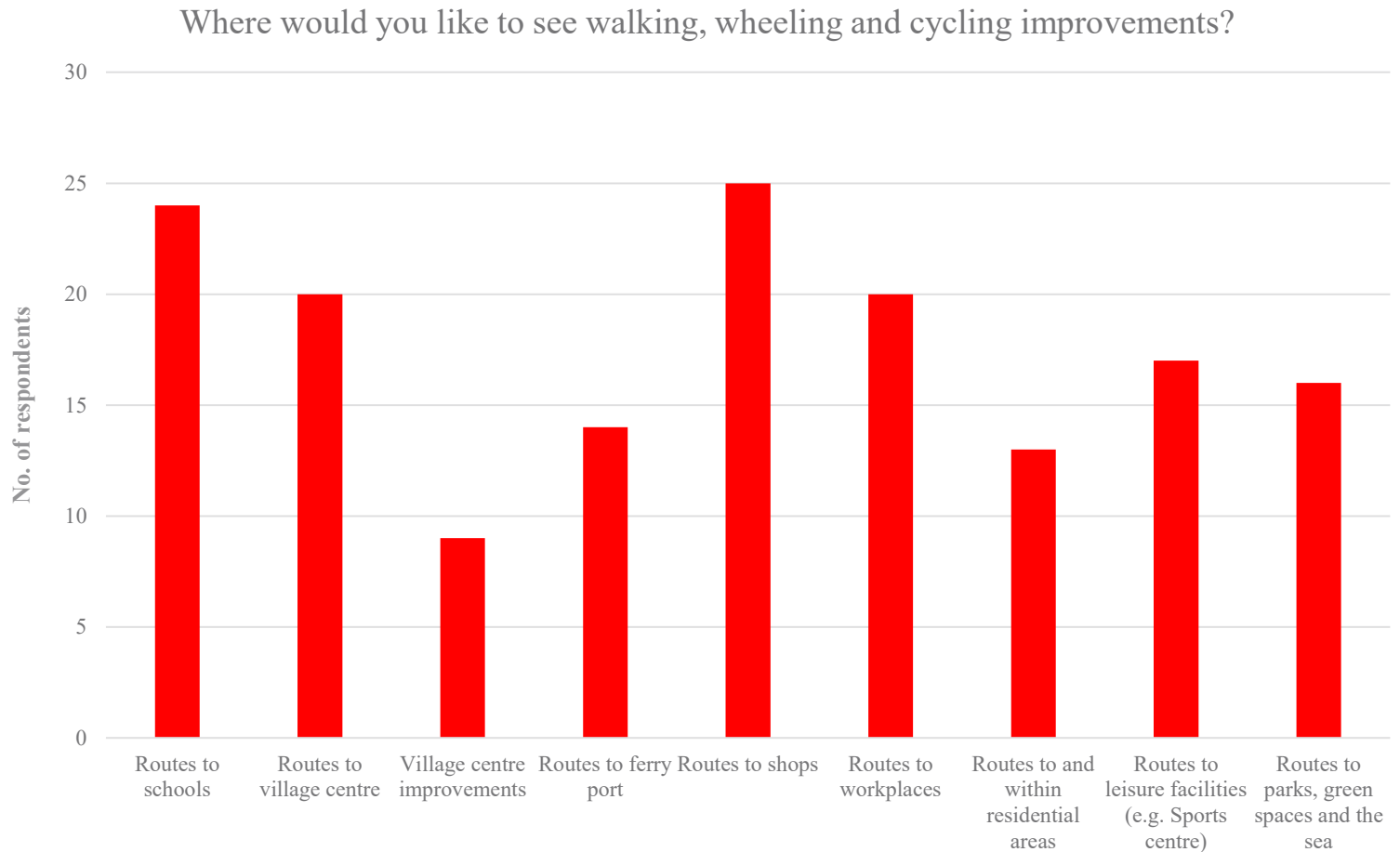
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# Stakeholder & Community Engagement

## Community Engagement Survey

Key headlines (continued):

- The majority of respondents (27) indicated that driving a car is how they usually travel for everyday trips.
- A potential for modal shift was identified by 16 respondents who currently drive for everyday trips who also indicated that they would prefer to travel by either walking/wheeling (8) or cycling (8).
- The main destinations identified locally are shops, places of work and leisure facilities.
- Safer walking, wheeling and cycling routes, cycling-friendly streets and better connections with public transport were the top 4 identified solutions to encourage people to walk, wheel and/or cycle more.
- Routes to shops, routes to schools, and routes to workplaces were identified as the top 3 places where people would like to see walking, wheeling and cycling improvements.



# Stakeholder & Community Engagement

## One-to-One Conversations

The wider community and public engagement surveys were supplemented by targeted one-to-one conversations with key stakeholders in Castlebay. These conversations were carried out through Microsoft Teams and telephone calls.

Due to the popularity of the external virtual site audit and the extensive engagement already undertaken through the Herring Walk project, it was decided that fewer targeted conversations would be required for Castlebay as there was already an abundance of information. However, it was felt conversations with the following stakeholders would add value at this stage:

- CalMac Ferries- Castlebay Port Manager
- CnES – Environment Officer (Access and Biodiversity)

These conversations included discussion around the following areas:

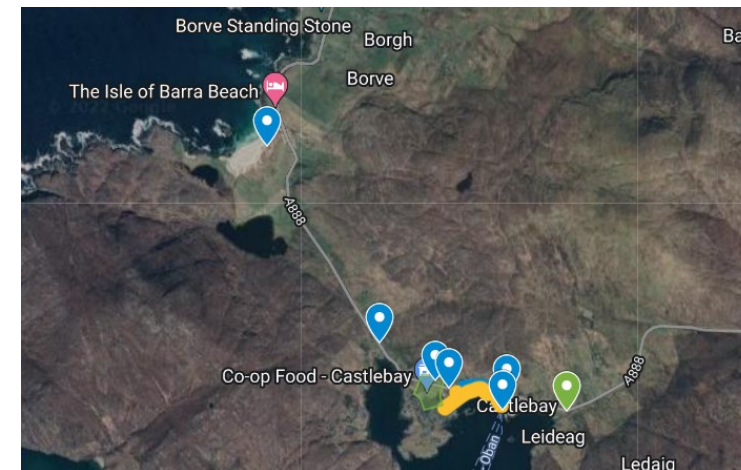
- Key facilities, services, and trip attractors
- Main barriers and opportunities to walking, wheeling, and cycling
- Types of active travel improvements

There were a number of topic areas discussed, including geographic constraints, a significant lack of high quality active travel infrastructure and issues of safety caused by vehicle parking and dominance. The key headlines were as follows:

- There are a number of amenities in Castlebay, which is attractive for visitors therefore beneficial for the local economy.
- There are a good range of walking groups including the Barra and Watersay

Outdoor Ranger Service, who deliver guided walks around historic landmarks and also lead hiking trails, beach clean ups etc.

- Streets are currently narrow and not of great surface quality.
- Footways and off-road paths are currently narrow and of poor quality.
- Sand on the roads and paths requires machinery to clear, which creates mini trenches on the pavement and obstructs walkers and wheelchair users, and impacts cyclists on the road. Maintenance solutions to mitigate this impact could be explored.
- There is more cycling activity than ever before on the island, with increasing popularity on ferries and within settlements.
- There is a potential off-road active travel route to the north of Castlebay which would provide access to the hills to the north.



© Google MyMaps- stakeholder comments

# Action Development

## Methodology

Following the desktop review, site audits, and stakeholder engagement; the action development stage of informing the Plan was undertaken.

The action development and refinement stage has been a collaborative process with HITRANS, CnES and local stakeholders. It takes account of the information gathered throughout the project stages to ensure the actions proposed are not only functional, but desirable by those who will benefit from their use.

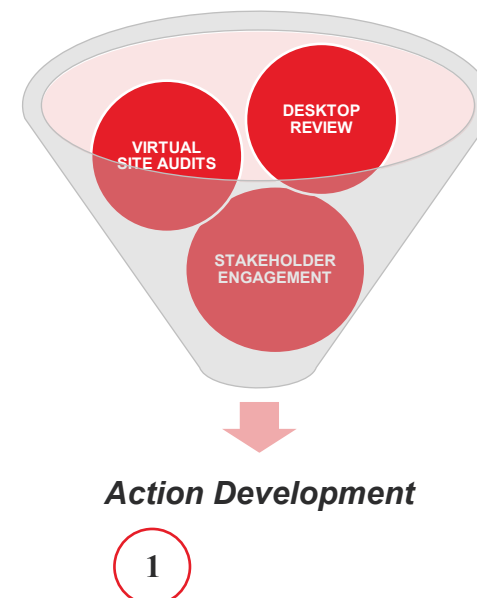
Easy wins have been identified from the actions. These are actions that can have a high impact in the area and can be delivered at a relatively low cost within a short timeframe. These actions can generate initial momentum for more active travel trips across Castlebay, while longer term actions are implemented to compliment and expand on these actions.

The preliminary / concept nature of the proposals and the information provided is intended to help inform further stages of scheme development. While no detailed design work has been carried out under this commission, a number of recommendations for future strategic active travel improvements have been made. These recommendations have been informed by the desktop and baseline data gathering exercise, virtual site visits, stakeholder and community comments, and the *Cycling by Design 2021* guidance. However, recommendations have not incorporated a detailed assessment of information such as topographical surveys, public utilities, land ownership, and planning / environmental constraints. Contemporary information on these and other issues should be collected, analysed,

and recorded as part of the next phase of the design process to inform the details of future active travel improvements.

High level cost estimates have been calculated for each of the proposals. These are subject to further investigation and should therefore only be treated as indicative.

The United Nations Sustainable Development Goals (UN SDGs) have been a fundamental consideration throughout the Plan and have supported the development of the actions. The benefits of each action in relation to the UN SDGs can be found within the action descriptions.



# Action Development

## Alignment with the UN Sustainable Development Goals

As an indication of how the Plan actions align with a commitment to positive social, economic and environmental outcomes, the SDG symbols opposite have been used to indicate where there is a link to the proposed action.

This page provides a summary of how 10 of the 17 SDGs are connected to active and sustainable travel.



Improving local transport networks can improve access to education and employment opportunities, helping to reduce unemployment and deprivation, as well as promoting lifelong learning.

By supporting the uptake of active modes of transport we can reduce air pollution in the local area, as well as reducing the risk of developing a range of cardiopulmonary health conditions.

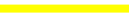






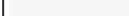
In developing connected and safe active travel networks, we can support the needs of a range of societal groups with different preferences, concerns and priorities when it comes to making transport decisions.

Making improvements to the public realm – such as placemaking – alongside investments in active travel infrastructure can support town centres, vibrant places, and developing a sense of place and community.

Through investing in active travel we seek to reduce the reliance on the private car for short trips, and encourage multi-modal journeys to and from public transport stops. Promoting a mode shift reduces carbon emissions, and the contribution of the transport sector to climate change.

# Action Development



-  1- Footway Provision
-  2- Cycle-Friendly Street
-  3- Cycle-Friendly Route
-  4- Community Hub and Support for Local E-Bike Hire
-  5- Herring Walk
-  5- Herring Walk (extension)
-  5- Herring Walk (extension)
-  6- 20mph Castlebay

3



# Action Development

The table below correlates with the actions noted within the [map](#) and described from page 18 onwards.

Action	Route / Measure	Section	Description	Extent (km or unit)	Approx. Cost *	Easy win?
1	Footway provision in village centre	A888 (village centre)	Footway provision and widening where feasible to create a more accessible environment for all users and support local businesses.	0.3	£45,000 - £60,000	Y
2	Cycle-friendly street serving residential areas to the south-west of Castlebay	Rathad Na Horgh and Rathan Naomh Bhrianan	Cycle-friendly route with improvements such as signage and cycle markings on the carriageway.	1	£12,000 - £24,000	Y
3	Cycle-friendly route providing cycle connectivity to Barra Beach	A888 (village centre to Barra Beach)	Cycle-friendly route with improvements such as signage and cycle markings on the carriageway.	3	£36,000 - £72,000	N
4	Community hub and support of existing local cycle hire facilities	'The Square' in the village centre	High quality public realm and community hub with cycle parking, seating, placemaking and a small cycle repair stand. Crossing facility is also required adjacent on A888.	1	£250,000 - £500,000	N
5	Support for the Herring Walk proposals	A888 (village centre) to Rathan Naomh Bhrianan	Support of the ongoing Herring Walk proposals being delivered by Bharraidh agus Bhatarsaidh (Barra and Vatersay Community) Ltd and funded by Sustrans.	1	£200,000 - £500,000	N
6	20mph Castlebay	Castlebay (all)	20mph speed limit across the village to improve safety and create an attractive environment for walking, wheeling and cycling.	1	£12,000 - £24,000	Y

\*Typical Costs for Cycling Interventions ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/60481/typical-costings-for-ambitious-cycling-schemes.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/60481/typical-costings-for-ambitious-cycling-schemes.pdf))

\*\*Indicative costs based on 2017 rates – subject to inflation

\*\*\*Herring Walk cost estimates taken from "Herring Walk Design Report" prepared by Ironside Farrar on behalf of Coimhearsnachd Bharraidh agus Bhatarsaidh (Barra & Vatersay Community) Ltd

# Actions

## Action 1 – Village centre (A888), Footway Provision

The A888 is the primary route through the centre of the village. The majority of the road has pedestrian footway provision, however a section between the east of Pier Road and the east of Rathad Na Horgh has no pedestrian provision. The stretch of the A888 without any footway provision is narrowed due to parked vehicles alongside private gardens, walls and grass verges.

Stakeholder conversations indicated that the lack of footway at this location restricts access to key land uses in the village centre and brings safety concerns for vulnerable road users, particularly children walking, wheeling and cycling to school.

It is proposed that the **footway provision** is continued along this stretch of the A888 to provide pedestrians with a continuous safe route east/west through the village.

This action has been identified as an ‘easy win’ that could be developed at a low cost and a short timescale.



1

# Actions

## Action 2 – Castlebay (west), Cycle-Friendly Street

Rathad Na Horgh is the primary route to the football club, hospital and school from the east of the village. It becomes Rathan Naomh Bhrianan to the west and the two roads create a loop which both connect to the A888, which is the main road that runs through the village east to west. The road is currently two-way single carriageway with a speed limit of 30mph, although the road is very narrow in places and is further restricted by parked cars, verges and walls.

It is proposed that the two roads become a **Cycle-Friendly Street**. This will involve minor improvements such as creating a one-way system for vehicles and allowing contraflow cycling, reducing the speed limit to 20mph, minor footway and carriageway resurfacing, signage prompting drivers to give priority to cyclists, and carriageway lining.

This action requires further feasibility and concept design work to be undertaken. Examination of *Cycling by Design 2021* suggests that a Cycle-Friendly Street will be suitable due to the estimated traffic flows along Rathad Na Horgh and Rathan Naomh Bhrianan.

This action has been identified as an ‘easy win’ that could be developed at a low cost and a short timescale.



2

# Actions

## Action 3 – A888, Cycle-Friendly Route

Barra Beach to the north west of Castlebay is a popular destination for locals and visitors and is a short distance from the village. However, many people choose to travel to this location by private car due to the perception of vehicle dominance and the single track road.

Stakeholder engagement outlined a desire to improve this area for non-motorised users, while retaining suitable car parking provision is important to cater for tourism and local residents.

It is therefore proposed that the section of the A888 between Castlebay and Barra Beach is turned into a **cycle-friendly route**. This may include minor carriageway resurfacing, signage prompting drivers to give priority to cyclists and cycle markings on the carriageway.

This action requires further feasibility and concept design work to be undertaken. Examination of *Cycling by Design 2021* suggests that a cycle-friendly route would be suitable at this location due to the estimated traffic flows and physical constraints such as available carriageway space.



# Actions

## Action 4 – Community Hub and Support of Local E-Bike Hire Facilities

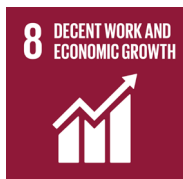
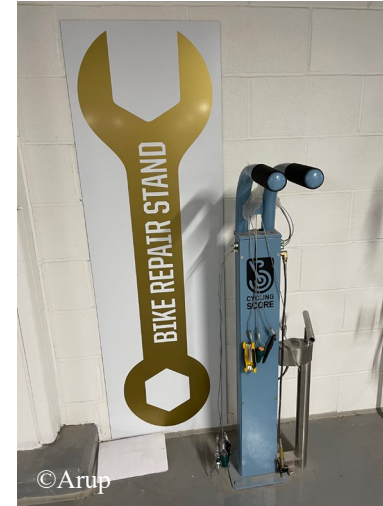
The Outer Hebrides Active Travel Strategy emphasises the importance of placemaking and the delivery of small community hubs within settlements across the islands.

The survey results suggest that the delivery of better/more cycle parking/storage facilities and placemaking within Castlebay would be welcomed. In addition, conversations with key stakeholders indicated that creating an attractive environment to walk, wheel and cycle would benefit the local community and improve the visitor experience simultaneously.

This action proposes the delivery of **community hub** utilising the land at ‘the square’ on the A888. This could include cycle parking, a small cycle repair stand, seating/rest areas, placemaking and an active travel information board. This proposal also includes **supporting existing e-bike hire facilities** already running in the village in terms of funding and provision of an e-bike hire station.

This action will bring positive social, economic and environmental outcomes for the Castlebay community and visitors.

This action will require further engagement with key stakeholders, such as local businesses and community groups.



# Actions

## Action 5 – Support for the Herring Walk proposals

TGP Landscape Architects are working alongside Coimhearsnachd Bharraidh agus Bhatarsaidh (Barra and Watersay Community) Ltd to improve the Herring Walk in Castlebay, which is currently a off-road path running east-west to the south of Castlebay.

These improvements will involve establishing **safer routes for active travel users** by improving the condition of the uneven footways and difficult gradients that restrict access and connectivity. The proposals also include the **public realm improvements** such as additional seating and heritage implementation. There will also be a footbridge constructed which links to the new Community Campus.

This action recommends ongoing **support for the Herring Walk proposals** through the Castlebay Active Travel Plan. Stakeholder conversations indicated that delivery of the Herring Walk proposals would be transformational for Castlebay, and help address many of the barriers to walking, wheeling and cycling such as accessibility and east-west connections. There is also scope for these proposals to be extended in the future to fully connect with the Castlebay Ferry Port and the south-west of the village.

The Herring Walk is supported by Sustrans through the Places for Everyone programme. This action will therefore require engagement with partners and key stakeholders such as TGP, Coimhearsnachd Bharraidh agus Bhatarsaidh, Sustrans and CnES. More information on the proposals can be found [here](#) and [here](#).



# Actions

## Action 6 – 20mph Castlebay

This action proposes the delivery of a **20mph zone** throughout Castlebay. This will include a 20mph speed limit on all main roads, including local distributor roads, access roads and residential streets.

The Outer Hebrides Active Travel Strategy outlines that a review of speed limits should be undertaken within communities across the islands to improve walking, wheeling and cycling conditions within the most populated locations.

Currently, the speed limit is 30mph in Castlebay and national speed limit on both eastern and western approaches. Stakeholder conversations suggested that the current speed limit, alongside limited traffic calming measures, leads to higher vehicle speeds through the village and a less attractive walking, wheeling and cycling environment.

It is considered that a consistent 20mph speed limit across Castlebay will significantly improve perceived and actual safety for active travel users and, along with complementary behavioural change measures, would help to encourage an increase in walking, wheeling and cycling with residents, workers and visitors to the area.

This action has been identified as an ‘easy win’ that could be delivered at a low cost and a small timescale.



# Summary

## Summary and Conclusion

The proposals identified throughout the Castlebay Active Travel Plan were informed by a structured desktop review exercise, virtual site audits, and stakeholder and community engagement.

The key highlights of the Plan are as follows:

- **Footway provision** in the village centre, which will create a more pedestrian friendly environment and support local businesses through increased footfall.
- **Community hub and support of local e-bike hire facilities** at ‘the square’, which will create a public space focal point in the village that will ultimately support local residents, workers and visitors to walk, wheel and cycle.
- **20mph Castlebay** which will improve perceived and actual safety for active travel users across Castlebay and deliver positive social, economic and environmental outcomes.

Delivery of these actions will bring a wide range of positive impacts for the local area. The actions identified throughout this Plan will also be utilised to inform the planning and delivery of sustainable active transport infrastructure in the village.





# Appendices

# Appendices

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## A – Desktop Scrapbook

# Appendices

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## B – Stakeholder Engagement Summary

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