

Lochboisdale Active Travel Plan

October 2022



ARUP



COMHAIRLE NAN EILEAN SIAR



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Lochboisdale Active Travel Plan

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The Lochboisdale 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.



Cycle-friendly routes to improve the walking, wheeling and cycling experience between Lochboisdale, the marina and Daliburgh.



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



Improvements in the village centre which include the delivery of a community hub, crossing facilities, footway widening and car parking reallocation.

Lochboisdale Active Travel Plan Overview



- 1- Cycle-Friendly Route
- 2- Community Hub
- 3- Re-Prioritisation of Village Centre
- 4- Cycle-Friendly Route and Rest Areas
- 5- Pedestrian and Cycle Link
- 6- 20mph Lochboisdale

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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 Lochboisdale, 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 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 walking and cycling 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 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)
- 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 Lochboisdale.

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 Lochboisdale 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:

- Lochboisdale is the main village on the island of South Uist. Whilst a significant proportion (over half) of travel to work or study journeys by residents are within 10km of Lochboisdale, a significant proportion are also longer distance journeys (10-30km and above).
- Lochboisdale is also the main port on South Uist which connects to Mallaig and the mainland. Lochboisdale has a local function of supporting services, housing and community facilities.
- In Lochboisdale, the lack of dedicated active travel infrastructure does not promote an environment to encourage people to walk, wheel or cycle instead of using their private car.
- Across the Western Isles, transport challenges include design standards not being appropriate in many geographic contexts, public transport integration and coverage, information for visitors, and funding challenges for smaller settlements.

Desktop Review

Baseline Data Review

Baseline data sources related to active travel in Lochboisdale have been reviewed to inform the Plan. This includes 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 South Uist, as data was not available for Lochboisdale specifically due to data granularity. The key headlines are as follows:

- Walking accounts for 4% of all travel to work or study trips on South Uist, which falls well below the national average of 18%.
- Cycling mode share is 0% which is also below the regional and national average.
- Private car journeys (driving and passenger) account for 52% of all travel to work or study trips on South Uist.
- Travel by bus, minibus or coach accounts for around 23% of all employment and study trips.
- 64% of all trips below 2km in South Uist are undertaken by private car.

	Walking	Cycling	Public Transport	Can/Van	Work from Home	Other
South Uist	4%	0%	23%	50%	18%	3%
CnES	9%	1%	17%	55%	15%	4%
Scotland	18%	1%	17%	50%	11%	2%

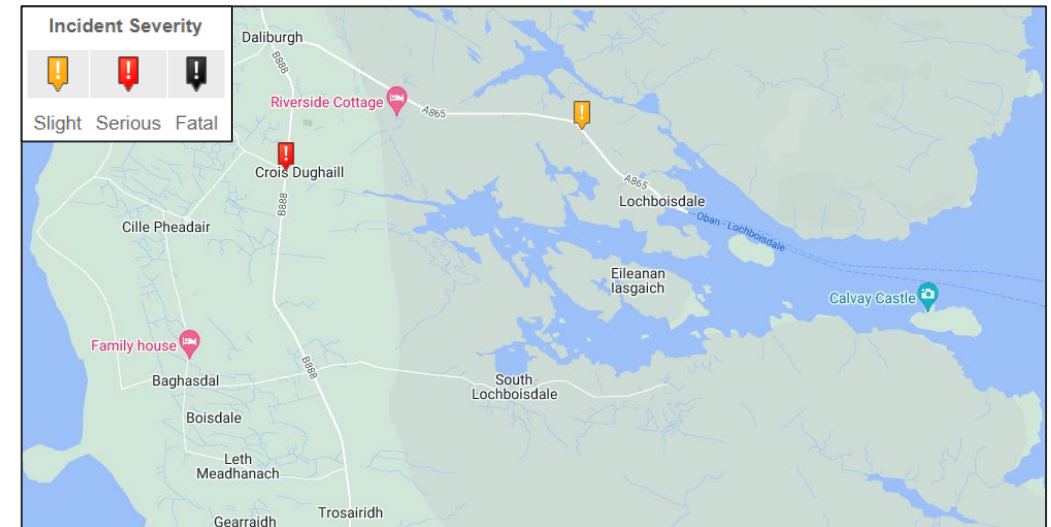
*values may not add up to 100% due to rounding

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 were just two incidents recorded in South Uist, one slight and one serious.
- The serious incident involved two cars and the slight involved one car.
- The slight incident also involved a pedestrian casualty.



Virtual Site Audits

Methodology

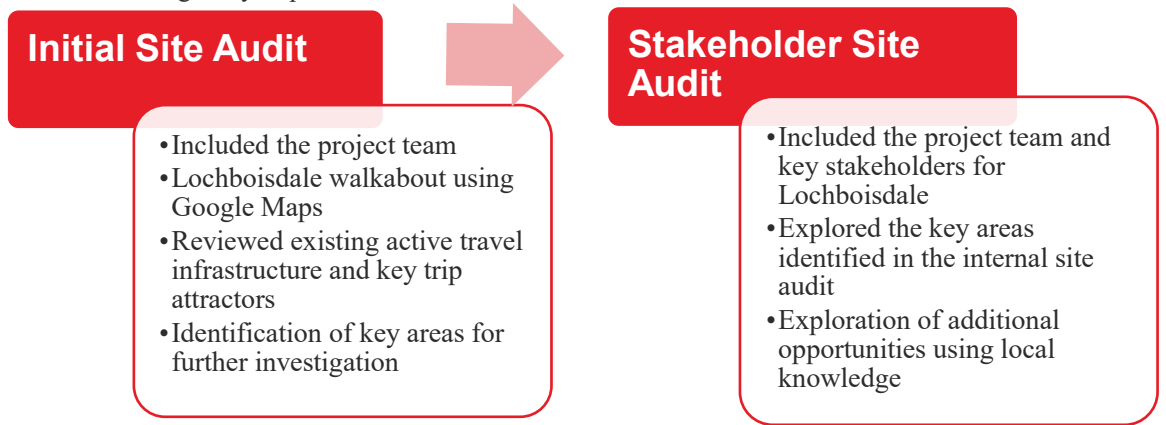
Site audits were conducted using digital methods. The initial virtual site audit built on the knowledge and understanding of the village developed during the desktop review stage. The stakeholder virtual site audit then confirmed what was learnt during the initial virtual site audit.

An initial virtual site audit of Lochboisdale 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 CnES’s Access Officer and Roads Engineer, who are each responsible for the Lochboisdale 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.



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Virtual Site Audits

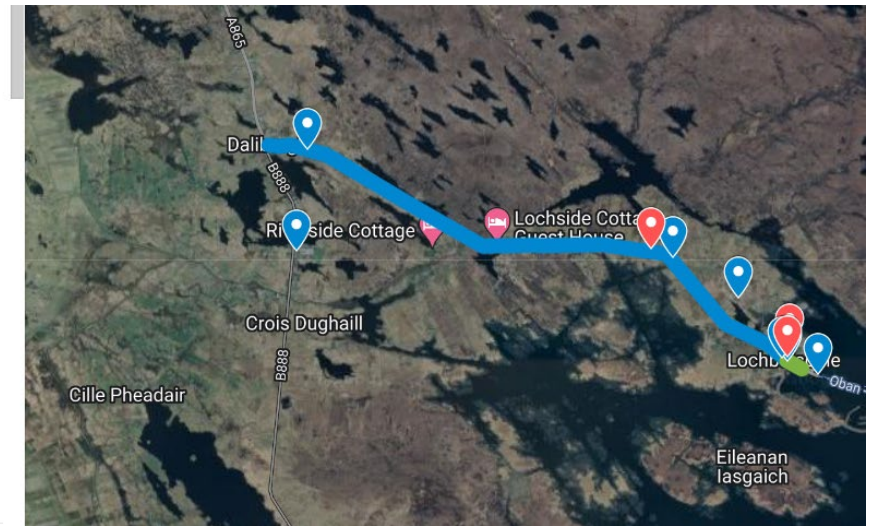
Internal Virtual Site Audit

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

- Many services are shared between Daliburgh and Lochboisdale.
- The area of parking on A865 next to gift shop could be repurposed with placemaking added.
- A crossing point next to gift shop would be beneficial.

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

- ✓ Lochboisdale Internal Audit
 - Individual styles
 - CalMac Ferry Port
 - Daliburgh School
 - Key services
 - Lochboisdale to Daliburgh
 - Gift shop
 - Question for external audit
 - Bank
 - Question for external audit
 - Existing cycle hire
 - Opportunity
 - Accident
 - Question for external audit



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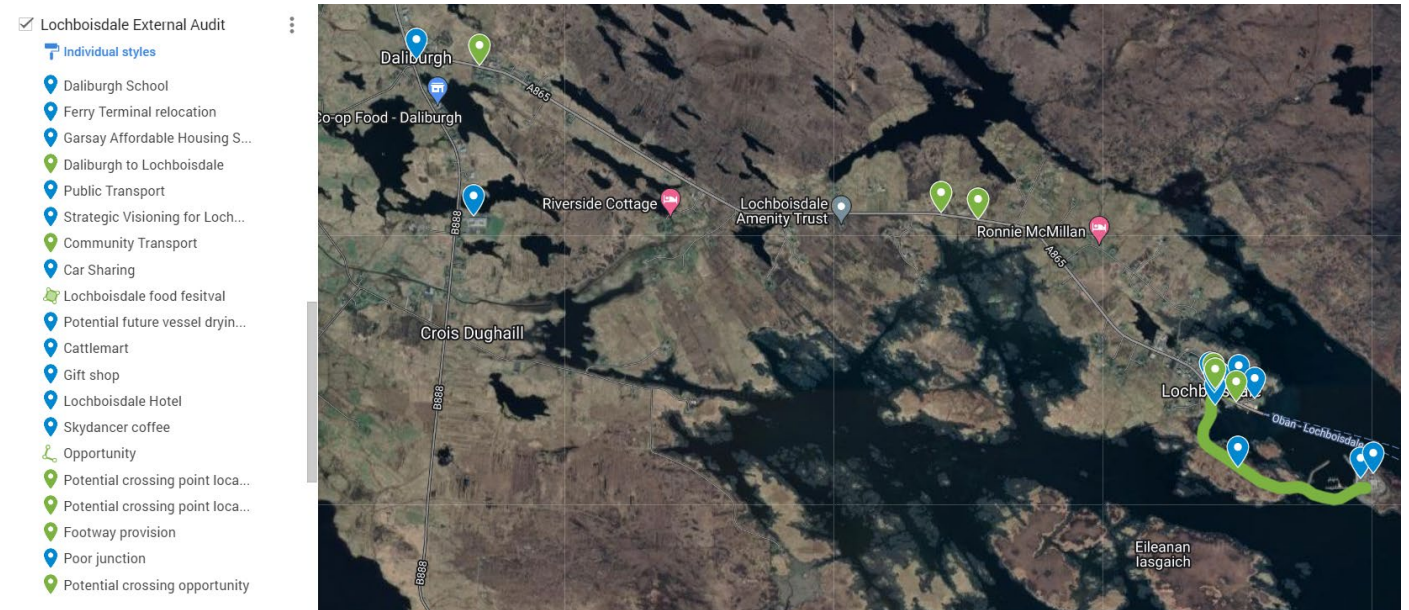
Virtual Site Audits

External Virtual Site Audit

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

- Active travel provision along the marina access road would serve the soon to be relocated ferry terminal.
- New development on Rubha Bhuailt would also benefit from enhanced active travel measures along the marina access road.
- A ramp next to the steps from Kenneth Terrace to A865 would provide a shorter access route for wheelchair and pushchair users.

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 within Lochboisdale.



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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 Lochboisdale.

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:

- Storas Uibhist
- Croft and Cruan
- Uist Gifts and Information
- CalMac Ferries- Lochboisdale Port Manager
- CnES Environment Officer (Access and Biodiversity)

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



Lochboisdale 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 **Lochboisdale**. 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 Lochboisdale 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

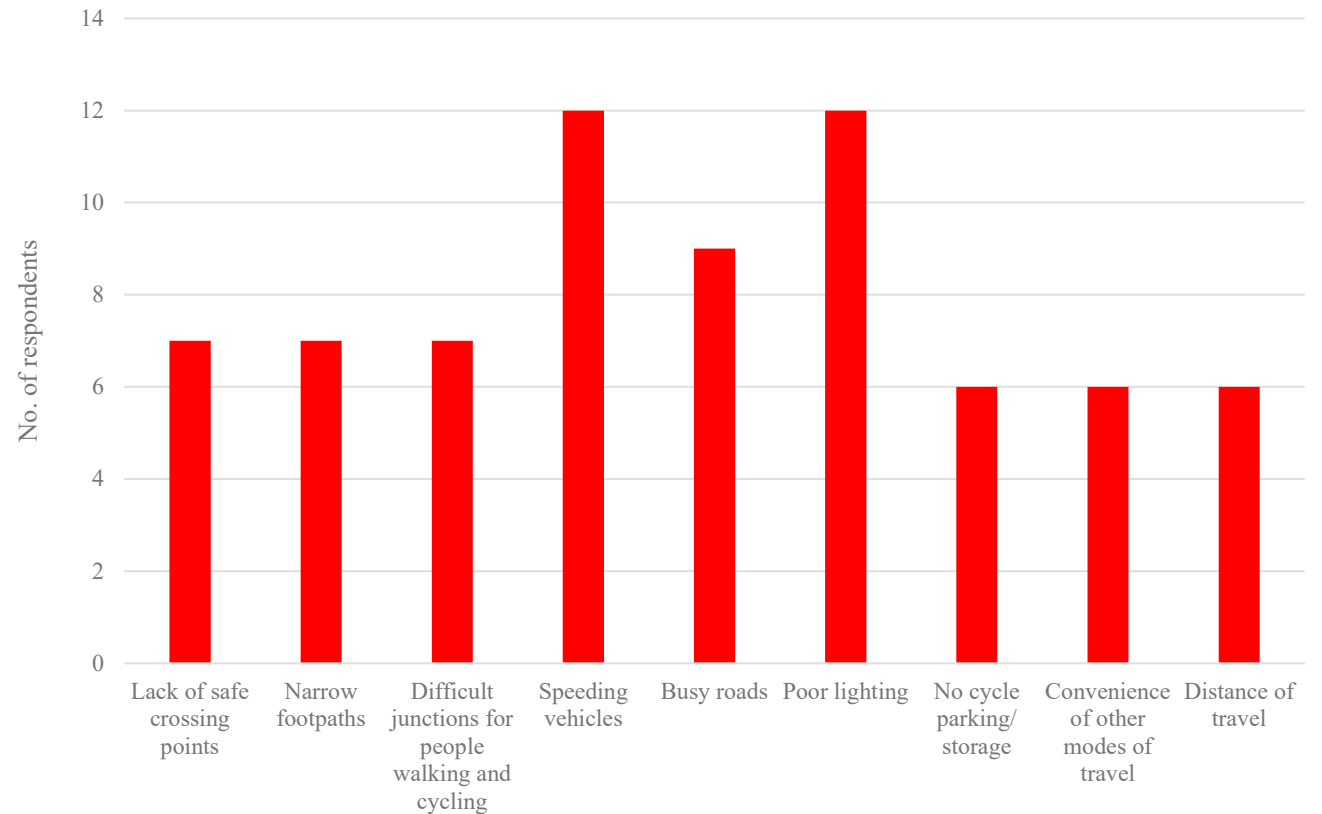
A community survey was developed and shared with residents through CnES, local community groups and online platforms. The survey was live for 6 weeks from September to October 2022 and aimed to gather information on how the community currently travel for everyday trips, barriers to travelling actively, 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 22 responses relating to Lochboisdale (approximately 9% of the Lochboisdale population).
- Of those 22 responses, 3 respondents identified themselves as a parent or guardian of someone under 18 years old. 19 respondents identified themselves as a resident (not a parent/guardian and not under 18).
- Trips to school are made by bus/coach. Given the choice, all would still prefer to travel to school by bus/coach.
- Main barriers to active travel are speeding vehicles, poor lighting and busy roads.

What are the main barriers to you walking, wheeling and cycling?



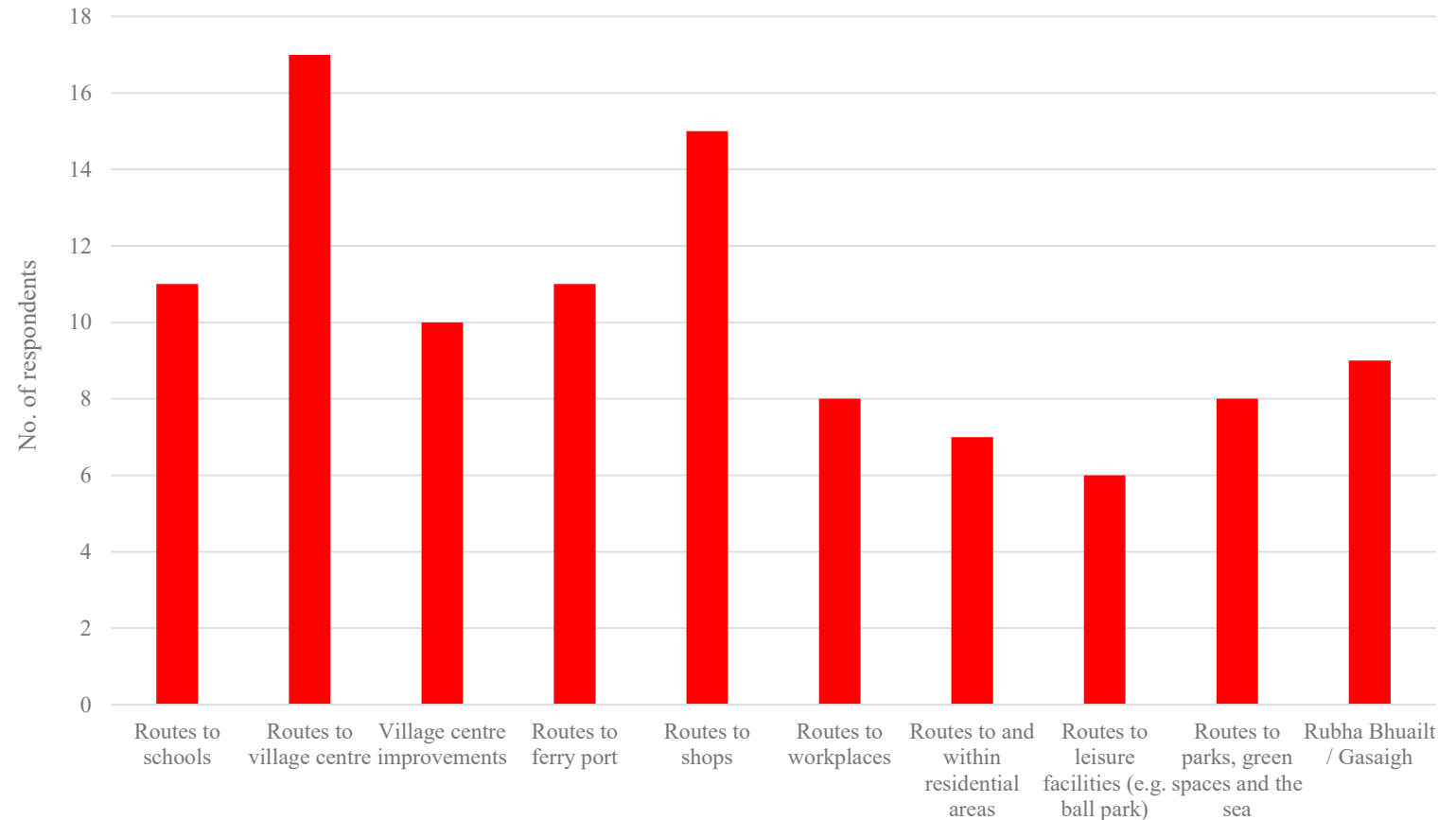
Stakeholder & Community Engagement

Community Engagement Survey

Key headlines (continued):

- All 22 respondents indicated that driving a car is how they usually travel for everyday trips.
- A potential for modal shift was identified by 8 respondents who currently drive for everyday trips who also indicated that they would prefer to travel by either cycling (5) or bus/coach (3).
- The main destinations identified locally are shops, places of work and Rubha Bhuailt/Gasaigh.
- Safer walking, wheeling and cycling routes, better lighting and placemaking improvements were the top 3 identified solutions to encourage people to walk, wheel and/or cycle more.
- Routes to village centre, routes to shops and routes to ferry port were identified as the top 3 places where people would like to see walking, wheeling and cycling improvements.

Where would you 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 Lochboisdale. These conversations were carried out through Microsoft Teams and telephone calls.

One-to-one conversations for Lochboisdale were undertaken with the following organisations:

- Storas Uibhist
- Croft and Cruan
- Uist Gifts and Information
- CalMac Ferries- Lochboisdale Port Manager
- CnES Environment Officer (Access and Biodiversity)

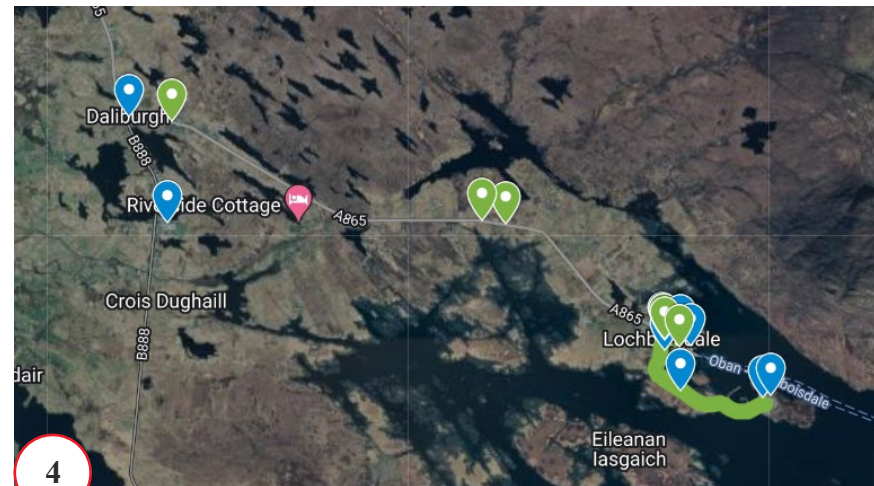
These conversations included discussion around the following areas:

- 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, the relocation of the ferry port and opportunities related to active travel and placemaking. The key headlines were as follows:

- People tend to walk/wheel/cycle between Daliburgh and Lochboisdale as the distance is relatively short.

- There is a popular walking route to the new ferry port which is well lit and surfaced for pedestrians. However there are no rest areas along this section for those that may require them.
- Street lighting in Lochboisdale and Daliburgh is often poor and switch off too early. This impacts on actual and perceived safety.
- Steep stairs from Kenneth Terrace to the main road at the bus stop and Uist gifts. This is a clear barrier to movement particularly for the mobility impaired.
- There is more cycling activity than ever before on the island, with increasing popularity on ferries and within settlements. However, there is currently no reason to keep cyclists in Lochboisdale due to a lack of amenities.
- There can be conflicts between vehicles and cyclists as cyclists/vehicles are often not aware of who has priority, especially on rural roads.
- Opportunity for small-scale improvements that would have a high impact, such as cycle parking, crossing facilities and signage.



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 its use.

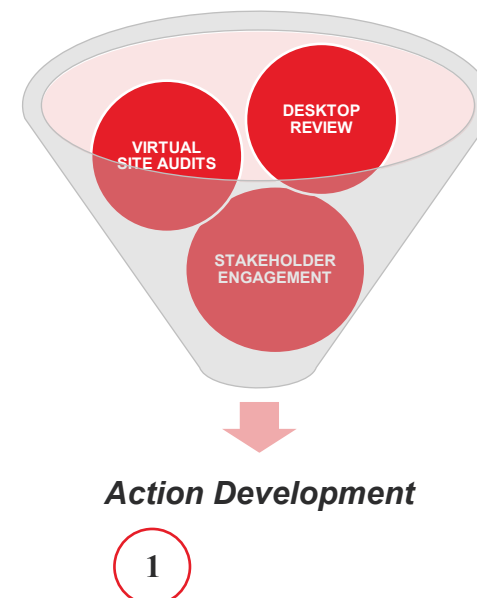
Easy wins have been identified from the actions. These are actions that can have a high impact in the area and can be delivered at a relatively low cost within a short timeframe. These actions can generate initial momentum for more active travel trips across Lochboisdale, while longer term actions are 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. Whilst 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- Cycle-Friendly Route
-  2- Community Hub
-  3- Re-Prioritisation of Village Centre
-  4- Cycle-Friendly Route and Rest Areas
-  5- Pedestrian and Cycle Link
-  6- 20mph Lochboisdale

3

Action Development

The table below correlates 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	Cycle-friendly route from Lochboisdale to Daliburgh	A865 (Lochboisdale to Daliburgh)	Cycle-friendly route with improvements such as signage, carriageway lining and lighting.	4.5	£54,000 - £108,000	N
2	Community hub and crossing facilities	Existing public space and hard standing area to the north of the village centre car park	High quality public realm and community hub with cycle parking, seating, placemaking and a small cycle repair stand. An adjacent crossing facility is also required on the A865.	1	£155,000 - £250,000	N
3	Re-prioritisation of the village centre	Village centre (Uist Gifts and Information to Ferry Port)	Improvements including footway widening to support local businesses and car parking reallocation.	1	£50,000 - £100,000	N
4	Cycle-friendly route and rest areas from village centre to the marina	Existing community garden adjacent to Tindill Road	Cycle-friendly route with improvements such as signage, carriageway lining and lighting.	1.3	£15,000 - £32,000	Y
5	Active travel link between Kenneth Terrace and the village centre	A865 (village centre) to Kenneth Terrace	Replacement of existing steps with fully accessible active travel link.	1	£100,000 - £200,000	N
6	20mph Lochboisdale	Lochboisdale (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/611111/typical-costings-for-ambitious-cycling-schemes.pdf)

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

Actions

Action 1 – A865, Cycle-Friendly Route

The A865 is the primary route to the centre of the village from the west, connecting to the B888 at Daliburgh. However this route is currently very narrow due to parked vehicles alongside private gardens and walls. Accident data reviewed as part of the desktop review reveals that there was a slight incident on this road involving a pedestrian and a vehicle in 2020. For the most part, the road is currently a one-way single carriageway, with passing places and a national speed limit restriction although this is reduced to 40mph in some areas.

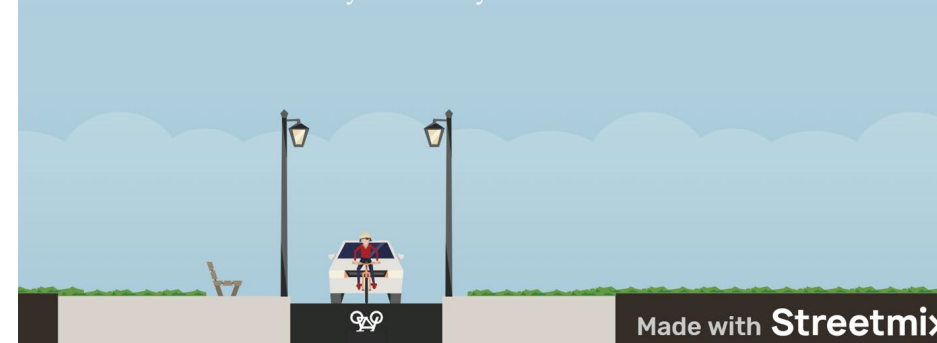
It is proposed that the A865 becomes a **Cycle-Friendly Route**. This will involve minor improvements such as reducing the speed limit to 30mph throughout, minor footway and carriageway resurfacing, signage prompting drivers to give priority to cyclists, and cycle road markings. Rest areas for pedestrians and cyclists should be provided every 400m and be provided off-road. Lighting is currently provided on some sections but would need to be provided consistently along the whole stretch of A865.

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 Main Street.

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



©Streetmix- Lochboisdale Cycle-Friendly Route cross-section



2

Actions

Action 2 – Community Hub and Crossing Facilities

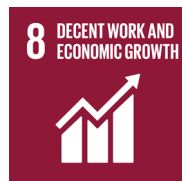
The Outer Hebrides Active Travel Strategy emphasises the importance of placemaking and the delivery of small community hubs within settlements across the islands.

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

This action proposes the delivery of **high quality public realm** and a **community hub** utilising the land on the corner of the junction of the A865 and the road to Rubha Bhuailt. This could include cycle parking, a small cycle repair stand, seating/rest areas, placemaking and active travel information boards. It is also proposed that an **active travel crossing** be introduced across the A865 east of the junction as indicated in the image.

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

This action will require further engagement with key stakeholders, such as local businesses and community groups, and further feasibility work to determine the scope of the community hub and the type of crossing.



1

Actions

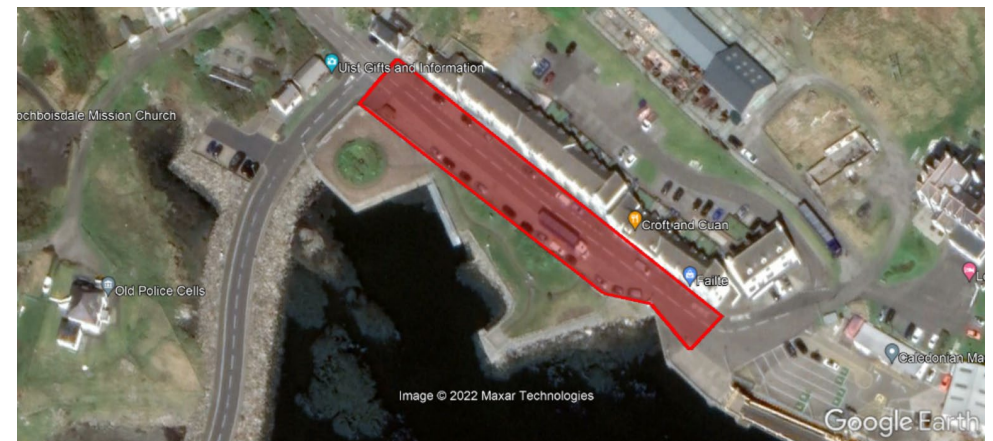
Action 3 – Re-Prioritisation the Village Centre

The existing main street and community garden next to the A865 within Lochboisdale is a significant focal point in the village, yet the space feels vehicle dominated with a significant amount of car parking and through vehicles passing through to access the ferry terminal.

Stakeholder engagement indicated that the current environment in the village centre is unattractive, and there is no attractive space for visitors and local residents to spend time and enjoy. There is therefore a desire to improve this area for non-motorised users, while retaining suitable car parking provision that is important to cater for the needs of visitors and local residents. In addition, the need for car parking at this location will be reduced when the ferry terminal is re-located to the marina.

It is therefore proposed that the section of the A865 next to the community garden is **re-prioritised for active travel users**. Improvements will include widened footways and car parking reallocation. This will transform the village centre by creating a more attractive environment for active travel users, thus supporting local businesses through increased footfall. Previous studies show that well planned regeneration on the public realm can boost commercial trade by up to 40% (*Pedestrian Pound, 2018*).

This action requires further feasibility and concept design work to be undertaken, including an assessment of existing and future car parking requirements at this location. The concept visualisation (see right) provides a high-level vision for this action.



Actions

Action 4 – Marina Access, Cycle-Friendly Route and Rest Areas

The marina is located to the south of Lochboisdale. Stakeholder engagement conversations suggested that the marina is currently popular with local residents for walking and as a destination. This area will also become a key land use within the next five years due to the building of a small community development and the long term plan to relocate the ferry terminal to this location.

The marina access road is currently a two-way carriageway with a 30mph speed limit and limited footway provision. Stakeholder engagement indicated that this route in its current form is unattractive for pedestrians and cyclists. For example, there are no seating / rest areas for those who may require along the length of the route, such as the elderly and mobility impaired.

It is therefore proposed that a **cycle-friendly route** is delivered along the marina access road. This will involve minor improvements such as minimal footway and carriageway resurfacing, signage prompting drivers to give priority to cyclists, and cycle markings on the carriageway. In addition, **seating / rest areas** should be provided every 400m for users who require rest locations.

This action is crucial in ensuring accessibility by active travel to the marina, and the prospective new ferry port. This should be supplemented by demand management measures which help guard against private car dependency and ensure walking, wheeling and cycling are the most attractive modes when travelling to this location.



Actions

Action 5 – Kenneth Terrace, active travel link

Slighe Choinnich and Kenneth Terrace are the main residential streets in Lochboisdale and therefore where most local residents live. This is within close proximity to the village centre.

Currently, there are high gradient steps which provide access from Kenneth Terrace to the village centre. The image (see right) shows that these steps are of poor quality and not suitable for mobility impaired users, wheelchair users, pushchairs and cyclists. Those unable to use the steps are required to travel north along Slighe Choinnich, then south along the A865 to access the village centre. The majority of these users are more likely to travel by private car as a result. These issues were raised during stakeholder engagement conversations.

It is therefore proposed that a short **active travel link** that is fully accessible is provided at this location to significantly improve active travel access, which would likely be a pedestrian and cycle ramp. This would create a more inclusive environment for all users travelling between these locations and encourage active travel for short trips.

This action will be subject to further feasibility work and exploration of physical constraints and land ownership at this location.



Actions

Action 6 – 20mph Lochboisdale

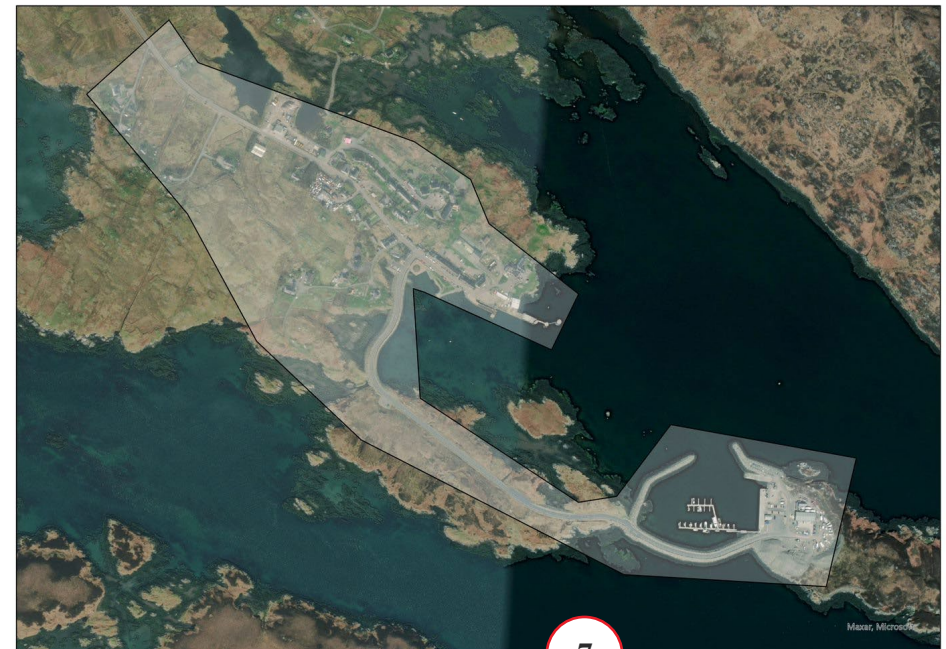
This action proposes the delivery of a **20mph zone** throughout Lochboisdale. This will include a 20mph speed limit on all main roads, including local distributor roads, access roads and residential streets.

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, there is a 30mph speed limit in Lochboisdale and a national speed limit on the approach. Discussions with key stakeholders indicated there are high vehicle speeds on the approach and throughout the village, creating an unattractive active travel environment.

It is considered that a consistent 20mph speed limit across Lochboisdale will significantly improve perceived and actual safety for active travel users and encourage an increase in walking, wheeling and cycling across local 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 Lochboisdale 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:

- **Cycle-friendly routes** between Lochboisdale and Daliburgh and from the village centre to the marina, which will encourage more local residents, school children, workers and visitors, to walk, wheel and cycle to school whilst also connecting key land uses.
- **Re-prioritisation of village centre** to include footway widening and car parking reallocation, which will benefit adjacent local businesses by creating a more inviting environment for all users in the village.
- **20mph Lochboisdale** which will improve perceived and actual safety for active travel users across Lochboisdale 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

A – Desktop Scrapbook

Appendices

B – Stakeholder Engagement Summary

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