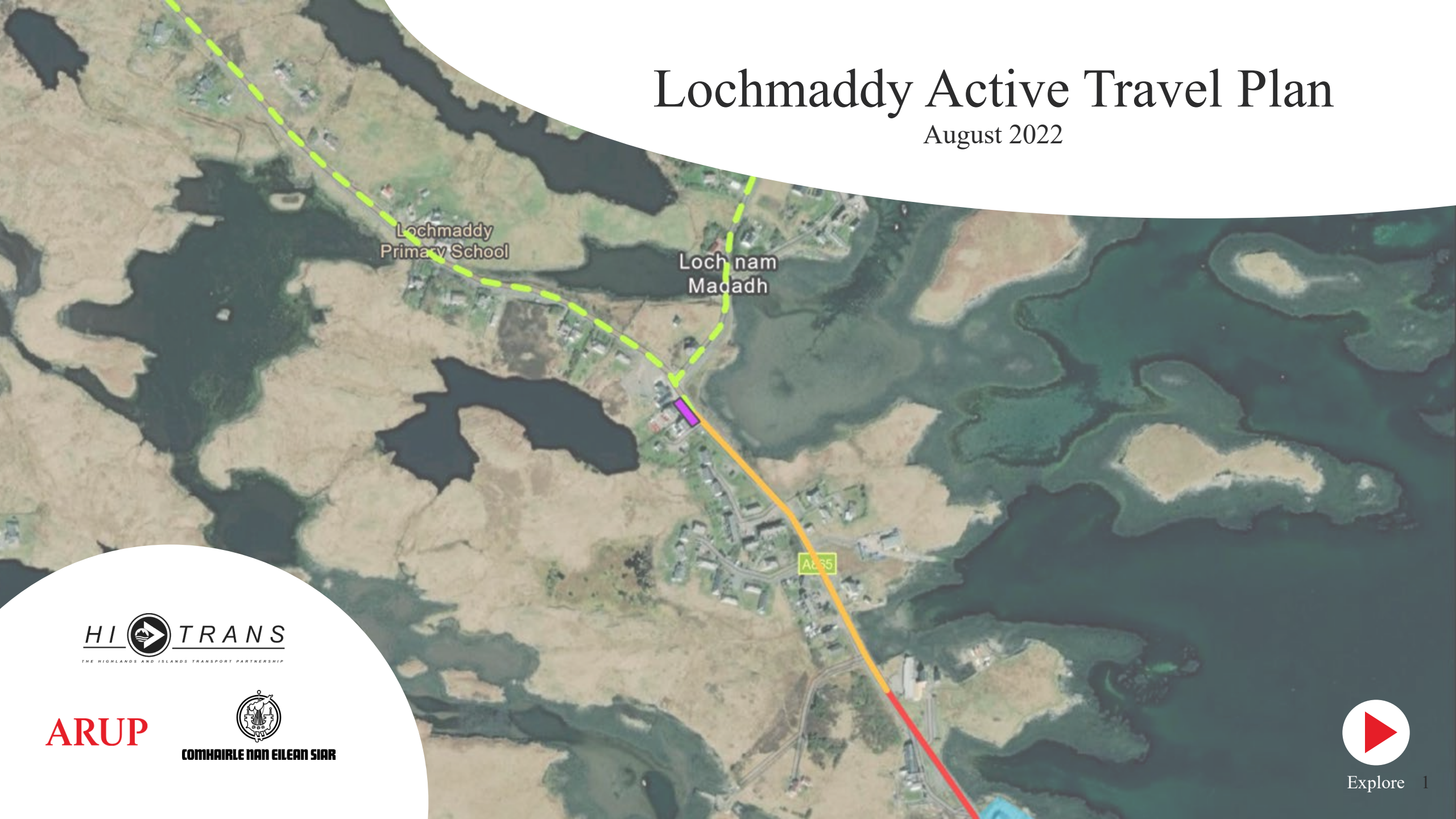


Lochmaddy Active Travel Plan

August 2022



Lochmaddy Active Travel Plan

Overview

Outer Hebrides Active Travel Strategy

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Action Development

Actions

The Lochmaddy Active Travel Plan (the Plan) identifies a series of 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.



Public realm improvements within the village centre creating a more attractive environment for walking, wheeling and cycling



20mph Lochmaddy that will reduce vehicle speeds, encourage more active travel for short journeys using existing infrastructure



‘Lochmaddy Loop’ development that includes high-quality footway provision and cycle-friendly streets connecting key land uses

Lochmaddy Active Travel Plan Overview



- 1- High Quality Active Travel Route
- 2- Cycling-Friendly Street
- 3- Placemaking
- 4- 'Lochmaddy Loop'
- 5- Lochmaddy Pier Improvement Project Active Travel Measures
- 6- 20mph Lochmaddy

1

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 Lochmaddy, 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 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 Lochmaddy.

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 Lochmaddy 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:

- Lochmaddy is the main settlement on the Isle of North Uist. It is a key settlement and ferry terminal, with a population of around 300 residents.
- A high proportion of travel to work trips in Lochmaddy are either working from home, within the town, or 10-20km in distance. Grimsay and Carinish have a good proportion of travel to work journeys under 10km which are potentially cycle-able in terms of distance.
- Lochmaddy is a key port of entry which serves wider island needs, providing employment infrastructure and public transport hubs. Lochmaddy has a strategic and local function, supporting service, administration, housing and community facilities.
- 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

Local Ongoing Projects

Lochmaddy Pier Improvement Project

The Lochmaddy Pier Improvement Project is a significant project within the local area, which consists of upgrades to the ferry terminal and associated transport infrastructure including an access road, turning circle, additional car parking spaces and a mini roundabout adjacent to the Lochmaddy Hotel.

Construction of the works is underway and due for completion in March 2023. A detailed drawing of the works can be found in **Appendix C**.

Lochmaddy Play Park Proposal

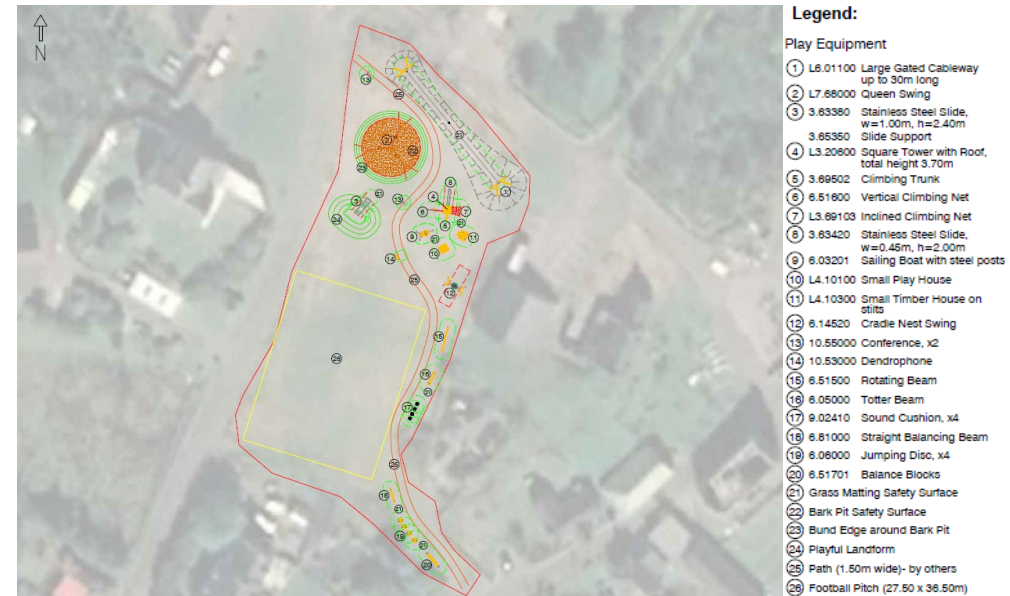
A concept design proposal was prepared in June 2021 for a play park to the north-east of Lochmaddy. This includes various play features, a football pitch and a footpath running through the park north-south.

If delivered, this play park would bring positive social, economic and environmental outcomes for young children and the Lochmaddy community as a whole.

This project will consider the context of both the Lochmaddy Pier Improvement Project and the Lochmaddy Play Park Proposal when developing actions.

Lochmaddy Play Park

Artist's Impression



Desktop Review

Baseline Data Review

Baseline data sources related to active travel in Lochmaddy 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 North Uist, as data was not available for Lochmaddy specifically due to data granularity. The key headlines are as follows:

due to the key headlines gathered from the above data sources are as follows:

- Walking accounts for 5% of all travel to work or study trips in North Uist, which is well below the national average of 18%.
- Cycling mode share is 0% which is also below the regional and national average.
- Travel by bus, minibus or coach accounts for around 16% of all employment and study trips which is above the national and level with regional average.
- Private car journeys (driving and passenger) account for 55% of all travel to work or study trips on North Uist.
- 64% of trips less than 2km across North Uist were undertaken by private car.

	Walking	Cycling	Public Transport	Can/Van	Work from Home	Other
North Uist	5%	0%	17%	55%	21%	2%
CnES	9%	1%	17%	55%	15%	3%
Scotland	18%	1%	17%	50%	11%	3%

3

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.

There have been no accidents recorded in Lochmaddy in the last five years.



Virtual Site Audits

Methodology

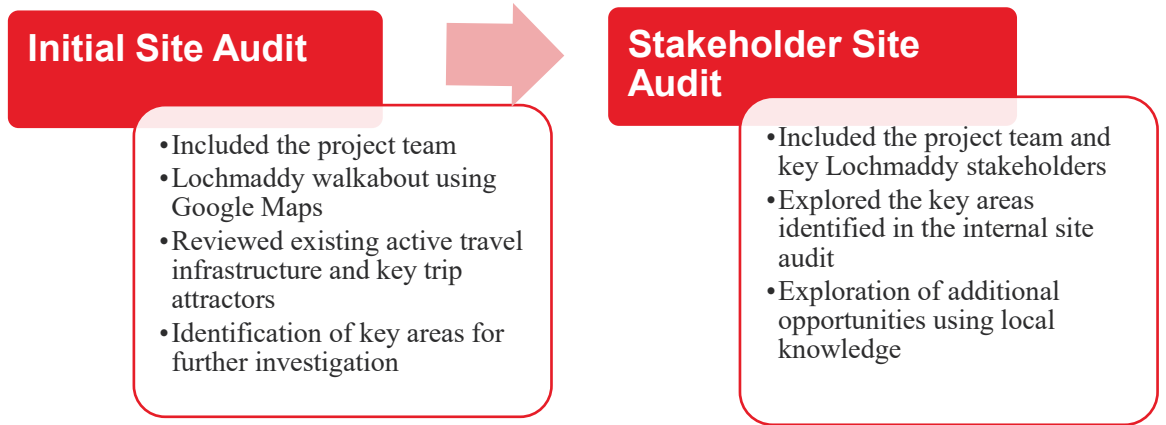
Site audits were conducted using digital methods. The initial virtual site audit built on the knowledge and understanding of the town developed during the desktop review stage. The stakeholder virtual site audit then confirmed what was learnt during the initial virtual site audit.

An initial virtual site audit of Lochmaddy 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 select number of key stakeholders were invited to join, including a CnES Access Officer and Roads Engineer, who are each responsible for the Lochmaddy 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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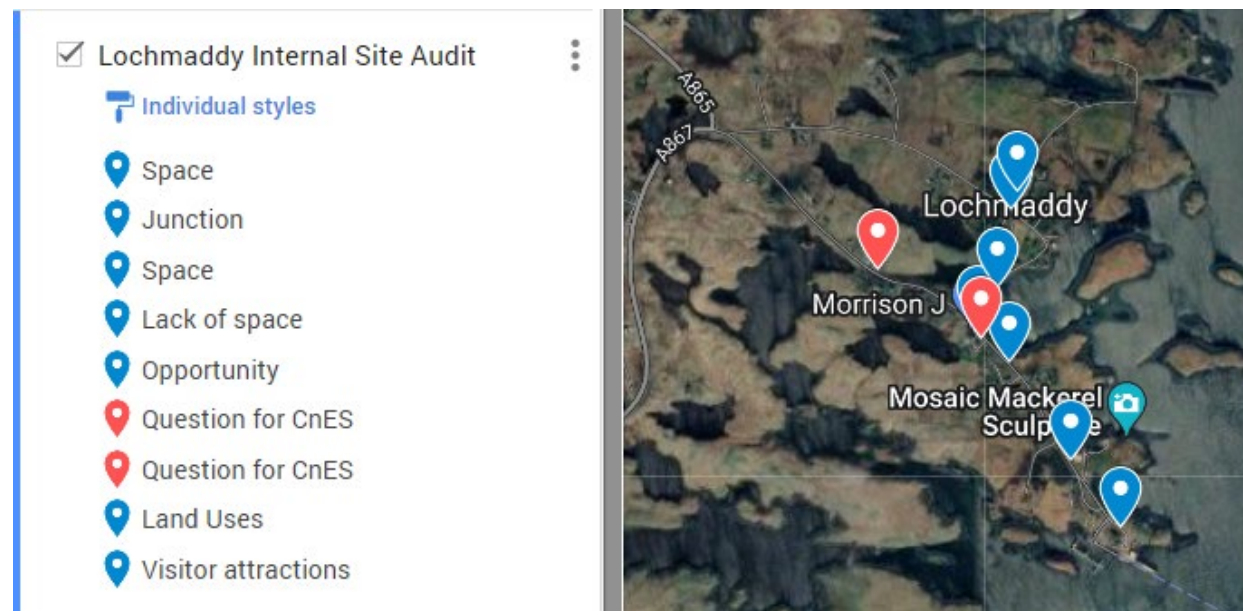
Virtual Site Audits

Internal Virtual Site Audit

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

- There is a lack of basic active travel provision such as footways in many areas in Lochmaddy
- While many of the village's services are dispersed along a single road, the distances involved are short enough that local trips can be made actively
- Potential for placemaking at the pier
- There are several sections of unsurfaced ground which is used for parking outside shops and services which could be formalised and access improved for active travel
- Improved connections to the north of the village where the medical centre is situated are required for stronger village integration

The internal virtual site audit provided the Arup project team with an understanding of key areas throughout Lochmaddy 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 area to the north of the village and past the old school is used for leisure trips, yet there is limited active travel infrastructure for most of its length
- Vehicle speeds can be high on the approach to the village
- Connections to the old road running parallel to the A867 to the south of Lochmaddy would be desirable as this is a well used leisure route, however a section is missing meaning users must re-join the A867
- The area around the pier can become busy and constrained during cattle auction days with uncontrolled parking causing problems

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 Lochmaddy.



Stakeholder & Community Engagement

Methodology

Stakeholder and community engagement was carried out through the **external virtual site audit**, an **online community engagement survey**, an **online school 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 Lochmaddy.

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:

- North Uist Community Council
- Taigh Chearsabhaigh Museum & Arts Centre
- CnES – Roads Engineers / Public Transport Manager / Elected Members
- Cycling UK – Western Isles Rural Connections Development Officer
- CalMac Ferries – Transport Planning Manager

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

Tarbert and Lochmaddy Active Travel Plans- School Engagement Survey

In partnership with Comhairle nan Eilean Siar (CnES), we have asked Arup to produce active travel (walking, wheeling and cycling) plans for the main settlements on each island across the Outer Hebrides.

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

With school pupils and parents/guardians in **Tarbert** and **Lochmaddy**. Please provide feedback for your children if you are a parent/guardian travel and improvements you would like to see 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.*

Tarbert and Lochmaddy Active Travel Plans- Community Engagement Survey

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

The aim of the plans is to enable short local journeys to be made actively, 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 **Tarbert** and **Lochmaddy**. Please provide your feedback below on how you travel and the key issues, opportunities and types of improvements you would like to see within these settlements 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 the stakeholder engagement findings can be found in **Appendix B**.

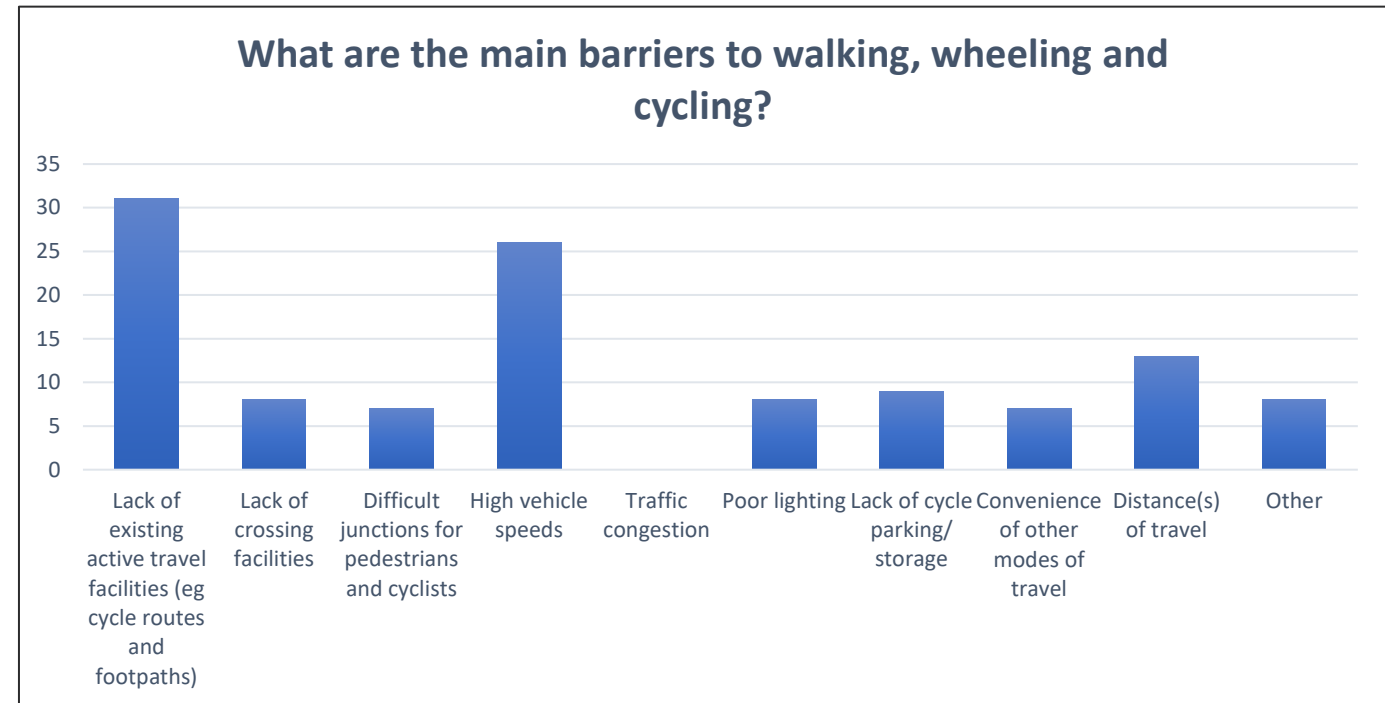
Stakeholder & Community Engagement

Community Engagement Survey

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

The key headlines were as follows:

- Total of 48 responses related to Lochmaddy (approximately 16% of the total population of Lochmaddy).
- The vast majority (83%) of respondents currently travel by private car for everyday trips. 15% currently travel by active modes (6% walk/wheel, 9% cycle).
- The most popular reason for travelling via their chosen mode of transport was 'lack of alternatives'.
- The main destinations in Lochmaddy were identified as 'places of work', 'shops' and 'ferry port'.
- The main barriers to active travel included 'lack of existing active travel facilities', 'high vehicle speeds' and 'distance(s) of travel'.
- The most popular types of improvements included 'safer walking, wheeling and cycling facilities', 'better connections with public transport' and 'cycling-friendly streets'.
- Other comments made by respondents related to topics such as upgrading parts of the Hebridean Way, vehicle speed reduction measures and clearer road markings for all users.



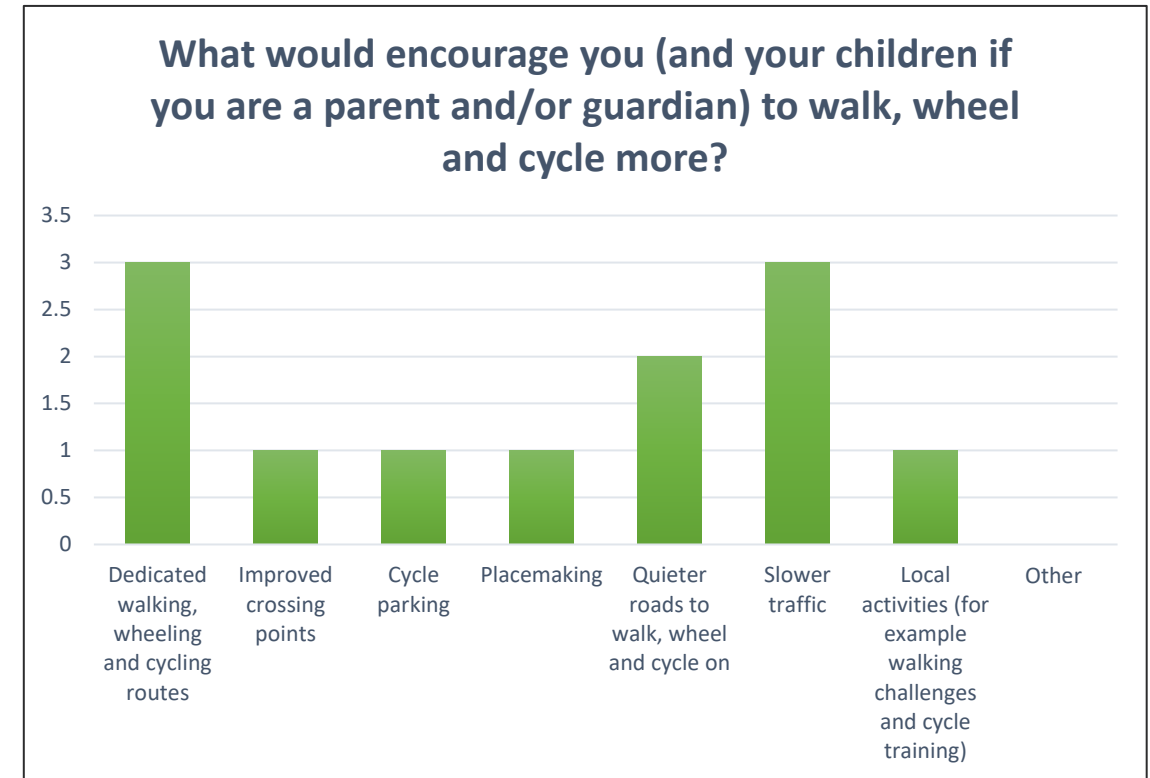
Stakeholder & Community Engagement

School Engagement Survey

Engagement with young people through local schools was an important part of the stakeholder engagement stage. Therefore, a school engagement survey was launched from May to July 2022 to gather information on topic areas such as school pupils' current mode of travel for everyday trips, their preferred mode of travel, barriers stopping people travelling actively, and what improvements they would like to see in Lochmaddy.

The survey was shared comprehensively through CnES, local community groups / clubs, online platforms, and through contacting schools directly via telephone to encourage as many responses as possible. The main findings from the survey results were as follows:

- Total of three respondents for Lochmaddy (approximately 1% of the Lochmaddy population), of which all three were parents/guardians of children who attend Sgoil Uibhist a Tuath.
- All children referred to in the survey responses are currently driven in a car by parents to school.
- Results showed that one respondent would prefer their children to travel by walking/wheeling, One respondent would prefer their children to car share and one respondent would prefer their children to continue being driven in a private car.
- The main destinations in Lochmaddy were identified by parents/ carers as ‘shops’, ‘visitor attractions’ and the ‘ferry port’.
- The most common barriers to walking, wheeling and cycling included ‘no cycle lanes’, ‘narrow footpaths’ and ‘fast or large vehicles’.
- The most popular types of improvements included ‘dedicated walking, wheeling and cycling facilities’ and ‘slower traffic’.



Stakeholder & Community Engagement

One-to-One Conversations

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

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

- North Uist Community Council
- Taigh Chearsabhagh Museum & Arts Centre
- CnES – Roads Engineers
- CalMac Ferries – Transport Planning Manager

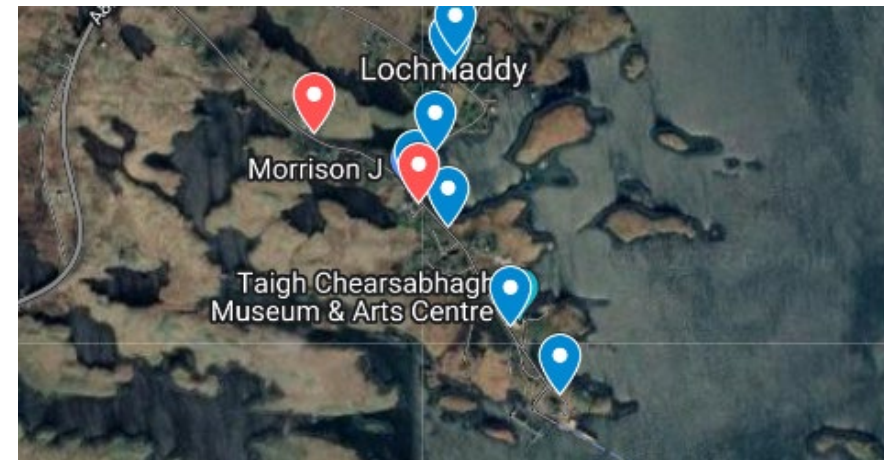
These conversations included discussion around the following areas:

- 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 the limited active travel infrastructure and geographic constraints in Lochmaddy. The key headlines were as follows:

- Lochmaddy is a sparsely populated village with a significant distance between the north and south. Key land uses such as the community hall and medical practice are to the north, whereas the pier and Taigh Chearsabhagh Museum & Arts Centre are to the south.

- There is a spinal vehicle route that runs through the village connecting the north and the south.
- Footways are often narrow and in poor condition throughout Lochmaddy. Roads that are well used by pedestrians/ leisure walkers often do not have an accompanying footway.
- The delivery of infrastructure is often constrained by the geography of the village, such as topography and land constraints.
- Propensity to cycle is impacted by the weather (rain and wind) and topography. Cyclists often come on holiday and are well-prepared in comparison to cyclists undertaking everyday trips.
- Visitors to Taigh Chearsabhagh Museum & Arts Centre often walk from the pier along the grass verge. The centre would therefore welcome improved active travel facilities from the pier.



Action Development

Methodology

Following the desktop review, site audits, and stakeholder and community 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.

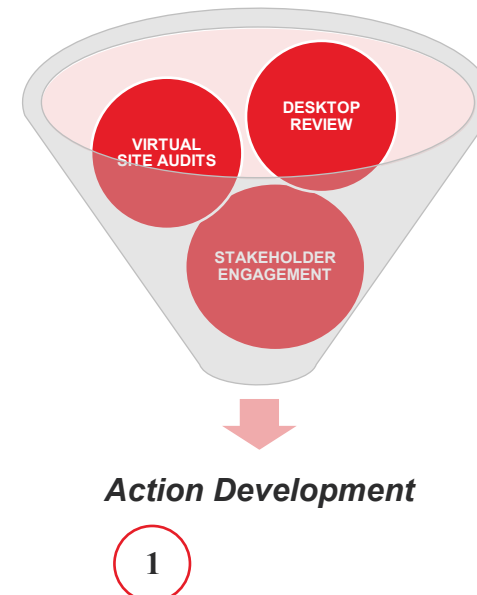
Easy wins have been identified from the actions. These are actions that can have a high impact in the area and can be delivered at a relatively low cost within a short timeframe. These actions can generate initial momentum for more active travel trips across Lochmaddy, while longer term actions are implemented 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- High Quality Active Travel Route
-  2- Cycling-Friendly Street
- 3- Placemaking
-  4- 'Lochmaddy Loop'
-  5- Lochmaddy Pier Improvement Project
Active Travel Measures
-  6- 20mph Lochmaddy

3

Action Development

The table below correlates the actions noted within the [Plan map](#) and are described from page 19 onwards.

Action	Route / Measure	Section	Description	Extent (km or unit)	Cost *	Easy win?
1	High quality active travel route	Lochmaddy Pier to Taigh Chearsabhaigh Museum & Arts Centre	High quality active travel route with buffer and signage (meeting <i>Cycling by Design 2021</i> guidance).	0.2	£100,000 - £200,000	N
2	Cycle-Friendly Street	Taigh Chearsabhaigh Museum & Arts Centre to village centre	Cycle-friendly street with improvements such as signage.	0.4	£5,000 - £10,000	Y
3	Public realm improvements at village centre	Village centre (Morrison J and Redburn House B&B)	Public realm improvements including widened footpath, road space reallocation, seating, greenery and cycle parking.	1	£50,000 - £100,000	N
4	'Lochmaddy Loop'	Lochmaddy (north/ north west)	Active travel circular route with improvements including cycle-friendly streets/ signage, speed limit reduction from 40mph to 30mph and minor footway improvements with seating where feasible. The purpose is to encourage more active lifestyles across the community and transform travel behaviour.	2	£300,000 - £400,000	N
5	Active travel facilities and placemaking (Lochmaddy Pier Improvement Project)	Lochmaddy Pier	Additions to existing Lochmaddy Pier Improvement Project proposals including cycle parking and seating / rest areas.	1	£50,000 - £100,000	N
6	20mph Lochmaddy	Lochmaddy (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/614442/typical-costings-for-ambitious-cycling-schemes.pdf)

Actions

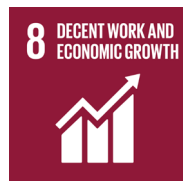
Action 1 – Lochmaddy (south), High Quality Active Travel Route

The road through Lochmaddy is the first impression many will have of the village as they arrive by ferry. Currently the road from the pier to the Taigh Chearsabhaigh Museum & Arts Centre does not have a formal footway. Instead pedestrians are forced to use a narrow grass verge to access the arts centre, which, with the addition of ferry traffic, makes this undesirable.

It is proposed that a **high quality active travel route** be provided on the eastern side of the carriageway, formalising and making safe the currently informally used route. There may also be potential to utilise the existing verge and hard standing area, subject to land ownership constraints. Examination of *Cycling By Design 2021* guidance suggests that a **shared use facility** would be most suitable at this location.

Stakeholder engagement indicated that an active travel route, alongside other improvements such as **placemaking**, would be desirable at this location. This route will provide a dedicated active travel facility for those travelling to and from the ferry and arts centre.

This proposal will be subject to further consultation and feasibility, including a review of land ownership and concept design work being undertaken.



1

Actions

Action 2 – Lochmaddy (south), Cycle-Friendly Street

This action continues the improved active travel facilities on the road through Lochmaddy from the Taigh Chearsabhagh Museum & Arts Centre to the village centre. This will be in the form of a **cycle-friendly street**. The road is currently a single carriageway with a speed limit of 30mph.

This proposal will involve minor improvements such as 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. However, traffic data must be gathered at this location to ensure that daily traffic flows are below 2,000 vehicles, which is required for a cycle friendly street to be recommended.

This action would improve cycling conditions north-south through Lochmaddy. The proposal has also been identified as an ‘easy win’ due to the low cost and short timescale associated with delivery.



Actions

Action 3 – Village centre, Public Realm Improvements

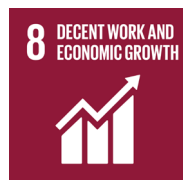
The central section of the village adjacent to John Morrison local store and Redburn House B&B currently has a very wide, poorly surfaced footway and car parking area. The area is vehicle dominated and unsightly with no provision for those travelling by active modes.

Stakeholder engagement outlined a desire to improve this area as there can be conflict between user types and confusion over vehicle movements. A focal point to the village, adjacent to well used services, would enhance the area.

It is therefore proposed that the area outside the store and the B&B is subject to **public realm improvements**. This could include a widened formalised footpath, road space reallocation, seating, greenery and cycle parking. There is a balance to be had to ensure suitable parking provision is retained. However, parking could be moved closer to the carriageway, therefore freeing up space directly adjacent to the buildings for pedestrians and cyclists to make use of.

It is considered that this action will create a more attractive walking, wheeling and cycling environment, whilst also supporting the local businesses through an increase in footfall.

This action requires further feasibility and concept design work to be undertaken.



Actions

Action 4 – ‘Lochmaddy Loop’

This action proposes delivery of the ‘**Lochmaddy Loop**’, which is a circular route of active travel-related improvements to the north of Lochmaddy (around 2km in length- which is a reasonable travel distance for new active travel users). The purpose is to encourage and enable more people to walk, wheel and cycle for leisure, which can in turn encourage people to travel actively for every day trips and shift travel habits, bringing longer term positive benefits for the local community.

Stakeholder and community engagement raised a number of issues which limit the propensity to walk, wheel and cycle to the north. These included poor footway width and surfacing, no footway at specific locations, no seating and rest areas and roads not being cycle-friendly.

The improvements proposed as part of the ‘Lochmaddy Loop’ are summarised as follows:

- Cycle-friendly street connecting to the Lochmaddy Community Play Park and along the single track road to the north.
- Footway provision, and speed limit reduction from 40mph to 30mph, between A867/A865 and Old Lochmaddy School.
- Footway improvements between Old Lochmaddy School and the village centre.
- Regular seating (minimum every 500m) in order to encourage those who are not walking and cycling enthusiasts, and those with limited mobility, to try the loop with the reassurance they can take regular breaks.
- Mapping/ wayfinding to improve awareness of the loop and surrounding active travel routes.

There are wide-ranging opportunities associated with this action, including creating a branded route with signage that would be recognisable to the community, workers and visitors. There may also be an opportunity to involve local community groups and businesses in the branding of the route to encourage community buy-in.

©Sustrans- example route branding



Actions

Action 5 – Lochmaddy Pier Improvement Project, Active Travel Facilities

The Lochmaddy Pier Improvement Project consists of upgrades to the ferry terminal and associated transport infrastructure (more details can be found [here](#)). However, latest drawings show that active travel facilities are currently limited to a footway and zebra crossing facility.

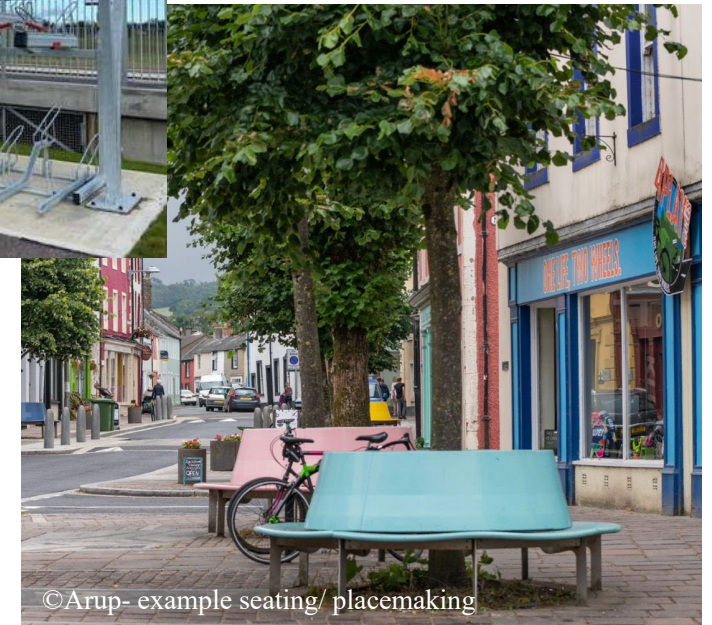
This action recommends that proposals that form part of the Lochmaddy Pier Improvement Project are extended to incorporate active travel facilities. These may include **high-quality cycle parking and storage** facilities and **placemaking** such as planters, street art and seating / rest areas.

Engagement with CalMac Ferries and other key stakeholders within Lochmaddy indicated that ferries are currently operating close to capacity for vehicle passengers, especially during visitor peak periods. Therefore, there is a desire to improve active travel facilities at the pier to encourage an increase in pedestrians and cyclists taking the ferry without the use of a private car.

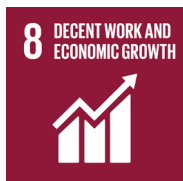
A detailed drawing of the existing Lochmaddy Pier Improvement Plan works can be found in **Appendix C**.



©Falco – example cycle parking



©Arup- example seating/ placemaking



Actions

Action 6 – 20mph Lochmaddy

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.

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

There is currently a variable speed limit across Lochmaddy which ranges between 40mph and 30mph at different locations. In addition, ‘high vehicle speeds’ and ‘fast and large vehicles’ were the most popular responses in relation to barriers to walking, wheeling and cycling during the community and school survey responses.

It is considered that a 20mph speed limit across Lochmaddy will significantly improve perceived and actual safety for active travel users and encourage an increase in walking, wheeling and cycling with 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 Lochmaddy Active Travel Plan were informed by a structured desktop review exercise, site audits, and stakeholder and community engagement.

The key highlights of the Plan are as follows:

- **High quality active travel route** between Lochmaddy Pier and Taigh Chearsabhagh Museum & Arts Centre will improve walking, wheeling, and cycling conditions between two key origins and destinations.
- The **‘Lochmaddy Loop’** (2km circular active travel route) will transform travel behaviour throughout the village through a wide-range of active travel improvements that address current barriers to walking, wheeling and cycling and deliver the high quality infrastructure that is currently lacking. Opportunities such as co-designing route branding and promotion would encourage community buy-in.
- **20mph speed limit** which will improve perceived and actual safety for active travel users across Lochmaddy and deliver positive social, economic and environmental outcomes.

Delivery of these actions will create a continuous, coherent active travel network within Lochmaddy and bring a wide range of positive social, economic, and environmental 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

Appendices

C – Lochmaddy Pier Improvement Project

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