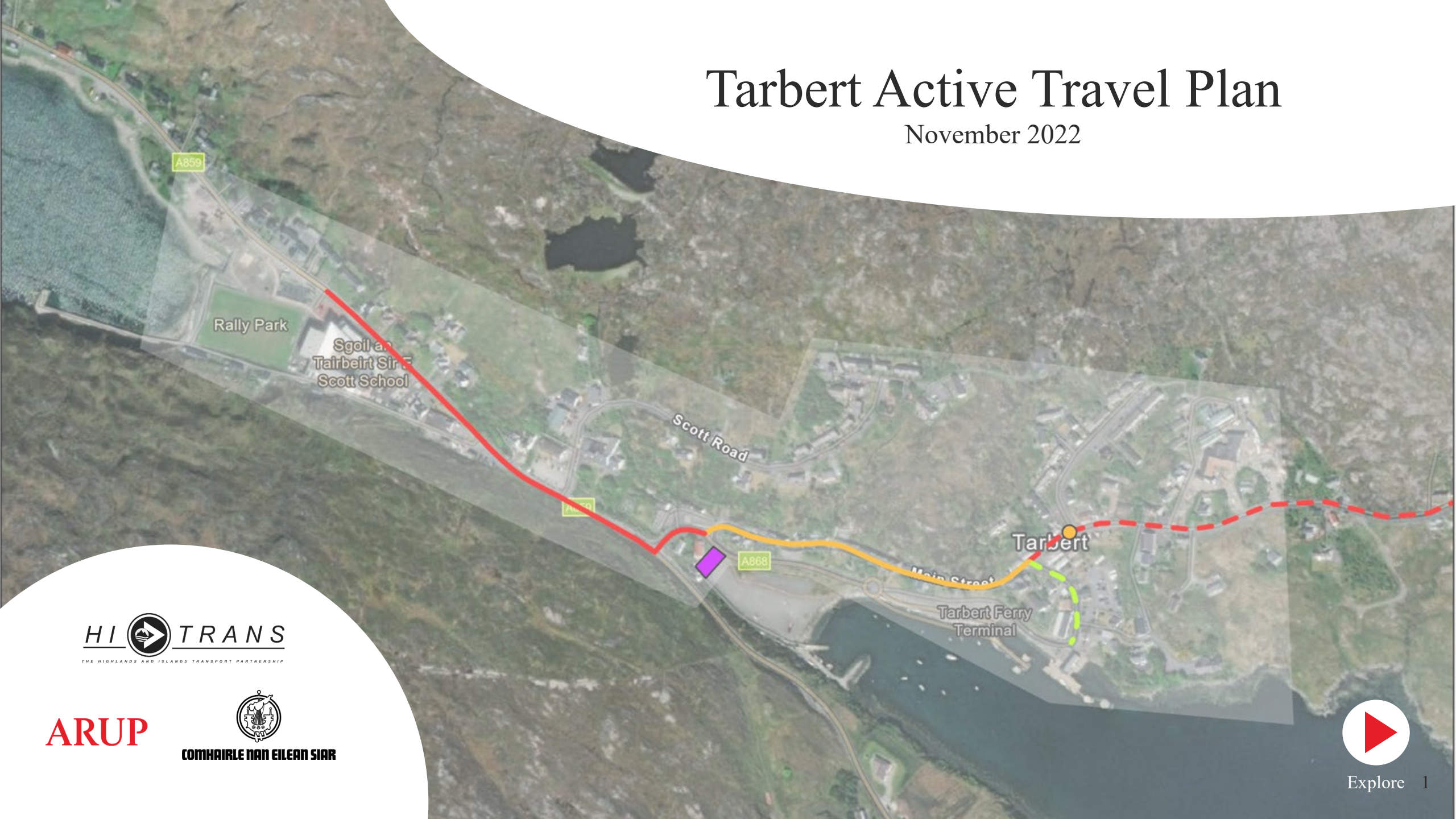


Tarbert Active Travel Plan

November 2022



COMHAIRLE NAN EILEAN SIAR



Explore 1

Tarbert Active Travel Plan

Overview

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Stakeholder & Community Engagement

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The Tarbert 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.



Safe Route to School for walking, wheeling and cycling between Tarbert Village Centre and Sir Edward Scott School










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



'Touch-Down on Tarbert' which will be an innovative and inviting public space for local residents and visitors with supporting active travel facilities

Tarbert Active Travel Plan Overview



-  1- Safe Route to School
-  2- Cycling-Friendly Street
-  3- Placemaking
-  4- Controlled Crossing
-  5- 'Touch-Down on Tarbert'
-  6- Signage/ Traffic Calming
-  7- 20mph Tarbert

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 Tarbert, 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 Tarbert.

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 Tarbert 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:

- Tarbert is the main settlement on the Isle of Harris. Whilst a significant proportion (e.g. around half) of travel to work journeys by residents are within Tarbert, a significant proportion are also long distance (e.g. above 40km).
- Tarbert is a key port of entry which serves wider island needs, providing employment infrastructure and public transport hubs. Tarbert has a strategic and local function supporting service, administration, housing and community facilities.
- In Tarbert, continued increases in car usage has created village centre and residential parking pressures and competing demands for limited space. Tarbert has struggled to adapt to these changes and to balance them with the needs of pedestrians and other users.
- 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 Tarbert 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 the Isle of Harris, as data was not available for Tarbert specifically due to data granularity. The key headlines are as follows:

- Walking accounts for 9% of all travel to work or study trips in Harris, 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 50% of all travel to work or study trips on Harris.
- Travel by bus, minibus or coach accounts for around 18% of all employment and study trips.
- 48% of all trips below 2km in Harris are undertaken by private car.

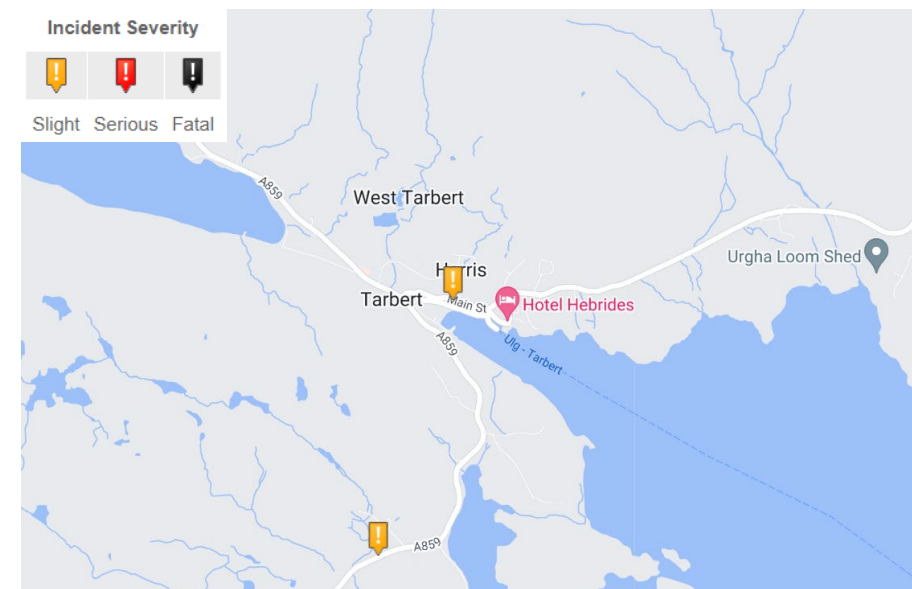
| | Walking | Cycling | Public Transport | Can/Van | Work from Home | Other |
|----------|---------|---------|------------------|---------|----------------|-------|
| Harris | 9% | 0% | 18% | 50% | 20% | 3% |
| CnES | 9% | 1% | 17% | 55% | 15% | 3% |
| Scotland | 18% | 1% | 17% | 50% | 11% | 3% |

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.

The following conclusions can be drawn from this analysis:

- There were two accidents recorded in the Tarbert area. Both were recorded as slight severity.
- The collision recorded in central Tarbert involved a child cyclist and a car.
- The collision recorded on the outskirts of the village involved only one vehicle which was being driven by a young driver.



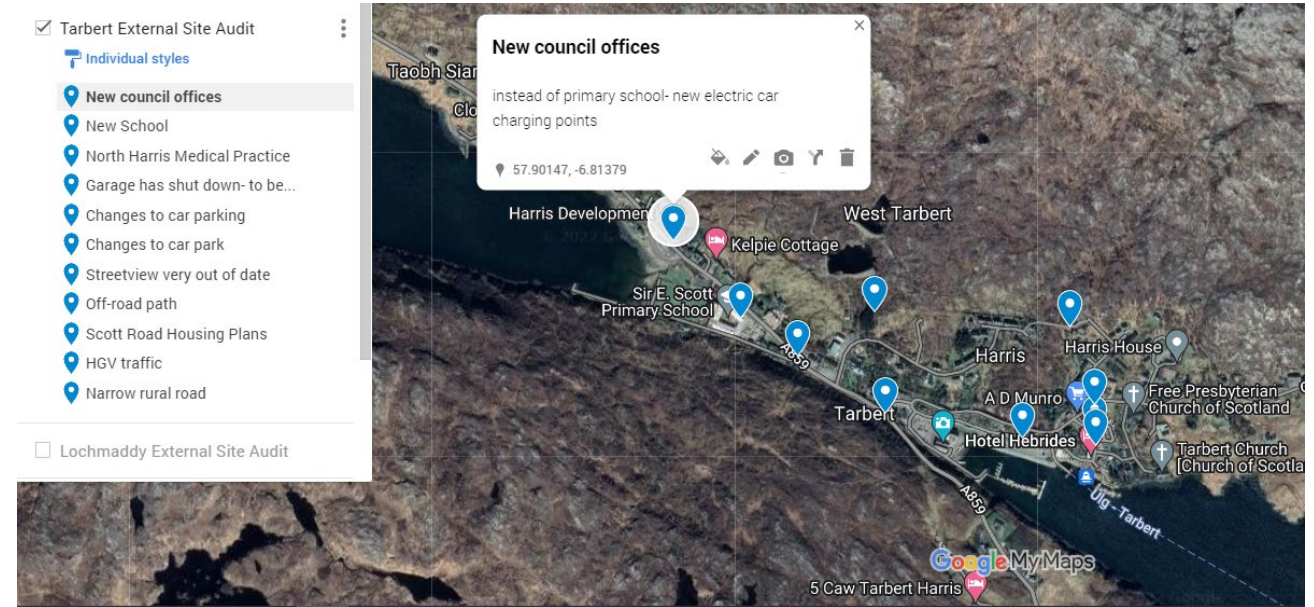
Virtual Site Audits

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 Tarbert 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 Access Officer and Roads Engineer, who are each responsible for the Tarbert 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

Initial Site Audit

- Included the project team
- Tarbert walkabout using Google Maps
- Reviewed existing active travel infrastructure and key trip attractors
- Identification of key areas for further investigation



Stakeholder Site Audit

- Included the project team and key stakeholders for Tarbert
- Explored the key areas identified in the internal site audit
- Exploration of additional opportunities using local knowledge

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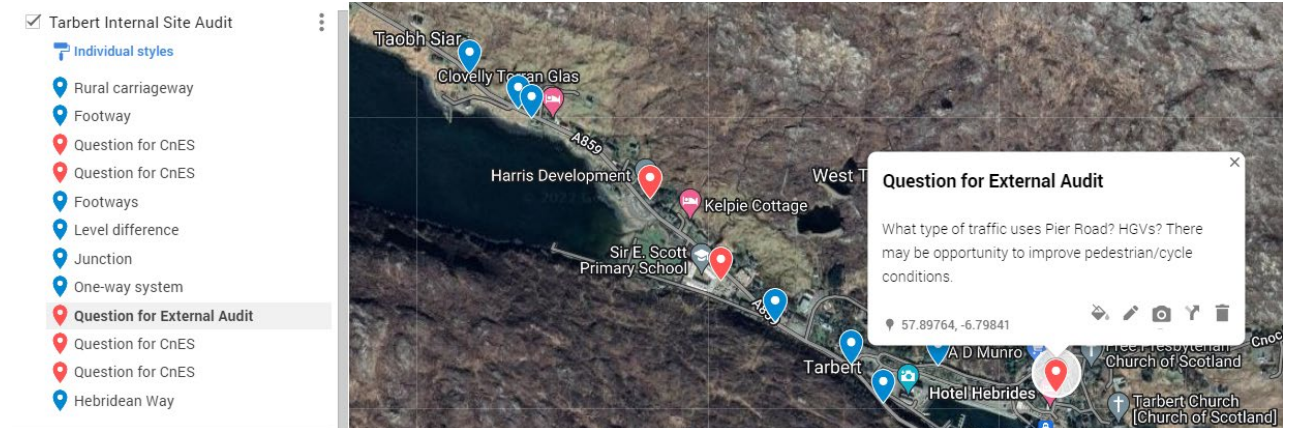
Virtual Site Audits

Internal Virtual Site Audit

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

- Connections to Sir Edward Scott School and the village centre are important
- Potential for placemaking in Pier Road car park
- There is a high proportion of on street parking within the village centre
- The west of Main Street is very constrained
- The ferry terminal is a gateway to Harris
- The tennis court to the north of the village could be a trip attractor

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



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Virtual Site Audits

External Virtual Site Audit

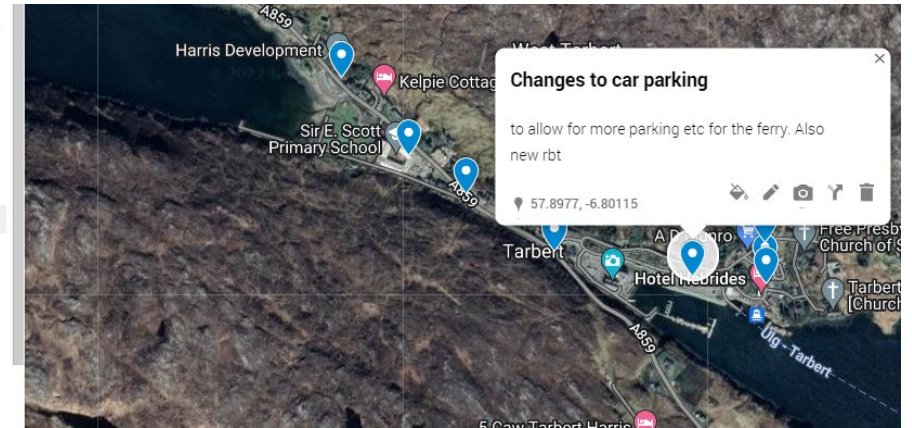
Topics of discussion during the external virtual site audit included the following:

- Safe routes to school are important, especially considering the school is on a main road
- Cnoc Na Greine towards Scalpay sees high vehicle speeds
- The car park on Pier Road is busy in the summer months and often used by coaches
- The Hebridean Way passes Tarbert, so the area is frequented by cyclists
- The village can be heavily trafficked as many services are situated here that have large catchments

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 Tarbert.

- ✓ Tarbert External Site Audit
 - Individual styles
 - New council offices
 - New School
 - North Harris Medical Practice
 - Garage has shut down- to be...
 - Changes to car parking**
 - Changes to car park
 - Streetview very out of date
 - Off-road path
 - Scott Road Housing Plans
 - HGV traffic
 - Narrow rural road

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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**, 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 Tarbert.

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 Harris Trust
- Harris Voluntary Service (partner of Paths for All)
- CnES – Roads Engineers / Public Transport Manager / Elected Members / Public Transport Manager
- CnES – Cycling UK – Western Isles Rural Connections Development Officer
- CalMac Ferries – Transport Planning Manager
- Sir Edward Scott Primary School
- Leverhulme Memorial Primary School

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

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

low short local journeys to be made actively, to improve the walking, wheeling and reate more inviting, sustainable and attractive places for both residents and visitors.

of pupils and parents/guardians in **Tarbert** and **Lochmaddy**. Please provide feedback children if you are a parent/guardian) travel and improvements you would like to see ble and encourage more active journeys.

t be collecting or using any personal data as part of this survey and all responses will be nsure we protect the privacy of participants and are compliant with relevant data

...

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 stakeholder engagement findings can be found in **Appendix B**.

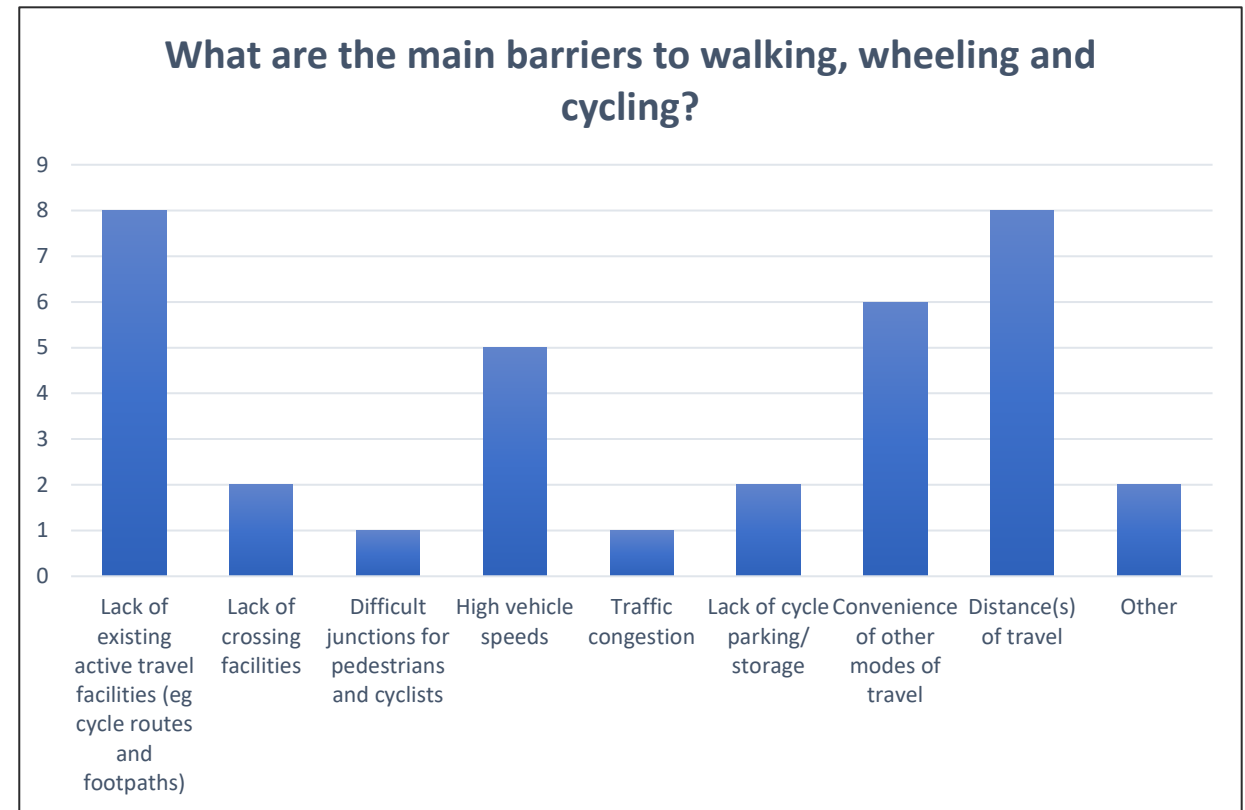
Stakeholder & Community Engagement

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 they currently travel for everyday trips, barriers to travelling actively, and improvements they would like to see.

The key headlines were as follows:

- There were a total of 18 responses related to Tarbert (approximately 3.5% of the Tarbert population). When combined with responses from the school survey, there were a total of 55 responses (approximately 10% of the Tarbert population).
- 100% of respondents currently travel by private car for everyday trips.
- The most popular reasons for travelling via their chosen mode of transport are ‘quickest’, ‘lack of alternatives’ and ‘reliability’.
- The main destinations in Tarbert were identified as ‘places of work, ‘shops’ and ‘leisure facilities’.
- The main barriers to active travel included ‘lack of existing active travel facilities’, ‘distance(s) of travel’, ‘convenience of other modes of travel’ and ‘high vehicle speeds’.
- The most popular types of improvements included ‘safer walking, wheeling and cycling facilities’, ‘better connections with public transport’, ‘better/more cycle parking/storage’, ‘cycling-friendly streets’ and ‘placemaking’.
- Other comments made related to topics such as electric bike charging, road maintenance and local road safety awareness.



Stakeholder & Community Engagement

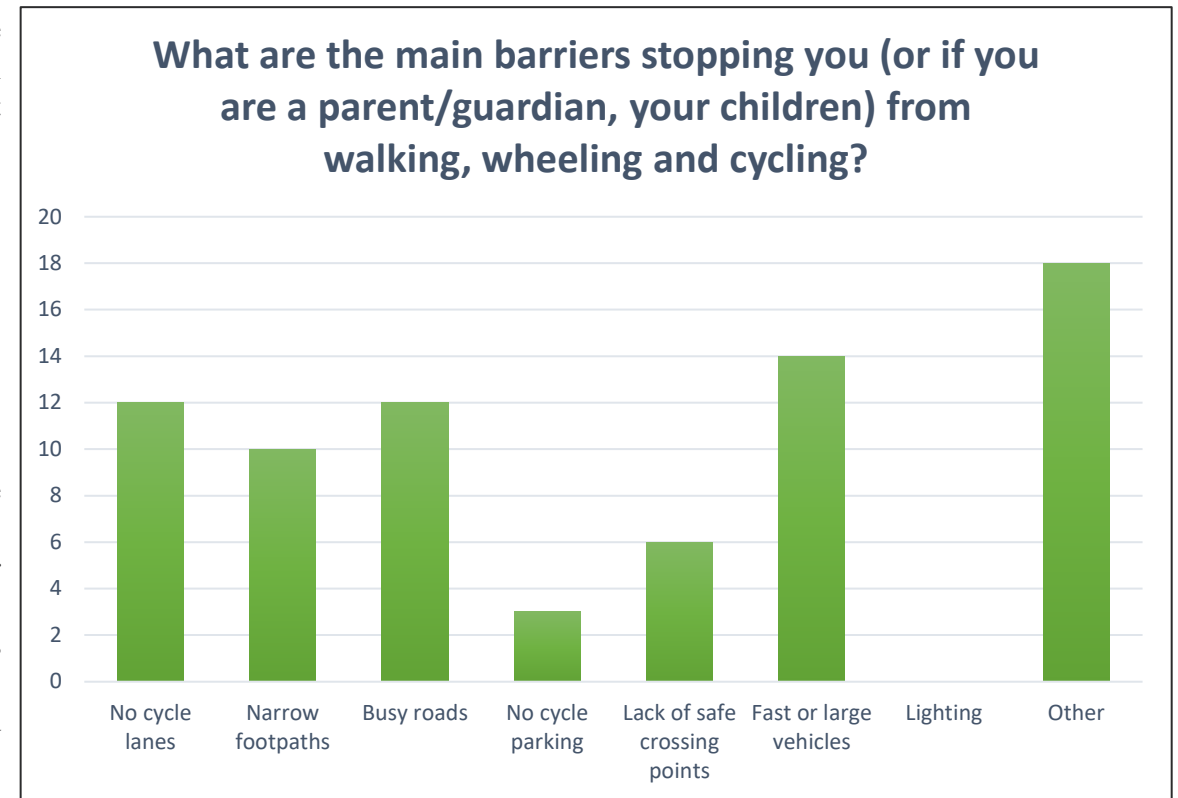
School Engagement Survey

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 Tarbert.

The survey was shared through CnES, local community groups / clubs, online platforms, and through contacting schools directly via telephone.

The main findings from the survey results were as follows:

- There were a total of 37 respondents, of which 14 were school pupils and 23 were parents/guardians.
- 37 respondents attend/ have children who attend Sir Edward Scott School and one respondent attends/ has children who attend Leverhulme Memorial Primary School.
- Most children (43%) currently walk/wheel to school, with 34% being driven in a car by parents, 15% travelling by bus/coach and 5% who currently cycle.
- Results showed that 30% would prefer/ prefer their children to travel by active modes (19% walk/wheel, 11% cycle).
- The main destinations in Tarbert were identified by participants as ‘schools and nursery’, ‘shops’ and ‘leisure facilities’.
- The most common barriers to walking, wheeling and cycling included ‘fast or large vehicles’, ‘no cycle lanes’ and ‘busy roads’.
- The most popular types of improvements included ‘dedicated walking, wheeling and cycling facilities’, ‘slower traffic’ and ‘improved crossing points’.



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 Tarbert. These conversations were carried out through Microsoft Teams and telephone calls.

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

- North Harris Trust
- Harris Voluntary Service (partner of Paths for All)
- CnES – Roads Engineers
- CalMac Ferries – Transport Planning Manager

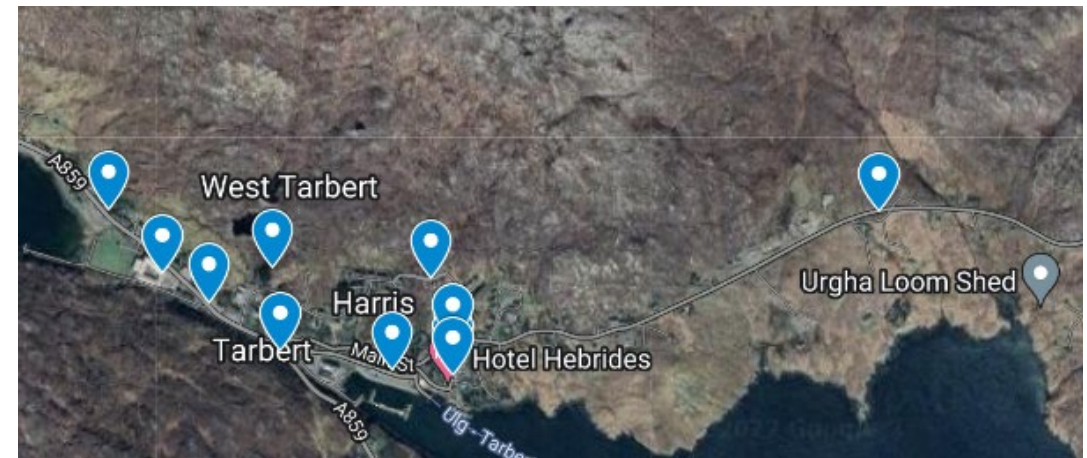
These conversations included discussion around the following areas:

- 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 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 is often a lack of parking spaces in Tarbert to cater for demand, in particular during visitor peak times. This leads to overflow onto the footway.
- The delivery of infrastructure is often constrained by the geography of the village, such as topography and land constraints.

- There is more cycling activity than ever before on the island, with increasing popularity on ferries and within settlements.
- Tarbert is a linear settlement with a corridor effect, which means that key land uses are spread out, often making it less appealing to walk, wheel and cycle.
- Variable speed limits across the village create an unsafe environment for pedestrians, wheelers and cyclists.
- There are often conflicts between vehicles and cyclists as cyclists/vehicles are often not aware of who has priority, especially on rural roads.
- Opportunities include upgrading the Hebridean Way (which runs to the south of Tarbert), signage to make drivers aware of cyclists and community-led initiatives such as high-vis jackets to improve feelings of safety when travelling actively at night.



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.

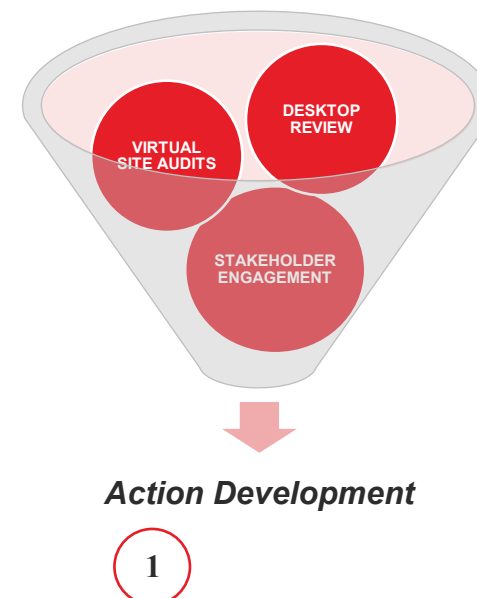
Easy wins have been identified from the actions. These are actions that can have a high impact in the area and can be delivered at a relatively low cost within a short timeframe. These actions can generate initial momentum for more active travel trips across Tarbert, while longer term actions are implemented 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- Safe Route to School
-  2- Cycling-Friendly Street
-  3- Placemaking
-  4- Controlled Crossing
-  5- 'Touch-Down on Tarbert'
-  6- Signage/ Traffic Calming
-  7- 20mph Tarbert

Action Development

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

| Action | Route / Measure | Section | Description | Extent (km or unit) | Approx. Cost * | Easy win? |
|--------|---|--|--|---------------------|-----------------------|-----------|
| 1 | Safe Route to School from village centre to Sir Edward Scott School | Main Street to Sir Edward Scott School | High quality active travel route with buffer and signage (meeting <i>Cycling by Design 2021</i> guidance). | 1.1 | £500,000 - £1,000,000 | N |
| 2 | Cycle-Friendly Street along Main Street | A868 to Pier Road | Cycle-Friendly Street with improvements such as signage and carriageway lining | 0.4 | £5,000 - £10,000 | Y |
| 3 | Placemaking along Pier Road | Main Street to A868 | Public realm improvements including widened footpaths, reduced road space, seating, greenery and street art | 0.2 | £30,000 - £40,000 | N |
| 4 | Controlled Active Travel Crossing | Main Street (east) | Toucan or parallel crossing introduced on desire lines to improve safety for pedestrians and cyclists at this location | 1 | £5,000 - £50,000 | Y |
| 5 | 'Touch-Down on Tarbert' | Harris Tweed Isle of Harris/ Isle of Harris Distillery | High quality public realm and community hub with cycle parking, seating, placemaking and a small cycle repair stand. Active travel network map/ information board to be provided which summarises active travel routes and key destinations. | 1 | £250,000 - £500,000 | N |
| 6 | Cycle Signage/ traffic calming along Cnoc Na Greine | Main Street to North Harris Community Recycling Centre | Signage/ traffic calming to reduce vehicle speeds on this rural stretch which is also used by pedestrians and cyclists accessing Tarbert from the east | 1 | £12,000 - £24,000 | Y |
| 7 | 20mph Tarbert | Tarbert (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 |

Actions

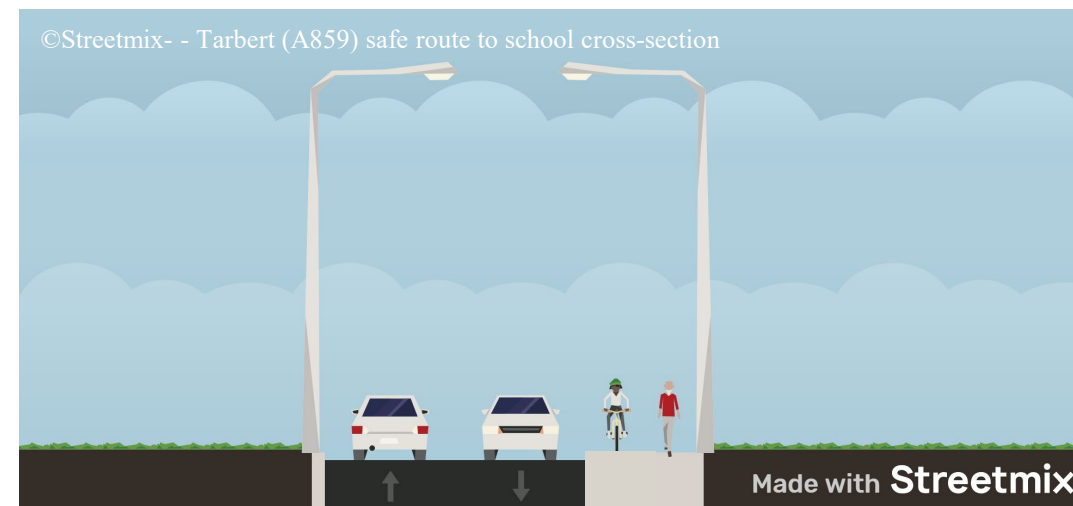
Action 1 – Safe Route to School

Safe Routes to School are vital to ensure school pupils have a route they can feel safe and confident travelling to school on by active modes. Sir Edward Scott School on the A859 is relatively detached from the village centre and as the A859 is a main road, navigation from the village centre and the school may be daunting for some. The A859 is a single carriageway with 30mph speed limit and has a number of junctions for active travel users to negotiate.

It is proposed that a **safe route to school route** be provided on the A859 between Sir Edward Scott School and Main Street within Tarbert. Examination of *Cycling By Design 2021* guidance suggests that a **high quality active travel route with buffer and signage** will be most suitable at this location.

Stakeholder and community engagement indicated that an active travel route would be desirable at this location. This route will provide a dedicated active travel facility for those travelling between the school the centre of the village. The route will encourage walking, wheeling and cycling to trips to be made to school and for other trip purposes across Tarbert.

This proposal will be subject to further consultation and feasibility, including concept design work being undertaken.



1

Actions

Action 2 – Main Street, Cycle-Friendly Street

Main Street is the primary route to the centre of the village from the east, however it is 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 collision on this road involving a child cyclist and a vehicle in 2019. The road is currently a one-way single carriageway with a speed limit of 30mph.

It is proposed that Main Street becomes a **Cycle-Friendly Street**. This 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 along Main Street.

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



Actions

Action 3 – Pier Road, Placemaking

Pier Road in the centre of Tarbert is a significant focal point within the village, yet the space feels vehicle dominated with a large car park and through vehicles passing to access the ferry terminal.

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 Pier Road between Main Street and the A868 is subject to **placemaking**. This may include the installation of public art, along with widened footpaths, reduced road space, seating / rest areas and greenery.

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



©Sustrans – placemaking example



3

Actions

Action 4 – Main Street (east), Controlled Active Travel Crossing

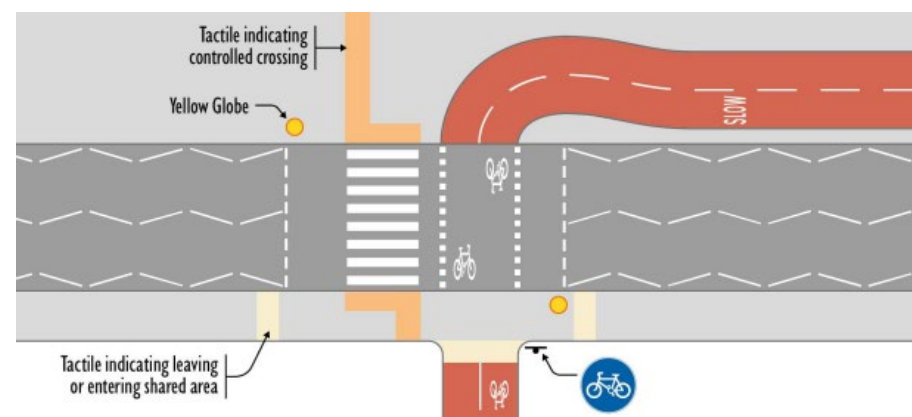
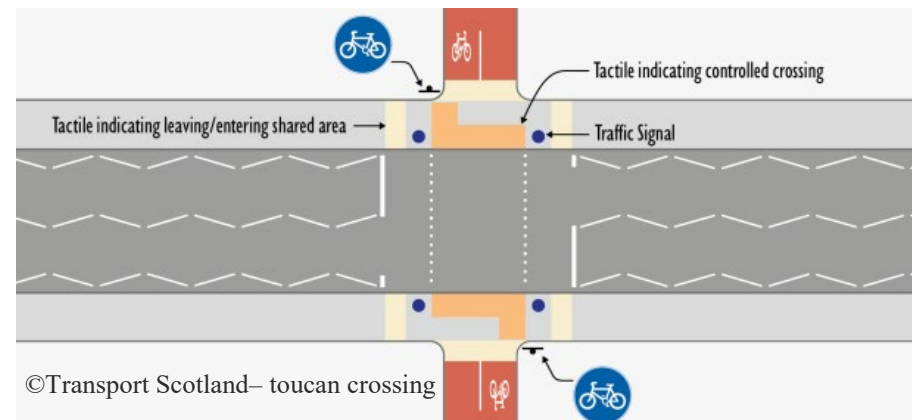
This action outlines that a **controlled active travel crossing point** be provided on Main Street between Pier Road and Sraid Mhiccuinn.

Currently, there is no crossing facility in this location, however services including the post office, local shops and children’s play park are all in the vicinity. Furthermore, a designated crossing point will assist in the safe movement of school pupils on the safe route to school.

A review of *Cycling by Design 2021* indicates it is likely that a toucan crossing or parallel crossing would be suitable for this location based on the current speed limit and estimated traffic volumes. Proposals will be subject to detailed design, involving visibility checks, among other requirements.

This action has also been identified as an ‘easy win’ that can be delivered in a short timescale and at a low cost.

The location of crossing facilities should be determined by feasibility and concept design work. The graphics (see right) provide inspiration for any future crossing points.



Actions

Action 5 – ‘Touch-Down on Tarbert’

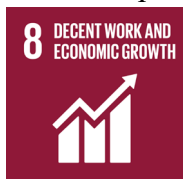
The Outer Hebrides Active Travel Strategy emphasises the importance of placemaking and the delivery of small community hubs within settlements across the islands.

The community and school survey results suggest that the delivery of better/more cycle parking/storage facilities and placemaking within Tarbert 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** adjacent to the Harris Tweed Store and the Isle of Harris Distillery, with a name such as ‘Touch-Down on Tarbert’. This space will a welcoming environment for locals, and tourists alike, and could potentially be one of the first places tourists visit when touching down on the island. This could include cycle parking, a small cycle repair stand, seating / rest areas, placemaking and an active travel information boards. There is also scope to incorporate community initiatives within this action, such as providing high-vis jackets for the community to use when travelling at night.

This action will significantly benefit the local businesses mentioned above, and bring positive social, economic and environmental outcomes for the Tarbert community and visitors.

This action will require further engagement with key stakeholders, such as local businesses and community groups. The concept visualisation (see right) provides a high-level vision for this proposal.



Actions

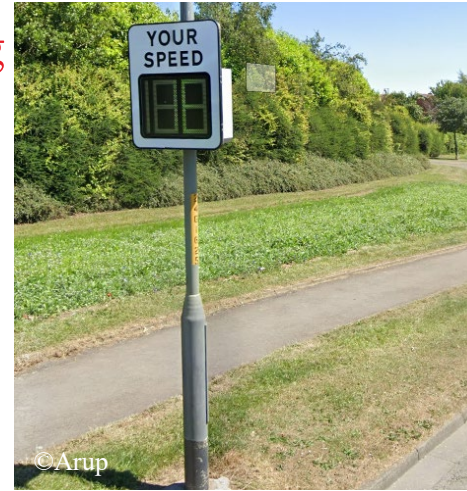
Action 6 – Cnoc Na Greine, Signage / Traffic Calming

Cnoc Na Greine is the main road to the east of Tarbert, which is primarily a rural setting. Whilst the area to the east is sparsely populated, this is the only access road for communities to the east of Tarbert accessing the village centre by all modes of transport.

Discussions during the external virtual site audit indicated that significant levels of speeding occurs on Cnoc Na Greine due to the straight road alignment. This significantly reduces the propensity to walk, wheel and cycle to Tarbert from this location.

It is therefore proposed that **comprehensive signage** and **traffic speed reduction measures** are implemented at this location, which create an attractive environment for pedestrians and cyclists. This would help to reduce vehicle speeds and make users aware of pedestrians and cyclists in the area. These improvements are considered appropriate due to physical constraints and the volume of active travel users. Examples of potential signage and traffic calming measures, including vehicle activated signage and ‘slow’ road markings (see the adjacent images).

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



Actions

Action 7 – 20mph Tarbert

This action proposes the delivery of a **20mph zone** throughout Tarbert. 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 variable speed limit across Tarbert, which ranges from 40mph, 30mph and 20mph at different locations. Discussions with key stakeholders indicated that this variable speed limit leads to high vehicle speeds through the village and therefore an unattractive active travel environment.

It is considered that a consistent 20mph speed limit across Tarbert 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 Tarbert 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:

- **Safe route to school** from the village centre to Sir Edward Scott School, which will encourage more school children to walk, wheel and cycle to school whilst also connecting key land uses.
- **‘Touch-Down on Tarbert’** public space, focal point and community hub, which will benefit adjacent local businesses and encourage walking, wheeling and cycling among local residents, workers and visitors.
- **20mph Tarbert** which will improve perceived and actual safety for active travel users across Tarbert 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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