

OUTER HEBRIDES ACTIVE TRAVEL STRATEGY 2021-2025

DELIVERY PLAN



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REVISION HISTORY			
Revision date	Previous revision date	Summary of Changes	Version
23/12/21		First issue	V1
26/01/23	23/12/21	Revision history added; progress monitoring updated	V2
16/02/23	26/01/23	Added Grimsay path to Appendix 2	V3
21/11/23	16/02/23	Updated Delivery Plan & progress monitoring	V4

Summary

The Outer Hebrides Active Travel Strategy is a high-level statement of intent aimed at achieving the Vision, Priorities and Outcomes for active travel on the islands. This Delivery Plan has been developed as a live document setting out how projects should be prioritised by the Comhairle and other Delivery Partners, including specific interventions in the form of Masterplans for the main settlements on each island. The Delivery Plan will be regularly updated and amended as projects commence, and as the appetite for new projects emerge.

The Outer Hebrides' unique landscape and vivid history is one to be cherished and explored. Long distances between settlements often mean that the private car is how most people choose to travel, yet 23% of households in the Outer Hebrides do not have a car available at home; for those living in social housing this figure rises to as high as 49% (Census, 2011). A higher proportion of these households may be located in the Islands' main settlements, where walking and cycling are feasible choices.

Active travel is transport by physical activity using our own body energy, such as walking or cycling, and mainly for everyday functional reasons such as going to work or school, or to the shops. This can be for all or part of the journey, for example walking or cycling to a bus stop.

As for other forms of transport, having a strategy ensures that the many benefits of increasing physical activity levels, in the form of active travel, are framed, planned, funded, delivered, and measured in a structured way.

Active travel is one of the most sustainable ways to build physical activity into our lives. Walking and cycling as part of our everyday routine can contribute to the recommended levels of physical activity to promote physical and mental health & wellbeing. Greater investment in, and promotion of, active travel is an effective way to meet climate change targets and contributes to reducing congestion and pollution.

The Active Travel Strategy sets out a number of objectives for increasing the number of journeys made by active travel:

Within Communities

- 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.

Between Communities

- Develop a coherent network of routes connecting communities within comfortable walking or cycling distance of each other.
- Improve safety of Hebridean Way cycle route to enhance tourism offer and connect dispersed settlements.

The Delivery Plan sets out a framework for achieving these objectives.

PART 1: Outer Hebrides Active Travel Action Plan

Objective	Actions	Type	Timescale	Lead Partner
WITHIN COMMUNITIES				
a) Establish safe routes to school so local children have the opportunity to safely walk or cycle to school	i. Map schools in Outer Hebrides and identify routes within 2 mile catchment not served by school transport and integrate into Delivery Plan	Design	2023	CnES / HITRANS
	ii. Identify potential improvements to make routes safer for walking and cycling, with reference to Scottish Government guidance on Safer Routes to School and with participation from young people themselves, and integrate into Delivery Plan	Design	2023	HITRANS / CnES Roads Team
	iii. Source funding to plan & implement improvements over a number of years – CWSR is a possible funding source which can be matched by HITRANS; integrate into Delivery Plan	Infrastructure	2024 onward	CnES Roads Team
	iv. Continue to support delivery of Bikeability in schools	Behaviour change	2022 - 2025	Cycling Scotland / CnES Schools & Learning
b) Take a holistic approach in settlements with community hubs to ensure there is appropriate infrastructure to travel safely by foot or bicycle	i. Map settlements with community hubs & NHS sites (which can include shop, community centre, other gathering place) and integrate into Delivery Plan as potential project list	Design	2023	CnES Economic Development NHS WI
	ii. Prioritise development of designs to improve environment for active travel in these settlements subject to prioritisation criteria. Incorporate into Delivery Plan.	Design	2023	CnES / HITRANS
	iii. Identify potential funding sources to take forward improvements and incorporate into Delivery Plan	Infrastructure	2023 onward	Community Partners / HITRANS
c) Implement a place-based approach to high quality infrastructure	i. Commission a series of Active Travel Masterplans for the main settlement on each island, with input from local stakeholders, to provide recommendations for active travel	Design	2022	HITRANS

and a review of speed limits to make it easy and safe to choose walking and cycling for everyday journeys within communities.	improvements. Incorporate these into the Delivery Plan. Settlements will include: Stornoway, Tarbert, Lochmaddy, Balivanich, Lochboisdale and Castlebay.			
	ii. Invite local partners to lead on delivering Masterplan recommendations and source funding for improvements. Draft plan for delivery to be incorporated into Delivery Plan.	Design / Infrastructure	2024 - 2025	Community Partners
	iii. Incorporate into Delivery Plan a list of settlements where there is a desire for improved routes or new infrastructure within the community, measured against the prioritisation criteria	Design	2022 - 2025	Community Partners
d) Create safe active travel routes to attractions and trip generators within or near settlements	Map attractions and trip generators (inc public transport stops) within settlements or within a 30 minute cycle of settlements, and carry out audit of existing routes.	Design	2023	CnES Economic Development / HITRANS
BETWEEN COMMUNITIES				
a) Develop a coherent network of routes connecting communities within comfortable walking or cycling distance of each other	i. Map communities with services, and routes to adjacent communities within 5 miles; audit routes between these.	Design	2024	CnES Economic Development / HITRANS
	ii. Produce list of potential improvements to form the basis of a network connecting communities; integrate into the Delivery Plan.	Design	2024-25	HITRANS
	iii. Map public transport stops on key strategic routes and audit facilities (shelter, signage, info, cycle parking)	Design	2022	HITRANS
b) Improve safety of Hebridean Way cycle route to enhance tourism offer and connect dispersed settlements	i. Identify potential network of Quiet Roads connecting communities and highlight where these could host the Hebridean Way cycle route. Integrate into Delivery Plan	Design	2024	CnES Economic Development / HITRANS
	ii. Work with Sustrans Network Team to identify list of potential areas where Hebridean Way cycle route could be improved or realigned to improve safety.	Design	2023-24	Sustrans

Part 2: Delivery Plan

**Detail of projects to be delivered can be added as they are developed*

	2021	2022	2023	2024	2025
Outer Hebrides Active Travel Strategy developed and approved					
<i>Planning</i>					
Develop active travel masterplans for main settlements					
Support communities to develop active travel masterplans					
Safe routes to school mapping and identification of improvements outwith Masterplan areas			Map		
Mapping of settlements with hubs and trip generators & identify active travel interventions			Map		
Map and audit communities with services, and routes to adjacent communities within 5 miles					
Audit public transport facilities on key strategic routes					
Identify potential Quiet Roads network & infrastructure improvements for longer distance routes					
<i>Delivery</i>					
Support delivery of Bikeability in schools					
Deliver / support delivery of active travel masterplan recommendations					
Deliver / support delivery of safe routes to school improvements					
Deliver / support delivery of active travel interventions in communities with hubs / trip generators					

Part 3: Monitoring Progress

Objective	Actions	Lead Partner	Status	Notes
WITHIN COMMUNITIES				
a) Establish safe routes to school so local children have the opportunity to safely walk or cycle to school	i. Map schools in Outer Hebrides and identify routes within 2 mile catchment not served by school transport and integrate into Delivery Plan	HITRANS / CnES		In progress; mapping done, route identification pending
	ii. Identify potential improvements to make routes safer for walking and cycling, with reference to Scottish Government guidance on Safer Routes to School and with participation from young people themselves, and integrate into Delivery Plan	HITRANS / CnES Roads Team		Not started: due to begin 2024
	iii. Source funding to plan & implement improvements over a number of years – CWSR is a possible funding source which can be matched by HITRANS; integrate into Delivery Plan	CnES Roads Team		In progress
	iv. Continue to support delivery of Bikeability in schools	Cycling Scotland / CnES Schools & Learning		In progress
b) Take a holistic approach in settlements with community hubs to ensure there is appropriate infrastructure to travel safely by foot or bicycle	i. Map settlements with community hubs (which can include shop, community centre, other gathering place) and integrate into Delivery Plan as potential project list	CnES Economic Development		In progress; community facilities mapped
	ii. Prioritise development of designs to improve environment for active travel in these settlements subject to prioritisation criteria. Incorporate into Delivery Plan.	CnES / HITRANS		Stornoway Delivery Plan developed; other settlements to begin 2024
	iii. Identify potential funding sources to take forward improvements and incorporate into Delivery Plan	Community Partners / HITRANS		In progress

c) Implement a place-based approach to high quality infrastructure and a review of speed limits to make it easy and safe to choose walking and cycling for everyday journeys within communities.	i. Commission a series of Active Travel Masterplans for the main settlement on each island, with input from local stakeholders, to provide recommendations for active travel improvements. Incorporate these into the Delivery Plan. Settlements will include: Stornoway, Tarbert, Lochmaddy, Balivanich, Lochboisdale and Castlebay.	HITRANS		Complete
	ii. Invite local partners to lead on delivering Masterplan recommendations and source funding for improvements. Draft plan for delivery to be incorporated into Delivery Plan.	Community Partners		In progress; Storas Uibhst partner in Lochboisdale improvements 2023
	iii. Incorporate into Delivery Plan a list of settlements where there is a desire for improved routes or new infrastructure within the community, measured against the prioritisation criteria	Community Partners		Community aspirations added when highlighted
d) Create safe active travel routes to attractions and trip generators within or near settlements	Map attractions and trip generators within settlements or within a 30 minute cycle of settlements, and carry out audit of existing routes.	CnES Economic Development / HITRANS		In progress; trip generators mapped
BETWEEN COMMUNITIES				
a) Develop a coherent network of routes connecting communities within comfortable walking or cycling distance of each other	i. Map communities with services and routes to adjacent communities within 5 miles; audit routes between these.	CnES Economic Development / HITRANS		Not started; due to begin 2024
	ii. Produce list of potential improvements to form the basis of a network connecting communities; integrate into the Delivery Plan.	HITRANS		Not started; due to begin 2024

b) Improve safety of Hebridean Way cycle route to enhance tourism offer and connect dispersed settlements	i. Identify potential network of Quiet Routes connecting communities and highlight where these could host the Hebridean Way cycle route. Integrate into Delivery Plan	CnES Economic Development / HITRANS		Not started; due to begin 2024
	ii. Work with Sustrans Network Team to identify list of potential areas where Hebridean Way cycle route could be improved or realigned to improve safety.	Sustrans		Not started; due to begin 2024

APPENDICES:

1. Active Travel Masterplans (to be attached)

- Stornoway
- Tarbert
- Lochmaddy
- Balivanich
- Lochboisdale
- Castlebay

2. Smaller Settlement Plans and Priorities (to be attached)

- Point Paths Plan
- Grimsay Gearradubh to Scotsvein path

3. Prioritisation Criteria

3.1 Directness – Coherence – Safety – Comfort – Attractiveness – Other Users – Health & Wellbeing Scoring Criteria

Score	Convenience	Accessibility	Safety	Comfort	Attractiveness	Impact on other road users	Impact on Health	Score	Potential to induce modal shift
2	<ul style="list-style-type: none"> Route is direct for journeys for which it is expected to cater Route is essentially level Route contains few points of delay and/or avoids existing delays Route offers high level of service as outlined in Cycling By Design guidance 	<p>Provides significantly improved link –</p> <ul style="list-style-type: none"> Along identified desire line To key trip generator(s) Between two existing links Across existing severance <p>Proposal also readily accessible from all streets and premises</p> <p>Offers high level of service as outlined in Cycling By Design guidance</p>	<p>Addresses significant recorded collision history (4 in 3 yrs, or 2 KSI in 3 yrs suggested)</p> <p>Offers high level of service as outlined in Cycling By Design guidance</p>	<p>Significantly improves comfort (i.e. provides complete segregation from traffic with buffer, a well overlooked route, minimal traffic speeds etc.)</p> <p>Offers high level of service as outlined in Cycling By Design guidance</p>	<p>Proposals significantly improve the environment for cycling /pedestrians in terms of aesthetics, noise, and quality of public space (i.e. through enhancement of Green Infrastructure and improvements in air quality)</p>	<p>Scheme provides significant additional benefits to other road users.</p>	<p>Route connects to school, services, public transport, or recreation opportunities, promoting the integration of physical activity into everyday life, and reduces noise and air pollution from vehicles.</p>	5	<p>Likely to result in significant modal shift from private car to pedal cycle/foot either as a result of the physical connection or route being <i>within</i> an area benefitting from an on-going behaviour change programme</p>

Score	Convenience	Accessibility	Safety	Comfort	Attractiveness	Impact on other road users	Impact on Health	Score	Potential to induce modal shift
1	<ul style="list-style-type: none"> Route reasonably direct for journeys for which it is expected to cater Route includes only moderate gradients Route contains some points of delay and/or reduces existing delays Route offers Medium level of service as outlined in Cycling By Design guidance 	<p>Provides improved links –</p> <ul style="list-style-type: none"> Along identified desire line To key trip generators Between two existing links Across existing severance <p>May also slightly improve accessibility to other streets and premises</p>	<p>Addresses lesser recorded collision history, or location understood to have a collision history which is not fully recorded</p> <p>Offers Medium level of service as outlined in Cycling By Design guidance</p>	<p>Improves comfort (i.e. provides some segregation from traffic, traffic speeds below 20mph without segregation, personal safety improvements such as CCTV and lighting etc.)</p> <p>Offers Medium level of service as outlined in Cycling By Design guidance</p>	<p>Proposals slightly improve the environment for cycling/walking in terms of aesthetics, noise, and quality of public space (i.e. through enhancement of Green Infrastructure and improvements in air quality)</p>	<p>Provides some additional benefit to other road users on balance (as a toucan might for pedestrians)</p>	<p>Route connects to school, services, public transport, or recreation opportunities, promoting the integration of physical activity into everyday life</p>	3	<p>May increase numbers of cyclists/pedestrians but unlikely to result in significant modal shift from private cars either as a result of physical works or the route <i>connecting to</i> an area benefitting from a behaviour change programme</p>
0	<ul style="list-style-type: none"> Proposals do not offer greater convenience than existing situation Proposal offers low level of service as outlined in Cycling By Design guidance 	<p>Proposals do not improve accessibility</p> <p>Offers low level of service as outlined in Cycling By Design guidance</p>	<p>No expected impact on collisions</p> <p>Offers low level of service as outlined in Cycling By Design guidance</p>	<p>No expected improvement in terms of comfort</p> <p>Route offers low level of service as outlined in Cycling By Design guidance</p>	<p>Proposals have little or no benefit on quality of environment for cycling/walking in terms of aesthetics, noise, and quality of public space</p>	<p>No significant expected impact for other road users</p>	<p>Rpute does not provide direct connection to school, services, public transport or recreation opportunities so is unlikely to promote physical activity.</p>	0	<p>Little or no modal shift expected and scheme not linked to behaviour change programme</p>

Score	Convenience	Accessibility	Safety	Comfort	Attractiveness	Impact on other road users	Impact on Health		Score	Potential to induce modal shift
-1	<ul style="list-style-type: none"> Proposal requires less direct route than existing Route introduces points of delay Offers low level of service as outlined in Cycling By Design guidance 	Unlikely to occur in practice	<p>Proposals may result in additional collisions</p> <p>Offers low level of service as outlined in Cycling By Design guidance</p>	<p>May reduce level of comfort for cyclists/pedestrians</p> <p>Offers low level of service as outlined in Cycling By Design guidance</p>	Proposals degrade quality of environment for cycling/walking in terms of aesthetics, noise, and quality of public space	Some significant negative impact expected for other road users (i.e. loss of residential parking, some additional congestion)	Unlikely to occur in practice		-1	Unlikely to occur in practice
-2	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Very significant negative impact expected for other road users (i.e. serious congestion, especially for PT, loss of parking in retail areas, restrictions on loading)	Unlikely to occur in practice		-2	Unlikely to occur in practice

3.2 Access to facilities and Risk Scoring Criteria

Access to Education, Employment and key services (each category on assessment form scored separately)		Access to Facilities		Risks to Delivery			
		Access to major transport interchanges (bus stops)	SIMD Access to Services	Environmental/ Ecology Issues	Land Issues	Planning Consent	Consultation
2	Route provides a continuous link to trip attractors within 400m of route.	Route provides a continuous link to public transport interchanges within 400m of route.	Route connects to area ranked <250 in the Access to Services indicator of the SIMD.	No environmental/ ecological issues or issues resolved.	No land issues or land in ownership of local authority.	Planning consent not required or planning consent granted with no conditions.	Consultation and engagement completed.
1	Route provides a continuous link to trip attractors within 800m of route.	Route provides a continuous link public transport interchanges within 800m of route.	Route connects to area ranked between 251 and 500 in the Access to Services indicator of the SIMD.	Environmental issues identified and mitigation measures programmed/ Proposed	Land owned by 3 rd party but lease/other arrangements in place.	Planning consent granted but with conditions.	Consultation required and programmed. Scheme unlikely to be contentious.
0	Route provides a continuous link to trip attractors more than 800m away from route.	Route provides a continuous link to public transport interchanges more than 800m away from route.	Route connects to area ranked >500 in the Access to Services indicator of the SIMD.	Environmental/ ecological issues identified	Scheme requires 3 rd party land and landowner identified and discussions ongoing	Planning consent required – planning application submitted.	Consultation required and programmed but scheme likely to be contentious or not programmed and unlikely to be contentious.
-1	Unlikely to occur in practice.	Unlikely to occur in practice.	Unlikely to occur in practice	Environmental/ ecological issues unknown.	3 rd party land required, and landowner identified but no contact established.	Planning consent required – no application submitted.	Consultation required and not programmed. Scheme likely to be contentious.
-2	Unlikely to occur in practice.	Unlikely to occur in practice.	Unlikely to occur in practice	Significant environmental or ecological issues have been identified that cannot be mitigated.	Scheme requires 3 rd party land but landowner unknown.	Planning consent rejected.	n/a

Data_Zone	Location	SIMD2020 Access To Services Rank	Data_Zone	Location	SIMD2020 Access To Services Rank
S01009034	Broadbay	261	S01009038	Stornoway West	863
S01009035	Broadbay	516	S01009039	Stornoway West	3275
S01009036	Broadbay	475	S01009040	Stornoway West	4614
S01009037	Broadbay	625	S01009041	Stornoway West	5870
S01009023	Harris	55	S01009015	Barra and South Uist	217
S01009024	Harris	275	S01009016	Barra and South Uist	206
S01009028	Northwest Lewis	103	S01009017	Barra and South Uist	1096
S01009029	Northwest Lewis	167	S01009018	Barra and South Uist	71
S01009030	Northwest Lewis	139	S01009019	Benbecula and North Uist	628
S01009031	Northwest Lewis	250	S01009020	Benbecula and North Uist	1021
S01009032	Northwest Lewis	442	S01009021	Benbecula and North Uist	32
S01009046	Point	614	S01009022	Benbecula and North Uist	192
S01009047	Point	339			
S01009048	Point	158			
S01009049	Point	105			
S01009025	South Lewis	38			
S01009026	South Lewis	188			
S01009027	South Lewis	72			
S01009042	Stornoway East	2578			
S01009043	Stornoway East	6314			
S01009044	Stornoway East	3162			
S01009045	Stornoway East	1622			

3.3 Scoresheet matrix

See attached spreadsheet: OHATS Prioritisation Matrix Appendix 3.3