

Stornoway Active Travel Masterplan –  
Delivery Plan

November 2023





# Stornoway Active Travel Masterplan – Delivery Plan

Stornoway Active Travel Masterplan  
Overview

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Action Overview

Funding

This **Delivery Plan** has been developed to support the Stornoway Active Travel Masterplan (ATM) published in 2022.

For each action proposed in the ATM, this document outlines opportunities and constraints, potential funding sources, likely outputs required to meet funding criteria, alignment with regional and local policies and potential next steps.

The Delivery Plan has been informed by a desktop study, an in-person site walkover and stakeholder engagement.

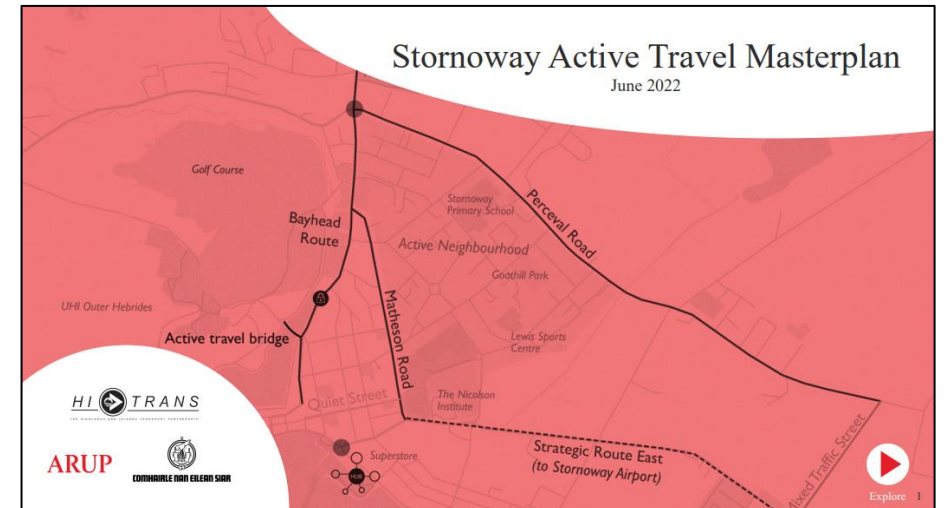
The Delivery Plan is intended as a tool to map out the proposed delivery programme for the actions in the ATM to support the essential transition to low carbon transport in Stornoway.

# Stornoway Active Travel Masterplan – Overview

The ATM identified a series of actions to support the essential transition to low carbon transport. The ATM was informed by a structured desktop study, a comprehensive stakeholder and public engagement exercise, site audits and by existing and emerging active travel policy and design guidance.

A total of **14 actions** were proposed which were continuously shaped and formed over the course of the project through local insights and feedback.

Key highlights of the masterplan include:



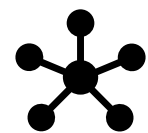
**High quality active travel infrastructure** on the A857, A866, and Perceval Road South will provide an active travel network and improve walking, wheeling, and cycling conditions between key origins and destinations.



An **active neighbourhood** to the north-east of Stornoway town centre will create a more attractive local environment for residents and enhance liveability.



**Crossing points and junction improvements** at key locations to improve active travel connections.



A **Regional Mobility Hub** at Stornoway Port will ensure seamless connectivity between sustainable transport modes and create a more inviting walking, wheeling, and cycling environment.



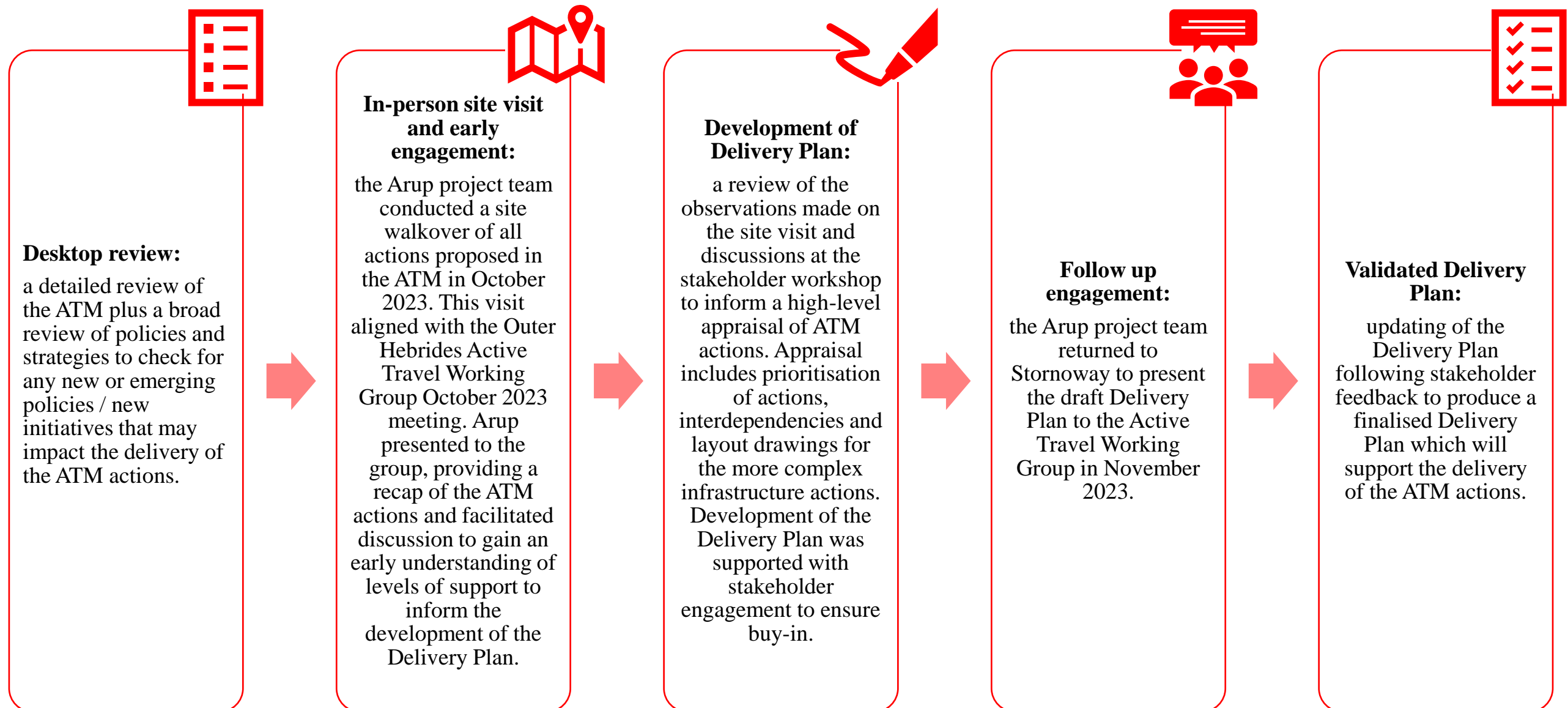
A **behavioural change campaign** will help make Stornoway residents aware of the opportunities for active travel and the benefits of travelling this way, whilst supporting ongoing behavioural change initiatives already being delivered by local organisations.

Delivery of these actions will create a continuous, coherent active travel network within Stornoway and bring a wide range of positive social, economic and environmental impacts for the local area.

# Delivery Plan Development

## Methodology

The progress from the previous ATM was considered as a baseline in the development of this Delivery Plan as well as key outputs and learnings obtained from an in-person site walkover and targeted follow-on engagement meetings with stakeholders. The stages are detailed below:





# Delivery Plan Development – Engagement

Stakeholder engagement was carried out to inform the development of the Delivery Plan. The stakeholders engaged are outlined below along with a short summary of discussions.



## Outer Hebrides Active Travel Working Group

The group is made up of representatives from Comhairle nan Eilean Siar (CnES), HITRANS and NHS Western Isles.

### October 2023

Arup presented at a workshop in Stornoway with the group on the 5 October 2023, providing a recap of the ATM actions and facilitated a discussion to gain an early understanding of levels of support.

Key headlines are as follows:

- Tourism will increase in the town with the opening of the Deep-Water Terminal - summer 2024.
- Recognised that the existing bus station may not be suitable for an increase in tourism/people.
- Keen to promote modal shift in Stornoway.
- New legislation being enforced in November 2023 will make it illegal to park on footways across Stornoway.
- Flagged that there is currently no parking enforcement operational in Stornoway.
- There is a lack of cycle parking in Stornoway.
- Increasing the safety of active travel to schools is a priority to encourage modal shift.
- Congestion in town centre is an issue.
- The potential for a one-way traffic system in the town centre was raised and it was agreed that this would be considered as an additional action in the Delivery Plan – **Action 15**.

### November 2023

Arup presented to the working group again in November 2023 to gain feedback on the draft Delivery Plan.



## Stornoway Port Authority (SPA)

Arup met with the Port Authority in Stornoway on the 4 October 2023 to present the actions in the ATM.

Key headlines are as follows:

- SPA is the main landowner around the waterfront area.
- SPA largest project, Deep-Water Terminal, is underway and is due to open in 2024.
- ~50 cruise ships are already booked to berth at the new terminal in 2024.
- SPA are looking to improve active travel links to the town from the new port to promote walking, wheeling and cycling.
- SPA are looking to implement EV charging at South Beach Car Park.
- SPA are keen to promote modal shift to more active and sustainable modes of transport to and from ferries.



## Stornoway Trust (ST)

Arup set up a virtual meeting with the Stornoway Trust to present the actions in the ATM.

Key headlines are as follows:

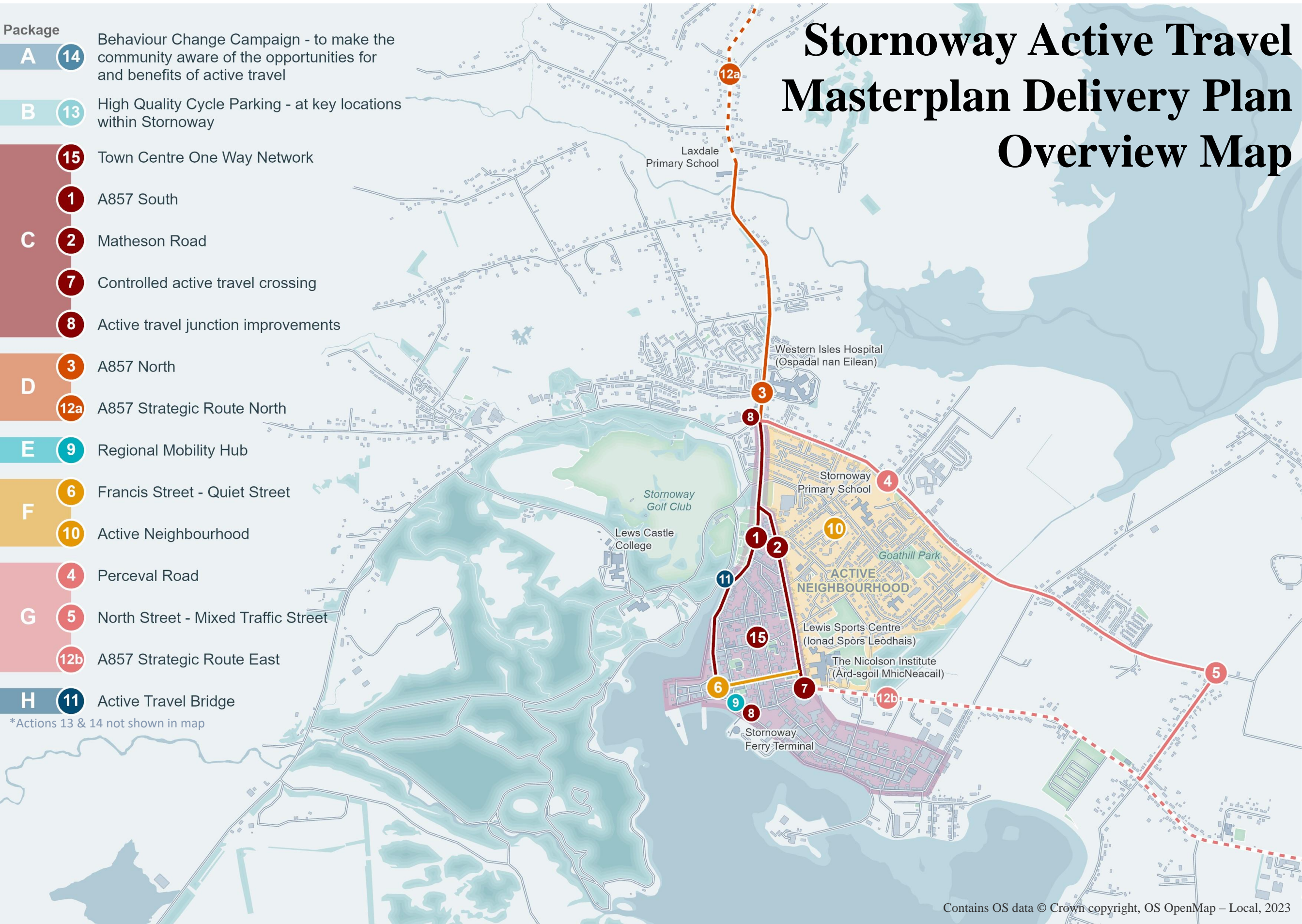
- ST outlined the long history of plans relating to a new active travel bridge from the marina connecting to the Lews Castle grounds.
- Generally, in favour of all actions proposed in the ATM.



# Stornoway Active Travel Masterplan Delivery Plan Overview Map

- |                |            |  |
|----------------|------------|--|
| <b>Package</b> |            |  |
| <b>A</b>       | <b>14</b>  | Behaviour Change Campaign - to make the community aware of the opportunities for and benefits of active travel |
| <b>B</b>       | <b>13</b>  | High Quality Cycle Parking - at key locations within Stornoway   |
|                | <b>15</b>  | Town Centre One Way Network  |
|                | <b>1</b>   | A857 South   |
| <b>C</b>       | <b>2</b>   | Matheson Road  |
|                | <b>7</b>   | Controlled active travel crossing  |
|                | <b>8</b>   | Active travel junction improvements  |
|                | <b>3</b>   | A857 North   |
| <b>D</b>       | <b>12a</b> | A857 Strategic Route North   |
| <b>E</b>       | <b>9</b>   | Regional Mobility Hub  |
|                | <b>6</b>   | Francis Street - Quiet Street  |
| <b>F</b>       | <b>10</b>  | Active Neighbourhood   |
|                | <b>4</b>   | Perceval Road  |
| <b>G</b>       | <b>5</b>   | North Street - Mixed Traffic Street  |
|                | <b>12b</b> | A857 Strategic Route East  |
| <b>H</b>       | <b>11</b>  | Active Travel Bridge   |

\*Actions 13 & 14 not shown in map





# Delivery Plan Development – Stakeholder Support

Each action in the Delivery Plan has been assigned an overall ranking of low, medium or high to indicate the initial Level of Support (LoS) from the Outer Hebrides Active Travel Working Group. This level of support may change as actions develop and future engagement takes place.

Action	LoS
1. High quality active travel route on A857 (south)	High
2. High quality active travel route on Matheson Road	High
3. High quality active travel route on A857 (north)	High
4. High quality active travel route along Perceval Road South/Anderson Road/Constable Road	High
5. Mixed traffic street along North Street	Medium
6. Quiet Street along Francis Street	Medium
7. Controlled active travel crossing at Matheson Road/A866	High
8. Active travel junction improvements: - A866/Shell Street & - A857/Perceval Rd South	Medium
9. Regional Mobility Hub at Stornoway Port	Medium
10. Active Neighbourhood	Medium
11. Active travel bridge from Stornoway Harbour to Lews Castle Grounds	Low
12a. Strategic active travel route A857 (Laxdale Primary School to Newmarket Scottish Water facility)	Low
12b. Strategic active travel route A866 (The Nicolson Institute to Stornoway Harbour)	Low
13. High quality cycle parking	High
14. Behaviour Change Campaign	High
15. Stornoway Town Centre one-way network	High

# Delivery Plan

The table below presents the indicative Delivery Plan over the next 5+ years for the 15 actions (of varying priority) identified collaboratively by HITRANS, CnES and Arup. The packages have been defined by reviewing and assessing each interventions Level of Support (LoS), deliverability and interdependencies with other interventions.

This plan may change as actions develop, LoS alters, and funding opportunities are identified.

Package	Action no. & Description	LoS	Year 1	Year 2	Year 3	Year 4	Year 5+
<b>A</b>	14. Awareness/ behavioural change campaign	High					
<b>B</b>	13. High quality cycle parking	High					
<b>C*</b>	15. Stornoway Town Centre One-way network	High					
	1. High quality active travel route on A857 (south)	High					
	2. High quality active travel route on Matheson Road	High					
	7. Controlled active travel crossing at Matheson Road/A866	High					
	8. Active travel junction improvements: - A866/Shell Street & - A857/Perceval Rd South	Medium					
<b>D</b>	3. High quality active travel route on A857 (north)	High					
	12a. Strategic active travel route A857 (Laxdale Primary School to Newmarket Scottish Water facility)**	Low					
<b>E</b>	9. Regional Mobility Hub at Stornoway Port	Medium					
<b>F</b>	6. Quiet Street along Francis Street	Medium					
	10. Active Neighbourhood	Medium					
<b>G</b>	4. High quality active travel route along Perceval Road South/Anderson Road/Constable Road	High					
	5. Mixed traffic street along North Street	Medium					
	12b. Strategic active travel route A866 (The Nicolson Institute to Stornoway Harbour)**	Low					
<b>H</b>	11. Active travel bridge from Stornoway Harbour to Lews Castle Grounds	Low					

\*The delivery of interventions within Package C is dependent on the outcome of a feasibility study to determine the scope of Action 15.

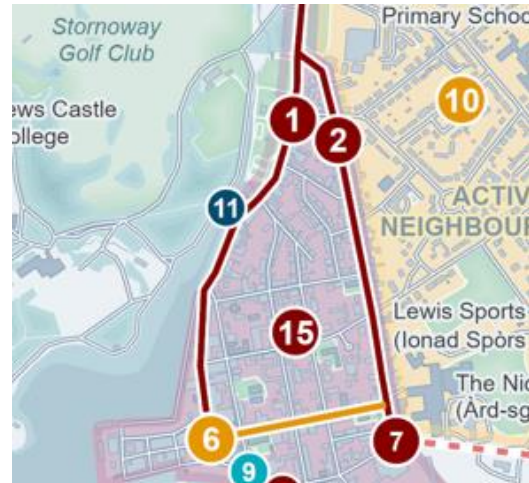
\*\*Action 12 has been split into two parts so that it could be packaged with interconnecting actions.



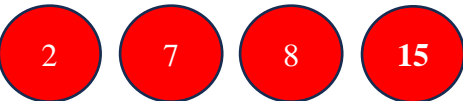
# Action Overview

## 1-15

# Action 1 – A857 (south) | High Quality Active Travel Route



Packaged with actions:



Existing



Source: Arup

Existing



Source: Arup

Example segregated cycleway



Source: Arup

## Recap from ATM:

The A857 is a main road running north / south to the west of Stornoway. The road is a single carriageway with 30mph speed limit. It is proposed that a high-quality active travel route be provided on the A857 between Perceval Road and the pedestrianised town centre. Examination of Cycling By Design 2021 guidance suggests that a cycle track at carriageway level will be most suitable at this location due to the generous carriageway widths along the route. 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 town centre.

## Site walkover observations / high-level design mapping:

- Generous carriageway widths to the northern end of the route with ample footway space and soft verges.
- Carriageway widths become constrained towards the town centre by parking at Bayhead and vehicles parking on single yellow lines.
- The route provides connectivity between the town centre, Western Isles Hospital and several other local retail and services.
- High-level mapping conducted at this stage reveals that there is potential to implement a mix of shared use and segregated infrastructure along the A857 to provide a safer more attractive environment to encourage modal shift to walking, wheeling and cycling. See Appendix A for high level indicative mapping of this route.

## Feedback from stakeholder engagement:

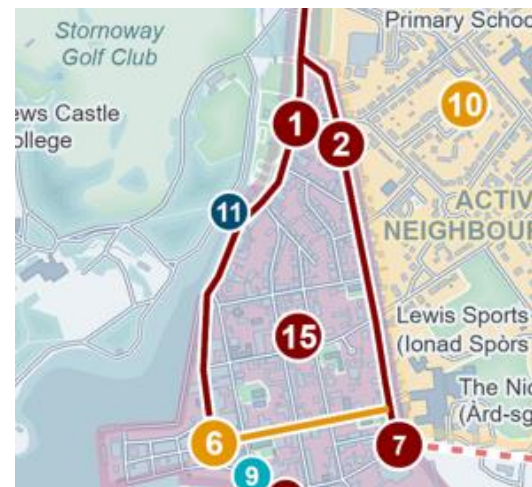
- Congestion caused by car parking is an issue, possible solution being a one-way system which is outlined in Action 15.
- Lower the speed limit to encourage active travel although segregation is preferred as a longer-term solution.
- Local traffic warden has retired physical interventions are preferred.

## Level of support: High

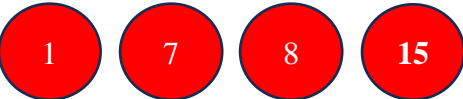
For an indicative step by step delivery guide, see [Delivery Programme 1](#).



# Action 2 – Matheson Road | High Quality Active Travel Route



Packaged with actions:



Existing

Example shared use path

Source: Arup

Source: Arup

## Recap from ATM:

Matheson Road is single carriageway with a 30mph speed limit. Active travel infrastructure within this location is limited to approximately 1.5m wide footways and uncontrolled crossing facilities at the roundabouts to the north and south. Examination of Cycling by Design 2021 guidance suggests that shared-use facilities would be suitable at this location due to the existing speed limit, estimated traffic flows and physical constraints such as available carriageway space. In addition, shared-use facilities may be better suited to this location due to the volume of school children utilising this route.

## Site walkover observations / high-level design mapping:

- Route provides a link between the north and south of the town that bypasses the town centre.
- Carriageway and footway widths are largely consistent along the route.
- Provides good connectivity to The Nicolson Institute and Lewis Sports Centre.
- High-level mapping conducted at this stage reveals that with some widening of existing footways and upgrades to existing uncontrolled crossings, there is good potential to implement a shared use route along Matheson Road to provide a safer more attractive environment to encourage modal shift to walking, wheeling and cycling. See Appendix B for high level indicative mapping of this route.

## Feedback from stakeholder engagement:

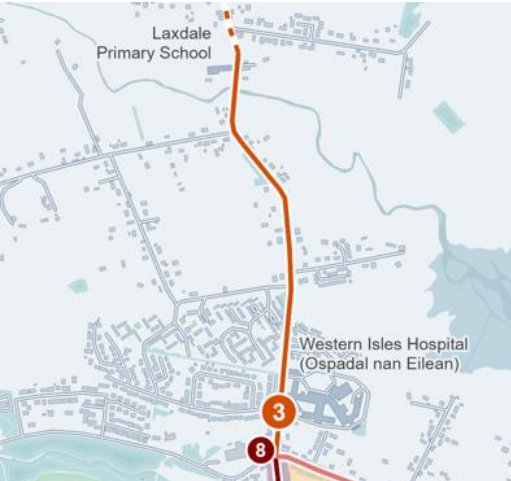
- This route provides connectivity to The Nicolson Institute and is in close proximity to Stornoway Primary School. Increasing the safety of travelling to school is a priority.
- There is a Cycling Open Data counter on Matheson Road. Upon review, the traffic volume along this route would align with shared use facilities for pedestrians and cyclists.

## Level of support: High

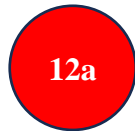
For an indicative step by step delivery guide, see [Delivery Programme 1](#)



# Action 3 – A857 (north) | High Quality Active Travel Route



Packaged with action:



## Recap from ATM:

The northern section of the A857 is single carriageway with a 30mph speed limit. Stakeholder engagement outlined a desire to improve connectivity from Stornoway to the north of the town to connect with periphery settlements such as Newmarket and key land uses including the primary school and the hospital. It is proposed that the northern section of the A857 becomes a high-quality active travel route between the hospital and the primary school. This route will vastly improve active travel connectivity from Stornoway to Laxdale Primary School. Examination of Cycling by Design 2021 suggests that shared-use facilities would be suitable at this location due to the existing speed limit, estimated traffic flows and physical constraints such as available carriageway space.

## Site walkover observations / high-level design mapping:

- A north / south link between the Western Isles Hospital and Laxdale Primary School.
- Would connect into Action 1 and Action 12a to create a safer connections between the Laxdale and Newmarket communities to the north and the town centre.
- Ample footway and carriageway widths to accommodate shared use facilities for walking, wheeling and cycling.
- High-level mapping conducted at this stage reveals that with some widening of existing footways and use of existing verges, there is good potential to implement a shared use route along this section of the A857 to provide a safer more attractive environment to encourage modal shift to walking, wheeling and cycling. See Appendix C for high level indicative mapping of this route.

## Feedback from stakeholder engagement:

- The bridge over the river immediately south of Laxdale Primary School is one-way with traffic lights and this can cause congestion particularly at peak times.
- Improve connectivity to the north of the town / with periphery settlements.

## Level of support: High

For an indicative step by step delivery guide, [see Delivery Programme 1.](#)



Example shared use path

Source: Arup



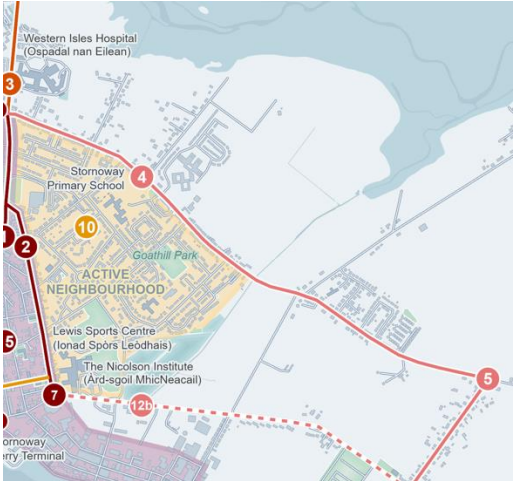
Existing (A857 south of hospital)

Source: Arup

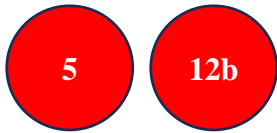




# Action 4 – A857 to North Street | High Quality Active Travel Route



Packaged with actions:

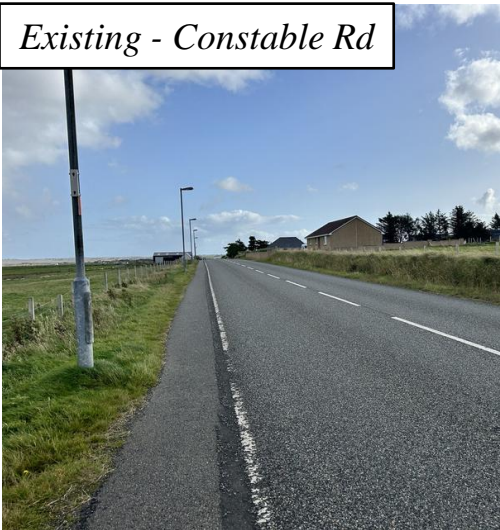


Existing - Perceval Rd S



Source: Arup

Existing - Constable Rd



Source: Arup

## Recap from ATM:

This route is an east / west link located to the north of Stornoway consisting of Perceval Road south, Anderson Road and Constable Road. It is proposed that a high-quality active travel route at carriage way level with a segregated cycle track, utilising existing wide footways, be implemented. This action would provide significant benefits to the community of Plasterfield, as well as providing a convenient link for those wishing to travel to the east or north of Stornoway without having to pass through the town centre.

## Site walkover observations / high-level design mapping:

- Footway parking observed along Perceval Rd S and Anderson Rd.
- Route provides connectivity to Stornoway Primary School.
- Route provides a link between the north and southeast that bypasses the town centre - onwards connectivity to the airport. Would link in with Actions 1, 3, 5 and 12b to create seamless active travel connectivity from east to west.
- Footways are inconsistent in width and side of road.
- Pinch point created by stream to the west of Plasterfield.
- Informal footway along Constable Road.
- High-level mapping conducted at this stage reveals that there is potential to implement a mix of shared use and segregated infrastructure along this route to provide a safer more attractive environment to encourage modal shift to walking, wheeling and cycling. See Appendix D for high level indicative mapping of this route.

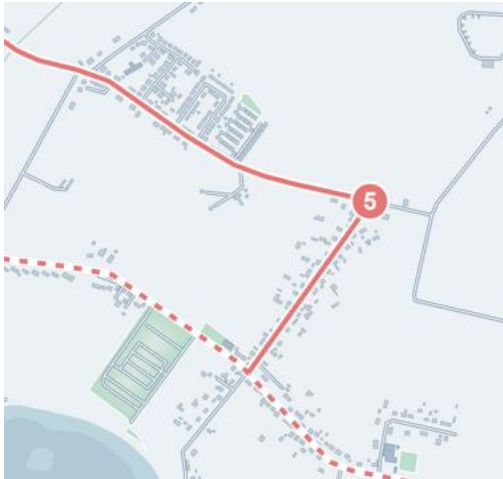
## Feedback from stakeholder engagement:

- There is allocated pavement parking on sections of the footway along Perceval Rd S / Anderson Rd – the painted lines on the footway were introduced by CnES in an effort to organise the parking so that vehicles left space for pedestrians.

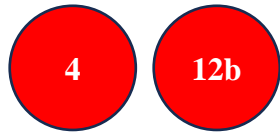
## Level of support: High

For an indicative step by step delivery guide, [see Delivery Programme 1](#)

# Action 5 – North Street | Mixed Traffic Street



Packaged with actions:



### Recap from ATM:

North Street provides a north / south link between Constable Road and the A866 Sandwick Road. It is single carriageway with a speed limit of 30mph. Examination of Cycle by Design 2021 suggests that a mixed traffic street will be suitable due to the estimated traffic flows along North Street. This could involve minor improvements such as limiting speed to 20mph, minor footway and carriageway resurfacing, signage and carriageway lining. This type of infrastructure can also be known as a cycle street.

### Site walkover observations / high-level design mapping:

- Sharp corner with very limited footway to the north end of North Street adjoining with Constable Rd.
- Existing traffic calming measure in the form of build outs.
- There is dedicated footways along the east side of the street only.
- Low traffic volumes observed however further data should be gathered to understand daily traffic flows as they must be below 2,000 vehicles which is what guidance recommends for a mixed traffic street.
- High-level mapping conducted at this stage reveals that there is space to implement cycle bypass lanes behind the existing traffic slowing build outs to provide cyclists with a safer route along the street to minimise conflict with traffic. See Appendix E for high level indicative mapping of this route.

### Feedback from stakeholder engagement:

- Queried whether there was potential to provide cyclists a through route around the existing build outs to avoid merging with general traffic.
- Stakeholder engagement suggested that there is a general lack of habit among the local population regarding travelling actively and sustainably. Provision of safe quiet streets may help to encourage residents to uptake modal shift to a more sustainable mode of transport.

### Level of support: Medium

For an indicative step by step delivery guide, [see Delivery Programme 1](#).



Source: Arup



Source: Cycling Embassy for Denmark





# Action 6 – Francis Street | Quiet/Filtered Street



Packaged with action:



## Recap from ATM:

This action runs along Francis Street, from Point Street to Matheson road. Francis Street provides a link to the town centre to The Nicolson Institute and Lewis Sports Centre. Francis Street is currently one-way between Point Street and its junction with Keith Street. It is proposed that Francis Street becomes a quiet / filtered street between Point Street and Matheson Road. This will involve ensuring the street is open to walking, wheeling and cycling only. Vehicle access to residences would be retained however active travel will have priority over road users. Minor improvements such as resurfacing, signage and a reduction of speed limit to 20 mph are proposed.

## Site walkover observations:

- Predominantly residential towards Matheson Road.
- Narrow footways.
- Parked cars in pedestrianised area to the west of Francis Street.
- Parked cars narrow carriageway further.

## Feedback from stakeholder engagement:

- Temporary physical interventions are preferred to signage / road markings to limit access to vehicles and give priority to walking, wheeling and cycling.
- CnES have historically installed moveable planters, however these were moved to gain access to parking.
- Physical interventions such as planters would need to be temporary yet fixed to prevent movement.
- Previous engagement has identified that a reduction in speed was rejected at TRO stage due to the perception that it would take too long to get through town.

## Level of support: Medium

For an indicative step by step delivery guide, [see Delivery Programme 1.](#)



Example filtered street

Source: Arup



Existing

Source: Arup

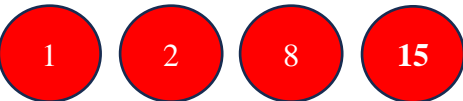




# Action 7 – Matheson Road/A866 | Controlled Active Travel Crossing



Packaged with actions:



## Recap from ATM:

At the Matheson Road/A866 roundabout, there is currently an uncontrolled crossing facility with a small refuge island at the roundabout. Discussions with stakeholders highlighted the need for a safer crossing facility that provides pedestrians and cyclists with priority due to the volume of traffic travelling along the A866 and the volume of school pupils utilising the existing crossing from The Nicolson Institute. A review of guidance indicates it is likely that a toucan crossing or parallel crossing would be suitable for this location based on current speed limit and estimated traffic volumes.

## Site walkover observations:

- Recently added red paint should indicate pedestrian priority however it was observed that there is some confusion over who has priority at this junction
- Observed to be an important and well used crossing point for children attending The Nicolson Institute.

## Feedback from stakeholder engagement:

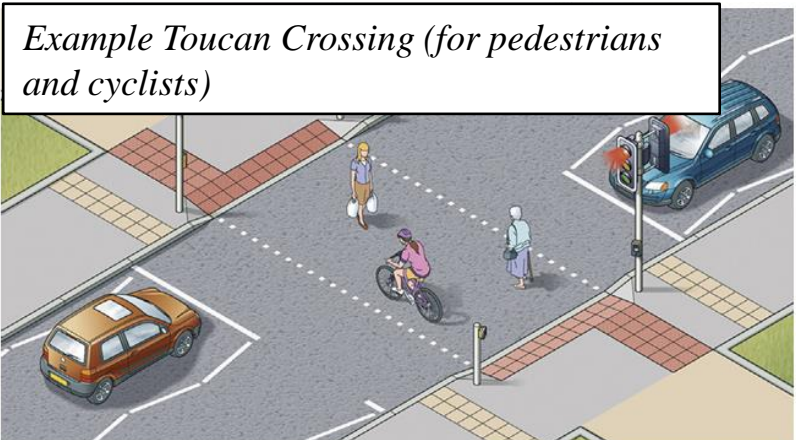
- Toucan or parallel crossing could be considered where people are crossing to provide a safer and more formalised crossing.
- Desire lines should be considered to influence design.
- The red paint which has been applied is high friction to help cars come to a sudden stop in case of emergency and placed to indicate preferable crossing points for pedestrians.

## Level of support: High

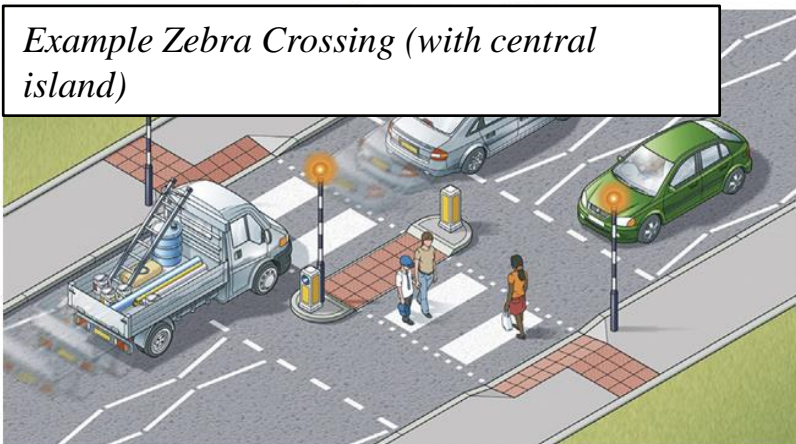
For an indicative step by step delivery guide, [see Delivery Programme 2](#).



Source: Arup



Source: Highway Code



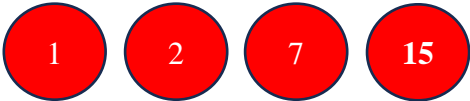
Source: Highway Code



# Action 8 – Shell St & Perceval Rd S | Active Travel Junction Improvements



Packaged with actions:



Existing – footway at A857 roundabout



Source: Arup

Existing – A857 roundabout



Source: Arup

Existing – A866 roundabout



Source: Arup

## Recap from ATM:

This action proposes active travel junction improvements at the A866 / Shell Street junction and the A857 / Perceval Road South roundabout to prioritise for walking, wheeling and cycling. Crossing facilities in both locations are limited to poor quality dropped kerbs and central refuge islands on all approach arms. The current crossings are insufficient due to the volume of traffic and there is no priority for pedestrians. There is potential to introduce placemaking as part of these improvements.

## Site walkover observations:

- Poor quality dropped kerbs and lack of tactile paving at both junctions.
- Central refuge islands on all approach arms at both junctions.
- Lack of pedestrian priority.
- Potential for placemaking around both junctions as there is adequate space.
- High speed of traffic at both junctions particularly A857/Perceval Road.

## Feedback from stakeholder engagement:

- A875/Perceval Road junction has recently had its approaches widened to alleviate congestion.
- Any improvements to the junctions should not impact on the effectiveness of the junction and should not contribute towards congestion.
- Some stakeholders expressed that they felt uncomfortable allowing their children to cycle to school due to safety concerns.

## Level of support: Medium

For an indicative step by step delivery guide, [see Delivery Programme 2.](#)



# Action 9 – Stornoway Port | Regional Mobility Hub



Packaged with actions:  
Independent action / not linked to any other actions  
as part of the Delivery Plan.

**Recap from ATM:**

This action proposes a regional mobility hub at Stornoway Port. Stornoway Port is the primary gateway into the Outer Hebrides from mainland Scotland, providing regional connectivity. This action will ensure integrated connectivity to the port via active and sustainable modes of transport. During stakeholder engagement the desire to improve user experience at Stornoway Port was raised. Key features of the mobility hub could include active travel routes, public transport facilities, seating, online delivery lockers, sheltered and secure cycle parking and information boards. The mobility hub could also help to integrate services which align with ferry times.

**Site walkover observations:**

- The area around the existing bus station is not pedestrian friendly.
- Conflicts between pedestrians, buses and cars.
- Unattractive grey area with little travel information or visitor information.
- No indoor seating available.
- Outdated bus shelters – lack of real time information.

**Feedback from stakeholder engagement:**

- Key to work in partnership with the Port Authority (PA) who own the land, to integrate public transport and active travel with ferry services. The PA are in favour of developing a mobility hub.
- CnES noted that any future hub has to cope with existing buses and ferry services plus tourism coming from the future Deep-Water Terminal. The Port Authority is looking at another area on A857 Cromwell Street for a short-term fix from March 2024 where a shuttle bus can pick up and drop off passengers from ferry services docked at Deep-Water Terminal.

**Level of support: Medium**

For an indicative step by step delivery guide, [see Delivery Programme 3](#).



Source: Arup



Source: Arup



# Action 9 Continued – Stornoway Port | Regional Mobility Hub

## Building the case for Mobility Hubs

A strong case for investment is usually required to secure funding.

Accessing funding from central Government typically requires the ‘five-case’ business case model covering strategic, economic, financial, commercial and management dimensions. Some funding programmes may require a ‘lighter’ version of this approach, but generally all of these elements will be required to some extent, as part of most application processes.

A high-level framework or outline approach for three of these five cases:

- 1. Strategic case:** identifying the key headline messages which will underpin the strategic narrative for investment.
- 2. Economic case:** demonstrating value for money by looking at the costs and benefits of Mobility Hubs – including quantified, monetised, and qualitative/non-monetised benefits – in line with relevant Government guidance (e.g. DfT’s Transport Appraisal Guidance, or TAG).
- 3. Commercial case:** exploring the broad level delivery model options for how Mobility Hubs could be funded, developed, and operated (this also touches on elements of what would be explored further in the Financial and Management cases.)

For further information on how Future Mobility Hubs can be developed for different contexts, visit [Arup and Go-Ahead’s publication](#).

## Mobility Hubs – Case Studies

Source: Invest in Angus



Angus

Source: CoMo UK



Calderwood

Source: Visit Scotland



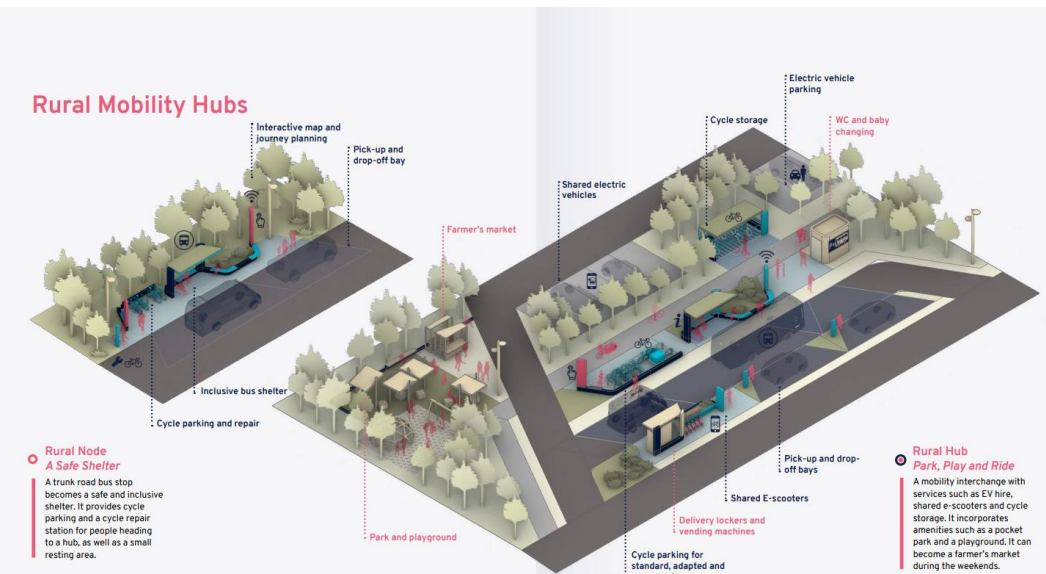
Loch Ness

Source: Loch Ness Travel



Loch Ness

Source: Arup





# Action 10 – Stornoway Active Travel Neighbourhood



Packaged with action:



Example quiet street



Source: Arup

Example school street



Source: Arup

## Recap from ATM:

This action proposes an active neighbourhood located north-east of Stornoway. The concept of an active neighbourhood is where local streets are identified and prioritised for active travel through minimising through traffic. This is often consists of small-scale measures that can be delivered relatively quickly such as modal filters, quiet streets, traffic calming and placemaking initiatives that create attractive and liveable spaces. This action would complement the network of active travel routes identified for Stornoway and provide residents with more opportunities to travel actively. Through stakeholder engagement, it was identified that there is traffic and speeding issues along streets such as Kennedy Terrace. There is potential to deliver something similar to a Sustrans School Street which would aim to improve active travel access to Stornoway Primary School.

## Site walkover observations:

- Various residential streets.
- Issues with footway parking – lack of enforcement.
- Inconsistent footway space.
- Traffic calming measures in the form of speed bumps along some streets.

## Feedback from stakeholder engagement:

- Historic complaints from residents around morning and afternoon school traffic.
- To date, there has been no method of signage that has been effective to control traffic.
- Need to consider the movement of refuge vehicles and emergency services in any future interventions.
- Temporary and moveable interventions such as planters are preferred.

## Level of support: Medium

For an indicative step by step delivery guide, [see Delivery Programme 4](#).



# Action 10 Continued – Stornoway Active Travel Neighbourhood

## Solution Type Summary:

### Play streets

Play streets are neighbour-led short road closures, creating a safe space for children to play freely together on their doorstep. Play streets typically allow children to play freely, without organised games or activities. With council permission and general consensus from neighbours, residents legally close the road to through-traffic, using ‘Road Closed’ signs and cones, or other barriers such as wheelie-bins. Residents still have vehicle access and can leave their cars parked on the road. Volunteer stewards (usually residents) stand at each end of the street and walk in front of any moving vehicles to keep it safe. Play streets give children a chance to play, be active and make friends on their street, whilst also building community and encouraging active citizenship. As well as these immediate benefits, they can help to bring about a longer-term culture-change, where streets are safer and friendlier, and it is more normal for children to play out.



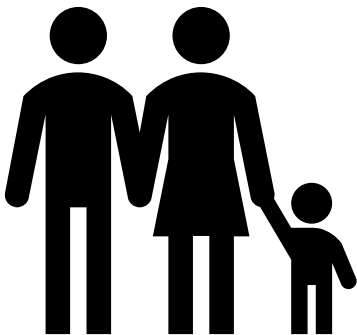
Source: Playing Out

### School streets

A school street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone. Local authorities in the UK have powers under the Road Traffic Regulation Act 1984 (s1 and s6-9 ) to regulate traffic and restrict access:

- To avoid danger to persons or other traffic using the road,
- To facilitate the passage on the road of any class of traffic (including pedestrians),
- To prevent the use of a road by vehicular traffic where such use is inappropriate given the street context.

A traffic management order is applied to a street around a school, temporarily restricting access to motorised vehicles. That street will in, effect, become a pedestrian and cycle only zone. Times for the restrictions are determined in agreement with the school. These can be for between 30 -45 minutes and only on weekdays and term times.





# Action 11 – Stornoway Marina 1 Active Travel Bridge



Packaged with actions:  
Independent action / not linked to any other actions  
as part of the delivery plan.

**Recap from ATM:**

In the longer term, an aspirational active travel bridge could be provided over Stornoway Marina to Lewis Castle Grounds. This bridge would provide a safe pedestrian and cycle link. Lewis Castle Grounds and the town centre are key trip attractors within Stornoway. An alternative to a new bridge would be to consider upgrading the existing pedestrian bridge ensuring it meets the design standards for walking, wheeling and cycling which could be delivered in the shorter term. This could involve simple interventions such as improved signage, wayfinding and lighting.

**Site walkover observations:**

- The bridge is wide enough for pedestrians and cyclists although space is tight and narrow if both are passing at the same time.
- Bushes and trees make the entrance from A857 narrow and dark.
- Lack of lighting which negatively impacts perceived safety.

**Feedback from stakeholder engagement:**

- The Port Authority have aspirational plans to create a new active travel bridge linking Bayhead to Lewis Castle Grounds south of the existing bridge to encourage active travel to and from the Deep-Water Terminal which will open in 2024 into the town centre. Identified as a longer-term plan.
- Making improvements to the current bridge is more feasible in the short term and preferred by all stakeholders.

**Level of support: Low**

For an indicative step by step delivery guide, [see Delivery Programme 5](#).

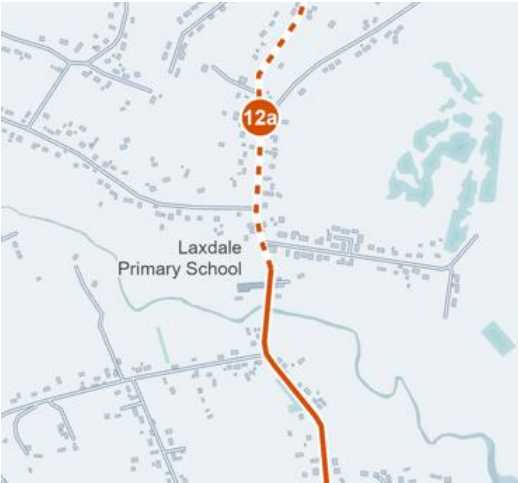


Source: Arup



Source: Arup

# Action 12a – A857 | Strategic Active Travel Routes



Packaged with action:



**Recap from ATM:**

This action proposes strategic active travel improvements along the A857 between Laxdale Primary School and the Newmarket Scottish Water Facility. Stakeholder engagement and survey results outlined a desire to ensure active travel connectivity from Stornoway to surrounding settlements such as Newmarket. This action would consist of improved awareness of these routes through comprehensive signage and wayfinding, minor footway and road resurfacing and traffic speed reduction measures, to help create an attractive environment for pedestrians and cyclists. Footway widening could also be considered to make the routes suitable to be shared use, if space allows.

**Site walkover observations:**

- Single carriageway.
- Narrow footways.
- Grass verges – potential to widen footways to create shared use facilities.

**Feedback from stakeholder engagement:**

- It is thought that very few walk, wheel or cycle along this route.
- It would provide improved active travel connectivity with Newmarket and residential areas further north.

**Level of support: Low**

For an indicative step by step delivery guide, [see Delivery Programme 1](#).

Example segregated cycleway



Source: Cycling Embassy of Great Britain

Example segregated shared use path



Source: Traffic Choices

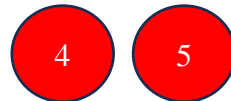




# Action 12b – A866 | Strategic Active Travel Routes



Packaged with actions:



## Recap from ATM:

This action proposes strategic active travel improvements along the A866. Survey results outlined a desire to ensure active travel connectivity with key land uses such as the Airport. This action would consist of improved awareness of these routes through comprehensive signage and wayfinding, minor footway and road resurfacing and traffic speed reduction measures, to help create an attractive environment for pedestrians and cyclists. Footway widening could also be considered to make the routes suitable to be shared use if space allows.

## Site walkover observations:

- Footway provision is fairly consistent, particularly along the southern side of the route, up until the junction with Holm Village Road. From this point east, there is a narrow footway with soft segregation from the road.
- Narrow footways.
- Grass verges – potential to widen footways to create shared use facilities.
- It would provide improved active travel connectivity to and from the Airport with the town centre and with settlements such as Holm and Sandwick.

## Feedback from stakeholder engagement:

- It is thought that very few people walk, wheel or cycle along this route.
- There is further housing proposed along the route towards the Airport. This route could encourage these residents to use active travel in and out of Stornoway.

**Level of support: Low**

For an indicative step by step delivery guide, [see Delivery Programme 1.](#)



Source: CnES



Source: Arup

# Action 13 – Key Locations | High Quality Cycle Parking

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12a
12b
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Packaged with actions:  
Independent action / not linked to any other actions  
as part of the delivery plan.

**Recap from ATM:**  
A proposal for the delivery of high-quality cycle parking at key locations within Stornoway. Currently there are only two bike shelters, one of which is located at the Hospital. However, these shelters are not secure or sheltered. Stakeholder feedback identified the importance of improving active travel facilities across Stornoway, which includes cycle parking. Additionally, improved cycle parking and storage scored highly in both surveys. Provision of cycle parking should be provided at key trip attractors and employment areas.

- Site walkover observations:**
- Only two cycle storage facilities in the town currently.
  - These facilities are not sheltered and could be more secure.

- Feedback from stakeholder engagement:**
- NHS noted that they have applied for funding for shelters across all NHS premises across the Western Isles, which are fully covered and enclosed with a capacity for 50 at each location.
  - CnES would like to work collaboratively to identify suitable location for cycle parking.
  - At a minimum, Arup would recommend secure, sheltered cycle parking be implemented on the pedestrianised town centre street, harbour, The Nicolson Institute, Lewis Sports Centre, Laxdale Primary School, Stornoway Port and marina with scope of additional parking in residential areas following implementation of other actions in this Delivery Plan.

**Level of support: High**

For an indicative step by step delivery guide, [see Delivery Programme 6](#).



Source: Cycling UK



Source: cyclehoop



# Action 14 – Active Travel Awareness/Behaviour Change Campaign

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12a  
12b  
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Packaged with actions:  
Independent action / not linked to any other actions  
as part of the delivery plan.

**Recap from ATM:**  
Delivery of a Stornoway active travel awareness / behaviour change campaign with the aim to make the community aware of the opportunities for and the benefits of active travel, to go alongside infrastructure improvements. This could include active travel accessibility mapping for workplaces, schools and colleges, journey time comparisons between walking, cycling and private car and the health and environmental benefits of travelling actively.

**Site walkover observations:**

- Car dominant town with very few people walking, wheeling or cycling.
- Weather is a deterrent to travelling actively.
- Great potential to increase active travel – wide footways, space for cycle parking.
- Potential to encourage modal shift to more active modes for everyday journeys under 2km.

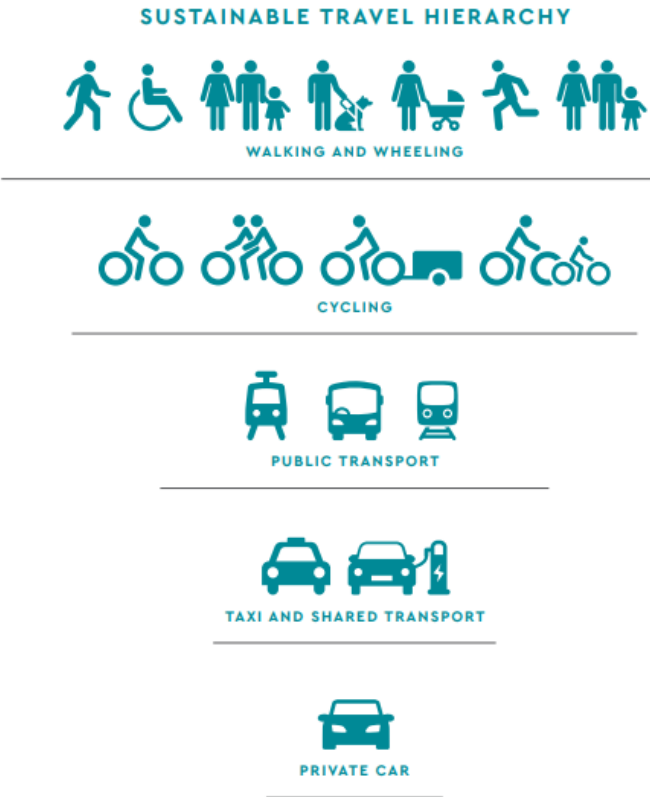
**Feedback from stakeholder engagement:**

- To make people aware and remind them of the benefits of active travel.
- CnES explained that businesses believe that if people can't park outside then they won't come. There is a need to explain the benefits of increased footfall and how this can positively impact business.
- During the drafting of this Delivery Plan, HITRANS has commissioned BetterPoints to develop a behaviour change incentivisation programme promoted through their Go-Hi app. The main purpose is to encourage residents of the Scottish Highlands and Islands to use active and sustainable modes of transport wherever possible. There is potential to focus specific engagement activities related to this campaign in Stornoway, as a pilot.

Level of support: High



Source: BetterPoints



Source: Arup

# Action 14 Continued – Active Travel Awareness/ Behaviour Change Campaign

BetterPoints has joined forces with HITRANS to promote their Go-Hi app and encourage residents of the Scottish Highlands and Islands to use active and sustainable modes of transport wherever possible. The *Go-Hi challenge in the BetterPoints app* works alongside the **Go-Hi travel planning app** to reward locals' positive travel choices.

## Here's how it works:

### Plan and book

Use the Go-Hi app to **plan and book journeys**.

Go-Hi is a one-stop shop for door-to-door travel across Scotland's Highlands and Islands. It is the only app that allows users to find, book and pay for all travel in one place, saving time and money.

### Be rewarded

Once users have made a sustainable travel plan and booked tickets, they can be **rewarded in the BetterPoints app**. All of the modes (apart from flights) that users book on the Gi-Hi app will be rewarded.

The BetterPoints app can be downloaded from the [App Store](#) or [Google Play](#) or via the QR code.



BetterPoints

GO-HI

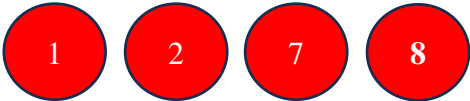




# Action 15 – Stornoway Town Centre One Way Network



Packaged with actions:



### Feedback from stakeholder engagement:

During stakeholder engagement for this Delivery Plan, the suggestion to create a one-way system for traffic was highlighted on two occasions. It was noted that there is congestion issues on the A857 particularly around the Bayhead area and south towards the pedestrianised town centre.

High levels of parking both in allocated spaces and on-road exacerbates this. A one-way system could alleviate congestion issues by rationalising parking to free up road space and by reallocating road space to walking, wheeling and cycling to enable and promote modal shift.

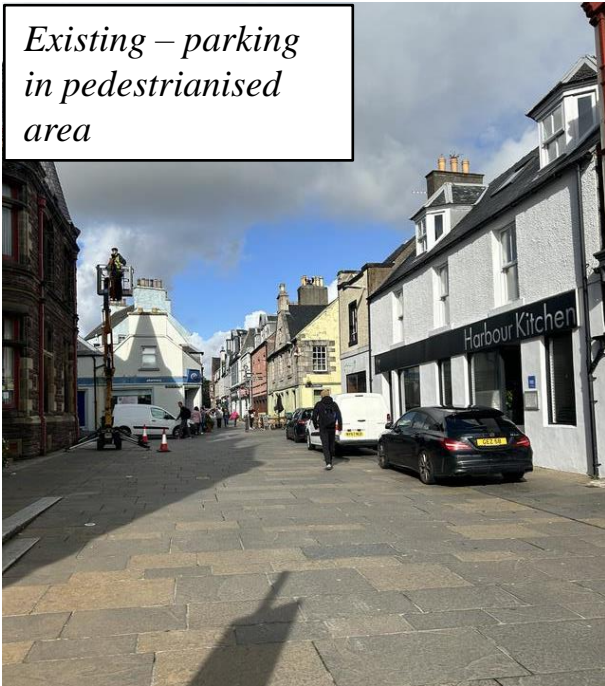
In discussions with stakeholders, it was suggested that a full study would need conducted to determine the feasibility of a one-way system in the town which could also consider parking management. It was discussed that tourism and additional trips generated from Deep-Water Terminal when it becomes active in 2024 will likely create further strain and congestion in the town centre and surrounding roads. It was agreed that this action would have to be one of the first actions in this Delivery Plan considered as its scope and design would have impacts on Actions 1,2,7 and 8 thus packaged together.

### Level of support: High

For an indicative step by step delivery guide, [see Delivery Programme 7](#).



Source: Arup



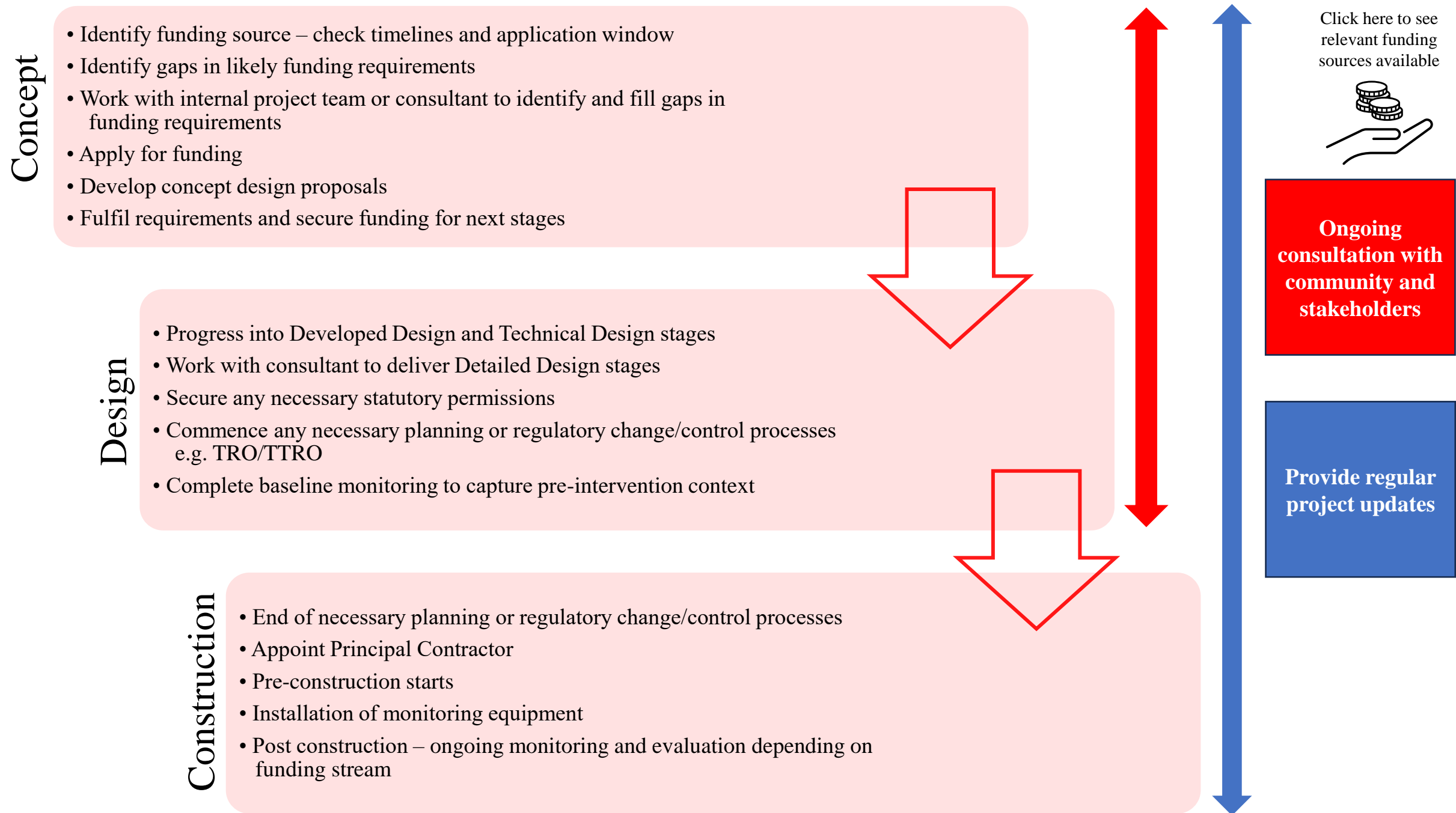
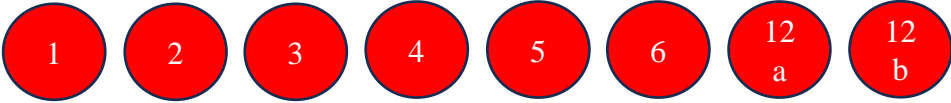
Source: Arup

# Indicative Delivery Plans



# Indicative Delivery Programme 1

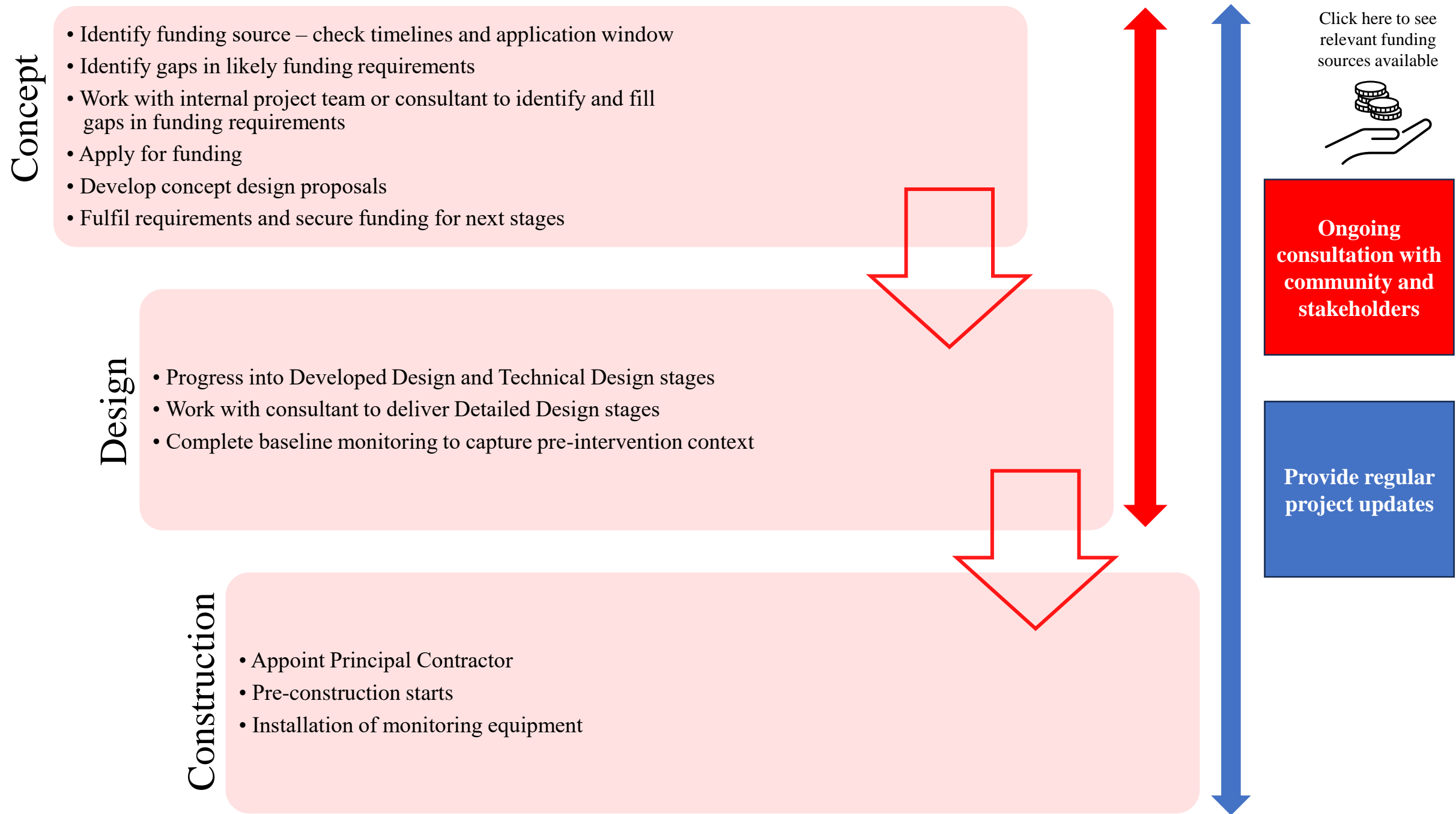
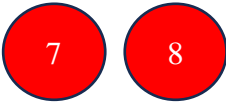
Relevant to actions:



\*Indicative Delivery Plan to provide high level guidance. Should be revisited depending on funding stream/s available or obtained.

# Indicative Delivery Programme 2

Relevant to actions:



\*Indicative Delivery Plan to provide high level guidance. Should be revisited depending on funding stream/s available or obtained.



# Indicative Delivery Programme 3

Relevant to action:

9

Feasibility

- Identify funding source – check timelines and application window
- Co-ordinate liaison with major stakeholders to ascertain and agree the overall objectives of the hub
- Outline specification including likely features confirmed
- Plan costs and establish budget
- Prepare project scope of works/remit and design brief
- Apply for funding

Concept

- Develop high level concept design proposals
- Prepare aspirational level visualisations
- Engage with local stakeholders engaged in the process
- Commence any necessary planning or regulatory change/control processes

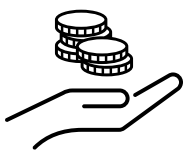
Design

- Progress into Developed Design and Technical Design
- Refine level of cost definition
- Facilitate the preparation of the construction procurement
- Stakeholders kept up to date with progress

Construction

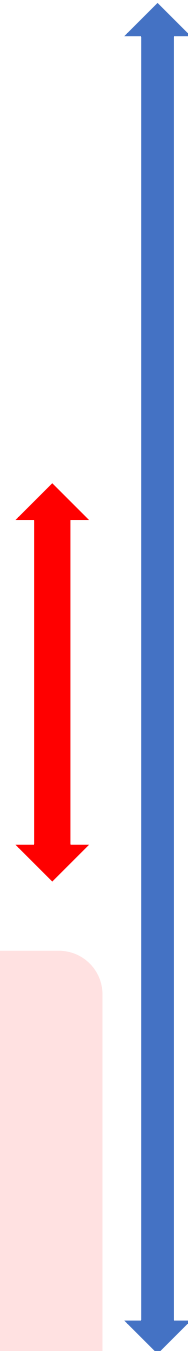
- End of any necessary planning or regulatory change/control processes
- Appoint Principal Contractor
- Pre-construction starts
- Installation of monitoring equipment
- Implement periodical cleaning and maintenance regime
- Engage with stakeholders if they have agreed a responsibility to assist with the upkeep of the hub
- Post construction – ongoing monitoring and evaluation depending on funding stream

Click here to see relevant funding sources available



**Ongoing consultation with community**

**Ongoing consultation with stakeholders and provision of regular project updates**

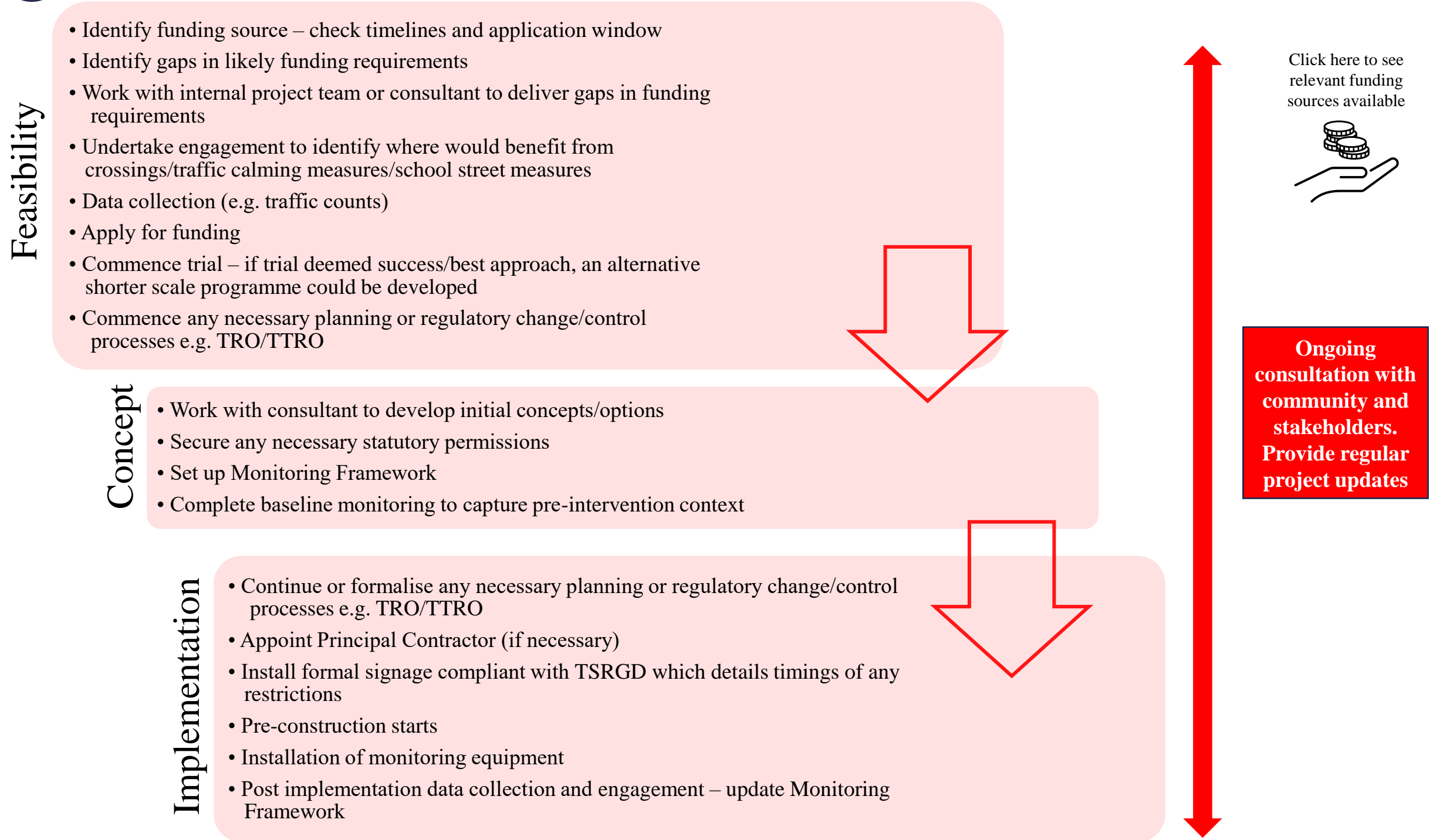


\*Indicative Delivery Plan to provide high level guidance. Should be revisited depending on funding stream/s available or obtained.

# Indicative Delivery Programme 4

Relevant to action:

10



\*Indicative Delivery Plan to provide high level guidance. Should be revisited depending on funding stream/s available or obtained.



# Indicative Delivery Programme 5

Relevant to action:

11

## Short-term intervention – upgrade existing bridge

- Cut back vegetation around the bridge to create a more open and visible entrance and exit
- Provision of more high-quality lighting
- Ongoing and regular maintenance
- If adapting an existing structure (structurally), this will require the specialist input / advice of a structural engineer

## Long-term intervention – new active travel bridge

- Engagement required with stakeholders (CnES & Port Authority)
- Identify funding source
- Follow Delivery Programme 3

[Click here to see relevant funding sources available](#)



[Click here to view Paths for All – Path Bridges guidance](#)



# Indicative Delivery Programme 6

Relevant to action:

13

Concept

- Identify funding source – check timelines and application window
- Identify suitable locations for cycle parking
- Apply for funding
- Work with internal project team or consultant to identify most suitable locations to implement parking and who the likely users will be and why
- Identify most suitable type of cycle parking to implement
- Seek to engage and secure permission from landowners

Implementation

- Approach supplier / manufacturer
- Ensure that shelters are in accordance with the appropriate European and British Standards
- Plan maintenance and responsibility
- Undertake regular audits

Shelter designs should be:

- Secure
- Vandal resistant to a high standard
- Well lit
- Easy to use
- Accessible
- Covered where possible

Click here to see relevant funding sources available



Click here to view Cycling Scotland – cycle storage and parking guidance



\*Indicative Delivery Plan to provide high level guidance. Should be revisited depending on funding stream/s available or obtained.



# Indicative Delivery Programme 7

Relevant to action:

15

## Option 1: Initial Feasibility Study

A shorter-term study based on existing data / information to explore the feasibility, options and process involved in (temporary and permanent) implementation of a one-way traffic system in Stornoway Town Centre to determine the projects overall viability.

## Option 2: Technical Study

A more detailed longer-term study that would produce a thorough technical report and include a level of stakeholder engagement and data collection (parking, loading, traffic, speed surveys etc) that would provide a detailed evidence base and cost estimate to inform any required decisions around progressing with a future detailed design / technical approvals process for a future one-way traffic system in Stornoway Town Centre.

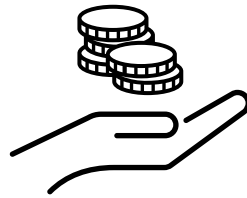
Follow Delivery Programme 3.

# Funding



# Available Funding

## Relevant funding opportunities



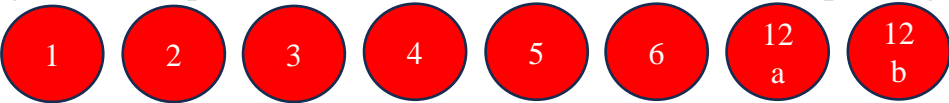
The table below outlines the funding sources that are currently accessible. This is not a comprehensive list and is subject to change as new funding sources may also become available over time.

Funding source	Fund	Who can apply?	Key details	Applicable to actions:
Transport Scotland	Active Travel Transformation Fund	<ul style="list-style-type: none"> <li>Local Authorities</li> <li>Regional Transport Partnerships</li> <li>National Park Authorities</li> </ul>	A fund to deliver ambitious, construction-ready active travel infrastructure schemes across Scotland. More info <a href="#">here</a> .	1, 2, 3, 4, 5, 6, 7, 8, 10, 12a, 12b, 15
Sustrans	Places for Everyone	<ul style="list-style-type: none"> <li>Local Authorities</li> <li>Regional Transport Partnerships</li> <li>Schools and further education</li> <li>Community groups</li> <li>Development trusts</li> <li>NHS</li> <li>Public bodies</li> </ul>	A fund to enable safe, attractive, healthier places by increasing the number of trips made by walking, wheeling and cycling for everyday journeys. The application portal will be open for funding towards Concept (Stages 0-2) for both new and existing projects from the 29 <sup>th</sup> November. <a href="#">Link to PfE decision making timeline</a> .	1, 2, 3, 4, 5, 6, 7, 8, 10, 12a, 12b, 15
Sustrans	Pocket Places	<ul style="list-style-type: none"> <li>Local Authorities</li> <li>Community Groups</li> <li>Third sector organisations</li> </ul>	A fund that supports low cost, temporary installations to manage traffic speeds and improve small community spaces. More info <a href="#">here</a> .	5, 6, 10
Cycling Scotland	Cycling Friendly Programme	<ul style="list-style-type: none"> <li>Workplaces</li> <li>Local Authorities</li> <li>Schools and further higher education</li> </ul>	Offers expert support to help become cycling friendly which can lead to the accreditation of cycling friendly status. In addition, there are community programmes to support groups and projects to make it possible for anyone to enjoy the benefits of cycling. There is a <a href="#">Cycling Friendly Community</a> and <a href="#">Cycling Friendly School</a> fund. Both offer up to £25k to purchase equipment and cycle parking to help overcome barriers to cycling.	13
Cycling Scotland	Residential Cycle Storage and Parking Fund	<ul style="list-style-type: none"> <li>Local Authorities</li> </ul>	Funding to install cycle storage and parking that will encourage more people to cycle. More info around the fund and registering interest can be found <a href="#">here</a> .	13
Paths for All	Smarter Choices Smarter Places – Open Fund	<ul style="list-style-type: none"> <li>Public, third and community sector organisations</li> </ul>	The fund aims to encourage people to change their everyday travel behaviours. Grants are available to encourage people to use public transport or other sustainable options such as buses and community car clubs for longer journeys; walking and cycling for short journeys, and home-working to replace daily commutes. More info around the fund and registering interest can be found <a href="#">here</a> .	14
Paths for All	Ian Findlay Path Fund	<ul style="list-style-type: none"> <li>Public, third and community sector organisations</li> </ul>	The fund supports the improvement of local paths within and between communities, making it easier for people to choose active travel and public transport for everyday journeys. More info around the fund and registering interest can be found <a href="#">here</a> .	11
Innovate UK	Various	<ul style="list-style-type: none"> <li>Various</li> </ul>	There are various funding streams available funded by Innovate UK and co-funders that could support the delivery of a mobility hub. More info around the different types of fund and funders can be found <a href="#">here</a> .	9

# Available Funding

## Likely funding criteria required for complex infrastructure interventions

The table below outlines the likely funding criteria required for this action to advance into concept design stages and progress to date in the form of a RAG rating. Potentially applicable to Actions:



Likely Funding Criteria Required	RAG rating to date	Next Steps
Outline Business Case		Can evidence support from public and authorities and links to wider strategies. There is a need to define aims and objectives of the project, prepare programme and budget and identify landownership.
Budget and Programme Forecast		Allocate budget to the actions in the Delivery Plan.
Delivery Plan		CDM plan outlining roles of client and consultant/designer.
Stakeholder Map		Partial stakeholder map complete but this would need revisited and updated with all stakeholders, organisations or groups that would have stake in a project, how they are connected and how they may be impacted.
Communications and Community Engagement Plan		Prepare a Communications and Engagement Plan to outline how stakeholders will be engaged and communicated with throughout the project.
Statutory Permissions Identification		Identify all statutory permissions that are likely to be required.
Monitoring and Evaluation (M&E) Plan		Prepare an M&E Plan to set out monitoring methods to gather evidence and data.
Behaviour Change Plan		Prepare a Behaviour Change Plan.
Equality Impact Assessment (EqIA)		Prepare an EqIA.
Preliminary Ecological Appraisal		Prepare a Preliminary Ecological Appraisal.
Options Appraisal		Further option appraisal work will be required to present a clear preferred option that highlights opportunities, constraints, costs and impacts.
Project Risk Register		Prepare a Project Risk Register.
Committee Approval		Committee approval required.

Red = not completed  
 Amber = partially completed  
 Green = completed

CLICK TO VIEW TOP TIPS FOR APPLYING FOR FUNDING





# Top Tips for Applying for Funding

## A CHECKLIST

### Do your homework

- Research your funding options fully.
- When selecting a funding stream, read the fund guidelines checking you are eligible and that the work you wish to deliver can be delivered using this funding.
- When preparing your application, tailor it to the funder’s priorities.



### Be ambitious

- Think outside the box and use global best practice to assist you in the process.
- Dedicate plenty time to resource the funding process.
- Be very specific around what you want to achieve from the outset. Ensure you clearly communicate this internally from the outset. – Be organised and allow plenty time to prepare your application ahead of the deadline.

### Review, review, review

- Check your application thoroughly and arrange an independent review to ensure consistency and accuracy throughout in advance of submitting

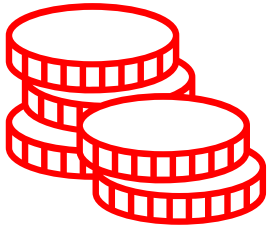


### Be prepared

- Build up your knowledge of what is going on around you in terms of infrastructure projects, multi-disciplinary / cross-departmental projects, local projects, useful data and best practice.
- Consider and research partnership working. This can include working with different organisations and groups and in particular different financial contributors. Working with internal teams can help broaden knowledge and horizons to potential funding streams.
- Understand the market and what’s happening in other locations further afield. This can include reading and research best practice from other Local Authorities and groups.
- Develop an evidence base which you can draw upon in your case.
- Consider drawing up a list of potential schemes that are prioritised in the order you wish to deliver.

### Prepare a clear budget

- Consider all sources of match funding. The funder’s guidelines should provide sufficient information on this aspect, however if unsure ask questions to the funding provider.
- Be sure to consider value for money, not to mention added value.



### Have a clear understanding of a successful project

- Ensure you have a clear understanding of the fund Monitoring &Evaluation requirements.
- Set out what you’re planning to measure and how, from project commencement and beyond.
- Develop a robust M&E plan from the outset (see Section 6 for more details).
- Highlight whether you will capture case studies as part of the initiative, to emphasise success.
- Keep track of such successes and use them in M&E Report and as evidence in future funding bid

# Appendices



# **Appendix A: Action 1 – A857 (south) | High Quality Active Travel Route**







# **Appendix B: Action 2 – Matheson Road | High Quality Active Travel Route**





Footway

Shared Footway/Cycletrack

Cycletrack

Landscaping/Vegetation

Mixed Traffic

Blister Tactile Paving

Ladder & Tramlane Tactile Paving

Notes

1.

OS base mapping received on 09-10-2023 from Comhairle Nan Eilean Siar.

2.

All dimensions are in metres unless specified otherwise.

3.

A buffer is to be provided with a desirable width from LTN1/20, depending on the speed limit of the road. In locations where the desirable width is not attainable, the absolute minimum is to be provided or no buffer.

Design & Safety Risks

1.

Potential for unknown utilities, depths & positions to be further investigated during detailed design. With care taken during any excavation adjacent to existing utilities.

2.

Works adjacent to live carriageway will require traffic management.

3.

Inherent inaccuracies of using OS mapping. Topographical survey required for detailed design.

4.

The land ownership and current adoption should be investigated further during detailed design.

5.

Works around rail infrastructure should be co-ordinated with Network Rail.

6.

Further detailed design for road drainage, traffic signaling and junction modeling is required.

P01 | 09/11/23 | EAL | AM | MB

Issued for Information

Rev

Date

By

Chkd

Appd

ARUP

4th Floor, 10 George Street  
Edinburgh, EH2 2JF  
Tel: +44(0)131 331 1999  
www.arup.com

Client  
HITRANS

Project Title  
Stormoway Active Travel

Drawing Title  
Matheson Road  
Action 2  
Proposed Layout

Scale of A0  
1:500

Role  
Consultancy

Suitability  
Information

Arup Job No  
297406-00

Rev  
P01

Name  
STWY-ARP-A2-XX-DR-TR-0101

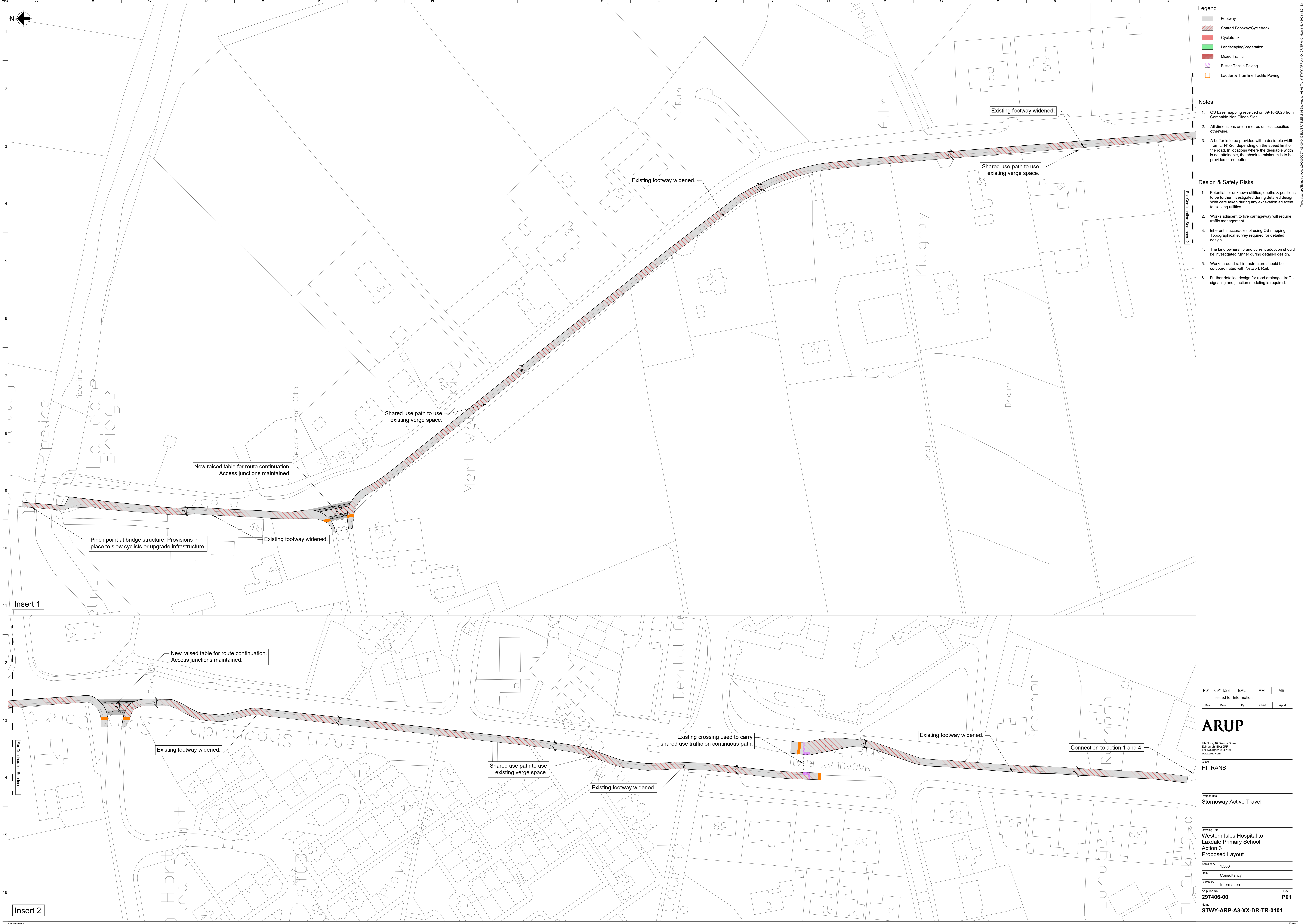
Do not scale

© Arup



# **Appendix C: Action 3 – A857 (north) | High Quality Active Travel Route**





Legend

Footway

Shared Footway/Cycletrack

Cycletrack

Landscaping/Vegetation

Mixed Traffic

Blister Tactile Paving

Ladder & Tramlane Tactile Paving

- Notes
1.

OS base mapping received on 09-10-2023 from Comhairle Nan Eilean Siar.
2.

All dimensions are in metres unless specified otherwise.
3.

A buffer is to be provided with a desirable width from LTN120, depending on the speed limit of the road. In locations where the desirable width is not attainable, the absolute minimum is to be provided or no buffer.

- Design & Safety Risks
1.

Potential for unknown utilities, depths & positions to be further investigated during detailed design. With care taken during any excavation adjacent to existing utilities.
2.

Works adjacent to live carriageway will require traffic management.
3.

Inherent inaccuracies of using OS mapping. Topographical survey required for detailed design.
4.

The land ownership and current adoption should be investigated further during detailed design.
5.

Works around rail infrastructure should be co-ordinated with Network Rail.
6.

Further detailed design for road drainage, traffic signaling and junction modeling is required.

P01

09/11/23

EAL

AM

MB

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Rev

Date

By

Chkd

Appld

ARUP

4th Floor, 10 George Street  
Edinburgh, EH2 2JF  
Tel: +44(0)131 331 9999  
www.arup.com

Client

HITRANS

Project Title

Stornoway Active Travel

Drawing Title

Western Isles Hospital to Laxdale Primary School  
Action 3  
Proposed Layout

Scale of A0

1:500

Role

Consultancy

Subsidiary

Information

Arup Job No

297406-00

Rev

P01

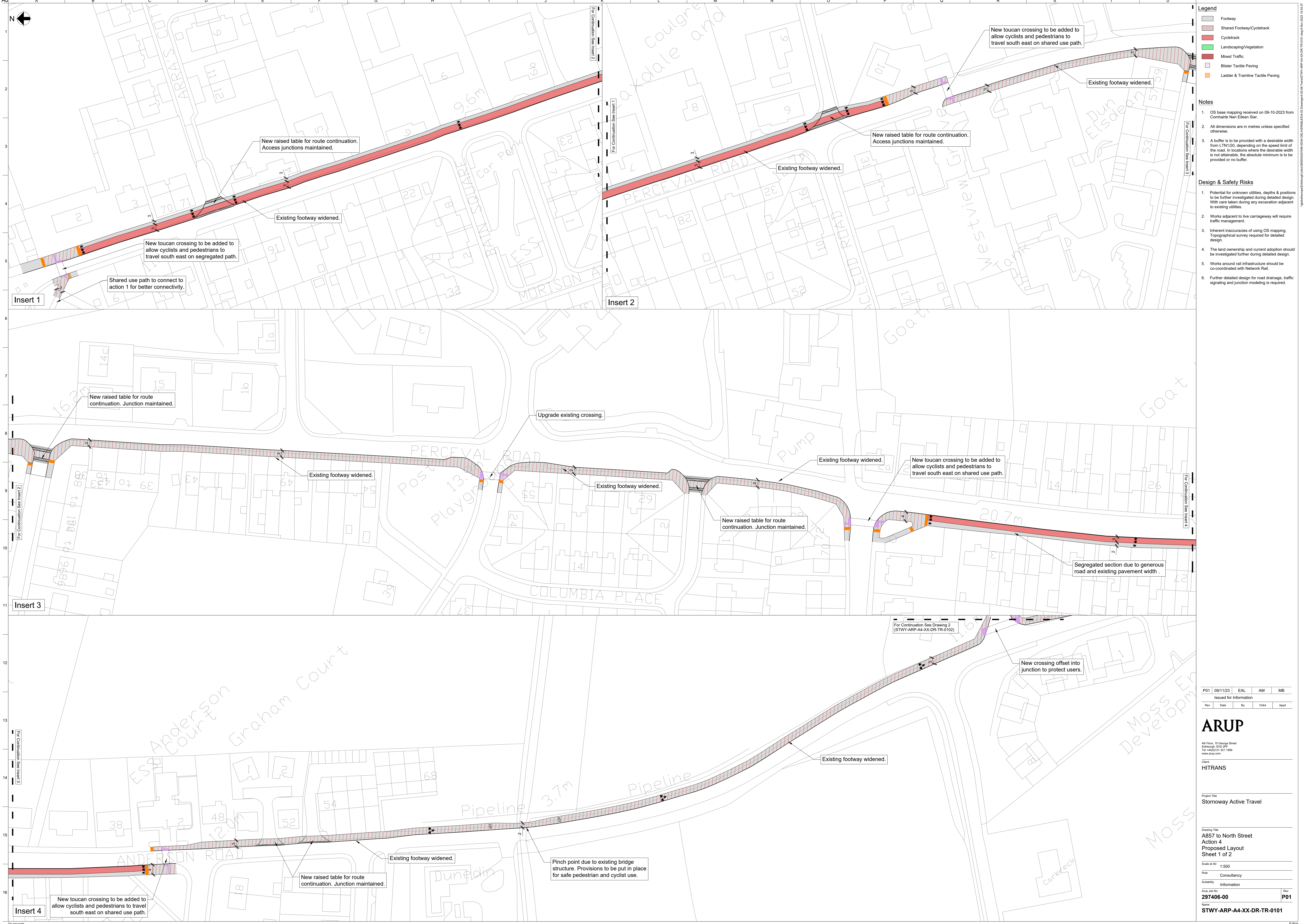
Name

STWY-ARP-A3-XX-DR-TR-0101



# **Appendix D: Action 4 – A857 to North Street | High Quality Active Travel Route**





**Legend**

- Footway
- Shared Footway/Cycletrack
- Cycletrack
- Landscaping/Vegetation
- Mixed Traffic
- Blister Tactile Paving
- Ladder & Transline Tactile Paving

- Notes**
- OS base mapping received on 09-10-2023 from Conhairle Nan Eilean Siar.
  - All dimensions are in metres unless specified otherwise.
  - A buffer is to be provided with a desirable width from LTN1/20, depending on the speed limit of the road. In locations where the desirable width is not attainable, the absolute minimum is to be provided or no buffer.

- Design & Safety Risks**
- Potential for unknown utilities, depths & positions to be further investigated during detailed design. With care taken during any excavation adjacent to existing utilities.
  - Works adjacent to live carriageway will require traffic management.
  - Inherent inaccuracies of using OS mapping. Topographical survey required for detailed design.
  - The land ownership and current adoption should be investigated further during detailed design.
  - Works around rail infrastructure should be co-ordinated with Network Rail.
  - Further detailed design for road drainage, traffic signaling and junction modeling is required.

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Rev	Date	By	Chkd	Appd

**ARUP**

4th Floor, 10 George Street  
Edinburgh, EH2 2JF  
Tel +44(0)131 331 1999  
www.arup.com

Client  
**HITRANS**

Project Title  
**Stornoway Active Travel**

Drawing Title  
**A857 to North Street  
Action 4  
Proposed Layout  
Sheet 1 of 2**

Scale of A0	1:500
Role	Consultancy
Subsidiary	Information
Arup Job No	297406-00
Name	STWY-ARP-A4-XX-DR-TR-0101
Rev	P01





Insert 1

Insert 2

Footway

Shared Footway/Cycletrack

Cycletrack

Landscaping/Vegetation

Mixed Traffic

Blister Tactile Paving

Ladder & Tramlane Tactile Paving

Notes

1. OS base mapping received on 09-10-2023 from Comhairle Nan Eilean Siar.

2. All dimensions are in metres unless specified otherwise.

3. A buffer is to be provided with a desirable width from LTN120, depending on the speed limit of the road. In locations where the desirable width is not attainable, the absolute minimum is to be provided or no buffer.

Design & Safety Risks

1. Potential for unknown utilities, depths & positions to be further investigated during detailed design. With care taken during any excavation adjacent to existing utilities.

2. Works adjacent to live carriageway will require traffic management.

3. Inherent inaccuracies of using OS mapping. Topographical survey required for detailed design.

4. The land ownership and current adoption should be investigated further during detailed design.

5. Works around rail infrastructure should be co-ordinated with Network Rail.

6. Further detailed design for road drainage, traffic signaling and junction modeling is required.

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Date

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ARUP

4th Floor, 10 George Street  
Edinburgh, EH2 2JF  
Tel +44(0)131 331 1999  
www.arup.com

Client  
HITRANS

Project Title  
Stornoway Active Travel

Drawing Title  
A857 to North Street  
Action 4  
Proposed Layout  
Sheet 2 of 2

Scale at A0  
1:500

Role  
Consultancy

Suitability  
Information

Arup Job No  
297406-00

Rev  
P01

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# **Appendix E: Action 5 – North Street | Mixed Traffic Street**

