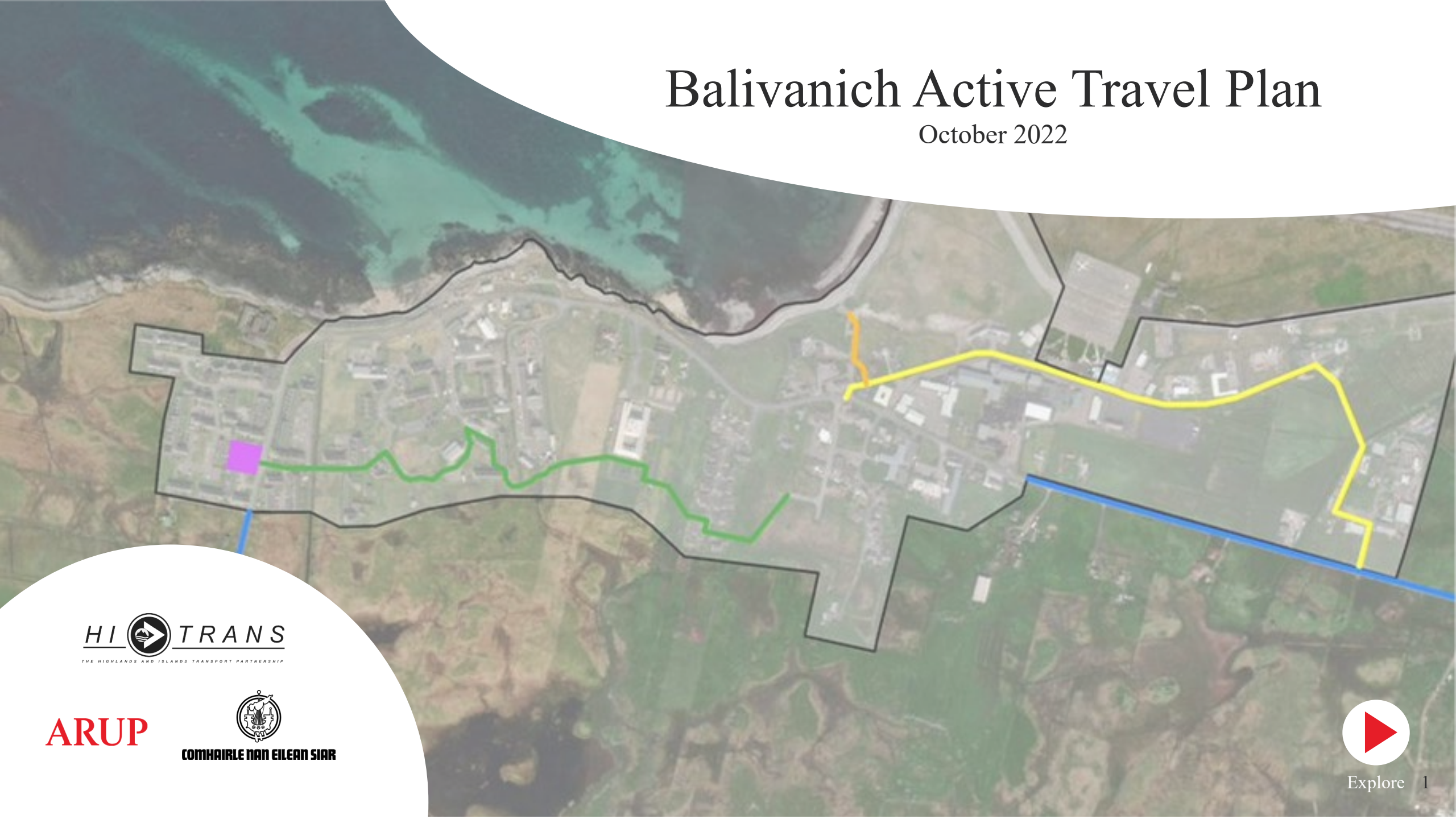


# Balivanich Active Travel Plan

October 2022



COMHAIRLE NAN EILEAN SIAR



# Balivanich Active Travel Plan

Overview

Outer Hebrides Active Travel Strategy

Desktop Review

Virtual Site Audits

Stakeholder & Community Engagement

Action Development

Actions

The Balivanich Active Travel Plan (the Plan) identifies targeted actions to support the essential transition to low carbon transport. The Plan has been informed by a rigorous desktop study, a comprehensive stakeholder and community engagement exercise, and by existing and emerging active travel guidance. This has meant that the development of the Plan actions occurred organically, with emerging actions being continuously shaped and formed over the course of the project through local insights and feedback.

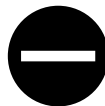
The Plan will act as a framework for supporting people to make healthier, low carbon travel choices. For some, this will mean supporting a transition to low carbon car travel, whilst for others active travel and public transport will provide sustainable travel options. The Active Travel Plan identifies a series of actions to support the essential transition to low carbon transport. These actions are a starting point that will enable the Comhairle nan Eilean Siar (CnES) and partners to identify funding to develop detailed feasibility and design of potential options to undertake further community and stakeholder consultation and implement the actions. All of this subsequent work will be subject to prior approval by Elected Members at appropriate Committees.



**Safe Route to School** for walking, wheeling and cycling between residential areas to the east and west of Balivanich Primary School.



**Community hub and cycle training circuit** to create a focal point in the village for the community and visitors that will encourage active travel.



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



# Balivanich Active Travel Plan Overview



- 1- Cycle-Friendly Street
- 2- B892 Speed Limit Reductions
- 3- Safe Route to School
- 4- Community Hub/ Cycle Training Circuit
- 5- Placemaking and Access to beach by the airport
- 6- Cycle-Friendly Route
- 7- 20mph Balivanich

# Outer Hebrides Active Travel Strategy

## Overview

The Outer Hebrides Active Travel Strategy (2021-2025) was developed by CnES. The strategy “presents a vision for high quality places where walking and cycling for everyday journeys to school, work, or shopping are easy, pleasant and safe”.

The strategy summarises that there are many small communities, such as Balivanich, where vehicles and through-roads are dominant, and would benefit from **placemaking** to make it easier and safer to choose to walk, wheel or cycle, with a particular focus on **safe routes to schools** and **community hubs**.

The vision and objectives for active travel within communities across the Outer Hebrides is summarised as follows:

- **Safe routes to school** are established in settlements with schools so local children have the opportunity to safely walk or cycle to school.
- A holistic approach is taken in settlements with **community hubs** to ensure there is appropriate infrastructure to travel safely by foot or bicycle.
- A **place-based approach** to high quality infrastructure and a **review of speed limits** make it easy and safe to choose walking and cycling for everyday journeys within communities.
- Safe active travel routes to **access attractions and trip generators** within or near settlements.

Consideration of the Outer Hebrides Active Travel Strategy (2021-2025) at an early stage was a fundamental starting point in the development of this Plan.



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# Desktop Review

## Introduction

The desktop review has been carried out in a structured and targeted manner. Select sources of data have been collated and analysed to produce an evidence base used to inform virtual site audits, stakeholder engagement, and eventually the final action plan. Data sources reviewed included, but were not limited to:

- Local Context and Demographics
- Outer Hebrides Active Travel Strategy (2021-2025)
- Outer Hebrides Local Transport Strategy (2020-2030)
- Balivanich Strategic Vision (2018)
- Outer Hebrides Active Travel Strategy (2018)
- HITRANS Active Travel Strategy (2018)
- Outer Hebrides Local Development Plan (2018)
- Census Transport Data (2011)
- Department for Transport STATS19 Accident Data (2017-2021)
- Active Travel, Transport and Geographic Mapping

This process was crucial in providing local context and an understanding of the geographic conditions along with the active travel and transport characteristics in Balivanich.

More details regarding findings from the desktop review can be found in **Appendix A**.

## Policy and Strategy Review

Policy and strategy documents related to active travel in Balivanich have been reviewed, including the Outer Hebrides Active Travel Strategy (2021-2025), the HITRANS Active Travel Strategy (2018) and the Outer Hebrides Local Development Plan (2018).

The key headlines are as follows:

- Balivanich is the main settlement on the island of Benbecula. A significant proportion (just under half) of travel to work or study journeys are within or around Balivanich/Benbecula (less than 10km). Few of all journeys to work or study are long distance (above 30km).
- Balivanich is a key gateway which serves wider island needs and connects to the mainland providing employment infrastructure and access to goods. Balivanich has a strategic and local function supporting service, administration, housing and community facilities.
- In Balivanich, the main transport challenges include over-reliance on private cars and the lack of active travel facilities and infrastructure.
- Trips made by walking fall below the national average.
- Across the Western Isles, transport challenges include design standards not being appropriate in many geographic contexts, public transport integration and coverage, information for visitors, and funding challenges for smaller settlements.

# Desktop Review

## Baseline Data Review

Baseline data sources related to active travel in Balivanich have been reviewed to inform the Plan. This includes pedestrian, cycle and traffic data, Department for Transport (DfT) STATS19 collision data, and Census 2011 data, such as method of travel to work or study, distance of travel to work or study and Census Datashine Commute. The key findings can be found below, with more information provided in **Appendix A**.

### Census Data

Census data was gathered for the island of Benbecula, as data was not available for Balivanich specifically due to data granularity. The key headlines are as follows:

- Walking accounts for 11% of all travel to work or study trips in Benbecula, which falls below the national average of 18%.
- Cycling mode share is 1% which is the same as the regional and national average.
- Private car journeys (driving and passenger) account for 57% of all travel to work or study trips on Benbecula.
- Travel by bus, minibuss or coach accounts for around 12% of all work and study trips.
- 57% of all trips below 2km in Benbecula are undertaken by private car.

	Walking	Cycling	Public Transport	Car/Van	Work from Home	Other
<b>Benbecula</b>	11%	1%	12%	57%	17%	2%
<b>CnES</b>	9%	1%	17%	55%	15%	4%
<b>Scotland</b>	18%	1%	17%	50%	11%	2%

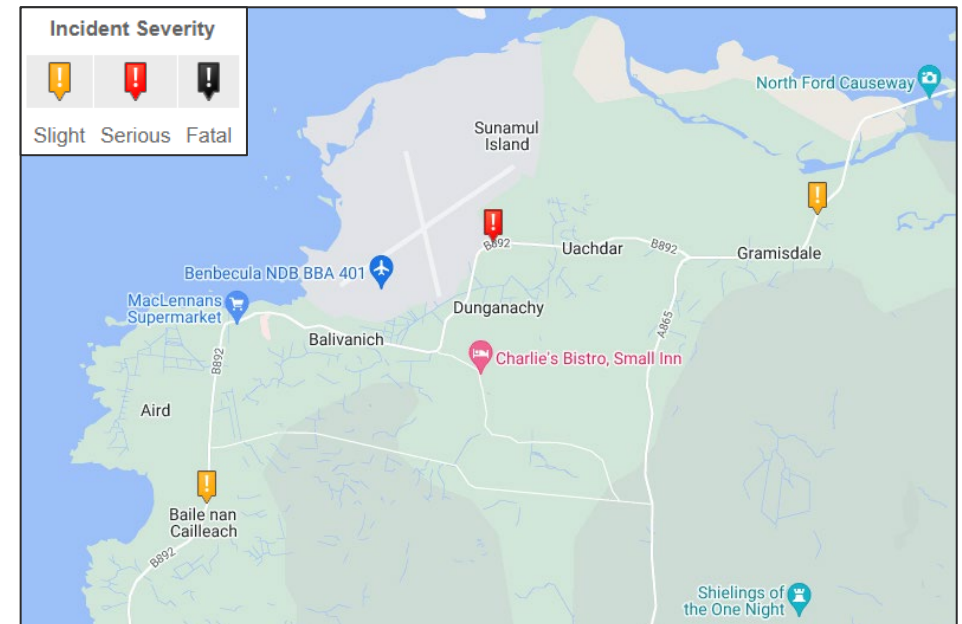
\*values may not add up to 100% due to rounding

### Collision Statistics

STATS19 pedestrian and cycle accident statistics available for the previous five complete years (2017-2021) recorded by the DfT were reviewed using the Crashmap online mapping tool.

The following conclusions can be drawn from this analysis:

- There were three incidents recorded on Benbecula, two slight and one serious.
- The two slight incidents involved cars and the serious incident involved a motorcycle.



# Virtual Site Audits

## Methodology

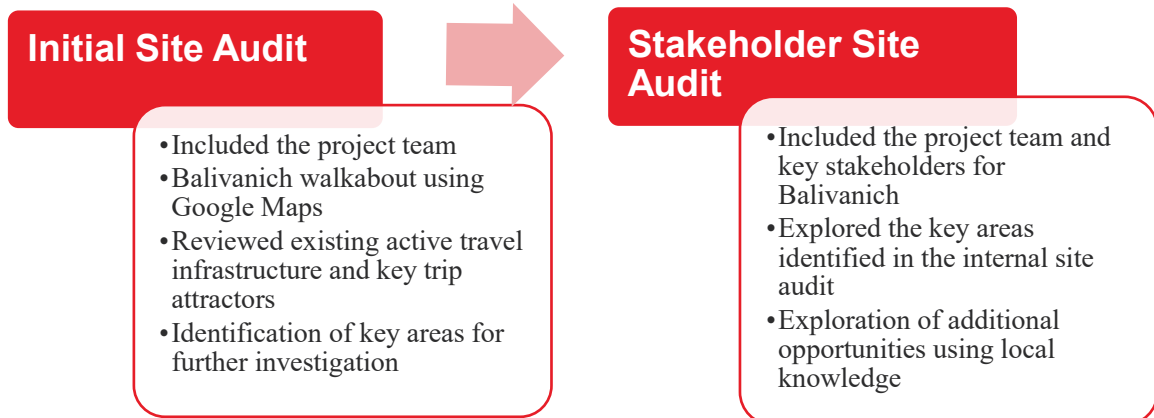
Site audits were conducted using digital methods. The initial virtual site audit built on the knowledge and understanding of the town developed during the desktop review stage. The stakeholder virtual site audit then confirmed what was learnt during the initial virtual site audit.

An initial virtual site audit of Balivanich was conducted using Google Streetview and various mapping sources, namely Google MyMaps and Open Street Map. A systematic approach was taken during the session, which was informed by the desktop review stage. Furthermore, areas which required additional investigation were noted to be discussed in more detail with those with local knowledge during the follow up stakeholder virtual site audit.

The initial project team audit was followed by a stakeholder virtual site audit. This was hosted using Microsoft Teams where a selected number of key stakeholders were invited to join, including CnES’s Access Officer and Roads Engineer, who are each responsible for the Balivanich area. Each individual was invited to take control of the screen to “walk through” areas using Google Streetview and highlight key issues or opportunities. This session was recorded, allowing for the discussion to be revisited and viewed by the wider project team.



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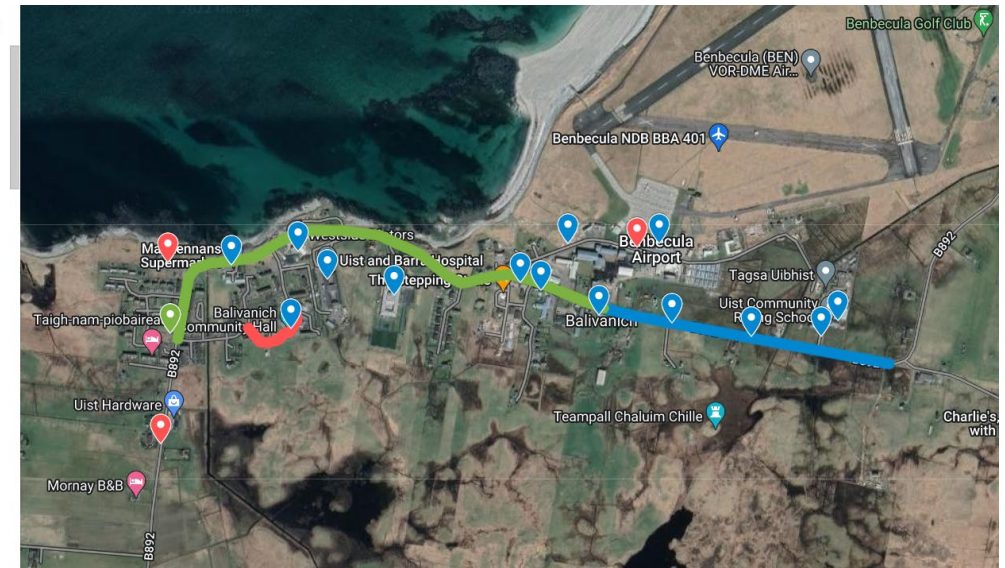
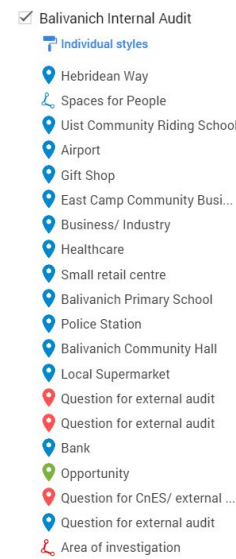
# Virtual Site Audits

## Internal Virtual Site Audit

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

- The wide verge along B892 through village is conducive to a shared footway/cycleway.
- Clobhsa Tindill near to community hall could be used as a linkage for active travel users.
- East Camp is a trip attractor in the area yet active travel access to the site is limited.
- There are many services within the village, yet they are not well connected for walking, wheeling and cycling.
- The airport is a main employer/trip attractor in the area and improved active travel connections to this location would be favourable.

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



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# Virtual Site Audits

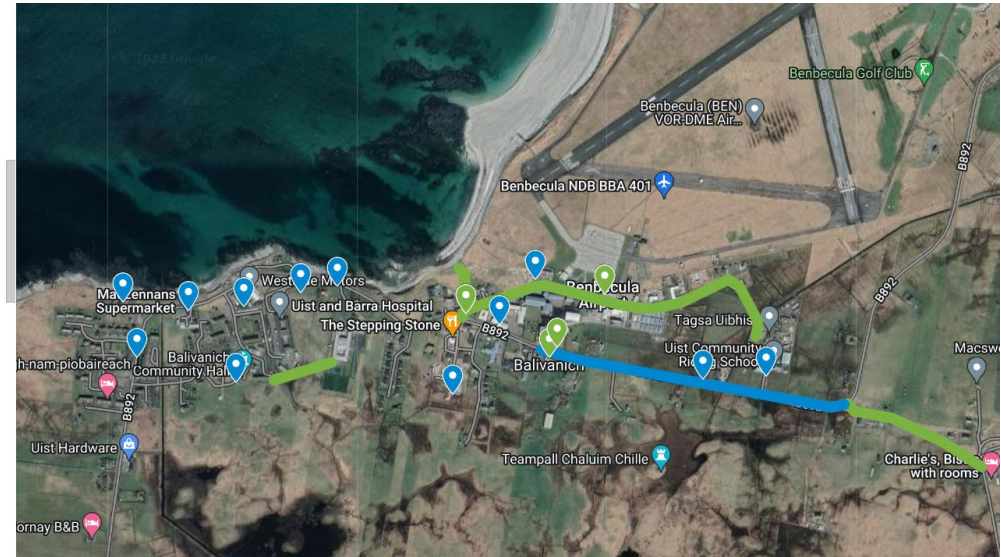
## External Virtual Site Audit

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

- The opportunity to revisit an off-road link to the primary school.
- Charlie's Bistro is popular with locals and younger members of the community are employed there, so safe active travel connections to the restaurant would reduce vehicle trips.
- The play park on Winfield Way is popular with families yet many people drive to use it.
- Many Ministry of Defence buildings are being demolished or repurposed, this presents an opportunity to improve placemaking in the area.
- The eastern approach to the village sees high vehicle speeds.

The external virtual site audit provided an opportunity to supplement the desktop review and initial virtual site audit findings with local knowledge from select individuals who have a strong understanding of the characteristics and local issues within Balivanich.

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# Stakeholder & Community Engagement

## Methodology

Stakeholder and community engagement was carried out through the **external virtual site audit**, an **online community engagement survey** and **one-to-one conversations** with key stakeholders. These engagement techniques covered a number of topics, predominantly around placemaking with a particular focus on transport and active travel in Balivanich.

The stakeholders and community groups to be engaged with were agreed with HITRANS and CnES at the start of the project. The groups and individuals engaged with include the following:

- Benbecula Airport
- Storas Uibhist
- CnES Roads Engineers
- CnES Environment Officer (Access and Biodiversity)
- CnES Regeneration Officer

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



### Balivanich Active Travel Plan - Community Engagement Survey

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

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

This survey is for the local residents and stakeholders of **Balivanich**. We encourage responses from all ages, including school pupils. Please provide feedback below on how you (and your children if you are a parent/guardian) travel and key issues, opportunities and types of improvements you would like to see in Balivanich to enable and encourage more active journeys.

*\*Please note that we will not be collecting or using any personal data as part of this survey and all responses will be fully anonymised. This will ensure we protect the privacy of participants and are compliant with relevant data protection and privacy laws.*

Digital methods were used to engage with stakeholders, and a degree of flexibility in the method of contribution was taken to ensure all stakeholders could easily input into the project.

Tools utilised to gather contributions included the use of Google MyMaps to collect stakeholder comments, Microsoft Teams to host online meetings and workshops, Microsoft Forms to gather survey responses and finally stakeholders were able to contribute by telephone and written responses if preferred. More details on stakeholder engagement findings can be found in **Appendix B**.

# Stakeholder & Community Engagement

## Community Engagement Survey

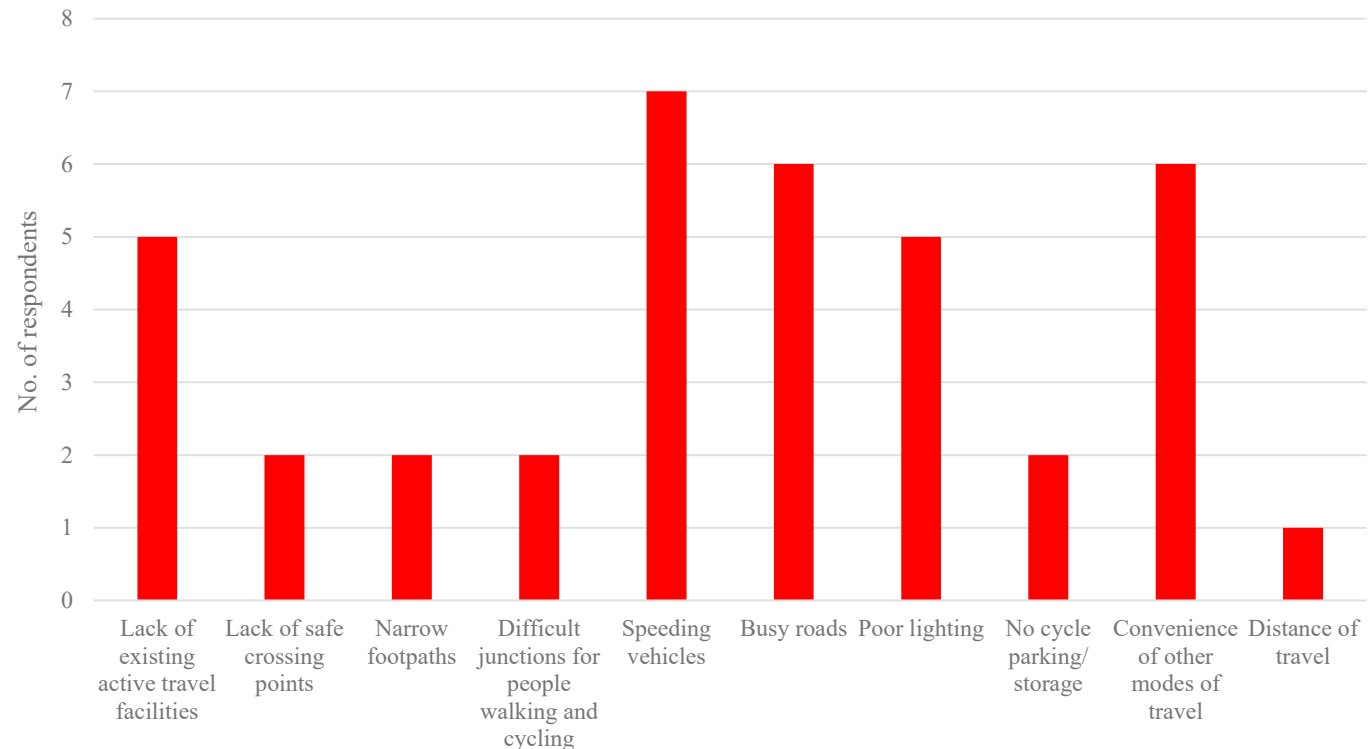
A community survey was developed and shared with residents through CnES, local community groups and online platforms. The survey was live for 6 weeks from September to October 2022 and aimed to gather information on how the community currently travel for everyday trips, barriers to travelling actively, and improvements the community would like to see.

The survey was shared through CnES, local community groups / clubs, online platforms and the local newsletter.

The key headlines were as follows:

- There were a total of 13 responses related to Balivanich (approximately 3% of the Balivanich population).
- Of those 13 responses, 8 respondents identified themselves as a parent or guardian of someone under 18 years old. 5 respondents identified themselves as a resident (not a parent/guardian and not under 18).
- Trips to school are predominantly made by driving or being driven. A couple of trips are also made via bus/coach and cycle. Given the choice, the majority of car users would prefer that they or their children travel to school by bus/coach and by walking/wheeling.
- More potential for modal shift was identified in those that answered as a parent/guardian than as a resident.
- Main barriers to active travel are speeding vehicles, busy road, convenience of other modes of travel and poor lighting.

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





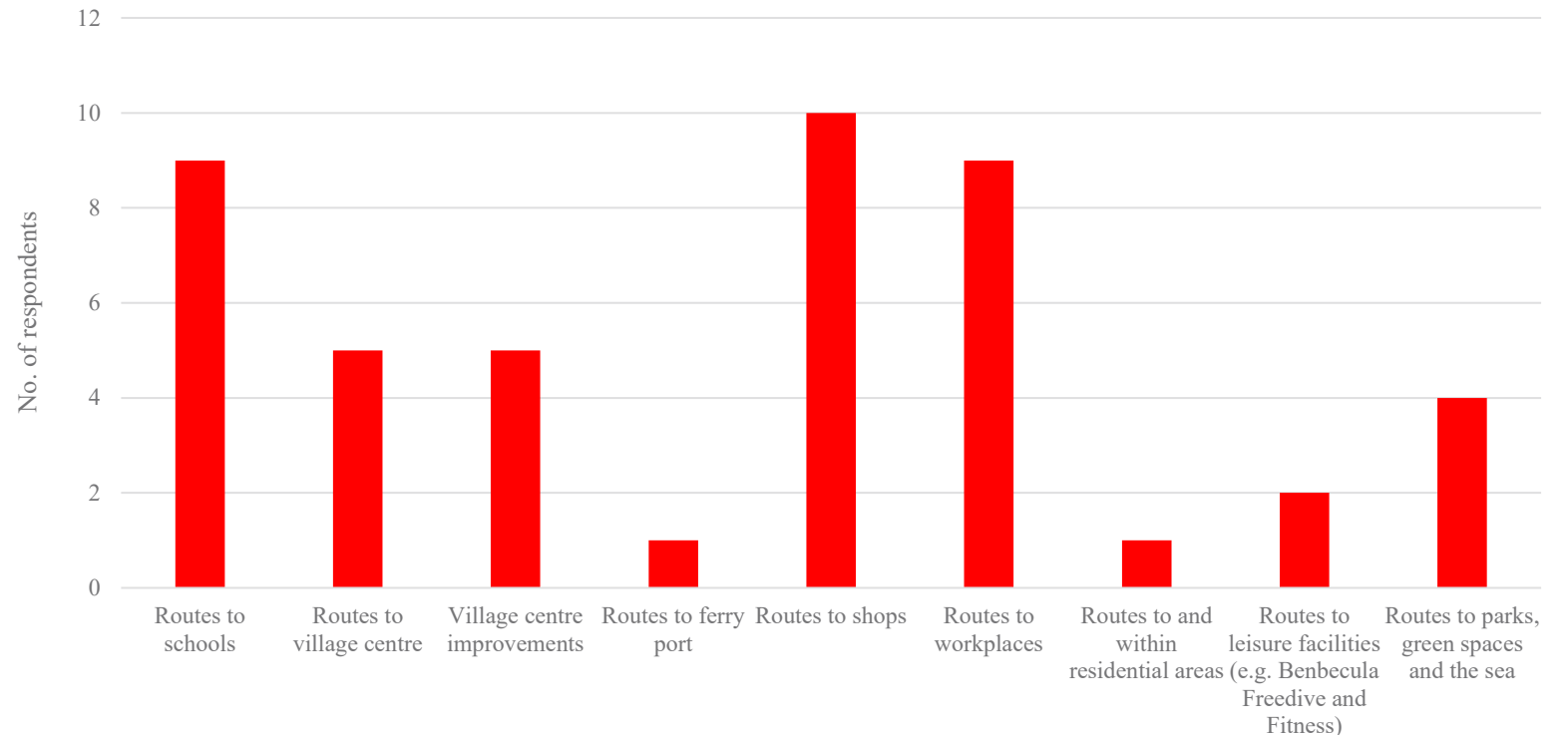
# Stakeholder & Community Engagement

## Community Engagement Survey

Key headlines (continued):

- The majority of respondents indicated that car (either driving or as a passenger) is how they usually travel for everyday trips.
- The main destinations identified locally are shops and places of work.
- Safer walking, wheeling and cycling routes, cycling-friendly streets and better lighting were the top 3 identified solutions to encourage people to walk, wheel and/or cycle more.
- Routes to shops, routes to workplace and routes to school were identified as the top 3 places where people would like to see walking, wheeling and cycling improvements.
- When asked of their thoughts on the improvements introduced as part of the Balivanich Regeneration Project in 2020, 8 respondents answered ‘fair’, 4 respondents thought ‘poor/very poor’ and 2 respondents though ‘good/very good’.

Where would you like to walking, wheeling and cycling improvements?



# Stakeholder & Community Engagement

## One-to-One Conversations

The community survey was supplemented by targeted one-to-one conversations with key stakeholders in Balivanich. These conversations were carried out through Microsoft Teams and telephone calls.

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

- Benbecula Airport
- Storas Uibhist
- CnES Environment Officer (Access and Biodiversity)
- CnES Regeneration Officer

These conversations included discussion around the following areas:

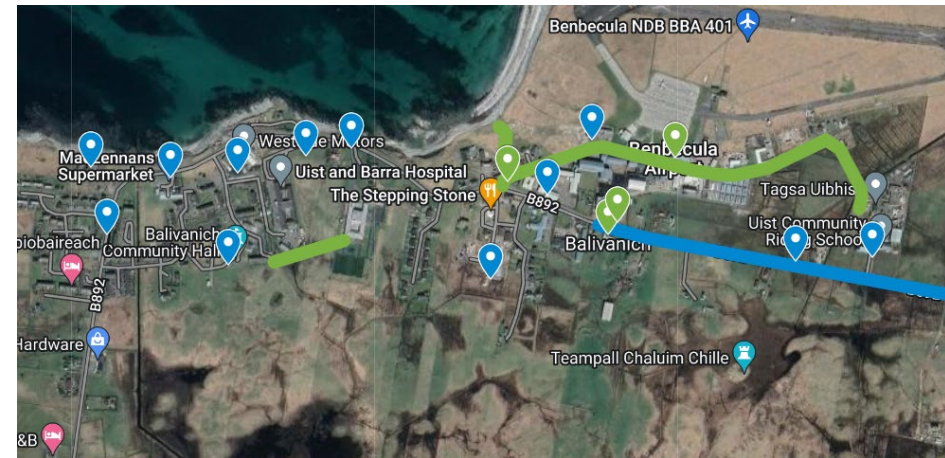
- Key facilities, services, and trip attractors
- Main barriers and opportunities to walking, wheeling, and cycling
- Types of active travel improvements

There were a number of topic areas discussed, including physical constraints, land ownership issues and safety caused by high vehicle speeds. The key headlines were as follows:

- Key facilities include McLennans Hub (which is the main centre of

Balivanich), Benbecula Airport, Balivanich Primary School, Uist and Barra Hospital and visitor attractions such as the Stepping Stone restaurant.

- There are multiple key land uses including Benbecula Airport and key businesses/ future development along the airport access road. This access road is also a quieter alternative to the B892 for accessing the community riding school.
- The beach by the airport is currently used for dog walking and was identified as a significant opportunity for placemaking, however the main entry point to the beach is currently inaccessible for wheelchair users. Improvements have been proposed here previously, therefore there may be an opportunity to revisit.
- A small off-road link was previously proposed to Balivanich Primary School, this was objected in 2013 by the adjacent landowner. There may however be the potential to revisit this proposal as off-road alternative to the B893.



# Action Development

## Methodology

Following the desktop review, site audits, and stakeholder engagement; the action development stage of informing the Plan was undertaken.

The action development and refinement stage has been a collaborative process with HITRANS, CnES and local stakeholders. It takes account of the information gathered throughout the project stages to ensure the actions proposed are not only functional, but desirable by those who will benefit from their use.

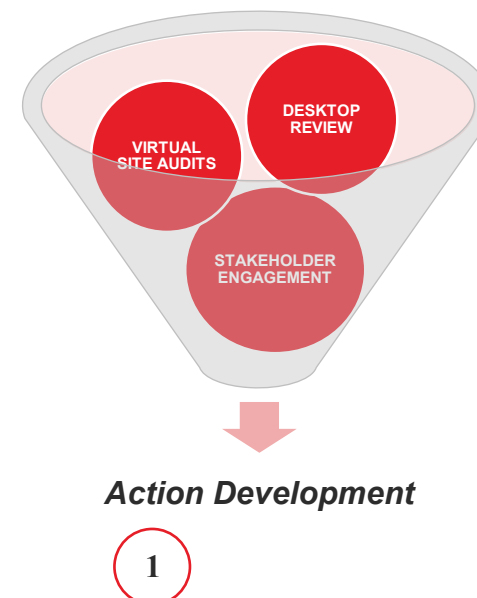
Easy wins have been identified from the actions. These are actions that can have a high impact in the area and can be delivered at a relatively low cost within a short timeframe. These actions can generate initial momentum for more active travel trips across Balivanich, while longer term actions are implemented to compliment and expand on these actions.

The preliminary / concept nature of the proposals and the information provided is intended to help inform further stages of scheme development. While no detailed design work has been carried out under this commission, a number of recommendations for future strategic active travel improvements have been made. These recommendations have been informed by the desktop and baseline data gathering exercise, virtual site visits, stakeholder and community comments, and the *Cycling by Design 2021* guidance. However, recommendations have not incorporated a detailed assessment of information such as topographical surveys, public utilities, land ownership, and planning / environmental constraints. Contemporary information on these and other issues should be collected, analysed,

and recorded as part of the next phase of the design process to inform the details of future active travel improvements.

High level cost estimates have been calculated for each of the proposals. These are subject to further investigation and should therefore only be treated as indicative.

The United Nations Sustainable Development Goals (UN SDGs) have been a fundamental consideration throughout the Plan and have supported the development of the actions. The benefits of each action in relation to the UN SDGs can be found within the action descriptions.





# Action Development

## Alignment with the UN Sustainable Development Goals

As an indication of how the Plan actions align with a commitment to positive social, economic and environmental outcomes, the SDG symbols opposite have been used to indicate where there is a link to the proposed action.

This page provides a summary of how 10 of the 17 SDGs are connected to active and sustainable travel.



Improving local transport networks can improve access to education and employment opportunities, helping to reduce unemployment and deprivation, as well as promoting lifelong learning.

By supporting the uptake of active modes of transport we can reduce air pollution in the local area, as well as reducing the risk of developing a range of cardiopulmonary health conditions.

In developing connected and safe active travel networks, we can support the needs of a range of societal groups with different preferences, concerns and priorities when it comes to making transport decisions.

Making improvements to the public realm – such as placemaking – alongside investments in active travel infrastructure can support town centres, vibrant places, and developing a sense of place and community.

Through investing in active travel we seek to reduce the reliance on the private car for short trips, and encourage multi-modal journeys to and from public transport stops. Promoting a mode shift reduces carbon emissions, and the contribution of the transport sector to climate change.

# Action Development



- 1- Cycle-Friendly Street
- 2- B892 Speed Limit Reductions
- 3- Safe Route to School
- 4- Community Hub/ Cycle Training Circuit
- 5- Placemaking and Access to beach by the airport
- 6- Cycle-Friendly Route
- 7- 20mph Balivanich

# Action Development

The table below correlates the actions noted within the [map](#) and described from page 18 onwards.

Action	Route / Measure	Section	Description	Extent (km or unit)	Approx. Cost *	Easy win?
1	Cycle-friendly street along Benbecula Airport access road	B892 to Uist Community Riding School	Cycle-friendly street with improvements such as signage and cycle road markings.	1.2	£14,000 - £29,000	Y
2	Speed limit reductions along B892 approaching Balivanich	B892 northern and southern approaches to Balivanich	Speed limit reductions along B892 to reduce vehicle speeds on approach to Balivanich and improve perceived and actual safety.	1.2	£14,000 - £29,000	Y
3	Safe Route to School	B892/ Tindill Road to Johnson Road	Cycle-friendly street along Tindill Road, Clobhsa Tindill and Winfield Close and an off-road active travel route connecting to Balivanich Primary School and Johnson Road.	1.1	£165,000 - £220,000	N
4	Community hub and cycle training circuit	Existing community garden adjacent to Tindill Road	Community hub and cycle training circuit with cycle parking, high quality public realm, seating, placemaking and a small cycle repair stand.	1	£250,000 - £500,000	N
5	Placemaking and access to beach by the airport	Benbecula airport access road and informal path to access the beach	Upgrades to existing informal path and placemaking such as seating and cycle parking.	0.2	£30,000 - £40,000	Y
6	Cycle-friendly route through Aird to Cula Bay	Access road through Aird to Cula Bay	Cycle-friendly route with improvements such as signage and carriageway lining. The provision of new lighting may also be required.	0.9	£10,000 - £22,000	Y
7	20mph Balivanich	Balivanich (all)	20mph speed limit across the village to improve safety and create an attractive environment for walking, wheeling and cycling.	1	£12,000 - £24,000	Y

\*Typical Costs for Cycling Interventions ([https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/624822/typical-costings-for-ambitious-cycling-schemes.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/624822/typical-costings-for-ambitious-cycling-schemes.pdf))

\*\*Indicative costs based on 2017 rates outlined in the above document - subject to inflation



# Actions

## Action 1 – Airport access road, Cycle-Friendly Street

The Benbecula Airport access road has the potential to become an alternative active travel route to the B892. The road is currently a two-way carriageway between the B892 and the airport. Further to the east, the road becomes single track with limited street lighting. This road is currently owned by the airport.

It is proposed that this road becomes a **Cycle-Friendly Street**. This will involve minor improvements such as a speed limit of 20mph, minor carriageway resurfacing, signage prompting drivers to give priority to cyclists, and cycle road markings. Lighting may be required to the east near the riding school. Examination of *Cycling by Design 2021* suggests that a Cycle-Friendly Street will be suitable due to the estimated traffic flows along this road.

Currently, there is no crossing facility over the B892 at this junction. A **designated crossing point** will assist in the safe movement of people. A review of *Cycling by Design 2021* indicates it is likely that a toucan crossing or parallel crossing would be suitable for this location based on the current speed limit and estimated traffic volumes. Proposals will be subject to detailed design, involving visibility checks among other requirements.

This action requires feasibility work and further discussions with Benbecula Airport. Discussions with the Airport Manager indicated that the airport would, in principle, support active travel improvements along their access road. This action has been identified as an ‘easy win’ that could be developed at a low cost and a short timescale.



1

# Actions

## Action 2 – Speed limit reductions on approaches to Balivanich

This action proposes the delivery of reduced speed limits on approaches to Balivanich to compliment and allow for a 20mph speed reduction across the village centre as outlined in Action 7.

The Outer Hebrides Active Travel Strategy outlines that a review of speed limits should be undertaken within communities across the islands to improve walking, wheeling and cycling conditions within the most populated locations.

Currently, there is a 30mph speed limit through Balivanich, with a 40mph speed limit buffer on the northern approach and a staggered 30mph limit on the southern approach of the B892. Discussions with key stakeholders indicated that high vehicle speeds through Balivanich create an unattractive active travel environment.

On the northern approach to the village, it is proposed that a 30mph speed limit is introduced just east of the riding school and the current 30mph signage to the east of MacGillivrays Gift Shop be changed to 20mph. On the southern approach, it is proposed that a staggered 30mph limit is introduced prior to the turnoff to Aird and that the last of the existing 30mph signage south of Atlantic Avenue is changed to a 20mph limit. The speed limit reduction on this southern approach may encourage active travel to Cula Bay as outlined in Action 5.

This action has been identified as an ‘easy win’ that could be delivered at a low cost and a small timescale. This action could also be supplemented with traffic calming measures such as small build-outs.





# Actions

## Action 3 – Safe Route to School

Safe Routes to School are vital to ensure school pupils have a route they can feel safe and confident travelling to school on by active modes. Despite Balivanich Primary School being centrally positioned within the village, the main access is from the B892 which is the main road through Balivanich. The B892 is a single carriageway with a 30 mph speed limit and has a number of junctions for active travel users to negotiate.

It is proposed that a **safe route to school route** be provided on residential streets Tindill Road, Clobhsa Tindill, Winfield Close, a new off-road link to the school, Tuzo Close, and finally linking into the new residential development. Examination of *Cycling By Design 2021* guidance suggests that a **cycle-friendly street** along the above residential streets, combined with an **off-road active travel route with signage** where appropriate will be most suitable at this location.

Stakeholder and community engagement indicated that an active travel route would be desirable at this location. The community engagement survey also identified routes to school as one of the main walking, wheeling and cycling improvements the community would like to see. This route will provide a dedicated active travel facility for those travelling between the school residential areas. The route will encourage walking, wheeling and cycling trips to be made to school and for other trip purposes across Balivanich.

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





# Actions

## Action 4 – Community Hub and Cycle Training Circuit

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

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

This action proposes the delivery of **high quality public realm** and a **community hub** utilising the land at the Communal Garden adjacent to the B892/ Tindill Road junction, which is currently unkept and unused by the community. This may include cycle parking, a small cycle repair stand, seating/rest areas, placemaking and information boards. There is also scope to include a cycle skills circuit or pump track (see right) at the existing hard standing area, which is currently used as an informal car park.

The community hub will provide an attractive space for community members and visitors, including cyclists from the Hebridean Way, to enjoy. The circuit or pump track will provide cycle training opportunities and a safe exercise area for school children and all residents, encouraging the whole community to take up and enjoy active travel, thus influencing behaviours in the longer term.

This action will require engagement with key stakeholders, such as local businesses and community groups.



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# Actions

## Action 5 – Beach by the Airport, Placemaking and Access Improvements

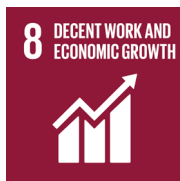
The Outer Hebrides Active Travel Strategy outlines that placemaking and access for all should be key considerations when delivering walking, wheeling and cycling improvements across the islands.

The beach located adjacent to Benbecula Airport has been identified as a popular location among local residents for local walks, dog walking and as a viewpoint due to the outstanding scenery.

Whilst this location is popular among locals, stakeholder engagement identified an opportunity to improve this environment for visitors, in particular those passing through via the airport and the Hebridean Way. The entry point to the beach is also not currently accessible for wheelchair users.

This action therefore proposes **placemaking and access improvements** at this location. This includes the introduction of cycle parking / storage, seating / rest areas, public art and wayfinding / notice boards.

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



5



# Actions

## Action 6 – Cula Bay, Cycle-Friendly Route

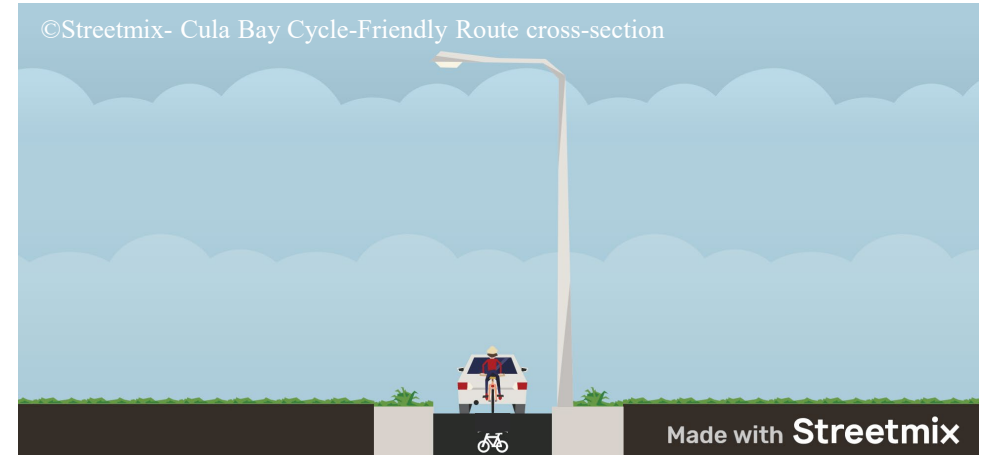
Cula Bay is a scenic beach located to the south-west of Balivanich passing through Aird. Stakeholder engagement indicated that this beach is currently popular among both local residents and visitors, however the vast majority of users currently travel by private car to this destination.

The Cula Bay access road currently connects to the B892 to the south of Balivanich. The road is currently a single carriageway with passing places and no street lighting.

It is proposed that this road becomes a **Cycle-Friendly Route**. This will involve minor improvements such as enforcing a speed limit of 20mph, minor carriageway resurfacing, signage prompting drivers to give priority to cyclists, and cycle road markings. It is recommended that lighting improvements be considered along this stretch, however measures should be considered to reduce light pollution, such as motion sensors.

Currently, there is an area of seating before entering the beach. This could be supplemented by cycle parking / storage which would improve attractiveness and usability of the space.

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





# Actions

## Action 7 – 20mph Balivanich

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

The Outer Hebrides Active Travel Strategy outlines that a review of speed limits should be undertaken within communities across the islands to improve walking, wheeling and cycling conditions within the most populated locations.

Currently, there is a 30mph speed limit through Balivanich, with a 40mph limit on both northern and southern approaches on the B892. Discussions with key stakeholders indicated that high vehicle speeds through Balivanich create an unattractive active travel environment.

It is considered that a consistent 20mph speed limit across Balivanich will significantly improve perceived and actual safety for active travel users and encourage an increase in walking, wheeling and cycling across local residents, workers and visitors to the area.

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



# Summary

## Summary and Conclusion

The proposals identified throughout the Balivanich Active Travel Plan were informed by a structured desktop review exercise, virtual site audits, and stakeholder and community engagement.

The key highlights of the Plan are as follows:

- **Safe route to school** from the east and the west of the village to Balivanich Primary School, which will encourage more school children to walk, wheel and cycle to school whilst also connecting key land uses.
- **Community hub and cycle training circuit** at the existing community garden which is currently unkept and unused, to provide a public space, exercise area and focal point for the community and visitors to benefit from.
- **20mph Balivanich** will improve perceived and actual safety for active travel users across Balivanich and deliver positive social, economic and environmental outcomes.

Delivery of these actions will bring a wide range of positive impacts for the local area. The actions identified throughout this Plan will also be utilised to inform the planning and delivery of sustainable active transport infrastructure in the village.



# Appendices



# Appendices

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## A – Desktop Scrapbook

# Appendices

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## B – Stakeholder Engagement Summary

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