

Portree Active Travel Masterplan

Issue - April 2022



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The Portree Active Travel Masterplan identifies a series of actions to support the essential transition to low carbon transport, to re-balance transport provision with a greater focus on active travel and to promote more sustainable travel choices and healthy lifestyles. The Masterplan has been informed by a rigorous desktop study, a comprehensive stakeholder and public engagement exercise, and by existing and emerging active travel guidance. This has meant that the development of the masterplan actions occurred organically, with emerging actions being continuously shaped and formed over the course of the project through local insights and feedback.

The Portree Active Travel Masterplan 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 Masterplan identifies a series of actions to support the essential transition to low carbon transport. These actions are a starting point that will enable the Council to identify funding to develop detailed feasibility and design of potential options, to undertake public and stakeholder consultation, and implement the actions. All of this subsequent work will be subject to prior approval by elected Members at appropriate Committees.



3km of **high-quality active travel infrastructure** physically separated from vehicular traffic connecting key land uses



Pedestrianisation, placemaking and public realm enhancements that create more attractive environments, and promote walking, wheeling and cycling



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



Portree Masterplan Overview



- Mobility Hub Potential Locations
- Crossing Points and Junction Improvements
- Mixed Traffic Street
- Minor Improvements (signage and resurfacing)
- - High Quality Active Travel Route
- Public Realm Improvements



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
Skye and Raasay Future (2021)
West Highlands and Islands Local Development Plan (2019)
Portree Town Centre Health Check (2018)
HITRANS Active Travel Strategy (2018)
Census Transport Data (2011)
Department for Transport STATS19 Accident Data (2016-2020)
Active Travel, Transport and Geographic Mapping

This process was crucial in providing local context and an understanding of the geographic conditions and transport characteristics in Portree and the wider Skye and Raasay area.

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 Portree have been reviewed, such as the West Highlands and Islands Local Development Plan (2019), the Portree Town Centre Health Check (2018) and the HITRANS Active Travel Strategy (2018).

The key headlines are as follows:

- Portree is the main urban centre of the Skye and Raasay area, with a number of key trip attractors such as schools, employment, healthcare and visitor attractions.
- Transport issues for Portree include a lack of active travel infrastructure throughout the town and vehicle parking and congestion issues within the town centre.
- The Portree Parking Study identified 25 potential options and undertook a sifting exercise informed by desktop and baseline analysis and stakeholder engagement. Potential options included a number of Park & Ride facilities surrounding the town which could be connected by sustainable transport modes.
- The Portree Town Centre Health Check saw the town perform poorly in terms of active travel facilities. Cycling facilities scored 1/5 due to a lack of cycle routes and parking, and pedestrian facilities scored 2/5 due to lack of safe crossings and pedestrian conflicts with vehicle traffic.
- Active travel priorities for Skye and Raasay as a whole include delivery of the Skye Cycle Network and Skye Cycleway (Kyle of Lochalsh to Broadford) projects.



Desktop Review

Baseline Data Review

Baseline data sources related to active travel in Portree have been reviewed to inform the masterplan. This includes The Highland Council (THC) 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.

Census Data and Scottish Household Survey

The key headlines gathered from above data sources are as follows:

- Method of travel to work or study data illustrates that active modes account for almost 33% (32% walking, 0.9% cycling) of all journeys to work or study in Portree, which is significantly higher than the walking and cycling mode share average for Highland and Scotland.
- Despite a high active travel mode share, distance of travel to work or study data shows that 33% of trips less than 5km in Portree are by private vehicle. This is backed by the household survey which reports that the majority of 37% are up to 5km.
- Around 28% of Portree households do not have access to a private vehicle, with the majority of households (49%) having access to just one vehicle. This outlines the importance of alternative modes of travel in Portree.

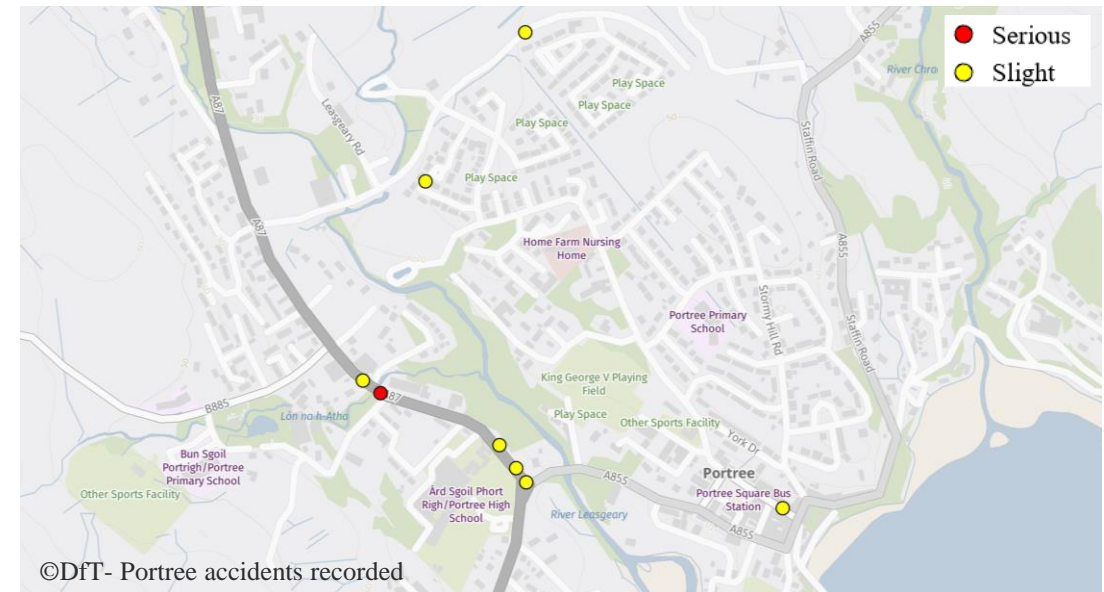
	Walking	Cycling	Public Transport	Can/Van	Work from Home	Other
Portree	32.0%	0.9%	4.2%	43.5%	18.6%	0.8%
Highland	17.7%	2.4%	10.7%	52.2%	14.9%	1.4%
Scotland	18.5%	1.3%	16.9%	49.9%	11.3%	2.1%

Collision Statistics

Pedestrian and cycle accident statistics available for the previous 5 years (2016-2020) recorded by the DfT were reviewed using the Crashmap online mapping tool.

The following conclusions can be drawn from this analysis:

- There were a total of 9 collisions in Portree recorded over the previous 5 years (2016-2020). 8 of these incidents were classified as slight and 1 was serious.
- 7 of the 9 incidents recorded involved a pedestrian casualty.
- The A87 Dunvegan Road on approach to Portree from the north and the A87/A855 junction are identified as an collision clusters, with 6 collisions recorded along a 400m section.



Local Activity

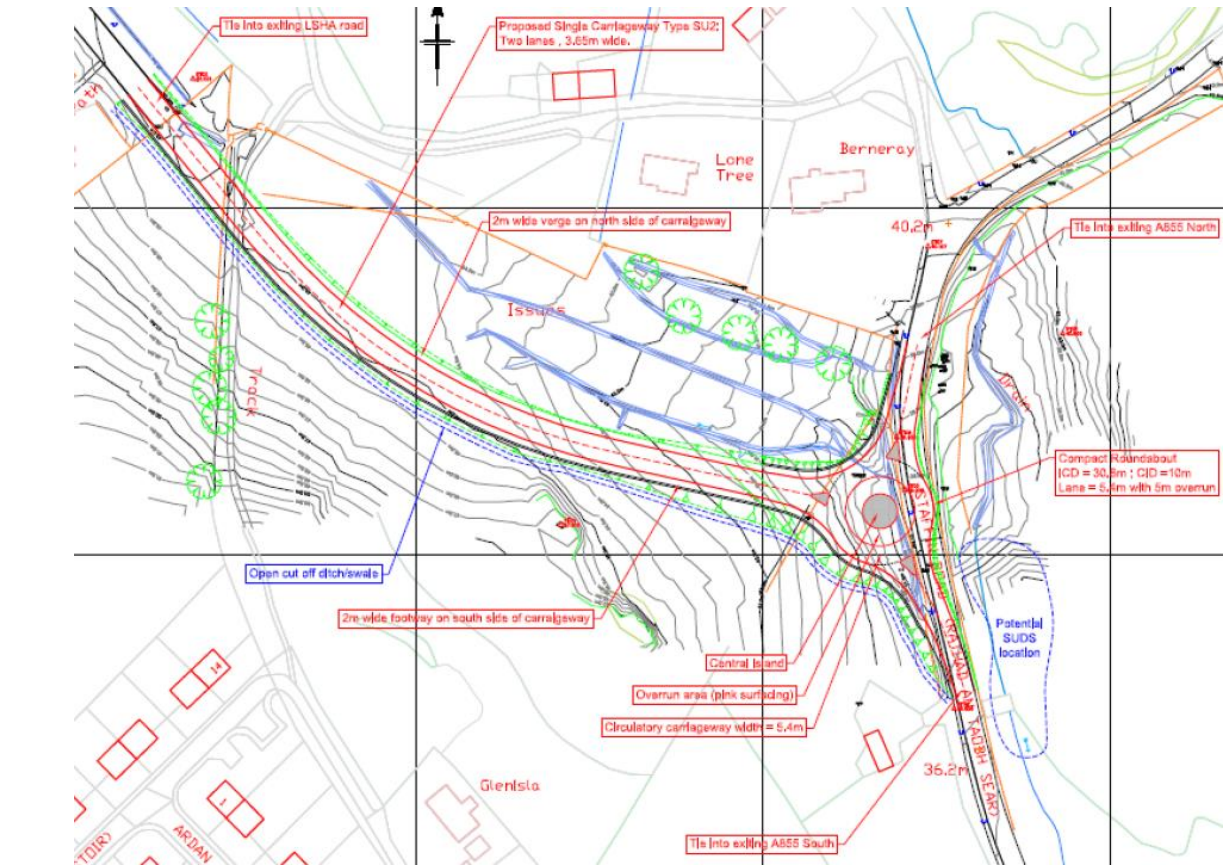
Overview

Consideration of existing local transport and planning projects at an early stage has been fundamental to the development of this masterplan. There are various local projects within Portree and the surrounding area, which have been considered when developing this masterplan. These include the following:

- Portree Link Road
- Kiltaraglen Development
- Portree Parking Study
- Portree Harbour Levelling Up Fund bid
- Skye Cycle Network Project
- Proposed Spaces for People Measures, including proposed crossing facilities at A87/Woodpark Road roundabout and A87/A855 junction improvement proposals

Delivery of the Portree Link Road has the potential to have a significant impact on travel behaviour in Portree by redirecting traffic away from the town centre, indicative drawings from 2010 can be seen adjacent (a planning application for the link road is due to be lodged shortly). Delivery of these projects are likely to create opportunities within the town centre, but also emphasise the importance of active travel connectivity to the north of Portree.

The A87/A855 junction improvement proposals and the proposed crossing facility at the A87/Woodpark Road roundabout are at early concept stages, therefore there is potential to further progress and develop these actions as part of this masterplan.



© THC - Portree Link Road indicative proposals (2010 drawing)



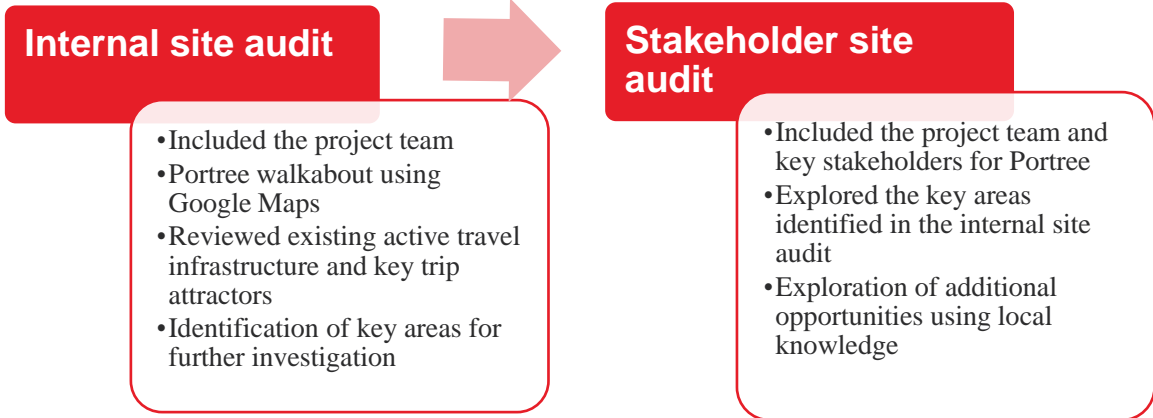
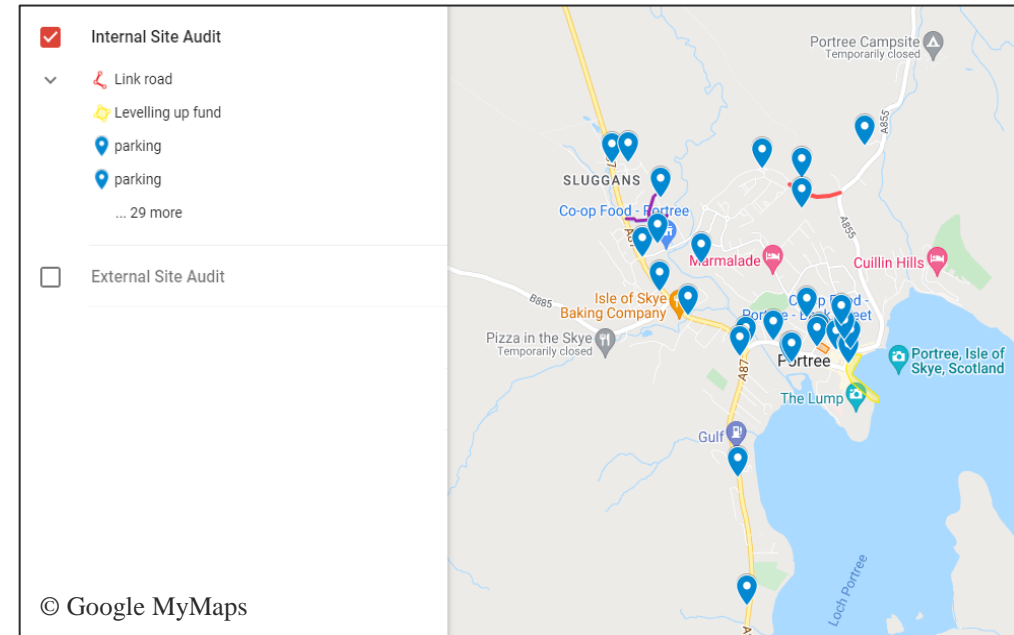
Site Audits

Methodology

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

An initial virtual site audit of Portree 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 further investigation were noted to be discussed in more detail with local people during follow up stakeholder virtual site audits.

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 THC Ward Manager, Access Officer and Roads Engineer, who are each responsible for the Portree 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/ discussed by the wider project team.



Site Audits

Internal Virtual Site Audit

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

- There is scope to enhance Somerled Square, where there is currently car parking facilities and bus/coach parking bays, through the provision of active travel facilities and permanent public realm and placemaking improvements.
- There is potential to enhance the pedestrian and cycle environment within the town centre, which is currently dominated by traffic and parked vehicles.
- The A87 trunk road to the west of Portree town centre is a corridor with numerous key land uses such as Portree High School, therefore would benefit from active travel infrastructure. Physical constraints appear to vary across corridor.
- There is potential to improve the existing A87/ A855 junction for active travel users, where a number of accidents have occurred over the previous 5 years (see **Desktop Review** and **Appendix A**).
- The future Kiltaraglen housing development to the north of Portree will be served by the Portree Link Road. There may be potential to incorporate active travel infrastructure onto the Link Road.

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



Site Audits

External Virtual Site Audit

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

- There is scope to enhance Somerled Square through the provision of active travel facilities and public realm and placemaking improvements. The possibility of a mobility hub was also raised.
- Participants felt there is potential to pedestrianise Wentworth Street, which is currently dominated by traffic and parked vehicles. This action would be dependent on the delivery of the proposed Portree Link Road
- Portree Harbour was discussed in great detail, with an acknowledgement that the harbour already features as part of a levelling up fund bid. Ideas included parking management measures, access-only for residents and businesses and placemaking to enhance the walking and cycling environment.
- The Portree Link Road will redistribute traffic to the north of the town and create opportunities for active travel improvements in locations such as the town centre.
- Potential off-road and quiet routes were discussed such as Hedgefield Road and footpaths adjacent to Woodpark Road.

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



Site Audits

On Site Audit

An in person site audit was carried out on Thursday 3rd March 2022. This involved a full walkabout of Portree, taking into account the findings from the internal and external site audits. The additional key findings from the audit were as follows:

- There is an opportunity to promote Hedgefield Road (between the A87 and the Gaelic Primary School) as a quiet street, it would require some minor improvements including signage as the road is already lit and well surfaced.
- The existing off-road link between Woodpark and Fladda Crescent is an excellent link but requires minor improvements on a section of it and would benefit from signage to direct users.
- The access to Portree Primary School at Blaven Road/Home Farm Road Junction would benefit from the addition of dropped kerbs and removal of existing guard rail to improve the movement for pedestrians and cyclists. Further improvements could see the priority of pedestrian and cyclists crossing at this junction through a raised table or equivalent.

The above additional findings, along with those highlighted in the internal and external audits, have been incorporated within the action list.



© Arup – Hedgefield Road



© Arup – Existing Off-road Link



© Google – Blaven Road/Home Farm Road Junction

Stakeholder Engagement

Methodology

Stakeholder engagement was carried out using a number of techniques, including an online **community workshop**, an online **school workshop and survey** and **targated conversations and email correspondence**.

The stakeholders and community groups to be engaged with were agreed with HITRANS and THC at the beginning of the project. The groups and individuals engaged with included the following:

- THC Ward Manager for Portree
- Skye and Portree Elected Members
- THC Transport Officers and Roads Engineers
- Portree and Braes Community Council
- Lochalsh and Skye Housing Association
- Highlands and Islands Enterprise
- Skye Connect
- High Life Highland
- Transport Scotland
- West Highland College
- Portree Primary School
- Bun-sgoil Ghàidhlig Phort Rìgh
- Portree High School



A number of 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 masterplan.

Tools utilised to gather contributions included the use of Google My Maps to collect stakeholder comments, Microsoft Teams to host online meetings and workshops and stakeholders were able to contribute with telephone and written responses if preferred. In addition, an online survey was used to gather the views of school pupils.



Stakeholder Engagement

Community Workshop

A community workshop was hosted on Microsoft Teams with representation from a number of stakeholders, community groups and local residents. The workshop invite was shared with the stakeholder list agreed with HITRANS and THC and more widely among local community groups and organisations to ensure views across the local community were captured.

The session included discussions around the following areas:

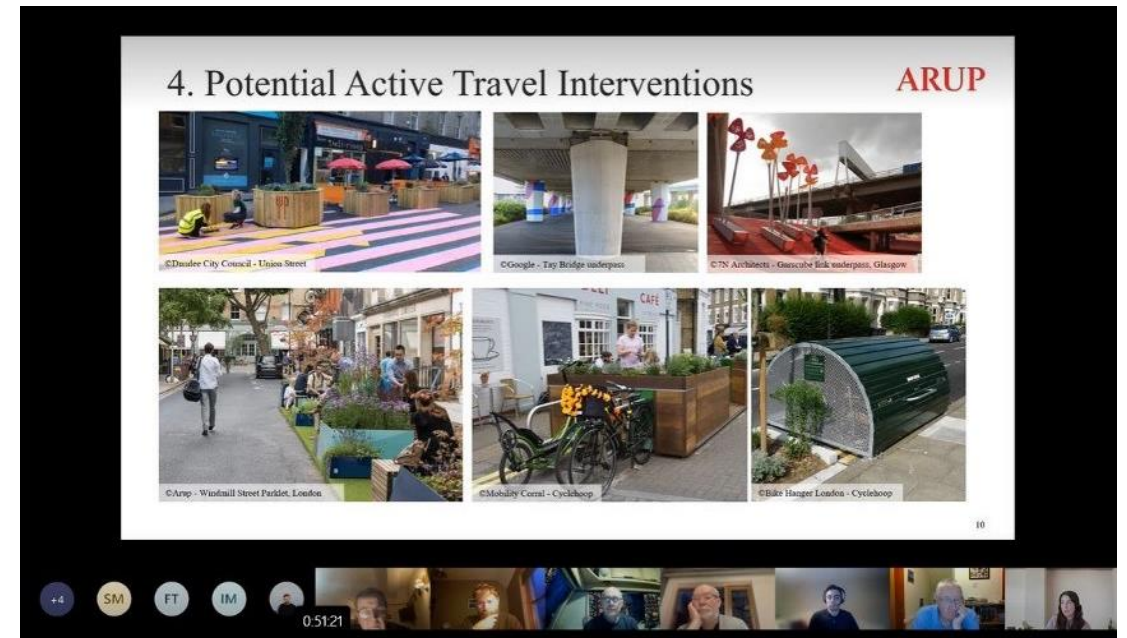
- Key Facilities, Services and Trip Attractors
- Main Barriers and Opportunities to Walking, Wheeling and Cycling
- Types of Active Travel Improvements

There were a number of topic areas discussed, including the proposed Portree Link Road, Kiltaraglen development, vehicle parking issues and the attractiveness of the town centre. The key headlines were as follows:

- The **Portree Link Road** will divert traffic away from the town centre, which could create opportunities for active travel and placemaking at key locations such as Wentworth Street and Somerled Square.
- Parking could be relocated away from the town centre through the delivery of **Park & Ride** facilities outside of the town. These could also incorporate active travel and public transport facilities.
- **Shared pedestrian and cycle facilities** may be more appropriate at certain

locations due to physical constraints and the local environment and usage numbers.

- The concept of **Parklets** was discussed, and how these could be introduced on a temporary or permanent basis in areas where it is possible to reallocate parking spaces.



Stakeholder Engagement

School Engagement

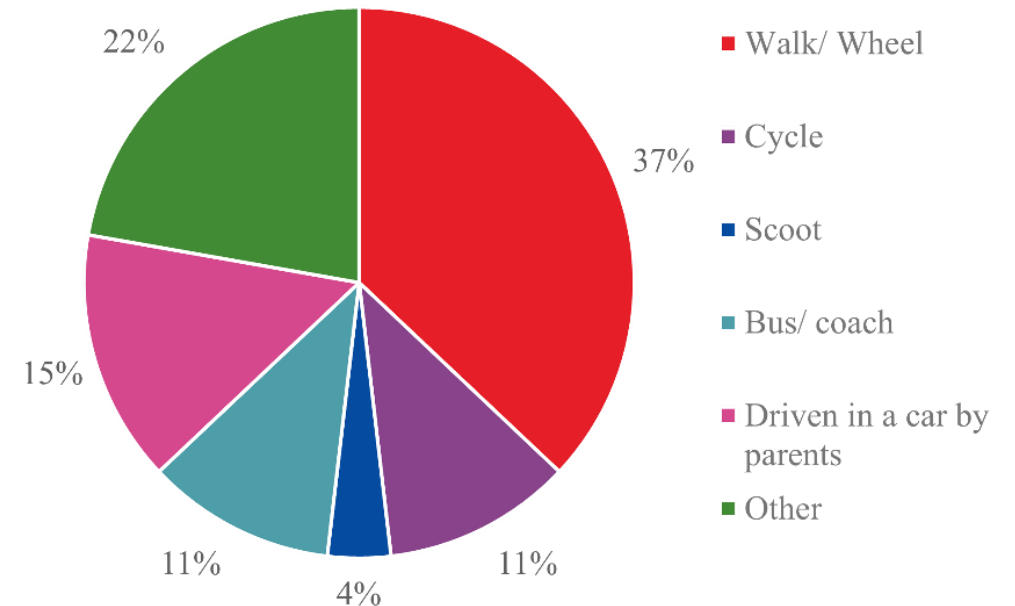
Engagement with young people through local schools was an important part of the stakeholder engagement stage. This included:

- A **workshop** with Portree High School Pupils
- An **online survey** with responses from pupils of Portree High School, Portree Primary School and Bun-sgoil Ghàidhlig Phort Rìgh

The **school workshop** explored the key destinations, barriers to active travel and potential interventions in Portree. The key headlines were as follows:

- Somerled Square and Portree Harbour are popular destinations with locals and visitors. Both locations have parking, congestion and vehicle dominance issues.
- A87 Dunvegan Road - there is currently a narrow pavement for the volume of school pupils travelling along this section from Portree High School and Bun-sgoil Ghàidhlig Phort Rìgh.
- A87/A855 junction layout is confusing, particularly for visitors. A more simplified layout and more facilities for pedestrians and cyclists would be beneficial.

How would you like to travel in Portree?

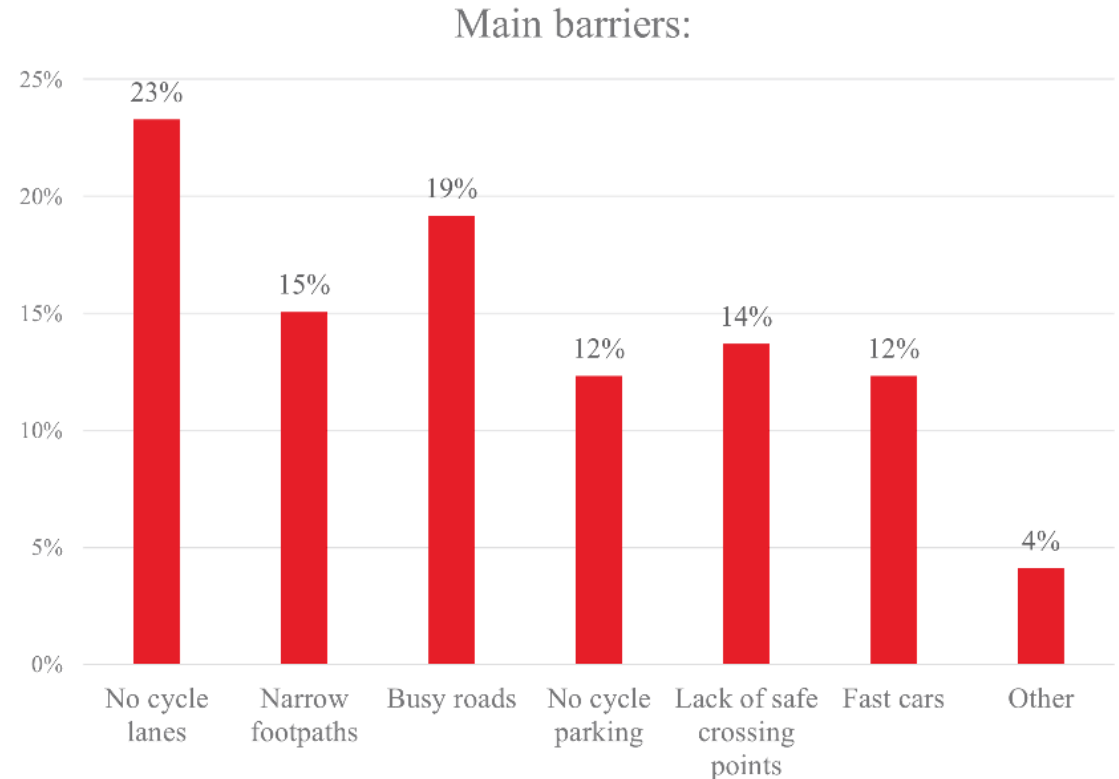


Stakeholder Engagement

School Engagement

The school survey gathered information on topic areas such as school pupils' current mode of travel for everyday trips, their preferred mode of travel, barriers stopping them travelling actively and what improvements they would like to see in Portree. The key headlines were as follows:

- 26% participants said they currently walk/wheel and 4% currently cycle.
- 37% participants would like to walk/wheel and 11% would like to cycle.
- The most popular destinations in Portree were schools and nursery, shops and Somerled Square.
- The main barriers to walking, wheeling and cycling identified were no cycle lanes and busy roads.
- The types of improvements participants wanted to see were dedicated walking, wheeling and cycling facilities and routes to schools.



Action Development

Methodology

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

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

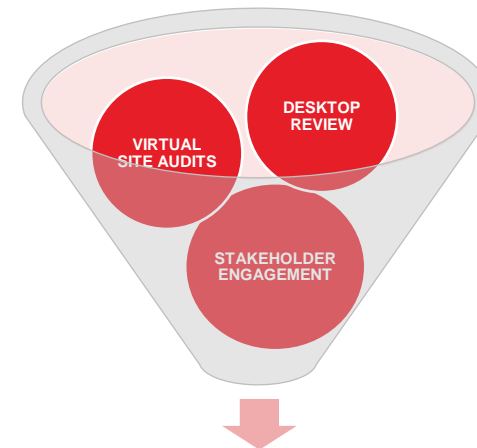
Easy wins have been identified from the actions. These are actions that can have a high impact in the area and can be delivered at a relatively low cost and in a short timeline. These actions can generate initial momentum for more active travel trips across Portree, while longer term actions are implemented 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 / observations, stakeholder 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 detail of future active travel improvements.

High level cost estimates have been calculated for each the proposals, these are subject to further investigation and should therefore only be treated as an indication.

The United Nations Sustainable Development Goals (UN SDGs) have been a fundamental consideration throughout the masterplan 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

1



Action Development

Alignment with the UN Sustainable Development Goals

As an indication of how the Masterplan actions align with a commitment to positive social, economic and environmental outcomes, we have used the SDG symbols opposite 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.

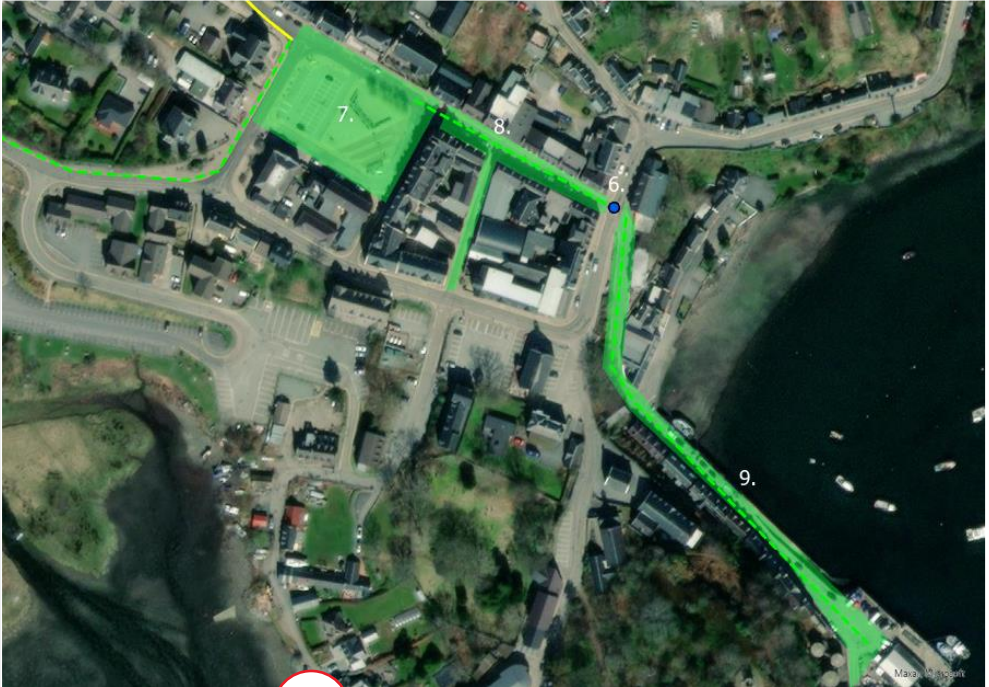
Through investing in active travel we seek to reduce the reliance on the private car for short trips, and encourage multi-modal journeys to and from public transport stops. Promoting a mode shift reduces carbon emissions, and the contribution of the transport sector to climate change.



Action Development



- Mobility Hub Potential Locations
- Crossing Points and Junction Improvements
- Mixed Traffic Street
- Minor Improvements (signage and resurfacing)
- High Quality Active Travel Route
- Public Realm Improvements



3



Action Development

The colours in the table below correlate with the colours of the actions noted within the masterplan map on pages 3 and 17.

Action	Route/measure	Section	Description	Extent (km or unit)	Cost *	Easy win?
1	A87 high quality active travel route	Aros Cinema to Broom Place	A shared-use path with buffer (meeting <i>Cycling by Design 2021</i> guidance) with signage	2.4 km	£1,100,000 - £2,200,000	N
2	A855 Bridge Road High Quality Active Travel Route	A87/A855 Junction to Somerled Square	A shared-use path with buffer (meeting <i>Cycling by Design 2021</i> guidance) with signage	0.4 km	£180,000 - £360,000	N
3	Home Farm Road Mixed Traffic Street	Somerled Square to Fladda Crescent	Mixed traffic street with opportunity to reduce through traffic alongside traffic calming measures, improved signage and carriageway lining	0.6 km	£90,000 - £120,000	N
4	High quality Active Travel Route Parallel to A855	Parallel with the A855 Staffin Road between the link road and the road to Achachork	Off-road shared-use path (meeting <i>Cycling by Design 2021</i> guidance) with signage	1 km	£350,000 - £460,000	N
	Woodpark Road Minor Improvements	Woodpark Road between the A87 and Rathad Na H-Airigh	Widening of existing footway and signage to highlight as an active travel route	0.6 km	£60,000 - £120,000	Y
5	Controlled Active Travel Crossings	Woodpark Road/A87 Roundabout and Portree Link Road	Toucan or parallel crossings introduced on desire lines and to connect future development	2	£10,000 - £100,000	Y
6	Wentworth St to Harbour Junction Improvement	Wentworth St/A855/Quay Street Junction	Improved active travel crossing facilities and traffic calming between Wentworth Street and Quay Street, to create an active travel corridor from the Harbour to Somerled Square	1	£50,000 - £100,000	Y
7	Somerled Square Public Realm Enhancements	Somerled Square	Reallocating parking (blue badge spaces maintained) to allow for public realm improvements including widened footpaths, reduced road space, seating, landscaping and public art	1	£350,000 - £750,000	N

*Typical Costs for Cycling Interventions (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/600000/typical-costings-for-ambitious-cycling-schemes.pdf)



Action Development

8	Wentworth Street Pedestrianisation	Wentworth Street and Bayfield Road	Pedestrianisation of the street (with resident, blue badge, delivery, and emergency vehicle access only), introducing parklets and placemaking	1	£250,000 - £500,000	N
9	Portree Harbour Public Realm Enhancements	Portree Harbour	Restricting vehicle access to the Harbour and reallocating parking (blue badge spaces maintained) to allow for public realm improvements including widened footpaths, reduced road space, seating, greenery and street art	1	£250,000 - £500,000	N
10	Portree Mobility Hubs	Various (to be decided with further study)	Opportunity to introduce mobility hubs in the south and west of Portree (locations identified in the Portree Parking Study 2018) this could include cycle parking, an adjoining active travel route, electric vehicle parking, bus stops and placemaking	2	£360,000 - £460,000	N
11	Hedgefield Road Signage Improvements	Between the Gaelic Primary School and the A87	Introduction of signage to highlight as an active travel route	0.4 km	£2,000 - £5,000	Y
12	Existing Off-road Link (Woodpark Road to Home Farm Road) Minor Improvements	Between Portree Link Road and Fladda Crescent	Introduction of signage to highlight as an active travel route. Resurfacing required at short section opening onto Fladda Crescent	0.5 km	£50,000 - £100,000	Y
13	Blaven Road/Home Farm Road Junction Minor Improvements	Blaven Road/Home Farm Road, access to Portree Primary School	Introduction of dropped kerbs on both sides of the junction and removal of guardrail where appropriate to allow active travel users to cross safely	1	£12,000 - £24,000	Y
14	Portree Primary School Link Minor Improvements	Blaven Road/Stormy Hill Road, between Home Farm Road and Portree Link Road	Introduction of signage to highlight a quiet route and direct to other nearby routes/facilities. Resurfacing required for short section where informal track exists	0.6 km	£60,000 - £120,000	Y

* Typical Costs for Cycling Interventions (https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/684812/typical-costings-for-ambitious-cycling-schemes.pdf)



Actions

Action 1 – A87 High Quality Active Travel Route

The A87 is a trunk road running north-south to the west of Portree. The road is a single carriageway with 30mph speed limit and a number of junctions for active travel users to negotiate. There are various key land uses along the A87 such as the Aros Cinema, Portree High School, residential properties and local retail.

It is proposed that a **shared cycle track at footway level** be provided on the A87 between the Aros Cinema and Sluggans. Interrogation of *Cycling By Design 2021* guidance suggests that shared-use facilities will be most suitable at this location due to the narrow footway and carriageway widths at points along the route.

This route will provide a dedicated active travel facility for school pupils travelling from residential areas of Portree to Portree High School and onward to Bun-sgoil Ghàidhlig Phort Rìgh. The route will also encourage walking, wheeling and cycling to trip attractors such as the Aros cinema.

This proposal will be subject to further consultation with Transport Scotland and further feasibility and concept design work being undertaken. The concept visualisation (see right) provides a high-level vision for the area outside Portree High School.



Actions

Action 2 – Bridge Road High Quality Active Travel Route

Bridge Road connects the centre of Portree to the High School and the A87 trunk road. The road currently adheres to a 30mph speed limit. Active travel infrastructure within this location is limited to approximately 2m wide footways and uncontrolled crossing facilities at the A87/A855 junction.

This action proposes a **shared cycle track at footway level** along the A855 between the A87 and Somerled Square. Interrogation of *Cycling by Design 2021* guidance suggests that shared-use facilities would be suitable at this location due to the existing speed limit, estimated footfall and cycle flows. This section of road is constrained and may therefore require major intervention to provide the high quality active travel route. Further technical feasibility work should explore design options for this route based on a topographical survey and explore utilising existing verge space / road space reallocation.

This action would provide a safe active travel connection for those travelling actively along the A87 to the town centre. This would also tie in with a number of masterplan actions, such as the active travel route along the A87 and the potential mobility hub locations. This route also effectively link into improvements being made to the A87/A855 junction.

This action should be investigated further through feasibility work.



Actions

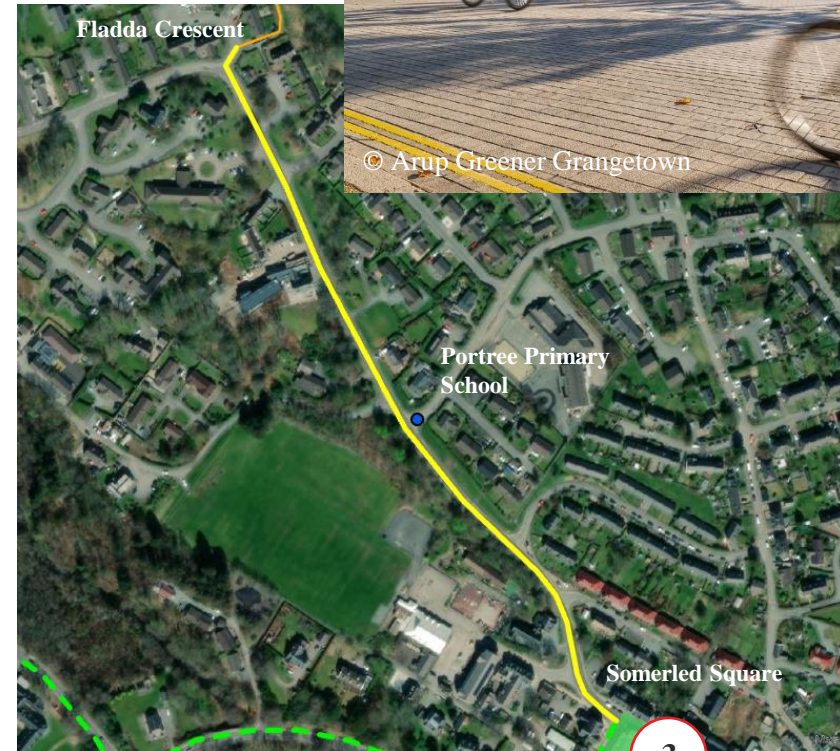
Action 3 – Mixed Traffic Street on Home Farm Road

Home Farm Road provides a north-south link between the town centre and residential areas to the north of Portree. It is currently a single carriageway with a speed limit of 30mph.

It is proposed that Home Farm Road becomes a **mixed traffic street** between Somerled Square and Fladda Crescent. This will involve minor improvements such as reducing the speed limit to 20mph, minor footway and carriageway resurfacing, signage prompting drivers to give priority to cyclists and carriageway lining.

This route will vastly improve active travel connectivity from the town centre to residential areas to the north of Portree, including the future Kiltaraglen Development. The mixed traffic street will also tie in with other masterplan proposals at Somerled Square and minor improvements on the off-road link between Home Farm Road and Woodpark Road.

This action requires further feasibility and concept design work to be undertaken. Interrogation of *Cycling by Design 2021* suggests that a mixed traffic street will be suitable due to the estimated traffic flows along Home Farm Road. However, traffic data must be gathered at this location to ensure that daily traffic flows are below 2000 vehicles, which is required for a mixed traffic street to be recommended.



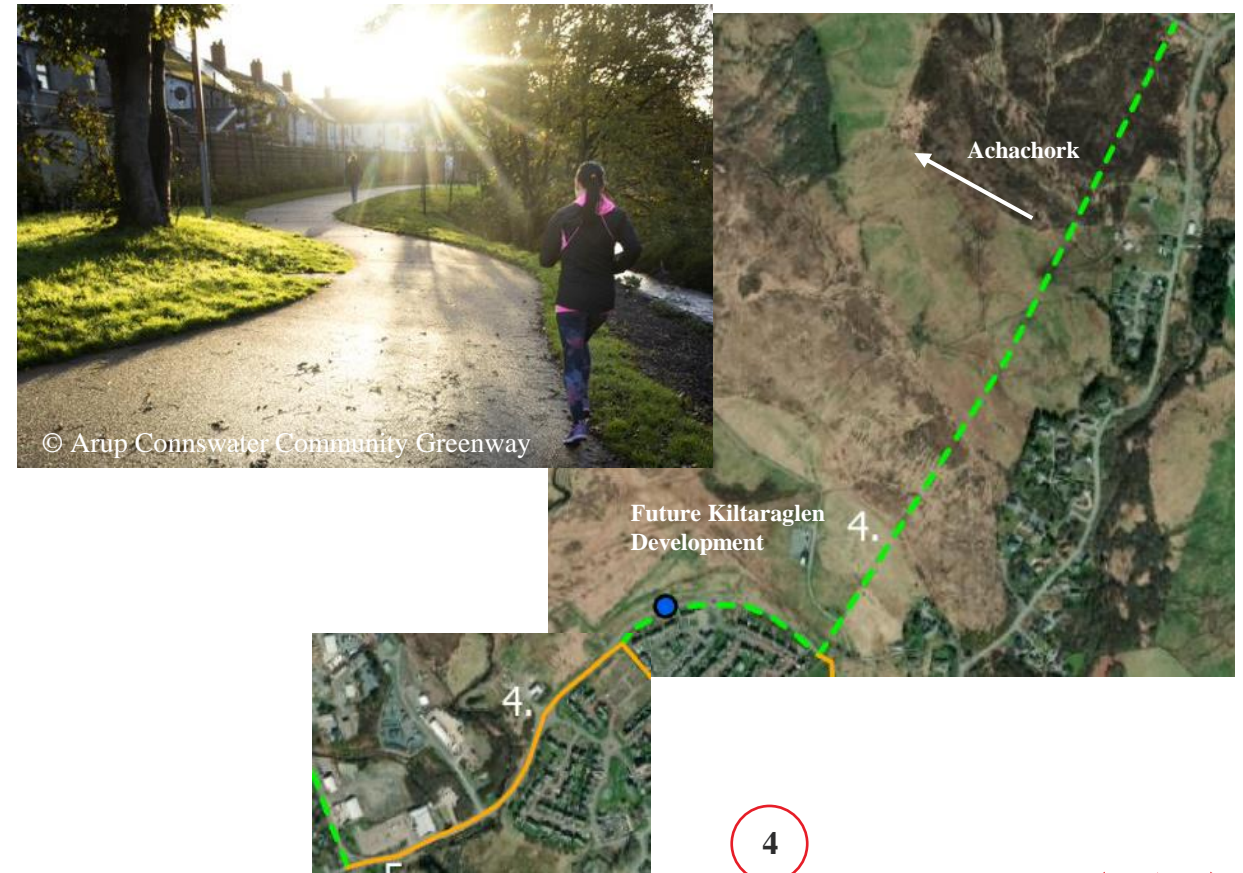
Actions

Action 4 – Off-road High Quality Active Travel Route Parallel to A855

This action proposes an off-road active travel route utilising an existing path parallel to the A855 Staffin Road. This route has been identified as a potential route through the Skye Cycle Network Project. Alternative routes to the north could also be considered, such as adjacent to the A855 itself as part of a future feasibility study. This route should meet *Cycling by Design 2021* guidance and include signage and wayfinding.

Stakeholder engagement highlighted a desire for a connection toward the Portree Campsite and toward Achachork. This proposal would provide a **detached or remote cycle track** from Woodpark Road and the road to Achachork. Minor improvements should also be considered on the existing Woodpark Road section of the link road, where it is recommended that any future feasibility study considers if the existing footway could be widened to accommodate both cyclists and pedestrians.

This action would provide significant benefits to the community of Achachork by improving their connectivity to Portree by active travel for everyday journeys. This route will also provide benefits to all local residents and visitors by improving their propensity to walk, wheel and cycle for recreation. Delivery of this action will be subject to further feasibility and concept design work.



Actions

Action 5 – Controlled Active Travel Crossings

This action outlines that **controlled active travel crossing points** be provided at the A87/ Woodpark Road roundabout and as part of the Portree Link Road to provide safe active travel access to the new Kiltaraglen development.

Currently, there is an uncontrolled crossing facility at the A87/ Woodpark Road roundabout. Discussions during the community and school workshops highlighted the need for a safer crossing facility that provides pedestrians and cyclists with priority. This is due to the volume of traffic travelling along the A87 and the volume of school pupils utilising the existing crossing facility.

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. The A87 crossing already has design proposals for a signalised crossing, it is proposed that this be progressed. Proposals will be subject to detailed design, involving visibility checks among other requirements.

The provision of dedicated crossing facilities at this location would significantly improve safety for school pupils walking, wheeling and cycling. This action has also been identified as an ‘easy win’ that can be delivered in a short timescale and at a low cost.



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Actions

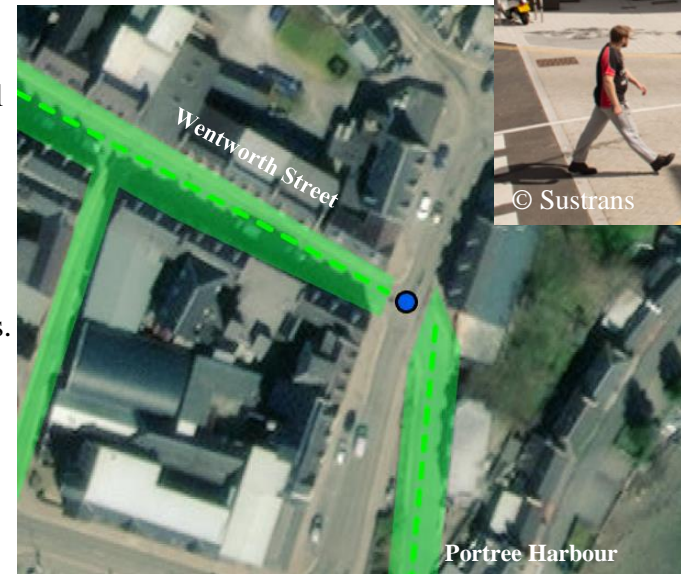
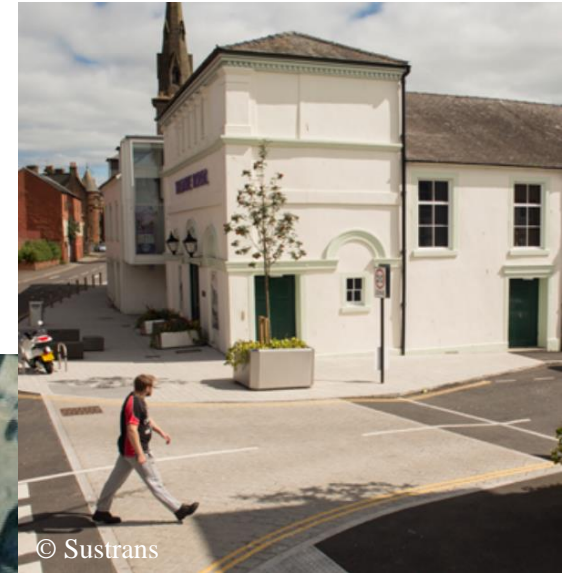
Action 6 – Junction Improvements from Wentworth Street to Portree Harbour

This proposal includes **junction improvements** at the A855/ Wentworth Street/ Quay Street junction to prioritise the junction for walking, wheeling and cycling.

Currently, crossing facilities are limited to dropped kerbs which provide access from Wentworth Street to Quay Street. A review of *Cycling by Design 2021* indicated that these crossing facilities are insufficient due to the volume of people using this environment and the estimated existing volume of traffic and future traffic flows associated with the Portree Link Road.

Stakeholder engagement highlighted a desire to improve active travel access to Portree Harbour from Wentworth Street. This action provides an opportunity to provide a seamless active travel connection between town centre and the harbour. Potential options for this proposal should be investigated further, which may include priority crossing points to meet desire lines, improved signage, localised narrowing and speed reducing measures.

This intervention would improve the attractiveness of walking, cycling and wheeling across this busy road. There is also an opportunity to introduce **placemaking** as part of these improvements. This action has been identified as an ‘easy win’ that can be delivered in a short timescale and at a low cost.



Actions

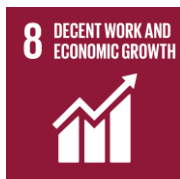
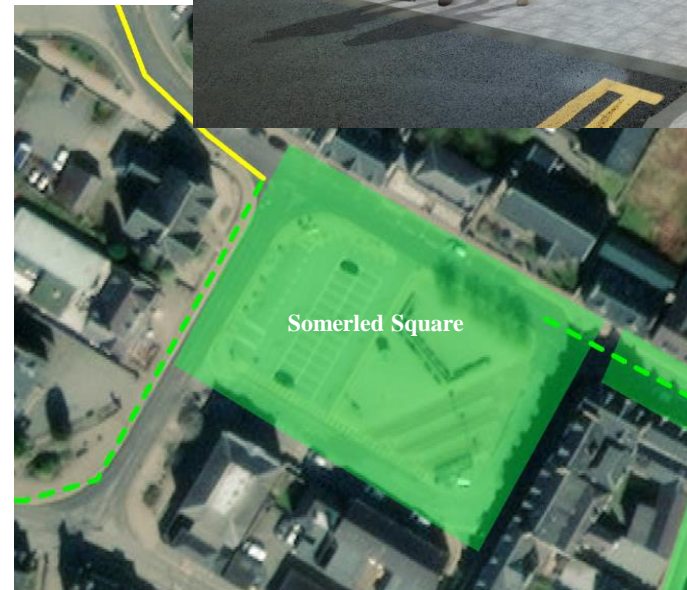
Action 7 – Somerled Square Public Realm Enhancements

Stakeholder discussions indicated a long-standing desire to improve Somerled Square. It is therefore proposed that **public realm enhancements** and a **mobility hub** are delivered to create a more attractive environment for users of the square such as local residents, visitors and businesses.

Improvements could include the following:

- Secure cycle parking and cycle repair stand.
- Priority crossings that reflect pedestrian desire lines.
- Cycle connections to the square from proposed active travel routes.
- Flexible seating options which could be utilised by local businesses.
- Space for events such as food markets and pop-up cafes.
- Reallocation of parking to mobility hub locations, but parking retained for blue badge users, electric vehicle charging and car sharing schemes.
- More greenery and better public realm (surfacing, landscaping, street art).
- Bus stances to be maintained but an opportunity to relocate in the future.

The concept visualisation (see right) provides a high-level vision for Somerled Square.



Actions

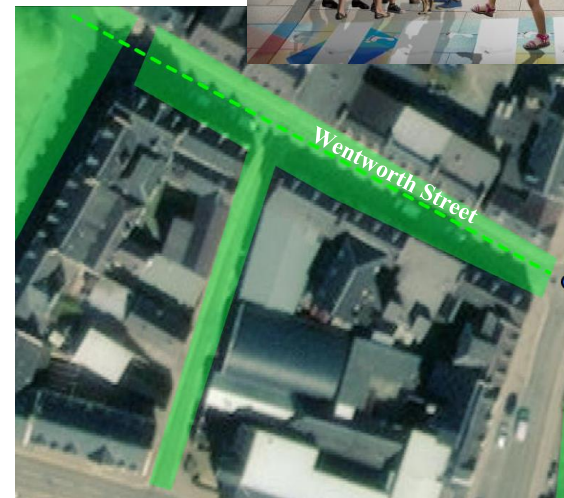
Action 8 – Wentworth Street Pedestrianisation

During the external virtual site audit and community workshop there was a desire to create a pedestrian and cycle friendly environment on Wentworth Street and Bayfield Road. It is therefore proposed that **pedestrianisation** is delivered on both streets, which will restrict vehicle access and deliver public realm improvements.

Improvements should include **vehicle movement restrictions and reallocation of parking** to mobility hub locations to create a more attractive environment for people wheeling, walking and cycling (blue badge and servicing access will be retained). **Parklets** provide an opportunity to add greenery with flexible seating options, and more space for hospitality business to have **outdoor seating** options in the summer.

The above improvements will make Wentworth street and Bayfield Road more attractive and pleasant for people to spend time and walk, wheel and cycle on. These improvements will be dependent on delivery of the Portree Link Road, which will divert traffic away from the town centre.

The concept visualisation (See right) provides a high-level vision for Wentworth Street.



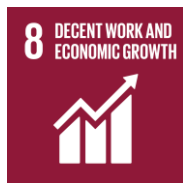
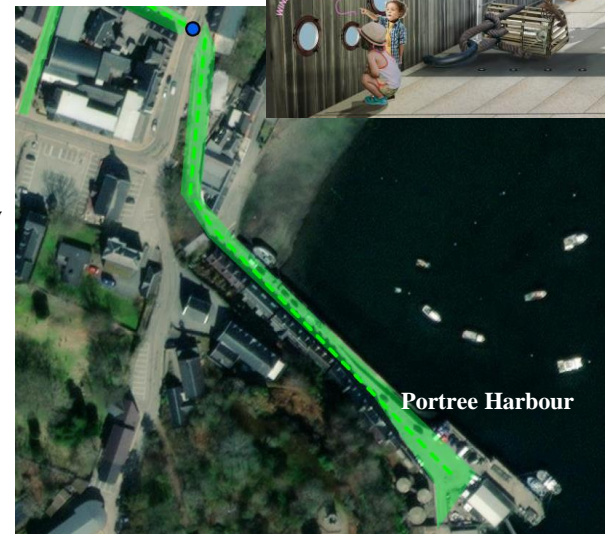
Actions

Action 9 – Portree Harbour Public Realm Enhancements

Stakeholder engagement emphasised a desire to improve the environment for people at Portree Harbour. It is therefore proposed that **public realm enhancements** are delivered along Quay St and the harbour, alongside **vehicle access restrictions**.

Vehicle movements will be restricted down Quay Street, with access to operational, delivery, servicing and residential vehicles only. This will allow the footway to be extended to provide a better environment for walking, wheeling and cycling. Improvements will also include reallocation of car parking spaces to mobility hub locations (with the exception of blue badge spaces), alongside seating, greenery and street art. Access to destinations at the end of the harbour will be retained.

The above improvements will be enabled by the introduction of the Portree Link Road and the opportunity to relocate oil tanks currently situated on the Harbour, both of which will reduce the presence of HGVs in the longer term. In the short to medium term, it is recognised that HGV and coach access to the harbour will be required. There is currently a Levelling up Fund bid being developed to achieve the above proposals, this is not guaranteed however, therefore these proposals have been identified within this masterplan. The concept visualisation (see right) provides a high-level vision for the harbour area.



Actions

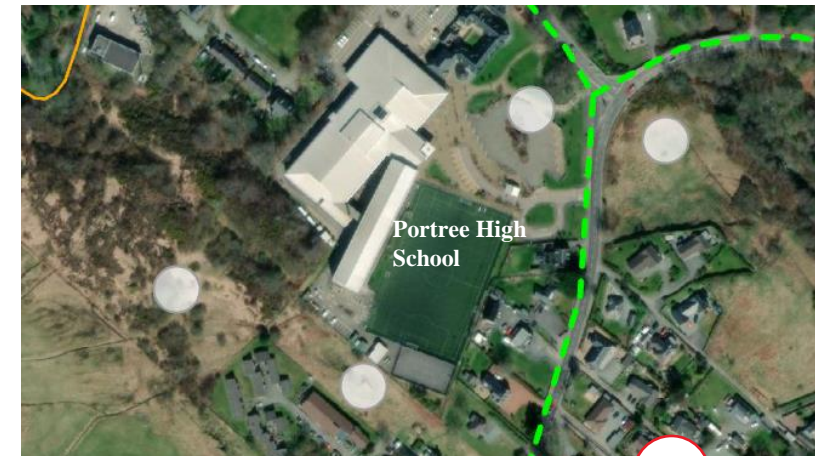
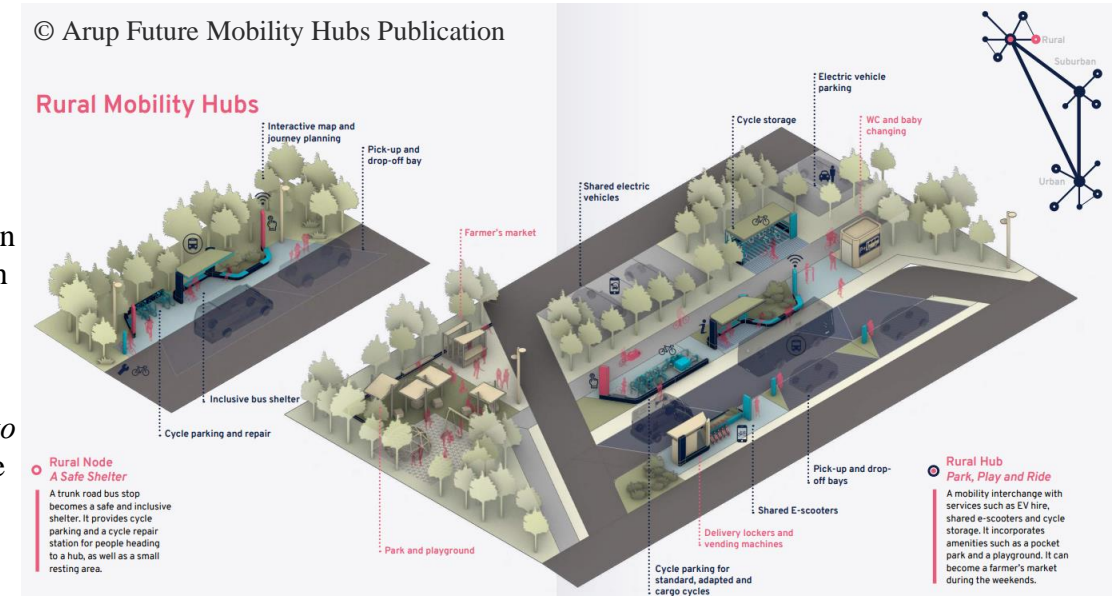
Action 10 – Portree Mobility Hubs

The desktop review stage, alongside discussions with stakeholders, identified a long-term aspiration to deliver transport facilities in the periphery of Portree which connect to the town centre. This action proposes **mobility hubs** at multiple locations surrounding Portree, which are consistent with Park & Ride locations identified as part of the Portree Parking Study 2018.

Mobility hubs are defined as “places where people can switch from one mode of transport to another, with convenient facilities designed for a low-carbon society”. Key features include active travel routes, public transport facilities, seating, delivery lockers, sheltered cycle parking, cycle lockers and information boards.

The delivery of a mobility hub will improve both regional and local connectivity as well as helping to reduce vehicle movements in the centre of Portree through the reallocation of parking spaces. Other benefits include better connections between active travel and public transport and a greater propensity to undertake multi-modal journeys among local residents and visitors.

The diagram to the right provides an example of the type of facilities a mobility hub in Portree may include. More information on mobility hubs can be found [here](#).



Actions

Action 11 – Hedgefield Road Signage and Wayfinding Improvements

This action proposes **signage and wayfinding improvements** along Hedgefield Road from A87 to Bun-sgoil Ghàidhlig Phort Rìgh. Hedgefield Road is currently a quiet access road which provides access to residential properties and connects to Bun-sgoil Ghàidhlig Phort Rìgh and onward to West Highland College and new development to the west of Portree.

Discussions with key stakeholders during the external virtual site audit indicated that Hedgefield Road is currently well-used by school pupils. In addition, a site walkabout of the area demonstrated that this access road is already well-surfaced and lit, however there is currently a lack of signage.

This proposal will improve awareness of this as an active travel route, whilst also providing Bun-sgoil Ghàidhlig Phort Rìgh pupils with a formal active travel route to school. This action will also provide an active travel connection to masterplan proposals along the A87.

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



© Cycling UK



© Arup (existing)



Actions

Action 12 – Existing Footpath (Woodpark Road to Fladda Crescent) Minor Improvements

This action proposes **minor improvements** along an existing footpath between the Portree Link Road and Fladda Crescent to ensure the footpath is to a suitable standard for walking, wheeling and cycling. Minor improvements may include **widening** where feasible, **improved signage**, **resurfacing in parts** and other **public realm improvements**.

Stakeholder engagement indicated that this footpath provides an important north-south connection in Portree, connecting the town centre with residential areas and the proposed Portree Link Road. In addition, a site walkabout of the area outlined the potential of this off-road link. Whilst there is scope for minor improvements, the footpath is already well-lit and surfaced in parts.

This action will also connect to other masterplan proposals, such as the Kiltaraglen development. This will ensure to promote seamless active travel connectivity across the town to the current community and future residents.

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



Actions

Action 13 – Blaven Road/Home Farm Road Junction Minor Improvements

This action proposes **minor junction improvements** at the Blaven Road/Home Farm Road junction, which is the access road for Portree Primary School. Minor improvements within this context may include the delivery of an **uncontrolled crossing** such as dropped kerbs and tactile paving, and the **removal of existing guard rail**.

A site walkabout undertaken within the local area demonstrated that existing dropped kerbs do not exist on both footways either side of the carriageway. Existing guard rail at this junction also acts as a barrier for active travel users. The existing speed limit and estimated traffic flows also suggest that guard rail is not required at this location.

This proposal will improve active travel accessibility along Home Farm Road and for school pupils travelling to the primary school. This action will also compliment masterplan proposals along Home Farm Road.

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



Actions

Action 14 – Portree Primary School Link Minor Improvements

This action proposes **minor improvements** between Home Farm Road and the Portree Link Road on Blaven Road and Stormy Hill Road to create a quiet route suitable for walking, wheeling and cycling. Minor improvements may include **improved signage, resurfacing in parts** and other **public realm improvements**.

A previous study identified this route as a key safe route to school as well as being a key link to the centre of Portree from the Portree Link Road and future Kiltaraglen development. A site walkabout of the area identified that only minor improvements would be required along this link, it currently consists of quiet residential streets which could be used as a quiet route.

This action will ensure to promote seamless active travel connectivity across the town to the current community and future residents.

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



Summary

Summary and Conclusion

The proposals identified throughout the Portree Active Travel Masterplan were informed by a structured desktop review exercise, site audits, targeted stakeholder engagement and wider community engagement.

The key highlights of the masterplan are as follows:

- High quality active travel infrastructure on the A87 and Bridge Road, which will improve walking, wheeling and cycling conditions between key origins and destinations.
- Town centre improvements including pedestrianisation of Wentworth Street, junction improvements at the Wentworth Street/A855/Quay Street junction and public realm enhancements on Somerled Square and Portree Harbour, to create a town centre environment that prioritises walking, wheeling, cycling and public transport and enables a shift towards sustainable travel.
- Mixed Traffic Street on Home Farm Road, which will provide a safe space and priority for active travel users.
- Minor improvements to existing quiet routes such as Hedgefield Road and the off-road route between Woodpark Road and Home Farm Road.

Delivery of these actions will create a continuous, coherent active travel network for Portree, and bring a wide range of positive social, economic and environmental impacts for the local area. The actions identified throughout this masterplan will also be utilised to inform the planning and delivery of sustainable, active transport infrastructure in the town.



Appendices

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Appendices

A – Desktop Scrapbook

Please scroll...

HITRANS Portree Active Travel Masterplan

Desktop Scrapbook



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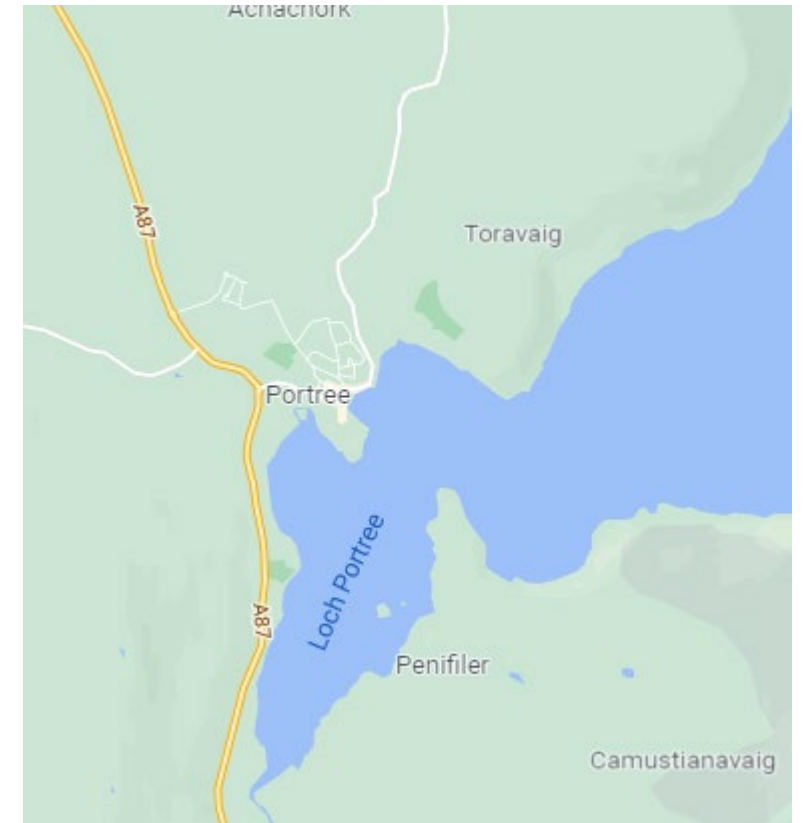
- Core Paths Plan (2011)
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- Portree Spaces for People Measures (2020)
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1. Introduction

Arup have been appointed by HITRANS to undertake an active travel masterplan for the town of Portree, located on the Isle of Skye in the Highlands and Islands of Scotland.

This document provides an overview of the desktop review findings.

Population	Employment locations	Medical facilities	Education facilities	Other features	Demographics
2,318	<ul style="list-style-type: none">• Portree town centre• Portree Harbour• Portree Industrial Estate• Sluggans	<ul style="list-style-type: none">• Portree Community Hospital• Portree Medical Practice	<ul style="list-style-type: none">• Portree High School• Portree Primary School• Bun-sgoil Ghàidhlig Phort Rìgh (primary school)• Portree Nursery	<ul style="list-style-type: none">• River Leasgeary• A87(T)• Topography north of the town centre• Development north of the town	50% of the population between 25-64 (working age), majority of households are on-person, or cohabiting



2. Policy and Strategy Review

West Highlands and Islands Local Development Plan (Adopted 2019)

Outcomes	Headline Outcomes for West Highland
Growing Communities	<ul style="list-style-type: none">• Places are better designed.• Larger settlements have retained and expanded facilities.• Populations are expanded due to enhanced access to facilities and having safe, attractive and healthy places to live.
Employment	<ul style="list-style-type: none">• Growing, diverse and sustainable local economy.• Improved reputation as a heritage tourism destination, base Employment for marine renewables and an effective place for working at home and with the land.
Connectivity and Transport	<ul style="list-style-type: none">• Public bodies and partners collaborate and enhance connectivity and investment in specific growth locations• Communities are better supported to become more self sufficient to have increased local pride and identity, diversify populations and have more control over local resources.
Environment and Heritage	<ul style="list-style-type: none">• Higher proportion of journeys are shorter, safer, healthier, more reliable and made in a carbon efficient way.• Water, heat sources, land and buildings are used, sited and designed in a carbon effective way and respectful of heritage resources.• Waste is reduced, reused, recycled or treated as close to source as possible to produce renewable energy.• High quality places predominate where the outstanding environment and natural, built and cultural heritage is celebrated and valued assets are safeguarded.

2. Policy and Strategy Review

ARUP

West Highlands and Islands Local Development Plan (Adopted 2019)

Key policy within Growing Communities – Town Centres First

- Bolstering the role of town and village centres, as ‘well connected meeting places and as hubs for local facilities’
- The centre of Portree is specifically protected under this policy
- Developments generating significant footfall are expected to be located within town centres; with priority given to reuse and redevelopment of existing sites
- Such developments include retail, restaurants, commercial leisure, offices, hotels, community and cultural centres, and public buildings
- As a result of this, creating a busier and more vibrant town centres is required

2. Policy and Strategy Review

ARUP

West Highlands and Islands Local Development Plan (Adopted 2019)

Key messages from Connectivity and Transport

- Acknowledgement of geographical and social barriers and difficulties in the Council area
- Recognition of the strain brought by visitors on transport networks
- Development focused on existing settlements to help reduce need for additional infrastructure
- Strategic improvements include roads, Ashaig Airport, and public transport and active travel improvements
- The PT and AT improvements aim to maximise journeys made by public transport and active travel measures; these will be partly achieved by developer contributions

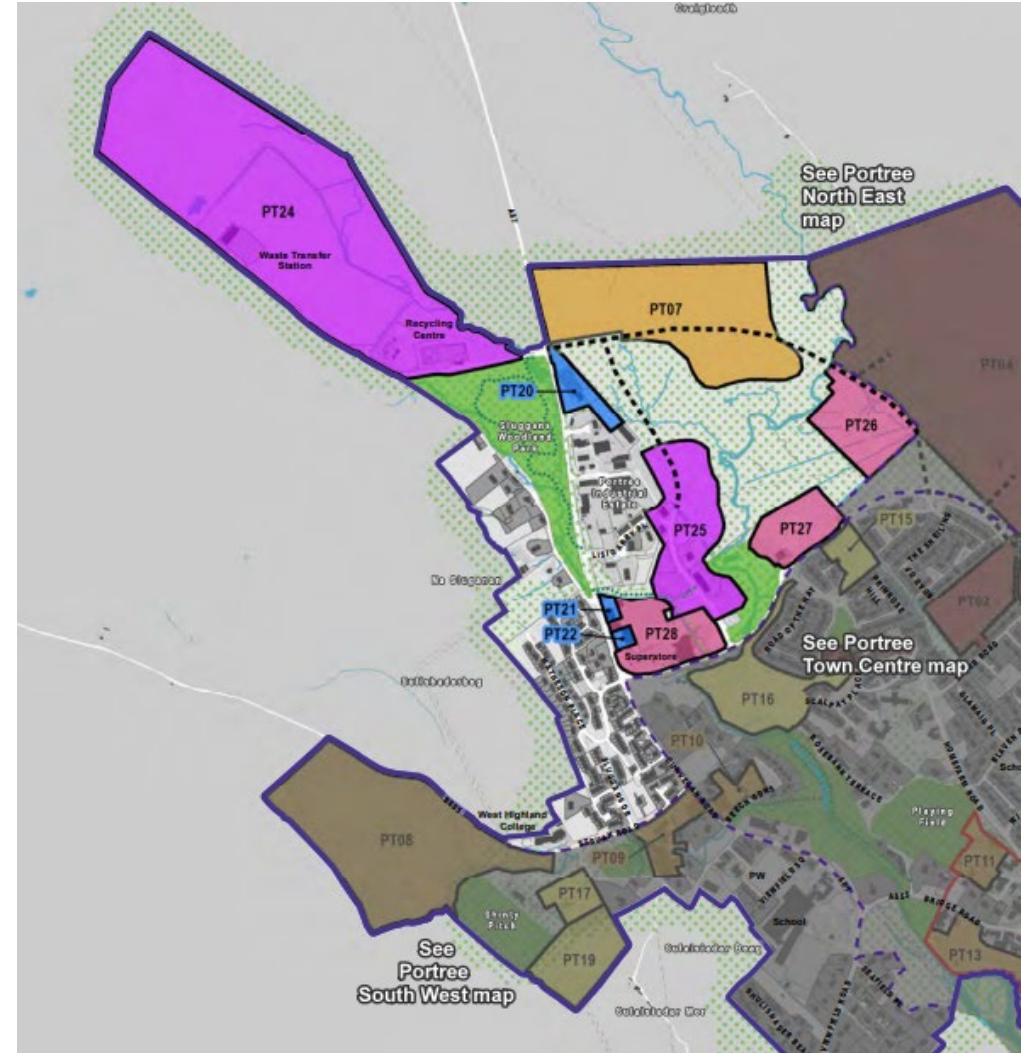
2. Policy and Strategy Review

West Highlands and Islands Local Development Plan (Adopted 2019)

Spatial Strategy - Portree

Key headlines:

- Portree is identified as the principal commercial, administrative, employment and population centre within Skye.
- Proposed strategy is to focus on small scale development of Portree in the short term and secure land for expansion at Home Farm and Kiltaraglen in the medium to long term.
- Physical constraints include Loch Portree, River Leasgeary, local topography and poorly draining peatland.
- Portree Link Road - part of the spatial strategy with land safeguarded. Developer contributions will be sought towards completion.
- Strategy includes improving public car parking and coach/bus drop-off provision and encouraging longer stay parking in peripheral locations.



Portree north west map

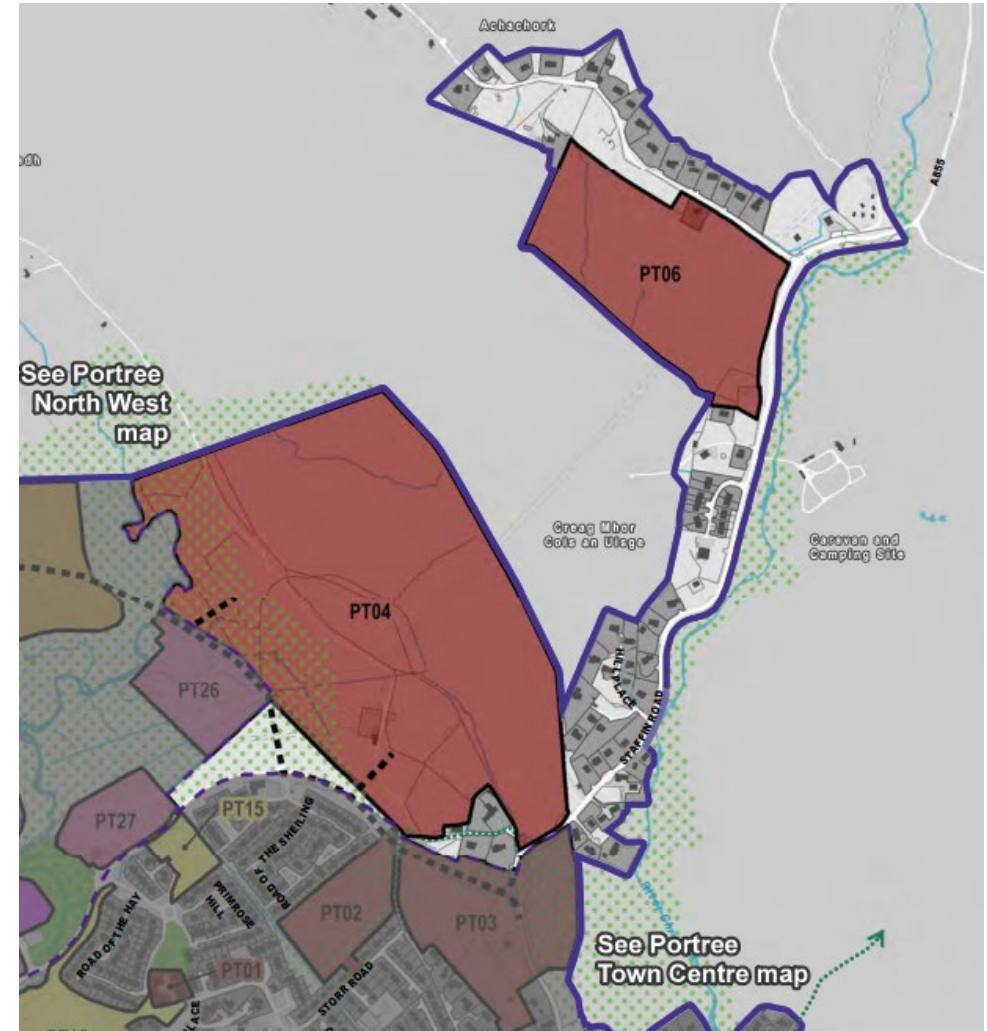
2. Policy and Strategy Review

West Highlands and Islands Local Development Plan (Adopted 2019)

Spatial Strategy - Portree

Key Development Allocations:

Development (Reference)	Description	Developer Requirements
North of Storr Road (PT02)	Housing - capacity 45	Proportionate financial contribution towards Portree Link Road
Kiltaraglen (PT03 and PT04)	Housing - capacity 155	Proportionate financial contribution towards Portree Link Road
South of Achachork (PT06)	Housing - capacity 50	Proportionate financial contribution towards Portree Link Road
North East of Mart, Home Farm (PT07)	Mixed use - business/tourism, industrial, retail	Active travel improvements on Dunvegan Road
West of College, Struan Road (PT08)	Mixed use - housing, community, business/tourism	Road widening and footpath provision along Struan Road to Gaelic primary school junction
Land North of Sluggans (PT24)	Industry - Potential Energy from Waste site	



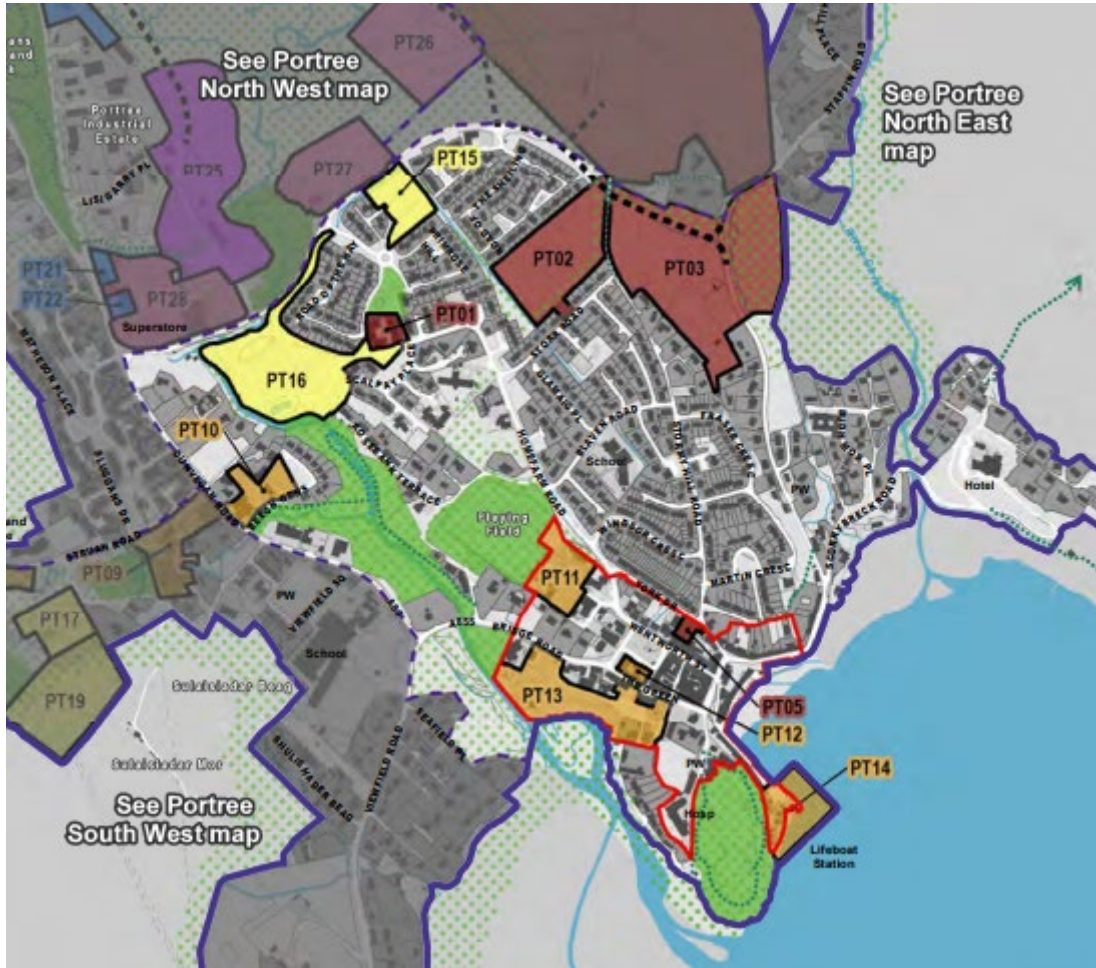
Portree north east map

2. Policy and Strategy Review

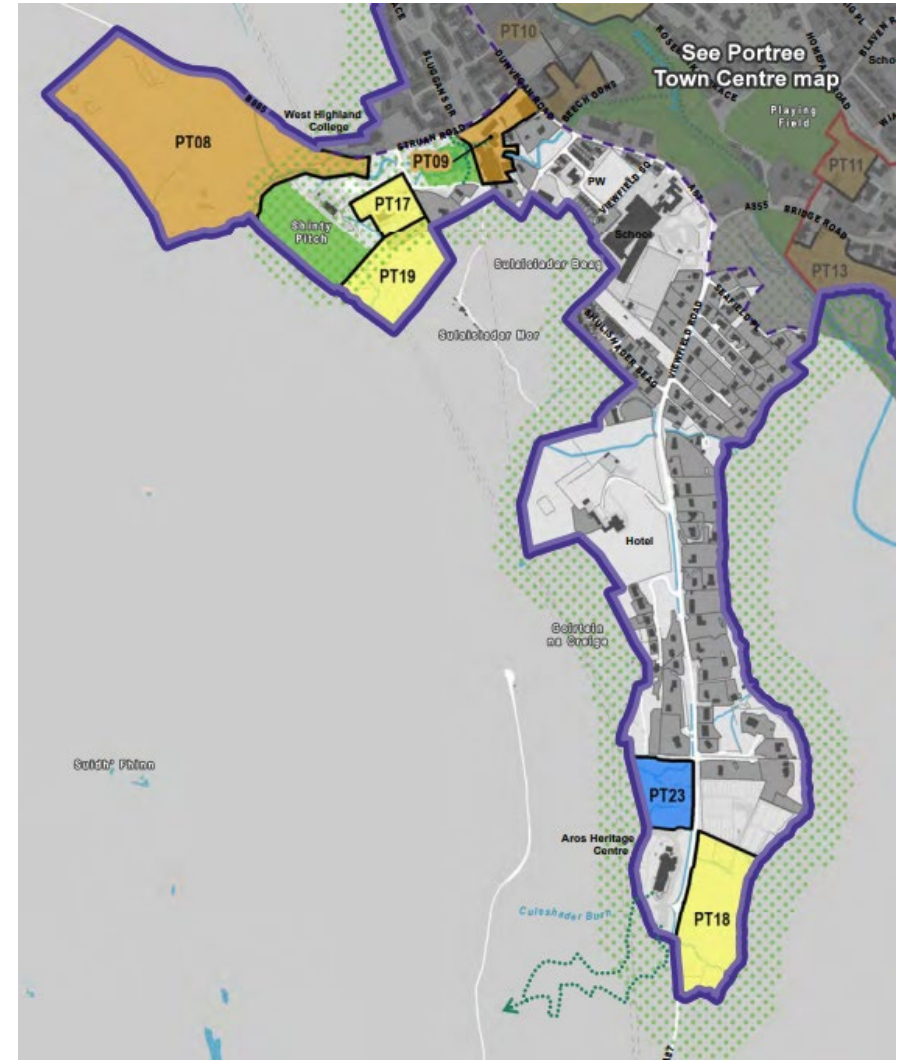
West Highlands and Islands Local Development Plan (Adopted 2019)

ARUP

Spatial Strategy - Portree



Portree town centre map



Portree south west map

2. Policy and Strategy Review

Skye and Raasay Future (Committee Draft 2021)

Skye and Raasay Future is a broad document focusing on the challenges and opportunities of the region. These include limited existing transport infrastructure and housing provision.

In transport specifically, the single most desirable outcome is for an integrated and well-maintained network of high-quality sustainable transport options. These would support social inclusion and economic growth.

Transport challenges in the area range from everyday trips for local residents and over-reliance on private vehicles for those (as well as road maintenance); to seasonal trips made by visitors. Growth in tourism is seen as positive for the economy but it puts a significant strain on the transport network, especially the road network.

One way of mitigating these impacts is focus on active travel; the provision of which is recognised in the report as being ‘very poor’. Significant resources are needed to fund improvements, and the improvements needed are numerous.

However, investment in active travel modes has already started – e.g. the Sky Cycleway project, which aims to transform active travel connections across the region; with first section aiming to be a catalyst for further improvements in active travel connections in the area.

2. Policy and Strategy Review

Portree Town Centre Health Check (2018)

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Portree's health check results are mixed

- It has the lowest number of vacant retail units, with many independent retailers, indicating a healthy economic outlook.
- However, it performed 'particularly poorly' for its lack of cycling facilities (score of 1/5).
- The town centre was viewed as not friendly to pedestrian and cyclists (2/5), with lack of safe crossings, and a sense of traffic/pedestrian conflict felt throughout.
- Movement through the town centre is 'difficult'.
- Bus station is 'overcrowded' and has limited facilities.
- Pavements and public realm are in 'extremely poor condition' at times; with pavements scoring 1/5 and public realm 3/5 where it was noted that the volume of visitors overwhelms existing facilities

2. Policy and Strategy Review

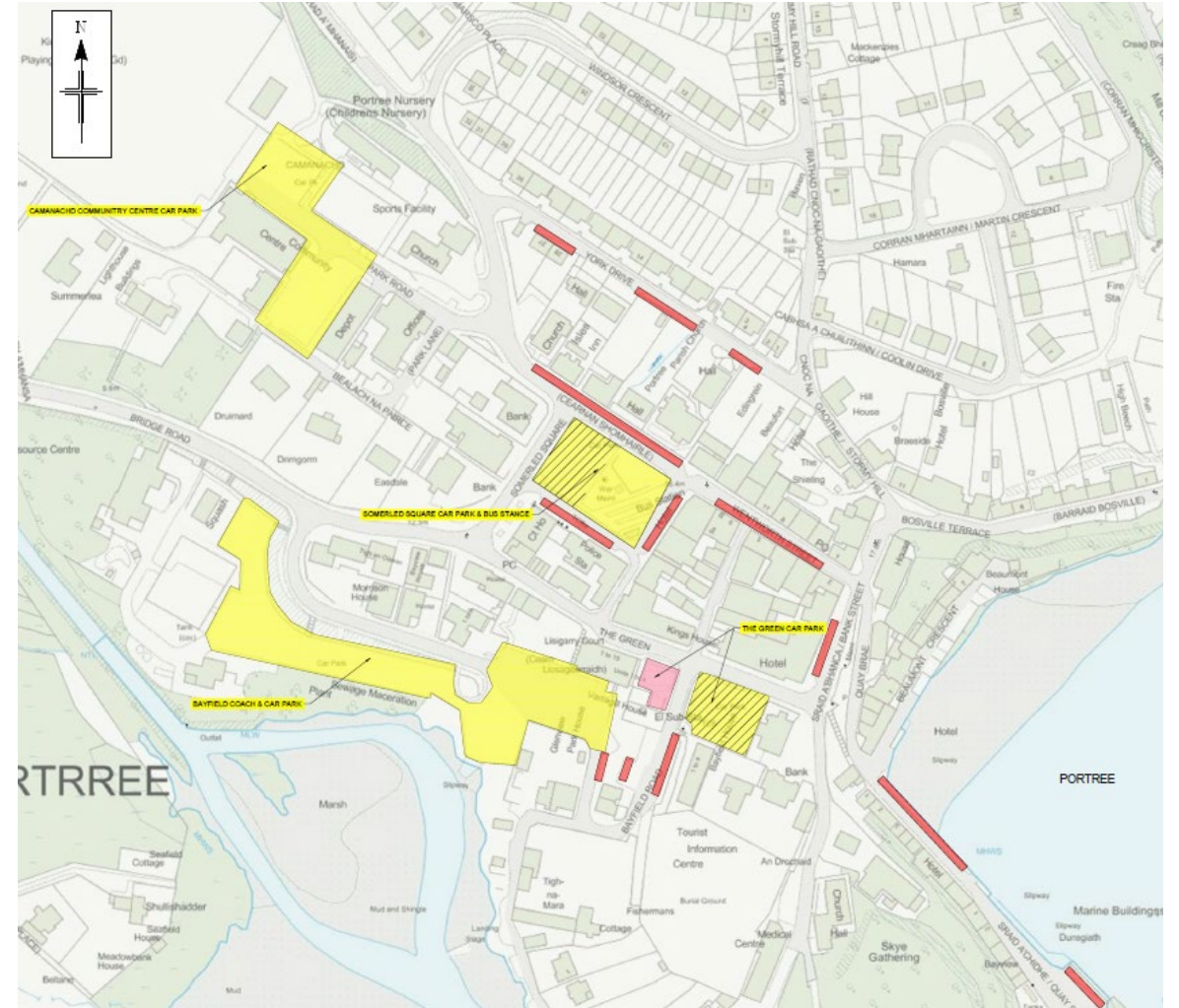
Portree Parking Study (2018)

This study considers options that would improve parking provision in Portree. Existing facilities consist of on-street parking within the town centre and formal car parks such as Somerled Square, Bayfield and the Green (see right).

The study identified 25 potential options and undertook a sifting exercise informed by desktop and baseline analysis and stakeholder engagement.

Potential options related to active travel include:

- Potential Park & Ride facilities on the main approaches of Portree, for example at Aros or the Coop.
- Coach Parking on the main approaches, for example at Aros, Co-op or Portree High School (High School coach parking would be temporary during summer months).
- Redesign of Bayfield car park to include pedestrian route to the town centre.



Portree existing car parking

2. Policy and Strategy Review

Skye and Cairngorm Bus Partnership Fund Bid 2021

Key problems (Skye):

- Tourism has grown significantly in recent years in Skye, however this is putting additional pressure on existing transport infrastructure through an increase in visitors and subsequently vehicles due to the lack of alternative transport options.
- Key transport challenges include insufficient capacity on narrow rural and single track roads, insufficient parking provision at tourist hotspots and parking in non-designated areas and soft verges impacting the local environment.
- Usage figures for the Skye bus network show a significant summer peak, but the growth in tourism is not reflected in the increased use of buses.
- Statistics show only 6.5% of visitors utilise public transport, with many visitors using hire cars (43%) and private cars (21%).
- The bus network is built around transport to Portree High School, with four services per day on the Portree / Uig / Staffin circuit, and between Portree and Dunvegan. Another route operates between Portree and Fiscavaig in the west.
- Bus services on Skye are mostly operated under contract to the Council, apart from long distance routes which run commercially between Portree (and Uig for ferry connections) and Inverness and Glasgow, and in summer between Portree, Broadford and Armadale.

Potential Opportunities (Skye):

- Opportunity to increase bus service provision to capture a greater proportion of visitor trips- Stagecoach agreed to provide service extensions in summer 2021.
- Tendering options are being invited to provide other shuttle services in Skye, utilising smaller vehicles, to serve locations that attract many visitors but are more vulnerable in terms of road conditions, whilst also capturing evening and weekend public transport options that have been highlighted in Skye as limited and a deterrent to using public transport.
- There is an interest in developing P&R facilities on approach to Portree to relieve congestion from the town centre.
- Other opportunities include multi-modal integrated ticketing (eg ferry/bus) to improve the attractiveness of public transport.
- Infrastructure improvements, alongside good publicity of public transport improvements, will increase public confidence.

2. Policy and Strategy Review

Skye and Cairngorm Bus Partnership Fund Bid 2021

ARUP

Desired Outcomes (Skye):

- The key aim is to maintain and improve the attractiveness of both Skye and the Cairngorms to tourists, by reducing the congestion and environmental impact.
- Objective- trial new methods of community engagement to develop solutions including the use of community transport schemes and with partners and public and private transport providers ensure fewer people experience transport as a barrier to accessing services, employment or leisure activities;
- Objective- work with businesses and partners to continue to promote and develop the Highlands as a world class, year round, tourist destination. We will also work with communities and businesses to secure funding to enable improvements in local tourism infrastructure.

Potential Options (Skye):

Quick wins:

- Bus stances, shelters, turning areas and improved passing areas at certain locations
- Expansion of planned car park developments with bus stances, shelters and turning areas
- Bus-activated barrier systems

Longer terms options:

- P&R facilities (feasibility of sites which were identified within Portree Parking Study 2018)



2. Policy and Strategy Review

Portree High School Travel Plan (2011)

Travel survey findings (specific to active travel)

- Staff travel survey-
 - Mode share- 85% Private Car, 11.8% Walk, 0% Cycle, 2.9% Bus.
 - Around 41% staff live under 5 miles from the school, which is of walking and/or cycling distance.
 - 48% staff respondents said they would support “improved footpaths/ cycle paths to work”.
- Pupil travel survey-
 - Mode share- 11.3% Private Car, 21.9% Walk, 0.7% Cycle, 64.3% Bus, 1.4% Ferry, 0.3% Park & Ride.
 - Almost 30% pupils live under 5 miles from the school, which is of walking and/or cycling distance.

Possible Travel Plan Targets (relevant to active travel)

Objectives	Targets	Indicators	Measures
Increase the proportion of staff, pupils and visitors walking and cycling to and from Portree High School.	Increase walking and cycling by 3% within 14 months.	The number of staff, pupils and visitors walking and cycling.	Local and onsite pedestrian provision, cycle parking, shower / changing facilities and storage for cycle safety equipment and wet weather clothing.
		Usage of cycle parking at the school.	
Ensure high levels of awareness of the sustainable transport options available to access Portree High School.	Measure awareness of sustainable transport options within 24 months using results of subsequent travel surveys.	Awareness of walking, cycling, public transport and lift sharing options and onsite provision such as appropriate.	Provision of information on walking, cycling, public transport and lift sharing options to staff, parents, pupils and visitors.

2. Policy and Strategy Review

Portree High School Travel Plan (2011)

Recommendations (specific to active travel)

Recommendation	Person(s) responsible
Portree High School Travel Plan Group made up of key stakeholders such as staff, pupils and community representatives to oversee travel plan delivery and promotion.	School staff and pupil council.
Provide staff, pupils, parents and visitors with travel information on how to access the school by walking, cycling, public transport and lift sharing. This may include walking/ cycling maps.	Portree High School Travel Plan Group.
Promote benefits of sustainable travel. Promotions may include posters, free materials, sustainable travel-related events etc.	Portree High School Travel Plan Group, Highland Council Road Safety Officer and Safer Routes to School Officer.
Review pedestrian crossing provision in front of Portree High School (Dunvegan Road (A87) and Bridge Road (A855)).	The Highland Council, Highland Council Road Safety Officer and Safer Routes to School Officer.

2. Policy and Strategy Review

Portree Gaelic Primary School Travel Plan (2017)

Aims

- To make travel to and from school as safe as possible for all pupils and staff.
- To promote road safety around the school and on approaches
- To promote pupils' health and fitness through active methods of travel to and from school.
- To encourage pupils' independence and heighten their road safety awareness.
- To enable Bun-sgoil Ghàidhlig Phort Rìgh to be a good neighbour.

Responsibilities

The Highland Council Safer Routes to School Team will support the school to promote active travel to school, road safety and monitor routes used using this School Travel Plan.

Key Points

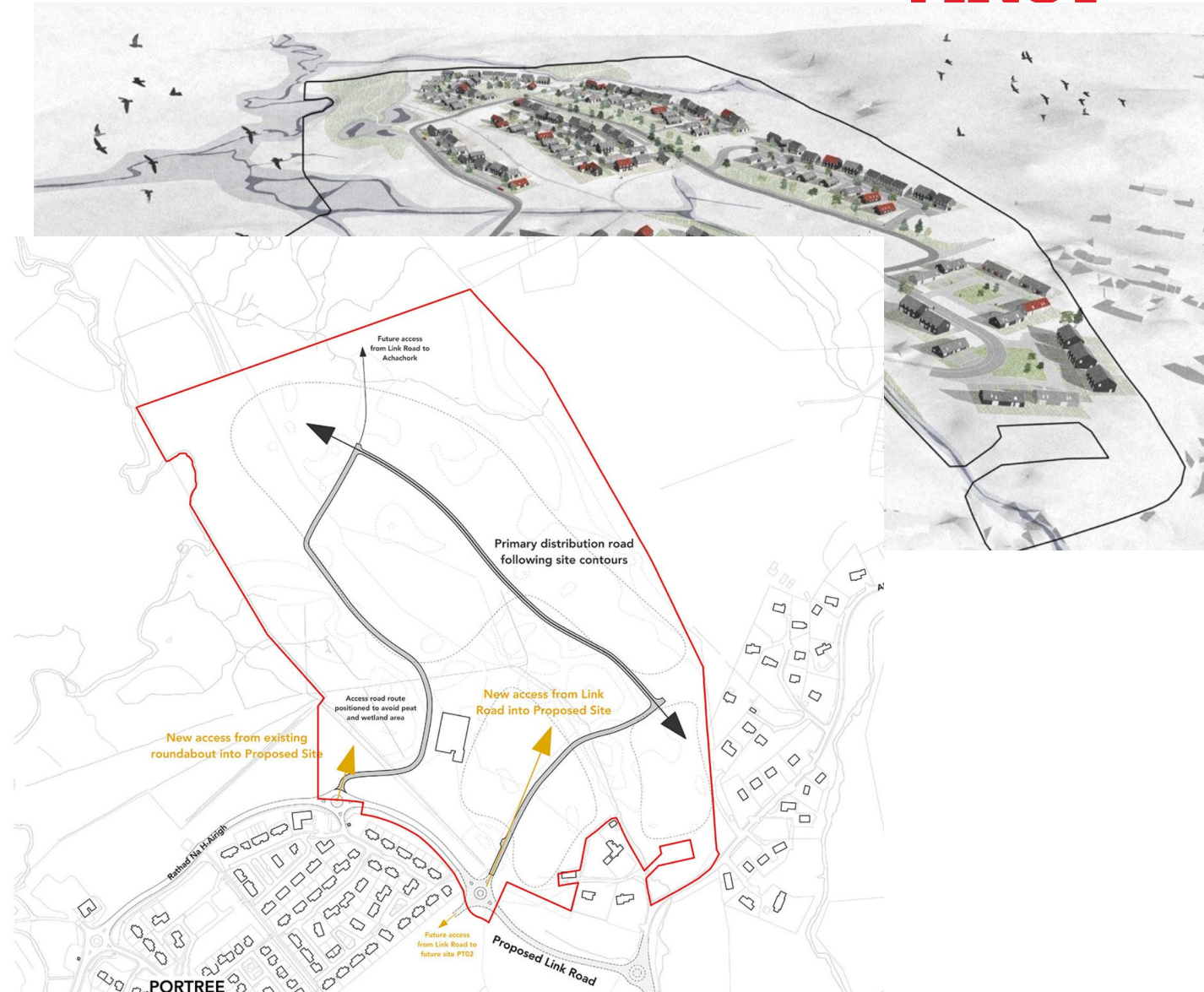
- The site will consist of a combined nursery and primary school. There will be a maximum capacity of 210 primary pupils and 60 nursery pupils. However, it is expected that 126 primary pupils and 40 nursery pupils will be enrolled during first year. There will also be around 28 staff members.
- The Portree Primary School hands-up survey results for Gaelic pupils showed that the majority of children attending the new Gaelic primary school currently travel to school by car. This is due to Portree being the main employment centre of Skye, therefore parents travelling long distances to Portree tend to drop-off and pick-up their children using their personal car.
- Pedestrian access will be primarily via existing footways on Struan Road and A87 Dunvegan Road.
- It is anticipated that cycling to school is currently low due to large volumes of HGVs and tourism-related traffic along A87 Dunvegan Road, combined with a lack of safe cycling infrastructure for pupils to use.

3. Portree Ongoing Projects

Kiltaraglen Masterplan

ARUP

- Masterplan for a site in North Portree, which was unblocked for development by the link road between Rathad Na H-Aririgh and the A855.
- Residential mostly low-density development of small 'neighbourhoods' which should be distinctive over time, plus commercial units, shops and play park
- Access to Portree via two junctions on the link road.
- Aim to deliver project in next 10-15 years in phases.
- Transport provision via low-speed shared-surfaces throughout site, and some pavements connecting to the wider pedestrian network.

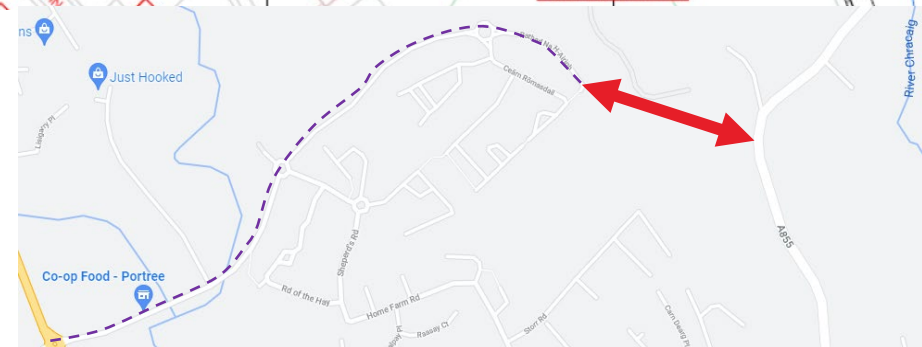
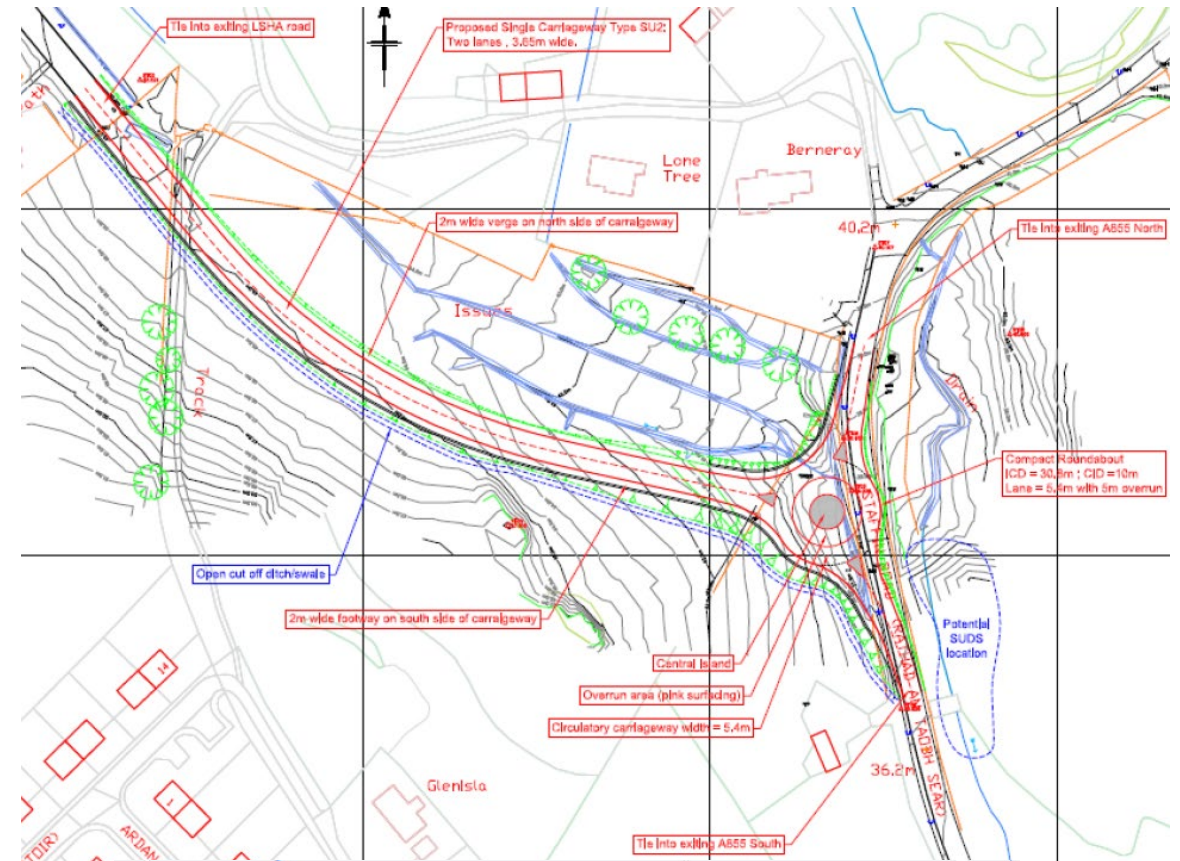


3. Portree Ongoing Projects

Portree Link Road Report

ARUP

- The majority of the Link Road has been constructed in line with development; one final section is incomplete.
- Proposals for the missing section include two-way single carriageway and a compact roundabout providing access to the A855.
- There will be a 2m footway provided alongside the southern side of the carriageway and 2m verge on the northern side.
- The Link Road will connect the A87 with the A855, bypass Portree Town Centre and help relieve congestion in the town centre.
- The Link Road will unlock development sites and allow for more sustainable journeys by providing opportunities for public transport operators and active travel proposals.
- As developments are brought forward such developments will provide developer contributions to substantially fund the Link Road.
- The Link Road is programmed to be completed late Autumn/Winter 2022.



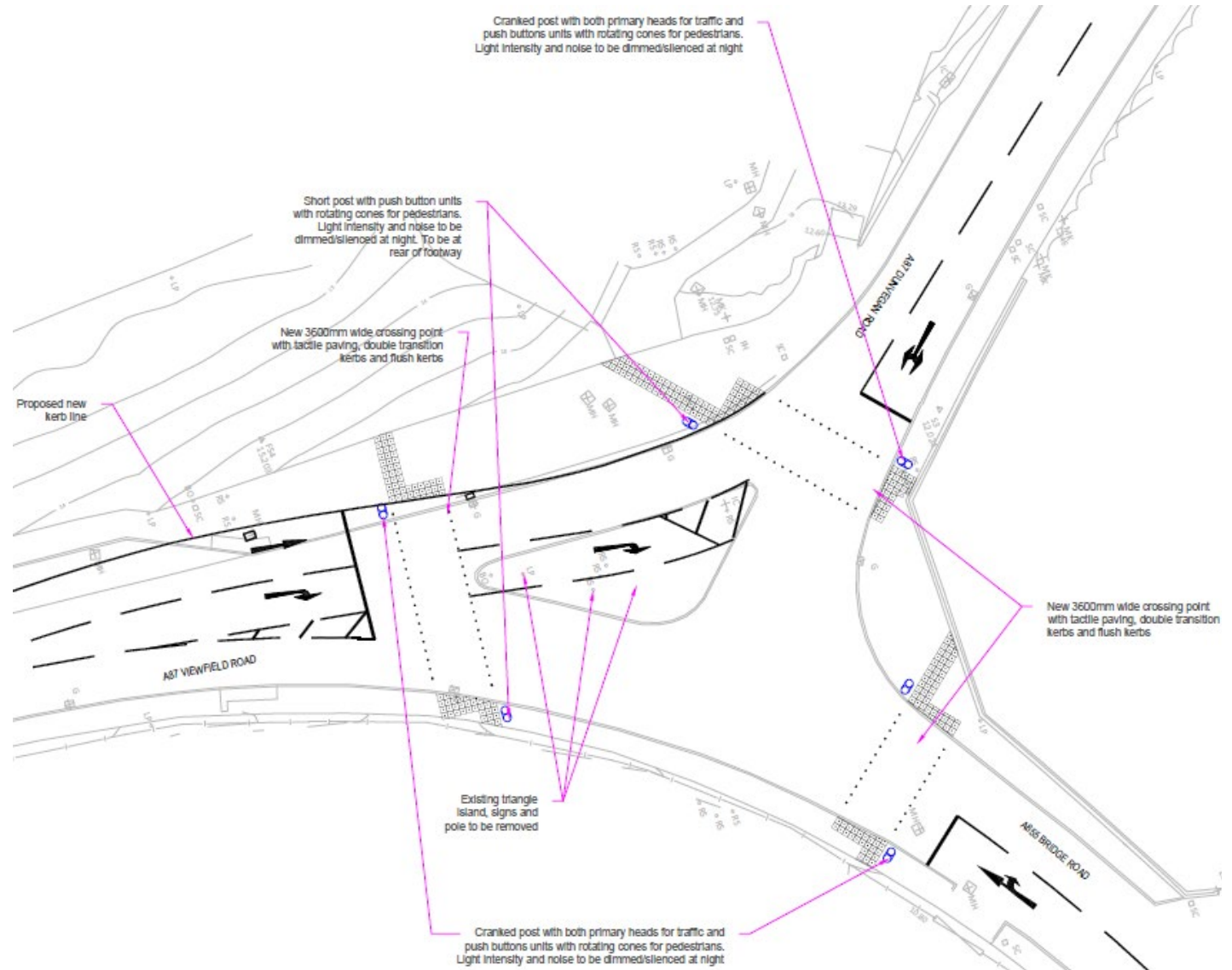
3. Portree Ongoing Projects

A87/ A855 Junction Improvement Proposals

Summary of junction improvements:

- Removal of existing triangle island.
- Introduction of traffic signals.
- Pedestrian crossings with tactile paving and flush kerbs.
- Footway improvements such as new kerb line.

These improvements will significantly enhance safety for active travel users, in particular school children attending Portree High School and the Gaelic Primary School.



3. Portree Ongoing Projects

Portree Levelling Up Fund Bid (2021)

Portree Harbour- Active Travel

Summary of discussions:

- Discussions centred around the poor quality of the environment within Quay Street although Beaumont Crescent also featured. The existing environment is hostile for pedestrians with little or no footway provision. The space is also dominated by vehicles and parking.
- Options for improvement are dependent on reducing the number of vehicles on Quay Street and reducing the vehicle demand to enter the space.

Potential Options:

- Alterations to the existing parking (number and location).
 - If the existing parking on Quay Street were relocated to the area of the tanks this would free up space on Quay street.
 - This option would however do nothing to reduce vehicle trips into the area. Additional double yellow line restrictions would be required.
 - This intervention may have difficulty in attracting additional external funding.
- ‘Access only’ traffic regulation order for Quay Street / Beaumont Crescent.
 - Vehicle access could be maintained for essential harbour business and residents.
 - The street would be enhanced to provide a predominantly pedestrian environment with surface materials and street furniture and traffic calming measures.
 - Additional external funding for this is not guaranteed but could be 100% of design cost and 70% of construction.

3. Portree Ongoing Projects

Portree Spaces for People Measures

Intervention 39- Priority Route (Phase 1)

Problem: Narrow footpaths and limited safe passing spaces for people walking, wheeling or cycling.

Solution: Footpath widening where possible, route signage and stencil and spray paint road markings; Temporary on-street car parking suspensions.

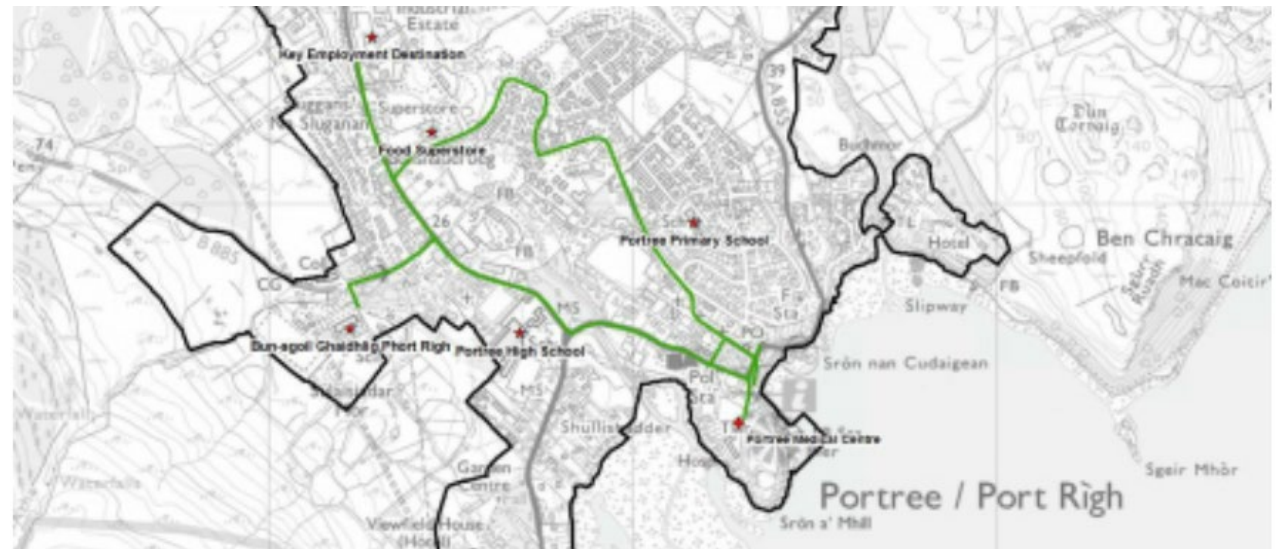
Intervention 40- Portree Centre (Phase 1)

Problem: Limited space for physical distancing; Limited opportunities for businesses to utilise street space during recovery phases

Solution: Temporary street closures to allow physical distancing; Temporary repurposing of road space for outdoor seating (café/bar restaurants).

Intervention 41- Priority Route (Phase 2)

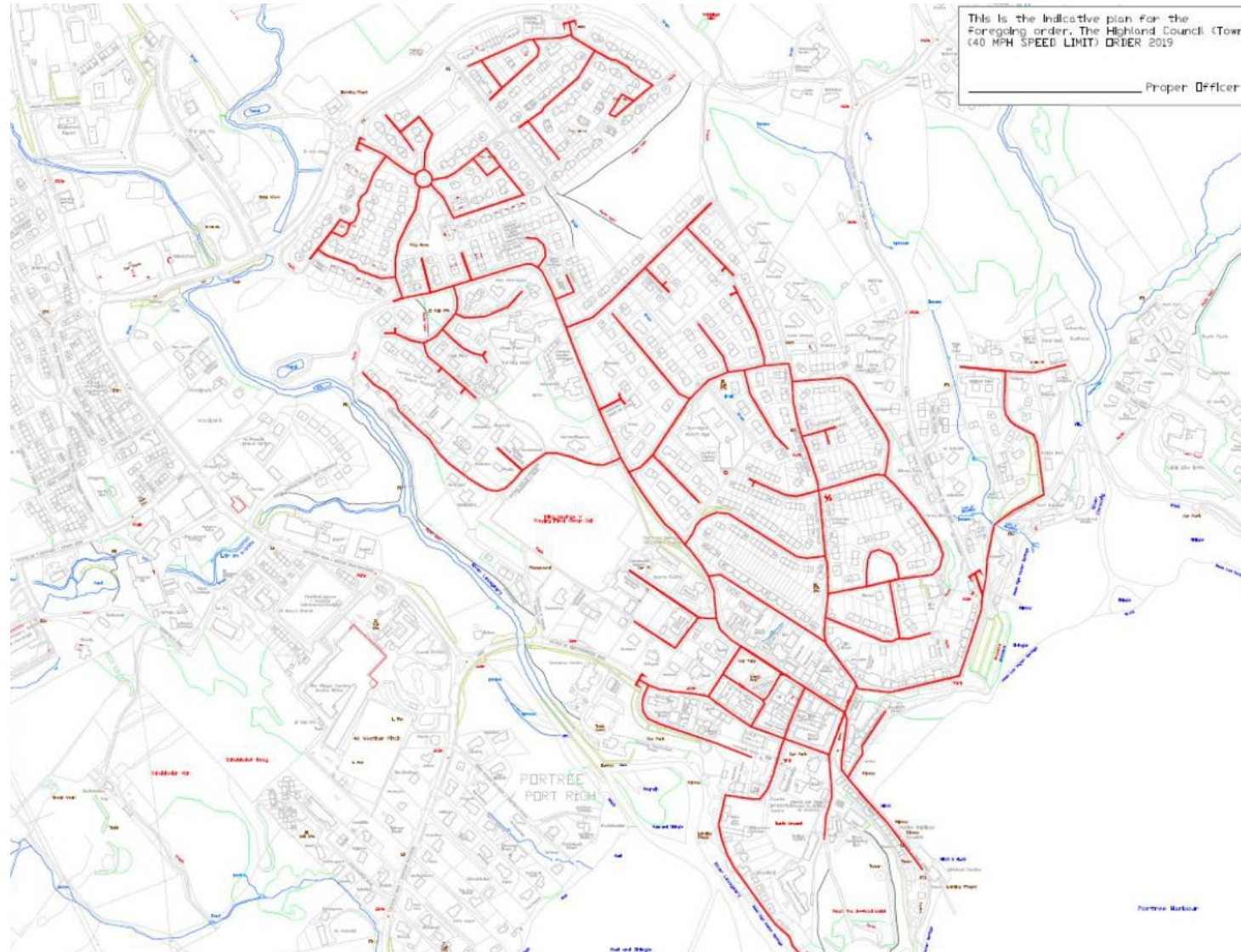
Solution: Full route signage; Stencil and spray-paint road markings; 20mph speed limit



3. Portree Ongoing Projects

Portree Spaces for People Measures

Portree 20mph zones



3. Portree Ongoing Projects

Portree Spaces for People Measures

Intervention 42- Portree High School/Community Facilities (Phase 2)

Problem: Limited space for pupils and other visitors to school to physically distance and therefore risks from vehicle/pedestrian conflicts from informal crossing.

Solution: Temporary lights-controlled crossing point on A87 Dunvegan Road.

Intervention 43- A87/Woodpark Road Junction Improvements (Phase 2)

Problem: Limited safe crossing points across main island road; Poorly formed desire line path.

Solution: Temporary lights-controlled crossing points on junction to improve pedestrian safety at current advisory crossings; Improve earth-beaten desire line path with compacted hardcore or equivalent.

Intervention 44- Home Farm Road (Phase 2)

Problem: <2m wide footpaths limiting potential to physically distance; Straight, relatively wide roads mean potential for extreme speeding, presenting road safety risk for people walking or cycling.

Solution: Temporary traffic calming using bolt-down speed cushions or equivalent from Rona Place to Windsor Crescent.



Temporary lights-controlled crossing point on Dunvegan Road












Temporary lights-controlled crossing points on junction to improve pedestrian safety at current advisory crossings Improve earth-beaten desire line path with compacted hardcore or equivalent

3. Portree Ongoing Projects

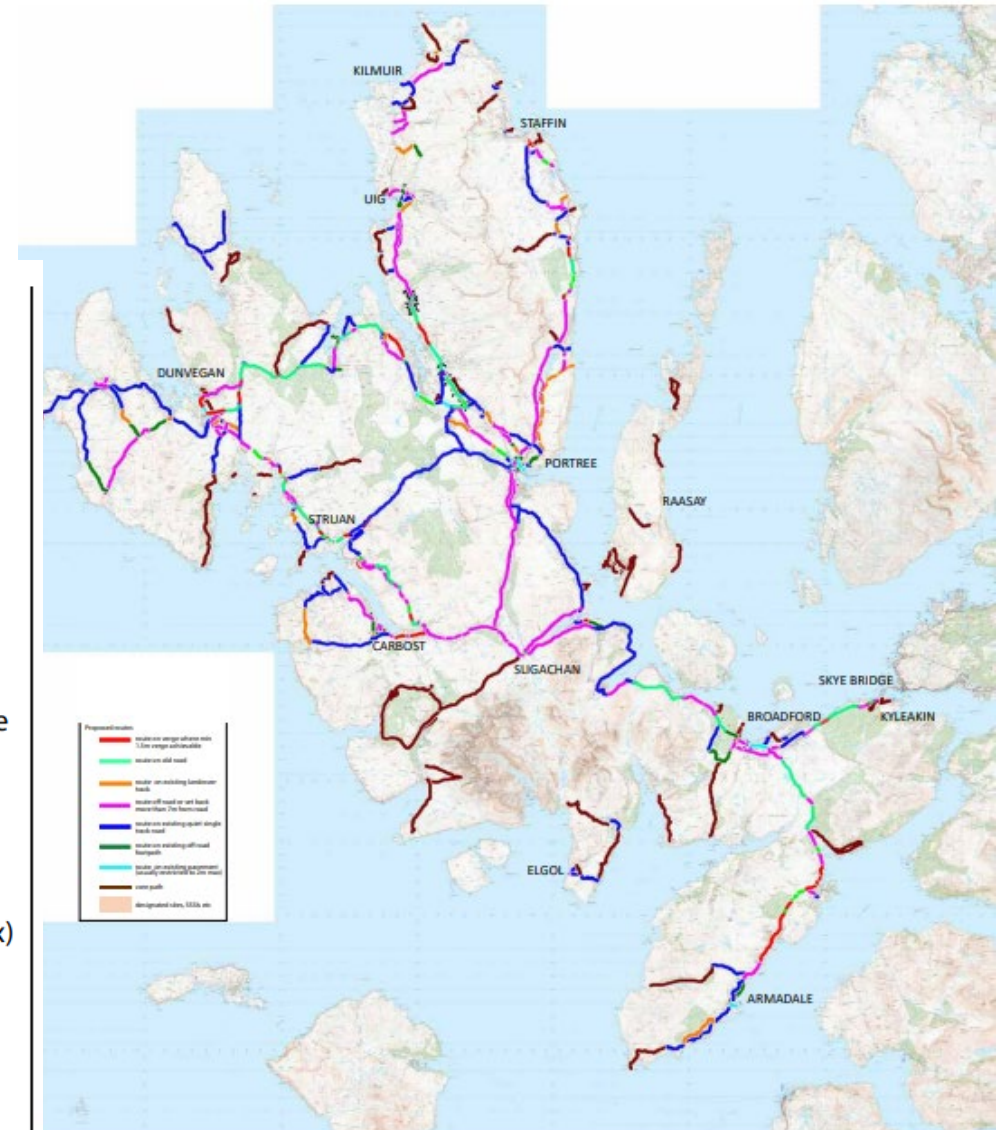
Skye Cycle Network



The Skye Cycle Network project is funded by Transport Scotland through Sustrans' Places for Everyone programme, the project aims to provide safe to use links both within and between communities on Skye.

- Proposed routes
-  route on verge where min 1.5m verge achievable
 -  route on old road
 -  route on existing landrover track
 -  route off road or set back more than 7m from road
 -  route on existing quiet single track road
 -  route on existing off road footpath
 -  route on existing pavement (usually restricted to 2m max)
 -  core path
 -  designated sites, SSSIs etc

Skye Cycle Network All Routes



4. Baseline Data Review

Census Scotland 2011- Method of Travel to Work

	All people	Work or study mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorecycle, scooter or moped	Bicycle	On foot	Other
Portree	100.0%	18.6%	0.1%	0.3%	3.8%	0.1%	34.2%	9.3%	0.0%	0.9%	32.0%	0.8%
Highland	100.0%	14.9%	0.0%	1.2%	9.5%	0.4%	42.6%	9.6%	0.2%	2.4%	17.7%	1.4%
Scotland	100.0%	11.3%	0.3%	3.5%	13.4%	0.7%	40.9%	9.0%	0.2%	1.3%	18.5%	0.9%

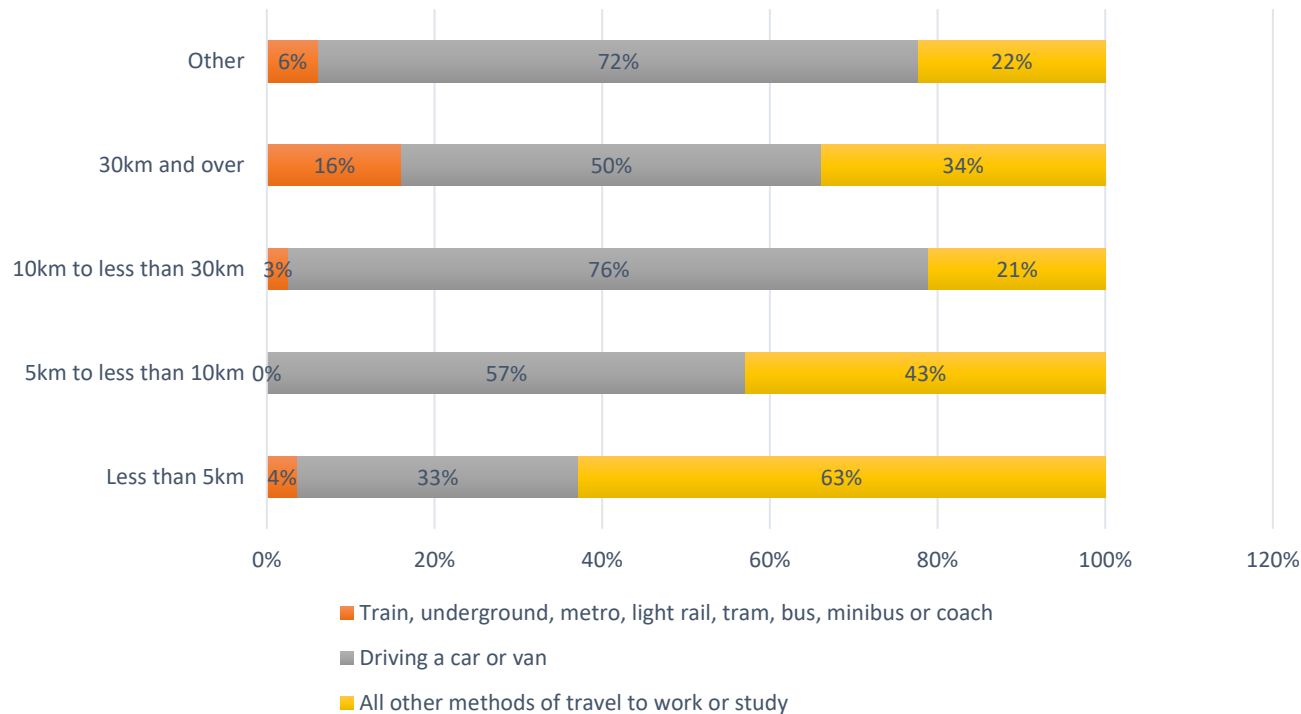
Key headlines:

- Walking accounts for 32% of all travel to work trips in Portree, which suggests that there are a large proportion of short, internal trips already undertaken.
- Cycling mode share is 0.9%, which is lower than the Highland and Scotland average.
- There is a large percentage of Portree residents who work from home. This emphasises the importance of locality and access to local services and amenities.
- Private car journeys (driving and passenger) account for 43.5% of travel to work trips in Portree.

4. Baseline Data Review

Census Scotland 2011- Distance of Travel to Work by Mode

Distance of Travel to Work or Study- Portree

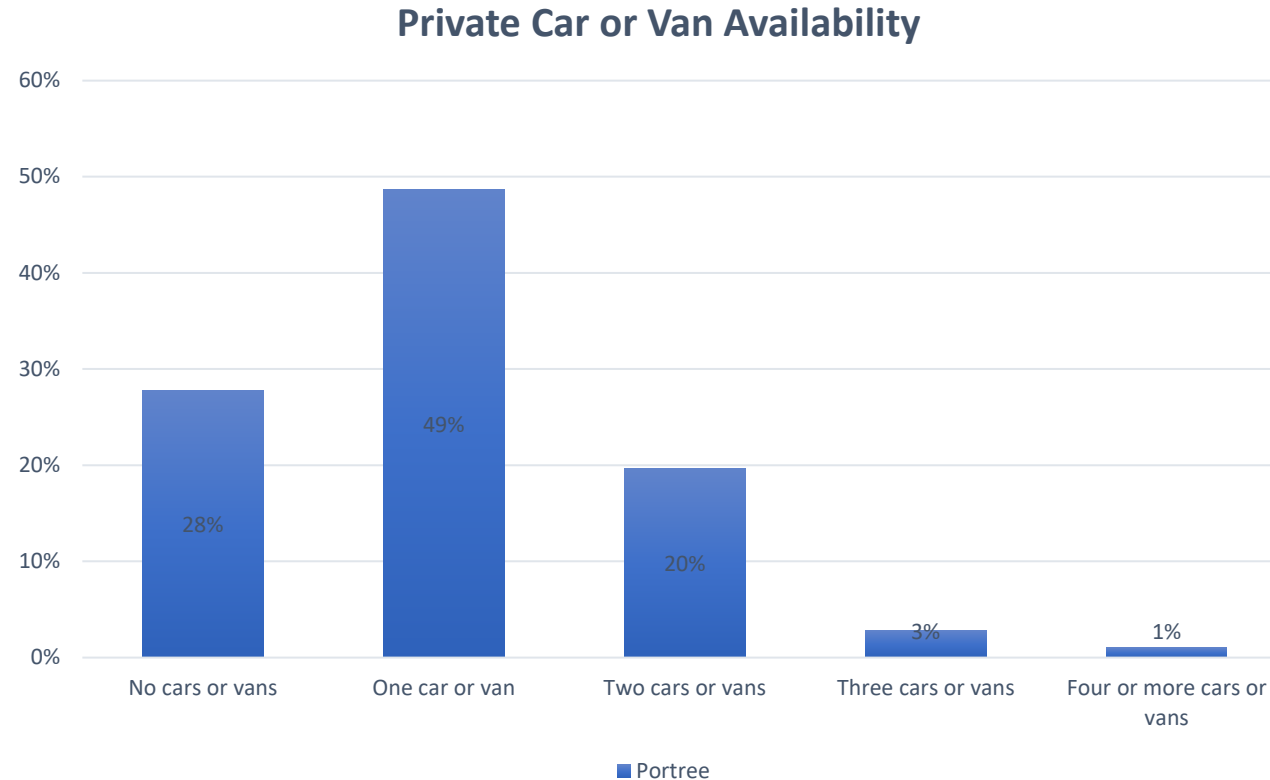


Key headlines:

- 33% of all journeys less than 5km are by private vehicle. It is likely that the majority of these short trips could be undertaken by walking, wheeling and/or cycling.
- 57% of all journeys between 5km and 10km are also carried out by private vehicle. Many of these journeys could be carried out by active modes, especially cycling.

4. Baseline Data Review

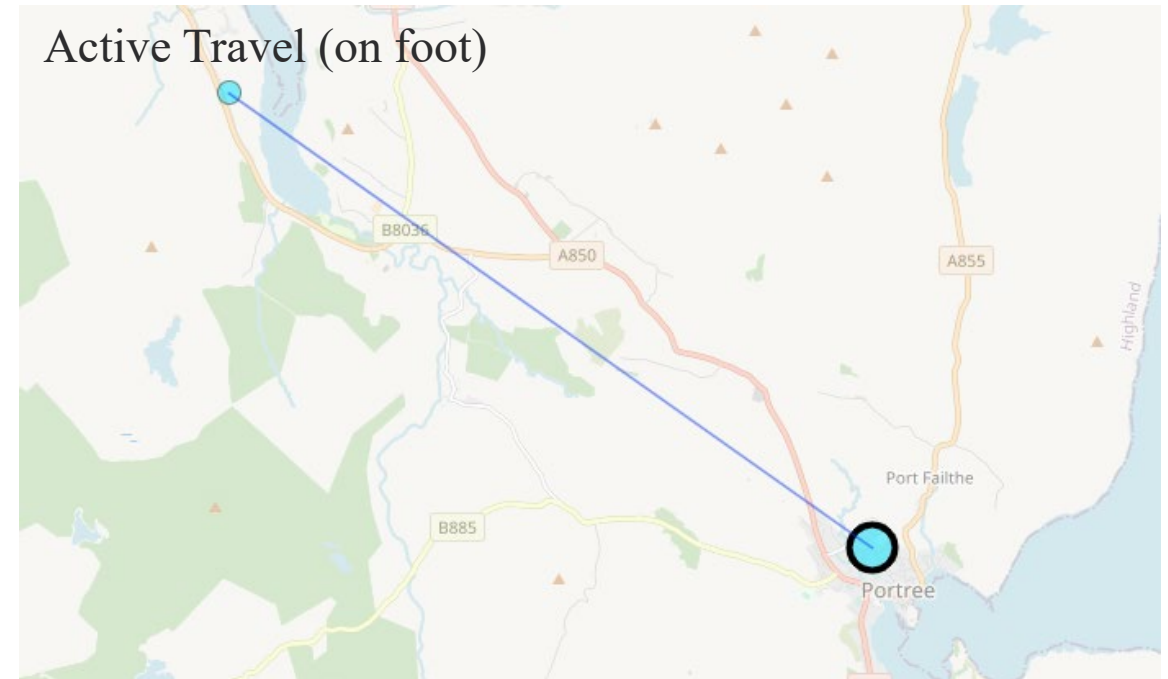
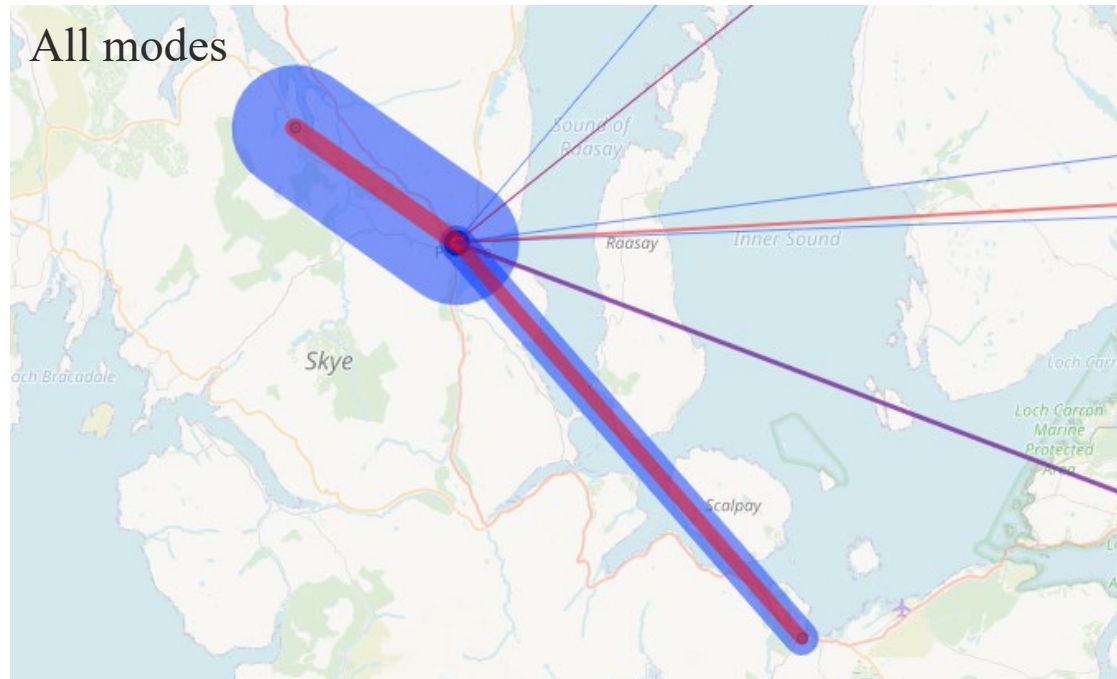
Census Scotland 2011- Car or Van Availability



28% of households in both settlements having no access to a car or van, with the majority of households having access to just one car/van (49%). This emphasises the importance of access to alternative modes of transport such as walking, wheeling and/or cycling.

4. Baseline Data Review

Census Scotland Datashine Commute 2011

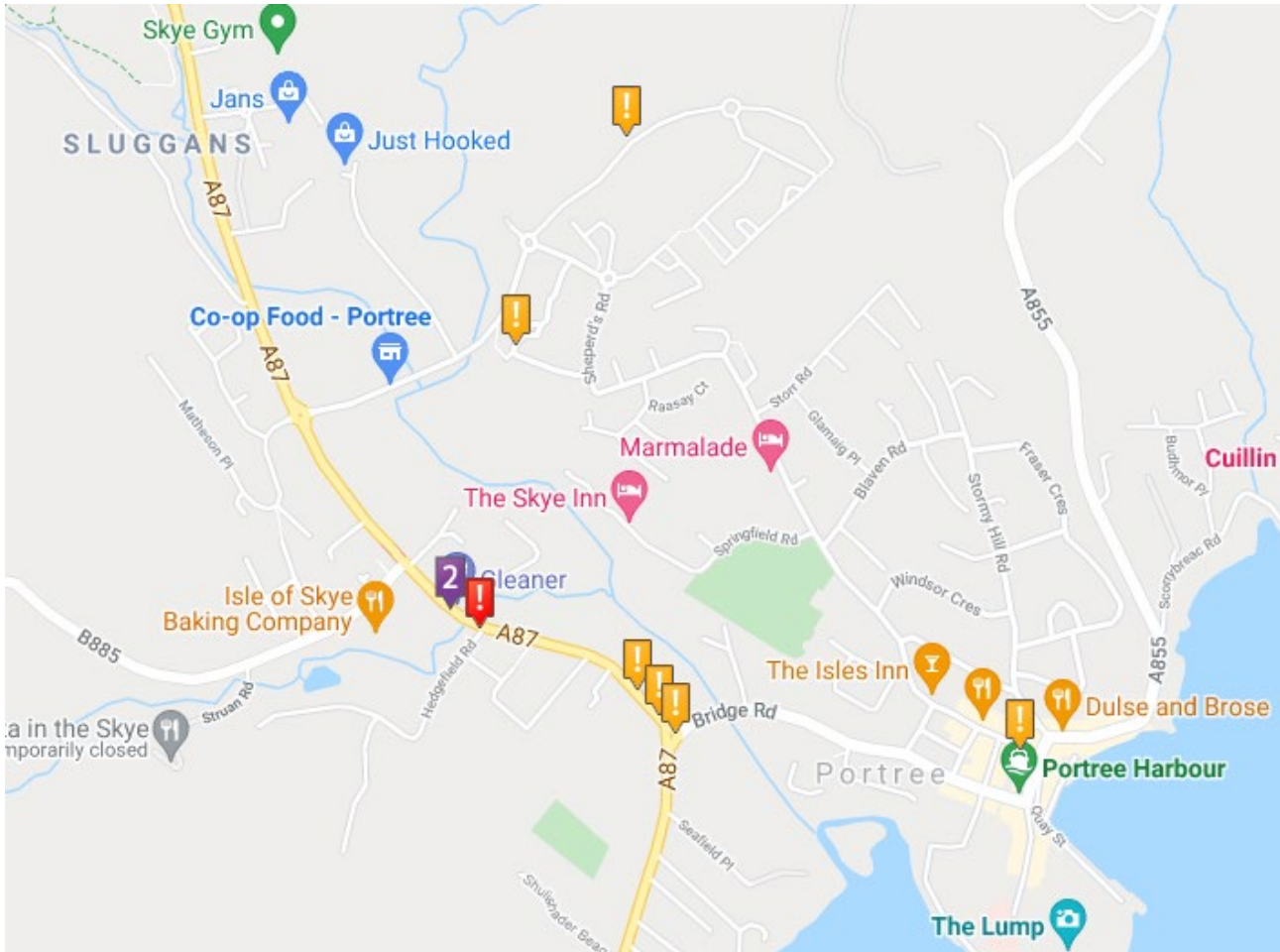


Red lines = Leaving from here for work. Blue lines = Arriving to work here.

For employment purposes, there is a significant amount of movement by all modes between Portree and Skeabost. Other origins/ destinations include Broadford and locations on the mainland such as Inverness.

4. Baseline Data Review

Collision Data- Crashmap



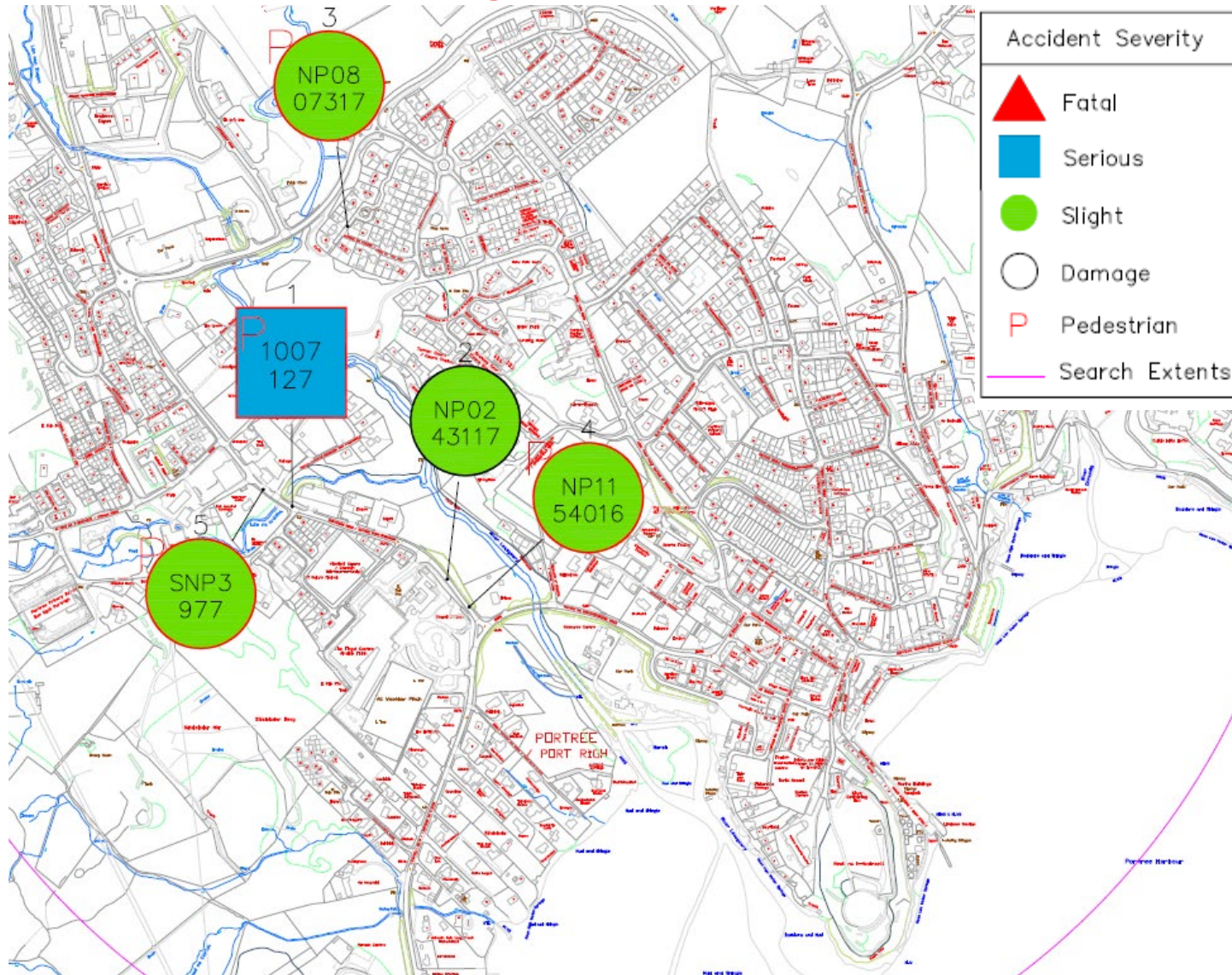
Key headlines:

- There were a total of 9 collisions in Portree recorded by the DfT over the previous 5 years (2016-2020). 8 of these incidents were classified as slight and 1 was serious.
- 7 of the 9 incidents recorded involved a pedestrian casualty.
- The A87 Dunvegan Road on approach to Portree is identified as an collision cluster, with 6 collisions recorded along a 400m section.
- The A87/A855 junction is also identified as an collision cluster, with 3 incidents recorded adjacent to the junction.

	Slight	Serious	Fatal	Total
Number	8	1	0	9

4. Baseline Data Review

Collision Data- Highland Council



	Slight	Serious	Fatal	Total
Number	4	1	0	5

Key headlines:

- There were a total of 5 collisions in Portree recorded by the Highland Council road safety team between 2016 and 2021. 4 of these incidents were classified as slight and 1 was serious.
- 4 of the 5 incidents recorded involved a pedestrian.
- The A87 Dunvegan Road and A87/A855 junction are clear collision clusters.
- Incident reports showed that the cause of the collisions surrounding the High School was a lack of safe crossing facilities.

4. Baseline Data Review

Sustrans Hands Up Scotland Survey

Organisation	Name	Year	Walk	Cycle	Scooter / Skate	Park & Stride	Driven	Bus	Taxi	Other	Total
Nursery	MacDiarmid Primary School Nursery	2019	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	7
		2020	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	5
	Portree (Gaelic) Nursery	2019	*	*	*	0.0%	80.0%	0.0%	0.0%	0.0%	40
		2020	*	0.0%	0.0%	0.0%	90.6%	0.0%	0.0%	*	32
	Portree Nursery Ltd	2019	19.2%	0.0%	0.0%	0.0%	80.8%	0.0%	0.0%	0.0%	26
Primary School	MacDiarmid Primary School	2018	*	0.0%	0.0%	0.0%	34.5%	0.0%	58.6%	*	29
		2019	*	0.0%	0.0%	0.0%	34.6%	61.5%	0.0%	*	26
		2020	0.0%	0.0%	0.0%	0.0%	47.4%	52.6%	0.0%	0.0%	19
Secondary School	Portree High School	2020	20.9%	0.0%	*	0.0%	12.8%	62.5%	3.3%	*	368

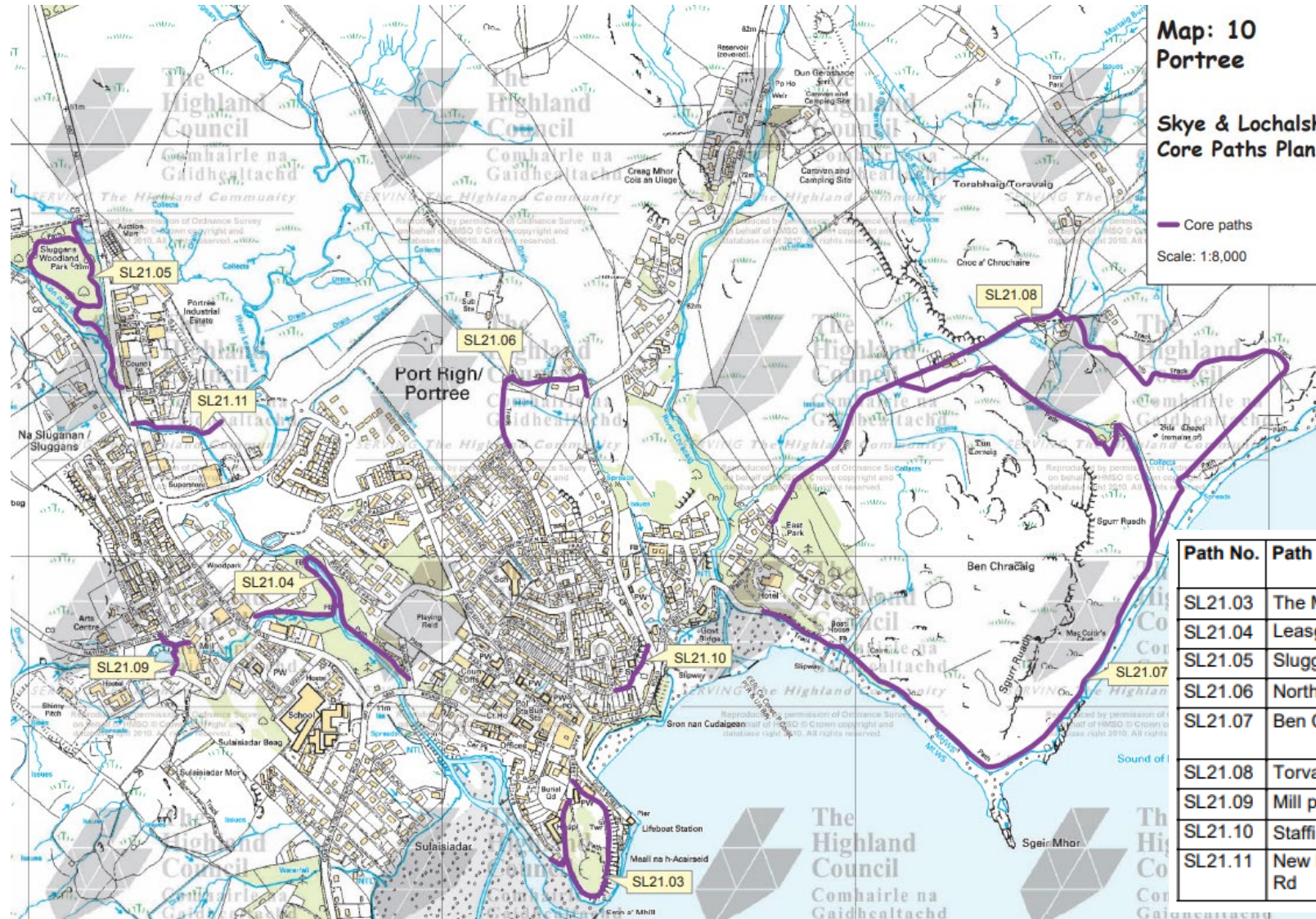
Where a percentage represents a value of between one and four pupils, it has been suppressed to maintain anonymity of respondents. In this case, values have been replaced with an asterisk (*).

Key headlines:

- MacDiarmid Primary School and Nursery are located around 6km from the centre of Portree. Surveys outlined that 100% of nursery pupils are driven and the vast majority of primary school pupils are driven or travel by taxi or bus.
- 80% and above of the Portree nursery pupils are driven, with a small percentage who walk, cycle or scoot/skate.
- The most recent surveys showed that the vast majority of Portree High School pupils travel by bus (62.5%), with 12.8% being driven, 3.3% travelling by taxi and 20.9% walking.

5. GIS and Mapping Review

Skye and Lochalsh Core Paths Plan



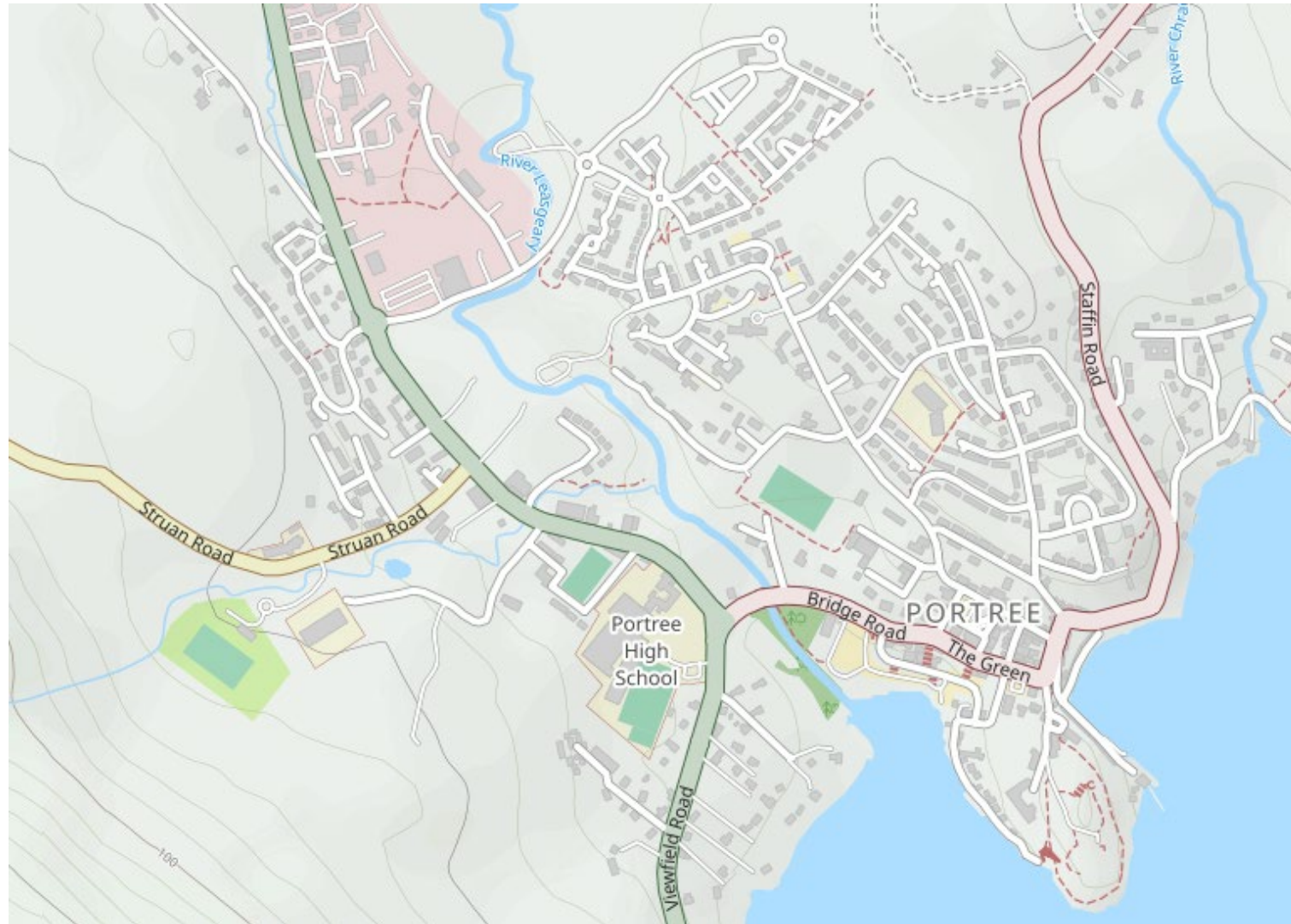
Core paths around Portree include small links around the town centre, the harbour, Leansgeary and Sluggans.

<https://highland.maps.arcgis.com/apps/webappviewer/index.html?id=2fd3fc9c72d545f7bcf1b43bf5c8445f>

Path No.	Path Name/Route	Path Type	Length (kms)
SL21.03	The Meall	earth/stone	0.7
SL21.04	Leansgeary Link Path	constructed path	0.8
SL21.05	Sluggans Circular	constructed path	0.9
SL21.06	North Portree Link Path	grass/earth	0.4
SL21.07	Ben Chraicg circular	constructed path/earth/stone	2.9
SL21.08	Torvaig to Bile	track/grass/earth	1.7
SL21.09	Mill pond	constructed path	0.2
SL21.10	Staffin Rd to Fire Station	constructed path	0.2
SL21.11	New Industrial Estate to Dunvegan Rd	constructed path	0.2

5. GIS and Mapping Review

Open Street Map



Map Key

- Motorway
- Trunk road
- Primary road
- Secondary road
- Track
- Cycleway
- National cycleway
- Regional cycleway
- Local cycleway
- Footway
- Railway
- Forest
- Common and meadow
- Lake and reservoir
- Bicycle shop
- Bicycle parking

This map shows local footpath links around Portree, including residential areas to the north of the town, around Portree Community Hospital and Sluggans.

5. GIS and Mapping Review

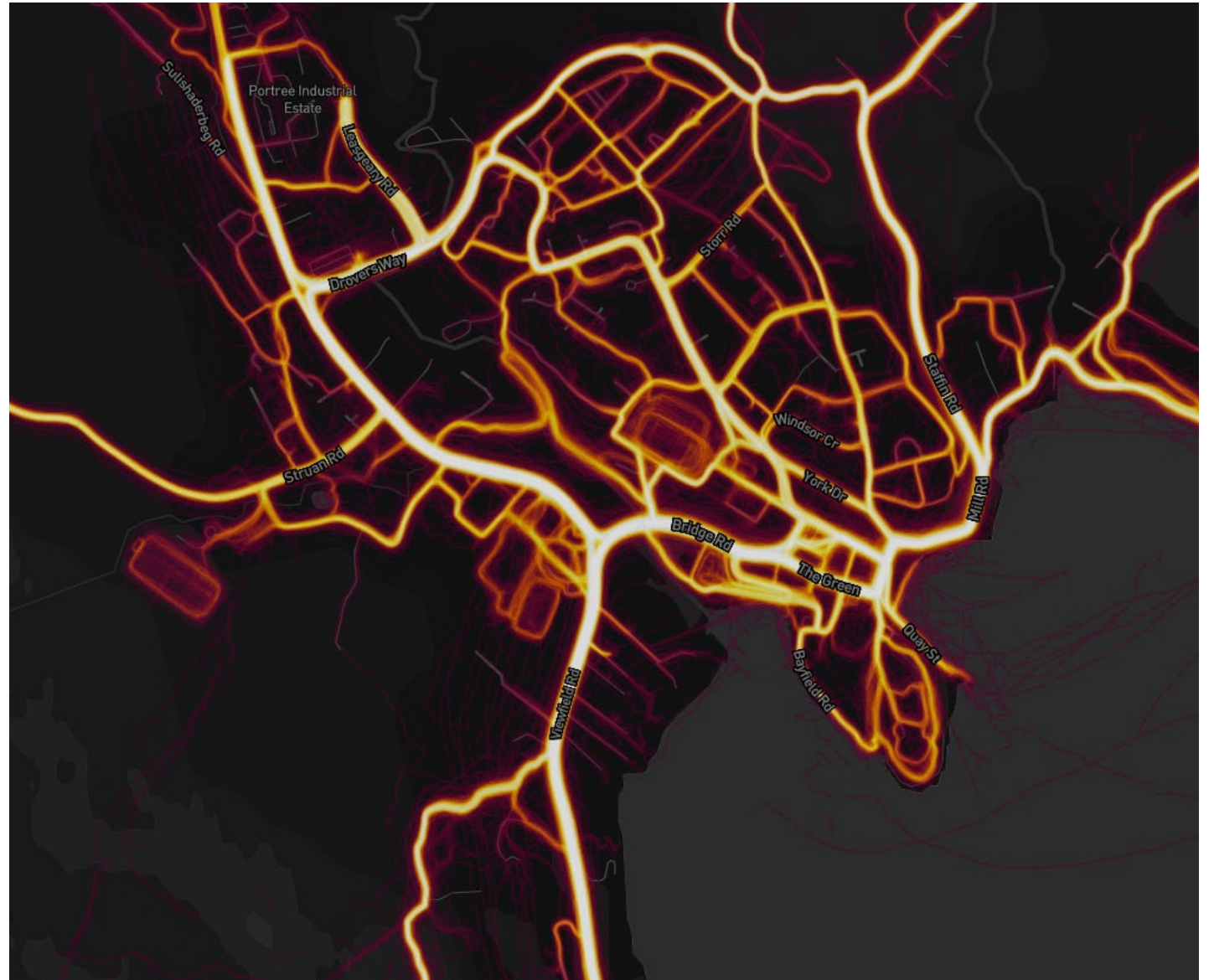
Strava Heatmap (on foot)

Heatmaps have been developed by Strava through recording movements of Strava app users using GPS data.

The map (right) shows that within the context of Portree, on foot trips are high volume on main routes such as A87, A855 and Portree Link Road. On foot movements are also high within the town centre.

Other areas of relatively high on foot movement include Home Farm Road and access to Portree Industrial Estate via Leasgeary Road.

It is however recognised that users of the Strava app record these journeys which are generally for leisure and fitness purposes.



5. GIS and Mapping Review

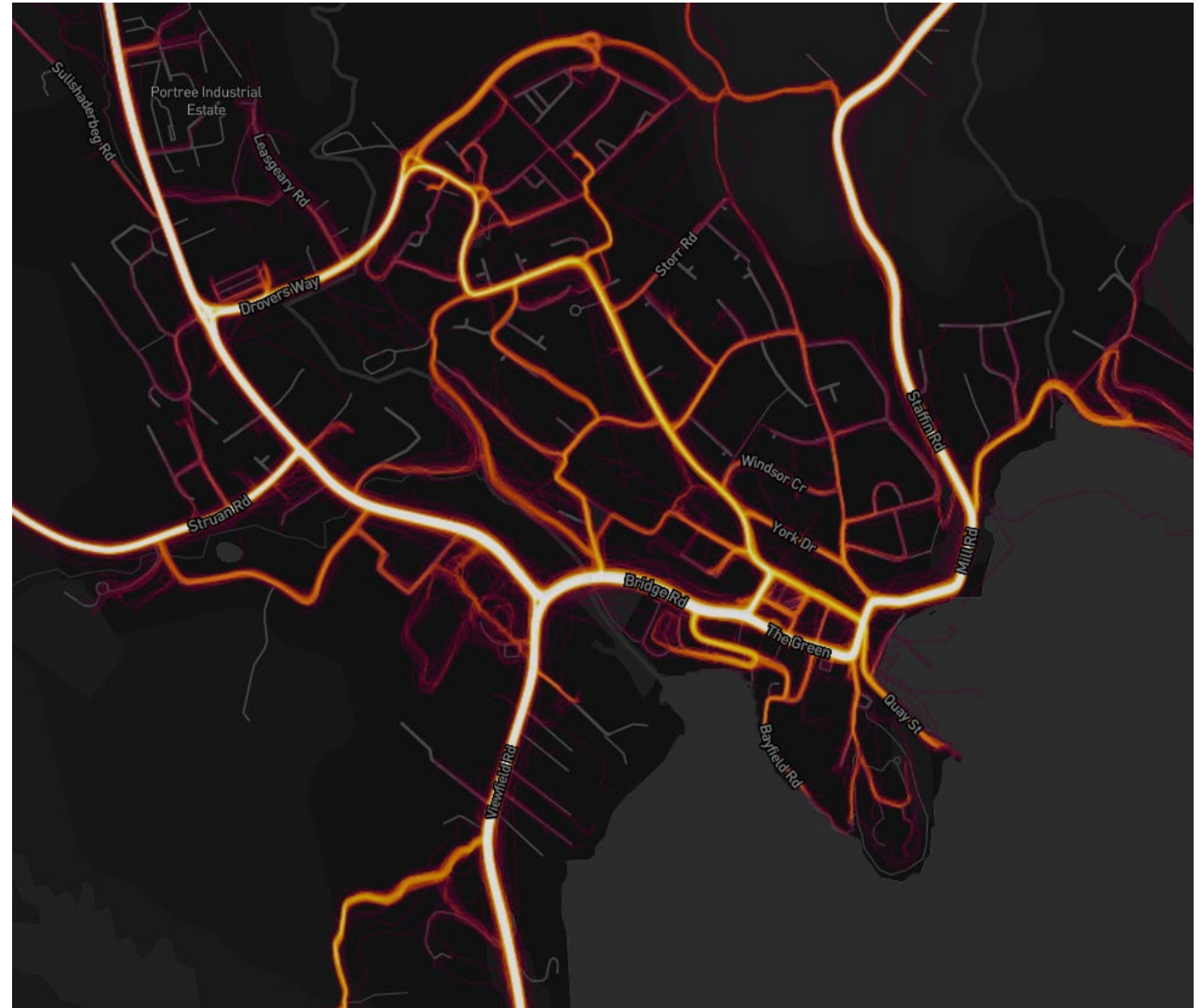
Strava Heatmap (cycling)

Movements from cyclists using the Strava app have also been recorded using GPS data.

The map (right) shows that within the context of Portree, cycling is most popular on main routes such as A87 and A855.

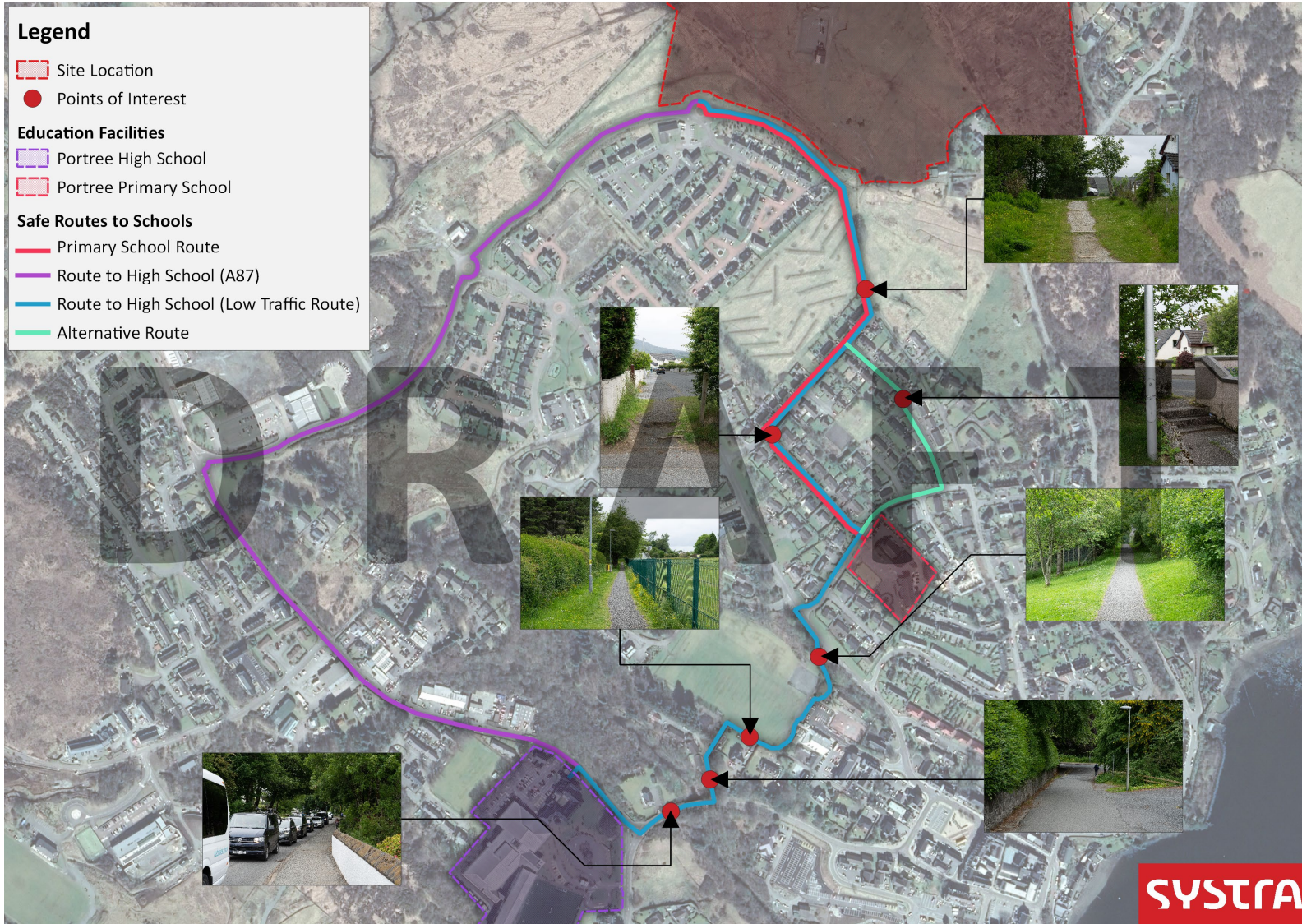
Cyclists also tend to use routes such as Struan Road, Drovers Way and Home Farm Road.

It is however recognised that users of the Strava app record these journeys which are generally for leisure and fitness purposes.



4. GIS and Mapping Review

Safe Routes to School



Safe routes to school identified for both Portree High School and Portree Primary School are a combination of footway along the A87 trunk road, residential/ low traffic footways and traffic free footpaths.

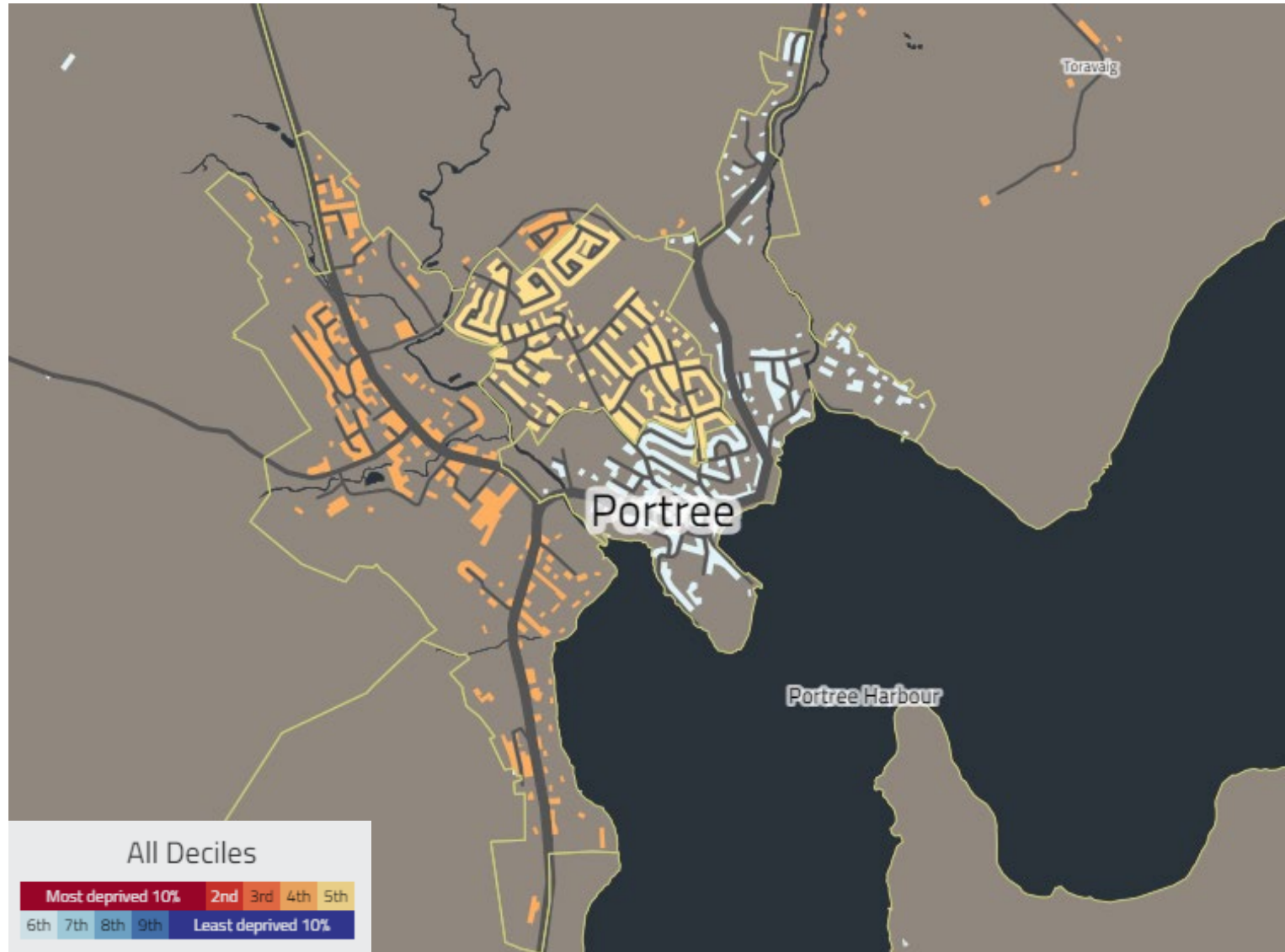
The routes identified also differ in path width, with some route sections less than 1m wide and others up to 2m wide.

Surface quality also differs across the routes identified, ranging from regular tarmac/asphalt footways to more informal gravel/ dust surfaces.

4. GIS and Mapping Review

Scottish Index for Multiple Deprivation 2020

ARUP



There are no areas within Portree that are in the 20% most deprived in Scotland.

There are also no locations within the 10% least deprived in Scotland.

Locations to the west towards Sluggans and to the south appear to be the most deprived in Portree, whereas the area to the south of the town centre towards the harbour appears to be the least deprived. This is arguably down to the proximity of key services and amenities in the town centre.

5. Summary and Conclusions

Summary

This scrapbook provides a summary of the policy and strategy documents, baseline data and mapping sources collated as part of the desktop review exercise. The desktop review has been important in providing geographical context and an understanding of transport characteristics and active travel conditions within Portree and the surrounding area.

Conclusions

- Portree is the main employment centre in Skye and a key tourism destination within the Highlands and Islands.
- WestPlan 2019 development sites could significantly impact travel behaviour within Portree. Key sites identified include Kiltaraglen (PT03 and PT04), mixed use development on Struan Road (PT08) and a potential EfW site to the north of Sluggans (PT24).
- Census 2011 data demonstrates a significant reliance on private car trips for everyday journeys within Portree, despite a large proportion of journeys being below 5km and of a walking and/or cycling distance.
- Accident data, including accidents involving pedestrians and cyclists, have been reviewed. Accident clusters have been identified, such as A87 Dunvegan Road and the A855 Bridge Street/ A87 Dunvegan junction.
- Parking has been identified as a key issue within Portree. Parking provision includes on-street parking within the town centre and large car parks within a small walking distance of the town centre.
- Public transport facilities include bus services operated by stagecoach and a bus interchange located within the town centre on Somerled Square.
- Existing active travel infrastructure in Portree is currently limited to footways, footpaths and informal trails.

Appendices

B – Engagement Feedback

Please scroll...

Portree Active Travel Masterplan

Engagement Summary

Community Workshop

Overview



1. Introduction
2. Key facilities, services and trip attractors (Breakout Room 1)
3. Main barriers and opportunities (Breakout Room 2)
4. Potential active travel interventions (Breakout Room 3)
5. Summary and next steps

Community Workshop

ARUP

Key Facilities, Services and Trip Attractors

- Town centre - Somerled Square
- Residential areas
- Employment areas - Portree Industrial Estate
- Education - Portree Primary School, Bun-Sgoil Ghàidhlig Phort Rìgh, Portree High School, West Highland College
- Healthcare facilities - Portree Community Hospital, Portree Medical Practice
- Portree Harbour
- Retail - local co-op
- Visitor attractions - campsite on Stamp Road
- Surrounding villages and towns - Sluggans
- New developments - Kiltaraglen
- Portree community centre

Community Workshop

Main Barriers and Opportunities



Potential Barriers:

- A87(T) - crossings to schools and other facilities
- Congestion in the town centre (eg buses, HGVs coming from the Harbour)
- Oil tanks passing through town centre
- High car ownership
- Visitors driving to Portree
- Topography - level differences
- Poor public transport provision which is why Portree is so car-centric

Potential Opportunities:

- Kiltaraglen
- Portree Link Road
- Wentworth Street pedestrianisation
- Integrated approach - linking active travel with other modes
- Visitors - e-bike and cycle hire schemes
- Active travel connections in and out of Portree
- Town centre - potential routes away from traffic

Community Workshop

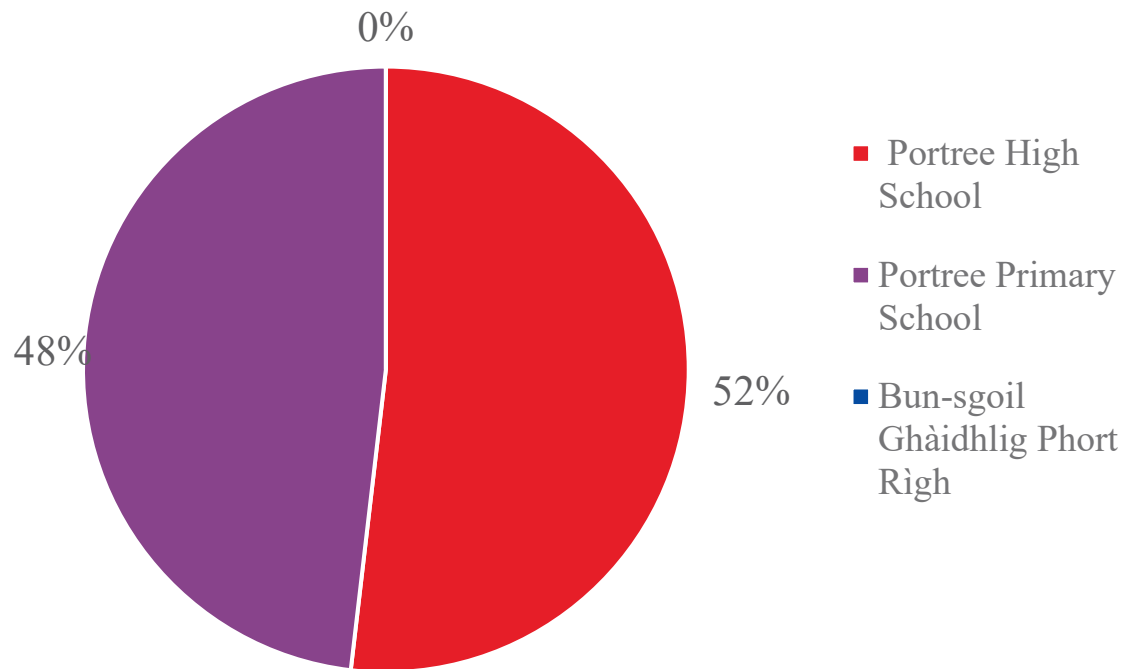
Potential Active Travel Facilities



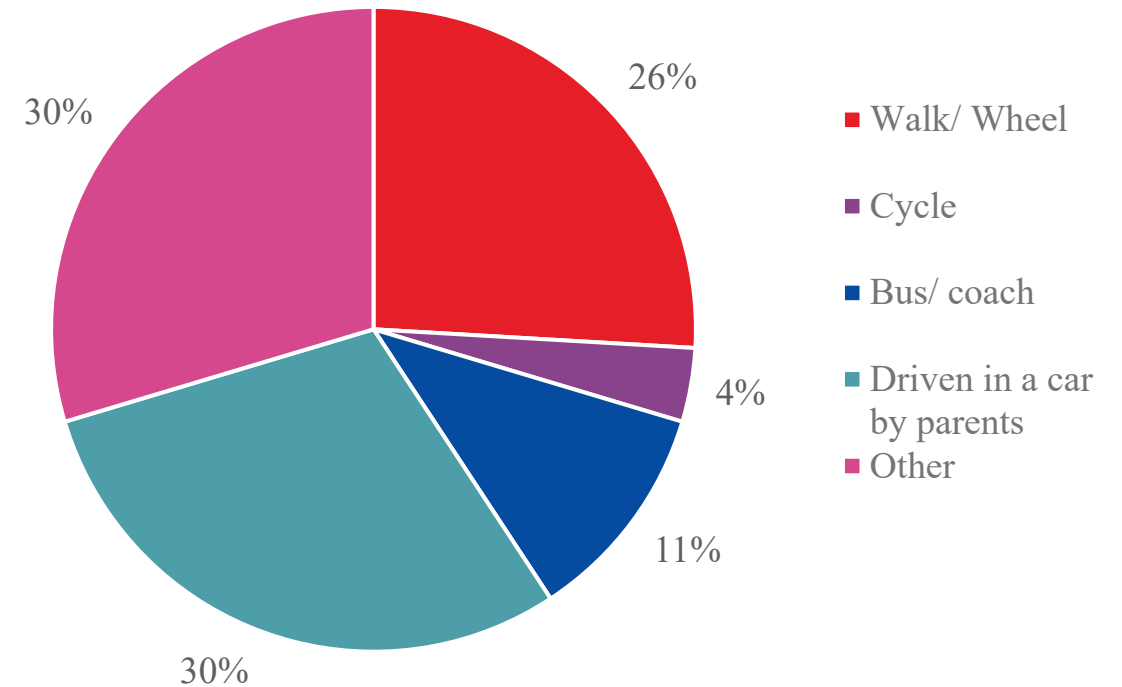
- Shared-use facilities may be more appropriate in certain locations
- Facilities depends on the space required to deliver high quality infrastructure on existing roads
- Parklets - potential to use these in the summer and reallocate parking
- New developments - potential traffic calming
- Connections to tourist attractions within Portree and the surrounding area
- Parking:
 - Permit holders for those required to travel by car to the town centre
 - P&R facilities on the main route into the town (building on P&R pilot recently carried out between Portree and Fairy Pools over 6 weeks which was popular)
- Lighting should be location specific to limit light pollution

Schools Survey

What school do you go to?

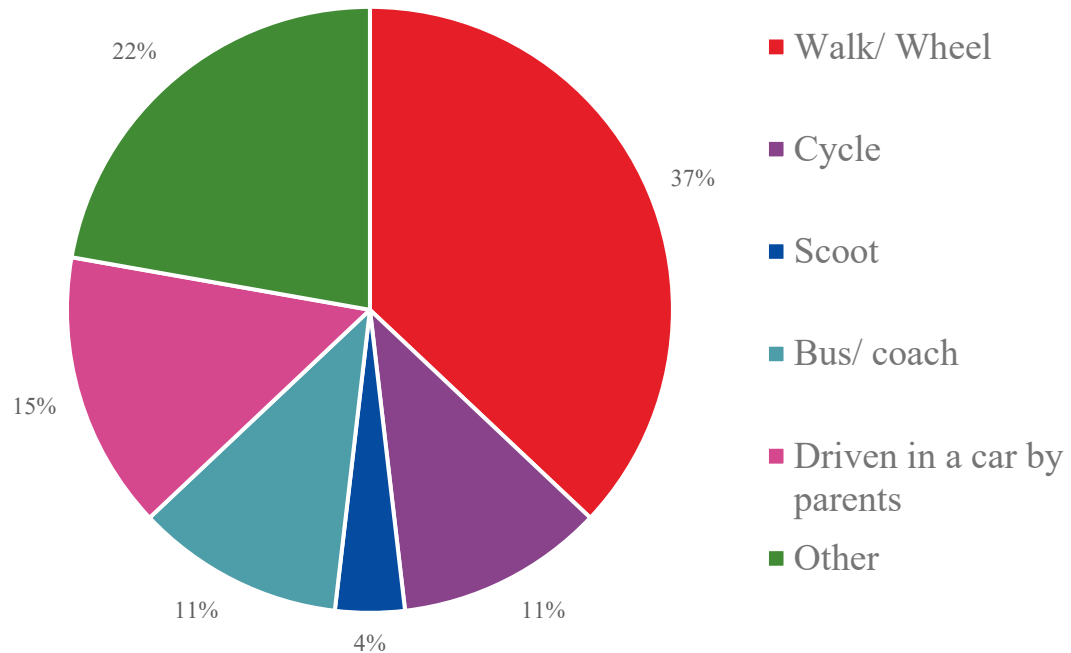


How do you usually travel within Portree?

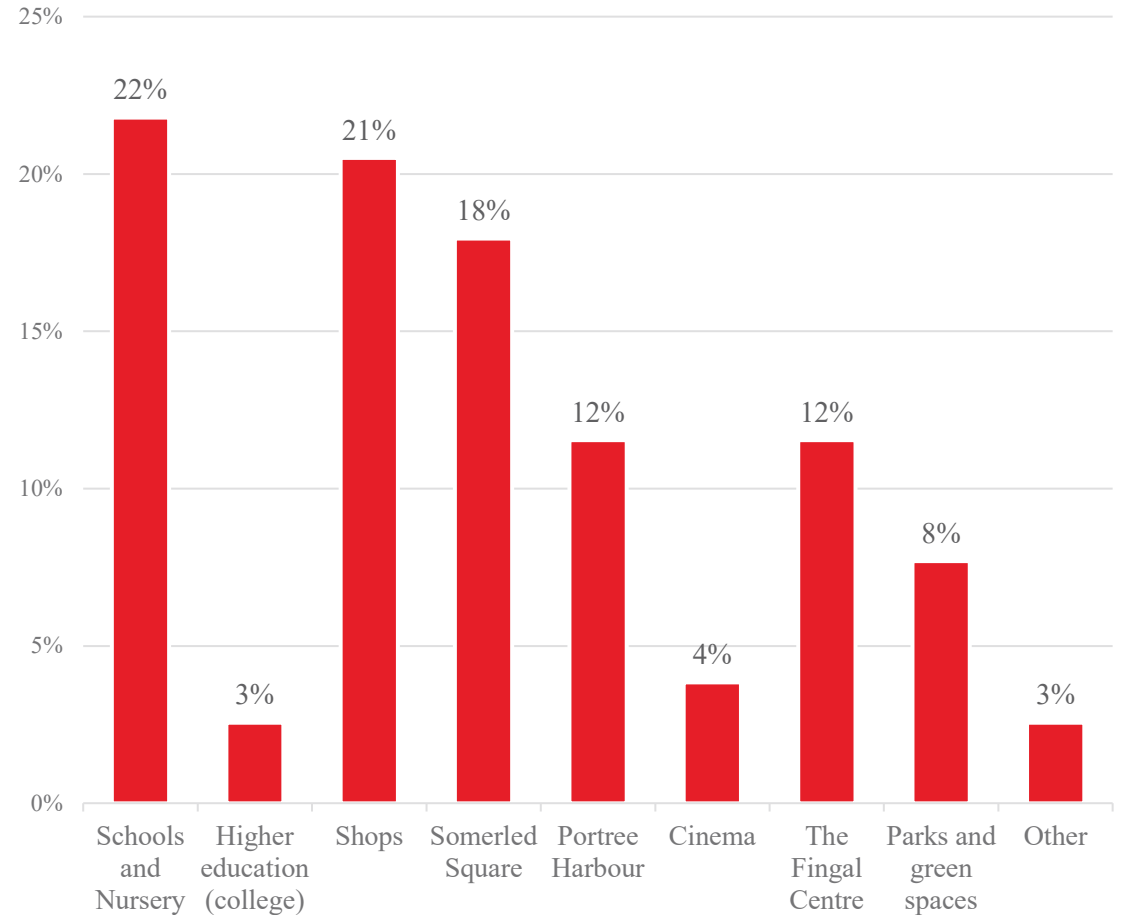


Schools Survey

How would you like to travel in Portree?



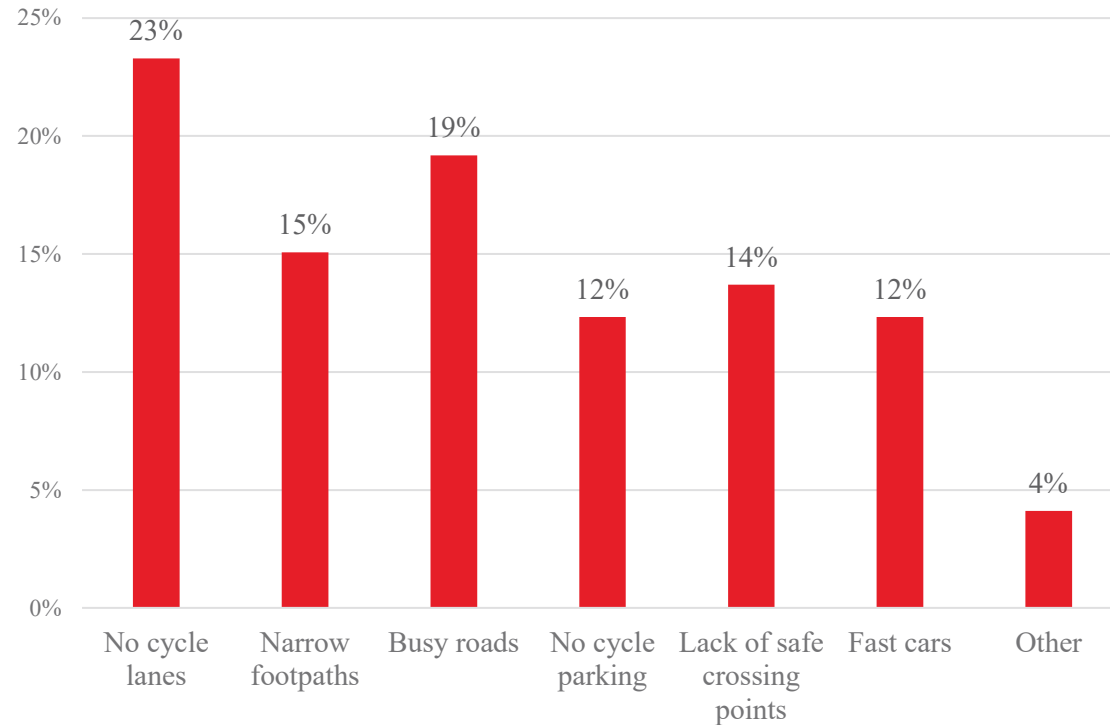
Key destinations:



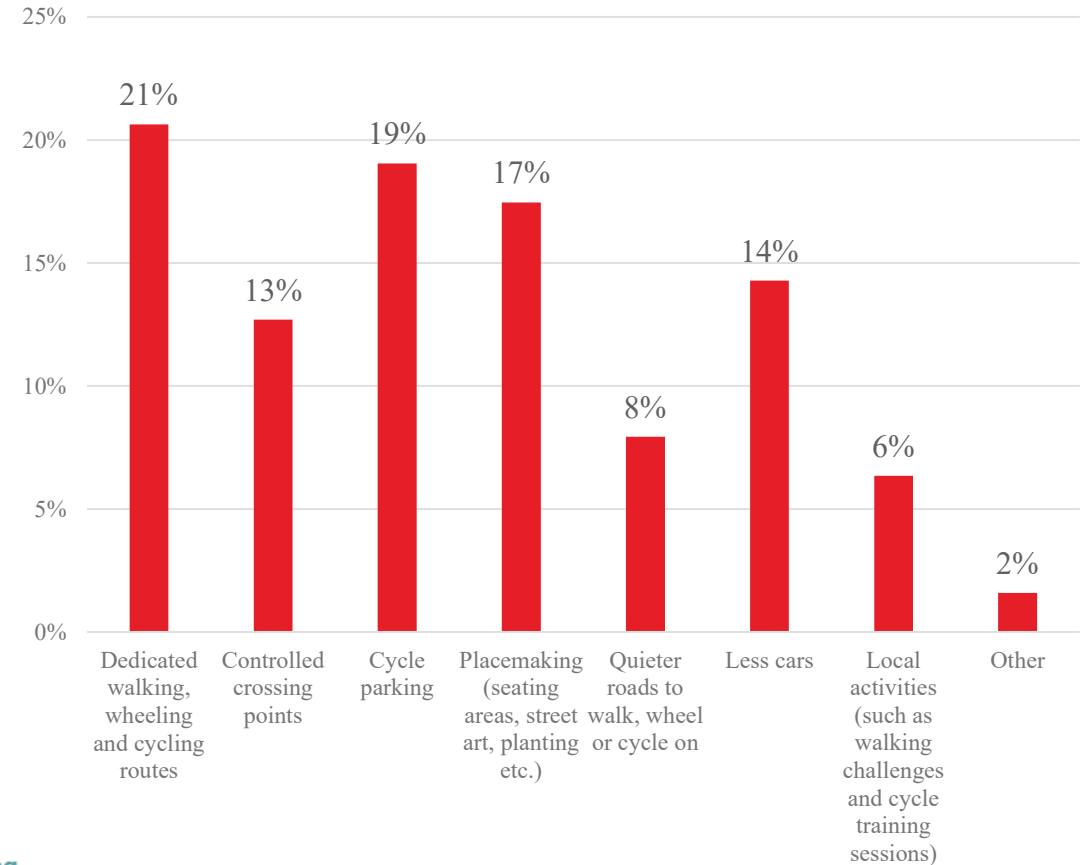
Schools Survey



Main barriers:



Encouraging active travel:



Portree High School Workshop



Key Points

- A lot of students from the High School walk over to the Co-op, there is a need for a crossing on the southern arm of the Woodpark Rd Roundabout.
- Aros cinema has been bought over – could potentially change use.
- The A87/Bridge Rd junction is currently very dangerous for students, visitors are confused by the layout of this junction.
- A safe walking and cycling route from Aros right up to the centre of Portree is needed.
- Somerled Square is dominated by vehicles, there should be better signage and parking outside the centre to stop lots of visitors driving into an already busy area.
- The harbour is dominated by vehicles, in particular those being dropped off, the number of vehicles at the harbour should be restricted.

Portree High School Workshop

ARUP

Barriers:

- Co-op - dangerous crossing, signalised crossing exists but is in the wrong location for local desire lines.
- A87/A855 junction layout confusing for visitors.
- A87 - narrow footway for the volume of school pupils travelling along this section.
- Issues such as parking, congestion and vehicle dominance at Somerled Square and Portree Harbour.

Opportunities/ Types of Interventions:

- Active travel route from Aros to Town Centre.
- A87/A855 junction - better crossing facilities and simplified junction layout.
- Portree Harbour access road - local access only to reduce vehicle dominance.
- Somerled Square - opportunity to reallocate parking and introduce placemaking.
- Opportunity to integrate walking, wheeling and cycling facilities with existing and future bus services.

ARUP

We Shape a Better World

www.arup.com