



KYLE AND LOCHALSH COMMUNITY TRUST

ACTIVE TRAVEL INITIATIVE

Prepared By:
NIC BULLIVANT
May 2024

PROPOSALS AND RECOMMENDATIONS FOR ACTIVE TRAVEL ROUTES

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REPORT by Nic Bullivant

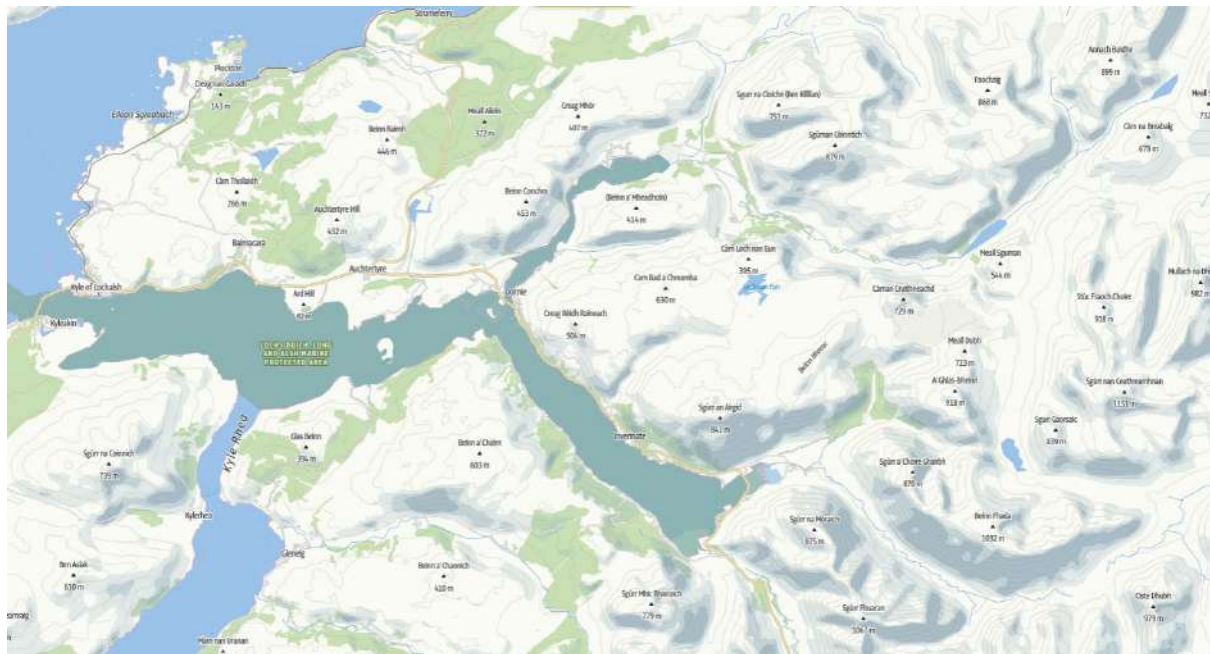
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Introduction

Kyle and Lochalsh Community trust is a charitable organisation established to develop community initiatives in Kyle and Lochalsh. It is based at the Old Toll Office, Kyle of Lochalsh.

In 2023 the Trust was successful in obtaining funding from Paths For All for an Active Travel Initiative and employed Eilidh Munro to coordinate this. In turn, the Trust employed Nic Bullivant to research the footpaths and cycleways and other opportunities for physical routes promoting Active Travel.

This is his report. The report can be used by anyone wishing to justify, plan, publicise and review investment in Active Travel in Lochalsh.



Layout of the area

[source – Openstreet Maps]

As can be seen from the map, the communities of Lochalsh are scattered around the coast of the hilly peninsula, and mountains dominate the interior. The district is the nearest point to Skye, now connected by a bridge after serving for years as the ferry crossing, with one ferry remaining from Glenelg to Kylerhea. In 2022 the population was 2,600 people according to the Lochalsh Community Action Plan.

Main roads

The district is crossed by the A87 Trunk Road which connects 10 of the communities (Cluanie, off the map, Shiel Bridge, Allt a' Chruinn, Inverinate, Dornie, Ardelve, Auchtertyre, Kirkton, Reraig and Kyle), with one further main road (A890) connecting Auchtertyre with Achmore thence Strathcarron. An important minor road (C1223) connects Shiel Bridge with Ratagan, Glenelg and Arnisdale, with a coastal spur (U4927) through Fetterfearn. Another connects Kyle to Badicaul, Erbusaig, Drumbuie, Duirinish and Plockton. Other minor roads in the western part of the peninsula form a loose network connecting the A87 with Balmacara Square to Duirinish and Duirinish and Plockton via Duncraig to Achmore.

Although these roads are available for active travel, they are either very busy with traffic (A87, A890) or very hilly, in some cases, (Mam Ratagan, Carr-Brae, Balmacara Brae) notoriously so. The opportunities for active travel on the busy and hilly roads are severely challenged by these characteristics.

Active Travel

The term Active Travel is taken to refer to replacing private motor vehicle travel by other means. This therefore includes walking and cycling for a purpose which would be otherwise achieved using a private motor vehicle.

Some of these purposes would be to access:

- **Shops.** There are village stores in Glenelg, Allt a' Chruinn, Inverinate, Dornie, bakery in Ardelve, Shops in Reraig, Plockton and Kyle.
- **Health Centre or dentist.** These are in Kyle.
- **Public transport.** There are railway stations in Kyle, Duirinish, Plockton, Duncraig and Strome Ferry. The express bus connects communities along the A87 with Inverness and Glasgow.
- **Workplace.** Most workplaces are in Kyle, with significant small workplaces on forestry, farming and fish farming and in shops and places listed below.
- **School.** There are primary schools in Glenelg, Inverinate, Auchtertyre, Kyle, and Plockton has primary and secondary schools. Many children must travel long distances to school, especially secondary, where a residence is provided for particularly far-travelled pupils.
- **College.** The West Highland College at Auchtertyre.
- **Leisure.** Travel for leisure is not included, but travel to a swimming pool or gym (both in Kyle) would qualify.
- **Social purposes.** The potential destinations for social travel that could be undertaken as active travel are so numerous and diverse that defining routes is problematical. Generally, it is assumed that such travel will be on routes used for other active travel.

People undertaking active travel are not presumed to use specialised equipment unless they do so casually (such as hiking boots and poles). For many people active travel will require capacity to carry things in use during and afterwards or purchased during the travel, necessitating panniers or a small rucksack. Even so, most people will make do with a shopping bag or their pockets.

Different types of Active Travel will require different levels of provision. Cyclists require tarmac surfaces with clear signage, and would benefit from publicity encouraging use. Pedestrians with buggies or wheelchairs need a broad, smooth surface, preferably tarmac, and are much better with routes segregated from other users. Walkers make better use of high-quality paths but can use paths which have become beaten into the turf and exist as 'evolved' paths. In their early years, these simple paths benefit from waymarking and signposting.

Challenges to Active Travel

Distances between the communities are in the range 1 to 8 km along the A87 (with the exception of remote Cluanie), making distance a further challenge to Active Travel.

Another acknowledged challenge to Active Travel is the weather. As an Atlantic West Coast district, Lochalsh experiences high levels of rainfall and strong winds at times, though snow and ice are not often a problem.

Priorities and costs

A list of possible routes appears in the appendix, but inevitably, priorities will receive most attention at first. Six routes have been chosen as priorities for early consideration, along with recommendations for roads managers to improve Active Travel opportunities. Each of these is detailed in the report.

Determining costs is not as simple as asking a contractor for a quote and being ready to pay that amount upon completion. In the matter of developing paths, the nature of the site may only become apparent on commencement of the work. For this, contractors will often carry out the work on a day-rate basis, which charges the client according to the number of person-days spent on the work. For simple jobs, a piece-work basis may be used, which estimates the cost per item of work.

A further consideration is whether a machine (excavator) can be used to dig and transport materials or whether it has to be done by hand.

Costs of materials also vary according to what they are and how far they have to be transported. The quarry in Skye is a source of gravel only 3 miles from Kyle of Lochalsh, but building stone is less predictable and may even be dug on site in some places, thus reducing costs.

With these different bases, work is often carried out on countryside paths for a price ranging from £50 to £200 per metre length. An estimate of costs has been indicated, in the very rough bands of : Less than £1,000; £1,000 to £9,999; £10,000 to £99,999 and over £100,000. Roadside works are not estimated.

Maintenance requires consideration. In general, the more that is spent on building a facility, the less frequent and demanding the maintenance. In general, new-build can be grant-funded; maintenance cannot.

Sometimes route managers seek, with the landowner's permission, to establish a simple route by vegetation cutting, waymarking and signposting. If it is important to build formally, to make a significant development, planning permission will probably be required.

Building to a robust specification is expensive, but saves on subsequent maintenance. Nevertheless, maintenance needs to be part of the long-term plan for the network. In general, any structure on which the public is going to climb or walk (such as a boardwalk, bridge or stile) requires a much higher degree of maintenance than anything built on or into the ground.

Local Priorities

The contractor for this study lives locally and has a very broad knowledge of routes in Lochalsh. Added to this he has consulted local people at the Paths Focus Group, the Achmore Paths group, at Glenelg with local paths activists, the Local Plan consultation day in Kyle and meeting neighbours and crofters, residents of Heathmount and Langlands in Kyle, landowners National Trust for Scotland, road managers Transport Scotland and the Local Place Plan author.

Correspondence with the Highland Council Roads Manager for Skye and Lochalsh has listed the points of interest for the Active Travel Project but has not had a reply. It has not been possible to secure a meeting.

From these consultations, dozens of possible Active Travel Routes have been identified, but to reduce this to a manageable cohort, **six** have been chosen as the most promising routes for early development, along with recommendations for roads managers.

The Lochalsh Community Survey Report 2022 contains comments relevant to this study. These included general comments about pavements and the challenges for cyclists on the main road.

Also highlighted were:

‘Safe walks to school’

‘More tracks for children’

‘Cycle lanes for safe commuting’

‘Footpath/cycleway connectivity between villages’

‘More footpaths to open countryside for leisure’

‘There were some specific proposals. For example, for paths to link up villages along the A87, and a path to allow people to walk from Achmore to Stromeferry station safely’.

Further proposals included a footpath/pavement between Ardelve and Nostie therefore joining Dornie to Balmacara.

Also highlighted was a wish for better paths between villages, mentioning Kyle – Dornie and Kyle – Plockton and safer cycling options along the A87.

One comment indicated support for cycle lanes between Dornie and Kyle so locals could use them for commuting.

Publicity

In preparation for any publicity, the routes are all assessed for their readiness, and marked (in appendix) as ready immediately (even when some works are recommended, in some cases), or not ready for publicity until recommended works are undertaken. This reduces the number of routes currently ready for publicity but indicates the potential.

References

Paths For All : Path Managers Guide to Grading; Outdoor Accessibility Guidance 2023; Outdoor Access Design guide.

The Highland Council Core Paths Plan.

Lochalsh Collaborates: Lochalsh Community Survey Report 2022 and Lochalsh Community Action Plan.

Terms in *italics* follow the definition in the Paths For All guidance.

Active Travel Routes.

Communities in Lochalsh are divided into community areas :

- Kyle, including Badicaul and Erbusaig
- Lochalsh including Balmacara, Reraig, Kirkton and Auchtertyre;
- Plockton including Drumbuie and Duirinish;
- Stromeferry and Achmore;
- Dornie including Nostie, Ardelve and Killilan;
- Loch Duich including Morvich, Shiel Bridge, Ratagan and Letterfearn;
- Arnisdale and Glenelg.

Active Travel opportunities exist in all areas. The table below summarises how many in each area.

Table 1 Active Travel opportunities identified in this survey.

Community	Footpaths	Length, m	Cycleroutes	Length, m	A87 crossings
Kyle	7	9600	3	8200	9
Lochalsh	5	3470	1	3000	9
Plockton	5	2800	3	12600	
Stromeferry and Achmore	4	3470	1	7520	
Dornie	2	1400	2	15130	4
Loch Duich	3	434	3	15050	7
Glenelg and Arnisdale	2	1100	3	9600	
Total	27	23200	16	71080	29

Clearly some form of prioritisation is required.

Priorities have been chosen so that:

- Existing routes can easily be brought back into use with minimal expenditure;
- Routes contribute to Active Travel, especially if they do so to some extent already;
- A spread of routes is identified throughout Lochalsh.

Cycle routes include the dedicated cycle route alongside A87 and all other public roads on which a cycle might be used for Active Travel.

A87 crossings. Attention has been paid to where the A87 may be a barrier to Active Travel and proposals made for crossing points. The actual form of the crossing is not specified, this is a matter for route managers, but the community might reasonably expect vehicle drivers using the A87 to be well aware of crossing points in advance, the crossing point to be highly visible and for it to provide greater confidence in those crossing the road.

RECOMMENDATIONS PART 1: Footpath Priorities.

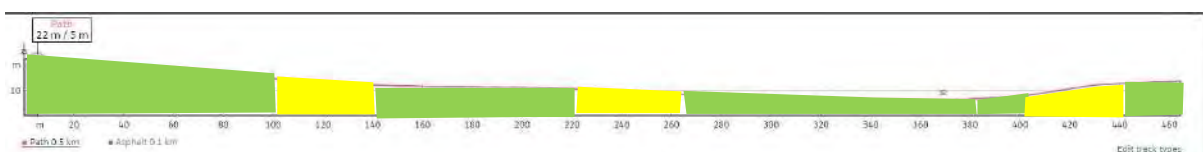
1.1 The Pladaig Path (Kyle of Lochalsh). Length 600m. Rise / fall 10m.

A *moderate* path with some *medium* quality surfaces, formed of tarmac with encroaching moss (wet in rain) and serious obstruction (flooding) in wet periods. Short sections over 12%. Gives access from the north part of Kyle and Skye Bridge Studios to the village centre and churches.

Owned and managed by the National Trust for Scotland, who are aware of the problems and are working to resolve them with neighbours Railtrack.



The Pladaig path is signposted at each end. The path leaves Pladaig road at A, which continues as a house access. A spur from the main path connects with the west end of school road and Kyle Primary School. At the lowest point (by the words Pladaig Road) a persistent flooding problem occurs. Point B is where the path leaves a tarmac house access.



A The Pladaig path profile shows three short medium gradient slopes.

B



Photo: The Pladaig path floods in wet conditions. Beyond the flooded section the narrow strip of tarmac heavily encroached by moss can be seen.



Photo: The Pladaig path at its junction with a spur path connecting School Road approx. 100m from the north end of the path.

Required works:

The flooding is understood to be caused by a blocked culvert under the railway. This needs to be addressed by the owner, National Trust for Scotland, and neighbour Railtrack. The Highland Council also has an interest as this is a Core Path. Moss encroachment needs to be cleared and adjacent vegetation cut back regularly.

Assessment:

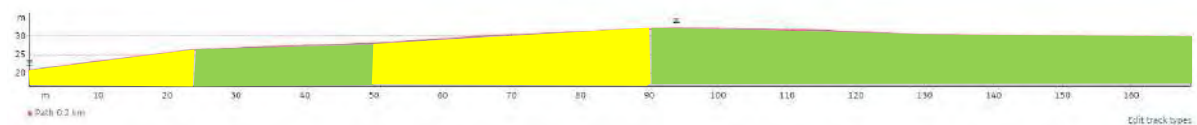
This is a well-used path compromised by flooding issues. It is a high priority route. Works here would be of the lowest order of costs and should be progressed immediately. As this is a Core Path, support from the Highland Council discretionary fund might be available.

1.2 Plock Road to Heathmount (Kyle of Lochalsh) Length 169m. Climbs / descends 11m.

This path is in existence as a rough path known to a few locals and used by fewer. It has been constructed in the last 20 years based on an older trackway. It is an ideal route through woodland from a densely populated part of Kyle to the village centre, leisure facilities. The surface is gravel and stones, rough in places and mostly covered with mud. Locals would appreciate this path being available but don't use it because it is too muddy and the camber too slippery.

It is in the ownership of the Highland Council, Housing account.

Map



A

B

C

Profile of the Heathmount path shows two sections of greater than 12%. Letters correspond to the positions on the plan.

Photos



Plock Road end. Plock sign and muddy morass.



Approaching Heathmount. Unfortunate alignment facing window of private dwelling. The very muddy path could be realigned through the rhododendron bushes to approach Heathmount in a direct line.



From the window the path approaches closely but would be more acceptable if routed through the bushes, which would make this section easier for walkers to use.



Entrance from Heathmount is un-signed. Some residents do not know this path exists and do not have the confidence to find out.

Required works:

Resurfacing, almost amounting to a rebuild with proper drainage especially at the bottom of the path, step risers to reduce the surface gradient, scraping the mud off the path and resurfacing with gravel mix. Replace old sign, install new sign at junction in the middle of the path where this path leaves the path continuing to the Plock viewpoint (point B on sketch plan). It would be important to provide robust entry signposting at Heathmount.

Assessment:

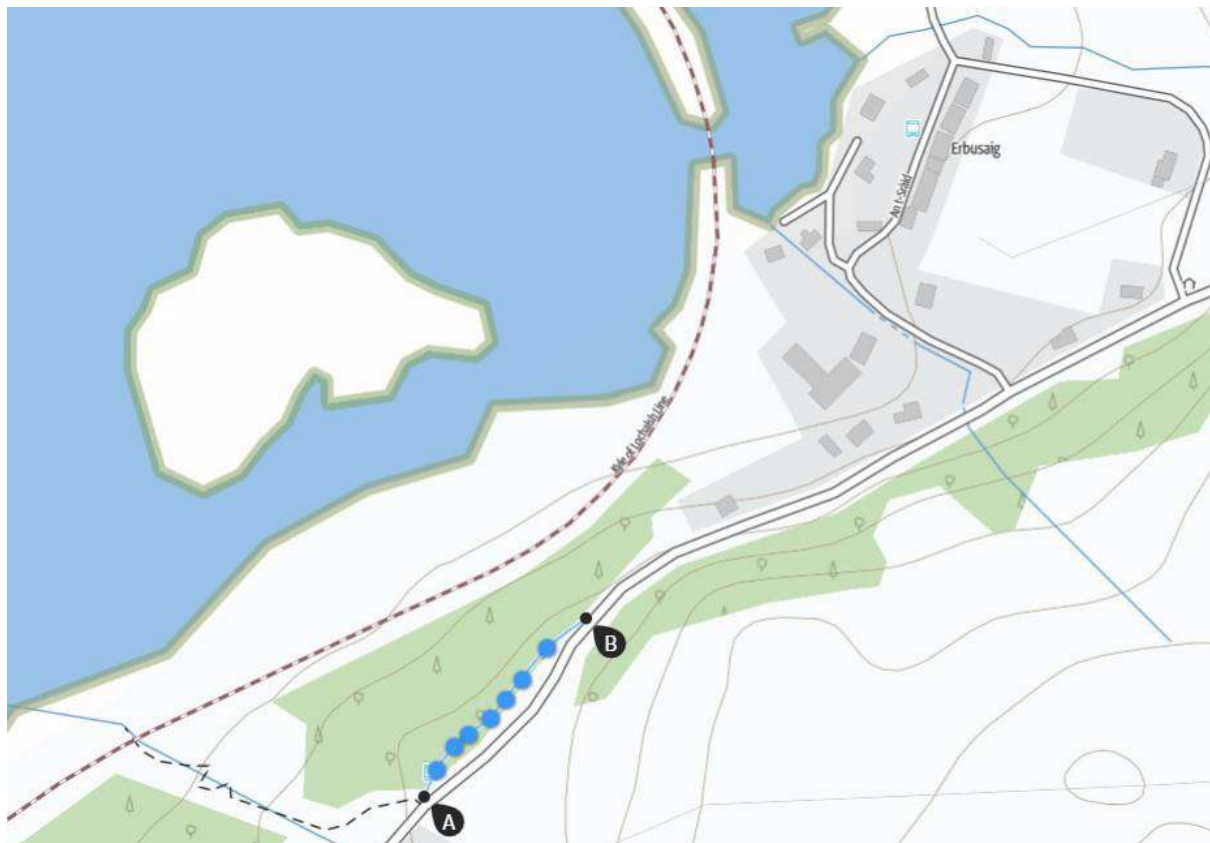
This path could contribute to Active Travel in a meaningful way. This and one other, shorter and recreational path in the vicinity of Heathmount could be tackled at the same time.

Medium priority, medium cost, probably over £10,000.

1.3 Badicaul and Erbusaig (Kyle of Lochalsh). Length 135m, climbs / falls c10m.

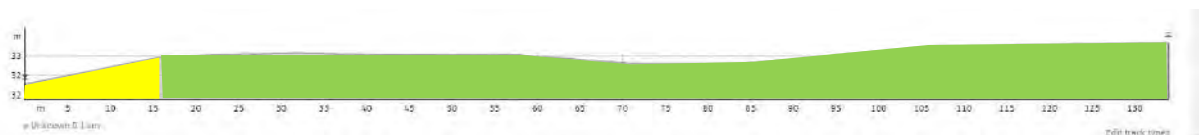
The main road (C1232) between Kyle and Plockton is used for Active Travel, but a short section between Badicaul and Erbusaig goes through a cutting with no verges. However, a short diversion through woodland on an existing route is feasible to allow pedestrians to avoid this section of the main road.

Map



A

B



The profile of the Badicaul Erbusaig roadside path shows one steeper section over 12% at the south end.

Photos of the Badicaul – Erbusaig road diversion through birch woodland.



Required works:

As a minimum the route requires fully clearing of vegetation, waymarking and signing at each end.

If built, the route would benefit from causeway construction at the south end and some reduction of the height climbed. This would probably be machine-dug work, with any plant taking access from the north end. On return, a tray (shallow trench the width of the path) would be dug and filled with at least 10cm gravel (5cm down to dust) and rolled.

Assessment:

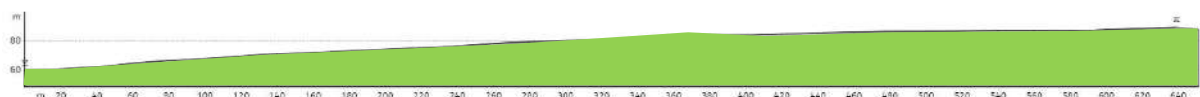
Medium priority, medium cost for full build (>£10k), minimum cost (>£1k) for light-touch works and waymarking.

1.4 Roadside route from Achmore to Strome Ferry. (Achmore) Length 650m. Rise / fall 30m.

This route has been highlighted by residents of both Achmore and Strome Ferry as one which would, if developed, provide for pedestrian safety and ease access between the villages and connect them better to the railway station at Stromeferry. The route entirely follows the margin of the A890, which is at present in the management of The Highland Council, but subject to a petition to the Scottish Parliament to be adopted by Transport Scotland.

Residents locally are trying to obtain a study to determine the feasibility of having a footpath running preferably along the northwest verge, with appropriate covered drainage if required to allow this.

Map of the road between Achmore and the Strome ferry junction.



A Profile of the A890 roadside route from Achmore junction to Strome Ferry junction B

The whole profile is of gradients less than 12%.

Photos



Top left: Broad verge at the Achmore Junction (A on map).

Top right: Narrow verge on NW side of A890 some 100m from A

Bottom left: Verge compromised by cross drains and overhanging vegetation.

Bottom right: Broad verge on NW side of A890 near B

The characteristics of the verge on the opposite side of the road are similar to those illustrated.

Required works:

Tarmac path and kerb alongside carriageway, culverting of drainage. All works on verge but will require traffic management measures which will add to costs.

Assessment:

Medium priority. Cost difficult to assess because of need for road management during works.

1.5 Balmacara Woods to Balmacara Cemetery. (Lochalsh) Length 193m, rise / fall 8m.

Balmacara Woods is in Forest and Land Scotland ownership but is subject to an asset transfer process which could change it to a community wood with camping returning to the parkland area. The woods are heavily used by local dog walkers, many of whom oppose the change this would entail. Balmacara Square is served by a shop on the main road in Reraig. There is also other interest in connection between Balmacara Square and the cemetery, war memorial and Reraig. At present the main option for Active Travel is to use the small road (C1232) between the two. However, this has no verges and several unsighted bends, and is very unsatisfactory for pedestrian use. At the suggestion of a local land manager, this *flat* but entirely new alternative has been identified using the woodland as the main route, then crossing the A87 and continuing along the south side of the A87 from the cemetery to Reraig.

Two alternatives present themselves. One is to pass under the A87 road bridge by building in the stream bed of the Balmacara Burn. The other is to connect with the north side of A87 on the west side of the burn and to cross on the A87 surface and make use of the road bridge to cross the burn. An assessment of each option will be made.

Map



Profile of Balmacara woods to A87 proposed path shows no sections steeper than 12%

Photos



Downstream from point A the route is confined to the bank above the river by a steep vegetated slope. The river has made some incursions into the bank which will require repair.



At the A87 the burn passes under a bridge. The route (on the far bank) would join the road at the crash barrier.



An attractive idea would be to bring the route across the burn on a new footbridge at least 15m long, then to build a causeway at least 25 metres under the bridge to achieve a road crossing. There are in fact two bridges, the upstream one owned by Transport Scotland and the downstream one probably owned by the Highland Council to convey the access route to Balmacara House, which they own.

However, during a visit in high water, these ideas were seen to be very difficult to carry through, involving substantial building in the stream bed, and the advantages of crossing under the A87 were not considered sufficient to advocate this route further. However, the proposal to bring a route from the footbridge in the woods to the A87 is viable without this detail.

Required works:

As a minimum: Vegetation clearance, waymarking and signposting. Probably costing less than £1000 to produce a *flat* path with *natural* surface suitable only for walkers.

Medium-term requires *full-build* with *gravel* surface and repair of revetment on the bank of the river near point A. This option would be in the region of over £10,000.

Assessment:

This is an attractive proposal of Medium priority which could be initiated very cheaply by the simplest route avoiding the river crossing, but even by this simple route it would incur medium cost for a full contribution to Active Travel. The alternative, crossing and following the river would require planning consent, SEPA consent, Transport Scotland and Highland Council Roads consent and considerable building by a skilled mason. This is considered unlikely to be feasible.

1.6 The Ardelve coast path. (Dornie) Length 940m, rise/fall less than 10m.

A *flat* path with *natural* surfaces with one *short* section on the beach, a detour around a private property and then 100m or so on tarmac. This is a Core Path which gives access from Lower Ardelve to the community hall and, via the A87, the community shop and village centre.

Ownership is not known, but this lies outside the crofted area and is probably on Crown Estate land.

The Dornie coast path is signposted at A, follows a grassy farm track and footpath occasionally inundated by the tide to the coast where some boats are stored and follows the coast to the end of a tarmac road at B. It follows this road past junction C to the end at D. Here a small informal path turns down to the beach and follows the strand line until a private property is passed and rejoins tarmac at E. In the opposite direction a sign requests walkers to use the coastal detour. Tarmac leads to point F.



The profile of the Dornie coast path is virtually flat throughout.



Photo: The western part of the route is subject to occasional tidal inundation but is generally passable on foot most of the time.



Photo: The west end of the diversion around the property (point D on map).



Photo: The eastern end of the diversion around the property (point E on the map). A post which may once have held a diversion sign is in place (though leaning) and another sign is just out of sight on the right of the track. A fence runs through the bushes on the left, leaving enough space for a path.

Required works:

The diversion around the property requires a path with marine defence for a distance of 100 metres. This could be machine-built in the order of costs under £10,000. Local materials are available, probably by negotiation with property owners who dumped them on the shore.

The western section, if built up as a causeway to prevent flooding, would be machine work with a higher order of costs.

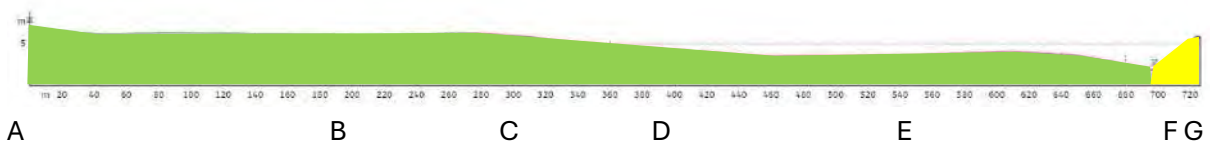
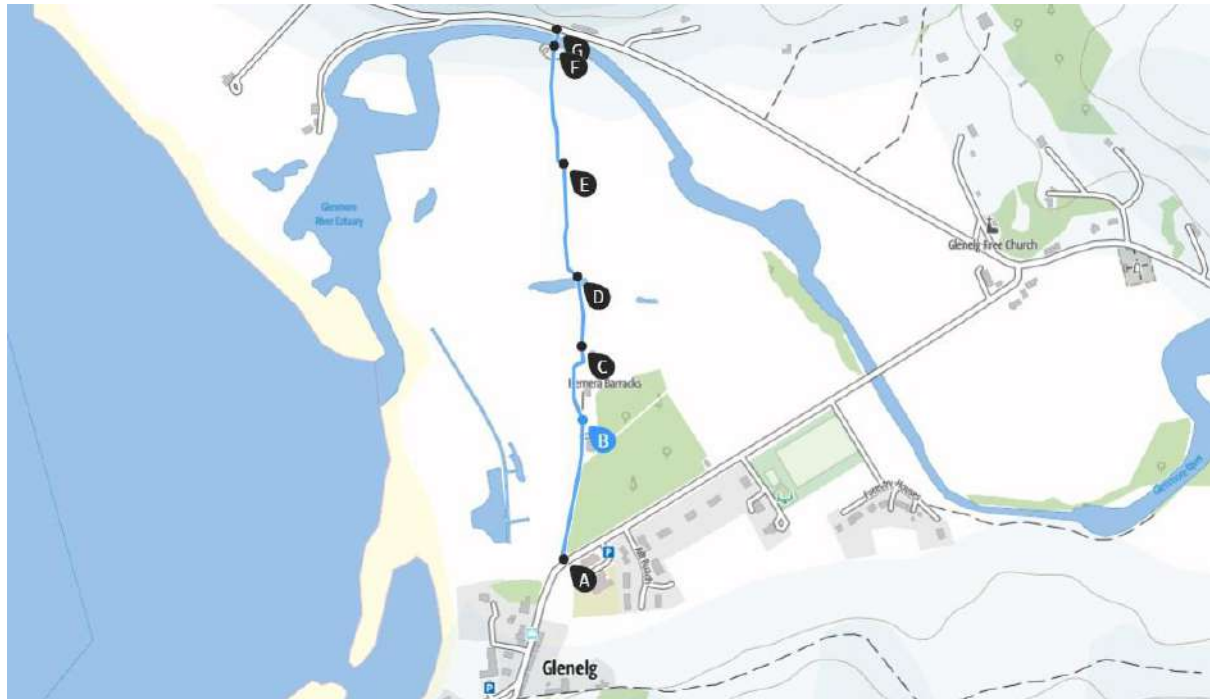
Assessment:

The path is adequate for walkers but may become more accessible with improvement. Priority is considered medium. Cost would probably be under £10k. As this is a Core Path, support from the Highland Council discretionary fund might be available.

1.7 The Galltair Path. (Arnisdale and Glenelg) Length 726m, Rise/fall 16m

The historic path between the village hall and the ferry road at Galltair is reasonably well-used and has had investment in 2021 from The Highland Council Planning and Development Service as one of the Core Paths. It is *flat* except for one very *short, moderate* slope at the north end. One *short* but important section remains very *rough* and floods regularly and requires attention.

Map



The Profile shows a *flat* path with one *moderate* slope onto the footbridge at the north end. Letters refer to positions on map.

Photos



Photo: The village end of the Galltair path is a house access and access to the privately-owned ruins of Ruthven Barracks.



Photo: After passing the Barracks the path descends gently to a bridge over the old course of the river (point D on map). Ramps onto the bridge were installed in 2021. Gravel surfacing is dug locally.



Photo: Proposed works to remedy the crossing of this creek (at point E on Map).



Photo: Detail of location of works required. Steep access and step onto bridge.

Required works:

Further revetment and building up of the path at the crossing of the small stream at point E on map to level the surface and bring it above most flood levels. This would also regularise the surface and make it suitable for most users. Detailing would be from the Paths for All Outdoor Access design guide.

The possibility of a boardwalk has been considered. Apart from the much greater cost, maintenance would be greater. There is no particular advantage to constructing a boardwalk instead of an enhanced culvert crossing.

At the approach to the bridge, (point F on map and photo above) installation of a handrail might make this short ramp easier for those finding it rather steep.

Assessment:

This is a well-used path. Improvements might encourage further use and widen the appeal of this walk. It is considered medium priority. The cost would probably be in the range £1k to £10k.



2.1 Section 1: Chocolates of Glen Shiel Bridge and Kintail Lodge Length 1.5km.



Photo 1A: Chocolates of Glen Shiel.



Photo 1B: Shiel Bridge junction. Potential crossing point to access bus service



Photo 1C: Kintail Lodge. The old coastal road passes left (west) of the hotel. It is 673m long.

2.1 Section 2: from old road at Allt a' Chruinn to Inverinate Community Hall. Length 3.8km.

The footway is generally in very good condition, but the standard drops west of the bus shelter in Inverinate. (illustrated).



Photo 2A: Allt a' Chruinn. The old coastal road rejoins the present A87.



Photo 2B: The footway from the eastern section of Inverinate (especially from the Bus Shelter) to the Community Hall requires improvement to match the standard of the rest.

2.1 Section 3: From the Community Hall to the entrance to Inverinate Lodge. Length 250m.

At the community hall, the roadside footway requires improvement to match the standard elsewhere.



Photo 3A: Eastwards along A87 from near the entrance to Inverinate Lodge shows footway in poor condition.



Photo 3B: At the entrance to Inverinate Lodge, the roadside footway turns away from A87 and crosses the arched bridge, continues right wards towards the Western part of Inverinate. This off-road section is 344m long.

2.1 Section 4: From just East of Western Inverinate to the Carr Brae junction. Length 1.1km.

The roadside footway emerges as a beaten path between crash barriers and then becomes reestablished as a small path on the opposite (North) side of the road. If this arrangement is to persist, a high visibility crossing point is required. Alternatively, and preferably, the verge on the South side, and its crash barrier, could be reworked to continue the roadside footway on the south side of the A87.



Photo 4A: Footway emerges from between crash barriers on left and continues on right.



Photo 4B: In Western Inverinate there is a roadside footway for some distance on both sides of the A87. The fuel station (in the distance) is also the village shop.

Photo 4C: The footway in Inverinate ends on the north side at Tigh na Creige and on the south side continues almost as far at the junction with the Carr Brae Road (U4934).



Although *strenuous*, the 5.9 km Carr Brae Road is suitable for Active Travel for those able to walk or cycle up and down the long slopes, a height gain of 150m from the east and 170m from the west. There is little prospect of a roadside alternative on A87 without major investment.

2.1 Section 5: from Eilean Donan Castle to Upper Ardelve. Length 867m.

An official crossing point underneath the carriageway at Dornie has steps on the village side, making it less suitable for all-abilities use.



Photo 5A: The footway on the North ends abruptly at the bus shelter. The footway opposite continues into the car park for Eilean Donan Castle. Footways continue in very good condition across the Loch Long viaduct and past the Dornie Community Hall.

A crossing point opposite the hall is a high priority.

The footway on the south side continues, but the one on the north side diverges from the A87 to reach a car park used as an overflow for the Castle.



Photo 5B: The footway on the south side continues to the junction at the east end of the (Upper) Ardelve loop road (U4942), which is 946m long.

2.1 Section 6: Ardelve to Nostie. Length 900m.

The lack of a footway on the 900 metre stretch between the Ardelve and Nostie junctions has been the subject of discussion between the local community and Transport Scotland, leading to a commitment to include this stretch in the next round of investigation (survey) carried out by the agency. This route was also raised with MSP Kate Forbes who promised to ask Transport Scotland about progress in 2024.



Photo 6A: The interest of the community brings the priority to this section to High Priority.

2.1 Section 7: From Nostie to Balmacara Cemetery. Length 5.5km.

At the bus shelter, the footway restarts at the Nostie junction. Signage on A87 indicates the likelihood of the presence of pedestrians, but the school bus dropping children in the afternoon has to stop on the carriageway opposite the bus shelter. Further attention to this issue is required, possibly adopting the design now installed at Sligachan on the same road.



Photo 7A: Nostie junction.



Photo 7B: At Auchtertyre the footway transfers to the north side of the road all the way to Reraig. This is considered a High priority for a high-visibility crossing point.



Photo 7C: The broad footway on the North side of A87 arrives in Reraig and becomes very narrow.

Opposite the shop in Reraig there is a footway on both sides of the road, both of which continue west for a distance, though with obvious drainage problems on the southern side. Many pedestrians cross the road here and despite the reduced (40 mph) speed limit, a high-visibility crossing point would assist road safety.



Photo 7D: The North side footway stops at the last cottage (green van on photo), and does not extend to the war memorial.

Photo 7E: The south side footway continues to the Cemetery then merges with the road approaching Balmacara House, leaving the A87 with no footway.



Should the Active Travel path from Balmacara Square to Balmacara Cemetery proposed in the previous section be developed as far as the bridge on the A87 then cross the carriageway, a pedestrian crossing point would be required. This would be located at the most distant point visible on the photo above.

2.1 Section 8: Balmacara cemetery to Kyle. Length 3.6km.

There is no provision for Active Travel on this section of A87.

Three sections of this road provide steeper gradients causing cyclists to slow down, potentially causing traffic to queue to get past. All three would benefit from additional provision to provide off-carriageway cycling. The initial rise in the road when travelling west is shown on the previous photograph. The verge is wide enough for a dedicated cycleroute for cyclists travelling west, and this should be treated as a high priority.

Photos



Photo 8A (left): Most of this section of A87 is flat and straight allowing very fast traffic speeds.

Photo 8B (right): Travelling west from the Scalpay layby to viewpoint is a second incline where reforming the verge and crash barrier would assist cyclists and pedestrians.



Photo 8C: The verge on the incline to the Kyle viewpoint. Photo 8D: The same verge from the top of the incline.

A footway on the South side is required throughout. The verge is occasionally divided by a crash barrier. Top right shows the Scalpay lay-by, where the incline to the viewpoint starts.

The issue of cyclists travelling East out of Kyle cannot realistically be resolved on the North side of the carriageway.

2.1 Section 9: From the Kyle viewpoint to the Skye Bridge. Length 3.6 km to Kyleakin roundabout.



Photo 9A: From the viewpoint layby to Kyle the footway resumes at an adequate standard, though not as well-constructed as the section at Shiel Bridge.



Photo 9B: Leaving Kyle travelling east, the footway on the North side ends. A crossing here would be a Medium priority.

Crossings at the foot of Langlands Terrace and the end of Stoney Road would assist Active Travel.



Photo 9C a crossing opposite the railway station or opposite the Health Centre (large building in photo, left) should be considered a High priority.

There is an existing pedestrian-phase traffic light controlled crossing at the main crossroads (photo 9D) and the Coop junction (9E).



Photo 9D: Immediately west of the crossroads a shared pedestrian and cycle route starts. The sign on the left indicates that the cycle route ends, but there is no corresponding sign to indicate that it starts here. It is recommended that a shared use sign indicating the mandatory cycle route facing the crossroads is installed here, and painted on the surface of the route.



Photo 9E: The traffic light-controlled junction at the Co-op also has a pedestrian phase on demand. The shared footway and cycle route becomes semi-detached here, running behind the railing barrier in the photo. There is a cycle route sign indicating that it is mandatory for cyclists and shared with pedestrians, but this is often ignored or overlooked by cyclists. The footway becomes more closely aligned to the carriageway across the viaducts. There are opportunities to reinforce the mandatory nature of the cycle route at several points west of Kyle.



Photo 9F: One opportunity to reinforce the mandatory nature of the cycle route and to allow cyclists emerging from the public open space at The Plock of Kyle is opposite the Old Toll Office. This would also be a good place for a high-visibility crossing point. Considering the importance to the local community of the Plock, it would be appropriate for a separated turning-right lane for traffic and pedestrian refuge at this point, accommodated on the left by merging the westbound lane into the red-coloured surface. This would also act as a traffic calming measure in a location where the 40-mph speed limit is regularly ignored.

It is recommended as a **high priority** that the shared cycle and pedestrian route is painted with symbols indicating that it is a shared route. This would alert pedestrians to the likelihood of meeting cyclists and reduce unfavourable reactions which have in the past led to cyclists being harangued by pedestrians for cycling “on the pavement”.

RECOMMENDATIONS PART 2 (continued) Roadside walking, cycling and other wheeling.

2.2 : The C1221 and C1232

Although this road is not on the national lists of 'A' roads or 'B' roads, it has enough traffic to qualify as an important route, used as a bus route to schools in Plockton and as the main route of access for emergency vehicles, bin lorries and delivery vehicles to this village. Occasionally, when A87 is closed due to emergencies, traffic is routed along C1232 to Erbusaig and over the C1232 to Balmacara Square, causing severe congestion. There are many narrow sections and several single-track sections which together are referred to as 'pinch points'. Between Kyle and Erbusaig this road is in Kyle Community Area, and beyond this in Plockton Community area. The road is managed by the Highland Council.

Active Travel on this road occurs at present. Pedestrians are often seen on the carriageway between Erbusaig and Kyle, and occasionally between Erbusaig and Drumbuie. This raises the priority of considering action for Active Travel on this road.

As referred to in the Introduction, Highland Council was given an opportunity to respond to the following suggestions, but has not made any reply, nor agreed to a meeting.

Generally, the broad sections of this road require improved pedestrian walking opportunities. This can usually be accommodated by improving the verge, cutting back vegetation and rendering the surface suitable for walking. This could be by construction of a gravel path, but if a smooth level grassy surface can be achieved by normal verge maintenance, this is acceptable. Narrow sections are detailed in the description accompanying photographs below.

Location of photos
on C1232, C1221

Photos are presented with distances from the main cross-roads in Kyle of Lochalsh.



Photo A: C1232 leaving Kyle (1.2km)

Photo B: Broad verge on S side of C1232 (1.4km)



Photo C1: Narrow verge and crash barrier, Badicaul. (1.6km) Photo C2: Verge on S side (left). (2km)

Both would be adequate if adjacent vegetation was cut back.



Photo D: (2.2km) A pinch point opposite the posting box occurs where the verge is too narrow to walk on, and even if the vegetation was cleared, a deep gully prevents causeway widening. Construction on the verge or a pedestrian priority zone demarcated by white lining would be necessary here.



Photo E: (2.4km) Single track road in Badicaul cannot be widened because of a large drop on the West side. The challenge for road managers wishing to accommodate Active Travel will be to make the existing road suitable for all users. (Continues on Photo F).



Photo F: (2.5km) Single track in Badicaul. As can be seen from the photo, the single-track road is wide enough for a vehicle and a marginal strip reserved for pedestrians and cyclists. Passing places are not defined but could be made more obvious for drivers with the use of white edge marking and statutory signage.



Photo G: (2.6km) At the north end of Badicaul the C1232 is briefly double then narrows to a pinch point with poor visibility and virtually no verge on which pedestrians and cyclists can find refuge. At this point a recreational path leads to the shore, and immediately beyond this an informal path has been created through the woodland to avoid this section. This is recommended for improvement and signage in the first section of this report.



Photo H: (2.8km) Congestion at the pinch point by the Erbusaig Cascade. Single track road is similar to that in Badicaul with a large drop on the left protected by a low stone wall, and with no opportunity for carriageway widening. A similar solution might be appropriate: Partition the road with a white line, reserving a one-metre-wide section for pedestrians and cyclists and providing passing places.



Photo I: (3km) Narrow double-track section of C1232 in Erbusaig is in places provided with a roadside footway of loose gravel construction.



Photo J: (3km) Narrow double track section of C1232 in Erbusaig has no footway.

At the end of this straight is a road junction with U4905. Beyond this it would be feasible, with owner National Trust for Scotland, and tenant crofter's support, to create an off-road footpath in the field parallel to the road.

However, this has not been progressed to a proposal in this report.



Photo K: (3.4km) The narrow double-track section of C1232 in Erbusaig continues past the end of a farm track where any off-road path could emerge at the gate shown. This junction is a regular collection and leaving point for school children on the school bus run.



Photo L: (3.6km) Broad single-track section of C1232 in Erbusaig has the potential for a pedestrian footway on the west (right) side if the vegetation was cleared back and the surface maintained adequately.



Photo M: (3.7km) Double track section of C1232 to junction of Palascaig road. Here the designation turns off, as does the bulk of diverted traffic on the occasions when the A87 is closed. This road does not access any residential properties, and is used as a convenient short-cut to and from A87. It is not always maintained in winter and could be considered as an Active Travel Priority route, with appropriate signage indicating that vehicle use is for access only, and that pedestrians and cyclists have priority.



Photo N: (4.1km) Double track section of C1221 with ample room on verge for pedestrians. Requires further cutting back of vegetation and adequate maintenance of surfaces. Also requires repairs to crash barrier.



Photo O: (4.5km) A realigned section of C1221 has left a section of old road commonly used overnight by camper vans but also offering a short section of off-road walking. Would require vegetation



cutting, drainage and waymarking.

Photo P: (5km) Single track section of C1221 is provided with passing places, but clearly traffic often uses the verge. While this does cause damage, it also keeps vegetation short and suitable for pedestrians, although rather rough.



Photo Q: (5.3km) Single track pinch-point in C1221 at Drumbuie, with inadequate passing place and nowhere for pedestrians to walk apart from a narrow strip of verge regularly used by vehicles as a passing place. Beyond this (left of car in photo) an informal path leads down the bank to the bus shelter, the roof of which is just visible.



Photo R: (5.6km) Narrow double track section of the C1221 between Drumbuie and Duirinish hugs the foot of the slope and is closely confined by croft walls.

Rather than hazard this section, it would be preferable to direct walkers from Drumbuie to Duirinish, or vice-versa, to take the station road U4901 and croft path, (Referred to in appendix as Plockton F 01) rejoining the C1221 at the bus shelter in Drumbuie.



Photo S: (6.6km) Drumbuie. It is feasible for pedestrian to use the C1221 and cross the narrow bridge (see Photo T) but preferable if they were directed to cross the burn by the footbridge and walk or cycle up the short brae in the foreground of the picture, to rejoin C1221 at the top.



Photo T: (6.6km) The narrow bridge on C1221 in Drumbuie.



Photo U: (6.7km) Double track section of C1221 north of Drumbuie shows a wide verge as far as the junction with the road to Achmore, C1222, beyond which it is single track, the verge containing a hidden gully leading to a culvert which poses a hazard to road users, especially pedestrians.



Photo V: (6.8km) Single track section of C1221 north of the Achmore road junction (visible in photo). Although passing places are provided and signed, and warning sign (Photo U) about the soft verge, traffic has used the verges so often that the road resembles a double-track road with single-track tarmac. While it would be desirable to use one side or the other for Active Travel provision, local priorities would probably be met more closely by creating a double-track carriageway with double-track tarmac.



Photo W: (7.8km) The double-track brae South of the Strathy bridge and junction is a challenge, particularly for cyclists. A metre wide reservation on the uphill side with a white line separating it from the traffic would draw attention to the possibility of Active Travel on this section.



Photo X: (7.8km) Pinch point at the bridge at the foot of the Strathy (glen) highlighted by white lines. This is a very good solution which could be used in other pinch points along the C1221.



Photo Y: (8km) Narrow double-track section of C1221 uphill (north) of the Strathy Road junction. There is no satisfactory pedestrian route available here.



Photo Z: (8.4km) Entry to Plockton is marked by a double-width cattle grid. If there was a willingness, the roadside pedestrian way could be linked to the housing at Burnside thence to the railway bridge.



Photo AA: (8.7km) On the approach to the railway bridge and High school the C1221 has a 20-mph limit and raised surface to achieve traffic calming. It also has a strip of green tarmac, but this is not explained to road users and has lost all road paint. The route through Burnside emerges here (on left of photo)



Photo BB: (8.7km) The railway bridge in Plockton has an unexplained strip of green tarmac. The footway finishes on the east (right) side, so any pedestrian, cyclist and wheeling travel should be accommodated on that side or provided with a pedestrian-controlled crossing. White line road marking would assist road safety here.

The route from here for a further 1km into Plockton village is provided with a high-quality pedestrian footway.

Appendix 1

Examples of white lining on roads that could be relevant to development of Active Travel.



Reserving part of the carriageway for pedestrians, cyclists and wheelers. This is a rather wide example from the private road on the Plock. On the right-hand photo, a passing place is indicated with a dashed line, but there is no sign.



Highlighting a pinch-point on the Kyle – Plockton road (C1221). There is actually room for a pedestrian to walk between the parapet and the line, but it is not recommended when a vehicle is crossing the bridge.

Appendix 2 SUMMARY OF ROUTES IDENTIFIED

A list of all Active Travel Routes identified, arranged by community area

Kyle community area contains 7 priority footpaths totalling 9600m approx., 4 priority cycleroutes identified totalling 12400m.

Items in **bold** are featured as priorities in the first and second section of this report. Routes marked with * can be considered for immediate inclusion in any publicity about Active Travel. Those marked with ° need further work.

No.	Status	From	To	Distance, Gradient	Owner or competent body	Present Surface, environment	What needs improving?	What difference will this make?	Likely use and priority for action
Kyle F1 * See 1.1	Core Path SL 17.02	The Pladaig path from Church Road, Kyle	Skye Bridge Studios, Kyle	600m, Moderate slopes and flat	NTS and The Highland Council	Tarmac through woodland	Prevent flooding. See photograph.	Connect community in all conditions	Active Travel Around community. High Priority.
Kyle F2 °	Hill path, photo below	Kyle NE margin, Langlands	Kyle – Clan Garage	720m, undulating, steep cross-slopes	NTS, The Highland Council (housing)	Moorland and woodland,	Path creation (will require planning permission), signage	Better connect parts of community	Active Travel around community. Medium Priority.
Kyle F3 ° See 1.3	Path	Badicaul road side	Erbusaig road side	c. 100m, moderate	NTS, THC	Woodland, some rocky ground	Path creation (may require planning permission), signage	Road safety (avoid narrow road) connect community	Active Travel between communities. Medium Priority.
Kyle F4 °	Road verge and path F3 above	C1221 Kyle (Same route as C2 below)	Erbusaig	Short sections, flat or moderate	The Highland Council	Road verge, grassy	Resolve Badicaul, Erbusaig pinch points, verge maintenance for walking, white lining to define edges	Better connect communities	Active Travel between communities. Medium Priority.

No.	Status	From	To	Distance, Gradient	Owner or competent body	Present Surface, environment	What needs improving?	What difference will this make?	Likely use and priority for action
Kyle F5 °	Road verge	A87 Lochalsh Ho. Junction.	A87 Kyle viewpoint	3600m, flat and slight slope	Transport Scotland	Road verge, grassy	Roadside footway creation	Road safety, connect community get cyclists off main road	Active Travel between communities. Medium Priority.
Kyle F6 *	Core Path SL 02.01 (photo below)	Balmacara	Kyle	4200m Moderate ↗↗ near Kyle and in forest otherwise <i>flat</i>	NTS, THC	Gravel path along hillside and forest	Publicity, waymarking	Raise awareness	Active travel and recreation, medium priority
Kyle F7 * 1.2	Path	Plock Road (not shown on map)	Heathmount road	240m	THC housing	Cobbles, beaten ground	Surface and drainage	Improve ease of use	Active travel, medium priority
Kyle C1 *	Existing cycle path	A87 Kyle Co-op	East end of Skye Bridge	1500 m	Transport Scotland	Road verge, grassy	Improve signage for cyclists to join cycle route	Road safety, connect community get cyclists off main road	Active Travel between communities. Medium Priority
Kyle C2 *	Public road	Kyle	Erbusaig	3700m some steep hills each way, mostly flat	THC	Road	Margins clarified with paint, railway bridge surface paint	Clarify narrow sections. Cyclist Safety	Road cyclists. Medium priority
Kyle C3 *	Public road (photo below)	Erbusaig	Balmacara brae	3000m steep uphill from W end	THC	Road	Publicity	Awareness	Energetic road cyclists and e-bike users
C4 °	Proposed	Kyle	Dornie	4200 m, some steady climbs, mostly flat	Transport Scotland	Road	Cycle lane	Road safety	Road cyclists. Medium priority

A87 crossings	Status Priority	At	North side of A87	South side of A87	What is needed	Likely use and priority for action
Kyle X1. °	Potential Low priority	Kyle East end	Houses, footway ends	Footway	Advance signage, road paintmarks	Active Travel between Kyle, viewpoints and Balmacara along A87. Footway ends on N side.
Kyle X2. °	Potential Medium priority	Kyle Langlands Terrace junction	Village, footway	Service station, footway	Advance signage, road paintmarks	Active Travel around Kyle.
Kyle X3. °	Potential Medium priority	Kyle Stoney Road	Village, footway	Workplaces, shops, footway	Advance signage, consider zebra crossing here, #23 or #24	Active Travel around Kyle
Kyle X4. °	Potential Medium priority	Kyle station junction	Village, footway	Workplaces, station, shops, footway	Advance signage, consider zebra crossing here, #22 or #24	Active Travel around Kyle
Kyle X5. °	Potential High priority	Kyle Medical Practice	Village shops, café, hotels, footway	Shops, health centre, Post Office footway	Advance signage, consider zebra crossing here, #22 or #23	Active Travel around Kyle
Kyle X6. *	Existing crossing	Kyle cross roads	Village, shops, café, hotels, footway	Shops, health centre, Post Office, bus services, footway		Pedestrian-controlled lights crossing
Kyle X7. *	Existing crossing	Kyle Co-op	Village (access by steps)	Village, shops, bus services, health centre		Pedestrian-controlled lights crossing
Kyle X8. °	Potential High priority	Old Toll office	Plock of Kyle	Footway	Advance signage, pedestrian refuge, carriageway markings	Active and recreational travel around Kyle and from Kyle via the Plock to the Skye Bridge
Kyle X09. °	Potential Low priority	Skye Bridge minor viaduct	Footway (short)	Footway	Advance signage, road paintmarks	Active travel. Could be used in conjunction with a roadside footway on N side to segregate pedestrians and cyclists.

Photos – Kyle.

Kyle F2. Kyle NE margins.



There is at present no path in this location, but it is obviously used by local residents and becomes overgrown.

Kyle F6. Kyle to Balmacara.



A pleasant route in good condition. Photographed 10/5/22 after large hill fire above Kyle.

Kyle C3 The C1232 road between Erbusaig and Balmacara Brae



A quiet road suitable for prioritising pedestrian and cycle use.

Lochalsh

Priority footpaths 5, totalling 3470m. Priority cyclist routes identified 1, totalling 3000m.

No.	Status	From	To	Distance, Gradient	Owner or competent body	Present Surface, environment	What needs improving?	What difference will this make?	Likely use and priority for action
Lochalsh F01 °	Proposed link	Balmacara cemetery	Balmacara Square	350 m cemetery-footbridge woodland park, flat.	FLS, Balmacara Community Trust, SEPA, Transport Scotland	Woodland floor	Path surface, riverbank protection	Link communities as alternative to walking narrow road.	Active Travel around and between communities. Medium Priority.
Lochalsh F02 see also Lochalsh C02 °	Road verge	A87 Balmacara cemetery	A87 Lochalsh house junction	400m, flat and steady slope	Transport Scotland	Road verge, grassy	Roadside footway creation	Road safety, connect community get cyclists off main road	Active Travel between communities. Medium Priority.
Lochalsh F03 *	Core Path SL 02.01	Balmacara	Kyle	200m Gentle slopes and flat	NTS, THC	Gravel path into forest	Publicity, waymarking	Raise awareness	Active travel and recreation, medium priority
Lochalsh F04 *	Core Paths SL02.03, SL02.08	Balmacara	Reraig and Kirkton	1900m Short steep section, ↗ moderate and flat	NTS, THC	Track	Publicity, waymarking	Raise awareness	Active travel and recreation, low priority

No.	Status	From	To	Distance, Gradient	Owner or competent body	Present Surface, environment	What needs improving?	What difference will this make?	Likely use and priority for action
Lochalsh F05 *	Core Path SL02.02	Balmacara Woodland park	Balmacara road	620m Flat then moderate ↗	FLS, THC	Woodland tracks, footbridge, gravel path	Publicity, waymarking	Raise awareness	Active travel and recreation, low priority
Lochalsh C01 *	Public road	Balmacara	Duirinish	3000m long, steep hill up from S end	THC	Road	Publicity	Awareness	Energetic road cyclists and e-bike users
Lochalsh C02 °	Public Road	Lochalsh House Junction	Nostie junction	5800m, flat	Transport Scotland	Road	Cyclelane	Encourage cycling	Road cyclists medium priority

Photos - Lochalsh F04 Balmacara to Kirkton

Active Travel (mushroom hunting) east of Reraig.



Lochalsh F01 Two bridges over A87 in low water

when the proposed underbridge causeway seems much more feasible.



In addition, the following 9 crossing points over A87 exist or could be improved.

A87 crossings	Status Priority	At	North side of A87	South side of A87	What is needed	Likely use and priority for action
Lochalsh X01 °	Potential Medium priority	Auchtertyre village junction E	Village	College and footway	Advance signage, road paintmarks	Active Travel. Community connection with bus service and college
Lochalsh X02 °	Potential High priority	Auchtertyre village junction W	Village, school, footway	College and footway top east	Advance signage, road paintmarks	Active Travel. Community connection with school and college. Footway users. Footway transfers to opposite side of carriageway.
Lochalsh X03 °	Potential High priority	Kirkton Hall	Footway to village and Reraig	Village Hall and bus shelter	Advance signage, road paintmarks	Active Travel. Community connection with bus service and village hall.
Lochalsh X04 °	Potential Low priority	Reraig camping	Footway, camp site and village	Footway, houses, layby	Advance signage, road paintmarks	Active Travel. Community connection with bus service.
Lochalsh X05 °	Potential High priority	Reraig shop	Village, shop, footway	Lay-by and footway	Advance signage, road paintmarks	Active Travel. Community connection with bus service. Very frequently used crossing for people connecting to shop.
Lochalsh X06 °	Potential Low priority	Reraig Seaforth cottage	Village, footway	Footway	Advance signage, road paintmarks	Active Travel. Footway ends on North side. Connection with war memorial and cemetery, also to Balmacara Square.
Lochalsh X07 °	Potential Low priority	Lochalsh War Memorial	War memorial	Footway	Advance signage, road paintmarks	Active travel to war memorial. Note: a roadside footway on the North side would be preferable.
Lochalsh X08 °	Potential Medium priority	Balmacara Square road junction	Road to Balmacara Square	Footway	Advance signage, road paintmarks	Active Travel between Balmacara Square and Reraig.
Lochalsh X09 °	Potential Low priority	Balmacara Burn bridge	Potential route to Balmacara Square	Footway	Advance signage, road paintmarks	Active Travel between Balmacara Square and Reraig. Would only be needed if a path was constructed from Balmacara to the A87 arriving at this point.

Plockton

Priority footpaths 5, totalling 2800m approx. Priority cycleroutes identified 3, totalling 12600m.

No.	Status	From	To	Distance, Gradient	Owner or competent body	Present Surface, environment	What needs improving?	What difference will this make?	Likely use and priority for action
Plockton F01 *	Path See photo below	Drumbuie	Duirinish Station	400m, Moderate ↗ and flat	NTS	Gravel path with stiles across crofts	Replace stiles with cycle friendly field boundaries	Better connect communities and railway	Active Travel Around community. Medium Priority.
Plockton F02 °	Road verge See photos in part 2	C1321 Erbusaig	Plockton	Short sections, flat or moderate	The Highland Council	Road verge, grassy	Resolve pinch points, verge maintenance for walking, white lining to define edges	Better connect communities	Active Travel between communities. Medium Priority.
Plockton F03 *	Core Path SL 19.03 photo below	Plockton Inn by the Croft Road	Frithard road	650m ↗ Steep behind Inn then level road	NTS, THC	Steep track and tarmac road	Publicity, waymarking, maintenance of surface	Raise awareness	Active travel and recreation, medium priority
Plockton F04 *	Core Path SL 19.04	Plockton shore	Aird a' Mhorair	100m, flat	NTS, THC Crown Estate	Concrete causeway, tidal	Publicity, waymarking	Raise awareness	Active travel and recreation, medium priority
Plockton F05 *	Core Path SL 19.05	Dall	Achmore Road	1500m, moderate and flat ↗	NTS, THC	Stone built path	Publicity, waymarking	Raise awareness	Active travel and recreation, low priority
Plockton C01 °	Public road	Kyle	Plockton	6km some steep hills each way, mostly flat	THC	Road	Margins clarified with paint, railway bridge surface paint	Clarify narrow sections. Safety for cyclists	Road cyclists. Medium priority

Plockton C02 *	Public road	Top of brae above Duirinish	Duirinish	2600m long, steady hill up from N end	THC	Road	Publicity	Awareness	Energetic road cyclists and e-bike users
Plockton C03 *	Public road	Plockton Strathie	Craig	4000m steady hill at W end but not steep.	THC	Road	Publicity	Awareness	

Drumbuie to Duirinish station (Plockton F01) would be more accessible with better fence crossings.



Plockton Inn brae (Plockton F03) is slightly *rough, steep* and has been maintained recently



Plockton Dall (Plockton F05) maintenance of small drains.



Stromeferry and Achmore

Priority footpaths 4, totalling 3470m. Priority cycleroles identified 1, totalling 7520m.

No.	Status	From	To	Distance, Gradient	Owner or competent body	Present Surface, environment	What needs improving?	What difference will this make?	Likely use and priority for action
Strome ferry and Achmore F01 °	Core Path SL 01.01	Fernaig shore	Achmore Dairy	1100 m Steep ↗ under bridge then flat	Portchullin Crofters	Track, grassy and wet field	Drainage in field. Waymarking.	Connect parts of community	Active travel (minor) Recreational walkers Low priority
Strome ferry and Achmore F02 °	Road verge	A890 at Achmore Road	A890 at Stromeferry road	640m, moderate	The Highland Council	Road verge, grassy	Roadside footway creation	Road safety, connect community to railway station	Active Travel between communities. Medium Priority.
Strome ferry and Achmore F03 °	Hill path	Achmore road at cattle grid	Entrance to Strome Woods	680m, moderate and steep	Private, supportive landowner	Heather, badly drained trench	Complete rebuild on whole length. As an intermediate measure, waymarking.	Road safety, connect community to railway station	Active Travel between communities. Low Priority.
Strome ferry and Achmore F04 *	Path	Achmore road junction	Fernaig Community Trust fields	1500m Flat (road to plots), moderate ↗↗	Fernaig Community Trust	Gravel path through fields and crofts	Publicity.	Raise awareness	Active Travel Around community. Medium Priority.
Strome ferry and Achmore C01 *	Public road	Craig	Achmore	3600m Undulating and flat	THC	Road	Publicity	Awareness	

Photos – Stromeferry and Achmore

The Fernaig Croft path (F04) is to the highest standards.



Stromeferry and Achmore residents are keen that the hill path between the communities be considered for reinstatement.



However, parts of the Fernaig dairy to Portchuillin shore are woeful, despite helpful waymarking.



The road from Craig to Achmore (Achmore C01) is used by local people as a short cut to and from the A890 but is more suited to cycling and walking.



Dornie

Priority footpaths 3, totalling 1474m. Priority cyclist routes identified 2, totalling 15130m.

No.	Status	From	To	Distance, Gradient	Owner or competent body	Present Surface, environment	What needs improving?	What difference will this make?	Likely use and priority for action
Dornie F01 *	Core Path SL05.01	Upper Ardelve	Lower Ardelve	500m, flat	The Highland Council	Grassy, some beach	Build new at house encroachment and create hard surface at tidal section, and one more short improvement	Better connect parts of community	Active Travel Around community. Medium Priority.
Dornie F02 °	Road verge	A87 Ardelve junction	A87 Nostie junction	900m, flat	Transport Scotland	Road verge, grassy	Roadside footway creation	Road safety, connect community get cyclists off main road	Active Travel between communities. High Priority.
Dornie C01 *	Public road	Dornie Carr Brae	Inverinate	5630m Long hills at each end, not steep	THC	Road	Publicity	Awareness	Energetic road cyclists and e-bike users
Dornie C02 *	Public road	Ardelve	Kilillan	9500m, mainly flat	THC	Road	Publicity	Awareness	Road bike users
Dornie C03 °	Public road	Nostie	Dornie	3300m, mainly flat	Transport Scotland	Road	Cycle lane	Encourage cycling	Road bike users

In addition, the following 4 crossing points over A87 exist or could be improved.

A87 crossings	Status Priority	At	North side of A87	South side of A87	What is needed	Likely use and priority for action
Dornie X01 *	Extant	Eilean Donan Castle	Village and bus shelter	Eilean Donan and café	Signage to encourage use. Steps at north side obstruct some users.	Active Travel. Community connection with Castle and café. Visitor connection with bus service.
Dornie X02 °	Potential High priority	Dornie Hall	Footway to Dornie	Village Hall	Advance signage, road paintmarks	Active Travel and connecting with community hall and café.
Dornie X03 °	Potential Medium priority	Lower Ardelve junction	Footway, Camas-longart houses	Footway to Dornie Hall, rd to Lower Ardelve	Advance signage, road paintmarks	Active Travel and connecting with community hall and café.
Dornie X04 °	Potential High priority	Nostie junction	Bus stop (school children alight)	Footway, bus shelter and road to Nostie	Further advance signage, road paintmarks	Active Travel. Community connection with bus service.

Dornie Photos.

See also priority routes (section 1) and A87 (section 2)



The Carr Brae road (visible on left descending towards Inverinate) is far above the modern A87 (below, right) and not for the faint-hearted.

Loch Duich

Priority footpaths 2, totalling 360m. Priority cyclist routes identified 3, totalling 15050m.

No.	Status	From	To	Distance, Gradient	Owner or competent body	Present Surface, environment	What needs improving?	What difference will this make?	Likely use and priority for action
Loch Duich F01 *	Core Path SL13.04	Kintail Lodge	Near Ault a' Chruinn	800m, flat	THC	Tarmac through woods	Publicity, waymarking	Raise awareness	Active travel and recreation, low priority
Loch Duich F02 *	Roadside footway, some extant, some needing improvement	Glebe Road	Filling station and shop and Carr-Brae junction	2800m in total, of which half is extant	Transport Scotland	Some tarmac footway, some grassy verge, some beaten ground	Surface in non-constructed sections, kerb.	Improve road safety, encourage Active Travel	Active travel and recreation, medium priority
Loch Duich F03*	Core Path	Inverinate church and Manse	A87	74m, some gradients above 12.5%	Unknown	Gravel with grass and bramble encroachment	Water bars to throw water off the path. Regular vegetation control.	Encourage Active Travel to between church and community centre	Active Travel through community. Medium priority
Loch Duich C01 °	Public road	Ratagan junction	Shiel Bridge	2450m, mainly flat	THC	Road	Publicity	Awareness	Road bike users
Loch Duich C02 °	Public road	Ratagan junction	Totaig	8800m, mainly flat	THC	Road	Publicity	Awareness	Road bike users, mostly leisure use
Loch Duich C03 °	Public road	Ratagan junction	Mam Ratagan	3800m, climbs 326m	THC	Road	Publicity	Awareness	Road bike users

In addition, the following 7 crossing points over A87 exist or could be improved.

A87 crossings	Status Priority	At	North side of A87	South side of A87	What is needed	Likely use and priority for action
Loch Duich X01.°	Potential High priority	Shiel Bridge NG 935189	Bus shelter	Road to Ratagan	Advance signage, road paintmarks	Active travel and visitors connecting with bus service
Loch Duich X02°	Potential Medium priority	Allt na Chruinn	Village, café	Footway	Advance signage, road paintmarks	Active travel and visitors connecting with footway
Loch Duich X03.°	Potential Low priority	Morvich road end	Morvich, cemetery	Footway	Advance signage, road paintmarks	Active travel and visitors connecting with footway
Loch Duich X04.°	Potential High priority	Inverinate	Footway	Footway	Advance signage, road paintmarks	Footway users. Footway ends on each side and continues on opposite side. Active Travel and connecting with community hall.
Loch Duich 05°	Potential High priority	Inverinate Service Station	Footway, houses	Inverinate Service Station	Advance signage, road paintmarks	Active Travel. Community connection with service station and shop.
Loch Duich X06°	Potential Low priority	Inverinate Belle Vue (house)	Footway, houses	Footway	Advance signage, road paintmarks	Active Travel. Community connection with service station and shop. Footway users. Footway ends on each side and continues on opposite side.
Loch Duich X07°	Potential Medium priority	Inverinate Carr Brae junction	Houses and road to Dornie	Footway ends	Advance signage, road paintmarks	Active Travel. Community connection with service station and shop. Footway users. Footway ends on S side.

Loch Duich Photographs on following page.



Inverinate Manse Road path

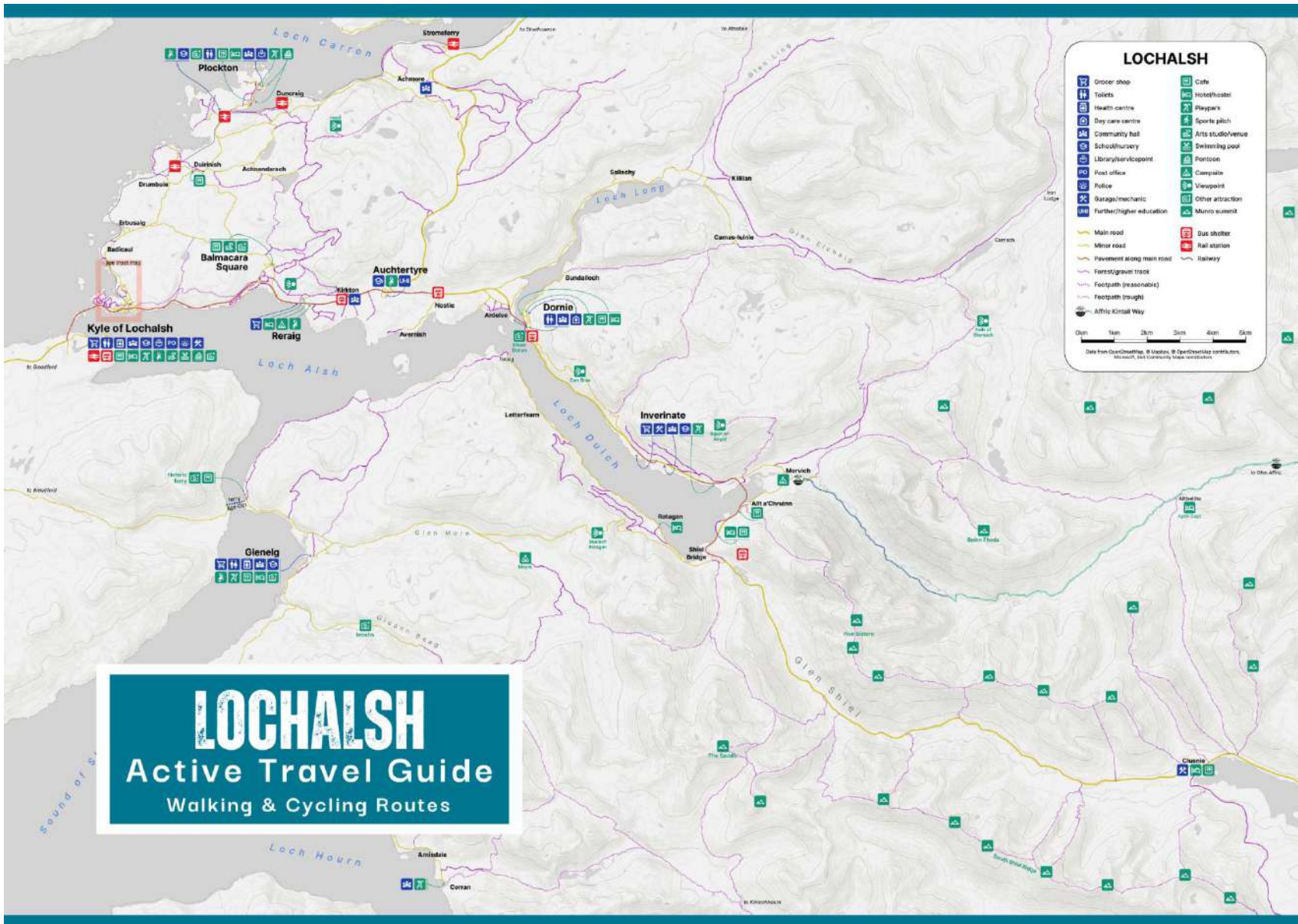


Top of Manse Road path at the A87.

Glenelg

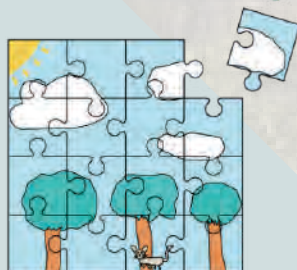
Priority footpaths 2, totalling 1100m. Priority cyclist routes identified 3, totalling 9600m.

No.	Status	From	To	Distance, Gradient	Owner or competent body	Present Surface, environment	What needs improving?	What difference will this make?	Likely use and priority for action
Glenelg F01 *	Core Path SL12.04	Glenelg village	Galltair	700m, flat	The Highland Council	Grassy path, footbridges	Creek crossing needs bridge or causeway / culvert	Better connect parts of community	Active Travel Around community. Medium Priority.
Glenelg F02 *	Core Path SL12.06	Glenelg village	Glenelg Pier	400m, moderate	THC	Tarmac and house access	Publicity, waymarking	Raise awareness	Active travel and recreation, low priority
							Photo: Core path from Glenelg pier to village centre departs from public road C1223 on right of photo..		
Glenelg C01 *	Public road	Glenelg village	Mam Ratagan	1000, steady hill	THC	Tarmac	Publicity, waymarking	Raise awareness	Active travel and recreation, low priority
Glenelg C02 *	Public road	Glenelg junction	Ferry	3400m, undulating and flat	THC	Tarmac	Publicity, waymarking	Raise awareness	Active travel and recreation, low priority
Glenelg C03 *	Public road	Glenelg village	Dun Troddan	5200m, undulating and flat	THC	Tarmac	Publicity, waymarking	Raise awareness	Active travel and recreation, low priority





Kyle & Lochalsh Community Trust



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The Plock is owned by Kyle and Lochalsh Community Trust who manage the land on behalf of the community.