

Broadford & Strath Community Company Paths For People Project

Community Survey Results

Alan Jones Associates – June 2024

Introduction & Overview

Broadford & Strath Community Company are looking to make sure that their future path network meets the needs and aspirations of everyone living in and visiting the Broadford and Strath community. BSCC engaged Alan Jones Associates to lead a feasibility study of paths including a schedule of community and stakeholder engagement.

The following document reports the results of the community survey that was undertaken for 6 weeks in May and June 2024.

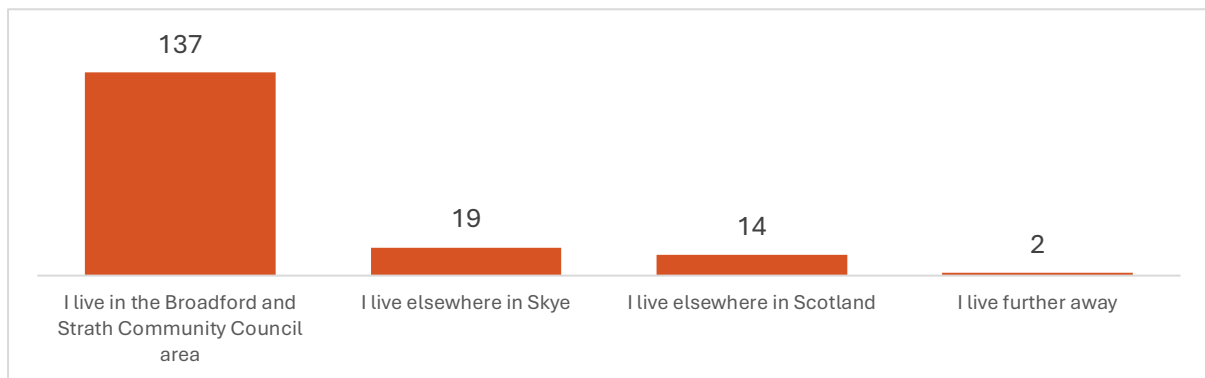
Reach & Response

The survey ran for 5 weeks across May and June 2024. The survey was promoted across a wide range of social channels, as well as in local print media, and via direct engagement with key local stakeholder groups, their networks, and customers.

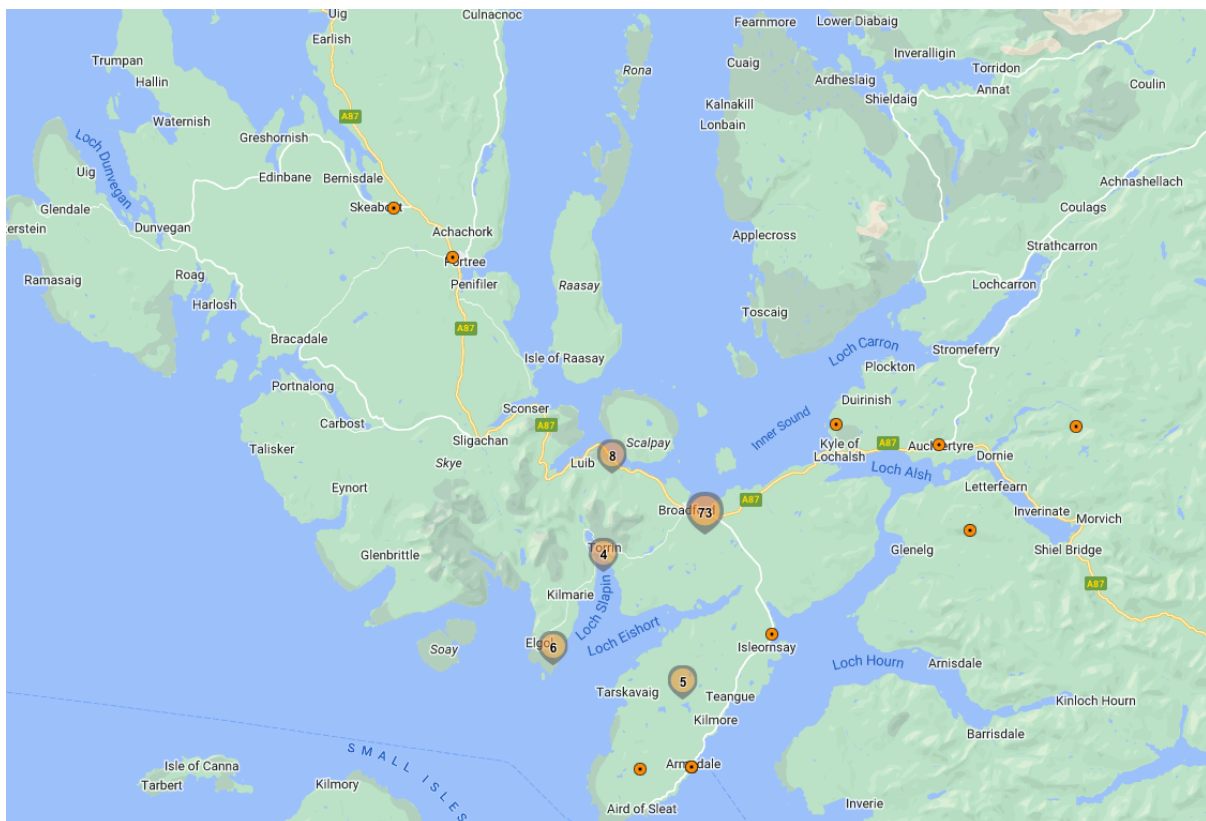
A number of posters were also created, and the project was promoted as part of the wider Place Plan engagement held across four days in the centre of Broadford. Hard copies of the survey were also available for those who preferred to engage with the project offline.

The survey received 183 responses.

The follow graph shows proportion of survey respondents who live in the Broadford and Strath Community area.



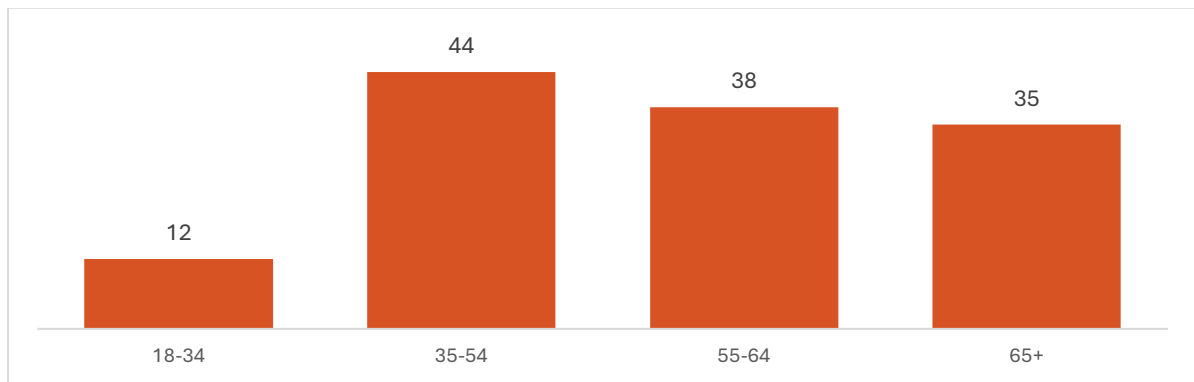
For those who provided a post code, these are mapped below:



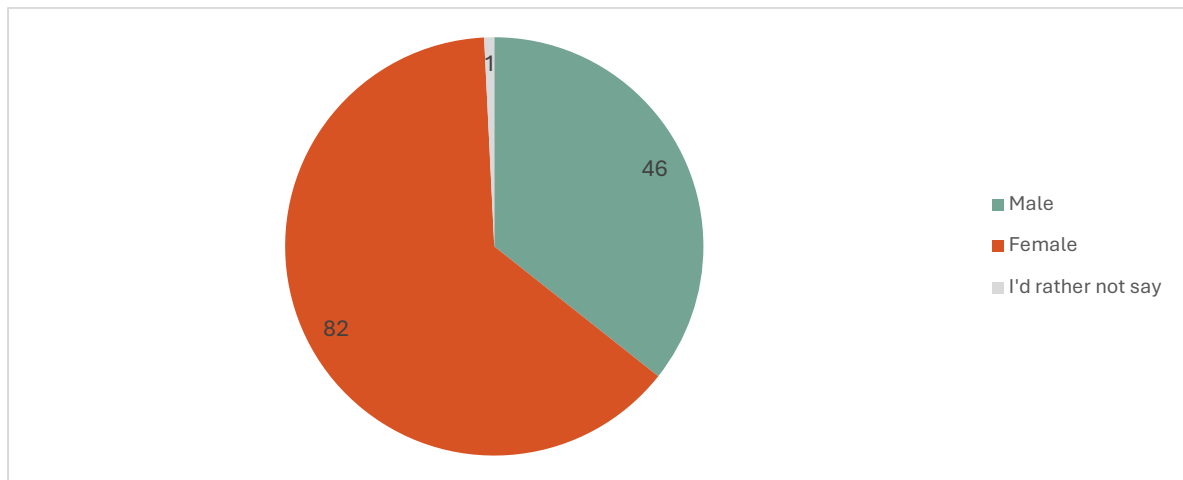
Respondent Demographics

To understand the breadth of community representation, a number of demographic questions were asked. The results of these are shown below:

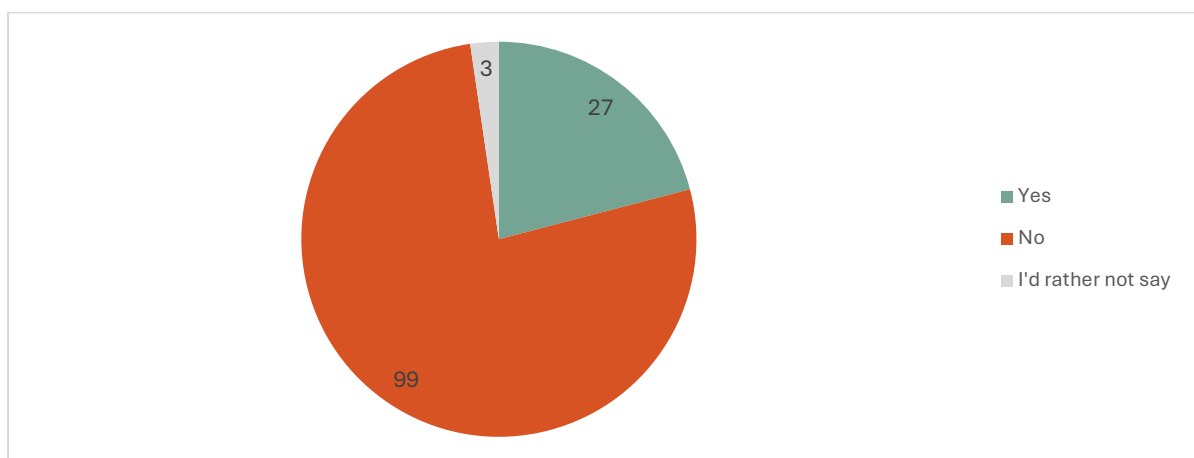
Please indicate your age.



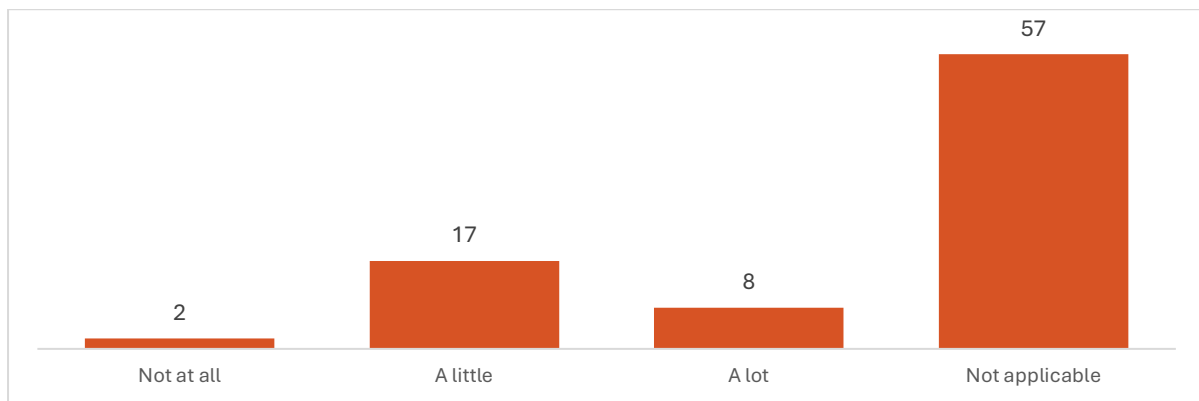
What gender do you identify as?



Do you have a physical or mental health condition or illness lasting or expected to last 12 months or more?



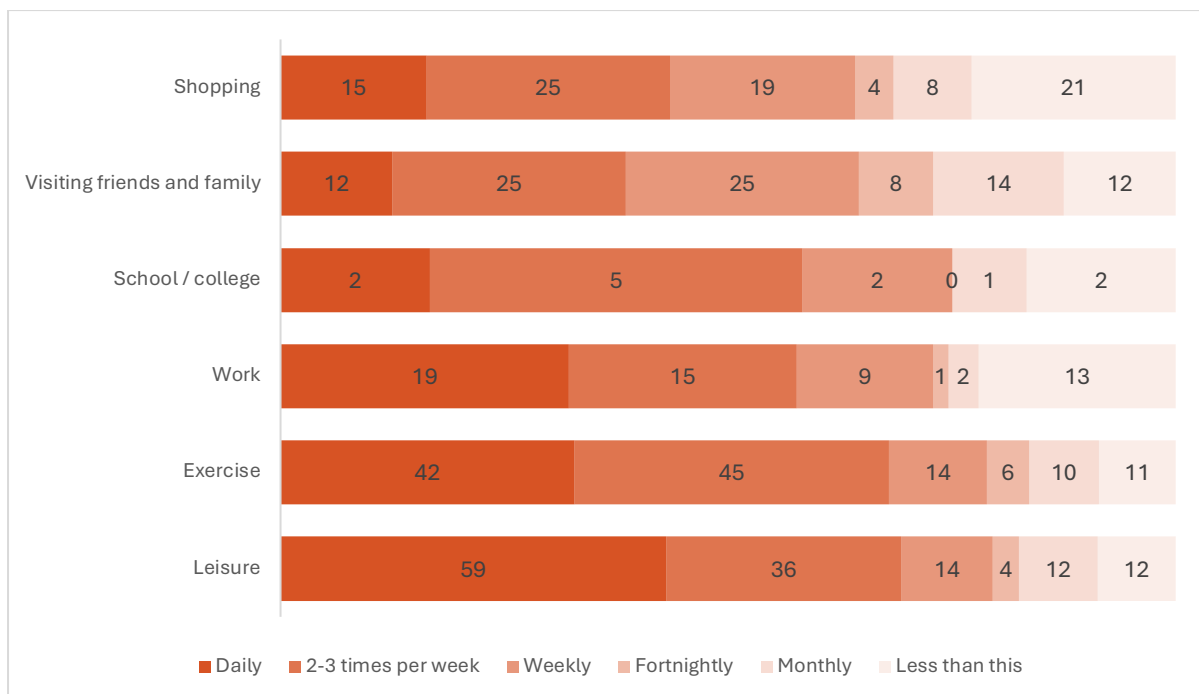
If you answered yes, to what extent does your condition or illness reduce your ability to carry out day to day activities?



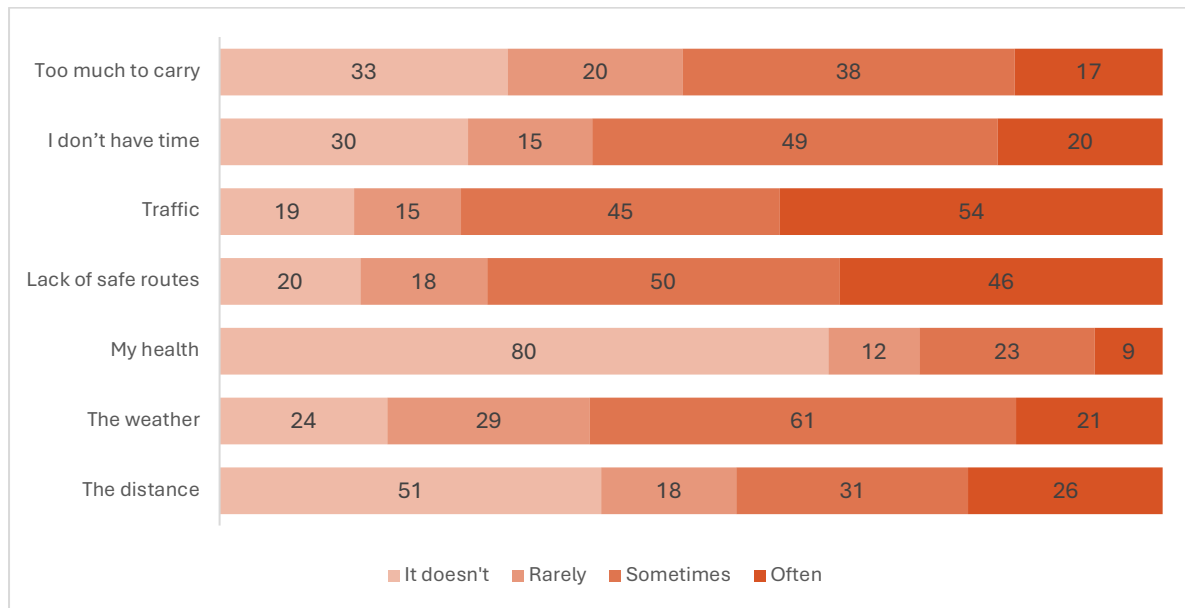
Active Travel Behaviours

The survey included a number of questions to help understand the respondents' behaviours, views and ambitions around active travel in and around the local area. The results of these questions are provided below:

“How often do you walk or use a wheelchair or mobility scooter for the following in the Broadford & Strath area?”



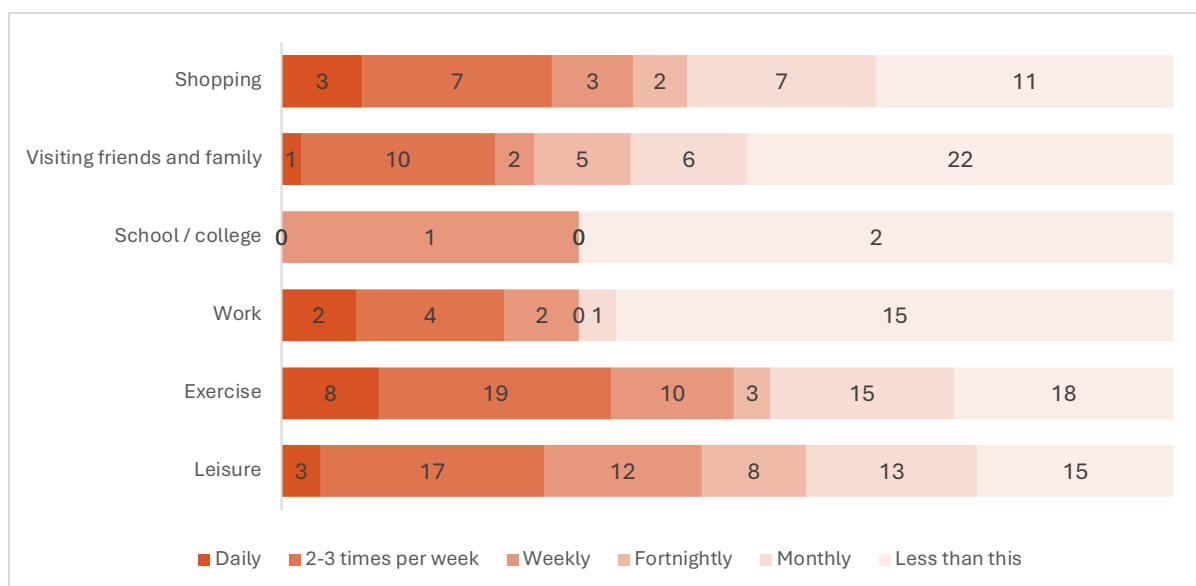
“To what extent do the following prevent you from walking or wheeling more?”



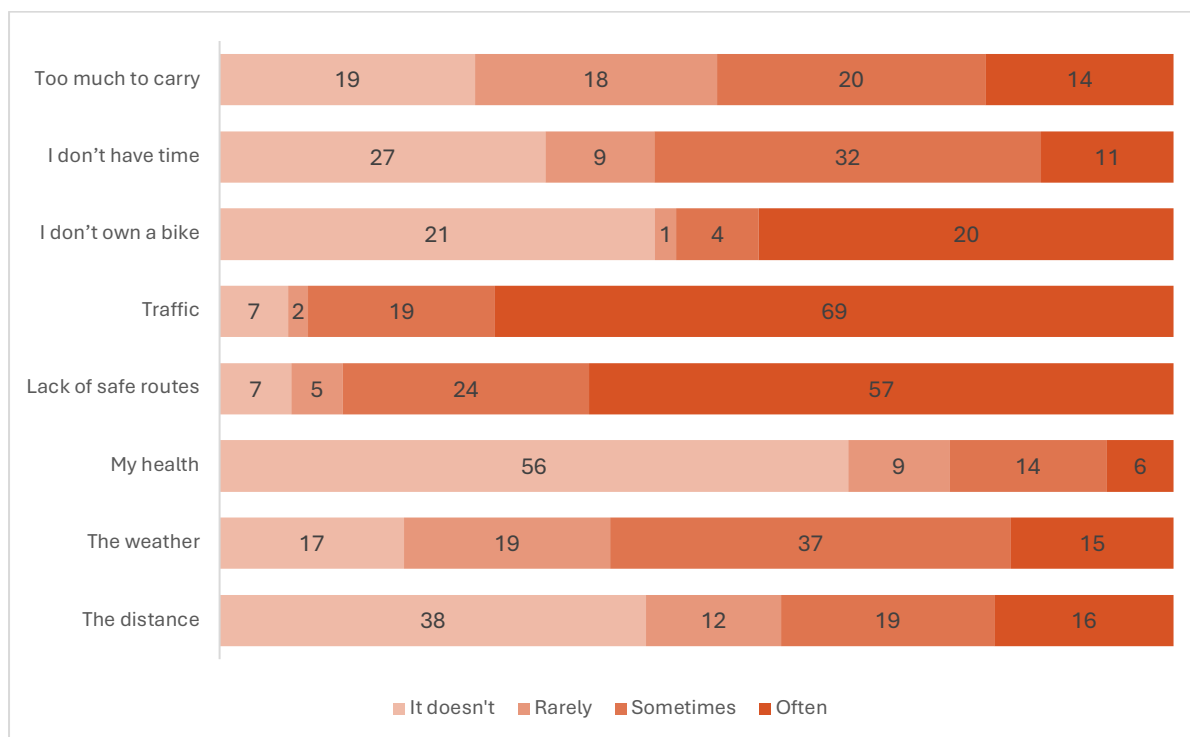
Respondents were asked if there were other things that prevented them from walking or wheeling more, with the comments summarised below and included in full in Appendix One:

Infrastructure	<ul style="list-style-type: none"> • Lack of pavements (e.g., "no path", "drive to somewhere safe"). • Poor road/path conditions (e.g., "Potholes", "State of roads"). • Unsuitable for double buggies. • Need for more varied paths.
Safety	<ul style="list-style-type: none"> • Dangerous traffic (e.g., "busy roads", "fast traffic"). • Sharing cycle space with drivers.
Environment	<ul style="list-style-type: none"> • Dog waste and parked cars on pavements. • Unpleasant areas (e.g., "Traveller camps mess").
Personal	<ul style="list-style-type: none"> • Limited time. • Physical challenges (e.g., "disability").

“How often do you cycle or use an adapted bike for the following in the Broadford & Strath Community?”



“To what extent do the following prevent you from cycling more?”

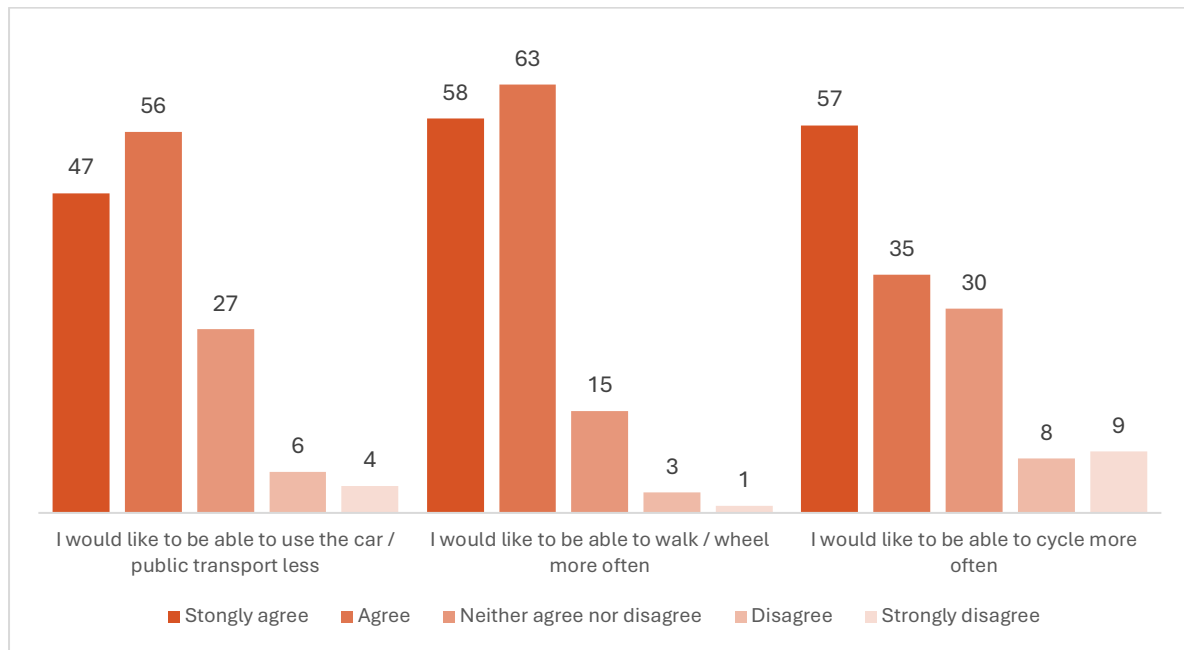


Respondents were asked if there were other things that prevented them from cycling more, with the comments summarised below and included in full in Appendix One:

Safety	<ul style="list-style-type: none"> • Unsafe main roads and traffic speeds (e.g., "don't feel safe", "traffic is awful"). • Congested roads (e.g., "roads are congested"). • Safety concerns for children (e.g., "safety of routes/traffic with my children").
Infrastructure	<ul style="list-style-type: none"> • Eroded or waterlogged paths. • Lack of safe routes (e.g., "if there was a safe route to the shops"). • No nearby bike service facilities.
Personal	<ul style="list-style-type: none"> • No bike or bike storage (e.g., "I don't have a bike", "nowhere to store a bike"). • Physical limitations (e.g., "bad health", "permanent disability"). • Time constraints (e.g., "small children, no time").
Environmental	<ul style="list-style-type: none"> • Challenging terrain (e.g., "hill after hill").

Respondents were asked to what extent they agreed with key statements relating to their active travel behaviours. The results are shown below:

“To what extent do you agree with the following?”

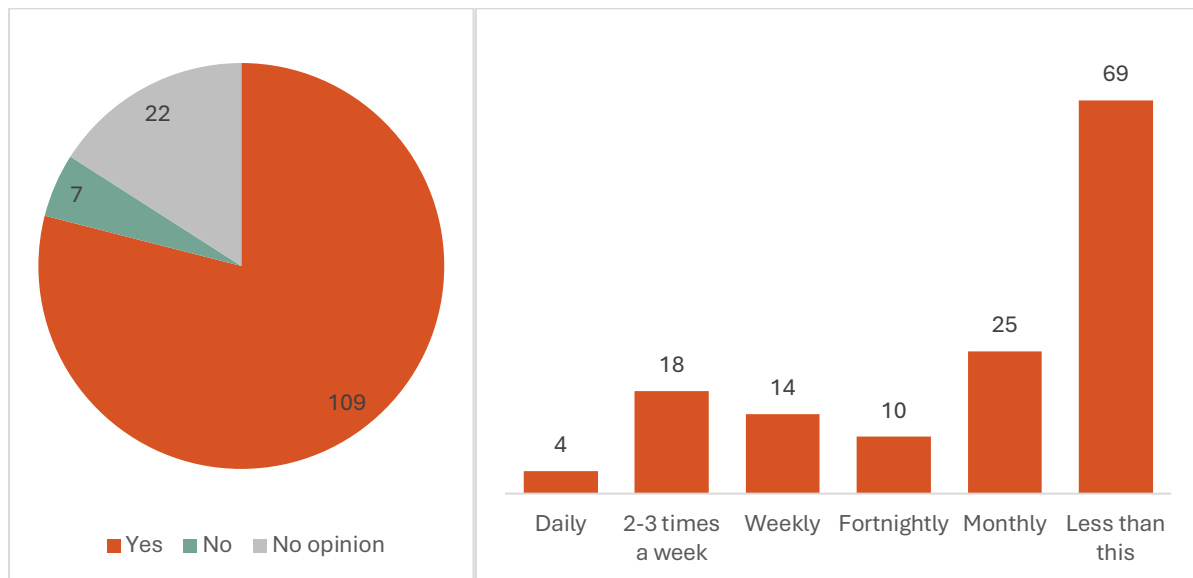


Consideration of New Paths

A number of potential new paths were proposed, with feedback sought from respondents. The responses from these questions are noted below:

New Broadford Hospital Path

Do you support the development of this path, and how often would you make use of it?



Respondents were given the opportunity to comment on this path, with the feedback summarised below:

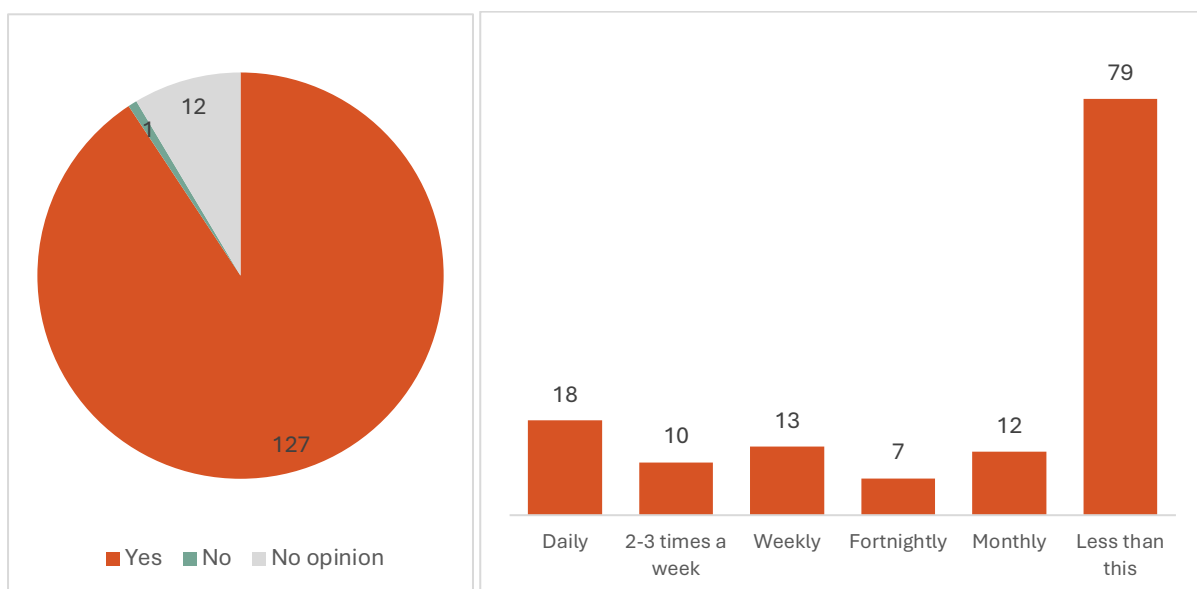
Supportive Comments (29)	Community comments strongly support the development of a path, emphasizing its potential to improve safety and convenience. Residents highlight that the path would provide a safer route with less traffic, avoiding the need to walk or cycle beside the busy main road. It would
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	<p>also serve as a useful shortcut to the hospital and health centre, saving time and reducing hazardous journeys.</p> <p>Improving accessibility is another key benefit. The path would be helpful for hospital staff, patients, and visitors, providing a safer and more pleasant route. Additionally, it would facilitate better access for individuals using mobility vehicles, ensuring easier hospital access for those with physical limitations.</p> <p>The path is praised for enhancing connectivity and recreational options. Creating links and shortcuts would allow for more circular walks and cycling routes, promoting a healthier lifestyle and strengthening community ties. This increased connectivity would benefit both hospital visits and general movement around the area.</p> <p>Finally, developing the path could lead to significant environmental improvements. Comments suggest that degraded areas along the route could be cleared and fixed, enhancing overall aesthetics and safety. This would make the path more appealing and accessible for all users.</p>
Concerns (5)	<p>Concerns focused on increased pedestrian traffic through a busy hospital site and increasing the demand on already limited parking. Concerns were also raised around the impact on nature if a path was created.</p>
No Opinions (12)	<p>Most of these comments noted that the respondent would not use the path.</p> <p>Some comments suggested resources were better used elsewhere.</p>

All comments are included in full in Appendix Two.

New Primary School Access Path(s)

Do you support the development of this path, and how often would you make use of it?



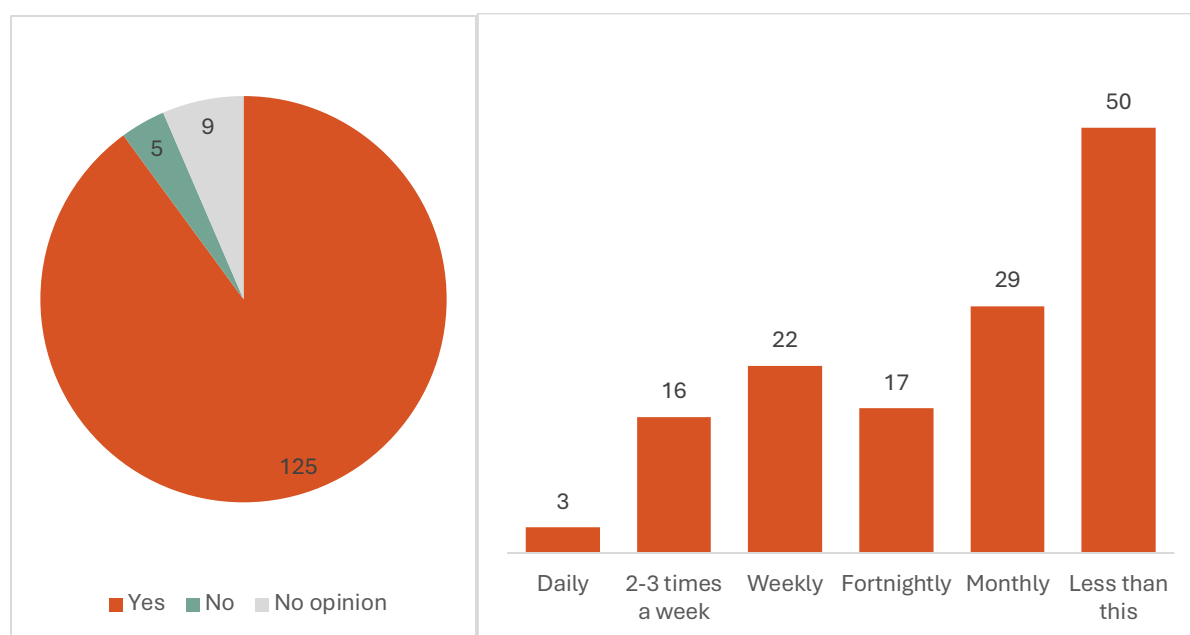
Respondents were given the opportunity to comment on this path, with the feedback summarised below:

Supportive Comments (41)	<p>Community feedback strongly supports new paths to the proposed primary school, citing several benefits. Safety is a major concern, with the current lack of safe routes along the busy main road posing risks for children walking or cycling. Safer paths would mitigate these dangers and promote independent travel.</p> <p>Health and environmental benefits are also highlighted. Safe paths would encourage walking and cycling, reducing car usage, traffic congestion, and emissions, benefiting both physical health and the environment.</p> <p>Convenience and accessibility are key considerations. Residents emphasize the need for paths connecting residential areas, the village centre, and the school to improve school commutes and accommodate individuals with prams or mobility challenges.</p> <p>Community support is robust, recognizing the initiative's importance for safety, health, and overall well-being. Ensuring existing paths are maintained and improved is also noted.</p> <p>In summary, community comments stress the importance of safe, accessible, and environmentally friendly school routes, promising benefits like enhanced safety, healthier habits, improved accessibility, and strengthened community cohesion.</p>
Concerns (1)	One comment was provided against this proposal noting that the focus should be on the long-term disabled community rather than the primary school.
No Opinions (1)	One person commented noting they didn't have enough information.

All comments are included in full in Appendix Two.

An off-road route connecting Luib and Bradford

Do you support the development of this path, and how often would you make use of it?



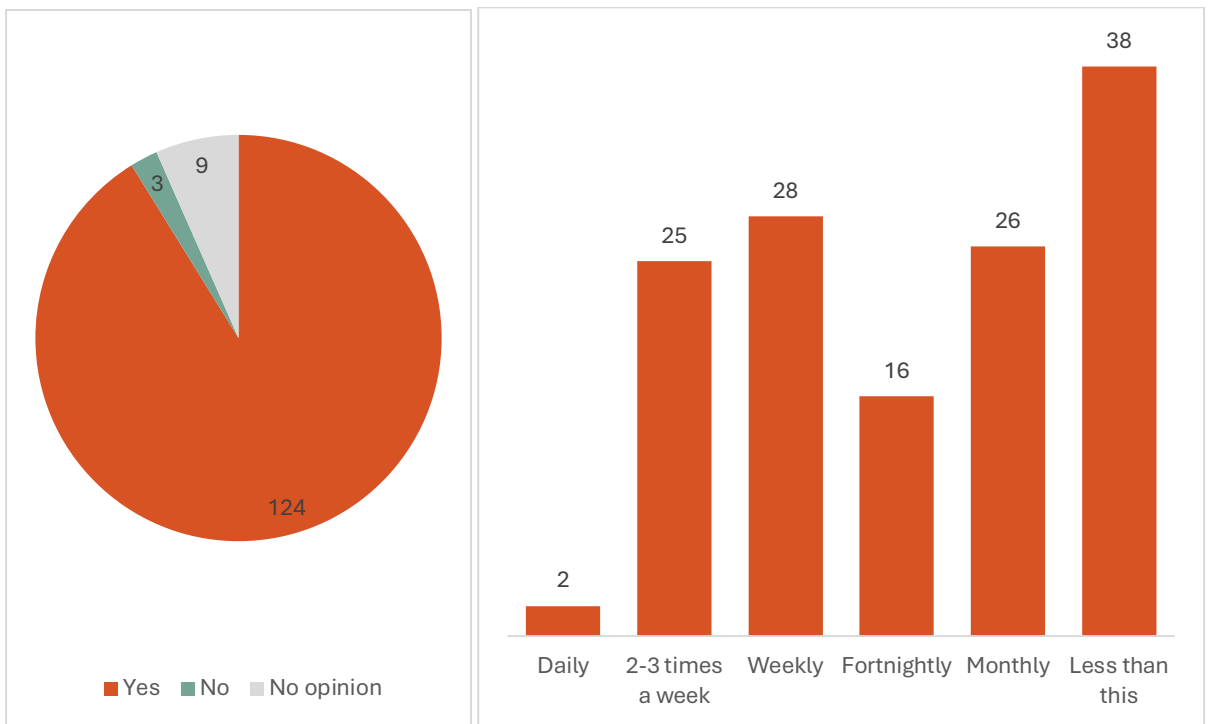
Respondents were given the opportunity to comment on this path, with the feedback summarised below:

Supportive Comments (52)	<p>Support for a new path between Broadford and Luib is resoundingly positive, with many emphasizing the benefits of promoting active travel and improving safety. Residents and visitors alike express a strong desire for off-road paths to encourage cycling and walking in a safe and scenic environment, away from the busy and dangerous A87.</p> <p>The current lack of alternatives to main roads is highlighted as a barrier, making the prospect of new off-road routes welcomed across the board. Such infrastructure is seen as crucial for enhancing accessibility, reducing car dependency, and fostering community connectivity.</p> <p>Overall, there is widespread agreement that developing safe, accessible paths would not only benefit everyday commuters but also enhance recreational opportunities and improve the overall safety of travel in the area.</p>
Concerns (3)	<p>The unsupportive comments suggest funding should be directed elsewhere locally.</p>

All comments are included in full in Appendix Two.

New Forest Path Link

Do you support the development of this path, and how often would you make use of it?



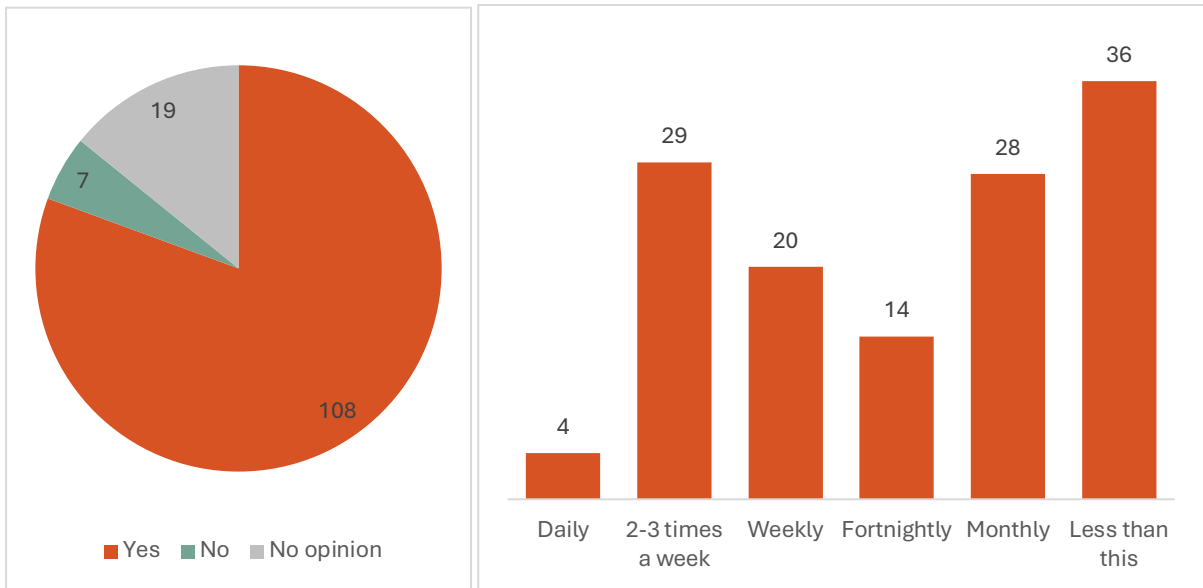
Respondents were given the opportunity to comment on this path, with the feedback summarised below:
All comments are included in full in Appendix Two.

Supportive (37)	<p>The prospect of a new forest link path is met with enthusiastic support, highlighting its potential to enhance local leisure opportunities and connectivity. Residents and visitors express a desire for safe and</p>
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	<p>accessible off-road walks, viewing the addition as a valuable extension to the existing network of paths.</p> <p>This new path is seen as beneficial for diversifying walking routes, providing options for both leisurely strolls and more active pursuits like running and cycling. Furthermore, there is a consensus that such infrastructure would improve access to natural amenities, promoting physical activity and potentially benefiting overall health outcomes.</p> <p>Concerns about prioritization relative to other projects are noted, but overall, there is strong agreement on the positive impact this path could have in expanding recreational options and enhancing community connectivity.</p>
Unsupportive (2)	The unsupportive comments suggest that the path is not needed, and that it will have a negative impact on local biodiversity.
No Opinion (2)	These comments suggest the path would not be a priority for the respondents.

Retention of Temporary Energy Works Path

Do you support the development of this path, and how often would you make use of it?



Respondents were given the opportunity to comment on this path, with the feedback summarised below:

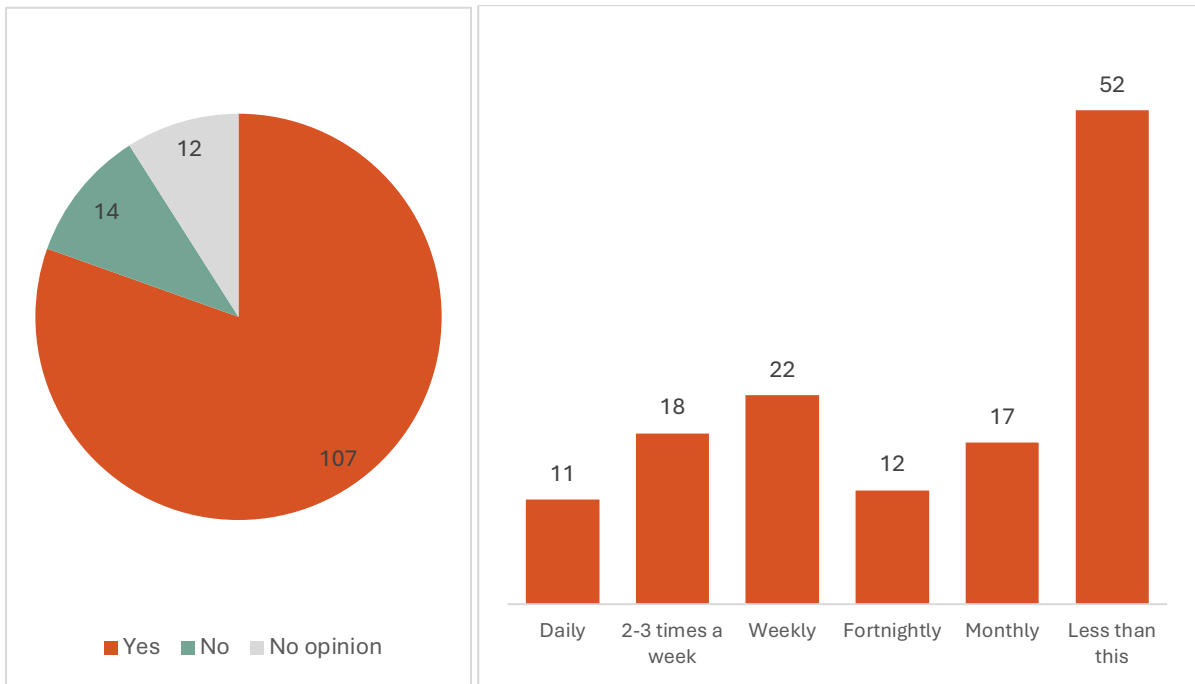
Supportive (39)	<p>Support for retaining temporary works tracks and local paths centres around their potential to enhance connectivity and provide safe alternatives to main roads for walking, cycling, and running. Residents express enthusiasm for utilizing existing paths and tracks, viewing them as valuable assets that could be integrated into broader networks for active travel. There is a consensus that maintaining and repurposing these paths would benefit the community by offering new routes that connect various townships and provide scenic alternatives away from congested areas.</p> <p>Concerns about industrial developments like wind farms are noted, with some emphasizing the importance of preserving the landscape's</p>
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	<p>character and minimizing environmental impacts. However, many see the practical benefit of repurposing existing infrastructure for recreational use, believing it would improve accessibility and promote healthier lifestyles.</p> <p>The potential for creating safe routes that bypass busy roads and connect key areas like the Skye Trail and Marble Line paths is highlighted as particularly beneficial.</p>
Unsupportive (4)	<p>Opposition to the project centres on environmental concerns and objections to further development: respondents argue that restoring peatland environments damaged by previous projects should take precedence over new developments like additional paths. Scepticism also surrounds the project's utility, with doubts raised about its alignment with natural routes and its potential ecological impact.</p>
No Opinion (3)	<p>Those respondents who indicated no opinion felt they were unsure of the need and potential footfall. Further, they were unsure that the network would link well to other local paths.</p>

All comments are included in full in Appendix Two.

Committee Road Path

Do you support the development of this path, and how often would you make use of it?



Respondents were given the opportunity to comment on this path, with the feedback summarised below:

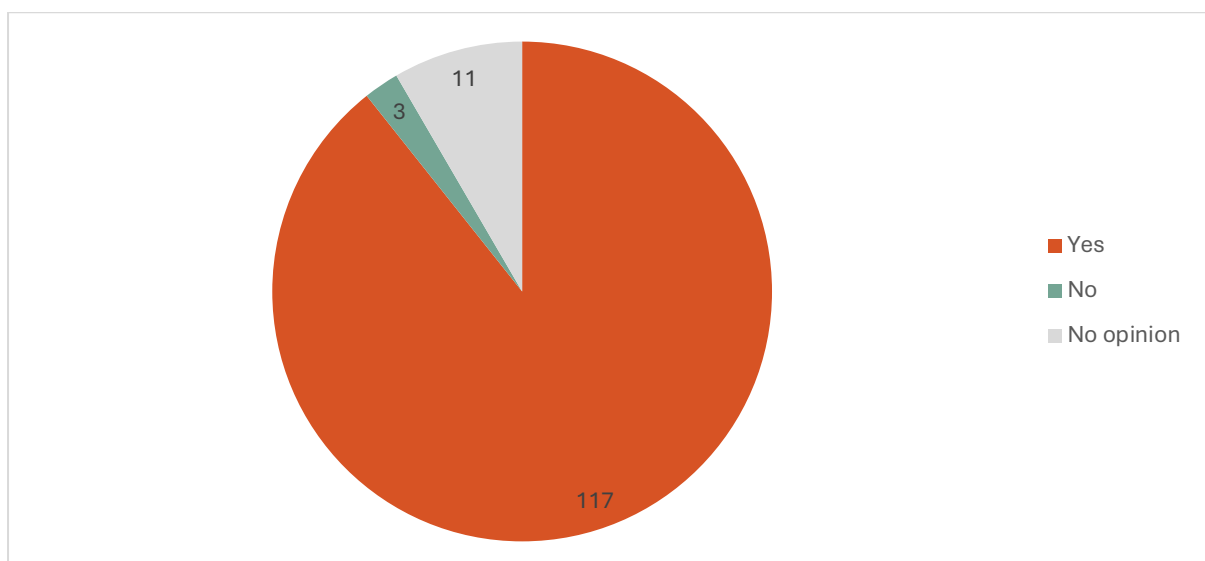
Supportive (32)	<p>Support for the new path along the Committee Road is driven by concerns over safety and accessibility, particularly for pedestrians, cyclists, and mobility scooter users. Advocates highlight the current risks posed by fast-moving traffic and the lack of safe alternatives.</p> <p>Many see the path as essential for integrating into existing walking and cycling networks like the Skye Cycle Way, promoting active travel and</p>
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	<p>sustainable tourism. Residents emphasize the need for safer routes away from the heavily trafficked A87, especially beneficial for families with children.</p> <p>The path is viewed as a crucial addition to improve overall safety, providing a quieter, more pleasant route compared to the current single-track road conditions.</p>
Unsupportive (13)	<p>Several objections to the new path proposal focus on its perceived lack of necessity and potential negative impacts. Critics argue that existing roads could suffice with improvements like reduced speeds and shared spaces under recent Highway Code changes.</p> <p>Concerns about the path's limited use by cyclists versus pedestrians, potential environmental damage to habitats, and suburbanization of the village are also voiced. Some suggest alternative routes along quieter, more scenic paths that minimize disruption to natural environments and crofting lands.</p>
No Opinion (3)	<p>The respondents who did not provide an opinion on this comments that there was limited reasoning for this investment.</p>

All comments are included in full in Appendix Two.

Broadford, Torrin and Elgol

Respondents were asked whether they would be supportive of a wider path project linking Broadford, Torrin and Elgol. The responses are shown below.



Respondents were given the opportunity to comment on this path, with the feedback summarised below:

Supportive (52)	<p>Support for a new safe path between Broadford, Torrin, and Elgol is driven by the need for safer off-road routes, particularly due to concerns about the dangers posed by heavy traffic along the route, especially during busy seasons.</p> <p>Respondents emphasize the path's potential to enhance safety for pedestrians, cyclists, and mobility scooter users, reducing the risks associated with the narrow, single-track road currently used by Skye Trail walkers and other visitors.</p>
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	Connecting existing paths like the Marble Line and creating a continuous route through scenic areas is seen as crucial for promoting active travel, leisure activities, and tourism while preserving the area's natural environment.
Unsupportive (3)	Concerns were raised around the impact on biodiversity.
No Opinion (2)	These respondents noted that cyclists would use the road anyway, and that the road felt relatively safe.

All comments are included in full in Appendix Two.

Consideration of Other Paths

Respondents were asked “Are there any other new paths that you feel should be created in the area? Are there journeys that you drive along regularly that you and your family would prefer to make by foot / bike? Are there places and routes that you feel could be better connected for walking, wheeling or cycling?”

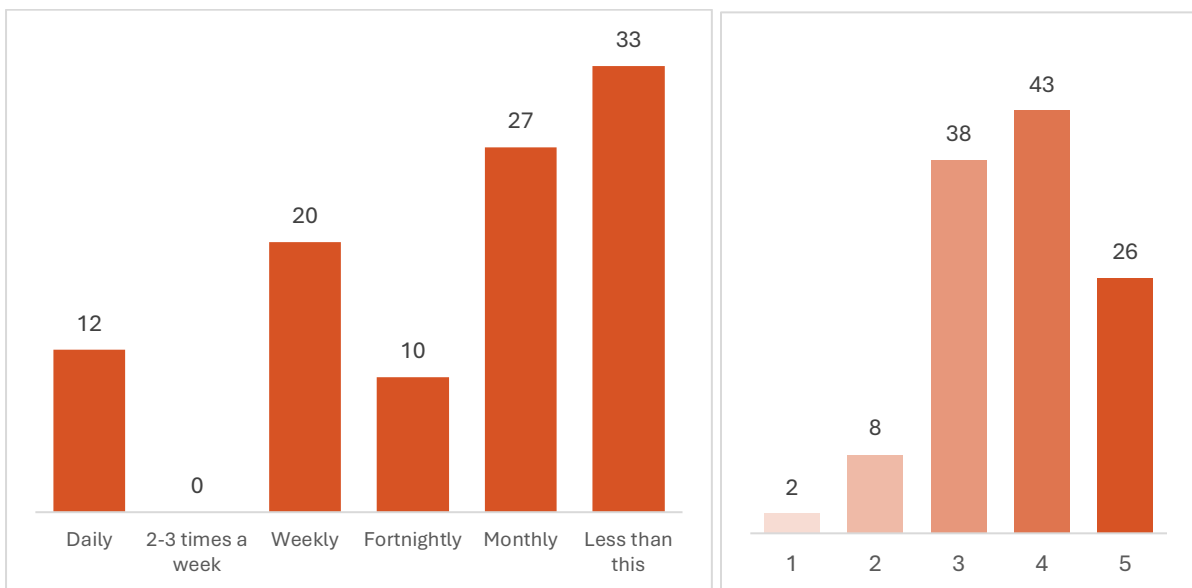
Key routes include the Old Sleat Road, Broadford to Kyleakin, and Sleat Road which were mentioned multiple times. These represent the priorities and desires expressed by respondents for improved pedestrian and cycling infrastructure in the area.

Full feedback from this question is available in Appendix Three.

Feedback on Existing Paths

Respondents were asked to provide feedback on how often they use a number of existing paths. They were also asked to rate it 1 to 5 (where 5 is the highest) with particular consideration around path surface, signage, width, accessibility, availability of bins etc.

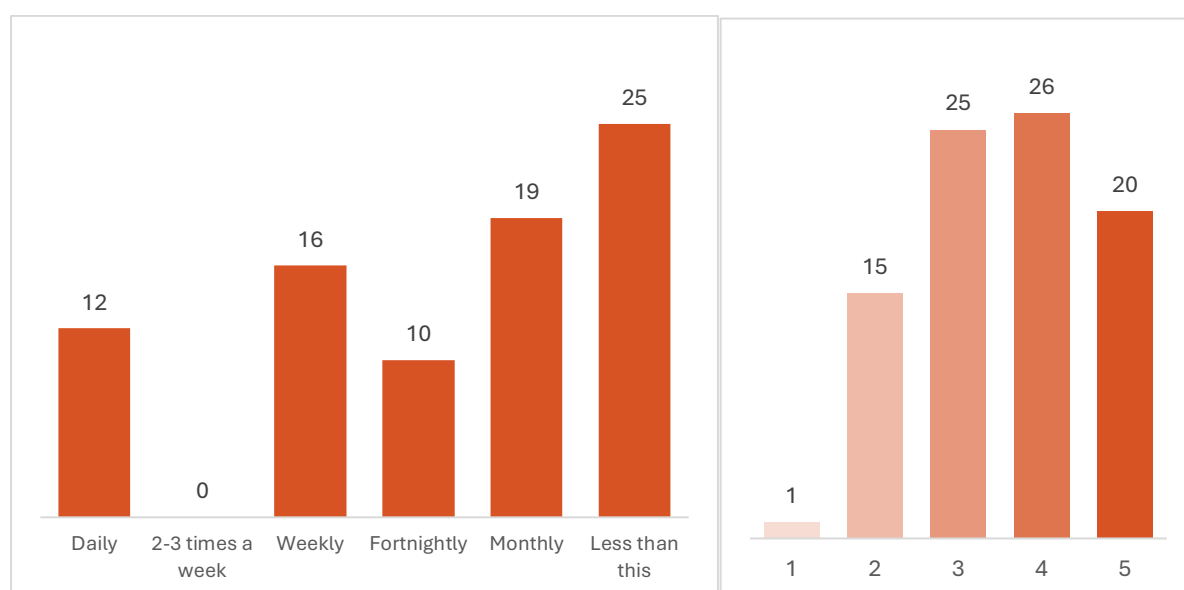
The Broadford Pier Path



Respondents provided comments on this path, summarised below, and included in full within Appendix Four.

Improvements Needed	<ul style="list-style-type: none"> • Better benches, bins, and drainage are requested. • The path is narrow and could benefit from being widened in places. • Suggestions for more signage to indicate the path's existence and to manage dog waste effectively. • Concerns about erosion along the path, particularly near the water's edge, and the need for erosion control measures. • Request for better maintenance, including cutting back overgrown vegetation and repairing damaged sections. • Specific mentions of upgrading benches, fixing muddy areas, and addressing sea-related damage
Current Condition	<ul style="list-style-type: none"> • Positive feedback on recent improvements made by the community gardener. • Generally good for walking, but some users find it narrow, especially for wheeled devices like prams and mobility scooters. • Appreciation for the path's utility despite issues like dog waste and occasional erosion.
Miscellaneous Suggestions	<ul style="list-style-type: none"> • Calls for managing invasive species like Japanese knotweed and Crocosmia. • Requests for more seating and litter bins along the path. • Mention of the path being unfit for mobility scooters in its current state.
Mixed Opinions	<ul style="list-style-type: none"> • Some users are satisfied with the current condition and prefer minimal changes. • Others suggest more substantial improvements such as widening, better drainage, and additional facilities like bins and seating.

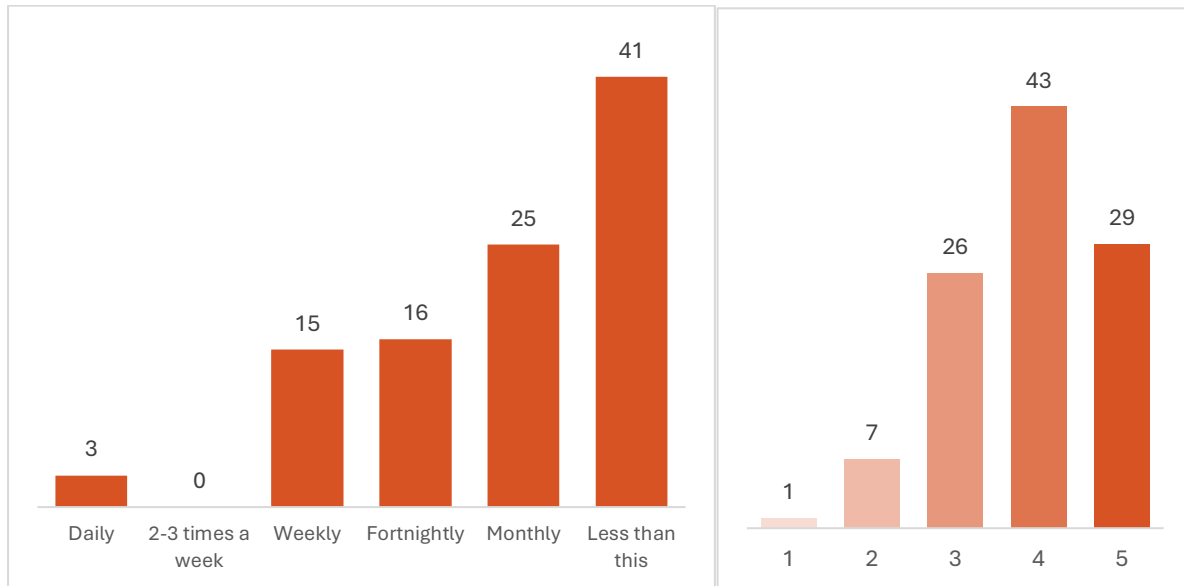
The Ashaig Well Path



Respondents provided comments on this path, summarised below, and included in full within Appendix Four.

<p>Improvements Needed</p>	<ul style="list-style-type: none"> • Better signage throughout the path to improve navigation and promote usage. • Calls for additional bins, particularly for dog waste, along the route. • Concerns about accessibility, especially for mobility scooters and elderly users. • Requests for smoother surfaces, particularly for prams and buggies. • Some sections are noted to be boggy or rough, needing attention. • Suggestions to improve infrastructure like benches for resting and enjoying the view. • Specific mentions of dangerous stretches, such as hilly parts, that are narrow for both pedestrians and vehicles.
<p>Current Condition</p>	<ul style="list-style-type: none"> • Mixed opinions on recent upgrades; some appreciate the improvements, while others express concerns about over-engineering or inappropriate development for the location. • Positive feedback on specific sections like the new path from Lower Breakish to Waterloo. • Appreciation for the natural setting and desire to maintain its charm without excessive development
<p>Miscellaneous Suggestions</p>	<ul style="list-style-type: none"> • Requests for slower speed limits on quiet road sections for safety. • Feedback on the need for more information and promotion about the Ashaig Well itself. • Suggestions to manage dog waste more effectively with designated bins. • Calls for better management of vegetation to maintain accessibility and biodiversity.
<p>Specific Concerns</p>	<ul style="list-style-type: none"> • Issues with unclear sections and inadequate signposting, especially for tourists. • Specific mention of the need to clarify and promote the path's existence and route. • Some sections are highlighted as not truly accessible for all users, suggesting improvements in path quality and maintenance.

The Forest Path



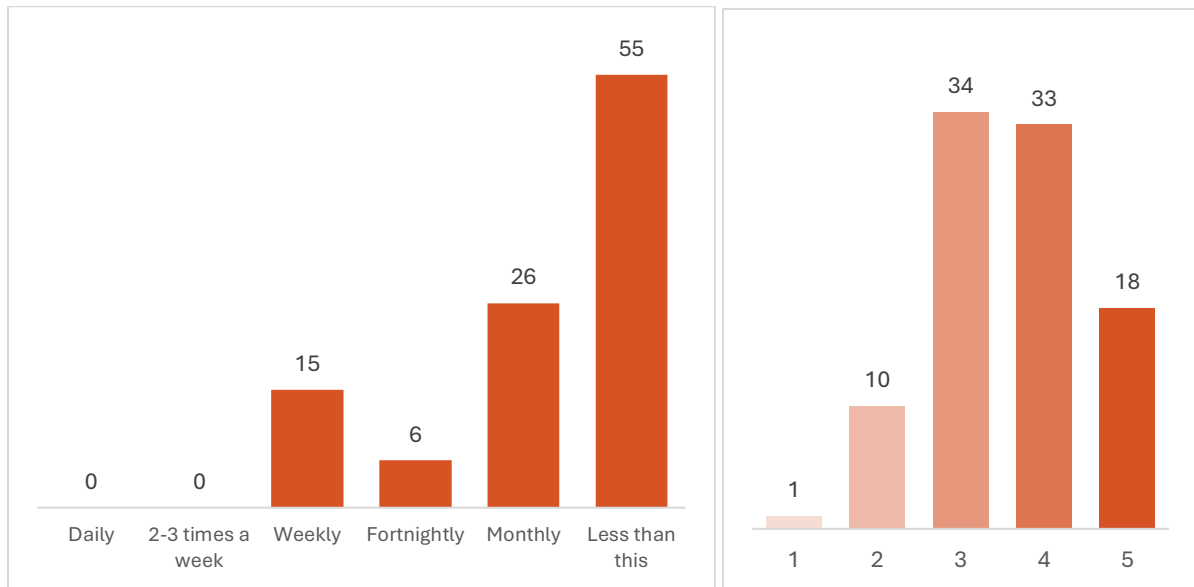
Respondents provided comments on this path, summarised below, and included in full within Appendix Four.

<p>Improvements Needed</p>	<ul style="list-style-type: none"> • Better signage is consistently requested to clarify the path's route and connections. • Various mentions of the need for more bins, especially for dog waste, along the path. • Concerns about the path surface being rough, rutted, or uneven in some areas, impacting accessibility for prams, wheelchairs, and cyclists. • Specific requests for benches along the route to provide resting spots and scenic viewpoints. • Issues with water damage and erosion, particularly along sections adjacent to the A87. • Calls for maintenance and repairs due to washouts and debris, particularly noticeable after severe weather. • Suggestions to improve accessibility, such as bypassing sections along the main road or through the graveyard.
<p>Current Condition</p>	<ul style="list-style-type: none"> • Mixed opinions on recent improvements; while some appreciate the upgrades, others note ongoing issues like flooding and uneven surfaces. • Concerns about the impact of tree removal by Forestry Land Scotland on the path's quality and aesthetics • Appreciation for specific improvements made towards the cemetery section, with hopes for further enhancements.
<p>Miscellaneous Suggestions</p>	<ul style="list-style-type: none"> • Desire for more mountain bike trails and improved infrastructure to support cycling. • Requests for native tree planting to replace forestry trees and enhance the natural landscape. • Calls for awareness campaigns to reduce dog waste along the path. • Suggestions to clear overgrown foliage to restore scenic viewpoints and enhance the path's attractiveness.

Specific Concerns

- Issues with the path becoming soulless or unattractive due to wide roads and removed trees, impacting the overall experience.
- Requests to address specific hazards such as loose stones hindering cyclists and uneven surfaces causing trip hazards.
- Feedback on the need for better views from benches and the impact of tree growth obscuring scenic viewpoints.

Marble Line and Corry Loop Paths



Respondents provided comments on this path, summarised below, and included in full within Appendix Four.

Improvements Needed

- Consistent requests for better signage to clarify routes and connections, especially at junctions and along roads.
- Concerns about path surfaces being rough, uneven, muddy, and overgrown, affecting accessibility and enjoyment.
- Calls for additional amenities such as benches, bins (especially for dog waste), and possibly a cafe along the route.
- Specific mentions of safety concerns, particularly crossing points on busy roads like the A87 and narrow sections along high-speed roads.
- Suggestions for creating off-road sections to improve safety and enjoyment, particularly for cyclists and pedestrians.
- Requests for maintenance to clear overgrown vegetation, trim bushes, and repair or improve paths prone to wear and tear.

Current Condition

- Mixed reviews on the current state of the paths, with some users noting good conditions while others highlight specific areas needing attention.
- Concerns about livestock, particularly sheep and cows, impacting the path experience, especially near farmyards and grazing areas.
- Appreciation for scenic qualities despite maintenance challenges and uneven surfaces.

	<ul style="list-style-type: none"> • Feedback on the need for better public awareness and promotion of the paths, suggesting increased signage and information.
Specific Concerns	<ul style="list-style-type: none"> • Issues with sections becoming boggy, particularly along the Marble Line path and between Swordale and Old Corry. • Challenges related to accessibility, especially for users with mobility issues or those navigating with strollers or wheelchairs. • Suggestions to improve crossings and connectivity between different paths to create safer and more seamless routes. • Desire for more consistent maintenance to address wear and tear, erosion, and the growth of vegetation that obstructs paths and signage.

Other Existing Paths

Respondents were asked whether there were other paths that should be improved, with the results summarised below. Full feedback is listed in Appendix Five.

Specific Path Feedback	<ul style="list-style-type: none"> • Marble Line and Corry Loop - Desires for improved connectivity, better surfaces, safety enhancements, and amenities like benches and clearer signage. • Broadford Forest Path - Calls for improved path surfaces, better signage, and bypassing sections along the main road. • Other Paths (e.g., Sleat Road, Heast Two Loch Walk) - Various suggestions for upgrades, including clearing overgrown areas, improving surfaces for accessibility, and enhancing signage.
General Path Improvements	<ul style="list-style-type: none"> • Signage - Many paths lack clear signage, causing confusion among users about directions and connections. • Path Conditions - Issues include uneven surfaces, overgrown vegetation, sections prone to flooding or boggy conditions, and erosion. • Amenities - Requests for benches, bins (especially for dog waste), and other amenities like information boards and maps to enhance user experience. • Accessibility - Concerns about paths not being accessible for people with disabilities or those using mobility scooters. • Safety - Issues with crossing points on busy roads and suggestions for creating off-road sections to improve safety for pedestrians and cyclists.
Suggestions for Investment	<ul style="list-style-type: none"> • Infrastructure - Investing in path maintenance, surface improvements, and creating safer crossings and off-road sections. • Amenities - Providing more benches, bins, and information boards. • Promotion - Enhancing public awareness through maps, orientation boards, and digital resources accessible via smartphones. • Accessibility - Ensuring paths are inclusive
Mixed Sentiment Feedback	<ul style="list-style-type: none"> • While many users appreciate the paths and recognize their value, there are concerns about suburbanizing natural areas and the need to balance development with preserving biodiversity. • Some respondents feel that path improvements are necessary for safety and accessibility, while others prioritize spending on other community needs.

What prevents you from walking or wheeling more?

- Dog poo & people parked on the pavements
- Felled Sitka leaves ugly terrain, so I avoid those areas now. Loos! Or lack of discreet areas to spend a penny if taken short. Traveller camps mess and sometimes dogs that are aggressive, state of the path e.g. deep ruts
- I live in a township on the main road where there is no path, so it is dangerous to walk anywhere from my house.
- It just isn't safe to cycle on the main road through Broadford and Breakish
- Laziness
- Main roads are very busy, and I feel it is dangerous to cycle on them. I wish the pavements into Broadford could be cycle/ walk
- My time is very limited, and it adds just that much extra to my daily routines that I don't have. I couldn't drive my first year here and so am very familiar with getting around Broadford sans car. Having a toddler also makes it challenging.
- None at the moment
- Old Sleat Road trying to cross, very fast traffic.
- Potholes
- Road safety on single track roads, it's a tight squeeze with the amount of traffic, and state of the road can get in the way
- Sharing cycle space with drivers
- State of roads
- Suitable paths for double buggy's
- The general public as they do not support or care for long term disabled like me. I have a constant battle that I face alone due to prejudices.
- Undertaking routes which require you to use section of road to complete them
- Variation, it would be great to have more paths like the new one at the end of Waterloo
- We don't have pavements and have to drive to somewhere safe to walk

What prevents you from cycling more?

- Don't feel safe on main road
- Eroded or waterlogged paths
- Having young children
- I don't cycle
- I don't have a bike
- I have nowhere to store a bike. I live in a very small house with my family. I would love to get around on a bike.
- I would love to cycle more - in the summer at least - but I just don't feel safe
- If there was a safe route to the shops would use cycle trailer
- My bad health means I can't ride a bike. And bad balance.
- My permanent disability doesn't allow me the luxury of using a bike be it adapted or not. This I feel is very unfair as I would love to cycle however my disability doesn't allow me to be treated as a normal person.
- No bike
- Roads are congested and I feel safer on the pavements so when they are busy with visitors I walk
- Safety of routes/traffic with my children.
- Small children, no time right now. But when I used to cycle a lot the tourists driving was very scary
- The distance makes it too time consuming to cycle and it's just not safe to cycle on a single-track road
- The terrain just hill after hill to get anywhere from my home .
- The traffic is awful. Nobody respects the 20mph limit in the village, it should be enforced. I live in Broadford and work in Kyleakin, it would be lovely to cycle to work but it's too dangerous
- There's nowhere to get a bike serviced nearby.
- Traffic speeds
- Cycle injury 14 years ago

Appendix Two: Comments on Suggested Potential New Paths

New Broadford Hospital Path

Supportive	<ul style="list-style-type: none">• A nice walk when visiting hospital• Another route and would be good to take the bikes up and do a safer route with less traffic.• Another way to take from the road to the pier• Any paths that create links and shortcuts are great.• As somewhere to escape the hospital for a few moments this might be very valuable to staff, patients and visitors' mental health• Avoids walking or cycling beside main road• Could give access for users/visitors to the hospital• Good short cut. Helps to link up community.• I think this path would be useful to locals trying to get from the centre of the village to the hospital.• It is a quieter route than walking up the road.• It is always safer to walk when you don't need to use the roadside path• It makes sense to have a footway link for visiting the surgery, hospital or even completing a loop of a walk.• It probably isn't the most necessary link path, but I am never going to complain about better connectivity in paths.• It seems like a sensible idea - would save having to walk all around the loop, though I don't visit the hospital much• It would be a safe and useful short cut up to the hospital/health centre and allow a fairly off road, short circular walk around that area• It would be handy• It would be helpful for patients and staff at the hospital• It's a great walk esp. If using health centre/hospital• It's a relatively simple link, could be very helpful and save a much longer walk to get to a close location.• It's nice to link them up for hospital visitors and patients• More links and opportunity for circular walks would be great• Personally I'd prefer a path that meant you didn't have to cycle on the road to get to the coop. I'm not sure how much a path connecting the hospital to the Pier would be.• The rough road between the old hospital and Corry lodge is a disgrace / dumped boulders abandoned van rusting containers dumped cars in the pier area - these needs clearing ! How that area has degenerated under current owners . Though a great improvement in the formerly derelict pier house is welcomed. The path to Irishman's Point is dangerously eroded , dropping some 4 feet onto the shore - this should also be fixed before encouraging folk into the vicinity• This would allow me better access in my mobility vehicle to access the hospital as I have constant need of the hospital.• This would be a great link path and desperately needed.• This would give access to walking into Broadford or walking g to the pier• This would make me feel safer cycling to work at the hospital and take me of the main road from the petrol station to the junction.• Would save using the roads with all the traffic.• Yes, but there is already a route close to this which provides a circular route - up past the new hospital and follow the road round to the right and then left and then along and down to the pier below. It is not open to traffic and is already used by walkers and cyclists.• A simple walk from village to centre to pier
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	<ul style="list-style-type: none"> •
Unsupportive	<ul style="list-style-type: none"> • I don't think it's good to encourage pedestrians onto hospital grounds if not necessary or needed due to high traffic flow of ambulances etc. • No more convenient than existing path that has less steep gradient and no longer distance • No need for an extra path and would destroy biodiversity especially if the path then gets needlessly strimmed . There already enough paths to the hospital . Just because you get funding does not mean it makes sense. • Not needed • People would use the hospital car park to leave their cars there to go for a walk.
No Opinion	<ul style="list-style-type: none"> • I don't see it as a priority but maybe staff would use it in breaks or visitors at times of stress • I think this would be a nice route, and a potential new path. However, I do feel that there are more urgent path needs in the area and this should be considered later given that the area is fairly well linked with other paths and walkways • I would not use it. • I wouldn't use it • It would offer a safe route for visitors to the hospital • It wouldn't affect me as I don't live in Broadford • Not a priority but if some people have thought of good reasons for this one, I wouldn't want to get in their way of one being built. Might be useful for staff breaks or for relatives in times of stress. • Not something I have considered before. Not an area I have needed to use a path for before, as there is another point that connects to this point which I am happy to walk to. • There is already a path through Liveras Park, although I'd probably use it to vary the dog walk a bit • Wouldn't use it personally as I walk the full loop but if other people want it then great • I don't see much benefit for having to walk up to the hospital to get on to the pier path as it is nicer to walk along the pier road • It seems a very short distance. I'd prefer to walk and see a longer path elsewhere.

Primary School Path

Supportive	<ul style="list-style-type: none"> • Children's safety is a priority and by creating safer access to the school may encourage kids to walk more. This will help reduce the environmental impact of the area and also increase physical health of children. • Currently doesn't feel safe to let the kids walk to school on their own as no safe crossing place near school • Currently the only official access to the school requires most of the children who live in the village to walk along the main road, which is very, very busy and means walking just a few inches from log lorries zooming past. An access point to the school which would allow children a route which is not along the main route would be much, much safer. • Definitely support. Safer paths are vital are getting younger people into the habit of walking. Less car journeys must be a big win. • Definitely. When the kids go there, I'd prefer not to have to walk them along the main road wherever possible • Encourages safe active travel to school from all directions
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- Essential. Main road is not safe for children walking to school. An off the main road route to the new school is essential.
- Excellent way of ditching the car and fostering a healthy walking or cycling habit.
- I already use the path from the pitch to the new estate fairly regularly, although it's not ideal for use with a pram. It's really important that kids who live near enough to walk to school have safe routes to do so, and the roads are so busy with traffic that they are not safe. This seems like a high priority to me.
- I believe there aren't any paths at the moment. So I would think it would be necessary to have paths that link to the houses near the school, possibly one leading towards the main village i.e. coop area, and certainly one linking the new school to the current village hall.
- I don't have children but feel it needs built to keep children safe.
- I don't know anything about this but if it helps children to walk/cycle safely to school it seems like a good idea.
- I support this as the children need safe routes
- I think it's really important to allow children safe access so they can walk/cycle independently to school.
- If you want less risk to the members of the community who are still learning about road safety, and you want to encourage walking this is essential.
- Important to allow children and families a safe route to get to school. It will reduce road traffic=greener
- It will be great to have safer routes to school, but we also need more pedestrian crossings
- It would be good if pedestrians could be saved from walking narrow pavements right against very heavy goods vehicles and other traffic and getting drenched with surface water thrown up by oblivious motorists safe and breathing in the fumes . In Harrapool several roadside homes have vegetation from their gardens - including prickly species - and rusting wire fences- which can mean we have to leave the pavement to pass !
- It's a good idea in principle. I wouldn't use it much as I don't have kids but support it
- It's essential for our children safety and health
- It's really important to have good, safe routes for youngsters to walk or cycle to school from all directions - it will form good habits early!
- It's safer to remove children from walking along roadsides when possible
- No brainer. There needs to be safe, attractive and convenient paths to the new school to avoid children and parents having to narrow footways alongside the trunk road. The routes need to be on desire lines.
- Reduce parental car use Normalise walking for kids
- Safe routes to school should be a priority and each child should be entitled, where possible, to walk safely to school with family or on their own. If safe routes can be found in cities and towns, it should be without question in our rural community.
- Safer for children rather than walk along the very busy main road
- Safer for children to walk/cycle.
- Safer for small children and parents rather than having to walk alongside an ever increasing busy and dangerous road
- Safer for young children and parents rather than walk alongside an increasingly busy and dangerous main road
- Safer nice routes will encourage children to walk more
- Safer paths are essential with so much traffic in the summer
- Safer routes to school are of the utmost importance.
- Safety is important for the school children
- Safety is paramount to our children going to or from school. If this path makes it safer then I totally agree to it

	<ul style="list-style-type: none"> • The main road is very busy and unpleasant to walk besides, rather dangerous for children. • The path through to the new estate is nice but has already started washing away. I'm on lime park and have a new baby, in a few years we would be using these paths every day • The speed of traffic through the village (despite recent changes in speed limit signage) is ludicrous. This is not only from feckless locals and indifferent tourists, but professional haulage and personal drivers too. It is unsafe for adults to walk and cycle....never mind children! A safe route is VERY important. • This would allow us to cycle the kids to school on a cargo bike • To keep the children as safe as possible • Where would the path be? This is too vague to comment on. How can one say if one would use it when we don't know where it is! • With a child who attends this school I would very much welcome any safe path leading to it when it takes children away from busy traffic • Community safety
Unsupportive	<ul style="list-style-type: none"> • The primary school is NOT THE PRIORITY. The priority should be the long-term disabled community.
No Opinion	<ul style="list-style-type: none"> • I am not familiar with the existing route but any path that is "safer" must be a good thing.

Luib to Broadford Path

Supportive	<ul style="list-style-type: none"> • A cycle path would be great. Anything to encourage exercise and a slowing down of the pace to allow people to enjoy the scenery along the way in a safe manner. • A87 is a major barrier to active travel between these settlements and Broadford facilities • All new off-road paths are welcome. • An alternative cycle route 8 • Any additional walking/wheeling/cycle paths on Skye would be very welcome. There are currently only a tiny number of places where there are alternatives to the roads, which are extremely busy and dangerous. • any safely accessible off-road path has got to be good • As a resident of this area, Dunan, this is a path that I would love to see. I fairly regularly try and walk home but often the road is a major aspect that puts me off doing so. From Sgianadin to the "old road", there is a choice of walking along the shore, and getting pretty wet crossing rivers, or walking along the road, which is fairly unpleasant and off-putting, particularly in the summer months when the roads are a little crazy. Most of Broadford and Strath communities are linked through either pathways, or pretty quiet roads, so this area is somewhat restricted in this degree. There are kids in the areas too who I am sure on nicer days may use a safer way to get to school as it is only five-six miles away. • Bicyclists visiting the island frequently drive along this road, but in so doing create a dangerous hazard that causes those not familiar with driving on Skye or in Britain to drive erratically or do dangerous things like pass in unsafe conditions. It is unsafe for both drivers and cyclists • Currently this route is very busy with vehicular traffic. Anything to make active travel safer, and more appealing to those not inside a vehicle is important • Fantastic off-road area away from traffic • Good cycle route
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- Good to be able to reduce car travel. Currently impossible to walk along the road. Far too dangerous
- Great idea
- Great idea for leisure users
- Great walk
- I already walk the existing sections of old road with the dog, it would be lovely if they joined up, and then you could walk through to Torrinn down the glen. It would also allow safe cycling as far as Luib which is almost to the mull road
- I could use it on my mobility scooter.
- I like a safer cycling route
- I live between Broadford and Luib and would be glad of said path
- I live in Dunan and would absolutely cycle or walk to Broadford more if there was a safe path linking these two areas together.
- I support this enormously. The path, while un-adopted, largely already exists from Strollamus to Luib and is used daily. The road alternative from Strollamus to Luib is mostly unpaved and unfit for pedestrians and is longer in distance. The current path from Strollamus to Luib also has 2 paths coming off of it to Torrinn, one from Strollamus pools and the other from Luib. Again, this represents a much shorter and safer journey to Torrinn from either location. I also believe that a route here could be an important part of the Skye Cycle Way.
- I would like to see this route via Torrinn and Strath Mor.
- I would support any new routes that take cyclists off the busy and rather dangerous main road.
- I would use for cycling
- If it could take road bikes off the main road it would encourage more safe cycling
- It is important to develop infrastructure to invite and enable people to walk/cycle safely for short journeys.
- It would be fantastic to have a link along this route - it is so close to Broadford yet people living here are forced to use a car. Would make a lovely leisure route too
- It would be good for dog walking and running.
- It would be great to connect the two without have to cycle or walk along the main road.
- It would be great to have somewhere safe to walk / cycle from my home. I would use this all the time with Mt family and see more people in my local community.
- It would take cyclists off the main road, which is a huge safety issue
- Linking the communities is a great idea
- Looking for more better routes away from public roads
- Luib is currently completely inaccessible by bike and a difficult walk on foot, so residents pretty much have to use cars to get into Broadford. It would be great if they had another option. It would also be an extension of the safe cycling route that the Skye Cycleway are trying to get built from Kyleakin to Broadford. Ideally, I'd like to see it go all the way to Portree one day, but I understand that isn't really in the scope of Broadford and strath community company. Would love to see that route pushed North to the top of the primary school catchment area at least though, so kids can cycle to visit friends. You could do that on the roads when I was a kid, but it's way too busy for that now.
- More off-road cycle/walking paths would encourage less car use
- Safe routes for exercise.
- Safer!

	<ul style="list-style-type: none"> • Sounds like an excellent idea to encourage walking and cycling. We would need access points from the other townships along the route. Could it be connected to the bus stops please. • Surely any safe off road and accessible paths network is good • The main road is too busy. The old road would provide a good base to develop on too • The more off roads routes we can create the safer the roads will be for everyone • The more paths the better! • There is already a good path to the graveyard in Broadford so it would be an excellent idea to add a path to Strollamus/Luib and Torrin to join to present paths • This could be part of two opportunities: extending the Skye Cycle Way to the rest of Skye and providing a circular route, Broadford to Luib, Luib to Torrin, Torrin to Broadford. • This could provide a significant safe route for cyclists and walkers. • This is a beautiful route and a great recreational route. I would like to see more of a link from Skinidin to the start of the off-road connection between Broadford and Luib. • To connect the families living in these villages • Torrin to Luib path needs some TLC. Was a difficult hike when I did it last in February • Very busy road, not currently safe for pedestrians • Whilst this is not a route to provide everyday journeys for local people it will improve road safety for many walkers, runners' cyclists and wheelers traveling across Skye. It will help connect to the old Moll Road which in turn will provide off road routes to Sconser • Would love to be able to use the car less and get out of Broadford • You can access Beinn n'a Caileach from the linking hill road too so that is good
No Opinion	<ul style="list-style-type: none"> • Limited use for locals. Should only be a priority for a national project • More important things need funding . Close the toilets , open a path does not make any sense. • Not needed

New Forest Path

Supportive	<ul style="list-style-type: none"> • A good additional safe access onto the existing Forest Path. • Absolutely! This would be fab, linking the walks together • Adding to the network of paths more routes to enjoy. • Again it would be somewhere different to venture out on my mobility scooter. • An attractive extension and option • Any new and accessible off-road walks have got to be a good thing • As a standalone project, the upsides are obvious. My only concern is of the opportunity cost and that it wasn't prioritised above other path projects which have more practical use of connecting locations where travel already exists and where a new or upgraded path would represent safer travel for people. • Different loop round for a change and depending on time • Helps to develop increased leisure routes and access to amenity areas for local people. Could improve health outcomes by encouraging attractive places to exercise and improve physical and mental health. • I feel any extra secure walkways are a positive.
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	<ul style="list-style-type: none"> • I have been up the beginning of this path and was disappointed it didn't go anywhere. • I like this idea to continue to open links and more paths to get people walking/running more. Similar to the proposed hospital path, there may be others that are higher priority. • I love this walk and lots of my family use it often. Be great to add to it. • I walk up the existing track often with the dog it would be nice to join it in a loop and take in the pier loop too • If built this new path would provide further variation of walking routes for our community • It is an essential link in the community forest path network and would be very well used • It will be good to have a gentler walk to the woodland walk • It would be good for dog walking and running by lengthening existing path network. • It would be part of the network easily accessible to Broadford with fantastic views. • It would further increase the walkable areas in Broadford for exercise and for leisure. • It would make an excellent circular route and another alternative for inclement weather routes • It's not an area I've ever considered before. I can see that it could be useful, as currently the path from the forestry takes you back to the main road. The insulation of this suggest path would keep users away from a busy main part of the road through Broadford i.e. the junction to the hospital. • More options for walking in the area • Never going to object to connectivity, although again I don't necessarily see it as the highest priority route. Would probably rather see a path from the Hospital to the Industrial estate. • Nice shorter loop • Path networks are great • Safe path for exercise • Skinidin loop already well used • The existing forest paths are very popular, and this would be a very pleasant and logical extension - easy to access from village centre too • The forest is a wonderful place especially for kids. The easier the access for everyone the better. • This is an obvious gap in an existing network, and would probably increase overall path use in the are • This seems a good idea and I think it would be well used • This would be brilliant in linking and making more cycling/walking routes for the community • This would open up access to woodland and encourage more running and walking routes. • We need new linking paths. This would be an excellent link path. • Would add a good walking path for leisure • Would be good to link the forestry tracks to the shore • great access to Irishman's point footpath
Unsupportive	<ul style="list-style-type: none"> • More destruction of biodiversity for very little value . • Not needed
No Opinion	<ul style="list-style-type: none"> • A nice addition to the existing leisure walking route but I would not prioritise. • Walks without views through trees aren't really a priority when there are paths with views

Retention of Energy Works Path

Supportive	<ul style="list-style-type: none"> • A link from the old Sleat road along the back of Broadford would be great and would link in the other townships. • A qualified yes - I leave nearby, and it would be convenient to be able to walk all the way across to the Marble Line link path - I assume there would be a bridge across the burn. But I wouldn't want it to become too 'built up'. This is open moorland country and would want to keep that character of the landscape • Although not sure I would like walking beside the pylons. • An alternative route to Breakish other than Waterloo • Another new route for more exercising opportunities • Any route which could be added to a non-motorized vehicle route encourages visitors to stay in Broadford, make use of Broadford, and reduce car use, reducing congestion. • Anything to avoid walking in such dangerous proximity to congested roads and this makes the marble line track and old Corry tracks more safely quickly and easily accessed! Also for accessing the village more safely • Building a road there to bypass Broadford • But I oppose the electricity pylon development. • Completely different route, offering links between other areas and different views. • Conflicted about this as reinforcement project could have lots of deleterious effects for local community. Could this also m impact on funding for the cycle path? • Fantastic opportunity to develop active travel routes • For full functionality I think you'd want links to the Achantater road (to get to Waterloo), the Old Sleat Road (giving you mostly offroad routes all the way to Kinloch/Drumfearn), maybe the Sleat Road junction or wherever joins up best with the Kyleakin to Broadford cycle path. Definitely the new housing estate (getting you down to the coop, primary school, Torrin Road, Pitch etc), and maybe links to Black Park too, for maximum connectivity. If this was built, I think it would transform the lives of kids in the village, giving them a safe route to pretty much anywhere in the village. It would be great for adults too - dog walking, visiting friends, going shopping etc. • I don't support any of the wind farm or other industrialisations of Skye so a positive response to this shouldn't be misinterpreted. • I'd prefer the substation work not to happen full stop • I'm not in support of the wind farm or any other extensions contributing to the industrialisation of Skye so my positive response to this question should not be misinterpreted as such. • If path is being built anyway it would be a waste not to continue using it for local people and tourists alike • It can link up other paths without using the main roads • It would be great to have more paths and routes to cycle, walk and run that aren't beside the main road. • It would make a great and safe cycling path for those looking to avoid the main road • It would provide safe walking/cycling/rambling access to bypass the central village, representing safety in an already congested village. This almost connects perfectly to the old Sleat road giving further pathed access all the way to Drumfearn and Kinloch. A connection to the Black Park road where it crosses over would be ideal. • It's stands to reason that if paths are made for construction or developments, that as long as they are not to aesthetic detriment, that they be kept being used by the community.
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	<ul style="list-style-type: none"> • Links the East & West of Broadford together and would improve off road access to either the marble line towards Loch Cil Christ or the Black Lochs old road and core path • Looks like it could be a nice new walking route for the local people. • More paths more choice. • More routes always welcome. Could be the next section of the Skye trail. • Nice when we have more safer walking and cycling paths • Not in favour of the reinforcement project but if path created may as well keep it! • See previous comments • Sure, I'm against the project, the line needs replaced but bit upgrading for unnecessary windfarms. But some good could come of it, would be great to connect the marble line to the old Sleat road • The same answer as the previous question • This would be ideal! • This would resolve two barriers, linking the extremely well used Skye Trail with Broadford giving the option of bypassing the dangerous section on the Torrin road and secondly providing an off-road link to the popular Sleat path on the old road. • This, along with the existing pavements / roads, would make a good circular walking route. • We need as much sage pathways as we can build. • When the new power line was developed for Mowi from Broadford to Kyle they cleared large swathe of ground, and a potential road was part made up at this time behind Breakish to Broadford. For this not to have been used for access to walks or the cycle track seems such a waste as it could have been an asset to the community. In fact it would be ideal to have a Broadford/ Breakish bypass with a cycle/walking path in this area as once proposed in the 1980's. Too much money is spent on digging and re-digging areas and no public use so far has been made of the areas cleared and bottomed in the industrialisation plans for industry here. No joined up thinking. This would be a good plan and a bypass/cycle path even better. • Why get rid of it when it will already be in place?! • Yes, but not as an industrial size path. Just a pedestrian path that would be pleasurable to walk • Yes, yes yes. This is my biggest hope for a path because it would allow me to get to the marble paths with the buggy. At the moment the only way is up the Torrin road and it's too scary with the buggy in summer. This would open up all the marble paths and boraig path and connect to Corry too. • A good access to village centre from heaste road
Unsupportive	<ul style="list-style-type: none"> • Damage to peatland environments caused by development projects should be restored to nature as much as possible, not used as an excuse for further development on the land, such as yet another path. • I'm totally against this project and the wind turbines that are being proposed. • More needless destruction of biodiversity • Not a useful or natural route
No Opinion	<ul style="list-style-type: none"> • I would support if it linked up to other cycle/walking routes i.e. the old Sleat road. • If it's used often and is of benefit, then of course it should be made permanent. Maybe measure the footfall? • Slightly difficult to see how it will be accessed safely and easily. Not sure about walking that distance under a massive powerline from a health perspective.

New Committee Path Road

Supportive	<ul style="list-style-type: none"> • A necessity. Road with plastic bollards to protect walker/cyclists is hardly safe • Alas there are lots of cars speeding on this stretch and will be good to feel safer • At the moment this route is too risky for mobility scooters cars going too fast. • Because it is part of the long-planned cycle path and part of a much-used walking network already • Brings the Skye Cycle way into Broadford, great for active travel and more sustainable tourism. • Currently very poor safety on this road • For active travel to work • Great for residents and cyclists. Very narrow and difficult passing those when driving at present so would make it safer • Happy to support pathways for both wheelchair and mobility • I know this is a very busy road. Anything to make it safer for pedestrians would be welcomed. • I use this road often, a path adjacent to the road makes sense and represents increased safety. • I would love a space to use my mobility scooter • It would be a good safe way of avoiding the heavy traffic on the main road. • It would offer a quieter, safer route than cycling/walking along the A87 • It's an extremely busy road • Liv in my in this area this would be a great addition. • More safe places to cycle would be great. The roads are so dangerous during the season • pedestrians and wheelers away from the traffic is a big plus. • Safe off-road routes • Safer for waking and cycling especially with children. This would be used by many Breakish families. • That road is busy and not safe for walking or cycling. • The deep ditches and narrow verges along the committee make it an unpleasant place to walk when it's busy with cars, and unfortunately these days it's almost always busy with cars. Again great for the local kids, giving them safe ways round the village that we took for granted as kids, but with current levels of traffic just don't exist now. • The existing road is single track and, while not very busy, would be a more pleasant walk if this path was built. • The pathway through Scullamus at present is an accident waiting to happen Safer to walk on the road than use it • There are many elderly residents in Breakish who will, over time, have more and more need for a track which can tolerate mobility aids. The current gravel track is not ideal for this. • There's no path for walking or pushing a buggy at the moment - would be safer to have a separate path rather than have to go on the road • This is needed urgently. We use the committee road twice a day for dog walks and runs, often cars travel along at speed and I'm always watching over my shoulder. It would be great to have a path that walkers can use, kids can use to safely ride their bikes and runners can enjoy without risk of traffic. • to encourage more walking • Variety • Would like to be able to take kids on bikes safely.
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	<ul style="list-style-type: none"> • Would tie in nicely with the new Waterloo path and the planned cycle lane, the committee road has quite a bit of fast traffic on it • Wouldn't use it personally but if others would then great • Would improve access to Ashaig beach from village centre and be safe
Unsupportive	<ul style="list-style-type: none"> • A more appealing alternative would be lower Breakish road to Ashaig beach - either continuing from the end and near the shore or cutting up through Croft land and joining the committee road nearer the cattle grid at Ashaig • I don't see this as a priority for expenditure. I would encourage lobbying of the roads authority to improve and widen the road, traffic calm and restrict speeds to 20mph. The road would become a shared space and with recent changes to the Highway Code, pedestrians and cyclist have priority on this space over vehicles. • I totally agree with the cycle path idea but the cycles in Breakish as far as I am aware are still to go on the road and this path is to be just for pedestrians. It now says just pedestrians/wheelchairs. There is no point in this. This road is increasingly busy, and I cycle and walk it often and it is already difficult with the number of cars. What about the children who may want to cycle to school from Breakish to Broadford? It would be too dangerous for them to cycle on this road. We did need a cycle track and for all this money and community aggro it does not seem worthwhile now building this part of the overall plan at all. Why not go down to the shore and cut up on to the lower Breakish road and then to the Waterloo path. Much safer and more scenic too. • I walk this path about three times per week and don't see the need. A disabled person might have different views and I wouldn't want to block their needs. I'm concerned about all paths cutting through ditches and wildflowers and balancing the need for diversity in the environment • I walk this road about three or four times per week and don't see the need for a path. Maybe disabled people would have a different view and I wouldn't want to block their needs. I would be concerned about yet more cutting into ditches and wildflowers putting yet more strain on the diversity of the environment. • It is not needed. It is a waste of money for the small number of people that use it. It would damage the natural habitats alongside the road. I oppose the suburbanisation of the village that would be caused by the plethora of street furniture, seating, signage and other unnecessary development that has been proposed along the route. • It's a quiet road • Of possible routes do not feel this is a priority route. Single track road, no huge volume of traffic (possibly reduce speed to match main road) footpath of some of main road route running parallel • Removal of the wall on the committee road is a historical marker of the boundary between upper and lower Breakish. It would make more sense and be easier to make the committee road 20mph. This would also remove it from the Sat nav's of tourists who get diverted here because it is still technically a 60mph and therefore quicker than the main road which is 40mph! • Support it only if cyclists use it, rather than the Committee Road. • Unnecessarily destructive to create. We live in the countryside we don't want to be building unnecessary industrial infrastructure. Most drivers are considerate on this road and traffic generally slower • We will lose a lot of crofting land. A few extra lay-bys would be good. I use this road - walking, cycling and driving most days.
No Opinion	<ul style="list-style-type: none"> • You don't need a path you can use the road as the traffic is close to zero . Just a complete waste of money . There more pressing priorities.

	<ul style="list-style-type: none"> • I don't see any reason to use it • Not so fussed on this. The road is relatively quiet so is it really needed? • Similar to hospital route comments.
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Broadford to Torrinn and Elgol Path

Supportive	<ul style="list-style-type: none"> • Safe off-road routes • A lot of Skye trail walkers use this route, and it can be dangerous with all the traffic • A path up the hill to connect the Broadford hotel with the existing marble path is the key local path to build. It would enable people to safely leave the village and get onto the wider paths and open routes further out • A very popular area for walkers in general, and along a very busy road, particularly in summer. Anything to improve the safety of pedestrians would be welcomed. One that would preferably suit for walkers and cyclists. • Adds to the routes we already use. • AMAZING. Would love a coastal route. Let's get folk off the road and walking and wheeling!! • Any path providing access to local people and gives safe walks is a good thing. Also linking local communities • Connectivity is good. The road is awfully busy these days. The first section pretty much exists - Marble line. Extending that onwards would be great. • Development of active travel network is always a good idea • Due to the Skye Trail there are many more walkers to be seen along sections of the narrow single-track road between Elgol and Broadford. The road is increasingly busy with all manner of traffic causing walkers to have to stop and there is often too little space for walkers to avoid being put into dangerous situations. • For cycling and leisure • Given the popularity of the Skye Trail this would remove walkers/cyclists from narrow single-track road • Good alternative to the road for hiking and biking • Great for longer runs and dog walks. • Great to have access further afield • Having more links between communities in the area can only provide more opportunities for travel. • Having to, initially, walk on the road while leaving Broadford towards Torrinn is hazardous. A dedicated path from the outset would be excellent. • However, this is likely to be massively expensive. Certainly there should be a way of joining Broadford to the Marble Line, then Loch Cil Christ to Torrinn with path improvements through Torrinn village to loch Slappin • I am local and this would make walking and cycling much safer and enjoyable! • I use the road along there on my mobility scooter, but a path would be safer • I would be able to walk part-way along to see the view over the bay and back. (Not able to walk further than this.) • It would allow us to cycle to the shops and visit friends in Broadford. It would provide a safer alternative for visitors in the area taking them off the dangerous single-track road. • It would be great for those communities • Large chunks of the marble line are there but the bit up the hill out of Broadford and the bit near the quarry are awful along the roads • Linking communities is great for everyone • Much of it exists already and is walked by Skye trail walkers. It could do with upgrading and sections on tarmac building as separate paths.
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	<ul style="list-style-type: none"> • Necessary as traffic volume is dire and accidents aplenty • Once paths are provided people use them. • Only if these paths are built carefully and with as little disruption to the environment as possible. It can be a busy road. • Our communities attract many visitors who choose to stay because of walks in the surrounding area. Many local people also enjoy walking as a leisure activity • Supportive of any routes/paths that provide opportunities for leisure in a safe way. • That sounds ambitious but would be good leisure route, popular with tourists I would think. • That would be a great long-distance path! • The Marble line path defo needs attention as it is very uneven and overgrown in places • The more walking routes linking settlements the better • The road can get busy, and a safe path would be useful • The road, though not a truck road, is busy at times and walking along it isn't an attractive prospect for many people. Having a path may also encourage people (locals and visitors) to explore the area without their car, for example walking their dog from home rather than driving along the road a bit, parking then walking the dog. • The scenery us fantastic but using the road in Summer is dangerous. • There are frequently hikers and backpackers walking along the road to Torrin. This is quite dangerous on this busy, narrow, single-track road. • This is already part built with the old train track to Torrin and various other lovely tracks from Kilmarie to Elgol and other bits near the Blaven car park A very nice idea! • This would augment the Skye Trail and link up several existing paths. There are currently long road sections. • This would be a great area to walk in for leisure. More access to the river would be fantastic • This would be excellent and might encourage tourists to slow down a bit! • This would be great to take Skye trail walkers off the main road, avoiding accidents and close calls with cars vs walkers • This would be incredible. Traveling between these towns without having to walk, run or cycle along the main road is essential to safe local travel • To enable people, both residents and tourists, to undertake journeys without using a car. • We want less cars on the roads and safer places to walk. Paths are key. • Would be great to link the bits that exist already. • Would provide a great longer distance route and would tie in with wider existing countryside routes. I presume could be accessed from many locations along the route. • Yes, that would be awesome but a massive undertaking! • Yes. No safe footpaths currently exist. Part of this is covered by some of the marble line from Broadford through to Swordale/Kilchrist. While some safe walkways exist through Torrin, there isn't a whole lot else in place. • You definitely need a path from the hotel to start of Skye marble path, so many walkers on trial and it's dangerous, that is priority I would say • Safety again on one of the busiest roads - a magnet for south Skye
Unsupportive	<ul style="list-style-type: none"> • More destruction of biodiversity • Not needed • The road is quite quiet and twisty so it's fairly safe already to walk along.
No Opinion	<ul style="list-style-type: none"> • The existing marble line could be utilised and/or developed • Would cycle on road anyway, quiet route

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Appendix Three: Comments on Other Potential New Paths

- 1 On the Broadford forest loop path, it would be great to have a path linking the viewpoint seat with the shore. It's not a big distance but impossible to get down there. Likewise, if you are walking along the shore going north from Irishman's Point you have to go all along the shore - would be good if you could cut back through the forestry 2 In Broadford, it seems a shame that the shoreline isn't really 'opened up' for general public use. E.g. could there be a path along the shore opposite the village hall? I am never very sure what is 'allowed' here. 3 Strongly support the Skye Cycle Way when it finally gets built. I often go from Broadford/Harrapool to Breakish hall for leisure activities - it would be nice to be able to cycle this route safely as even in the 40 mph it is not very pleasant, and the footpath is not possible to cycle on
- 1- I think there used to be a road on the right just a bit down from the Drumfearn turn off. It went along the lower edge of the hill toward Broadford coming out at the Achantata road end where one could go up the hill to Heaste or go into Broadford. This would tie in well with the very popular walk at the Black Lochs on the old road and make a circular route. 2- There are a lot of forestry tracks in the Kyleakin area and if one walks on the old road (before Kyleakin) and walks to the end - right up to the top - the forestry road continues for some time but there is no good way down to the main road without retracing steps and it is very rough walking on old stumps to cross down to the main road again. Perhaps this could be joined to the new Kyleakin Cycle track path or circled round in some way.
- A better path/connection to the Marble Line paths and Ciolchrisd Church. A path between Broadford and Breakish that gives an alternative to walking along the main road.
- A link to old Sleat road would be great
- A path directly along the Torrin road would be great, from the Brocks' up to where the marble path starts. One of the paths you mentioned does provide an alternative route, but tourists wouldn't know about it and would keep walking up the Torrin road which is so narrow there with deep ditches
- A path that connects Broadford to the Skye Bridge. Also, a connecting path between the Armadale junction and the old Sleat road would be really welcome as this is a great local amenity that you currently can't safely walk to from the village.
- A path through Waterloo grazing would link Breakish to Broadford and make a circular route via Waterloo and Ardnish path. Another easy win would be to clear/ reinstate the old Sleat Road
- A proper path over to Dun ringal would be nice . It's so over grown need to go via the shore line at low tide
- A safe route that joins the old Sleat Road. We find that we have to take the car up to that point which is only a short distance.
- A safer route for pedestrians or cyclists to access the Coop supermarket, avoiding the busy junction
- Along the cliff tops from Elgol Pier, towards Prince Charlies cave. Perhaps a circular walk.
- Along the river in Broadford
- Any safely accessible path would be acceptable
- Anywhere that is scenic safe and easily accessible
- Ardorch, Dunan and the other townships along this part of the A87 have no footpath and the traffic is very heavy, especially in the tourism season and the speed limit too fast. You can only live on this stretch of road if you have a vehicle. I cannot visit my neighbours or walk to the bus stop without venturing on to this busy road. The number of houses on this stretch of road is increasing but there is a lack of community because of the lack of safe, pedestrian access.
- Around the loch at kilmarie to the standing stones is much needed
- As above, I would like to see a path leading uphill towards the Marble Quarry from the edge of the new estates behind the church (Glen Road), towards the Marble Quarry path. It is not safe to walk up the Torrin Road, and I am unable to walk the full Beinn na Caillich/Marble Line circuit.)
- Boreraig to Heast and Drumfearn
- Breakish to Kyleakin
- Broadford to Kyle
- Broadford to Kyle. There's infrastructure in place already. Get it done
- Broadford to Kyleakin

- Build proper pavement from a851 junction to red Skye. Why is this not proper pavement? This is more important than proposed huge cycle path. Small path from sleat road end to old sleat road access. Something small and not over engineered
- Connect the northern end of the old sleat road to Broadford.
- Connecting the old road at the black lochs with Broadford so that you don't have to cycle on the main road, down to the sleat turn off as that road is quite fast.
- Developing the path network above Ringel, and Keppoch and north towards the Blaven car park. Through Glen Mhor from Loch Slapin to Luib. Glasnakille to Drinan to Kilmaree.
- Following on a path from Broadford garden along the shore to join with new cycle route
- Footpath from Broadford to upper Breakish on the main road is not complete and would be useful
- I am aware there is work ongoing with sustrans for active travel routes to remove the need to use the A87 east of Broadford, would be good to see this accelerated as housing development will eventually make this less and less feasible. A path to link to the old sections of the road along the A851 to the A87 active travel route would be very welcome
- I don't live in the area but support more paths as a general principle.
- I know there are current paths that link from Luib to Torrin, and from Stollomus to Torrin. I haven't done either of them for a while. But could be an area that could be looked at for improvement. Especially for bikes. It was difficult the last time I attempted it on a bike.
- I think my highest priority would be a route along the back of Broadford with links to all the long roads, so you could get through the village without needing to be on the main road. If it linked with the Sleat Road, it would be good to link the two sections of old road too. I'd also like a walking link between the Hospital and the industrial estate - it's a long way round if you need to go to both.
- I think that most have been addressed here. I'd love to see new old-style stalkers path up Beinn na Caillaich and other hills in our area! One day!
- I would like consideration to be given to a proper path down to Ashaig Beach, one which avoids getting your feet too wet or crossing the airfield.
- I would love there to be a path from Broadford to Kyleakin
- It would be amazing to get the cycle route from Broadford to the Skye bridge completed. This would be the most useful of all
- Kilbride to Glasnakyle ; Waterloo to Ashaig beach direct across the moor, Broadford river following its sleepy meanders from near the hotel/ bridge to old Corry where users could continue to Skinidin on the old road or to return on the camp site circular path. However heavy construction work in the new huge electricity station could put a stop to that
- Kyle to Broadford
- Linking of the path up to the water reservoir and the boreraig/marble line path would create an enjoyable route. It is regularly used by various folk although it is difficult going when wet. Rough route co-ordinates below: 57.20606932102324, -5.920639341828206 57.20382622883123, -5.9254244022407985 57.20788229075975, -5.933192078785005 57.210787505300964, -5.940745178629097
- more circular routes
- More paths cycleways please
- Old Sleat road to Kinloch
- Path from Armadale road end to join up to the old Sleat road
- Path from the end of the old Corry Road joining the existing old road path alongside the main road, so you don't have to walk 100m along the main road verge
- Public transport that enables you to take bikes on Skye
- shore path from Lime Kiln joining with the path before the Marble Bridge. Linking in the new housing development (Campbells Farm) to the Marble Line, Kyleakin to Broadford (but hopefully we get Skye Cycle Way). Extend old Sleat road and get us down to An Crubh! Linking the reservoir walks up the Heaste road. Sure there are lots more!!
- Skinnidin loop bypassing the graveyard, so as not beside the main road. Would also help to make the proposed Park run a loop, as not allowed to use the area beside
- Still waiting for kyle to Broadford route. Be great to cycle or walk safely along this route.
- Still waiting for the Broadford/kleinkinderen path to be finished
- Swordale (Marble line) through to Kilbride/Torrin. Heaste to Drumfearn. Strollamus to Skinadin/Broadford graveyard. Sleat road end to the beginning of the old Sleat road (0.7 miles). Clobsha Nan Cuaraidhean to beginning of the Elgol road in Broadford.

- The main road into Broadford is the route I use most often, usually by bike. I use the path when I can (where it's not eroded and when there are no pedestrians on it). There is a path, but it's not well maintained (until the Armadale junction) and on it you feel quite vulnerable to traffic.
- The old road in Sleat. It's not long enough and involves crossing the busy main road.
- The Skye trail path from Camasunary to Elgol "coastal path" is in a shocking condition. People have died. It would be extremely beneficial to get this path sorted and made safe.
- There are three paths that need to be better maintained for walkers including tourists: Strollamus to Torrìn, mostly OK for its length but some work needed. Luib to Torrìn, some sections impassible Torrìn Beach road turn around to the beach - well used but not maintained on an ad hoc basis
- There is an old drover's path, now not used, linking Kyleshea road and Sleat road known as the Clach Rathad. It would be worthwhile if this could be achieved.
- There need to be more safe routes for walkers/bikes/mobility scooters through the village of Broadford.
- Though on the edge of the area of this survey, it would be helpful if a path from the edge of Broadford linked up to the old Sleat road path to allow safe access to it on foot/bike for families. Currently we drive there with the kids bikes or scooters to avoid cycling on the busy road.
- What happened to the planned path from Kyleakin to Breakish? This would be my priority - a path alongside the A road, to take bicycles away from the busy road and give pedestrians somewhere to walk and enjoy the stunning views.
- What happened to the planned track from Kyleakin to Breakish? This would be my absolute priority, for people to be able to walk or cycle beside the A road.
- With the improvements to the Lower Breakish to Waterloo path, making the roads in Waterloo & Breakish better, wider and traffic calmed would open up attractive active travel across a wide section of the Broadford community.
- Would like to see the old road to Sleat being looked after and trees etc cut back.
- Yes, Broadford hotel to marble line
- Yes, at low tide, particularly on low springs, a substantial additional area of surface is uncovered at the western side of Broadford Bay. Okay, it's not a sandy beach as at Ashaig but it has its own interest as a place to walk. However, access, from two or three different points, on to this area is at present informal and a little precarious. I appreciate that the construction of steps and/or a ramp would present a challenge in respect of being resilient to tidal damage. I also appreciate that, we're such infrastructure to be provided, it might place some onus on the Community Company re liability for safety of people accessing the foreshore. Despite all that, though, I do think it's a topic that ought to be considered.

The Broadford Pier Path

- Additional path connection from the hospital above
- Better benches
- Better bins
- Better drainage
- Bin provision and signs to remind dog owners to pick up the mess....not bag it up and throw it into/onto the beach, up trees, left on verges, ditches...etc
- Bins and dog poo bins.
- Bins, better surface for prams/buggies
- Community Gardener doing a great job! Corry Lodge area has got very untidy and unwelcoming. Benches need upgrading. Signage needs tidying up. Path got washed away in areas last year, but repairs have been made. The walk out to just before Irishman's point has erosion issues. Great walk with fab views. BSCC interpretation panel has lasted well!!
- Could maybe be a bit wider?
- Cutting back overgrown foliage
- Cutting back the undergrowth more often
- Dangerously eroded and a disaster of unkempt Corry Lodge with decaying outbuildings, increasing rusty containers and wrecks under new owners for some years now!!!!- and historic abandoned cars near the old work sheds - disgraceful
- Dog poo bins
- I don't remember the condition of the path
- I don't think visitors often see that there is a path on the shore side to avoid the main road - maybe a better sign post as this road can be busy. The path runs out before the pier.
- I don't use it much as I would usually cycle along the road if I wanted to get to the pier. But better signage from the centre of Broadford could help - maybe a map showing walking routes outside the Co-op.
- I don't really fault it but at most maybe a little wider as I tend to use the road quite often and avoid an often-crowded path
- I think this path is great - walk it every morning. The job of the Community Gardener to keep it clear from significant vegetation is great, and allows you enjoy the views and offer wildlife watching opportunities.
- I use it 4 or 5 times a week walking the dog. Repair the benches, fix the muddy bit through the wood, fix the bit that fell in the sea, put up dog poo bins
- If it was longer
- Improve drainage, strengthen the shore side against wave damage, improve bridge deck
- Improvements have already made a big difference
- Is narrow for wheeled users (I'm not but can see disadvantage)
- It had been improved a lot and is great for walking with the kids
- It has already been significantly improved by the community gardener so this needs to be retained.
- Just need to watch sea related damage
- Last time I used it I deemed it unfit for mobility scooters.
- Less dog poo! It's not fun cleaning it off the buggy and the toddler... But it doesn't actually stop me using the path, and there's probably nothing you can do about it anyway!
- Less needless strimming that has removed ground cover for the birds and destroyed biodiversity. The knotweed needs to be managed.
- Lighting near the bridge.
- Litter / dog waste bins at a couple of points along the path would be useful.
- Looks pretty good at the moment. May need annual resurfacing.
- Make it wider
- Maybe a little wider?
- More bins
- More seating and bins both for refuse and dog poo.

- No improvements are needed. If it was 'improved' (i.e. more bins and signage and street furniture), I would use it less.
- Not much as I don't live there. But for local dog owners it's a good walk
- Nothing. Keep it simple
- Overgrown & narrow
- Path has recently been upgraded and is a very good path for walking or pushing prams etc
- Sea wall repairs (may already have happened).
- Secure erosion from the shore. Remove / control INNNS - Japanese knotweed and Crocosmia. Repair seating. Open up some of the sycamore.
- Signage (for dog fouling) and directions to the next path
- Signage, I did not know it was there
- Signage/drainage in places
- Slightly wider and flatter
- Strengthening and securing from erosion by high tides in places.
- Surface and width need improving
- The bridge can be a bit slippy sometimes
- The community already works hard to keep this path in good condition.
- The improvements carried out have already made a huge difference Thank you
- There does seem to be some erosion starting to happen along the water edge, the part below the new hospital. In time, it looks like more erosion will happen. Maybe a defence against this.
- There is water erosion, and this will need to be fixed or parts of the path may be lost
- Vegetation cut back to widen the path and better drainage so not so muddy.
- Very boggy uneven in places
- In some areas, cutting of vegetation on seaward side and maybe more seating

The Ashaig Well Path

- Again signage to join the next path (and again fouling)
- Ardnish path is great and frequently used. Less certain of the connectivity beyond that.
- As I mentioned before, the final section at Ashaig beach could do with significant work to make it more accessible. I use this route often, with a friend who has a mobility scooter. The gate between the end of Waterloo Road and the Common Grazing's land / Ardnish Path can be difficult to operate from the scooter.
- Better signage and a place to park for car access
- Bins
- Boggy...and remove blocking gate at ashaig end to allow old people access from cars to beach
- Clearer signage for the route, better publicity.
- Dangerous stretch on the hilly part linking the lower Breakish and committee road - narrow for vehicle and pedestrians
- Do something about the horrible over engineered footbridge .
- Don't need any more encouragement! Use it very frequently - signs have reached end of their life though
- Experience has been diminished by creating an industrial scale path and enormous bridge entirely out of keeping with the location. The path across the grazing's is what we *don't need everything to look like. Discussion could be had with owners of the other paths that run from low road to committee road to make as path to take pedestrians off the road between
- Fantastic upgrade where Waterloo links to Breakish
- Getting there is a problem on my mobility scooter as I have to use the main road.
- I haven't used it since the upgrade, so maybe it deserves 5 stars now.
- I like to walk along the shore, and I think it is best left as a natural area.
- I rarely use the full length of the path, more the Broadford to Breakish route. New path is good and is a useful path that links Broadford to Breakish, without having to go along roadside.
- I remember the section up from the coast at Breakish was a bit unclear.
- I use most of this path weekly but had no idea it was named. Sign posts are lacking if tourists/ locals are following it

- Improved surface suitable for prams
- Information & promoting
- It can be rough
- It is not truly a path and promoting it as a path is inappropriate
- It's fabulous that the hill path has been improved.
- More dog bins.
- More dog poo bins
- More dog waste bins Time dependent but can be lots of traffic
- N/A great path since updated
- No improvements are needed. If it was 'improved' (i.e. more bins and signage and street furniture), I would use it less.
- Nothing. It's a good path
- Now I know about it I will use.
- Only one dog doo bin, as far as I remember
- Part excellent, part poor
- Recent upgrade to the common grazing's section has been great. Still a bit concerned about the kids in the road section
- Signage would be good. Some of it is boggy and probably not completely accessible for all.
- Slower speed limits on the "quiet road" sections. Ideally 20 the whole way. Also benches along the route. Benches massively improve accessibility to people with mobility issues.
- Smoother surface for buggies, bins, seating to enjoy view? Picnic bench
- So rare that I walk to this area. Does there need to be more info on the well? I don't know much about it.
- Some sections are really narrow - would prefer it's all accessible for all bikes
- Surface need attention
- The new path from Breakish to Waterloo is fabulous 5/5. Walking along from the Well along Lower Breakish is a favourite walk. I don't recognise it on this map.
- The new path that was built from Lower Breakish to Waterloo is brilliant. Better signage would help because I can't make out from this if this where I walk from the Well
- The new section of the Ardnish path is great, I cycle it every day, and the roads are generally pretty good. Better signage could encourage people to use it more.
- The Waterloo to lower Breakish path has recently been resurfaced/widened which makes it an even better walking experience!
- This is hardly the Ashaig Well path. The path towards Waterloo is the Lower Breakish Grazing's path.
- Use it 4 or 5 times a week walking the dog, I'm on it now filling this survey in. The new Waterloo to breakish path is great. More benches and some more dog poo bins
- Signage on the quiet roads

Broadford Forest Path

- Signage could be improved - there's no map so it's not clear how the loop path works /links up and how long it takes. It took me a while to work this out! -some of the path got washed away over the winter, surface not great in areas
- Been a while since I used this path a lot of it needed improvements.
- Benches. Lots of benches. Bypassing the very small section that's on the main road by going round the graveyard.
- Better signage
- Bin provision, dog mess signage, upgrades to surface is underway
- Bins
- Bins, width, surface seat, picnic bench
- Bit rough under foot but fine with walking boots.
- Bypassing the Road part at the graveyard
- Can be rutted and is ugly after clear fell with debris everywhere

- Continued timely maintenance. The path is now looking great after having some well-known issues near the fork for years.
- First stage improvements toward the cemetery have greatly improved the walk Hope there are plans to do the next phase
- Great as a cycling path. Slope nearest the campsite needs repairs due to water damage.
- Great loop, but the section along the A87 was washed out and loose last time I used it.
- I only use the flat path from the graveyard to the incline heading to Broadford
- I use it regularly as dog walk and will be doing the parkrun when it starts. Would be nice to get rid of the bit along the roadside, maybe route through the graveyard. Would be nice to have a link to the old Corry Road without walking 100m along the main road verge. Put in benches for people with health issues
- I'd like to use it
- I'd like to use this path
- Improvements made to the first part of this walk toward the cemetery are super hoping plans afoot for the next phase
- It is a bit soulless in places as the road is so wide and impersonal- I wouldn't call it a path - it is mostly a forestry road. I used to walk this on the old shore path but now this is very difficult as overgrown. A shore detour for access would be really nice - even just to sit by the sea en route for a picnic with a bench.
- It would be nice for some of the trees and foliage to be cut back at the top when the bench is more regularly. It used to be a beautiful spot to stop and sit, but it is so over grown now, there is no view. I rarely stop and sit there anymore.
- It's a great run on a mobility scooter but more benches and bins would be great too.
- It's fine the way it is
- It's just less accessible than other areas to me so it's no fault on the path that I don't use it even more than I already do
- Less dog muck, info/awareness campaign needed
- Love this route. signage is good and also now that has been resurfaced it's good
- More benches to admire the views and eat snacks
- More bins
- More mountain bike trails would be fun!
- More poop bins. More benches
- Native tree planting along the route where forestry trees have been felled would be excellent. Feels very exposed/degraded with the trees gone
- Need more seating where there are lovely views
- No improvements are needed. If it was 'improved' (i.e. more bins and signage and street furniture), I would use it less.
- Path is great and probably my favourite of all the paths in the area but does have some small issues. Surface can become uneven. I don't mind it so much but can be an issue for others, and potential wheelers. Can be prone to flooding in certain areas The bench at the top of the walk, looking North/North East is lost its view due to tree growth. May be worth considering thinning the trees and opening the view out again but maybe something that isn't within BSCC's remit.
- Really good walk
- Repair to wash outs would make it a better walking surface.
- Some sections can be susceptible to damage from water run-off.
- Some small bits could be repaired
- Surface is not the best for pushing my buggy - can be quite difficult and for the kids on their bikes
- The path was in good condition until Forestry Land Scotland removed the trees. Areas that need maintenance now unfortunately. Otherwise a great walk.
- This is our favourite, dog friendly path in the area.
- Too difficult for cyclists because of the loose stones
- Too boggy
- Trees shouldn't be planted that cut off the view. It's already going on the north side and will be closed in soon which most people don't want. Why have a bench with trees blocking the view?
- Used to walk my dogs here frequently but stopped due to the amount of dog waste and obvious human toileting.

- Very uneven underfoot at places. Trip hazards from the rough surface. No dog doo bins and only one seat. Lovely views though.
- Water damage to first section of path alongside A87! was bad when I last used it- maybe due to lots of mountain bike use?
- Excellent path, maybe more seats/benches at sea view areas

The Marble Line and Corry Loop Paths

- A better connection directly with Broadford
- A better surface
- A cafe would be great
- A direct crossing point at the Old Corrie road end to the old road path rather than a 100m dash down a very busy road, sections from the Sheean bend to the bridge can be a bit rough.
- A great run on the mobility scooters although there are a number of potholes like divots one needs to negotiate.
- A path directly onto the Skinnidin loop from the Corry Road so you don't have walk along the main road. That would only take a few metres of new path and make it much safer. More substantial would be to link it with the pier path which ends behind Broadford Hotel. Not a huge stretch needed to do that and again would make the route safer. Could maybe do with a bit of resurfacing. Also possibly bypassing the farmyard which gets very muddy. It would be good for accessibility to get rid of the steps onto the bridge and have a ramp. And more benches.
- An off-road section on the Torrin road would be great, too much traffic for the road to be enjoyable in summer
- Better signage to mark access to the marble line would be helpful
- Better signage.
- Bin provision, dog mess signage, perhaps an ecological information board would be nice?
- Can be very soggy at times
- Connecting the beginning of the marble line path further down the road in to Broadford (0.4 miles).
- Don't usually use the full loop as Old Corry section is very muddy
- From what I remember, the route was a bit boggy at times and uneven underfoot. I have not done the whole route.
- Good path but at times very bogged down
- Great path but haven't walked there recently.
- Great walk just doesn't get to do it enough. Cows are a bit frightening though at Corry!! Don't let a worker's camp spoil it....
- Had a few problems on this path but need to check again
- I had no idea where to go at the end of the road until a couple weeks ago as I always thought I was entering private property. But now I know it's there it's easy and intend to use it more
- I have walked up the marble line but wasn't aware of the loop. I will have to try it!
- I think this path needs more publicity as it is not so much used and maybe people are not aware of it? The cows at the other end can be a bit daunting if they are in the yard at the old ruins - not sure what can be done about that. The walk in is very nice but the walk out to the main road though quiet is not so interesting.
- I would use it more often if it wasn't for the sheep as my dog is a challenge when sheep are present
- I've not lived here a year yet so was unaware of this loop but would like to give it a try
- It fine the way it is
- It's great for adults to walk (I'd give it 5 stars for adults) but terrible for buggies because it isn't all joined up. The Torrin road stretch and the dash along the 60mph road at the bottom of the Corry road are too dangerous, so I can't do this walk just now. I sometimes get in the car and drive to the Sithean bend just so I can walk on these paths, but I would prefer to be able to walk there from the village
- It's a while since I used it but back then the signage could have been better.
- Less livestock - not realistic I know
- Maybe a path to the side of the road along the Corry road would improve the safety of pedestrians and cyclists
- Need path from marble to hotel get people off the road, very dangerous and busy
- Never tried it. I prefer coastal paths with great views.

- No improvements are needed. If it was 'improved' (i.e. more bins and signage and street furniture), I would use it less.
- Nothing in particular
- Often walk the marble line path. In good condition.
- Path from bridge to old Corry can be very boggy
- Path needs to be cleared of the grass
- Scenic paths. Some places a little overgrown and rough. Not aware of signage in Broadford making tourists aware of the routes available
- Similar issues to previous question, particularly along the line that the paths share.
- Smoother surface, width bins
- Some gorse needs cut back and gates need maintained on the loop
- Some of the section between the Marble Line path and the Old Corry path can be very wet and boggy at times.
- Sort muddy bit through farmyard. Ramps for the footbridge though it's probably too narrow for wheelchairs. Link from the old Corry Road end to the Broadford forest path without walking along the Road. Path up the hill coming out of Broadford without walking along the road
- Surface getting very worn
- The bit between Swordale and Old Corry can be very muddy sometimes
- The fenced area of the marble line just as you come out of the village has been growing in quite a bit, so regular trimming of bushes would be a good idea. The path across the river to old Corry has previously been really muddy!
- The path itself is pretty good but signage confusing e.g. where you have to go on the road, and some of the signs have disappeared. Lovely path though
- There needs to be a path between Broadford hotel and marble path entrance. Rest of route is excellent
- There needs to be an off-road path to avoid using the section between the Broadford Hotel and the start of the current Marble Line path. Also a better crossing of the A87 at Old Corry road end
- This path defo needs attention as it is very narrow, rough underfoot, and overgrown in many parts
- This path defo needs attention as it is very rough underfoot quite narrow and very overgrown in places especially the Broadford to Swordale section
- Uneven surfaces difficult underfoot with ruts causing issues when cycling
- Walking along/by sections of the main road is off-putting though I know most of the route is on a track or the Old Corry road. It's a route I'd probably cycle if it were more suitable for that.
- Signage and a footpath to run alongside the busy Algol road quarter

Appendix Five: Feedback on Wider Path Network

- A disabled person told me they have difficulty getting the gate to open at Waterloo end ! Heavy for them to move . The pavement grass cutting in Broadford is abysmal - great thick swathes of the cut grass were left on the path- wet and sticky and slippery - the cut grass should be removed !!! A seat at old Corry turning area would be helpful when connecting esp. with the marble line link or descending the Beinn / 3 hills and signage needed for guidance to do these. Also one at Skinidin - ticks are a health hazard for sitting and often too wet . I think info boards are good for all paths but signage and a plan of local walks - no leaflets !!! That can be photographed on phones for ref by users . Bins Can be abused . Doggy bag bins probably less open to that . bike users should it be too close to walkers !!!
- A87 pavement between sleat road end and red Skye restaurant
- Access to Primary school from Campbells Farm Development upgrade needed of a well-used path which gives children a safe route to school
- All paths need cutting back but such a fine line between keeping the humans happy and looking after our biodiversity. Where is the happy medium?
- As mentioned earlier: Strollamus to Torrin : needs a clearer link at the Strollamus road end to the network and to the Luib Torrin path. Luib to Torrin : the path has some great sections and some missing parts due to the rising waters of Loch Sguabaidh Torrin beach road : could benefit from some signage to stop tourists getting lost! Don't forget to record the Skye Trail via Suisnish and Borreraig publicised internationally. The coastal section has some erosion. Other Skye Trail sections are the Blaven car park to Keppock. As well as the Suishnish - Loch Cill Criosdh. The Strathaird to Camussunary - Very very popular with walkers. The Elgol coast path and the Camasunary to Loch Coruisk path. And finally the proposed circular walk around the Dun Ringall area near Strathaird. Needs actual path building.
- Bins are great as long as they are emptied regularly. Most paths are probably for fitter people. The surface could maybe be improved for less able/older people.
- Camasunary coastal path is in dire need of upgrading.
- Can't think of any put I'd certainly support all path building, wherever it is.
- Fix the bit of the pier oath that fell in the sea. Improve the bit from pier to Irishman's point
- Fix the path from the new estate to the pitch.
- Heast. Two Loch walk from Loch Lonachan to the Marble Line. No path currently but still possible to cut across. This would make for another great circuit loop.
- I feel certainly more bins need to be placed around our paths. Particularly if there are new paths when the new primary school is built. As things are around the school area, there is always a lot of rubbish, but very few bins.
- I have noticed that the sign on the "Junction" of the Marble Line (heading to Borreraig) could do with an upgrade, and the sign on the Pier road I believe is similar. Other than that, only what has been mentioned previously.
- I think it would be helpful to have an orientation map or similar somewhere in the centre of Broadford to show where the paths are and encourage people to use them - so long as people use them responsibly The old Sleat Road is a nice cycling route albeit short - would be good to join up the bits where you have to go on the main road
- I think signage could be improved on most of these paths.
- I've stopped recommending the Spar Caves as a walk because of the state of the path . As above, Torrin to Luib as a cycle route would be great.
- Main road footpath, only gravel along Scullamus/Breakish
- Marble line to Borreraig has sections between Kilchrist and Borreraig which hold a lot of water following rainfall which completely waterlog the path. Ollie's road in Breakish is an almost permanent bog. The path through from the peats on the Heaste road to the Skulamus power sub-station retains a lot of water on the first small section by the peats. It is boggy elsewhere.
- Path from Strollamus to Luib is very boggy at the section near the old church in Dunan.
- No other paths are in need of improvement. I strongly disagree with the inherent bias of this survey, which assumes that signage, development, bins, street furniture and other developments and construction are all 'improvements'. The survey assumes that it would be a good thing if all the local paths were suburbanised and developed, and I disagree with this viewpoint and feel that it has been difficult for me to express this via the leading questions in the survey. A path that has

recently been 'improved' is the Breakish-Waterloo path which now has an ugly industrial bridge, unsympathetically sited benches that can be seen from the main road and, with more gravel and less wildlife, it is a less pleasant place to walk. I do not support BSCC spending more money on paths when there are other pressing needs in the area - the huge sums being spent on path networks could be put towards helping people in need, the housing shortage, support for cost of living, mental health or other local issues that would actually make a difference, rather than endless plans to develop every bit of land in our local area.

- No. I think you all do an amazing job. I'm really grateful for the paths! Thank you
- Old Sleat road.
- Sleat road path could be signed and improved and extended
- The gravel path alongside the A87 from Ashaig/Breakish/Scullamus has eroded badly in places, it's quite narrow and the plastic bollards that offer some (mainly psychological) protection from the traffic get knocked over regularly and are missing in a lot of places.
- The marble line needs to be properly joined to the village off-road and a path from the Armadale road end to the old sleat road
- The old road it doesn't really link up with anything
- The old sleat road is great for cycling although it is getting pretty narrow in places.
- The old Sleat road needs very regular attention now to prevent it becoming too vegetated to use (I have seen mobility scooters use this in previous years, but if it's too overgrown it won't be accessible)
- The path along the river between main road and clay pools. It is overgrown and difficult to push a pushchair down on some parts, and the big layby is SO muddy it's virtually unusable
- There could be paths made/improved. Breakish was promised a pavement many years ago. It stopped halfway. After tarring - many years ago - there was a poor sort of pathway. Most of it has washed away, brambles and weeds make it difficult to walk safely.
- Walk up the river from Broadford could be more accessible
- Water track paths up the Heaste road, not much required to link the marble line and loch Lonachan to create a loop
- When most people want to cycle is the summer months and the main road is a nightmare. What we need is a bypass!!
- Route along the waterboard track to the ordinance survey trig point and the memorial bench view point