

Halcrow Group Limited
Campbeltown Active Travel Audit
Final Summary Report

March 2010

HITRANS

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1 1 Introduction

1.1 Background

1.1.1 Halcrow Group Ltd was commissioned by HITRANS, the Highlands and Islands Regional Transportation Partnership to:

- Develop a methodology to audit existing active travel infrastructure
- Provide baseline information on existing infrastructure provision for active travel
- Recommend priority areas for future investment

1.1.2 The overall aim is to assess where best to apply available funding in order to increase the potential for active travel and ideally to see an increase in the number of people choosing to walk or cycle.

1.1.3 In particular, the key purpose of the audits is to identify:

“A practical network of high quality routes suitable for cycling within each settlement that provides convenient and safe access to all major destinations”

and

“A network of routes for pedestrians focused upon railway stations, bus stations, ferry terminals, major employment areas, local shopping areas, leisure/recreation centres, hospitals and main trip generators.”

1.1.4 This document summarises the main findings of the methodology as applied to Campbeltown.

2 Active Travel Methodology

2.1 What is the methodology?

2.1.1 Halcrow has developed a methodology to assess existing and proposed active travel infrastructure. This methodology is based on the following key parameters:

- A desktop study including demographics, travel to work patterns, public transport information and traffic accident data
- Analysis of main trip generators/attractors
- Consultation with the Local Authority and other interested parties
- On site audits
- Application of a 'prioritisation filter'

2.1.2 The prioritisation filter is an analysis tool to identify those corridors where there is the greatest potential for modal shift. The filter encompasses information from the desktop study such as demographic data, trip generators and attractors, planning proposals and the results of stakeholder consultation. The filter also assesses the 'implementability' of a route compared to its potential usage.

2.1.3 On site audits for walking are carried out utilising the Transport Research Laboratory (TRL) Pedestrian Environment Review System (PERS). For cycling, an Institution of Highways and Transportation (IHT) cycle audit is undertaken. Both systems audit the condition of existing facilities for pedestrians and cyclists to identify where proposed measures can be effectively targeted.

The outputs from the application of the methodology are:

- An Active Travel Prioritised Action Plan
- An Active Travel Master Plan

2.1.4 The prioritised action plan identifies areas and potential interventions where there is the greatest potential to achieve modal shift or where there is the greatest need for infrastructure for pedestrians and cyclists. The master plan outlines a potential core network for pedestrians and cyclists to provide direct, convenient, safe, attractive and coherent links between journey origins and journey attractors. The proposals contained within the prioritised action plan and master plan will all require further investigation and feasibility work.

2.1.5 Consultation also plays an integral role in the identification of routes for walking and cycling and also helps to pinpoint, at a very local level, the barriers to active travel. In Campbeltown the following individuals and organisations were consulted:

- Argyll & Bute Council: Sustainable Travel Coordinator/Access Officer/Transport Planning Officer
- Sustrans
- Local bike shop
- Campbeltown Town Centre Regeneration Project Officer

3 Walking and Cycling in Campbeltown

3.1 Overview of current conditions for active travel

3.1.1 Campbeltown is located at the southern end of the Kintyre Peninsula within Argyll & Bute and has a total population of 5411. Historically Campbeltown has been known as a whisky producing region and is famous for its single malts, having once had 34 distilleries, however today there are only two remaining.

3.1.2 At the time of the last census 3642 people were economically active within Campbeltown. Analysis of census results shows that the study area appears to have an ageing population with 39% of residents over 60 compared with 26.7% over 60 for Scotland as a whole.

3.1.3 Table 3-1 below shows comparisons of how people travel to work in Campbeltown compared to the region and the whole of Scotland.

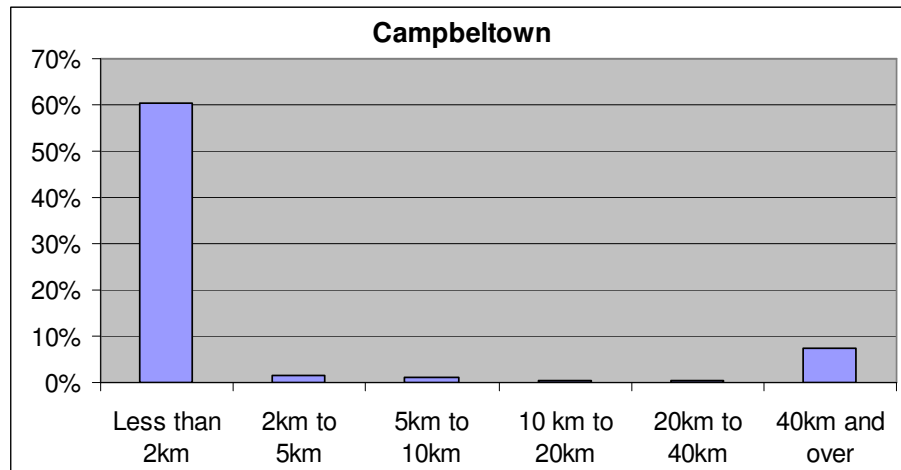
Table 3-1: Comparison of mode of transport for journeys to work and study – regional and national comparison

Mode of transport	Campbeltown	Argyll & Bute	Scotland
% taking bus	4.3	5.5	16.5
% car and passenger	51.7	56	53
% cycle	1.5	1.4	1.3
% walk	34.5	19.4	23

(Data supplied by SCROL)

3.1.4 Analysis of census data has shown that there are very high levels of walking in Campbeltown where 34.5% of people walk to work, nearly twice the level of the rest of the Council area and higher than the Scottish average. The amount of people cycling to work is in line with both regional and national averages. Of interest, 45.9% of households in Campbeltown have no access to a car, approximately 10% higher than the rest of Scotland. Census data has also been used to provide a snapshot of the distances travelled to work and study in Campbeltown and are shown below in Figure 3-1.

Figure 3-1: Distance travelled to work and study



- 3.1.5 The majority of journeys are less than 2km (which is the equivalent of a 6 minute bike ride or a 20 minute walk). Given that approximately 60% of trips to work are less than 2km there is potential for an increased number of journeys to be made on foot or by bicycle.

3.2 Study Area

- 3.2.1 Campbeltown lies at the south of the peninsula of Kintyre and as well as being one of the largest settlements in Argyll and Bute is also considered as being one of the most isolated. The A83 provides the main road link to Glasgow via Tarbet and the A82. Campbeltown has a commercial port and harbour where ferries once sailed to Ballycastle in Northern Ireland and Troon in South Ayrshire, however these services were suspended in 2002 and 2006 respectively. A private jet boat service can be chartered from Troon to Campbeltown and Islay for up to 12 people.
- 3.2.2 The mainly flat town centre focuses on the retail area around Main Street and Long Row and the hilly residential areas of Dalintober and Drumore lie to the east and west of the town centre respectively. Throughout Campbeltown there are limited parking restrictions and no pay and display present. Off street car parking, such as Burnside Square and Bolgam Street is free. The radial routes into the town centre are generally wide with low levels of traffic, although there are perceived high levels of HGVs as a result of manufacturing and forestry links with the port.
- 3.2.3 As well as distilleries, Campbeltown has a museum, a heritage centre and the oldest purpose built cinema in Scotland. Campbeltown also hosts the annual Mull of Kintyre Music Festival which has seen a number of popular acts perform. Campbeltown also has an airport which is located approximately three miles to the west of the town centre towards Macrihanish. The service provides one or two flights per day to Glasgow depending on the day of the week.
- 3.2.4 A canal between Campbeltown and Macrihanish was constructed in 1794 to transport coal from collieries in the area to the distilleries but was converted to an industrial railway in 1876 following a long period of disrepair. As tourism increased in the early 19th century the railway was utilised for passenger trips during the summer season, although services ceased by 1933. Only very small sections of the former railway are still visible.
- 3.2.5 Campbeltown town centre is designated as a conservation area, which has recently attracted funding from Historic Scotland and the Townscape Heritage Initiative. This funding is being administered by Argyll & Bute Council and is entitled the "Campbeltown Town Centre Regeneration project". The central aim of the project is to develop Campbeltown into a better place to live work and visit. The project involves the preservation and refurbishment of historic buildings in the town centre, whilst utilising old buildings for new housing, tourist facilities and commercial enterprises.
- 3.2.6 The A83 to the north is part of the Strategic Timber Network and traffic flows tend to be lower in summer with an annual average daily traffic flow of 1770, whilst winter sees a slight rise to 1914 (2005 data). At present there are no rail or passenger ferry linkages to Campbeltown.



Figure 3.2: Looking towards Campbeltown Town Centre

3.2.7 The B842 High Askomil Road is also part of the National Cycle Network (NCN) route 78 which enters Campbeltown to the north east. This section of route 78 is a signed route and has no segregated cycling or walking facilities outwith the settlement. The route in Campbeltown has no footway on the north side and only a narrow footway on the south side. High stone walls on both sides provide shelter from the elements for both pedestrians and cyclists but psychologically, the combination of the high walls and limited width footways ‘narrow’ the road and may lead to a perception of poor safety and limit ‘escape routes’ for cyclists. Figure 3.3 displays a section of the B874 High Askomil Road as it enters Campbeltown. A footway is only present on the south side of the carriageway, to which the width varies between 0.9 – 1.2 metres along its length.



Figure 3.3: High walls and narrow footways along B842

3.2.8 Footway widths are also an issue within the more historic parts of Campbeltown, particularly in and around the town centre. A number of streets within the study area have no footways, however conflicts between pedestrians and vehicles are not significant as reflected in the low pedestrian casualty rates discussed later within this report. Within the narrow town centre streets the widening of footways and the provision of segregated cycle facilities would not be possible due constraints from existing buildings. Campbeltown lacks crossing facilities both centrally and on arterial routes, linking key trip attractors such as on Millknowe Road, Longrow and Lochend Street.

3.2.9 Across Campbeltown there are many seating areas particularly along Low Askomil Walk and Kilkerran Road as these routes are currently used for leisure purposes. Both these areas are pleasant and sufficient for the purposes of walking and cycling, however very little signage exists to promote these as routes.



Figure 3.5: Path at Kilkerran Road



Figure 3.6: Low Askomil Walk

- 3.2.10 There are no signalised junctions in the study area. A single controlled pedestrian crossing exists in the town centre on Main Street and operates on a call on demand basis. The crossing caters well for disabled users and includes pedestrian build outs to reduce crossing width. Figure 3.7 below displays the crossing, which was well utilised during site audits.



Figure 3.7: Single Controlled Pedestrian Crossing point on Main Street

- 3.2.8 As stated above, the footways in the older parts of Campbeltown are narrow. On a number of streets the footways terminate without warning which forces pedestrians onto the carriageway. This problem exists on Tomaig Road, however in this instance sightlines are good. A bus stop has also been situated on a section of the Tomaig Road whereby no footway currently exists which may be a safety concern for pedestrians wishing to access bus travel.
- 3.2.9 There is one secondary school - Campbeltown Grammar and three primary schools: Dalintober, Castlehill and St Kieran's Primary. Consultation with Argyll & Bute's sustainable travel co-ordinator indicated that all of the schools are engaged in travel planning, however all are within the very early stages and have not made any significant progress. Campbeltown Grammar is located on a hill and so promoting the uptake of travel by bicycle may be difficult although on the school website they do encourage local pupils to cycle as long as they adhere to basic safety rules.
- 3.2.10 Campbeltown currently benefits from two supermarkets, a Tesco located on Lochend Street and a Cooperative located on Millknowe Road. A planning application has been lodged and is pending approval for the development of the existing Campbeltown Creamery site on Witchburn Road into a new larger Tesco store with a petrol filling station. A Transport Statement was prepared in support of the application to which the

following measures relevant to this study are highlighted in support of accessibility as part of the proposed development:

- The development of a new footpath along the store frontage on Witchburn Road
- The creation of a single controlled pedestrian crossing allowing for a safe and easy access to the store across Witchburn Road
- The introduction of pedestrian footpaths onto Witchburn and Tomaig Road
- Safe and secure cycle racks adjacent to the store entrance
- The widening of Witchburn Road to allow for the introduction of a dedicated right turn lane into the store for cars/buses

3.2.11 Throughout Campbeltown there are a number of fingerposts to direct pedestrians to places of interest. Distances have only been provided on some of the signs and could be improved. Figure 3.8 below shows signage at Burnside Square which does not have distances displayed.

3.2.12 Burnside square provides car parking at a central point in Campbeltown. As with the remainder of the town, parking is free and abundant. Within Burnside Square obstructive parking is an issue with narrow vehicular access to the area coupled with no marked bays, permeability not only by vehicles but both on foot and by bicycle is affected. Following consultation with Argyll & Bute Council, parking was highlighted as an issue and is being investigated at present by the Council.



Figure 3.8: Burnside Square Signage

3.2.13 As with much of western Scotland, the weather has a significant influence on walking and cycling trips. According to Met Office forecasts, Campbeltown has higher than average rainfall, however temperatures remain mild.

3.3 Existing provision for cycling

3.3.1 There are no specific facilities for cyclists in Campbeltown. Cycling levels in the town are very similar to the national average; however, in such a small settlement this results in very low actual numbers of people cycling. This is no surprise as the town centre is dominated by traffic; there are many narrow streets a number of which are one-way and there is free, readily available parking. This combination of factors does not result in an environment that encourages people to cycle

3.3.2 Route 78 of the NCN has its origin in Campbeltown which previously formed Route 73 from Campbeltown to Claonaig. The route is not yet fully signed and Argyll and Bute Council are in the process of erecting permanent signs. During the audit process, it was

noted that although signing for NCN 78 was visible at many key junctions, signing for the obsolete NCN 73 was still present.

- 3.3.3 There are extensive off-road paths and trails laid out by the Forestry Commission which are promoted by leaflets available in the local tourist information centre. These networks of recreational paths are found on Beinn Ghuilean and comprise both technical sections for accomplished mountain bikers and family friendly trails. There is currently a lack of signage to direct people to these trails and they are easily missed.



Figure 3.9: Origin of Beinn Ghuilean Forest Trails

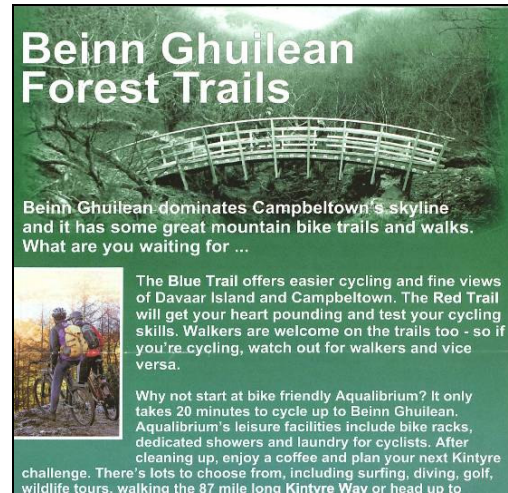


Figure 3.10: Beinn Ghuilean Forest Trails leaflet

- 3.3.4 There is one cycle shop in Campbeltown which is only open in the evenings and at weekends. The shop is well stocked with a range of bicycles. Bike hire was also previously offered in the town, but is now no longer available.

3.4 Existing cycle parking

- 3.4.1 The only dedicated cycle parking noted in Campbeltown was outside the new leisure facility, Aqualibrium, which also provides showers and laundry services available for cyclists through the Yachtsmans Change facility. There are six Sheffield Stands beside the entrance, closer than any car parking; the only improvement would be to cover these racks. There is space available in the town centre to provide further cycle parking but it was noted during the audit that people who cycled tended to leave bicycles unlocked and propped especially at the two supermarkets which would suggest that thefts are a rare occurrence. Argyll & Bute Council have invested in providing cycle parking at Campbeltown Grammar School installing covered cycle stands, however according to Argyll & Bute Council Sustainable Travel Officer, to date these have not been well utilised.



Figure 3.11: Cycle Parking at Aqualibrium Centre

3.5 Traffic flow and accident data

- 3.5.1 Argyll & Bute Council were consulted with regard to available traffic flow and accident data in Campbeltown. No recent traffic flow data was available due to no requirements in recent years to undertake traffic counts; however accident data was supplied for a four year period covering 2006 to 2009.
- 3.5.2 The data shows that there were no instances whereby a pedestrian was involved in a road traffic accident. There was a single incident involving a child cyclist and vehicle on John Street in September of 2008 who were travelling in opposite directions. Road conditions were dry and the weather did not contribute to the incident.

3.6 Local Transport Strategy

3.6.1 Argyll & Bute Council's Local Transport Strategy (LTS) entitled "Moving Forward" covers a period between 2007 and 2010. The LTS document identifies five high level objectives extending to:

- Encourage a growing and sustainable economy in Argyll & Bute
- Improve peoples transport experience
- Manage the effect of transport on Argyll & Bute's rich natural environment
- Improve accessibility for all our communities
- Improve journey safety and personal security for everyone in Argyll & Bute.

3.6.2 Positioned below these high level objectives are a number of outcomes the LTS aims to achieve. Those which will have both a direct and indirect impact on sustainable travel, in particularly walking & cycling are:

- Economy: Support our local economy through the provision of an efficient, reliable and affordable transport network
- Integration: Improve interchange facilities and the integration of local services where possible
- Environment: Increase the number of journeys taken by sustainable modes

- Safety: Improve infrastructure to make the transport network safer
- Safety: Work in partnership with other agencies to create a safe and secure environment of the transport network

3.6.3 In addition, the LTS has identified four aims with regard to active travel, which include; development of a walking and cycling strategy, the development and implementation of travel plans, improvement of infrastructure for active travel and the promotion of the benefits of active travel.

3.7 Local Plan

3.7.1 The adopted Argyll and Bute Local Plan 2009 outlines the following development within the study area:

- 100 new homes between the areas of Braeside, Pole Park, Dalintober, Fort Argyll and Kilkerran in Campbeltown
- New housing in Craiggowan Road, Balegreggan, Bellfield, Gallowhill and Witchburn Road
- Campbeltown harbour improvements and development
- Relocation/redevelopment town centre improvement and edge of town centre improvement
- Office and light industrial developments at Snipefield

3.8 Core Paths Planning

3.8.1 Argyll & Bute Council's Core Paths Plan Consultative Draft public consultation period ended on the 1st of June 2009. The Final Consultative Draft Core Path Plan will go out for statutory consultation in 2010, from which the Council aims to formally adopt the plan, should no objections be outstanding. Of relevance to the study area are the proposed on-road core paths:

- Low Askomil Walk
- North Shore Street
- Main Street
- The Esplanade

3.9 CHORD

3.9.1 Argyll & Bute Council has an ambitious regeneration programme in five of its waterfront towns, which includes Campbeltown. The Council has allocated more than £30 million to the programme to drive regeneration activities and encourage private investment, including major improvements to town centres and waterfronts of all five towns.

3.9.2 There are currently three projects being taken forward within the CHORD project and these aim to provide improvements and regenerate the Campbeltown and South Kintyre area. The three projects extend to the following:

- Campbeltown Loch Marina
- Kinloch Road Regeneration
- Campbeltown Town Centre Regeneration Project

3.9.3 The Loch Marina project includes the redevelopment of the existing marina to increase the number of berths from 40 to 145 as well as providing additional facilities to capture the recreational sailing market. Along Kinloch Road, new housing and community facilities are proposed on a former Local Authority Housing area "Park Square". A new

road is also proposed through Park Square. Two separate funding packages are behind the Campbeltown Town Centre Regeneration Project, which include part funding from Historic Scotland and the Heritage Lottery Fund. Sustainable improvements to Campbeltown Town Centre are the main aim of the regeneration project.

3.10 Current Issues

3.4.1 The audit process identified a number of key issues which may act as a disincentive for those wishing to walk or cycle within Campbeltown.

- 1) B842 – High Askomil Road – NCN 78**
 - No dedicated cycle facilities
 - Narrow footways

- 2) A83**
 - High number of agricultural vehicles and HGVs witnessed during audit process using A83 on approach to Campbeltown

- 3) Lack of cycle facilities**
 - Cycle stands only present at one location (Aqualibrium Centre)
 - Difficult to promote cycling where few dedicated cycle facilities exist

- 4) Legibility**
 - Signage provision including details of distances is poor

- 5) Permeability in town centre**
 - Only one controlled crossing point within Campbeltown,
 - Width of carriageways on a number of central roads accompanied by no designated crossing points creates difficulties for pedestrians

- 6) Weather**
 - Above average level of rainfall

- 7) Parking**
 - Free and abundant car parking does not encourage active travel

3.11 SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis of Active Travel in Campbeltown

Strengths	Weaknesses
<ul style="list-style-type: none"> ▪ Low traffic flows ▪ Low perceived level of theft ▪ Good network of footways linking key trip attractors with residential areas ▪ Aesthetically pleasing town and therefore appealing for pedestrians and utility cyclists ▪ Relatively milder climate ▪ High levels of walking 	<ul style="list-style-type: none"> ▪ Lack of dropped kerbs ▪ Lack of crossing points for pedestrians accompanied by wide carriageways ▪ Limited and incorrect signing of National Cycle Network ▪ Perceived high vehicle speeds due to wide carriageways and low traffic flows ▪ Safety concerns on NCN 78 entering Campbeltown ▪ Lack of promotion of walking & cycling in Campbeltown ▪ Unrestricted car parking in town centre ▪ Low levels of cycling ▪ Wet weather ▪ Slow uptake of travel plans by schools
Opportunities	Threats
<ul style="list-style-type: none"> ▪ Develop links to NCN 78 ▪ Re-route NCN78 into Campbeltown to provide a safer and more attractive route ▪ Surface existing tracks/desire lines to encourage utility cycling ▪ Planning application for new Tesco on Campbeltown Creamery site could provide opportunities for local infrastructure improvement ▪ Potential for sustainable transport opportunities to be incorporated into CHORD projects 	<ul style="list-style-type: none"> ▪ Only one cycle shop in the town is only open part-time ▪ Potential failure of CHORD projects to incorporate sustainable transportLack of funding to improve/build active travel infrastructure

0 250m 500m

N

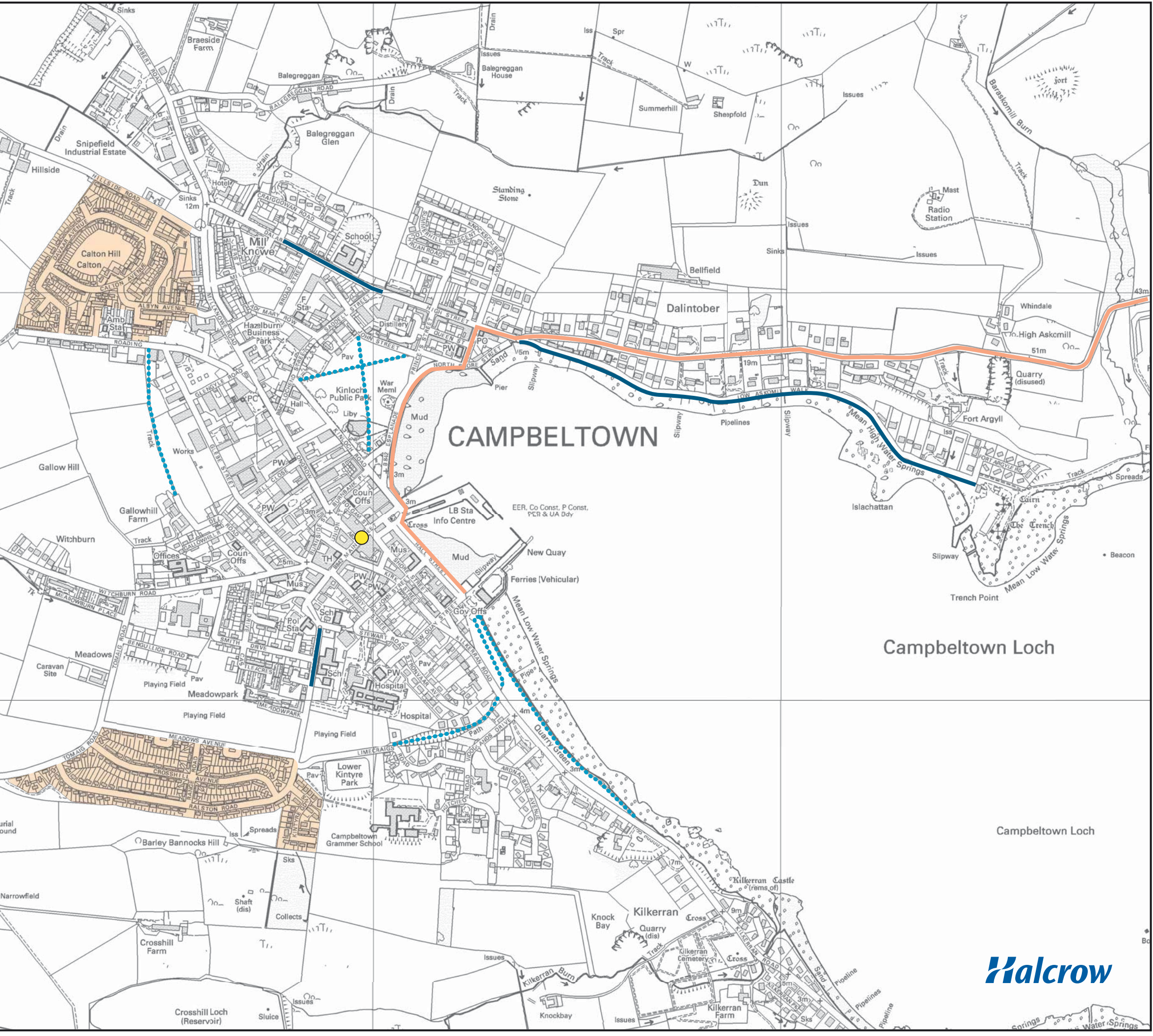
Campbeltown Potential Active Travel Plan Network (Indicative)

Figure 3.1:

Key:

- Controlled pedestrian crossing
- 20mph zone
- Advisory 20mph zone
- NCN route 78
- ⋯ Path suitable for walking and cycling

NOTE: Potential routes shown are indicative and are subject to change as a result of consultation, feasibility and design.



4 Potential Campbeltown Active Travel Network

4.1 Introduction

4.1.1 The active travel audit identified potential walking and cycling routes that could link residential areas to the main trip generators and attractors to form a strategic network for the area. The main trip generators are:

- Tesco Supermarket
- Cooperative Supermarket
- Leisure Centre (Aqualibrium)
- Campbeltown Hospital
- Picture House (Cinema)
- Campbeltown Grammar School
- Hazelburn Business Park

4.1.2 The study has developed a set of long term objectives for encouraging walking and cycling as follows:

- Objective 1:** Develop a high quality coastal spine route building on existing infrastructure at Quarry Green, Hall Street, Esplanade and Low Askomil Walk to encourage walking and cycling
- Objective 2:** Develop a comprehensive signage strategy promoting existing routes
- Objective 3:** Build on existing culture of walking through a promotional campaign

4.1.3 The objectives focus mainly on building on existing infrastructure and the current high levels of walking. These are Campbeltown's key strengths: the coastline, wide footways and traffic free paths. Health and retail are the main areas of employment in Campbeltown, therefore walking and cycling routes between residential areas and the town centre are increasingly important to encourage people to use sustainable transport for short trips. As discussed in chapter 3, the Campbeltown town centre regeneration project has a key aim to improve tourism, therefore the promotion and development of an existing network which can facilitate both utility and recreational walking and cycling trips is essential.

4.2 Active Travel Network

4.2.1 The following corridors have been identified as having the potential to provide the most direct and coherent network of routes to the destinations listed in 4.1.1. The routes are:

- Low Askomil Walk/Esplanade
- Roding to Town Centre via Longrow
- Dell Road/Calton Hill Off Road Link
- Meadows to Town Centre

4.2.2 A full description of the routes with potential improvements subject to consultation, feasibility and design are included in Appendix 1 of this report. The action plan in the following sections suggests the key priorities in the development of the aforementioned routes along with the 'softer' initiatives to encourage active travel in the area. Figure 4-1 at the end of this chapter shows the extent of the potential Active Travel Network in relation to the Local Plan for Campbeltown.

0 250m 500m

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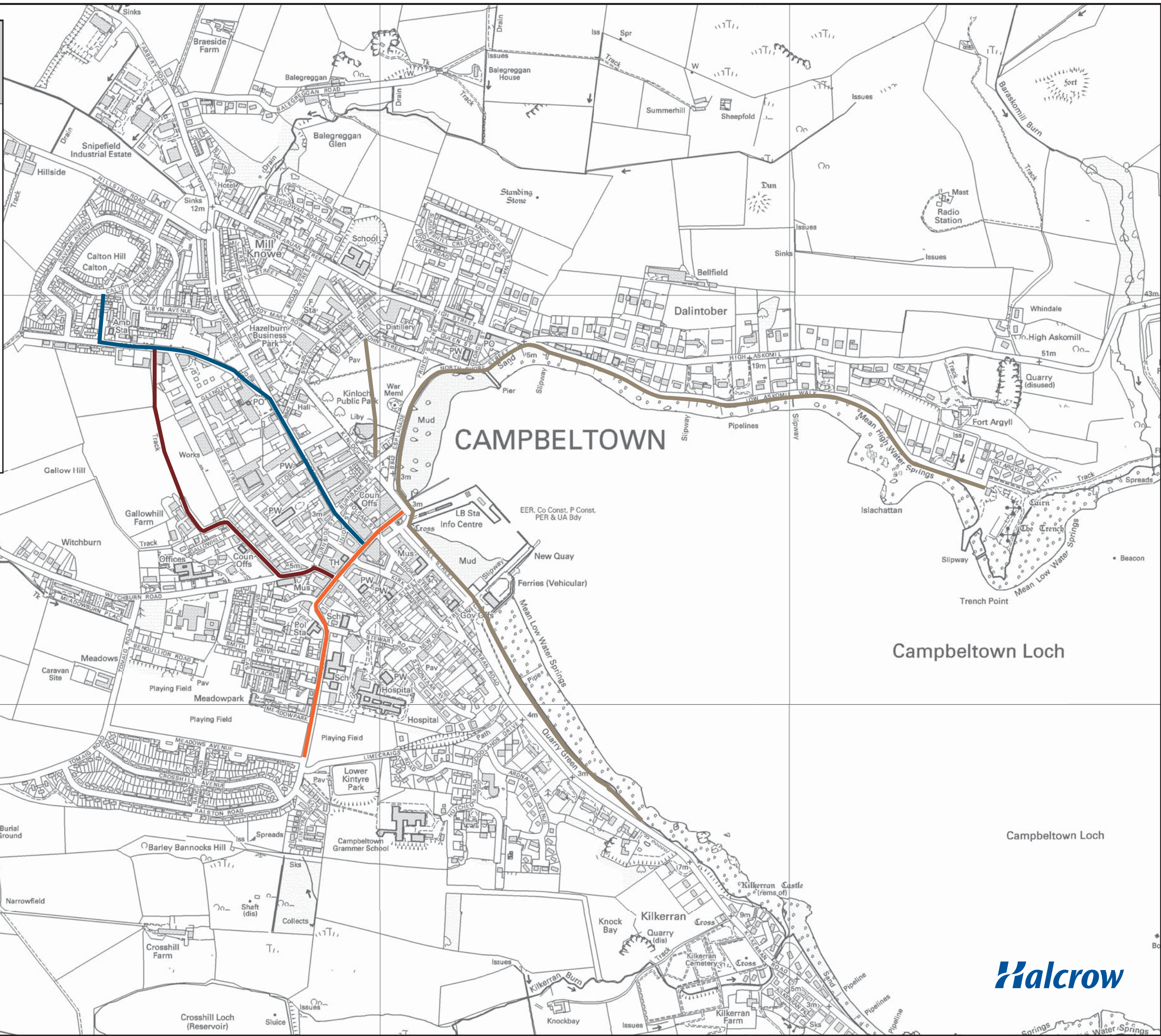
Campbeltown Potential Active Travel Plan Network (Indicative)

Figure 4.1:

Key:

- Low Askomill walk
- Roading to Town Centre
- Dell Road Calton link
- Meadows to Town Centre

NOTE: Potential routes shown are indicative and are subject to change as a result of consultation, feasibility and design.



5 Prioritised Action Plan

5.1 The Priorities

5.1.1 This prioritised Active Travel Plan sets out the key potential measures needed to encourage walking and cycling in Campbeltown. As well as incorporating parts of the strategic walking and cycling network, it also includes promotion and 'soft' measures which form part of a package of works which have been used successfully in those towns and cities where there has been an increase in sustainable modes.

5.1.2 The following measures are the key priorities for encouraging active travel in Campbeltown:

Priority 1: Promotion of Walking

Priority 2: Signage and Legibility Project

Priority 3: Roading to Town Centre route via Longrow

Priority 4: Meadows to Town Centre route

Priority 5: Low Askomil Walk/Esplanade

Priority 6: Dell Road/Calton Hill off Road Link

5.1.3 Each of these individual priorities are summarised below and form part of the wider Campbeltown Active Travel Network outlined in chapter 4.

5.2 Priority 1 Recommendation: Promotion of Walking

- 5.2.1 Campbeltown already has a relatively high level of walking trips in comparison to Scotland as a whole with over a third of all journeys to work being on foot. The town centre and adjacent areas to the north west are flat and given the relatively compact nature of the study area, walking appears to be an appropriate travel mode to promote.
- 5.2.2 Promoting walking for short trips will be relatively easy due to the low traffic flows, wide footways and the attractive environment in many parts of the town. There are virtually no physical barriers that require expensive capital investment to encourage an increase in walking and Campbeltown boasts a number of pleasant sections of traffic free paths with resting places and picnic benches.
- 5.2.3 A package of measures to encourage walking for journeys to work should be designed and implemented. One way to encourage walking to work is through maps and signing that include distances to key employers in the town as they often raise awareness and can be used to dispel some of the myths of walking such as 'it's too far, too wet, too tiring' etc.
- 5.2.4 Possibilities may exist to encourage an integrated approach whereby walking is promoted as part of the Mull of Kintyre Festival with the production of maps highlighting key event areas such as Kinloch Park and Burnside Square, with distances and times included.
- 5.2.5 Ownership of any proposals is very important. A partnership approach to promotion should be adopted involving the larger local employers and local organisations who can help encourage uptake and explain many of the physical and financial benefits of walking. The support of local people is necessary in cementing the key issues and benefits to convince people that walking for short trips is the norm.
- 5.2.6 The recommendations are summarised below in Table 5-1:

Table 5-1: Priority 1 Recommendations: Summary Table – Promotion of Walking	
Description	
	<ul style="list-style-type: none"> ▪ Development of a walking promotion package with consideration of the local culture to make walking the primary mode for short trips in the town
Issues for consideration	
	<ul style="list-style-type: none"> ▪ Initiative will not work without local “buy in” ▪ A not for profit organisation such as Paths for Health may be able to access funding from a range of sources to develop promotional materials and events ▪ Designated walk-in days can help to raise awareness, stimulate discussion and get more people walking ▪ Requirement for revenue support ▪ Engagement of local schools would help target parents

5.3 Priority 2 Recommendation: Signage and Legibility Project

- 5.3.1 Campbeltown is in much need of new signage – signs that as well as being up to date are also consistent in terms of style and design. The existing signage requires a complete overhaul including the National Cycle Network Route (NCN) 78 which enters the study area together with the removal of redundant NCN 73 signage.
- 5.3.2 Destination signing is a relatively inexpensive way to promote existing routes, especially if quiet residential roads are used to form part of a network. It would be useful to include an element of consultation with the local community to ensure that the final design concept for adoption will be publicly acceptable, potentially involving a symbol or logo developed in partnership with local schools.
- 5.3.3 On street information panels may also be useful to promote confidence in the information available on signage in the town and help wayfinding to specific sites, especially in relation to the Mull of Kintyre festival.
- 5.3.4 The recommendations are summarised below in Table 5-2:

Table 5-2: Priority 2 Recommendations: Signage and Legibility Project	
Description	
<ul style="list-style-type: none"> ▪ Development of a signage and legibility project 	
Issues for consideration	
<ul style="list-style-type: none"> ▪ Funding strategy required to secure finance to implement the project ▪ Joint signage with NCN route 78 ▪ Possible Scottish Government approval required for bespoke signage adjacent to roads ▪ Involvement of local schools in development of suitable logo/symbol 	

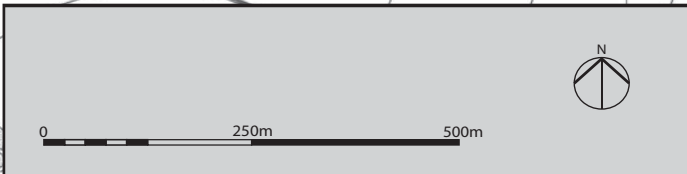
5.4 Priority 3 Recommendation: Roothing to Town Centre route via Longrow

- 5.4.1 To complement priority 1 of developing a promotional package for walking, the Roothing to town centre via Longrow route would benefit from some relatively minor improvements as this route encompasses a number of trip motivators and employment destinations, including the co-operative supermarket, industrial premises at Roothing and many small retail premises along Long Row including the local bike shop, chemist, fish monger and bank. As well as physical improvements for pedestrians and cyclists, public realm improvements would have the potential to encourage more people to want to come to the centre of town.
- 5.4.2 The entire route requires the installation of improved crossing facilities with accompanying tactile paving which is appropriate in terms of colour and location and flush dropped kerbs at every minor road. There are a number of wide junctions including Millknowe Road/ Lochend Street, Longrow/ McCallum Street, and Union Street West. Consideration should be given to reducing the width of the junctions together with the removal of redundant guard rail at Burnbank Street.
- 5.4.3 The improvements required along this corridor are not ambitious and are likely to focus on improving the streetscape along Long Row, including upgrades to the shop frontages and could include, but not be restricted to, the following improvements subject to feasibility and design:
 - New footways (including widening)
 - Improvements to permeability with the creation of formalised crossing points such as raised zebra crossings
 - Consideration should be given to the use of uncontrolled crossings
 - Co-ordination of street furniture
 - Tree planting
 - Coordinated awnings over shops
- 5.4.4 In terms of provision for cyclists, further investigative work is required to determine what is required along this route taking cognisance of the “hierarchy of measures” and local context.
- 5.4.5 The recommendations are summarised below in table 5.3 and in Appendix 1.

Table 5-3: Priority 3 Recommendations Summary Table – Roothing to Town Centre via Longrow	
Description	<ul style="list-style-type: none"> ▪ Upgrade existing corridor to improve conditions for pedestrians and cyclists and improve aesthetics
Issues for consideration	<ul style="list-style-type: none"> ▪ Any new parking restrictions would require enforcement ▪ New pedestrian crossing points are required along Long Row ▪ Integration of cycling provision requires further investigation
Recommended Intervention (subject to feasibility and design)	<ul style="list-style-type: none"> ▪ Consider narrowing junctions at side streets ▪ Provide entrance feature along link path between Calton & Roothing along with

removal of existing redundant chicane feature.

- Consider implementing parking restrictions along Long Row and Roding in line with footway widening.
- Improve streetscape environment along Long Row, which would include the provision of flush dropped kerbs, tree planting and new shop frontages.
- Determine type of cycle facilities appropriate for the area subject to speed, volume and classification counts

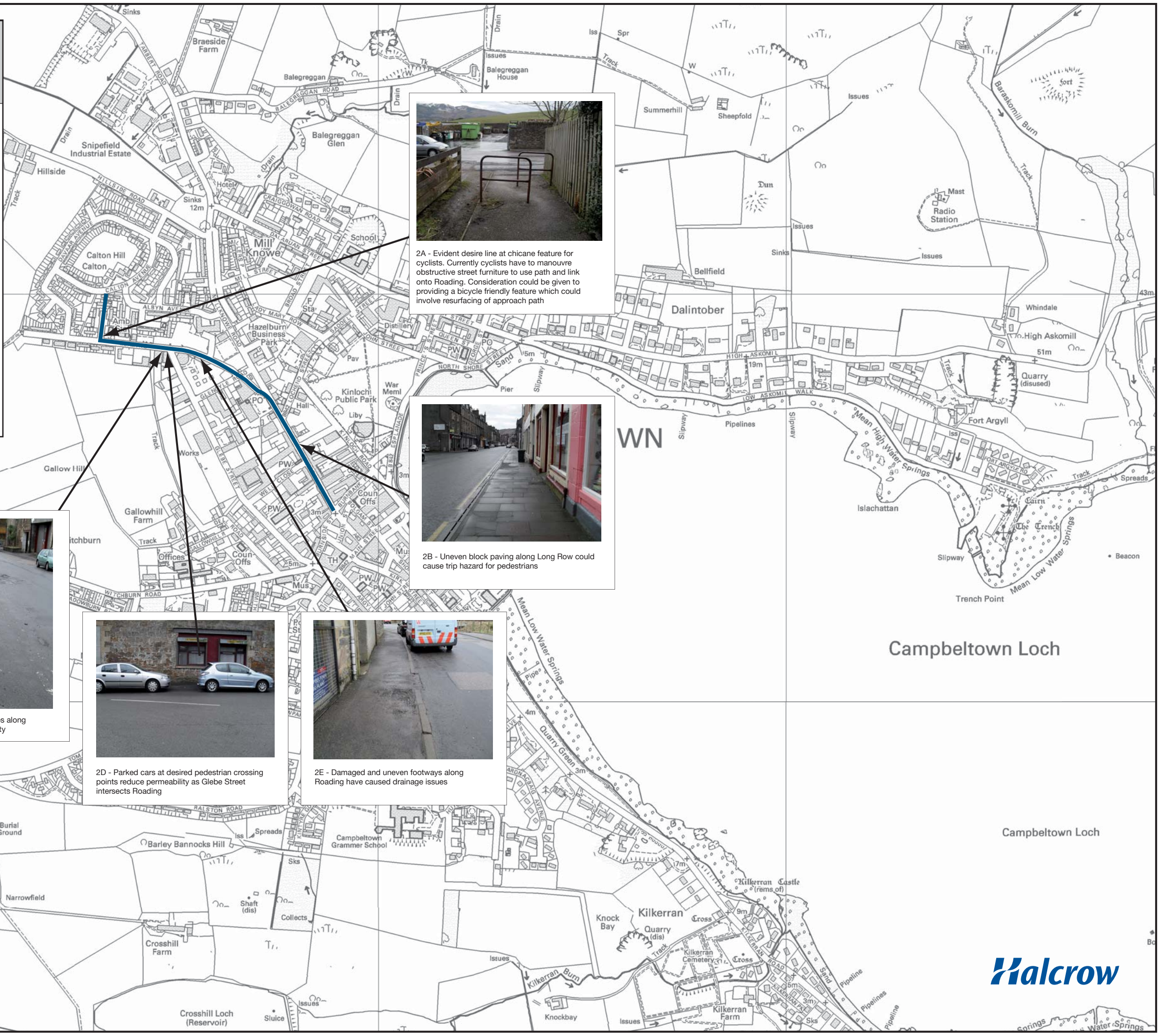


Campbeltown Potential Active Travel Plan Network (Indicative)

Figure 5.1: Route 2 - Roding to Town Centre via Longrow

Key:
 Route 2

NOTE: Potential routes shown are indicative and are subject to change as a result of consultation, feasibility and design



2A - Evident desire line at chicane feature for cyclists. Currently cyclists have to manoeuvre obstructive street furniture to use path and link onto Roding. Consideration could be given to providing a bicycle friendly feature which could involve resurfacing of approach path



2B - Uneven block paving along Long Row could cause trip hazard for pedestrians



2C - The provision of dropped kerbs along Roding would improve permeability



2D - Parked cars at desired pedestrian crossing points reduce permeability as Glebe Street intersects Roding



2E - Damaged and uneven footways along Roding have caused drainage issues



5.5 Priority 4 Recommendation: Meadows to Town Centre route

- 5.5.1 The Meadows to Town Centre route serves Campbeltown Hospital which is a significant employer in the study area and also links onto Main Street the main retail area. Ralston Road is also particularly important in that it serves two primary schools and the north entrance to Campbeltown Grammar School is located at the south end of the route.
- 5.5.2 The majority of Ralston Road has good quality footways, however footway width is an issue particularly between the hospital and Campbeltown town centre. Due to the existing narrow carriageway, widening the footway at this section may not be possible.
- 5.5.3 Consideration should be given to the investigation of options along this route which would seek to provide for pedestrians and cyclists before vehicular traffic in line with the principles of the Scottish Government document "Designing Streets". Access for emergency vehicles would require consideration when examining the feasibility of proposals, together with the potential for the introduction of formal crossing points. Along the entire route, flush dropped kerbs should be installed and positioned correctly.
- 5.5.4 Along Main Street the footways require widening which would assist in formalising parking, furthermore, an additional formalised pedestrian crossing is required in the vicinity of the Argyll Hotel. As with Long Row, the streetscape along the main street requires improvement which the Town Centre Regeneration Project may be able to progress.
- 5.5.5 Campbeltown Main Street currently provides priority for vehicles routeing onto Lorne Street, which provides access to Witchburn Road and beyond to the villages of Stewarton and Southend. From site observations, the current junction layout appears to cause confusion amongst drivers and cyclists travelling between Castlehill Road and Main Street. Consideration should be given to the installation of build outs and a reduction in turning radii to provide a shorter crossing distance for pedestrians and to the tightening of junctions to aid cyclists. Further options to make the junction more cycle and pedestrian friendly should be investigated.
- 5.5.6 At the junction of Old Quay Street/ Main Street there are currently no formal crossing points for pedestrians. Parking is permitted on Old Quay Street which reduces permeability for pedestrians travelling between Main Street and Hall Street. The potential for the removal of this parking could be examined which would have the potential for a reclaim a significant amount of public realm to be reclaimed and for the existing seating areas to be enhanced. Investigation of options for a re-design of this junction should be considered which could include formalised crossing points increasing connectivity to the harbour tourist information and the Esplanade.
- 5.5.7 The recommendations are summarised below in table 5.4 and in Appendix 1.

Table 5-4: Priority 4 Recommendations Summary Table – Meadows to Town Centre

Description

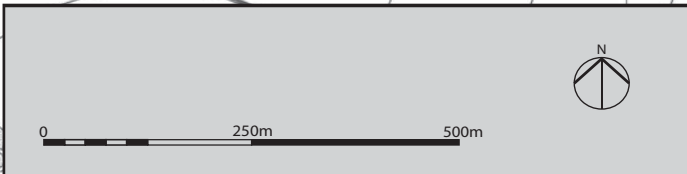
- Development of measures to increase cycle and pedestrian safety between Meadows housing area and Campbeltown town centre linking into Campbeltown Grammar School, Campbeltown Hospital, Castlehill Primary and St Kieran’s Primary

Issues for consideration

- Narrow footways along Ralston Road and Castlehill
- Priority junction at Castlehill Road/Lorne Street/Main Street requires further investigation to reduce confusion and to increase permeability for pedestrians and cyclists
- Parking reduces permeability at Old Quay Street
- Dropped kerbs on Ralston Road are positioned incorrectly
- Poor quality shop frontages reduce the attractiveness of Main Street

Recommended Intervention (subject to feasibility and design)

- Investigate options to re-allocate road space along Castlehill and Ralston Road to improve safety for pedestrians and cyclists, perhaps even an alteration to the road surfacing encouraging reduced vehicle speeds.
- Provision of formal crossing facilities as Castlehill Road enters Ralston Road.
- Provision of formal crossing facilities at Old Quay Street and Main Street
- Review of drainage at entrance to Campbeltown Hospital.
- Investigate options for providing an enhanced footway along Ralston Road.
- Review of shop frontages with possible funding via Town Centre Regeneration Project

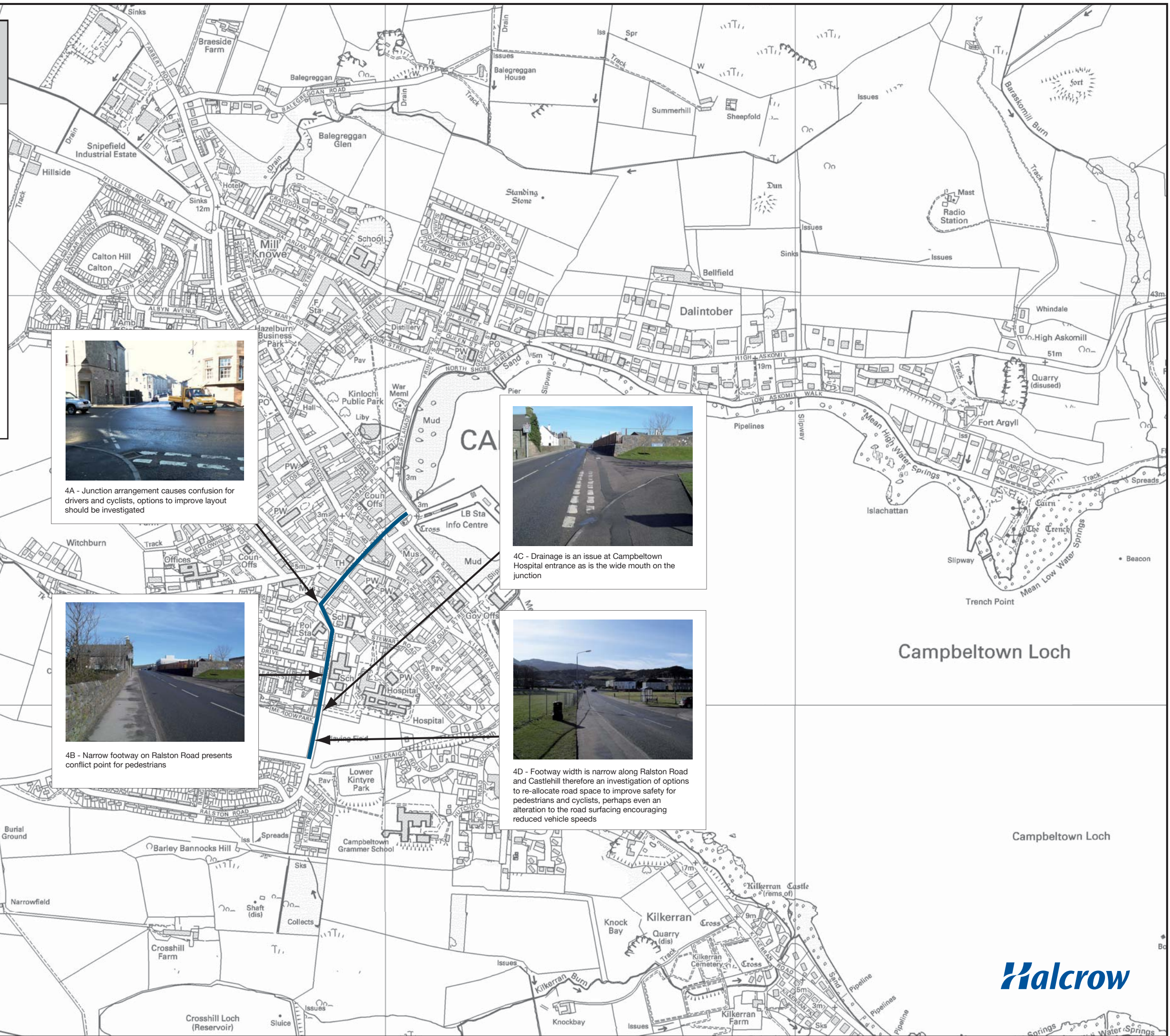


Campbeltown Potential Active Travel Plan Network (Indicative)

Figure 5.2: Route 4 - Ralston Road and Main Street (Meadows to Town Centre)

Key:
 Route 4

NOTE: Potential routes shown are indicative and are subject to change as a result of consultation, feasibility and design.



4A - Junction arrangement causes confusion for drivers and cyclists, options to improve layout should be investigated



4C - Drainage is an issue at Campbeltown Hospital entrance as is the wide mouth on the junction



4B - Narrow footway on Ralston Road presents conflict point for pedestrians



4D - Footway width is narrow along Ralston Road and Castlehill therefore an investigation of options to re-allocate road space to improve safety for pedestrians and cyclists, perhaps even an alteration to the road surfacing encouraging reduced vehicle speeds

Campbeltown Loch



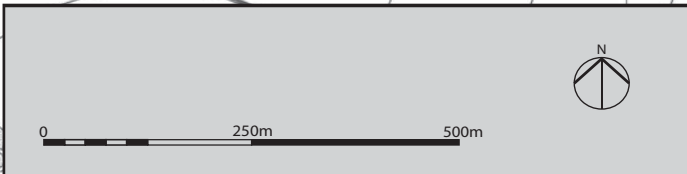
5.6 Priority 5 Recommendation: Low Askomil Walk/Esplanade/Quarry Green

- 5.6.1 Low Askomil Walk and the Esplanade provide links to the area of Dalintober from Campbeltown Town Centre and in terms of infrastructure the Low Askomil route requires little in terms of major alterations or improvements. It has low traffic levels due to it being a no-through road and is a 20mph zone.
- 5.6.2 Traffic along Low Askomil Walk is predominantly due to the residential properties here. There are no footways present until the route reaches the Esplanade so pedestrians, cyclists and vehicles use the same space along Low Askomil. There is no opportunity to widen the road so it will effectively need to remain a ‘shared space’. The route would benefit from a gateway feature at the entrance to Low Askomil Walk which would reinforce the ‘shared space’ and act as a form of psychological traffic calming. Additional seating and viewing areas could be provided as well as providing formalised parking bays.
- 5.6.3 Route signing and improving the connectivity between Low Askomil and the Esplanade along North Shore Street would be of paramount importance. The most ambitious element of improvements to benefit pedestrians would be the provision of a crossing point on the Esplanade to link with the Aqualibrium Centre and Kinloch Park, therefore also improving connectivity to the north of the study area. This should be considered as part of the CHORD project.
- 5.6.4 A coastal spinal route such as this is the type of facility that could help people rediscover cycling for leisure – the first step to utility cycling. There is the potential to use Low Askomil walk as an alternative NCN with a new route using a Core Path (close to the coast past Macringan’s Point) to avoid the existing route along High Askomil Walk and a section of the B842. This option will require further investigation but could become a very attractive traffic free route into Campbeltown.
- 5.6.5 The recommendations are summarised below in table 5.5 and in Appendix 1.

Table 5-5: Priority 5 Recommendations Summary Table – Low Askomil Walk/Esplanade	
Description	
<ul style="list-style-type: none"> ▪ A shared use coastal spinal walking & cycling route utilising existing attractive infrastructure 	
Issues for consideration	
<ul style="list-style-type: none"> ▪ Residents may object to provision of designated parking areas ▪ Existing traffic free paths may need an Order to legally allow use by bicycles 	
Recommended Intervention (subject to feasibility and design)	
<ul style="list-style-type: none"> ▪ Investigate options for creating a shared use route which would provide a mainly segregated facility for pedestrians and cyclists ▪ Consider the removal of car parking at the junction of Low Askomil Walk /High Askomil road/ High Street to create a short section of pedestrian and cycle route that links North Shore Street to Low Askomil Walk ▪ Widen footways along North Shore Street to create an attractive promenade for walking and cycling including the provision of seating and bins. ▪ Investigate options to provide a promenade for walking and cycling along the Esplanade and the coastal section of Kinloch Road with a formal crossing point to 	

Aqualibrium, which includes a defined route for cyclists to the cycle parking.

- Consider options for the removal of the refuge on Hall Street and installation of widened footways on the town centre site to create opportunities for pavement cafes and help the feature cinema.
- Consideration should also be given to widening footways on the harbour side of Hall Street.
- Consider the designation of parking at widest points along route
- Investigate options to provide formalised crossing points for pedestrians and continuous traffic free route from Hall Street Promenade into Quarry Green park
- Consider providing a formalised crossing point on Kilkerran Road to access Limecraigs path and playground towards Kilkerran
- Investigate the creation of a new traffic free section of NCN from Low Askomil Walk to the B842 using a proposed Core Path

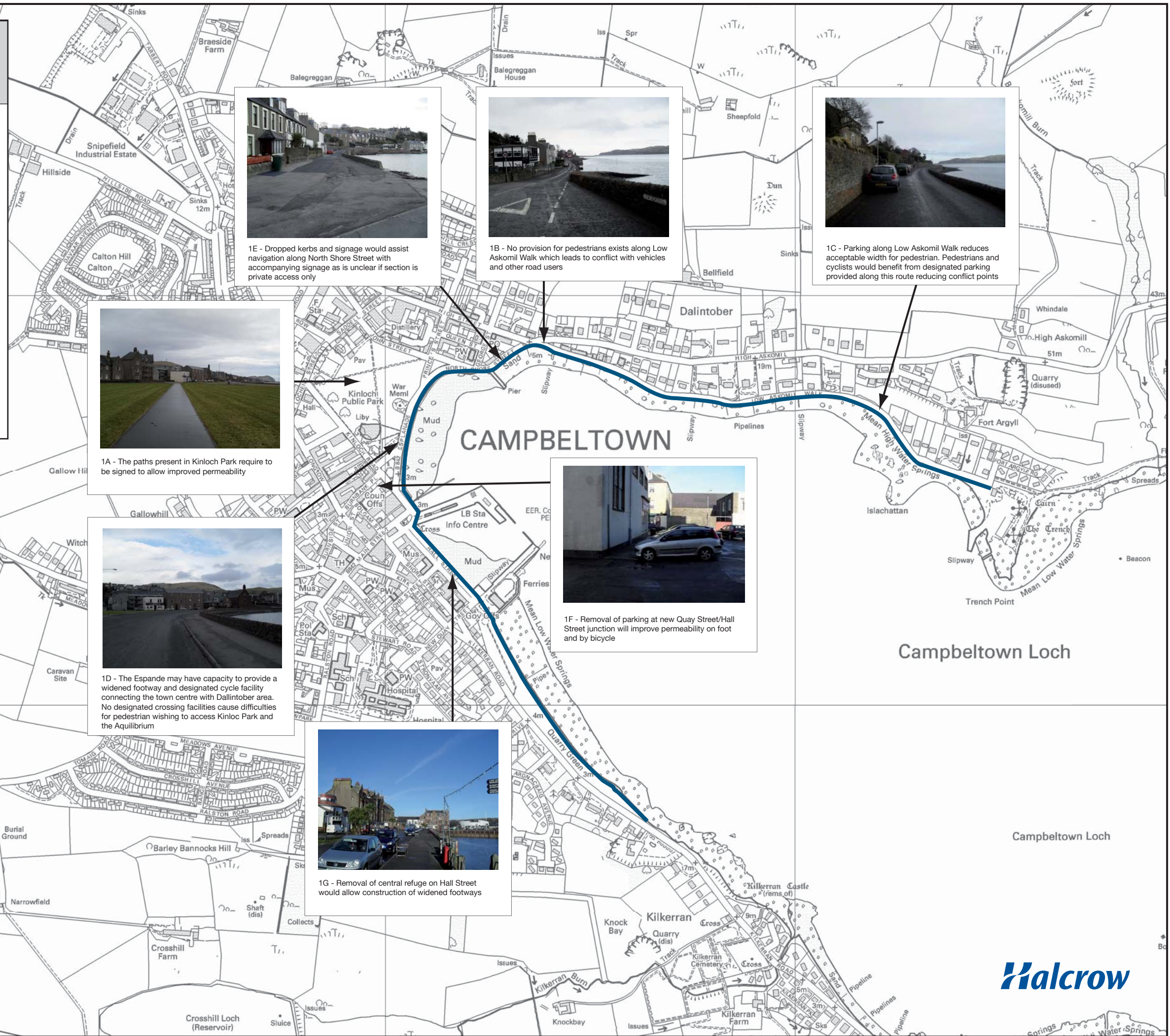


Campbeltown Potential Active Travel Plan Network (Indicative)

Figure 5.3: Route 1 - Low Askomil Walk/Esplanade

Key:
 Route 1

NOTE: Potential routes shown are indicative and are subject to change as a result of consultation, feasibility and design.



1E - Dropped kerbs and signage would assist navigation along North Shore Street with accompanying signage as is unclear if section is private access only



1B - No provision for pedestrians exists along Low Askomil Walk which leads to conflict with vehicles and other road users



1C - Parking along Low Askomil Walk reduces acceptable width for pedestrian. Pedestrians and cyclists would benefit from designated parking provided along this route reducing conflict points



1A - The paths present in Kinloch Park require to be signed to allow improved permeability



1D - The Esplanade may have capacity to provide a widened footway and designated cycle facility connecting the town centre with Dalintober area. No designated crossing facilities cause difficulties for pedestrian wishing to access Kinloch Park and the Aquilium



1F - Removal of parking at new Quay Street/Hall Street junction will improve permeability on foot and by bicycle



1G - Removal of central refuge on Hall Street would allow construction of widened footways

Campbeltown Loch

Campbeltown Loch



5.7 Priority 6 Recommendation: Dell Road/Calton Hill off Road Link

- 5.7.1 Dell Road is the only access to this small residential area as well as the entrance to the traffic free unsurfaced path leading north to Calton Hill. Residential parking is an issue along Dell Road but any restrictions or removal of parking is likely to be unpopular.
- 5.7.2 From the north end of this route, Roding provides access onto the Dell Road path but with no signing or gateway feature it is difficult to find. The path entrance would greatly benefit from an entrance feature with accompanying signage or display board promoting the link. The Dell Road path is currently unsurfaced and narrow. It would be beneficial if the path could be widened and a sealed surface provided along its length.
- 5.7.3 Within proximity of the Dell Road track is a proposed new Tesco supermarket which would be located on Witchburn Road at the site of the existing Campbelltown Creamery. The planning application for the new supermarket is currently being considered by Argyll & Bute Council. A Transport Statement was prepared in support of the proposed development to which a number of measures were proposed; however no measures will impact directly on the Dell Road/Calton Hill off road link.
- 5.7.4 The potential to achieve improved permeability on foot through a reduction in width at The Dell Road/ Big Kiln Street junction should be investigated further. There are proposals as part of the proposed development to provide a footway along Witchburn Road and so it would possibly result in some reduction in the width of the Dell Road/Big Kiln Street junction may be achieved as part of these proposals.
- 5.7.5 Any upgrade of the off-road section of the Dell Road Path would require a maintenance commitment to ensure that the path is free from obstructions and does not become overgrown and unusable. Signing is needed to ensure people know it is there and consideration should be given to lighting the path.
- 5.7.6 The recommendations are summarised below in table 5.6 and in Appendix 1.


Table 5-6: Priority 6 Recommendations Summary Table – Dell Road/Calton Hill Off Road Link
Description
<ul style="list-style-type: none"> ▪ Widen, surface and sign existing off road route therefore providing a walking and cycling route linking the south of the study area to the north.
Issues for consideration
<ul style="list-style-type: none"> ▪ Potential developer contributions Proposals for upgrade of nearby Witchburn Road may extend to the Junction of Dell Road/ Big Kiln Street/ Witchburn Road ▪ High level of parking on Dell Road
Recommended Intervention (subject to feasibility and design)
<ul style="list-style-type: none"> ▪ Work with developers at the proposed Tesco site to ensure the off road route is implemented ▪ Consider the provision of signage at Dell Road and at Calton. ▪ Consider the surfacing of the off-road section of track ▪ Improve maintenance as the route approaches Calton ▪ Investigate option for the provision of lighting along the off-road section of this route

0 250m 500m

Campbeltown Potential Active Travel Plan Network (Indicative)

Figure 5.4: Route 3 - Dell Road / Calton Hill off-road link

Key:

 Dell Road / Calton Hill off-road link

NOTE: Potential routes shown are indicative and are subject to change as a result of consultation, feasibility and design.



3A - As track enters Calton, maintenance is required



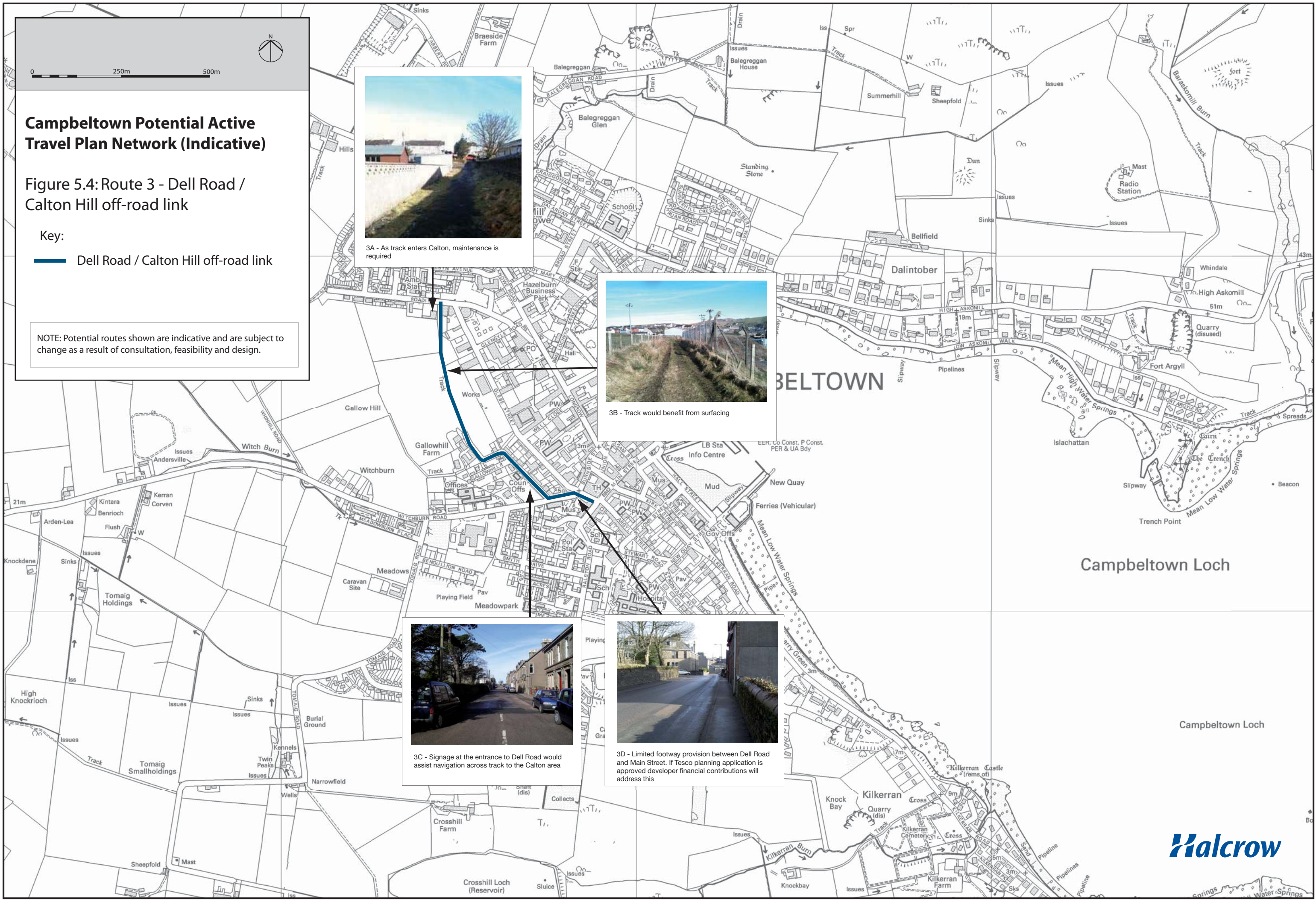
3B - Track would benefit from surfacing



3C - Signage at the entrance to Dell Road would assist navigation across track to the Calton area



3D - Limited footway provision between Dell Road and Main Street. If Tesco planning application is approved developer financial contributions will address this



6 Conclusions

- 6.1.1 Campbeltown presents an excellent opportunity to create an environment that is conducive to increasing walking trips: a high proportion of the economically active population already choose to walk to work, the town centre is relatively flat, there are no major physical barriers to be addressed and from analysis, journeys to work are relatively short and an acceptable walking distance. In addition there is existing infrastructure that offers attractive traffic free routes and there are low levels of traffic in the town. The key to encouraging more people to walk for short journeys is promotion. Promotional tools such as maps, signage and walking events are needed to break down the perceived barriers to active travel. In terms of infrastructure the potential improvements outlined within the report are relatively minor. However without the resources needed to develop and implement promotional campaigns there is little that can be done to encourage people not to drive for short distances, especially in a place with free and plentiful parking.
- 6.1.2 With regards to cycling, the infrastructure and facilities are very limited and even the availability of bicycles and supplies is restricted. Despite this there are opportunities to exploit cycling: Campbeltown will eventually be part of one of the most scenic cycle routes in the UK when Route 78 to Inverness via Oban and Fort William is completed. The NCN in Campbeltown needs to be made more conducive to cycling and there needs to be more information available on how to access the existing mountain bike trails that are within cycling distance of the town. Although recreational cycling is not the desired outcome of local and national policies with regards to transport, it is usually the first stage in rediscovering that cycling is enjoyable and is an excellent alternative to the car for short journeys.

Appendix 1: Settlement Active Travel Network – Potential Improvements

Route 1 – Low Askomil Walk/ Esplanade

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
1A	Kinloch Park	All		Consider the provision of signage within Kinloch park to assist navigation
1B/C	Low Askomil Walk	All		Consider the promotion of a shared use facility and investigate options for the restriction of parking to designated areas
1D	Esplanade	North Shore Street	Kinloch Road	Investigate options to provide a widened footway and designated cycle facility connecting the town centre with the Dalintober area.
1E	North Shore Street	Esplanade	Low Askomil Walk	Consider the provision of dropped kerbs and signage to assist navigation along North Shore Street, including the removal of parking at the east extend of North Shore Street as it links with Low Askomil Walk.
1F	Old Quay Street	Hall Street	Main Street	Consider removal of parking at Old Quay Street/Hall Street junction which has potential to greatly improve permeability on foot and by bicycle.
1G	Hall Street	Old Quay Street	New Quay Street	Investigate options for the removal of the central refuge along Hall Street which would allow additional space to accommodate widened footways.

Route 2 – Roding to Town Centre Via Longrow

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
2A	Roding	Calton Avenue	Roding	Consider removal of existing chicane feature and replace with a bicycle friendly design.
2B	Long Row	Millknowe Road	Main Street	Investigate replacement options for block paving along Long Row as current paving is uneven.
2C	Roding	Davaar Avenue	Millknowe Road	Provide dropped kerbs along Roding at side streets.
2D	Glebe Street	As joins Roding		Investigate options for reducing obstructive parking.
2E	Roding	All		Resurface the south extents of the Roding footways as the current surface is broken and appears prone to drainage problems.

Route 3 – Dell Rd – Calton off road link

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
3A	Roading	Dell Road	Roading	Provide regular maintenance to remove excess vegetation
3B	Roading	Dell Road	Roading	Provide a sealed surface to allow access for wheelchairs and prams
3C	Dell Road	As off-road path is entered		Consider options to include signage whilst restricting parking to allow greater visibility of the path.

Route 4 – Meadows to Town Centre

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
4A	Main Street	Lorne Street	Castlehill	Investigate options to improve junction layout and operation to benefit cyclists, options may include narrowing the junction mouth or providing a mini roundabout.
4B	Ralston Road	Castlehill	Smith Drive	Investigate options to provide widened footways particularly outside schools.
4C	Ralston Road	At hospital entrance		Review drainage issues at hospital entrance and consider narrowing the junction and providing flush dropped kerbs.
4D	Ralston Road	Castlehill	Ralston Road	Investigate options to re-allocate road space along Castlehill and Ralston Road to improve safety for pedestrians and cyclists, perhaps even an alteration to the road surfacing encouraging reduced vehicle speeds.