

Halcrow Group Limited
Dunoon Active Travel Audit
Final Summary Document
July 2010

HITRANS

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1 Introduction

1.1 Background

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

- Develop a methodology to audit existing active travel infrastructure
- Provide baseline information on existing infrastructure provision for active travel
- Recommend priorities 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 see an increase in the numbers 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, major employment areas, local shopping areas, leisure/recreation centres, hospitals and main trip generators”

1.1.4 This document summarises the main finding of the methodology as applied to Dunoon.

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 and 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) whilst 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.

2.1.4 The outputs from the application of the methodology are:

- An active travel prioritised action plan
- An active travel master plan

2.1.5 The prioritised action plan includes budget cost estimates and also key schemes from the strategic master plan. Core networks for pedestrians and cyclists have been identified that provide direct, convenient, safe, attractive and coherent links between journey origins and journey attractors.

3 Walking and Cycling in Dunoon

3.1 Overview of current conditions for active travel

- 3.1.1 With just over 8,000 residents, Dunoon is the second largest settlement in Argyll & Bute. The town is the main shopping centre on the Cowal peninsula which has a vibrant and busy high street with a healthy and diverse range of shops and services. There are two supermarkets, one of which is in the town centre, a leisure centre with a swimming pool and a library. There is one high school in the north of the town and three primary schools serving the north, centre and south of Dunoon.
- 3.1.2 Dunoon has excellent links to Glasgow via the Gourock Ferry: there is an hourly integrated train/ferry service from Glasgow to Dunoon operated by Caledonian MacBrayne and First Scotrail as well as an average of 44 sailings a day operated by Western Ferries (Clyde) Ltd with four sailings per hour at peak periods. A paddle steamer from Glasgow operates in the summer which calls at a number of popular tourist destinations, one of which is Dunoon.
- 3.1.3 The Cowal Highland Gathering is held in Dunoon Stadium at the end of August. It is now a three day event that attracts 3,500 competitors from around the world and between 15,000 and 20,000 spectators. Benmore Botanic Gardens is located approximately seven miles to the north of Dunoon and is open from April to October. An integrated train/ferry/bus/admission ticket is available to encourage people to arrive by public transport. There is no continuous footway from Dunoon to Benmore. The gardens are famous for their rhododendron collection and giant redwoods.
- 3.1.4 There is no dedicated bus service serving Dunoon, but regular service buses to outlying destinations mean that the main corridors in Dunoon are served by an hourly bus service.
- 3.1.5 Within the general population of Dunoon 43% of residents are over 65 years old, 21% are below 16 and 42% of people are either in employment or full time education. Table 3.1 below shows the modal split of journeys to work and study in Dunoon compared to Argyll & Bute and the whole of Scotland. The number of people using the ferry is included within the category 'other' which means an exact figure cannot be extracted but the number of people using 'other' is approximately the same as the number of people using the train. This figure illustrates that Dunoon has the:
- Highest levels of walking compared to Scotland and Argyll & Bute
 - Lowest levels of cycling compared to Scotland and Argyll & Bute
 - Lowest levels of journeys to work by car
 - Highest levels of car passengers
 - Low levels of bus use to work compared to Scotland and Argyll & Bute

Table 3.1: Comparison of mode of transport for journeys to work and study in Scotland, Argyll & Bute and Dunoon

Mode of Transport	Dunoon	Argyll & Bute	Scotland
% Taking bus	8.2	12	16.5
% Car and passenger	50	54	53
% Cycle	1	1.4	1.3
% Walk	33	26	23
% Train	2.3	4	3

3.1.6 The figure below presents a comparison of the modal split of journeys to work and study in Dunoon along with the distances travelled to work:

Figure 3.1: modal split for journeys to work in Dunoon

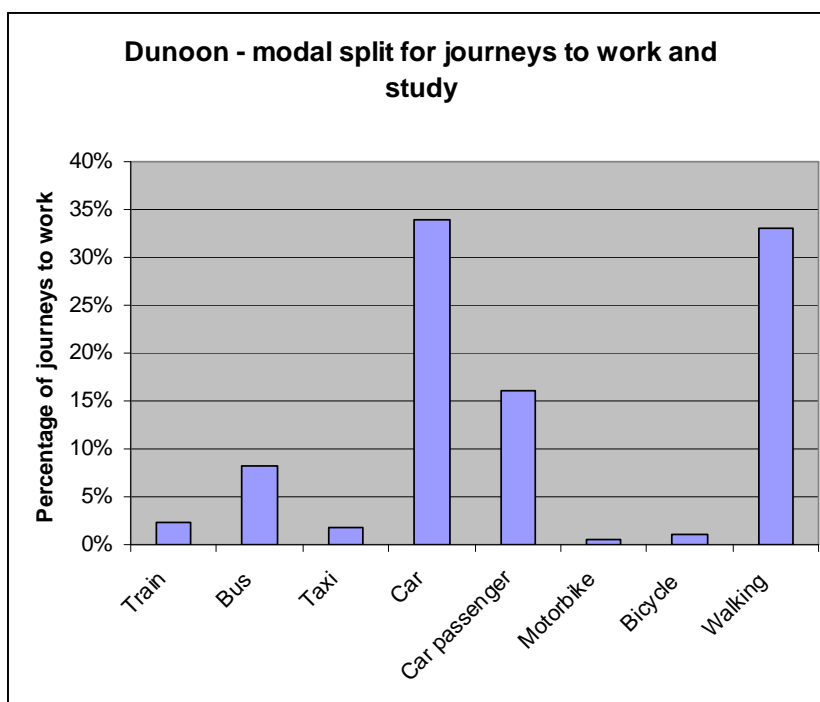
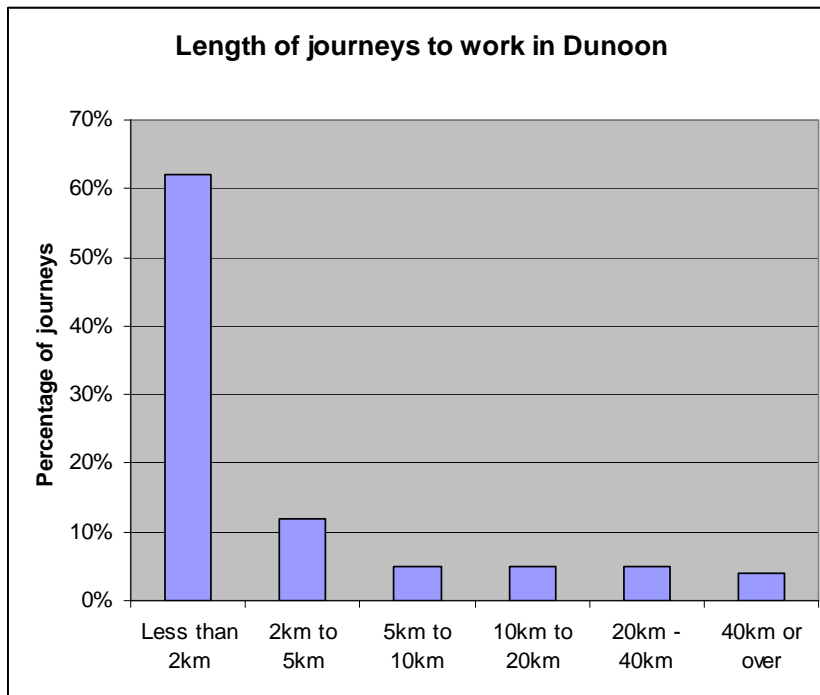


Figure 3.2: Length of journeys to work and study in Dunoon



3.1.7 The majority of journeys to work and study in Dunoon are well within the acceptable distance for walking; 74% of all journeys are less than 5km which is approximately three miles or a 15 minute bike ride at a leisurely 12mph.

3.1.8 Dunoon is a compact town with very little edge of town development which means all of the services are easily accessible. The main deterrent to walking and cycling is the hilly nature of the topography in the town and the wet weather. Table 3.2 illustrates data from a selection of botanical gardens across Scotland which shows the level of annual rainfall. The Dunoon area is by far the wettest.

Table 3.2: Average Annual Rainfall

Town/City	Gardens	Average Annual Rainfall (mm)
Aberdeen	Cruikshank Botanic Garden	895
Dunoon	Benmore Botanical Gardens	2800
Dundee	University of Dundee Botanic Garden	638
Edinburgh	Royal Botanic Garden	686
Glasgow	Glasgow Botanic Garden	1015

3.1.9 The land closest to the Firth of Clyde is relatively flat, but the town rises steeply to the west and north. There is adequate provision for pedestrians: footways are available and there are a number of well placed crossings such as a zebra crossing outside the ferry terminal, one in the south of the town providing access to a play park and the promenade and one serving the supermarket on Queen Street.

3.1.10 In some areas of the town, particularly the older residential areas to the west of Argyll Road and the east of Park Road the footways are extremely narrow. A problem common

to many of the footways in Dunoon is the issue of water ponding on the footway and at crossing points where there are dropped kerbs. This is a very serious issue due to the high level of rain in the area.



Figure 3.3: Example of narrow footway



Figure 3.4: Example of ponding on footway



Figure 3.5: Example of narrow footway



Figure 3.6: Example of ponding on footway



Figure 3.7: Example of narrow footway



Figure 3.8: Narrow footway and carriageway



Figure 3.9: Ponding in Dunoon

- 3.1.11 There is one signalised junction in the town centre that has pedestrian crossings on all arms, although they are far from desire lines and are enforced by guardrail. The public realm on Argyll Street (the main retail area) is of a very high quality with wide footways and flush dropped kerbs. Outside Dunoon Grammar School there is a 20mph zone enforced through road humps, one of which is a raised zebra crossing. The area is clearly a pedestrian priority area with a total of three zebra crossings and although the guardrail is appropriately sited, being adjacent to areas where pupils queue at bus stops, there is an overabundance of it in other areas. A series of bus bays directly outside the school serves pupils bussed in from outside the town.



Figure 3.10: Flush dropped crossings in town centre



Figure 3.11: Wide footways in town centre



Figure 3.12: Advisory 20mph zone close to Dunoon High School



Figure 3.13: Raised zebra crossing at Dunoon High School



Figure 3.14: Advisory 20mph zone



Figure 3.15: Zebra crossing at ferry terminal

3.1.12 There is a substantial Victorian promenade running from West Bay to Kirn. The section at West Bay (Victoria Parade) is traffic free with a number of access points to Wellington Street whilst the section opposite the swimming pool to Kirn is segregated from traffic but adjacent to Alexandra Parade (A815). From the ferry terminal to the swimming pool, the width and continuity of the promenade has been reduced because of the installation of bus bays and car parks.



Figure 3.16: Traffic free Victoria Parade



Figure 3.17: Access track off Victoria Parade



Figure 3.18: No cycling sign on Victoria Promenade

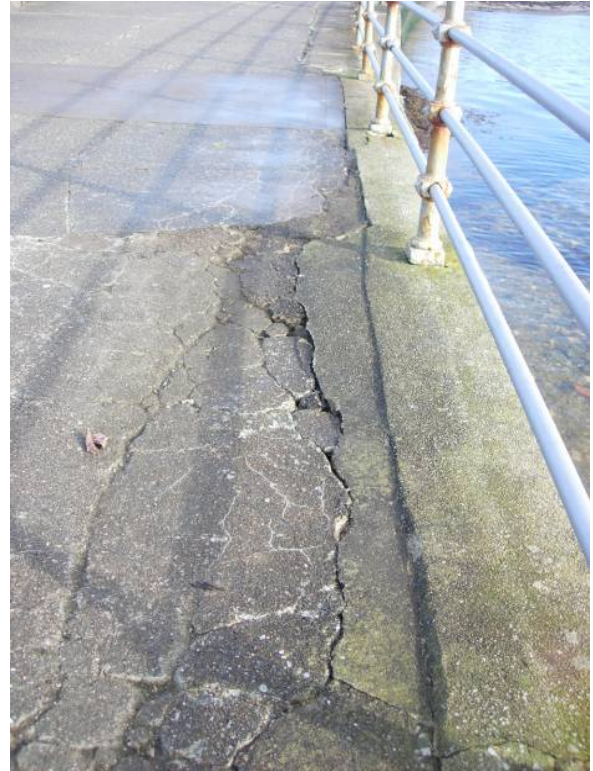


Figure 3.19: Surface deterioration on promenade



Figure 3.20: Promenade at Leisure Centre

- 3.1.13 Apart from cycle parking at the ferry terminal, leisure centre and town centre, there are no dedicated cycling facilities in Dunoon. 'No cycling' signs are erected on Victoria Parade, but these are regularly ignored as cycling is a popular activity on the promenade. Ordnance Survey Map Sheet 63 for Dunoon indicates that the National Cycle Network (NCN) Route 75 runs through the town via the A815, but there is no indication on site of any signing for the NCN and discussions with officers from Argyll and Bute confirm the route is not yet in place, although it is an aspiration they are actively working towards. The mapping facility on the Sustrans website also indicates that NCN Route 75 is a signed, on road route from Dunoon Ferry Terminal heading north to Hunter's Quay and

then going west to join to Regional Route 94. Very few people were observed cycling in the town during the audit.



Figure 3.21: Cycle parking at ferry terminal



Figure 3.22: Cycle parking in Kirn



Figure 3.23: Cyclist in Kirn



Figure 3.24: Cyclist in Kirn



Figure 3.25: Cyclists on Victoria Promenade



Figure 3.26: Cyclist on Victoria Promenade

- 3.1.14 The three primary schools and the high school have developed travel plans and have installed cycle parking. In Dunoon Primary School, only 2% of pupils currently cycle to school, but surveys show that 38% of pupils would like to. There are high levels of pupils walking to the primary schools, but there are still approximately 40% being driven to school even though they live within a two mile radius. All of the primary schools are involved in on road cyclist training. There are also a number of advisory 20mph zones in the vicinity of the schools in Dunoon.
- 3.1.15 A travel plan has also been completed for Council staff based in Argyll House in Dunoon. The staff survey revealed that 57% of the respondents live within one mile of the office, yet overall, 86% drive to work. These results are a reflection of the Census data that show although 63% of journeys to work are a mile or less, 50% of journeys are car based.
- 3.1.16 The main pedestrian facilities are shown overleaf in Figure 3-27.

3.2 Traffic Flow and Accident Data

- 3.2.1 Traffic data at four locations in Dunoon has been made available and is shown below:

Location	Two way traffic flow - 2004
A815 – Dunoon Leisure Centre	10,511
A815 – Hunter’s Quay	2,756
A885 – John Street	6,653
A885 – Sandbank Road	5,652

Table 3-3: Two Way Traffic Flow, Dunoon, 2004

- 3.2.2 The highest traffic flows are on the coastal road in the town centre. Design guidance states that where traffic flows are over 10,000 vehicles per day, any facilities for cyclists should be segregated. On the same road the traffic flow falls to just under 3,000 vehicles per day in Hunter's Quay which is approximately 1.5 miles north of Dunoon, thus appearing to indicate that a large percentage of the traffic in Dunoon is local. The counts in the other parts of the town are relatively low.
- 3.2.3 Accident data for the last three years shows that the majority of pedestrian accidents are clustered on Argyll Street and have occurred mainly at junctions (See Figure 3.2). Of the nine pedestrians involved in accidents, three were under the age of 16 and three were over the age of 70. Apart from one serious injury, all the other injuries sustained by pedestrians were slight. Of the motorists involved in these accidents, all but one of the drivers were male and six were over the age of 50.
- 3.2.4 Out of the five accidents involving cyclists, only two of the cyclists were under the age of 15, but both male. One involved an accident with a male motorcyclist and the others were male drivers between the ages of 52 and 61. The female motorist involved in one accident was 60. The majority of the cyclist accidents (3 out of 5) happened on the main roads in Dunoon (Alexandra Parade and Sandbank Road) at junctions.
- 3.2.5 The majority of motorists involved in accidents with pedestrians and cyclists were over the age of 50.

3.3 Argyll & Bute Local Transport Strategy 2007-2010

- 3.3.1 The transport strategy for the Argyll and Bute Council states that '*in many of our towns and villages a lack of "safe" walking and cycling links reduce the opportunities to take part in active travel.*' It goes on to set out an action plan that has the following targets for active travel:
- Develop a cycling and walking strategy
 - Develop and implement travel plans
 - Improve infrastructure for active travel
 - Promote benefits of active travel
- 3.3.2 In terms of implementing these targets, the Council has been very proactive in developing travel plans for Council buildings and schools. To date, however, there is no Cycling or Walking Strategy for which the Local Transport Strategy had a target completion date of Dec 2008. The targets for improved infrastructure have a bias towards long distance routes, specifically two projects relating to the completion of the National Cycle Network:
- Oban for Fort William (proposed NCN 78)
 - Loch Lomond to the west (Tarbet, Arrochar, Inverary)
 - Helensburgh to Dumbarton

- 3.3.3 In contrast to these long distance routes, the action plan identifies the need for walking and cycling to be considered within planning applications and to promote the benefits of walking and cycling with initiatives such as 'Walk to Work' week.
- 3.3.4 Although the strategy acknowledges that there is a deficiency in walking and cycling infrastructure in towns and villages there are no targets to improve facilities within settlements.
- 3.3.5 The actions that would support the development of walking and cycling in settlements (e.g. Core Paths/Local Plan) have a delivery date of 2025.
- 3.3.6 A matrix is used to demonstrate how the different options could help the Council achieve its corporate objectives. Active travel scores very poorly on:
- Encourage a growing and sustainable economy in Argyll and Bute
 - Improve people's transport experience
 - Improve accessibility for all our communities
- 3.3.7 The 2009/10 budget for walking and cycling schemes is £163,000. The two main projects identified for completion is the NCN in Kilmartin and a pedestrian footbridge over the River Nant in Taynuilt. Both schemes form part of Safer Routes to School projects.

3.4 Local Plan

- 3.4.1 The Local Plan for Argyll and Bute is currently in draft form. The draft plan for Dunoon has a number of areas identified for development:
- Extension to Sandbank Business Park
 - Housing allocations mostly to the north, south and west of the town
 - Two 'Areas for Action', a strategic one covering Dunoon Town Centre and Waterfront and a local one covering Argyll Street, Hamilton Street and Victoria Street

3.5 Areas for Action

- 3.5.1 As discussed in 3.4, the waterfront area in Dunoon is designated as an 'Area for Action' or AFA and is defined as an '*area which, subject to resource availability during the plan period will be the focus for partnership or community action.*' The Council has now allocated £31 million for development projects for regeneration projects in Campbeltown, Dunoon, Helensburgh, Oban and Rothesay. Dunoon has been allocated £8.3 million towards the development of the pier and a regeneration master plan for the area is underway.

3.6 Core Paths Planning

- 3.6.1 The Core Paths proposals for Dunoon are currently in a draft form and the consultation on the draft plans ends on 1st June 2009. Within Dunoon the draft has identified the promenade and the A885 (Sandbank Road and Argyll Street) as core paths.

3.7 Current Issues

3.7.1 The audit process in Dunoon identified a number of key issues that act as a disincentive for active travel:

1) Poor quality footways

- Excessive ponding on footways
- Narrow footways
- Lack of flush dropped kerbs

2) Promenade

- The promenade is visually unappealing due to a lack of maintenance
- Discontinuity of route in town centre

3) Car parking

- Plentiful car parking most of which is free

4) Designing for pedestrians and cyclists

- Consideration for the movement of pedestrians and cyclists is not apparent in traffic management schemes
- One way systems are a deterrent to cycling

5) Cycle parking

- No cycle parking at key destinations: hospital, supermarkets, library


6) Weather

- High levels of rainfall are a deterrent to walking and cycling

3.8 Table 3-2: SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis of Active Travel in Dunoon

Strengths	Weaknesses
<p>Promenade</p> <p>Existing pedestrian network</p> <p>Permeable town layout</p> <p>Low traffic volumes</p> <p>Low levels of crime</p> <p>High levels of walking to school</p> <p>Latent desire for cycling to school</p> <p>Popular tourist destination</p> <p>Vibrant and pedestrian friendly town centre</p>	<p>Very few cyclists</p> <p>No bike shop</p> <p>Plentiful car parking</p> <p>Very wet weather</p> <p>Steep topography</p> <p>Lack of application of 'Cycling by Design' in traffic management schemes</p> <p>Promenade lacks continuity in the town centre and has a shabby appearance</p> <p>Narrow footways with poor drainage</p>
Opportunities	Threats
<p>Draft Core Paths supports walking and cycling on key routes</p> <p>Regeneration funding approved for Dunoon</p> <p>Support for active travel in schools</p> <p>Local Transport Strategy supports development of long distance tourist routes</p> <p>Gateway to popular tourist destinations in Cowal</p>	<p>Insufficient funding</p> <p>Negative perception of walking and cycling</p>

0 250m 500m



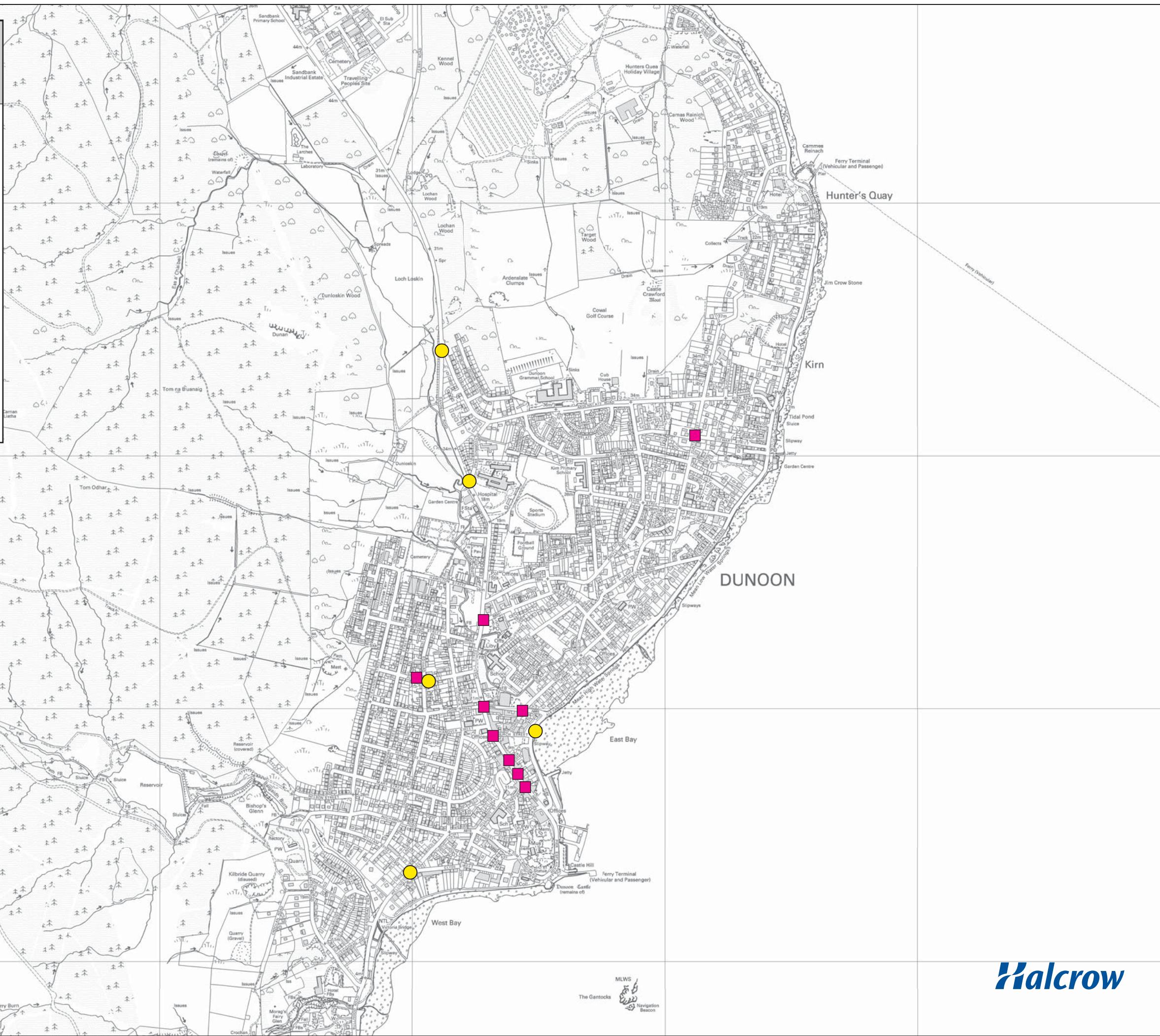
Dunoon Potential Active Travel Plan Network (Indicative)

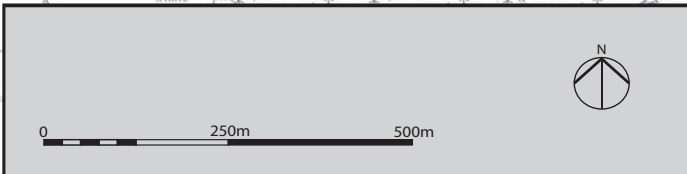
Figure 3.2: Pedestrian /cycling accidents 2006 - 2009

Key:

- Cyclist
- Pedestrian

NOTE: Information provided by Argyll and Bute Council.





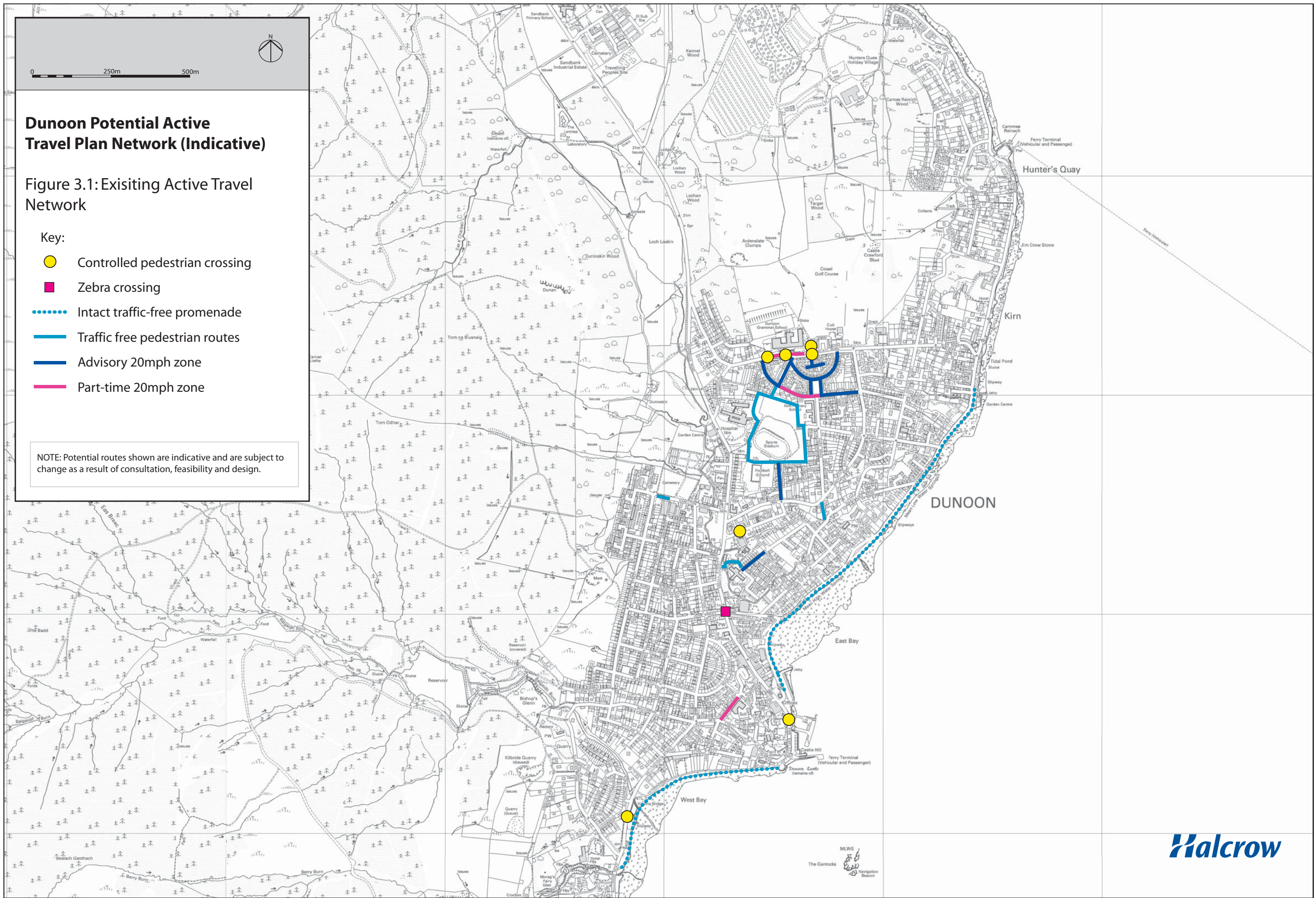
Dunoon Potential Active Travel Plan Network (Indicative)

Figure 3.1: Existing Active Travel Network

Key:

- Controlled pedestrian crossing
- Zebra crossing
- ⋯ Intact traffic-free promenade
- Traffic free pedestrian routes
- Advisory 20mph zone
- Part-time 20mph zone

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



4 Potential Dunoon Active Travel Network

4.1 Introduction

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

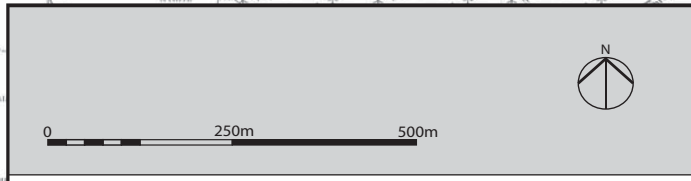
- Sandbank Business Park
- Argyll Street (Town Centre)
- Leisure Centre
- Supermarket and Post Office on Queen Street/Argyll Street
- Library
- Ferry Terminal
- Bus Stance at Ferry Terminal
- Dunoon Stadium
- Dunoon General Hospital
- Dunoon Grammar School
- Primary Schools: Kirn, St Muns and Dunoon Primary
- Tourist Information Centre

4.2 Active Travel Network

4.2.1 The following routes have been identified as providing the most direct and coherent network of routes to the destinations listed above. The routes for pedestrians and cyclists will eventually provide a holistic network for Dunoon that will enable people to make journeys to all parts of the town. The routes shown in Figure 4-1 are:

- Coastal Route
- Dunoon Spine Route
- Ardenslate Road
- Clyde Street
- Argyll Street
- Queen Street
- Dunoon Primary
- Spine Route Connections
- Stadium Routes

- 4.2.2 The Action Plan in the following section identifies the key priorities in the development of these routes along with 'softer' initiatives to encourage active travel in Dunoon.
- 4.2.3 Although outside the scope of this study, a walking and cycling route to Benmore Botanic Gardens would be a valuable asset in terms of encouraging tourist trips by bicycle.



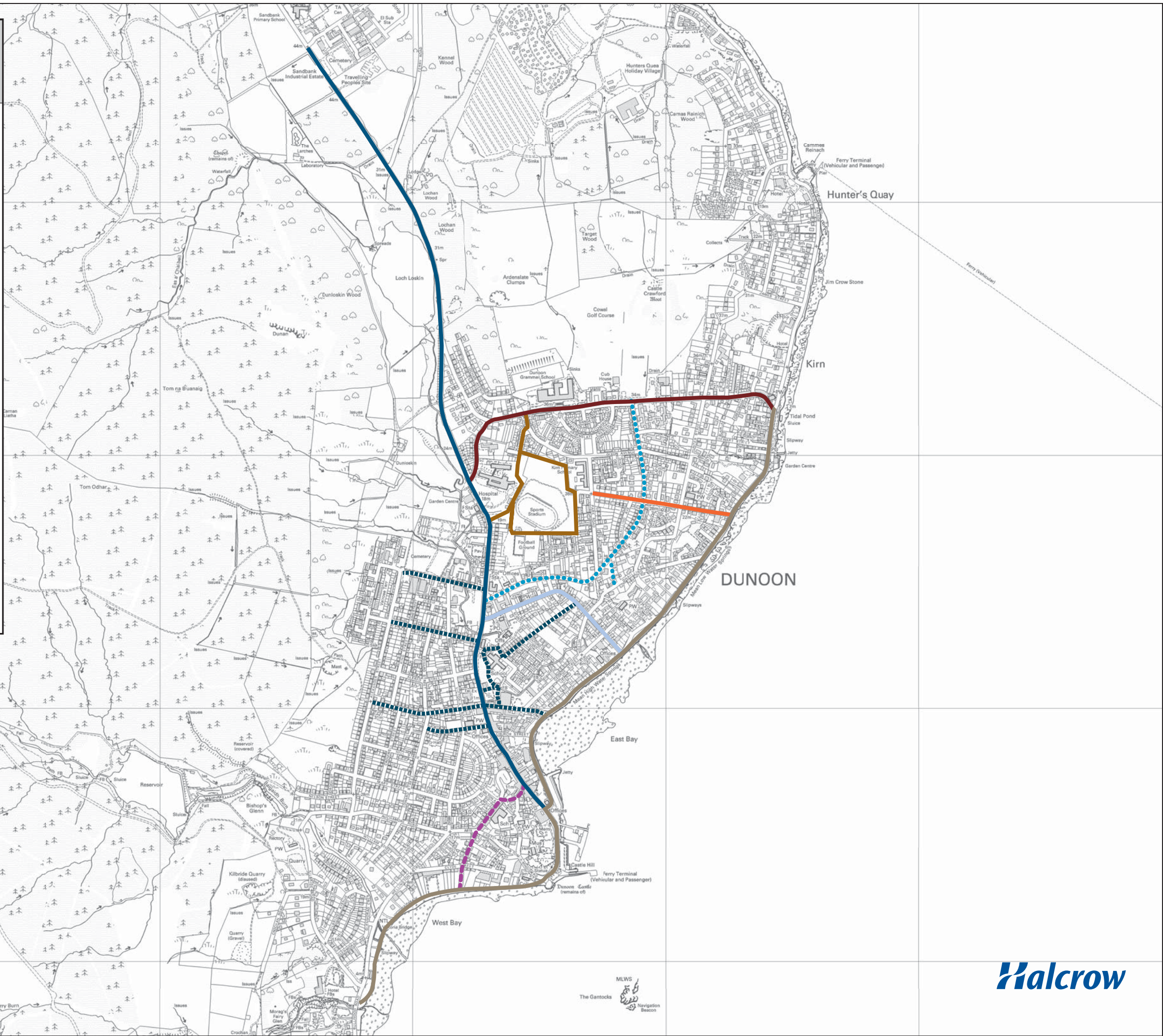
Dunoon Potential Active Travel Plan Network (Indicative)

Figure 4.1:

Key:

- Coastal route
- Dunoon spine route
- Ardenslate Road
- Clyde Street
- Argyll Road
- Queen Street
- Dunoon Primary
- Spine route links
- Stadium routes

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 Solutions

5.1.1 This prioritised Active Travel Plan sets out the key measures needed to encourage walking and cycling in Dunoon. As well as incorporating parts of the strategic walking and cycling network for the town, it also includes promotion and similar 'soft' measures which form part of a package of potential measures. Many of these measures are 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 Dunoon:

Priority 1: Stadium Routes

Priority 2: Dunoon Spine Route

Priority 3: Coastal Route

Priority 4: Dunoon Primary

Priority 5: Spine Route Connections

Priority 6: Promotion Package

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

5.2 Priority 1: Stadium Routes

- 5.2.1 There is a well used pedestrian route from Elizabeth Avenue to Sandbank Road. The route serves the stadium, a skateboard park, the hospital and during site visits, the stadium car park was also being used as a park and stride site for the high school. Unfortunately, the traffic free sections are in an extremely poor condition and require work to improve drainage and the surface. Although there is a side entrance into the hospital, it is informal and would benefit from becoming an official entrance complete with designated route and destination signing to the main entrance but is dependent on agreement from the landowner.



Figure 5.1: Desire line to skateboard park



Figure 5.2: Pedestrian route to stadium entrance



Figure 5.3: Pedestrian entrance to hospital grounds

- 5.2.2 The route also runs east to west past five-a-side football pitches and links to Park Road via a steep set of steps. There is potential scope for providing a ramped access by using land currently within the boundary of the stadium. A new ramp and set of steps would

dramatically improve the appearance of this route. The current route is gloomy and uninviting.



Figure 5.4: Steps to Willow Way



Figure 5.5: Steps to Willow Way



Figure 5.6: Land adjacent to steps in Figure 5.4 and 5.5

- 5.2.3 Another informal path exists adjacent to the stadium from the end of Clyde Street to Elizabeth Street. The route is grassed, but is very wet and muddy when it rains.



Figure 5.7: to Kirn Primary School

- 5.2.4 Improvements to these routes will not only improve the journey experience of residents and pupils who use them on a daily basis (especially when the market is held in the car park), but also the many thousands of people who visit the stadium during the Highland Gathering.

Table 5-1: Priority 1 Summary Table – Stadium Routes

Description	
<ul style="list-style-type: none"> • Surface existing paths to the east and north of the stadium • Improve steps up to the rear of Park Road by widening and give consideration to providing a ramp • Investigate potential to create a formal side entrance to the hospital 	
Issues for consideration	
<ul style="list-style-type: none"> • Land ownership issues • Route to hospital requires liaison • Provision of ramp to south of stadium may not be feasible depending on land ownership issues 	
Recommended Intervention	Indicative Cost (Subject to design and feasibility)
Resurface existing routes	Allow £110,000 per km of route
Improve existing steps including anti-slip surfacing, lighting, improve nosings and consider potential for new ramp adjacent to steps	Unknown, depends on land availability
Liaise with hospital to investigate potential to create formal route from side entrance	Officer time

5.3 Priority 2: Dunoon Spine Route

- 5.3.1 Sandbank Road and Argyll Street are classed as Core Paths within the current draft Core Paths consultation document. Although the legislation behind Core Paths allows any route to be included, the Scottish Government has set out some characteristics of Core Paths including:
- Paths should be signed at key access points
 - Paths should be accessible to all users as far as is practical
 - Paths can have a variety of surfaces
- 5.3.2 Although not practical to cater for equestrian users, this main road (A885) could be improved for the benefit of pedestrians and cyclists. This route is of key strategic importance to vulnerable road users as it provides access to many of the key trip generators/attractors in the area: Sandbank Business Park, hospital, supermarket, post office, library, doctors and dentist surgery, ferry and bus terminal and also the core retail area in the town.
- 5.3.3 Outwith the main retail area, there are no formal crossing points for pedestrians and very limited provision of dropped kerbs at side streets. The provision of crossing facilities should be investigated to serve the library, the supermarket and the vicinity of the hospital close to Bencorum Brae (where pupils from the high school also cross the road). All side road crossings need to have flush dropped crossings with appropriate tactile paving and improved drainage to prevent ponding. The profile of the footway also needs to be improved to ensure there is sufficient crossfall to ensure footways are free from ponding during wet weather.
- 5.3.4 Within the core retail area on Argyll Street, pedestrians are well catered for, however as shown earlier from accident records, there are a disproportionate amount of pedestrian accidents compared with the rest of Dunoon. To improve pedestrian safety consideration should be given to the creation of a 20mph zone.
- 5.3.5 In addition, to improve the attractiveness of the town centre and encourage people to shop during wet weather, consideration should be given to a series of linked awnings or canopies to keep people dry. The Canadian city of Vancouver has a climate that is similar to that of Dunoon. Vancouver has exceptionally high rainfall in the winter and dry summers; to encourage and protect pedestrians, the city has a series of byelaws and planning guidelines to ensure that businesses provide awnings. In the tourist area of Vancouver known as 'Gastown' the guidelines are very specific to ensure the awnings reflect the historic character of the town and provide a level of uniformity with regard to colour and style.
- 5.3.6 The pedestrian crossings at the signalised junction at John Street are not on pedestrian desire lines and guardrail has been erected to force pedestrians to use them. The crossing on John Street to the east of Argyll Street is a significant detour.
- 5.3.7 To cater for cyclists, the one way system on Argyll Street should be reviewed and outwith the town centre the hierarchy of solutions (as detailed in 'Cycling by Design') should be applied to create conditions conducive to cycling. An example of a similar shopping street that is one way to vehicular traffic and two way for cyclists is St Marks Road in Bristol. This street is a busy shopping area on a relatively narrow road and before the Council installed contraflow facilities, abuse of the one-way order was very high. As the road is relatively narrow, the only segregation is at the entry to the scheme and some short sections of advisory cycle lane. On street parking is maintained on the with-flow side. After the introduction of the scheme, contraflow cycling increased from 26 cyclists per day to 51.



Figure 5.8: Example of contraflow cycling without cycle lane, Bristol



Figure 5.9: Example of awnings

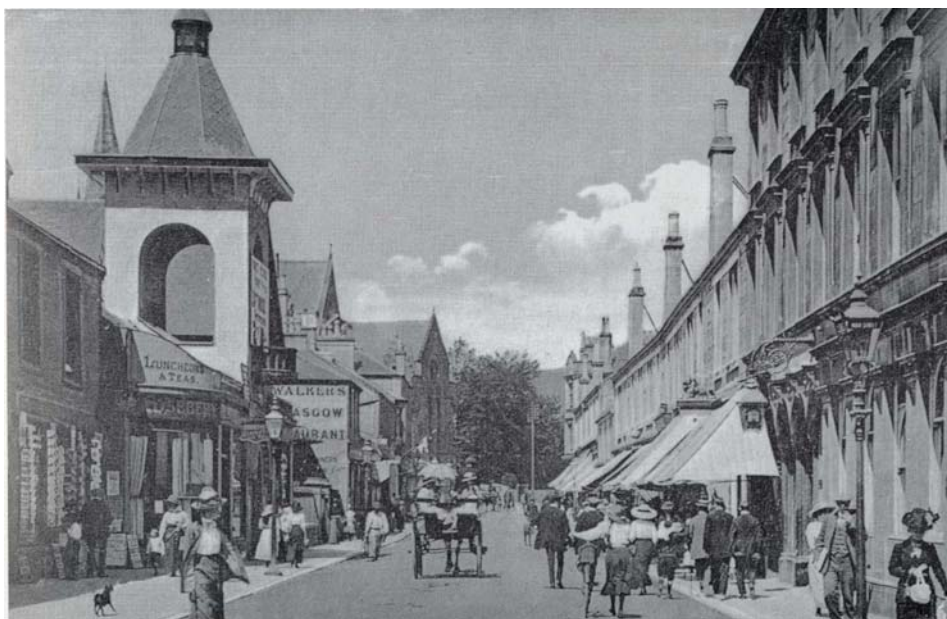


Figure 5.10: Awnings over shops in Argyll Street (Photo courtesy of John Macleay)



Figure 5.11: Poor quality footway on Sandbank Road



Figure 5.12: Ponding on Argyll Road



Figure 5.13: Wide junction at Queen Street



Figure 5.14: John Street, guardrail forces pedestrians away from desire line at signalised junction



Figure 5.15: Filling station at Bencorum Brae

Table 5-2: Priority 2 Summary Table – Dunoon Spine Route

Description

- Improve footways along corridor to improve water run off including flush dropped crossings with tactile paving
- Consider implementation of a 20mph zone within core retail area
- Consider measures to protect shoppers from wet weather in core retail area
- Consider problems faced by cyclists and apply Hierarchy of Solutions to corridor

Issues for consideration

- Various options for facilitating contraflow cycling
- Funding of measures to protect shoppers from wet weather
- Reductions in speed will be the most attractive option for encouraging cycling

Recommended Intervention

Indicative Cost (Subject to feasibility and design)

Resurface footways and provide dropped crossings	Allow £110,000 per km
Investigate implementation of 20mph zone in core retail area	Officer time
Investigate design and implementation of awnings in core retail area	Officer time
Develop proposals to make corridor cycling friendly	Officer time

5.4 Priority 3: Coastal Route

There are three distinct sections of the existing promenade from Kirn to West Bay. Victoria Parade from West Bay to Castle Hill is a wide, traffic free section fronted by housing and hotels, from Castle Hill to Church Street past the ferry and bus terminal, the promenade is less defined and its width has been compromised by car and bus parking and the final section from Church Street to Kirn is a traffic free section adjacent to the main road which still exhibits traditional aspects of an esplanade or promenade such as seats and planters. The main issues are:

- On Victoria Parade there are two signs clearly prohibiting cycling although cyclists regularly use the route and there appears to be no conflict with pedestrians and dog walkers.
- The promenade appears to be in need of maintenance and restoration. However, the promenade has great potential – it is close to existing hotels and cafes, the ferry and bus terminal, the leisure centre and the town centre and the views across the Clyde Firth from the promenade are breathtaking. The promenade offers a safe walking and cycling route that could be linked to main trip attractors and residential areas.
- The northern section from Church Road to Kirn needs to be resurfaced and where planters and bus stops have been erected, they should be removed or relocated as they have reduced the width of the promenade significantly. New access points opposite every side road need to be made DDA compliant and safe crossing points installed that can be used by pedestrians and cyclists and the beginning of the route at Kirn also needs to be improved as it is difficult to access due to parked cars at the local newsagent.
- The middle section from Church Road to Castle Hill also needs to be widened to ensure a consistent width and quality throughout. Consideration should also be given to the route where it crosses car park access points. Ideally these crossing points would be raised to highlight to motorists the presence of vulnerable road users and give them priority. In the area around the bus terminal the footway has been narrowed considerably and there is conflict between users and people waiting for buses. Access points also need to be defined and improved.
- Victoria Parade would benefit from resurfacing and the number of bollards at the bridge over the reservoir runoff need to be reduced. The access paths/tracks from Clyde Street and Wellington Street require surfacing.
- Throughout the entire length of the promenade, street furniture should be repaired and maintained. Legal orders will be needed to officially allow cycling on the promenade and signing of the route will help to raise its profile and inform, including destination signing to local attractions and areas.
- Traffic free routes in attractive locations are a great benefit to local businesses: hotels can offer hire bikes to residents, cycle parking at cafes along the route will encourage people to stop and improved access and parking facilities at the ferry terminal can help to relieve car parking problems. The promenade can then also be marketed through tourist information to encourage people to come to Dunoon. Many of these improvements could be included within proposals for the regeneration of the harbour and town centre.



Figure 5.16: Promenade width reduced by bus stop



Figure 5.17: Promenade width reduced by bus stop



Figure 5.18: Promenade in town centre by bus terminal



Figure 5.19: Surface deficiencies on promenade



Figure 5.20: End of promenade at Kirn



Figure 5.21: Discontinuity of promenade close to ferry



Figure 5.22: Bollards on Victoria Promenade

Table 5-3: Priority 3 Summary Table – Coastal Route	
Description	
<ul style="list-style-type: none"> • Create a continuous and coherent promenade route from Kirn to Victoria Parade for cyclists and pedestrians • Improve access points and road crossings to them • Improve signing • Install cycle parking at key destinations: bus terminal, cafes etc 	
Issues for consideration	
<ul style="list-style-type: none"> • Local bylaw currently excludes cycling although it is not enforced • Area around harbour is currently part of Area for Action within Local Plan 	
Recommended Intervention	Indicative Cost (Subject to design and feasibility)
Remove and relocate planters and bus stops on Alexandra Parade	Unknown, based on further consultation and design
Reinstate promenade from Church Street to Castle Hill	
Ensure access points are provided along with road crossings	
Resurface promenade	
Repaint or replace street furniture	

5.5 Priority 4: Dunoon Primary School

5.5.1 Dunoon Primary School is located in the south of the town on a hill above the main town centre. The footways in the streets around the school are relatively narrow and the school is also bordered by some of the main strategic routes: Victoria Road and Tom-a-Mhoid Road. The main entrance to the school is on Hillfoot Street which is very busy during school opening and closing times, especially when it is raining and people are more inclined to drive to avoid getting wet. Hillfoot Street is also a busy area as there are a number of small shops including a sub post office. To the rear of the school is a wide square and another entrance. The continuation of Hillfoot Street to the south is Jane Street which leads to Victoria Parade and to the north, the town centre via the steep but well used Ferry Brae.

5.5.2 A 'hands-up' survey at the school showed that only 42% of pupils walk to school even though the majority live within a comfortable walking distance. There is a strong latent desire for walking and cycling with 78% preferring to travel by sustainable forms of transport and 38% expressing a desire to cycle to school.

5.5.3 There are many initiatives that could be considered for implementation to improve the safety of pupils travelling to the school on foot or on bike and to improve the routes to the town centre and promenade, but it will require a partnership approach including not only the school, but local businesses as well. As well as physical improvements to the quality of the footways and crossing points, a promotional campaign would also be required. A number of initiatives could be considered such as:

- Exclusion zone around school during opening and closing times
- Implementation and promotion of Park and Stride sites
- Peak hour cycle lanes on Hillfoot Street
- Cycle parking at school
- Improved footways including widening, dropped kerbs and formal crossing points



Figure 5.23: Footway on Hillfoot Street



Figure 5.24: Narrow footway on Jane Street



Figure 5.25: Church Square at rear of school



Figure 5.26: Ferry Brae

Table 5-4: Priority 4 Summary Table – Dunoon Primary School	
Description	
<ul style="list-style-type: none"> Develop range of hard and soft measures in partnership with the school, local businesses and Council 	
Issues for consideration	
<ul style="list-style-type: none"> Improved pedestrian facilities can help improve footfall to local businesses Businesses must be supportive for initiatives to work 	
Recommended Intervention	Indicative Cost (Subject to design and feasibility)
Develop initiatives through a working group including representatives of all affected parties: school, businesses, residents etc	Officer time

5.6 Priority 5: Spine Route Connections

5.6.1 Following the implementation of measures to improve the spine route for pedestrians and cyclists, a number of key connecting routes should be considered. The key connections that have been identified are:

- Hamilton Street and traffic free link to Alexander Street
- McArthur Street
- Pilot Street and traffic free route past St Muns Primary and rear of supermarket
- John Street
- Hanover Street

5.6.2 Along each route, all side roads would require flush dropped kerbs and tactile paving and where possible, footways should be widened (Hamilton Street.) Many of the footways hold pools of water when it rains and need to be re-profiled to ensure that the crossfall is sufficient to facilitate proper drainage.

5.6.3 The traffic free routes from St Muns Primary School to Argyll Street and between Hamilton Street and Alexander Street are well maintained, but they would both benefit from improved lighting and the removal of steps/full height kerbs. In addition, the path to the rear of the supermarket should also be widened to accommodate both cyclists and pedestrians.

5.6.4 Improvements for cyclists on these key routes will include the provision of two way cycling on way streets (John Street and Hanover Street), junction improvements and signing.



Figure 5.27: Path to the rear of St Muns Primary School



Figure 5.28: Hamilton Street



Figure 5.29: One system at John Street/Argyll Street



Figure 5.30: Need for dropped kerb at path to rear of St Muns Primary School



Figure 5.31: One way system on Hanover Street



Figure 5.32: Path to rear of John Street

Table 5-5: Priority 5 Summary Table – Spine Route Connections
Description

- Following improvements to spine route, improve key connecting routes

Issues for consideration

- Scope for footway widening is limited in areas

Recommended Intervention
**Indicative Cost
(Subject to feasibility
and design)**

Resurface, and widen footways and provide dropped crossings

Allow £110,000 per km

Investigate opportunity to provide two way cycling on one way streets

Officer time

Improve lighting on traffic free routes (St Muns Primary and route adjacent to cemetery)

Allow £2000 per lighting column

5.7 Priority 6: Promotion Package

- 5.7.1 Encouraging more people to walk and cycle through promotion can be very effective and there is wide range of tools than can be used to create a bespoke programme specific to Dunoon. Personalised Travel Planning can be targeted at employers, households and schools. For example, in one school in a pilot project in Knaresborough, England, car trips to the school reduced by 7.5% and in pilot projects in residential areas, single car occupancy rates were reduced between 3% and 20%¹.
- 5.7.2 Dunoon has an excellent map for visitors which is available in many shops in the town as well as the tourist information centre. The map is attractive and easy to read and identifies a scenic walking route around the town and could be used as a base map for promoting walking and cycling in Dunoon. The map could show the isochrones for walking and cycling based on residential areas, schools, the town centre, ferry terminal etc. The map could also be used to show suggested walking and cycling routes.
- 5.7.3 There are a series of fingerposts in the town that would benefit from repainting and an on-site review to ensure all the main trip attractors and generators are covered, and the directions are correct.
- 5.7.4 Mass participation events are an ideal way to encourage people to walk or cycle. The Council could work with key partners such as the NHS to develop a range of activities focused in the summer months. Sponsored walks such as the Edinburgh Moonwalk which regularly attracts over 12,000 women can tempt people to try walking for leisure, especially when there is a strong social element and people can walk together.
- 5.7.5 Promotional activities can range from 'Dr Bike' maintenance services to 'Walk to School' campaigns and can be targeted at different ages and sexes. A multi-agency task force should be established to determine what initiatives would work best in Dunoon and how they can be taken forward.



Figure 5.33: Finger post on Argyll Street

¹ Department for Transport - Personalised travel planning: evaluation of 14 pilots part funded by DfT

Table 5-6: Priority 6 Summary Table – Promotion Package
Description

- Create a multi-agency partnership to develop a package of walking and cycling events and promotional activities

Issues for consideration

- A task force needs to identify those groups who will be most receptive

Recommended Intervention
Indicative Cost

Set up multi-agency partnership

Officer time

Develop existing map for promotional use

Officer time and budget

6 Conclusions

- 6.1.1 Current levels of cycling in Dunoon are very low and below the National average for Scotland, however, there is a healthy culture of walking in the town and with over 60% of all journeys to work less than 2km, there is great potential to encourage more people to walk. Enticing people onto bicycles will be much harder, but if the promenade can be improved it could be the first step to creating a culture to encourage cycling. The Council and partners should initially focus their energies on increasing walking which is more accessible and less of a 'step change'. Cycle training should be part of the solution of increasing cycling to improve skills and confidence in on road cycling.
- 6.1.2 The extremely wet weather in the winter will be a major barrier to active travel, but through promotional activities, it could be used as part of a walking challenge for schools and businesses, for example with slogans such as 'I Walk in the Wet' or 'Wet Wellie Walks'.
- 6.1.3 However, although this may be considered to be a relatively minor issue, there was a disproportionate amount of dog excrement on the footways in Dunoon. Dog owners should be targeted in an educational campaign and the number of dog waste bins and disposal bags should be increased.
- 6.1.4 The much needed improvements to the promenade in the harbour area should be incorporated into any plans that form part of the 'Area for Action' regeneration proposals. This area should be regarded as a gateway to the northern and southern sections of the promenade and treated in such a way as to provide a continuous, attractive and high through route.
- 6.1.5 Establishing a multi-agency partnership to promote active travel should be regarded as a key priority. Dunoon is a relatively good place to walk as there are no major physical barriers: the town is highly permeable with relatively low traffic flows. One of the first tasks of the group should be to identify residents, businesses, community groups etc who would be receptive to modal shift for short journeys and work with them and thereby create some easy 'quick wins' to build a successful benchmark to launch further promotional activities.

Appendix 1: Dunoon Active Travel Network – Suggested Improvements

Route 1 – Coastal Route

Ref	Street	Start	End	Intervention
1a	Victoria Parade	Bullwood Road	Castle Hill	Reduce number of bollards at bridge, improve surfacing, surface access tracks
1b	Footway	Castle Hill	Vicinity of Leisure Centre	Reinstate continuous promenade route giving consideration to raised crossings at vehicle crossovers. Improve access points.
1c	Alexandra Parade	Vicinity of Leisure Centre	Kirn	Reinstate promenade by relocating bus stops and planters. Improve access points including the provision of DDA compliant ramps. Improve access point at Kirn.
1d	Alexandra Parade	Kirn	Kirn Brae	Consider extension of promenade route to Kirn Brae
1e	Carry out redetermination to legally allow cycling on the promenade			

Route 2 – Dunoon Spine Route

Ref	Street	Start	End	Intervention
2a	Sandbank Road/Argyll Road	Highland Avenue	John Street	Apply hierarchy of solutions to create a corridor suitable for cycling. Improve crossfall on footways to facilitate drainage. Provide flush dropped crossings with tactile paving on all side streets. Reduce width of side streets where necessary such as Queen Street. Create formal crossing points at key locations such as: Highland Avenue, Bencorum Brae/hospital, Stadium entrance, Queen Street, Hamilton Street and McArther Street
2b	Argyll Street	John Street	Pier Esplanade	Investigate co-ordinated awning scheme to encourage visitors during wet weather. Improve pedestrian crossing provision at signalised junction. Consider provision of two way cycling. Ensure coherent route to promenade. Consider implementing a 20mph zone.

Route 3 – Ardenslate Road

Ref	Street	Start	End	Intervention
3a	Kirn Brae	Promenade	Hunter Street	Improve footway surface. Install flush dropped crossings and tactile paving. Consider installing handrail on steepest sections.
3b	Ardenslate Road	Hunter Street	Bencorum Brae	Widen footways where possible. Install flush dropped crossings and tactile paving at side streets. Consider extension of 20mph zone and traffic calming.
3c	Bencorum Brae	Ardenslate Road	Sandbank Road	Improve footway surface. Install flush dropped crossings and tactile paving at side streets. Consider installing handrail on steepest sections. Widen footway close to junction with Sandbank Road.

Route 4 – Clyde Street

Ref	Street	Start	End	Intervention
4a	Clyde Street	Alexandra Parade	Track to rear of Kirn Primary School	Improve footway surface. Install flush dropped crossings and tactile paving at side streets. Provide access to promenade.

Route 5 – Argyll Road

Ref	Street	Start	End	Intervention
5a	Argyll Road	Ardenslate Road	Queen Street	Improve footway surface. Install flush dropped crossings and tactile paving at side streets.
5b	Traffic free path	Argyll Road	Dhailing Road	Formalise existing shortcut over waste ground

Route 6 – Queen Street

Ref	Street	Start	End	Intervention
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6a	Queen Street	Junction of Queen Street/Alexandra Parade		Redesign junction to reduce width of road. Install flush dropped crossings and tactile paving. Provide access to promenade.
6b	Queen Street	Alexandra Parade	Argyll Street	Improve footway surface. Install flush dropped crossings and tactile paving at side streets. Consider raised crossing at the junction of Union Lane. Consider measures to reduce speed within the vicinity of the shops. Work with supermarket to formalise the pedestrian desire line from Manse Avenue to the supermarket entrance.

Route 7 – Dunoon Primary

Ref	Street	Start	End	Intervention
7a	Jane Street	Victoria Parade	Clyde Street	Improve footway surface. Install flush dropped crossings and tactile paving at side streets.
7b	Junction of Jane Street/Hillfoot Street/Tom-a-Mhoid Road			Consider improvement of junction for pedestrians and cyclists
7c	Hillfoot Street	Tom-a-Mhoid Road	Milton Avenue	Improve footway surface. Install flush dropped crossings and tactile paving. Consider hard and soft measures to encourage cycling and walking to school such as Park and Stride sites, peak hour cycle lanes etc
7d	Kirk Brae	Church Square	Argyll Street	Improve footway surface. Install flush dropped crossings and tactile paving at side streets. Provide a handrail.

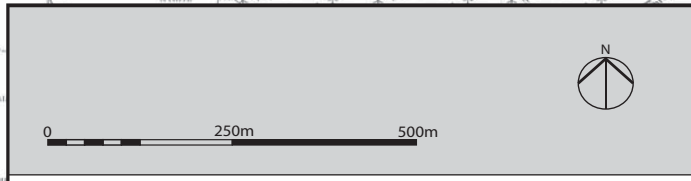
Route 8 – Spine Route Connections

Ref	Street	Start	End	Intervention
8a	Hamilton Street	Sandbank Road	Alexander Street	Widen footway where possible. Improve footway surface. Install dropped crossings and tactile paving at side streets. Improve lighting on traffic free section and consider alteration to status of path to allow cycling. Provide a flush dropped kerb at Alexander Street.

8b	McArthur Street	Argyll Street	Alexander Street	Improve footway surface. Install dropped crossings and tactile paving at side streets.
8c	John Street	Argyll Street	Alexander Street	Improve footway surface. Install dropped crossings and tactile paving at side streets. Provide a handrail on steepest sections. Consider allowing two way cycling.
8d	Hanover Street	Argyll Street	Edward Street	Install dropped crossings and tactile paving at Edward Street. Provide a handrail on both sides of street. Consider allowing two way cycling.
8e	John Street	Argyll Street	Alexandra Parade	Install dropped crossings and tactile paving at side streets. Improve facilities for pedestrians and cyclists at the roundabout at Alexandra Parade. Provide access to promenade.
8f	Pilot Street	Queen Street	Argyll Street	Improve footway surface. Install dropped crossings and tactile paving at side streets. Provide a dropped kerb at access point to traffic free route. Improve lighting on traffic free route behind primary school.

Route 9 – Stadium Routes

Ref	Street	Start	End	Intervention
9a	Dixon Avenue	Ardenslate Road	Dixon Park	Improve coherence of footway from local shops to crossing points on Ardenslate Road. Install dropped crossings and tactile paving at side streets.
9b	Traffic free route	Dixon Park	Sandbank Road	Improve footway surface and provide a formal side entrance into hospital grounds.
9c	Traffic free route	Union Street	Willow Way	Improve existing steps with high visibility nosings and anti-slip surfacing and improve lighting. Consider new ramp within stadium grounds to improve accessibility.
9d	Traffic free route	Clyde Street	Dixon Park	Formalise existing route with a sealed surface and lighting.



Dunoon Potential Active Travel Plan Network (Indicative)

Figure 4.1:

Key:

- Coastal route
- Dunoon spine route
- Ardenslate Road
- Clyde Street
- Argyll Road
- Queen Street
- Dunoon Primary
- Spine route links
- Stadium routes

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

