

Halcrow Group Limited

Lochgilphead & Ardrishaig Active Travel Audit

Final Summary Report

December 2010

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Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Approved by
1		Draft Report	01/12/10	JP

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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 Lochgilphead & Ardrishaig.

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.

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 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 is a core network for pedestrians and cyclists that 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 require further investigation and feasibility work.

2.1.6 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 Lochgilphead & Ardrishaig the following individuals and organisations were consulted:

- Argyll & Bute Council: Transport Planning/Sustainable Travel Officer/Access officer
- Sustrans
- Local bike shop
- Ardrishaig Cycle Hire Unit

3 Walking and Cycling in Lochgilphead & Ardrishaig

3.1 Overview of current conditions for active travel

- 3.1.1 Lochgilphead is located on the west coast of Scotland, and lies within the Argyll & Bute Council area. Approximately 2 km to the south of Lochgilphead is the village of Ardrishaig, to which the Crinan Canal begins and provides access to Loch Gilp. The Crinan Canal travels for nine miles and connects the village of Ardrishaig with the sound of Jura.
- 3.1.2 The settlements within the study area have a good network of footways which provide pedestrian connections to the main trip attractors. Sustrans National Cycle Network Route 78 between Campbeltown and Oban routes alongside the Crinan Canal as it passes Ardrishaig and Lochgilphead providing the study area with an essential off-road link for travel on foot and by bicycle.
- 3.1.3 Lochgilphead is the larger of the two settlements within the study area with a population of 2326 people recorded at the last Census, whilst Ardrishaig has a slightly lower population of 1283. Access to the private car is high in the study area at 72%; however given the rural nature of settlements along the west coast of Scotland this is not unusual. Across Scotland as a whole approximately 65% of people have access to at least one private car.
- 3.1.4 Table 3-1 below show comparisons of how people travel to work in Lochgilphead & Ardrishaig compared to the region and the whole of Scotland.

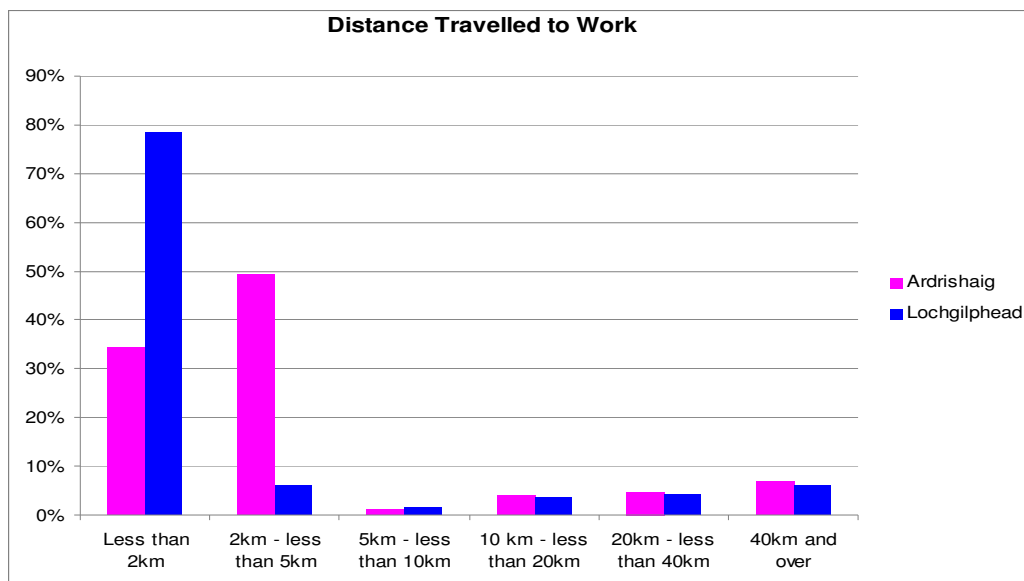
Table 3-1: Comparison of mode of transport for journeys to work and study – regional and national comparison

Mode of transport	Lochgilphead	Ardrishaig	Argyll & Bute	Scotland
% taking bus	4	12.2	13.6	16.5
% car and passenger	53.7	67.2	54.3	53
% cycle	1.5	2	1.4	1.3
% walk	39.3	16.5	26.4	23

(Data supplied by SCROL)

- 3.1.5 Travel to work and study on foot within Lochgilphead is higher than both the regional and national average, whilst Ardrishaig is lower. Travel by car in Ardrishaig is higher than the regional and national average. Travel by bus is low in Lochgilphead, to which travel appears to be more frequent on foot.
- 3.1.6 Census data has also been used to provide a snapshot of the distances travelled to work and study in Lochgilphead & Ardrishaig and are shown below in Figure 3-1.

Figure 3-1: Distance travelled to work and study



3.1.7 Within Lochgilphead approximately 80% of journeys to work are less than 2km, which is an acceptable distance to walk to work, however with only around 40% of the resident population currently walking as a mode choice, there is clearly potential to increase this. In Ardrishaig a higher proportion of journeys to work are between 2km and 5km, which would be conducive with those residents working in Lochgilphead, however given that a traffic free route exists, the potential to increase utility cycle trips is realistic.

3.2 Study Area

3.2.1 Lochgilphead is located on the west coast of Scotland, and lies within the Argyll & Bute Council area. Approximately 2 km to the south of Lochgilphead is the village of Ardrishaig, to which the Crinan Canal begins and provides access to Loch Gilp. The Crinan Canal travels for nine miles and connects the village of Ardrishaig with the sound of Jura. The canal was originally built for commercial sailing vessels and later Clyde puffers to travel between the industrialised region around Glasgow to the West Highland villages and islands. The Canal is now a popular route for yachts travelling from the Firth of Clyde to the west coast of Scotland.

3.2.2 The settlements within the study area have a good network of footways which provide pedestrian connections to the main trip attractors. The A83 which routes through both Ardrishaig and Lochgilphead is part of the strategic timber network and so can experience high levels of wood carrying heavy vehicles, potentially impacting on the safety of on-road cyclists. The development of the Strategic Timber Transport Network has to some extent diverted traffic away from rural roads but the A83 which performs the function of both a district distributor and local distributor road and remains the only viable route via road and goes through both Ardrishaig and Lochgilphead. Sustrans National Cycle Network Route 78 between Campbeltown and Oban routes alongside the Crinan Canal as it passes Ardrishaig and Lochgilphead providing the study area with an essential off-road link for travel on foot and by bicycle.

3.2.2 The study area also encompasses Ardrishaig and both settlements are linked by the A83 Glenburn Road and the off-road National Cycle Network Route 78 (NCN 78), which travels along the side of the Crinan Canal. There is an adequate network of footways in both settlements however Lochgilphead being the larger settlement, has a number of larger residential areas with a number of traffic free links aimed at pedestrians. Unfortunately many of the routes particularly in the Kilmory area have steps preventing use for disabled users. The NCN route 78 is not the only designated cycle route in the study area: a number of linear and circular off road paths exist to the south east of

Lochgilphead providing links to Kilmory industrial estate, Lochgilphead High School and leisure opportunities around Kilmory Loch.

- 3.2.1 Ardrishaig is typical of an older settlement in that a number of footways are narrow and only provided on one side of the carriageway. This is shown below in figure 3.2 along Oakfield Road.



Figure 3.2 – Narrow footways Oakfield Rd, Ardrishaig

- 3.2.4 Signage is good in Ardrishaig particularly as the NCN 78 enters the settlement; however, there are some interruptions in the presence of signage between Kilduskland Road and the NCN 78 canal path section, which could be improved. NCN 78 does have some issues with regard to drainage as can be seen from figure 3.4 below, however this is limited to short sections between Ardrishaig and Lochgilphead. During the site audit process a number of motorcyclists were witnessed travelling along the NCN 78 and completing a circular route along the west banks of the canal.



Figure 3.3 - Kilduskland Rd Ardrishaig NCR78 Signage



Figure 3.4 – Poor surfacing material – NCR78



Figure 3.5 – Motor Cyclists on NCR78

3.2.5 The study area differs in topography across its coverage, with Mid Argyll Hospital located on higher ground to the north east side of Lochgilphead, whereas the majority of Lochgilphead, particularly around the town centre is flat. Ardrishaig rises up from Loch Gilp, with residential areas located on hillier land behind the main row of shops and facilities located on the A83 Chalmers Street. Minor vandalism was witnessed within Ardrishaig along Tarbert Road and Glenburn Road whereby a phone box was smashed and a number of instances graffiti were evident.

3.2.6 New development is underway in Ardrishaig; however this is on a very small scale as shown in figure 3.6. The current development does have an effect on permeability along the already narrow streets for pedestrians. Lochgilphead does have some newer areas of housing located adjacent to the A816.



Figure 3.6 – New development, Ardrishaig

3.2.7 Within the study area, all schools are engaged in travel planning, albeit at varying stages in the process. Argyll & Bute’s Sustainable Travel Officer advised that congestion is a regular occurrence around Ardrishaig Primary School. The main issue around the school is the narrow streets and lack of parking. The school has however indicated to Argyll & Bute’s Sustainable Travel Officer that they are keen to progress travel planning initiatives however staff time and resources is an issue. Lochgilphead High School is a modern facility and is situated between Lochgilphead and Kilmory Industrial Estate. Good quality sealed paths are available between Lochgilphead and the High School, which appear to reduce the level of congestion around the school.

3.2.2 There is a lack of crossing facilities in Lochgilphead especially along Portalloch Street where there is a high level of through traffic which makes crossing the road difficult for pedestrians. There is also a busy mini-roundabout at the entrance to Lochgilphead from Ardrishaig that creates discontinuity between the NCN and Lochgilphead town centre.

2.2.3 Within the study area, there is only one controlled crossing point on Dunmore Avenue, the facility is modern and has been provided to facilitate crossing of school children attending Lochgilphead High School. Unfortunately no tactile paving is present at the crossing and the surfacing is uneven and likely to present difficulties for the mobility impaired to cross. On-site audits of this area were conducted in the afternoon when the school was finishing for the day, and so it was evident that the crossing is underutilised with very few pedestrians choosing to cross. The crossing is situated on the desire line however both low traffic flows on Dunmore Avenue and a delay in obtaining the pedestrian green contributes to deterring crossing movements.

3.2.4 Additional issues with regard to pedestrians crossing Dunmore Road is the lack of clear and legible signage indicating that the High School is located within walking distance. The sealed path to the High School also links into Kilmory Industrial Estate, however signage is limited.



Figure 3.7: Cyclists utilising NCN 78

- 3.2.5 The study area appears well maintained, including the management of vegetation, removal of litter, and general cleanliness along central streets. Dog fouling is not solely a problem on the NCN 78, but throughout Lochgilphead and could be construed as a barrier to increasing journeys on foot. Along streets within the study area lighting is of average to good quality with minor instances whereby lighting columns require some upgrading such as along Campbell Street. Advisory 20mph zones are prevalent throughout Lochgilphead and Ardrishaig within residential areas, which appear to have a positive effect on reducing local traffic speeds.

3.3 Existing provision for cycling

- 3.3.1 National Cycle Network Route 78 links Ardrishaig and Lochgilphead, and is part of the proposed long distance route from Campbeltown to Inverness. The route runs along the Crinan Canal towpath, through the heart of Ardrishaig and skirts the edge of Lochgilphead. There are access points along the route, some less formal than others, all of which are well used. The main accesses onto the towpath within the study area are from Lochgilphead and Ardrishaig present no barriers for cyclists however at the access points there is no signage to advise that motorised vehicles are not permitted. The towpath by its very nature is flat and traffic free, although the surface is unsealed and has a tendency to become water-logged, reducing the attractiveness to cyclists.
- 3.3.2 Signage is good in Ardrishaig particularly as the NCN 78 enters the settlement; there are some interruptions in the presence of signage between Kilduskland Road and the NCN 78 canal path section, which could be improved. NCN 78 does have some issues with regard drainage as can be seen from figure 3.4 below, however this is limited to short sections between Ardrishaig and Lochgilphead. During the site audit process a number of motorcyclists were witnessed travelling along the NCN 78 and completing a circular route along the west banks of the Canal.
- 3.3.3 NCN 78 enters Ardrishaig from a traffic free forest track, and routes down into Ardrishaig along the narrow residential streets and proceeds on an off-road section along the east side of the Crinan Canal. The path is surfaced and in good condition. There are some drainage issues along the route as many sections appear to retain a high level of water. Links onto the NCN are poor between Ardrishaig & Lochgilphead with only stepped access available from A83 Glenburn Road. No lighting is present on the off-road sections of route 78 as it passes through the study area. A number of desire lines exist as the route runs adjacent to Lochgilphead swimming pool and the meadows residential development. A number of cyclists appear to utilise the route, and were witnessed during on-site audits. Figure 3.7 below shows cyclists utilising NCN 78 between Ardrishaig and Lochgilphead. The NCN 78 does accommodate a number of dog walkers and so suffers from dog fouling between Ardrishaig & Lochgilphead.

- 3.3.4 The route along the canal path is signed with distances to nearby settlements. There is however a lack of signing on the towpath to direct people to local trip generators, town centre shops, leisure facilities and cycle parking.
- 3.3.5 There is no specific lighting for the towpath between Lochgilphead and Ardrishaig, a route which during the audit process was heavily used by commuters and shoppers alike.
- 3.3.6 Along with the towpath, there are two other traffic free routes – Kilmory Woodland Park and the Fire Tower Trails. These are both recreational routes publicised with leaflets and maps which are available in the cycle shop and council buildings.

3.4 Existing cycle parking

- 3.4.1 Cycle parking is relatively infrequent within the study area; however at the main bus terminal on Lochnell Street in Lochgilphead there are six uncovered cycle racks as shown below in Figure 3.8. Argyll & Bute Council are a major employer in the study area, and the main council office is located at Kilmory Industrial Estate to the south of Lochgilphead. Covered parking for approximately ten bicycles is present outside the Kilmory Castle, adjacent to the building entrance. During on site audits cycle parking was not heavily utilised. Key trip attractors such as the Cooperative supermarket and swimming pool do not have cycle parking.



Figure 3.8 - Lochnell Street cycle parking



Figure 3.9 - Cycle Parking Argyll & Bute Council Lochgilphead office

3.5 Traffic flow and accident data

- 3.5.1. Traffic flow data was obtained from Transport Scotland for three sites including A83 east of roundabout on Portalloch Street, A83 Castleton to the east of Lochgilphead and the A83 Ardrishaig. Hourly flow data was supplied to which an analysis of the AM and PM peak period was calculated for neutral months throughout the year. This enabled a robust analysis of the traffic flow on these sections of route. An average of peak hour flows for the months of March, April, May, October and November is shown below in table 3.2.

Table 3.2 Peak Hour traffic Flows

Counter Site	Time Period	Direction	March	April	May	October	November
A83 Ardrishaig	AM	NB	N/A	N/A	154	146	147
		SB	N/A	N/A	116	110	124
	PM	NB	N/A	N/A	117	107	97
		SB	N/A	N/A	185	161	143
A83 Portalloch Street, Lochgilphead	AM	EB	442	388	449	337	N/A
		WB	206	172	200	160	N/A
	PM	EB	194	202	229	175	N/A
		WB	396	399	438	346	N/A
A83 Castleton	AM	EB	25	21	89	87	158
		WB	155	141	156	146	89
	PM	EB	32	54	143	137	117
		WB	95	119	124	104	87

- 3.5.1 The traffic flow patterns indicate that the majority of traffic during the peak periods is commuter traffic. Of this traffic it would appear that the higher AM flows travel towards Lochgilphead with the higher PM flows routing away from Lochgilphead. This traffic is likely to be mainly commuters and/or school run traffic. Unfortunately the traffic data did not include details of vehicle classifications, and so the volume of HGV has not been calculated. On site audits suggest that HGV traffic is high as a number of vehicles were witnessed travelling through the study area.
- 3.5.2 Argyll & Bute Council were consulted with regard to available traffic flow and accident data for within the extents of the study area. No recent traffic flow data was available; however accident data was supplied for a four year period covering 2006 to 2009.
- 3.5.3. Following analysis of the accident data provided by Argyll & Bute Council, two accidents are of relevance to this study. The first involved a slight casualty in June 2006 whereby a goods vehicle collided with a pedal cyclist, this occurred within the residential area on Moneydrain Road and involved a child cyclist under the age of 10. The weather was noted as being fine and the road surface dry. The second accident involved a pedestrian in February 2006 and was categorised as a slight casualty. The pedestrian was crossing Union Street, was masked from view in wet conditions and collided with a car, travelling eastbound on Union Street. Both these accidents are stand alone and present no clear definition as to any particular problems within the study area for pedestrians and cyclists.

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 5 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; and
- 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, of which those which will have both a direct and indirect impact on sustainable travel, in particularly walking & cycling:

- Economy: Support our local economy through the provision of an efficient, reliable and affordable transport network;
- Integration: Improve interchange facilities and the integration of our local services where possible;
- Environment: Increase the number of journeys taken by sustainable modes, e.g. bus, train, walk, cycle;
- Safety: Improve infrastructure to make the transport network safer; and
- 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 4 aims with regard active travel, which include; development of a walking and cycling strategy, develop and implement travel plans, improve infrastructure for active travel and promote 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:

- Housing adjacent to Lochgilphead High School
- Lochgilphead mixed use site at County Yard
- Housing at Moneydrain Road, Lochgilphead
- Strategic Regeneration and environmental improvements at Lochgilphead town centre and waterfront.
- Local development and enhancement of Kilmory Home Farm

3.8 Core Paths Planning

3.9.1 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 aim to formally adopt the plan, should no objections be outstanding.

3.9.2 A number of proposed core paths exist within the study area. The proposed on-road Core Path, C140 which currently routes along Portalloch Street and Lochnell Street, will have an influence on the priority corridors identified as part of this study. Argyll & Bute Council's Access Officer was contacted to gain more information on proposed core paths within the study area, however no response was received.

3.9 Current Issues

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

1) A83

- Although coastal shipping is on the increase for timber transport, HGV movement still remains significant. The development of the Strategic Timber Transport Network has to some extent diverted traffic away from rural roads but the A83 which performs the function of both a district distributor and local distributor road and remains the only viable route via road and goes through both Ardrishaig and Lochgilphead. Ardrishaig currently provides access to coastal timber movements; however the pier is at full capacity according to the West Argyll Forest District Strategic Plan. The high proportion of HGV traffic may be a barrier for cyclists utilising the A83 as it negates through the study area. Due to the width of the A83 particularly between Ardrishaig and Lochgilphead and along A83 Portalloch Street at Lochgilphead, HGV's appear to be a significant deterrent for cyclists on these sections of road with cyclists often aborting travel on the road and mounting the footway on Portalloch Street.

2) Congestion around schools

- Ardrishaig Primary currently suffers congestion as parents pick up and drop off children
- High numbers of school pupils spill onto Dunmore Street prior to school starting and at the end of the day.

3) Vandalism

- A number of instances of vandalism were apparent within Ardrishaig, including a burnt sign and the glass smashed on a phone box. This was witnessed mainly along busier sections on Tarbert Road and Glenburn Road.

4) Legibility

- Signage is available particularly with regards NCR 78, however there are issues with regard providing distances between Lochgilphead and Ardrishaig.

5) Permeability

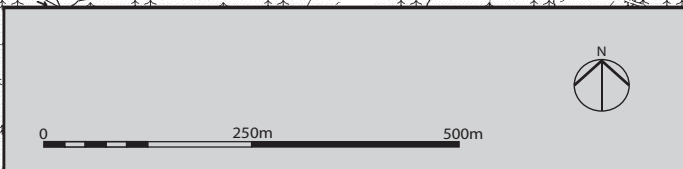
- Within the study area, there is only one controlled crossing point on Dunmore Avenue, the facility is modern and has been provided to facilitate crossing of school children attending Lochgilphead High School. No tactile paving is present at the crossing, and the surfacing is uneven. During on site audits the crossing was rarely utilised due to good sightlines along Dunmore Avenue and the high volume of school children.

6) Dog Fouling

- Within the study area, there were a number of instances whereby dog fouling was significant and thus may be construed as a barrier to increasing travel on foot.





3.12 SWOT (Strengths, Weaknesses, Opportunities and Threats) Analysis of Active Travel in Lochgilphead & Ardrishaig

Strengths	Weaknesses
<p>Traffic free NCN 78 linking Lochgilphead and Ardrishaig</p> <p>All schools in area engaged in travel planning</p> <p>Good network of footways within town centre</p> <p>Low pedestrian & cyclist accident frequency</p> <p>Advisory 20mph zones</p> <p>Core path reflects desire line</p> <p>High levels of walking in Lochgilphead</p> <p>Vast majority of journeys to work in Lochgilphead are 2km or less</p>	<p>Strategic timber routes penetrate both settlements resulting in high proportion of HGV traffic</p> <p>High level of dog fouling</p> <p>Lack of designated crossing points</p> <p>Lack of signage onto NCN and to key trip attractors</p> <p>Surfacing on towpath or lack of lack of and lighting</p> <p>High levels of car use in Ardrishaig</p> <p>Higher percentage of longer journeys to work in Ardrishaig</p> <p>High traffic flow on A83</p>
Opportunities	Threats
<p>Increase in number of utility trips utilising NCR 78 between Lochgilphead and Ardrishaig</p> <p>Cycle parking is cheap to install</p> <p>Potential to increase numbers of short journeys by sustainable modes in Lochgilphead</p> <p>Ardrishaig would benefit from improved public transport as people here appear to travel further to work/study</p>	<p>Lack of staff time and resources to correctly implement and drive forward school travel planning activities</p> <p>Failure to address vandalism of facilities within Ardrishaig may negatively affect future investment</p> <p>Failure to address illegal motorbike use on NCN 78 will deter legitimate users</p>

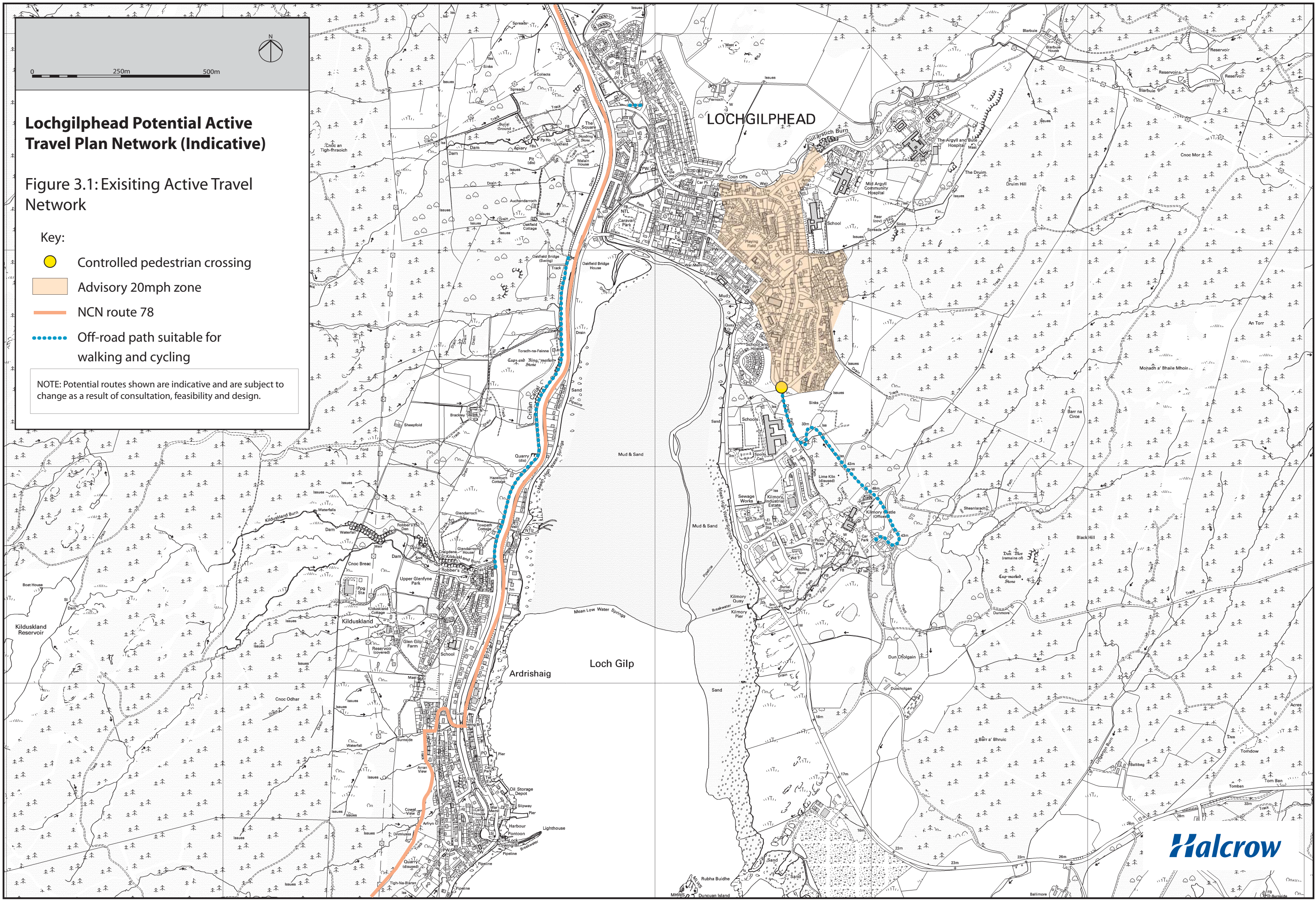


Lochgilphead Potential Active Travel Plan Network (Indicative)

Figure 3.1: Existing Active Travel Network

- Key:
-  Controlled pedestrian crossing
 -  Advisory 20mph zone
 -  NCN route 78
 -  Off-road 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 Lochgilphead & Ardrishaig 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:

- Mid-Argyll Hospital
- Mid-Argyll Community Hospital
- Lochgilphead High School
- Co-Operative Supermarket
- Lochgilphead Caravan Park
- Crinan Canal
- Swimming Pool
- Kilmory House (Council Offices)

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

Objective 1: Improve the quality of NCN 78 between Lochgilphead and Ardrishaig

Objective 2: Improve pedestrian and cycle routes to Lochgilphead High School

Objective 3: Plan, develop and improve access points onto the potential active travel network linking with areas of residence

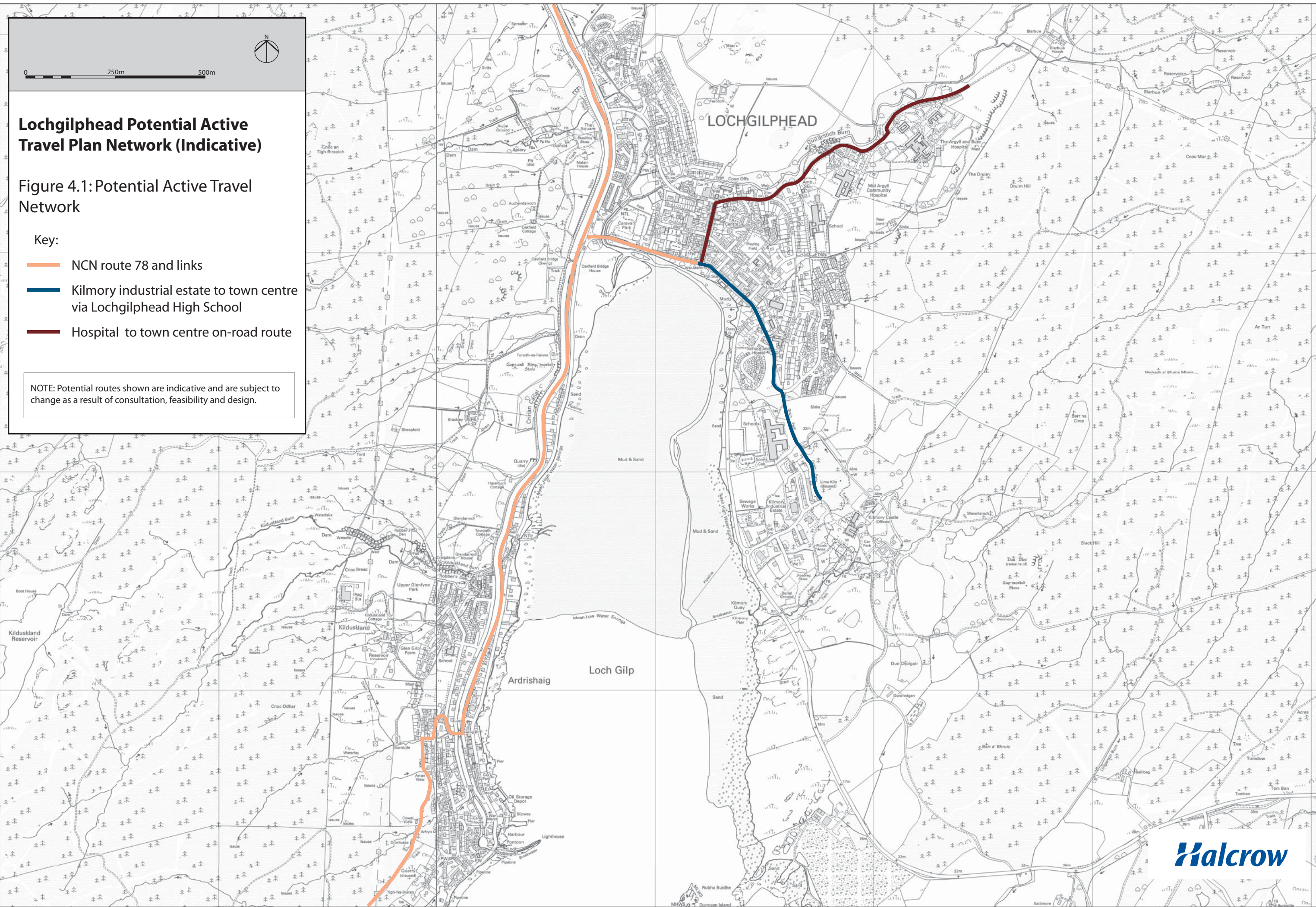
4.1.3 The above objectives have been established based on the results of on-site audits and the desktop study. These objectives have been aligned to complement current planning policy and in terms of growth in local economies and increasing tourism

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:

- NCN route 78
- Lochgilphead Hospital to Town Centre on-road route
- Kilmory Industrial Estate to Town Centre via Lochgilphead High School

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 Lochgilphead.



Lochgilphead Potential Active Travel Plan Network (Indicative)

Figure 4.1: Potential Active Travel Network

Key:

- NCN route 78 and links
- Kilmory industrial estate to town centre via Lochgilphead High School
- Hospital to town centre on-road route

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 Lochgilphead. 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 Lochgilphead:

Priority 1: NCN route 78

Priority 2: Kilmory Industrial Estate to Town Centre via Lochgilphead High School

Priority 3: Workplace walking & cycling promotional campaign

Priority 4: Hospital to Town Centre on-road route

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

5.2 Priority 1 Recommendation: NCN route 78 and links

5.3.1 National Cycle Network Route 78 links Ardrishaig and Lochgilphead and is traffic free. There are a number of desire lines as the route passes Lochgilphead, to which surfacing and short path links would provide access to a variety of users including mobility impaired users.

5.3.2 The upgrading and improvement of the section of NCN 78 has been identified as the second priority for the study area, as the route is currently well utilised and with the addition of some improvements could see an increase in utility trips. The off road path is also the only designated cycle facility within the study area.

5.3.3 Water retention along this section appears a problem and may be influenced by the adjacent Crinan Canal. The majority of trips by bicycle and on foot appear to utilise the NCN 78 to link between Ardrishaig and Lochgilphead rather than along the A83 Tarbert Road, hence the provision of lighting may encourage an increase in use during the darker winter evenings.

5.3.4 Of concern on the NCN 78 is the presence of motorcyclists, and is an issue which requires investigation to establish the best option to prevent future use by motorcyclists. The erection of signage and soft police intervention may be a good starting point in terms of reducing the instances of motorised use.

5.3.5 The Priority 1 recommendations are summarised below in Table 5-1:

Table 5-1: Priority 1 Recommendations Summary Table – NCN route 78 & links

Description

Improve the quality of NCN 78 between Ardrishaig & Lochgilphead to encourage an increase in commuter trips

Issues for consideration

Route currently used by motorised scooters

Recommended Intervention (subject to feasibility and design)

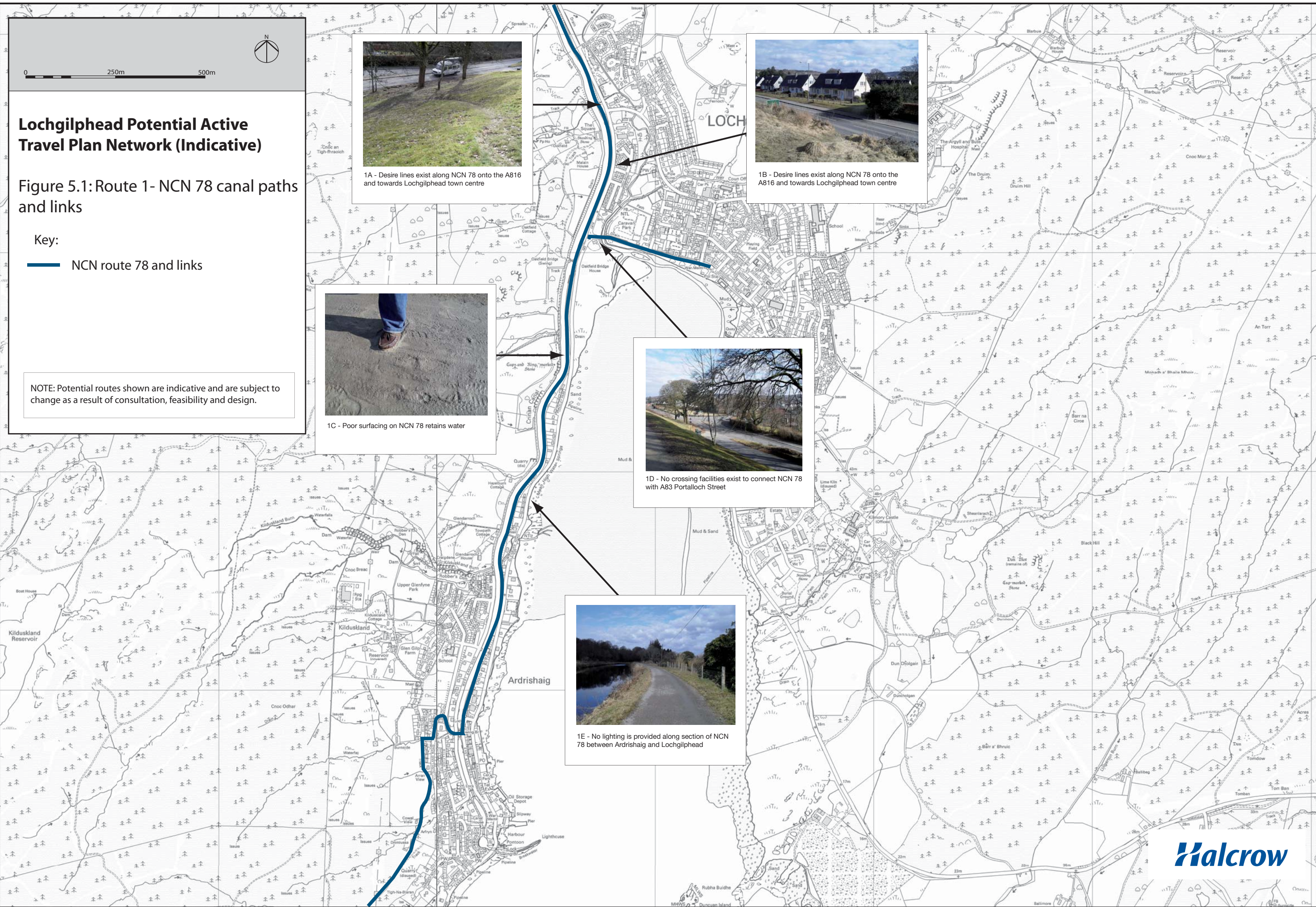
Create a sealed surface and improve drainage

Consider provision of lighting between Ardrishaig and Lochgilphead section.

Investigate the potential to implement crossing facilities to connect the NCN with the A83 Portalloch Street


Consider the erection of signage at all access points stating that use by motorcycles is illegal

Soft police intervention to deter motorcycles using the NCN



Lochgilhead Potential Active Travel Plan Network (Indicative)

Figure 5.1: Route 1- NCN 78 canal paths and links

Key:
 NCN route 78 and links

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



1A - Desire lines exist along NCN 78 onto the A816 and towards Lochgilhead town centre



1B - Desire lines exist along NCN 78 onto the A816 and towards Lochgilhead town centre



1C - Poor surfacing on NCN 78 retains water



1D - No crossing facilities exist to connect NCN 78 with A83 Portalloch Street



1E - No lighting is provided along section of NCN 78 between Ardrishaig and Lochgilhead

5.3 Priority 2 Recommendation: Kilmory Industrial Estate to Town Centre via Lochgilphead High School

- 5.3.1 Kilmory Castle, which is located within Kilmory Industrial estate, is the central office for Argyll & Bute Council. There are also a number of premises within the industrial estate which provide employment for local people. The corridor between Kilmory Industrial estate and Lochgilphead town centre includes Lochgilphead High school and therefore an important route as it serves the main trip generators in the town.
- 5.3.2 As with much of Lochgilphead, the level of improvements required is not high and so it should be relatively easy to create a very high quality route. The provision of signage, accompanied by widened footways, between Dunmore Road as the High School exits along Cossack Street and Kilmory Road would greatly benefit travel by bicycle and on foot.
- 5.3.3 The existing signalised pedestrian crossing does not serve the desire line and guardrail has been erected to try to force users to use the crossing. Unfortunately the offset crossing and guardrail does not work and during the audits pedestrians were witnessed avoiding the crossing completely and crossing outwith the facility.
- 5.3.4 The recommendations are summarised below in Table 5-2:

Table 5-2: Priority 2 Recommendations Summary Table – Kilmory Industrial Estate to Town Centre via Lochgilphead High School

Description

Improve the existing route between Kilmory Industrial Estate and Lochgilphead town centre.

Issues for consideration

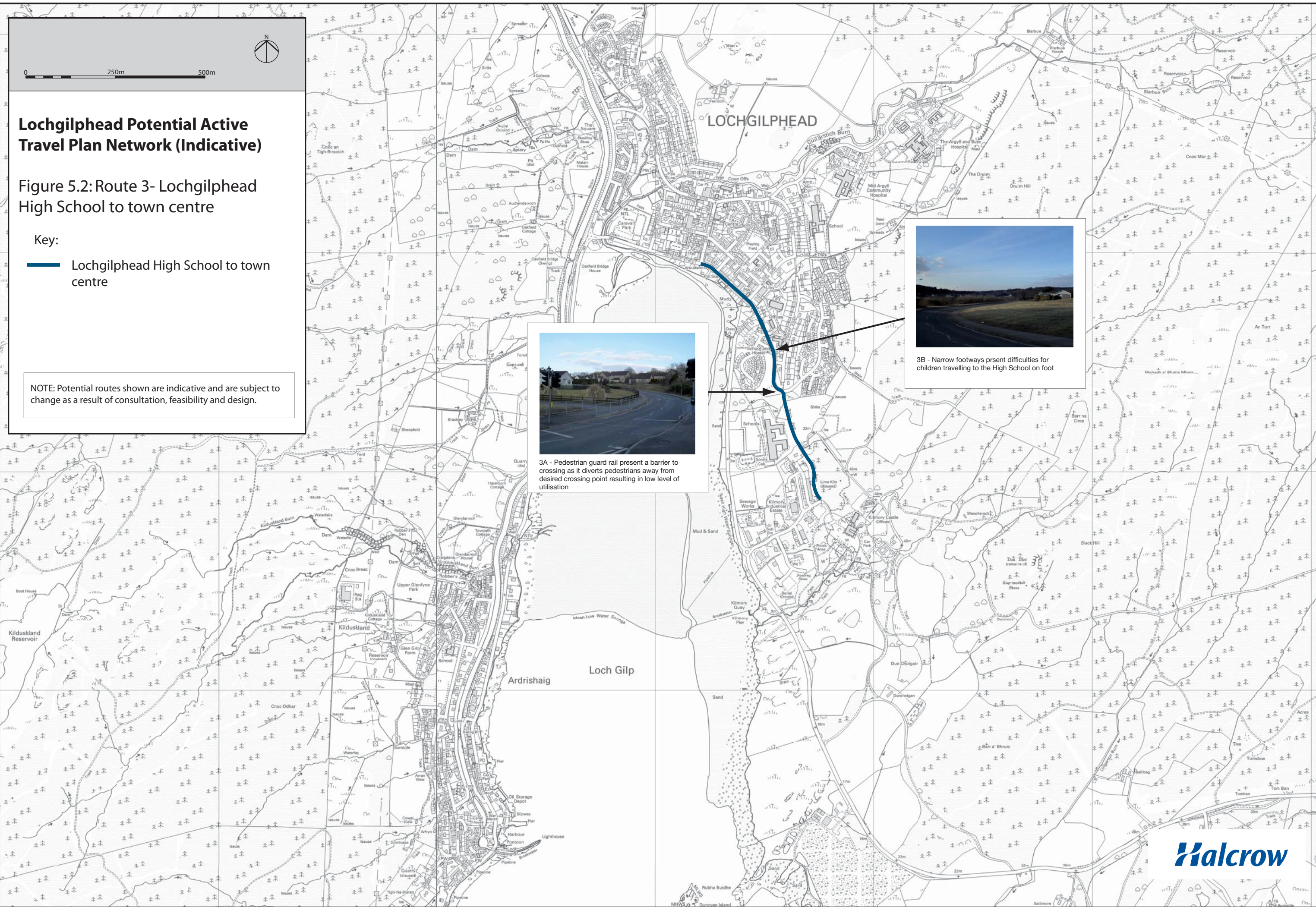
Space may be an issue to accommodate widened footways particularly along Cossack Street

Recommended Intervention (subject to feasibility and design)

Widen footway along Cossack Street, Dunmore Avenue and Kilmory Road


Alter formal crossing at Dunmore Road to reflect desire lines

Sign the route within Lochgilphead town centre and at Kilmory Industrial Estate



Lochgilphead Potential Active Travel Plan Network (Indicative)

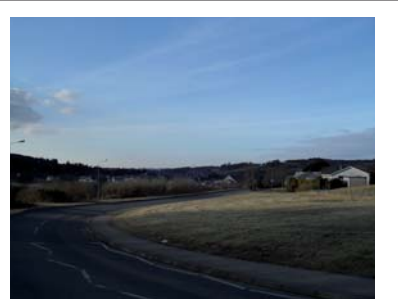
Figure 5.2: Route 3- Lochgilphead High School to town centre

Key:
 Lochgilphead High School to town centre

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



3A - Pedestrian guard rail present a barrier to crossing as it diverts pedestrians away from desired crossing point resulting in low level of utilisation



3B - Narrow footways present difficulties for children travelling to the High School on foot

5.4 Priority 3 Recommendation: Workplace walking & cycling promotional campaign

- 5.4.1 Lochgilphead and Ardrishaig have a good network of footways and traffic free paths. This infrastructure is adequate in terms of facilitating an increase in utility trips. Lochgilphead and Ardrishaig are separate settlements, however are connected by the A83, and the NCN 78.
- 5.4.2 Due to the number of traffic free sections of path, both between Ardrishaig and Lochgilphead and between Kilmory Industrial Estate and Drumore Avenue, there is great potential to promote these links, both on a stand alone basis and encompassing Argyll & Bute Council’s Travel Plan, given that Argyll & Bute Council are a major employer in the area and their headquarters are located within Kilmory castle at Kilmory Industrial Estate.
- 5.4.3 A package of measures to encourage both walking and cycling trips to the workplace should be designed and targeted primarily at the main employers within the area. Argyll & Bute’s Council’s Community Plan prioritises the Promotion of health and wellbeing through activities such as walking and cycling and so emphasises the opportunities to incorporate a promotional campaign with Argyll & Bute Council’s travel plan.
- 5.4.4 The recommendations are summarised below in Table 5-3:

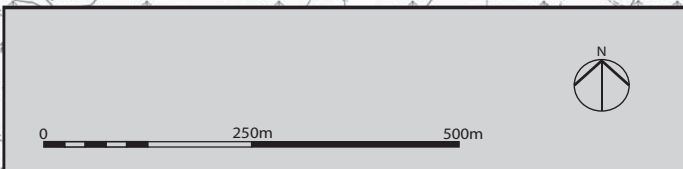
Table 5-3: Priority 3 Recommendations Summary Table – Promotion of Walking & Cycling	
Description	
	Development of a walking & cycling promotion package targeted at major employers in area
Issues for consideration	
	Increase availability of cycle parking available
	Initiative will not work without “buy in” from main employers
	A not for profit organisation such as paths for health may be able to access funding from a range of sources to develop a programme of promotional material
	Funding and resources
	Marketing and promotion may fail if the product is not good and does not appeal to the audience
	Designated walk-in days can help to raise awareness, stimulate discussion and get more people walking
	Promotion needs to be ongoing, one off activities with no sustained follow will be ineffective
Recommended Intervention (subject to feasibility and design)	
	N/A

5.5 Priority 4 Recommendation: Hospital to Town Centre on-road route

- 5.4.1 As part of an integrated walking and cycling network for Lochgilphead & Ardrishaig, the improvement to the corridor between the Mid Argyll Community Hospital and Lochgilphead town centre was identified as a priority. The Hospital is currently accessed via Blarbuie Road, and is served by public transport extending to a West Coast Motors bus service. The hospital has been identified as a key trip attractor within the study area. The hospital is located on higher land behind Lochgilphead’s main town centre.

- 5.5.1 The route begins at Argyll Street, at a point where it would be considered as the main town centre where footways are in excess of 2m in width. There is however no designated crossing points along Argyll Street nor any provision for cyclists. The route travels onto Manse Brae and enters an advisory 20mph zone where footways are still provided on both sides of the road although become narrower.
- 5.5.2 As Blarbuie Road approaches the hospital a footway is only provided on the east side of the road and narrows causing conflicts between passing pedestrians. The condition of the footway in places is a concern and poorly placed broken tactile paving is evident. Street lighting is provided along the length of the route which assists both navigation along the route and the perception of safety.
- 5.4.3 Although the topography may limit active travel, a number of pedestrians were witnessed travelling to the hospital along Blarbuie Road during site audits, and so is indicative of potential demand for improved facilities.
- 5.4.4 The recommendations are summarised below in Table 5-4:

Table 5-4: Priority 4 Recommendations Summary Table – Hospital to Town Centre on-road route	
Description	
	Provision of widened footways, dropped kerbs and appropriate crossing facilities
Issues for consideration	
	Steep topography towards Mid Argyll Hospital
	Footways currently provided only on east side of road on Blarbuie Road
	Road width may not be sufficient to provide on road cycle route
Recommended Intervention (subject to feasibility and design)	
	Provide pedestrian crossing facilities at roundabout as Argyll Street joins Lochnell Street.
	Provide crossing facilities on Argyll Street at Lorne Street/ Union Street
	Investigate options for footway widening along Blarbuie Road
	Consider the provision of dropped kerbs along the length of the corridor as side roads merge.

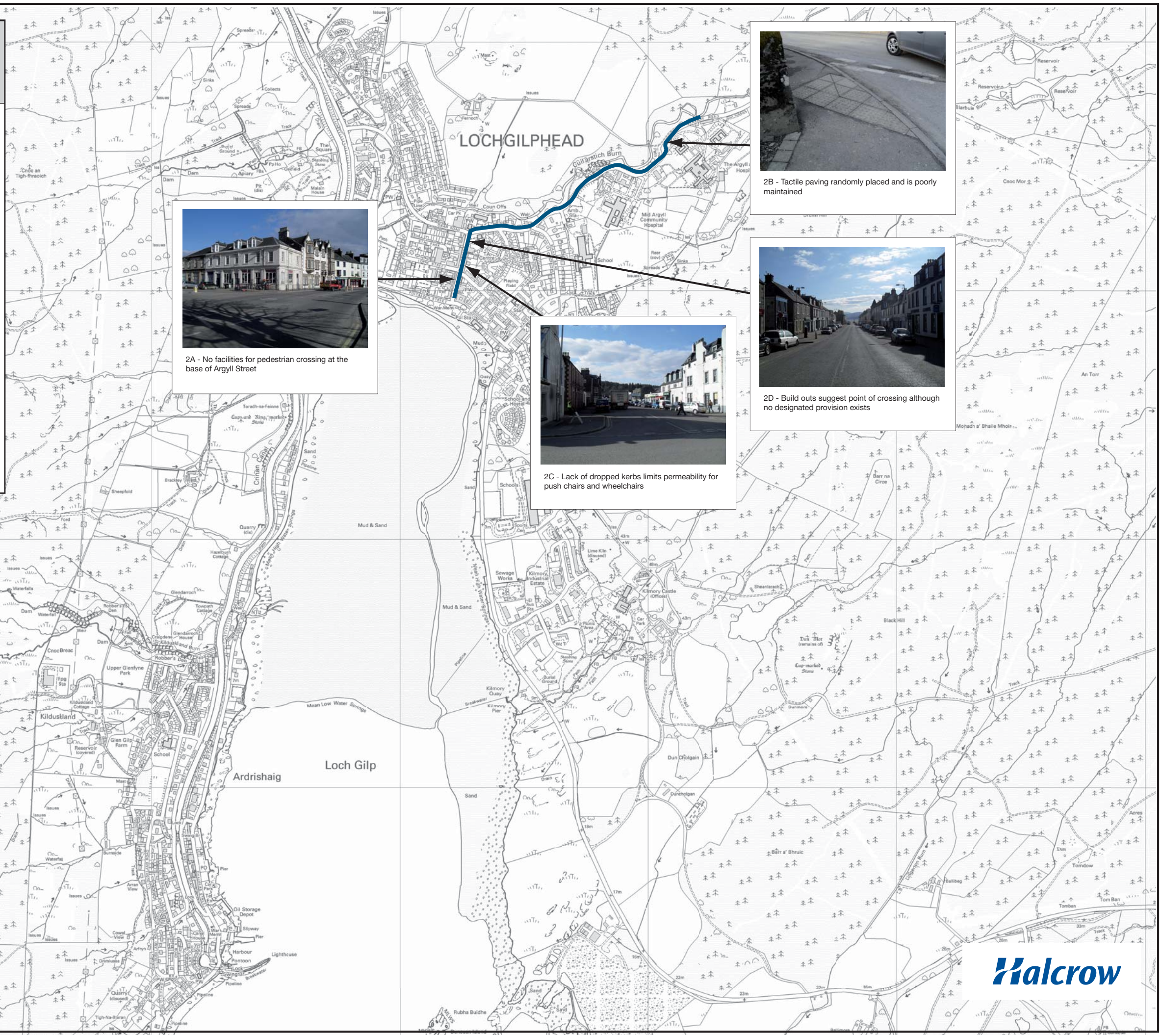


Lochgilphead Potential Active Travel Plan Network (Indicative)

Figure 5.3: Route 2- Blarbuie Road and Oban Road (hospital link)

Key:
 Blarbuie Road and Oban Road (hospital link)

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



2A - No facilities for pedestrian crossing at the base of Argyll Street



2C - Lack of dropped kerbs limits permeability for push chairs and wheelchairs



2B - Tactile paving randomly placed and is poorly maintained



2D - Build outs suggest point of crossing although no designated provision exists

6 Conclusions

- 6.1.1 A key priority identified within this active travel audit report is to develop a walking & cycling promotional campaign which is likely to compliment and future infrastructure improvements.
- 6.1.2 The report has highlighted that there is potential to provide three high quality routes. These routes serve settlements and main employers and employment areas as well as Lochgilphead High School.
- 6.1.3 The three routes identified require only minor improvements and so the amount of capital investment will be relatively low. Once the minor improvements are made to these routes the promotional campaign can be commenced and will compliment the capital works.
- 6.1.4 The walking & cycling promotional campaign will compliment any future infrastructure improvements as identified in the other 3 priorities.

Appendix 1: Lochgilphead & Ardrishaig Active Travel Network – Potential Improvements

Route 1 – NCN route 78 Canal Path and Links

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
1A	N/A	NCN78 Can you say where this starts?	A816	Formalise existing desire lines which could potentially link NCR 78 into the west side of Lochgilphead.
1C	N/A	NCN78 at Ardrishaig	NCN78 at Lochgilphead	Consider options for providing an improved sealed surface which is free draining
1D	N/A	NCN 78 Can you say where this starts	A83 Portalloch Street	Investigate options for the provision of crossing facilities to link the route into
1E	N/A	NCN 78 at Ardrishaig	NCN 78 at Lochgilphead	Investigate options for the provision of lighting along section of NCN 78 between Ardrishaig and Lochgilphead.

Route 2 – Hospital to Town Centre on-road route

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
1A	Argyll Street	N/A	N/A	Investigate options for providing crossing facilities along Argyll Street
2B	N/A	Manse Brae	Barbuie Rd	Consider a review of the installation of tactile paving and install at desired crossing points
2C	Brodie Crescent/Manse Brae	Argyll Street	Barbuie Rd	Consider the provision of dropped kerbs as side streets join Argyll Street and Barbuie Rd.
2D	Argyll Street	N/A	N/A	Investigate options to formalise existing footway build outs to provide crossing points for pedestrians.

Route 3 – Kilmory Industrial Estate to Town Centre via Lochgilphead High School

Ref	Street	Start	End	Potential intervention (All subject to feasibility and design)
3A	Dunmore Avenue	Located at school crossing		Review signalised crossing and investigate options to provide a user friendly crossing that serves the existing desire line
3B	Kilmory Road	As joins Dunmore Avenue		Investigate options to provide widened footways