
ARGYLL AND BUTE COUNCIL

Bute and Cowal

**DEVELOPMENT AND ECONOMIC
GROWTH**

03 September 2024

**DUNOON TO HUNTERS QUAY ACTIVE TRAVEL ROUTE : CONCEPT DESIGN
AND FUTURE EXTERNAL FUNDING**

1.0 EXECUTIVE SUMMARY

- 1.1. This report provides an update to Members on the Dunoon to Hunters Quay active travel route, highlights the next steps and seeks support from Members for the

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AND FUTURE EXTERNAL FUNDING**

2.0 INTRODUCTION

2.1. This report provides an update to Members on the progress made to date on the Dunoon to Hunters Quay active travel project, highlights the next steps and seeks support for the project from Members.

3.0 RECOMMENDATIONS

3.1 It is recommended that the Bute and Cowal members:

- Note the progress made to date.
- Support the con

Preparation and Brief, (2) Concept Design), (3) Developed Design, (4) Technical Design, (5) Construction, (6) Handover & Close Out and (7) In Use.

January – June 2023: Stage 0-2 Concept Design

- 4.5. Following the confirmation of PFE funding that was awarded specifically for this project

- 4.13. There was particular concern raised from businesses at Kirn about the loss of parking around Kirn and the impact this could have on the viability of their businesses.
- 4.14. Following the largely negative responses from the community to the initial concept design it was agreed with the PFE fund manager, Sustrans, to prepare a new concept design that did not required to remove significant levels of on street parking. Officers secured additional funding from the Scottish

- 4.18. A public consultation on the new concept design was held between 29th January and the 26th February 2024 and a drop in day was held in the Queens Hall on the 31st January.
- 4.19. The concept design was split into 4 sections for the consultation; Section A- Victoria Parade to Riverside Leisure Centre. Section B Riverside Leisure Centre to Kirn. ; Section B Through Kirn and Section D Kirn to Hunters Quay at a location approximately 100m south of the ferry terminal.
- 4.20. Section A proposed a design for a bidirectional segregated cycle track utilising the existing available road and footway width without the need to remove any on street parking.
- 4.21. Sections B-D proposed widening the footway to create a wider shared surface path for walking, wheeling and cycling. This was largely achievable by using the existing road verge; however as the route approaches Hunters Quay the available usable verge width significantly reduces and it was proposed to extend the existing double yellow lines from the Hunters Quay ferry terminal further south towards Kirn to allow for the wider footway and be able to retain the required carriageway running widths.
- 4.22. The design also contains a series of improved crossing facilities along the length of the route. The proposed crossing at Kirn required the removal of approximately 5 on street parking bays to allow for safe visibility lines. The

- Retaining some on-street parking between Kilm and Hunters Quay through amendments to the extent of new double yellow lines.
- Proposal for a new formal crossing facility outside Fountain Quay Care Home.
- The retention of the mini-roundabout at the junction between John Street and the Esplanade (rather than a new priority junction) and the removal of the formal crossing facility proposed at this location.
- Incorporation of a raised table at key junctions (rather than a continuous footway)
- Inclusion of zebra crossing facilities across the segregated cycle track in proximity to the Dunoon Ferry Terminal

4.26. A stakeholder meeting was held with Police Scotland on 12th March who raised no major concerns about the design at this stage.

4.27. A post consultation workshop with stakeholders was held on 13th March to provide feedback on the findings of the consultation and to provide an update on proposed next steps.

4.28. As a complete package this project has so far produced

- A Concept Design Package which includes:
 - General Arrangement Plans and Cross Sections
 - Technical Surveys:
 - On street parking beat surveys
 - On street parking, duration of stay and occupancy surveys
 - Automatic traffic counter and traffic flow speeds surveys
 - Car park occupancy surveys
 - Classified junction turning counts
 - Walking, wheeling and cycling flows surveys
 - Topographical survey
 - Utilities survey
 - Desk top flood risk review.
 - Preliminary Ecological Appraisal
 - Stage 1 Road Safety Audit
 - Constraints Plan
- A Business Case which includes:

likely to require social care services in later life which could result in a future saving to the Council or HSCP.

- 6.3. **Legal** Continued input will be required from Legal Services to support any land purchase.
- 6.4. **HR** None.
- 6.5. **Fairer Scotland Duty:**
- 6.5.1 Equalities Completion of this project will provide enhanced opportunities within the project area for people to travel more sustainably and actively by walking, wheeling and cycling.
- The route has been designed to be DDA compliant and will provide a safe and accessible route for those with mobility aids including wheelchairs and
- 6.5.2 Socio-economic Duty The route will improve access to essential services, retail, leisure and employment opportunities for local residents, with studies demonstrating those who travelled actively had a higher monthly spend in local businesses than those who travel via motorised transport.
- The design will also offer opportunities for individuals to travel for leisure, again encouraging spend in local businesses connected by the route.
- 6.5.3 Islands There are no adverse impacts.
- 6.6. **Climate Change** Active Travel is the least carbon intensive mode of travel. Providing the opportunity for residents and visitors to consider an alternative to having to use a private car to travel between these communities will
- 6.7. **Risk** There is a reputational risk to the Council if the project is not completed within a reasonable timeframe and if community support for the project is not obtained.
- 6.8. **Customer Services** None.
- 6.9. **The Rights of the Child (UNCRC)** Completion of this project will provide enhanced facilities designed to be suitable for use by an unaccompanied 12 year old. The route has been designed to be DDA compliant and will provide a safe and accessible route for children with disabilities.

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