

Public Document Pack

Argyll and Bute Council **Comhairle Earra-Ghàidheal Agus Bhòid**

Executive Director: Douglas Hendry



Kilmory, Lochgilphead, PA31 8RT
Tel: 01546 602127 Fax: 01546 604435
DX 599700 LOCHGILPHEAD

24 February 2021

SUPPLEMENTARY PACK 1

BUTE AND COWAL AREA COMMITTEE - SKYPE on TUESDAY, 2 MARCH 2021 at 10:00 AM

I enclose herewith **item 12 (DUNOON TOWN CENTRE SPACES FOR PEOPLE TEMPORARY PROPOSALS)** which was not included on the Agenda for the above meeting and will be considered in the public session.

Douglas Hendry
Executive Director

ADDITIONAL ITEM

12. DUNOON TOWN CENTRE SPACES FOR PEOPLE TEMPORARY PROPOSALS (Pages 3 - 54)

Report by Executive Director with the responsibility for Development and Economic Growth

Bute and Cowal Area Committee

Councillor Jim Anderson
Councillor Jim Findlay
Councillor Bobby Good (Chair)
Councillor Jean Moffat

Councillor Gordon Blair
Councillor Audrey Forrest
Councillor Yvonne McNeilly (Vice-Chair)
Councillor Alan Reid

Contact: Stuart McLean, Committee Manager - 01436 658717

Adele Price-Williams, Senior Committee Assistant - 01546 604480

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ARGYLL AND BUTE COUNCIL**Bute and Cowal Area Committee****DEVELOPMENT AND ECONOMIC
GROWTH****02 March 2021**

Dunoon Town Centre Spaces for People Temporary Proposals

1.0 EXECUTIVE SUMMARY

- 1.1. This report updates Members on the outcomes of three consultation on the proposals for temporary changes in Dunoon Town Centre to increase space available to pedestrians to safely maintain social distancing as per government guidance.
- 1.2. A total of three consultations have been undertaken in relation to these proposals since the start of the covid-19 pandemic. These consultations were a community wide consultation (Jul 2020, 353 responses), targeted business consultation (Feb 2021, 35 responses) and a targeted taxi/private hire operator consultation (Feb 2021, 3 response).
- 1.3. The overall response from the community was broadly positive towards the proposed temporary changes with an average of two-thirds (66.7%) in favour. However, only around one-third (37%) of local businesses were in favour and none of the taxi/private hire operators were in favour of the proposed temporary changes.
- 1.4. Separately, Officers are progressing work to support Dunoon and south Cowal. The measures include providing improved passenger ferry waiting facilities in Dunoon, develop designs for improvements to the public realm in Argyll Gardens, improve the pedestrian signage in Dunoon, creating a smartphone app to encourage residents and visitors to explore Dunoon and supporting the establishment of a Cycle Bothy to encourage residents to consider walking/cycling for some journeys including leisure.

2.0 RECOMMENDATIONS

- 2.1. It is recommended that the Bute and Cowal members:
 - 2.1.1. Note the responses to the Community Consultation, Jul 2020 (Appendix 1), Business Consultation, Feb 2021 (Appendix 2) and Taxi/Private Hire Consultation, Feb 2021 (Appendix 3).
 - 2.1.2. Instruct Officers, given the results of the public consultation, not to take forward the proposals for temporary changes to Dunoon Town Centre to increase space for pedestrians in response to the covid-19 pandemic.

- 2.1.3. Welcome the other measures being implemented to support residents and visitors to Dunoon and Cowal during the covid-19 pandemic and beyond.

Dunoon Town Centre Spaces for People Temporary Proposals

3.0 INTRODUCTION

- 3.1. This report updates Members on the outcomes of three consultation on the proposals for temporary changes in Dunoon Town Centre to increase space available to pedestrians to safely maintain social distancing as per government guidance.
- 3.2. A total of three consultations have been undertaken in relation to these proposals since the start of the covid-19 pandemic. These consultations were a community wide consultation (Jul 2020, 353 responses), targeted business consultation (Feb 2021, 35 responses) and a targeted taxi/private hire operator consultation (Feb 2021, 3 response).
- 3.3. The overall response from the community was broadly positive towards the proposed temporary changes with an average of two-thirds (66.7%) in favour. However, only around one-third (37%) of local businesses were in favour and none of the taxi/private hire operators were in favour of the proposed temporary changes.
- 3.4. Separately, Officers are progressing work to support Dunoon and south Cowal. The measures include providing improved passenger ferry waiting facilities in Dunoon, develop designs for improvements to the public realm in Argyll Gardens, improve the pedestrian signage in Dunoon, creating a smartphone app to encourage residents and visitors to explore Dunoon and supporting the establishment of a Cycle Bothy to encourage residents to consider walking/cycling for some journeys including leisure.

4.0 RECOMMENDATIONS

- 4.1. It is recommended that the Bute and Cowal members:
 - 4.1.1. Note the responses to the Community Consultation, Jul 2020 (Appendix 1), Business Consultation, Feb 2021 (Appendix 2) and Taxi/Private Hire Consultation, Feb 2021 (Appendix 3).
 - 4.1.2. Instruct Officers, given the results of the public consultation, not to take forward the proposals for temporary changes to Dunoon Town Centre to increase space for pedestrians in response to the covid-19 pandemic.

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5.0 DETAIL

Consultations

- 5.1. A community consultation was undertaken between 16–26 July 2020, and received a total of 353 responses. The consultation was promoted via press releases, the Council's social media accounts and partner organisations.
- 5.2. Due to the low response rate to the community consultation from businesses and taxis/private hire operators, further consultations were undertaken between 08-21 Feb 2021 specifically targeting these groups. In support of these consultations, identified business addresses in the affected streets (185) and to the taxi/private hire operators in the Bute and Cowal area (30) were sent letters to inform them of the consultations. The consultations were also promoted via the Council's social media accounts, Dunoon BIDS and Dunoon Area Alliance.

Proposals for Temporary Changes

- 5.2.1. **Argyll Street:** temporarily make more space for pedestrians to safely social distance by temporarily closing Argyll St to some or all traffic.
- 5.2.2. **Hillfoot Street:** temporarily widen the narrow footway on the west side of Hillfoot Street to help pedestrians safely social distance when walking to/from Dunoon town centre and Dunoon Primary School. This would require making Hillfoot Street one-way for traffic and move the on-street parking from the west side to the east side of the street with a parking restriction in front of Dunoon Primary School.
- 5.2.3. **Kirk Brae:** temporarily widen the footway to help pedestrians to safely social distance by removing the waiting and parking on north-west side of Ferry Brae from the junction with Kirk Street through to Argyll Street.

Consultation Responses

- 5.3. Argyll Street 60% of respondents to the community consultation preferred temporary removal of traffic while 26% preferred no change, 32% of respondents to the business consultation preferred temporary removal of traffic while 68% preferred no change, none of respondents to the taxi/private hire consultation preferred temporary removal of traffic with all 3 preferring no change.
- 5.4. Hillfoot St, 73% of community respondents selected an option which supported temporary one-way traffic in Hillfoot Street while 27% preferred no change, 43% of respondents to the business consultation preferred temporary one-way traffic while 57% preferred no change, 2 of respondents to the taxi/private hire consultation preferred temporary one-way traffic while 1 preferred no change.

- 5.5. Kirk Brae, 67% of community respondents indicated that additional footway space in Kirk Brae would make it easier to social distance while 33% didn't support an increase in footway space. 37% of respondents to the business consultation preferred the temporary footway widening in Kirk Brae while 63% preferred no change, none of respondents to the taxi/private hire consultation preferred the temporary footway widening in Kirk Brae all 3 preferring no change.
- 5.6. Further to the online consultations a number of emails were received from local businesses and residents in relation to the proposed temporary changes, with the majority of submissions opposing or raising concerns regarding the proposals. While it has not been possible to include these responses within the results of the engagement surveys these submissions have been taken into account when forming the recommendations to members.

Evidence to support approach

- 5.7. Evidence from academic studies and similar measures implemented elsewhere in Scotland during the covid-19 pandemic indicate that increasing the space available to pedestrians within town centres, even when it involves the removal of some or all motor vehicles, makes town centres a more attractive destination resulting in increased footfall and increased spend in local businesses. While not examined in the referenced work below, it would be reasonable to expect that an increase in people travelling to Dunoon Town Centre would result in an increase in business for taxi/private hire.
- 5.8. The Pedestrian Pound (Living Streets, 2018) found improving opportunities to walk and/or cycle, including where motor vehicles are removed to create additional space, increased footfall by between around 30%, with retail sales increasing by 20% - 46%. www.livingstreets.org.uk/policy-and-resources/our-policy/high-streets
- 5.9. Active Travel and Economic Performance (Sustran, Living Streets, TAS; 2017) found pedestrianisation of town centres increase footfall by an average of 30%. The research also identified that while shoppers visiting town centres by car had a higher spend per single visit, shoppers arriving by sustainable travel modes (pedestrian, cyclist, public transport) visited more frequently and had a higher spend over a month. www.sustrans.org.uk/media/4472/4472.pdf and www.sustrans.org.uk/our-blog/opinion/2020/may/what-are-the-economic-impacts-of-making-more-space-for-walking-and-cycling
- 5.10. Economic Benefits of the Reallocation of Street Space (Ryder Architecture, 2020) found that walking and cycling projects can increase retail sales by 30 percent or more, and that if more space is given for walking and cycling and less to cars, the absence of customers arriving by car is more than compensated by people arriving on foot or by bike. This review of evidence also identified that Shoppers accessing the town centre on foot or by bicycle do so more frequently than those accessing the centre by car; that Cycle parking can generate up to five times the retail spend for the same area of car parking; and, that 38% of local residents visit their nearest town centre several

times a week for small 'top up' or leisure trips. www.ryderarchitecture.com/wp-content/uploads/2020/06/Economic-benefits-of-the-reallocation-of-space-3.pdf

- 5.10.1. A recent practical example of the benefits of increasing pedestrian space is Union Street, Dundee, which has had significant reallocation of roadspace from motor vehicles to pedestrians during the covid-19 pandemic. Union Street was closed to motor vehicle in July 2020. Following initial concerns, by September 84% of businesses on the street felt the changes had been positive and 62% said it had been good for their business. Access was retained for delivery vehicles outside trading hours and local bus services were re-routed to neighbouring streets. www.dundee.gov.uk/news/article?article_ref=3746
www.dundeeandanguschamber.co.uk/news/Union-Street-Pedestrian-Zone-0_8522.html
www.eveningtelegraph.co.uk/fp/football-boom-leads-to-calls-for-pedestrianisation-of-union-street-to-become-permanent/

Finances

- 5.11. In April 2020, the Scottish Government announced a single-year fund to assist councils to install temporary measures which would support safe social distancing for pedestrians and/or cyclists undertaking essential journeys during the covid-19 pandemic. The definition of essential journeys includes shopping, education and travel to work. The fund, Spaces for People, is being administered by Sustrans on behalf of the Scottish Government and was open in early summer 2020 for competitive applications from all Council and similar public bodies. Due to a significant over subscription, the value of the available funding was increased from £10M to £30M. Argyll and Bute Council successfully applied for a total of £915,000, with £465,000 allocated to measures related to town centres and £450,000 for measures related to access to schools. To date a total of £740,000 has been expended across Argyll and Bute with Officers working to expend the remaining £175,000 by 30 April 2021.
- 5.12. The Scottish Government has confirmed that there are no plans for similar funding to be made available in 2021-22. Some flexibility has been made for the carry over of up to 10% of the funding into 2021-22 to pay for the ongoing maintenance and removal of temporary measures installed before April 2021. The final date on which any costs for the installation of new measures can be claimed is 14 May 2021. Allowing for the necessary time to compile, validate and submit the grant claim, all works to be funded via the Spaces for People fund must be implemented by 30 April 2021.
- 5.13. The deadline of 30 April 2021 for implementation of all works eligible for the external Scottish Government Spaces for People funding would be a challenging timescale to implement these temporary proposals and would require considerable focus by the Roads and Infrastructure Service given the requirement to develop and implement the necessary Temporary Traffic Regulation Order (TTRO) and supporting physical measures. Any works after 30 April 2021 would require to be funded from internal budgets.

Longer-term options

- 5.14. The consultations demonstrated support from the community in relation to the proposed temporary measures. This may indicate that there is community support for longer-term improvements to the pedestrian space and facilities in Dunoon Town Centre. Should there be community support for longer-term changes; members could consider the potential for development of longer-term options to increase the pedestrian space in Dunoon Town Centre.
- 5.15. Longer-term options could be developed on a permanent basis or on a reoccurring but temporary basis, for example, Edinburgh City Council has an Open Streets programme that closes identified key retail streets to all traffic other than pedestrians and cyclists on the first Sunday of every month between 10am and 5pm.
- 5.16. Any development of potential longer-term options should be led by the Roads and Infrastructure Service as the service responsible for the roads and footways within Dunoon Town Centre and include further community and business engagement to identify the level of support for changes beyond the covid-19 pandemic.

Other Works in Dunoon

- 5.17. Dunoon ferry passenger waiting area. Proposals to improve the covered passenger waiting area for the CALMAC operated Dunoon passenger ferry were strongly supported by the community during the consultation in July 2020. Officers in the Roads and Infrastructure service are working to deliver a new covered passenger waiting area to enable passengers to safely social distance while waiting for the ferry. These works are forecast to cost £40,000.
- 5.18. Argyll Gardens public realm. As a key public space, Argyll Gardens provides a focus within Dunoon town centre. The design work to be commissioned will seek to develop a cohesive design for Argyll Gardens to tie in with the wider regeneration activities in Dunoon building on the investment to the lighting and events infrastructure. These design works are forecast to cost £5,000.
- 5.19. Dunoon pedestrian signage. Refurbishment and replacement of the traditional fingerpost style pedestrian signs in Dunoon. Signs will be repainted white and black to match the other historical signs in Dunoon, 54 finger blades will be updated and replaced. A review of blue cycle road signs has identified a number of out of date signs that will be removed. These works are costing £17,800 funded from the Smarter Choices Smarter Places programme.
- 5.20. Discover Dunoon smartphone app. Development of a downloadable smartphone app providing a series of digital trails within Dunoon that will encourage residents and visitors to explore their town. The digital trails will complement existing information, displays and exhibitions and include a range of media including photographs, augmented reality, audio, video and text. The app will also provide a 'treasure trail' game aimed at younger residents. A similar app was developed for Campbeltown in 2020 and is available to download for android and apple phones (search "Discover Campbeltown").

The development of the smartphone app is costing £17,900 funded from the Smarter Choices Smarter Places programme.

- 5.21. Dunoon Cycle Bothy. Following the successful establishment of the Ardrishaig Cycle Bothy, Officers are supporting Cycling UK to establish a Cycle Bothy project in Dunoon based on the successful model of the Gourock Cycle Bothy which has been operating for a number of years. The Dunoon Cycle Bothy will provide support to residents to trial walking and/or cycling including led health walks, led cycle rides, family cycle rides, opportunity to trial electric bikes and advice on the benefits of walking/cycling. Argyll and Bute Council contributed £15,000 from the Smarter Choices Smarter Places programme towards the costs of establishing and operating the Cycle Bothy. It is proposed to complete the refurbishment of the Castle Lodge building to base the Bothy at this location 100% funded by Crown Estate Funding.

6.0 CONCLUSION

- 6.1. The proposals to temporarily reallocate roadsapce in Argyll Street, Hillfoot Street and Kirk Brae to pedestrians are supported by research that identifies that similar measures in other locations have had a positive impact on footfall and the income of local businesses. The community consultation (July 2020) identified that two-thirds (66.7%) of respondents supported the proposals, although significantly lower levels were identified in local businesses (Feb 2021) where around one-third (37%) and none of the taxi/private hire operators (Feb 2021) who responded supported the proposals.

7.0 IMPLICATIONS

- 7.1. **Policy** Implementation of these temporary changes would support the Council's SOA outcomes 2: We have infrastructure that supports sustainable growth and 5: People live active, healthier and independent lives. The project also supports achievement of the Scottish Government's objectives set out in the Cycling Action Plan for Scotland (CAPS) and Let's Get Scotland Walking - The National Walking Strategy.
- 7.2. **Financial** External funding received from the Scottish Government's Spaces for People programme would fund any design and construction prior to end-April 2021. The council have not contributed any funding to design or capital costs.
- 7.3. **Legal** Input would be required from Legal Services to support the necessary Temporary Traffic Regulation Order (TTRO).
- 7.4. **HR** None.
- 7.5. **Fairer Scotland Duty:**

6.5.1 Equalities	The proposed temporary changes would increase the opportunities for residents and visitors to Dunoon to travel more sustainably and actively by walking, wheeling and cycling.
6.5.2 Socio-economic Duty	The proposed temporary changes would increase the opportunities for those with mobility aids including wheelchairs and parents/guardians with a child's pram or buggy to access Dunoon town centre more easily.
6.5.3 Islands	There are no adverse impacts.
7.6. Risk	There is a reputational risk to the Council if the implementation of the temporary changes was not undertaken in a sensitive and timely manner, taking account of the feedback received from the engagement undertaken to date.
7.7. Customer Services	None.

Executive Director with the responsibility for Development and Economic Growth: Kirsty Flanagan

Policy Lead: Cllr Robin Currie

22 February 2020

For further information contact: Colin Young
Strategic Transportation Delivery Officer
Colin.Young@argyll-bute.gov.uk
Tel: 01546 604275

Appendix 1: Dunoon Spaces for People Community Consultation Report (July 2020)

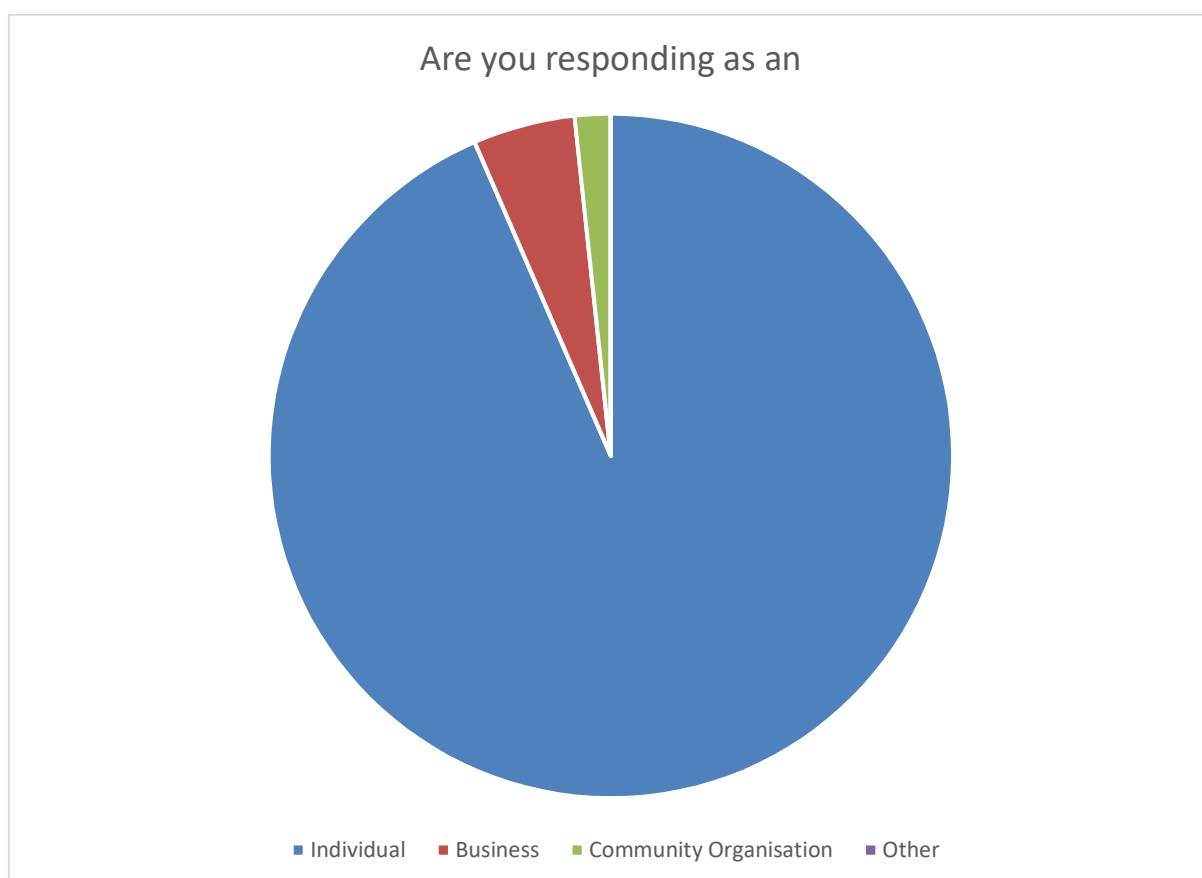
Appendix 2: Dunoon Spaces for People Business Consultation Report (February 2021)

Appendix 3: Dunoon Spaces for People Taxi/Private Hire Operator Consultation Report (February 2021)

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Spaces for People: Dunoon Consultation Results

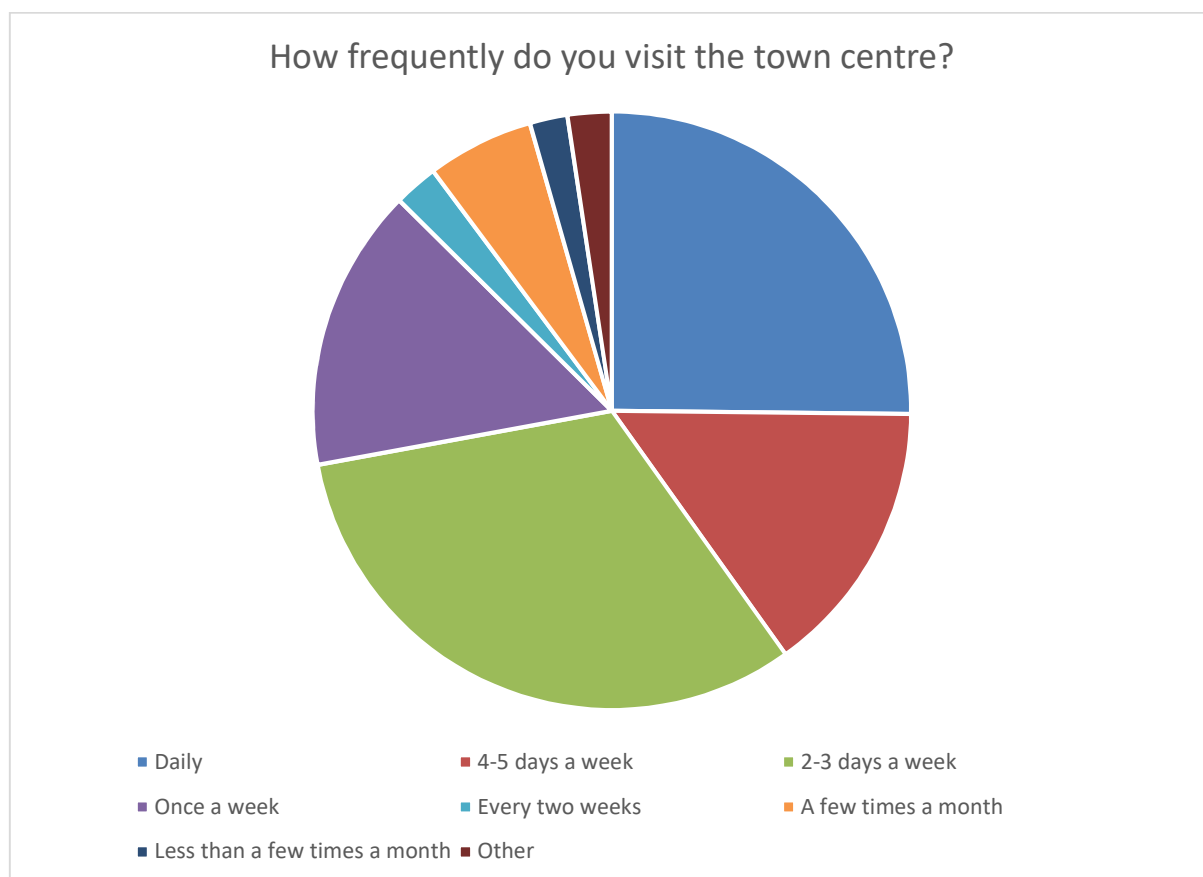
- 1.1. Following the Spaces for People Funding award, an on-line public consultation was undertaken on potential temporary interventions in order to gather community, resident and business feedback on the proposals. The consultation was available on the Council's consultation webpage for 10 days (16 to 26 July). The consultation was promoted via a press release, social media posts, email to all community councils, provision of information via business and community groups and via economic development officer's local contacts.
- 1.2. A total of 353 responses were received to the survey for Dunoon. The majority (330 / 93%) were from individuals, with 17 (5%) from businesses and 6 (2%) from community organisations. The Community Organisations who provided a name within their response were Charity, Dunoon Foodbank, Education and Lochgoil Community Council.



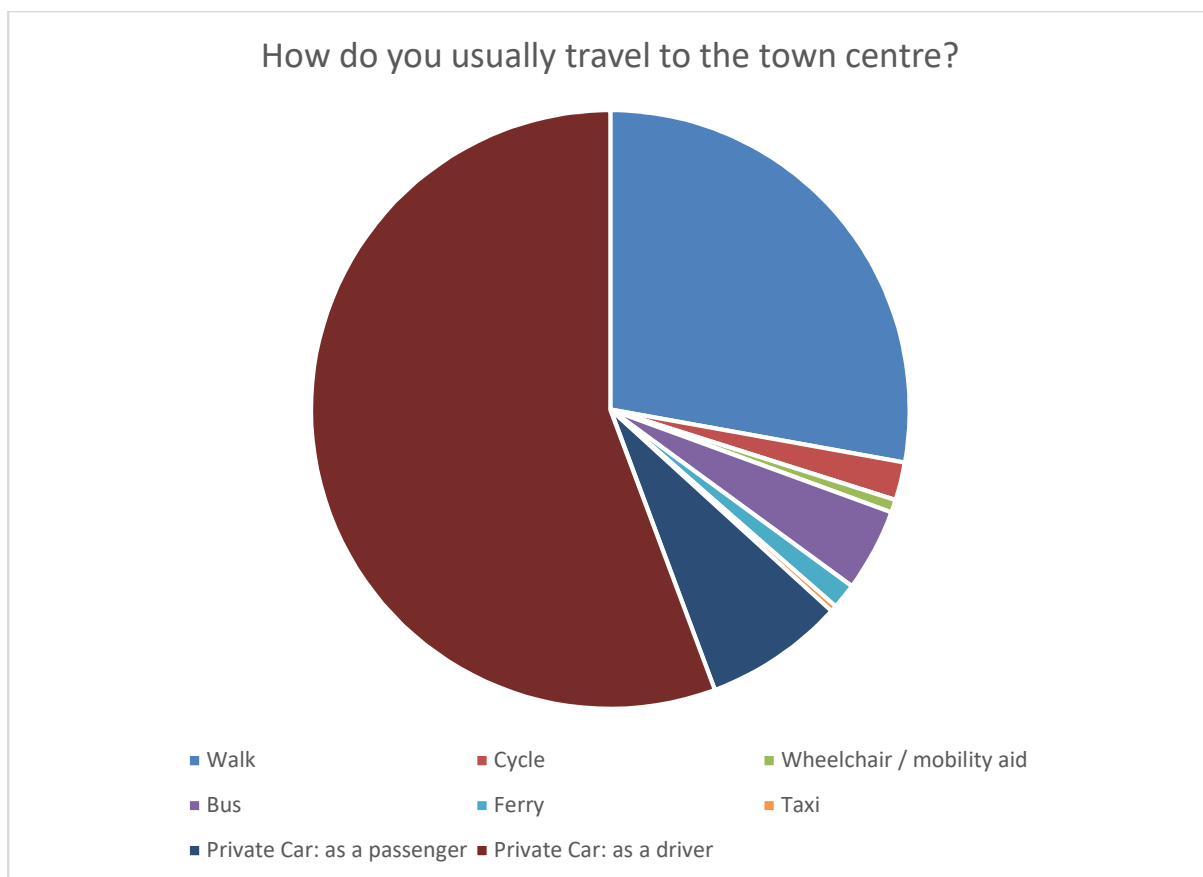
- 1.3. Individuals, businesses and other respondents were asked to provide postcode information to postcode sector, i.e. to the first digit of second part of postcode information. A total of 265 respondents provided postcode information. The full postcode information provided by respondents is provided in Appendix 1. The majority of respondents were from Dunoon and Innellan (PA23 7) with 121

respondents; and, Kilmun and Sandbank (PA23 8) with 131 respondents. The remaining 31 respondents provided 17 different postcode areas.

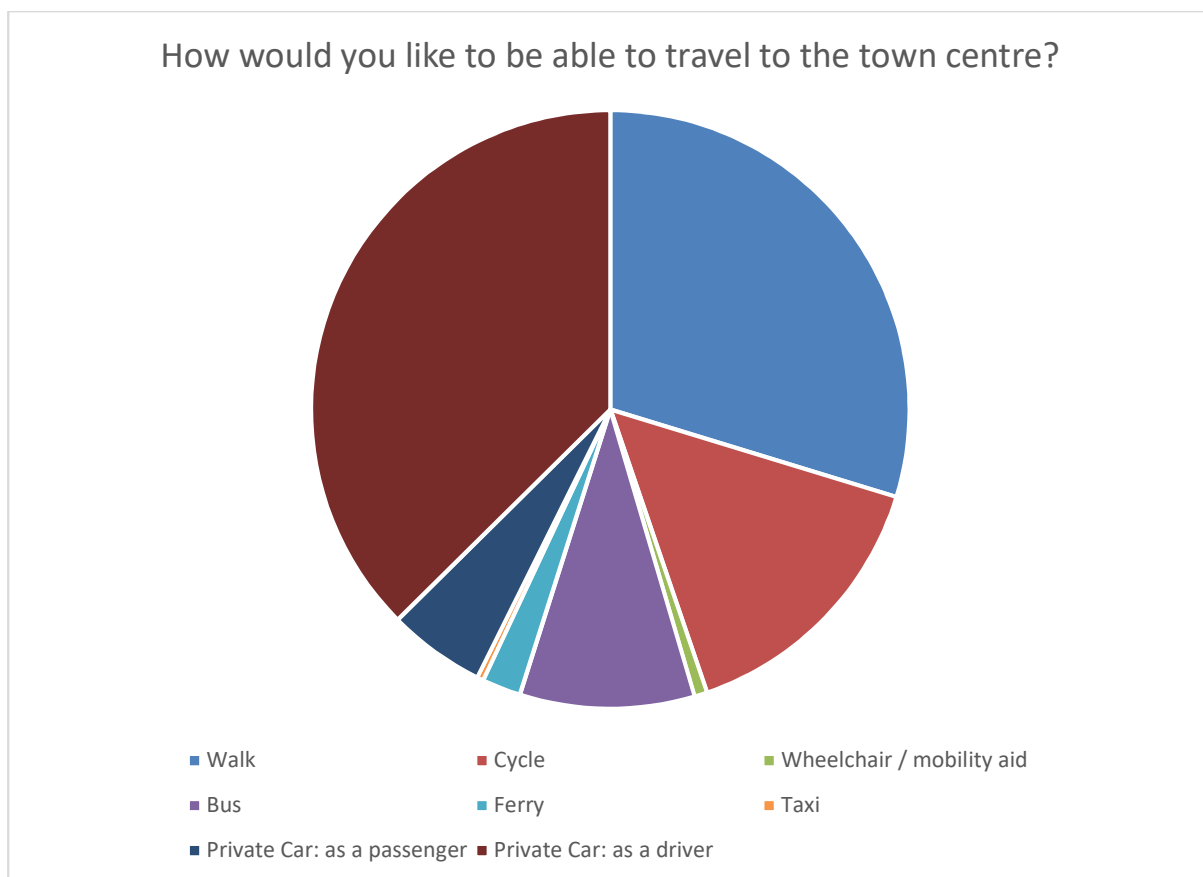
- 1.4. Of the individual and other respondents, 290 responded to the question asking how frequently they visited the town centre. Of those who responded, 74 (26%) visited the town centre daily, 44 (15%) 4-5 days per week, 94 (32%) 2-3 days per week, 45 (16%) once a week, 7 (2%) every two weeks, 17 (6%) a few times a month and 6 (2%) less than a few times a month.



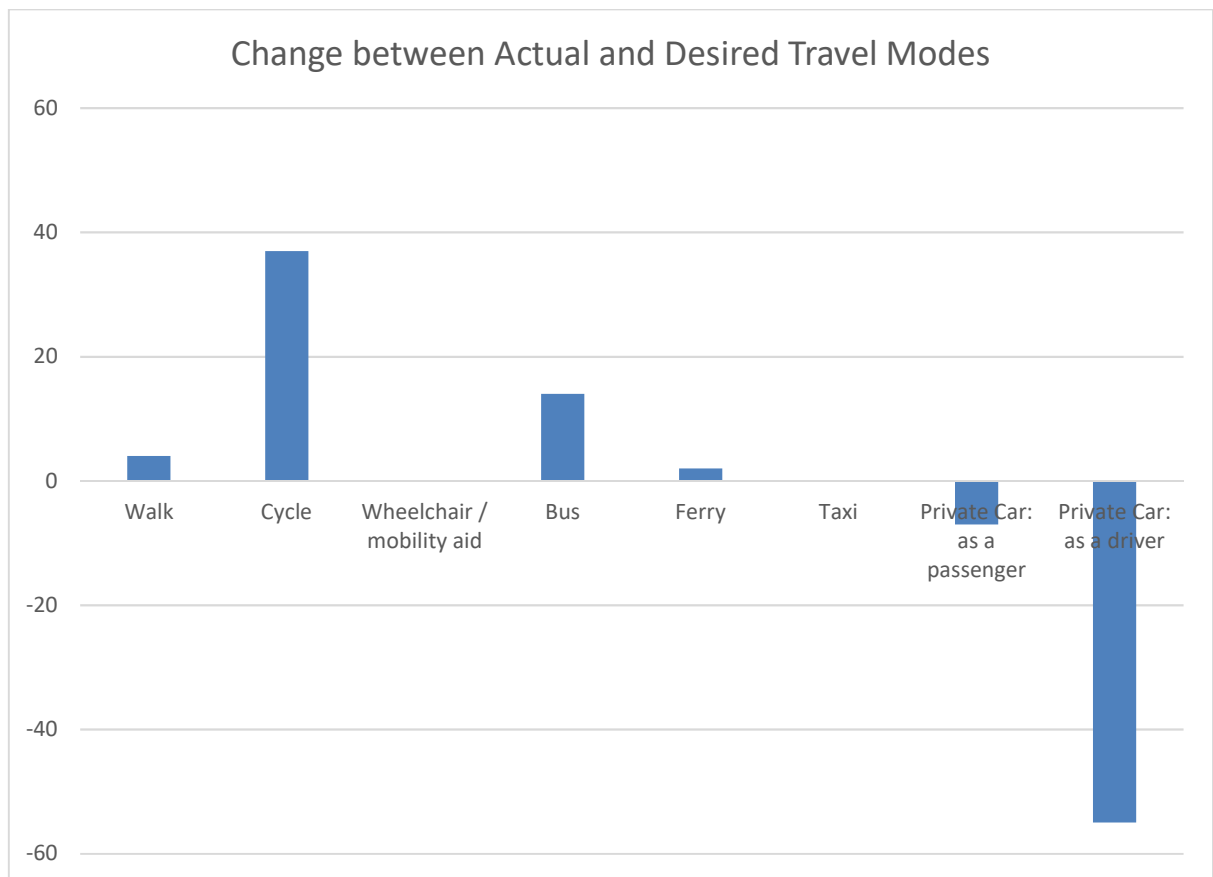
- 1.5. Of the individual and other respondents, 291 responded to the question asking how they usually travelled to the town centre. Of these the majority (162 / 56%) travelled to the town centre as the driver of a private car, 81 (28%) as a pedestrian, 22 (8%) as a car passenger, 13 (4%) by bus, 6 (2%) by bicycle, 4 (1%) by ferry, 2 (0.7%) by wheelchair/mobility aid and 1 (0.3%) by taxi.



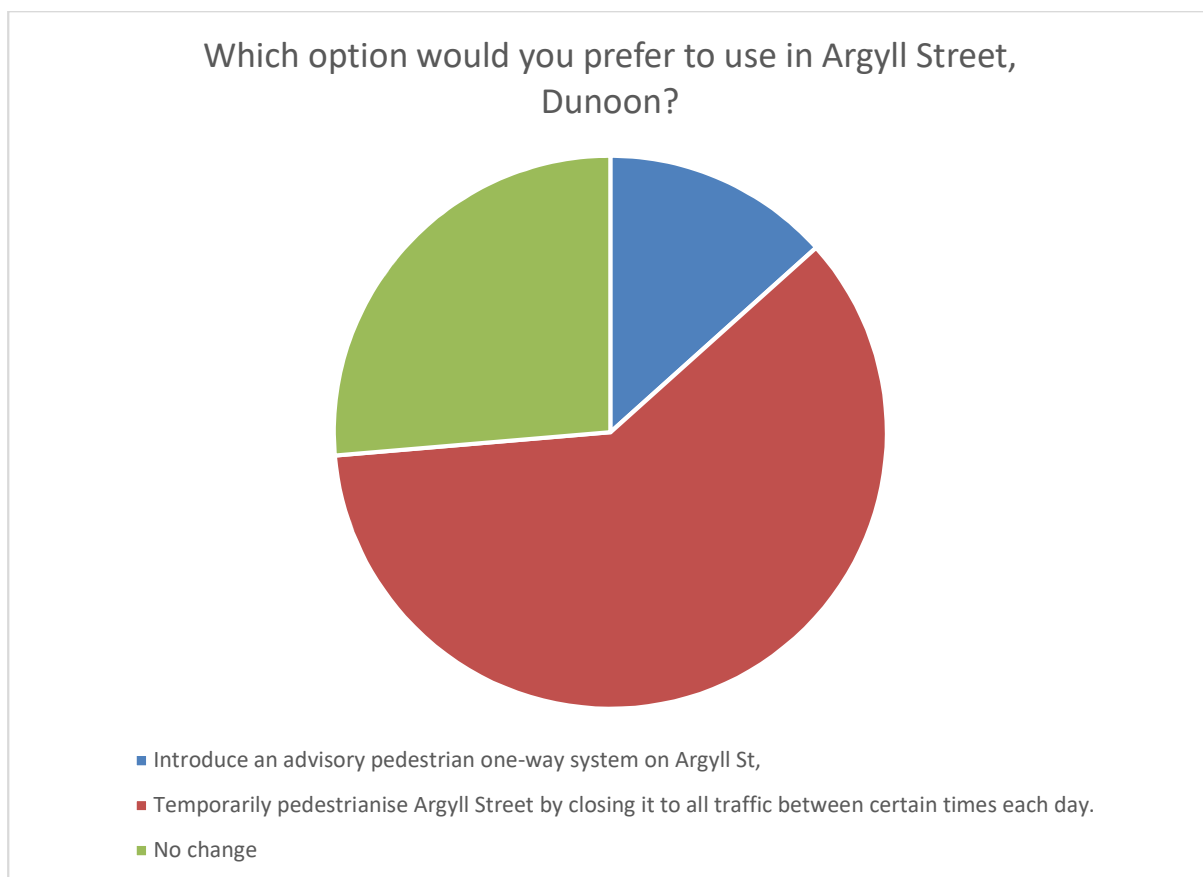
- 1.6. Of the individual and other respondents, 286 responded to the question asking how they would like to be able to travel to the town centre. The majority of respondents selected as the driver of a private car (107 / 37%), 85 (30%) as a pedestrian, 43 (15%) by bicycle, 27 (9%) by bus, 15 (5%) as a car passenger, 6 (2%) by ferry, 2 (0.7%) by wheelchair/mobility aid and 1 (0.3%) by taxi.



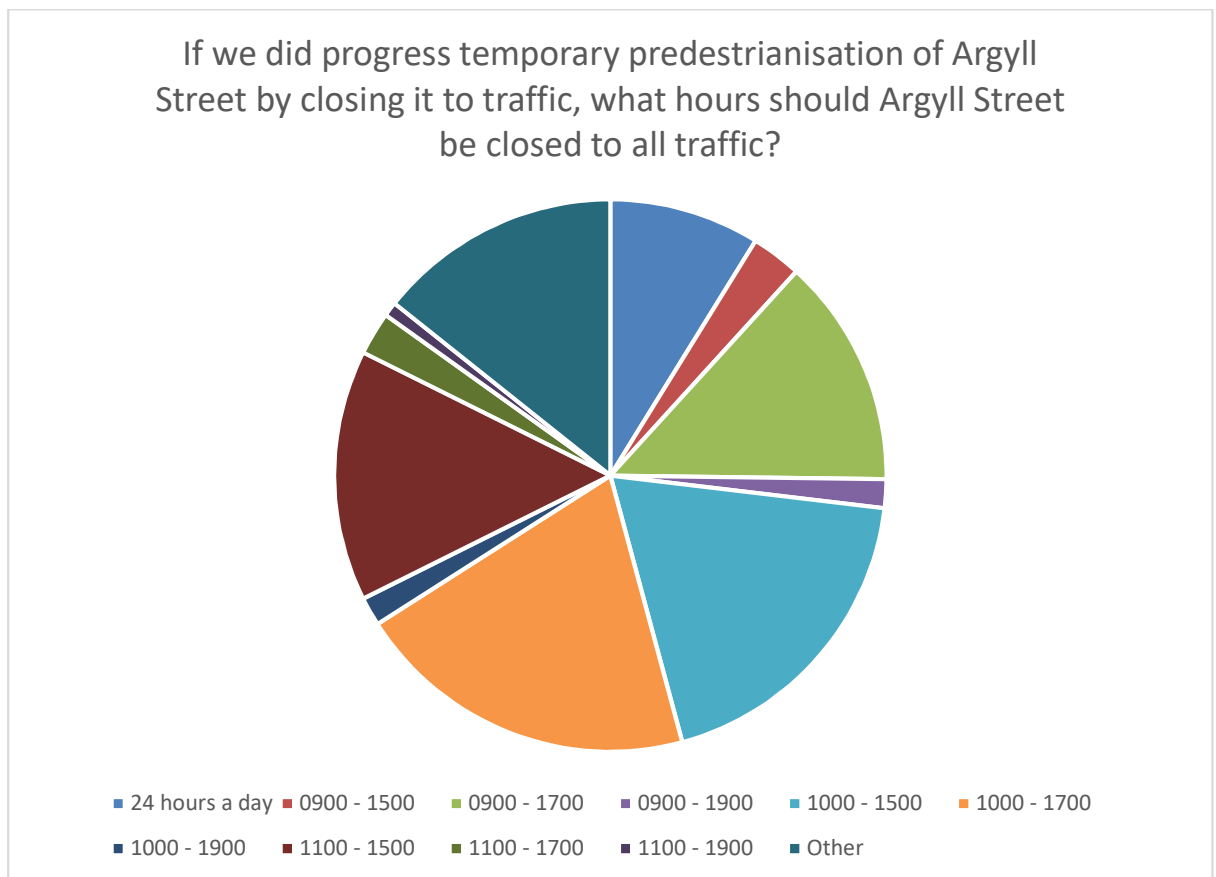
- 1.7. The main changes between the current/actual travel modes used and desired travel modes to Dunoon town centre is a significant reduction in desire to travel by private car as a driver (-34%) or passenger (-32%). The main mode respondents wished to travel by but don't currently was bicycle (+617%), bus (+108%), with smaller numbers selecting walking (+5%) or Ferry (+50%).



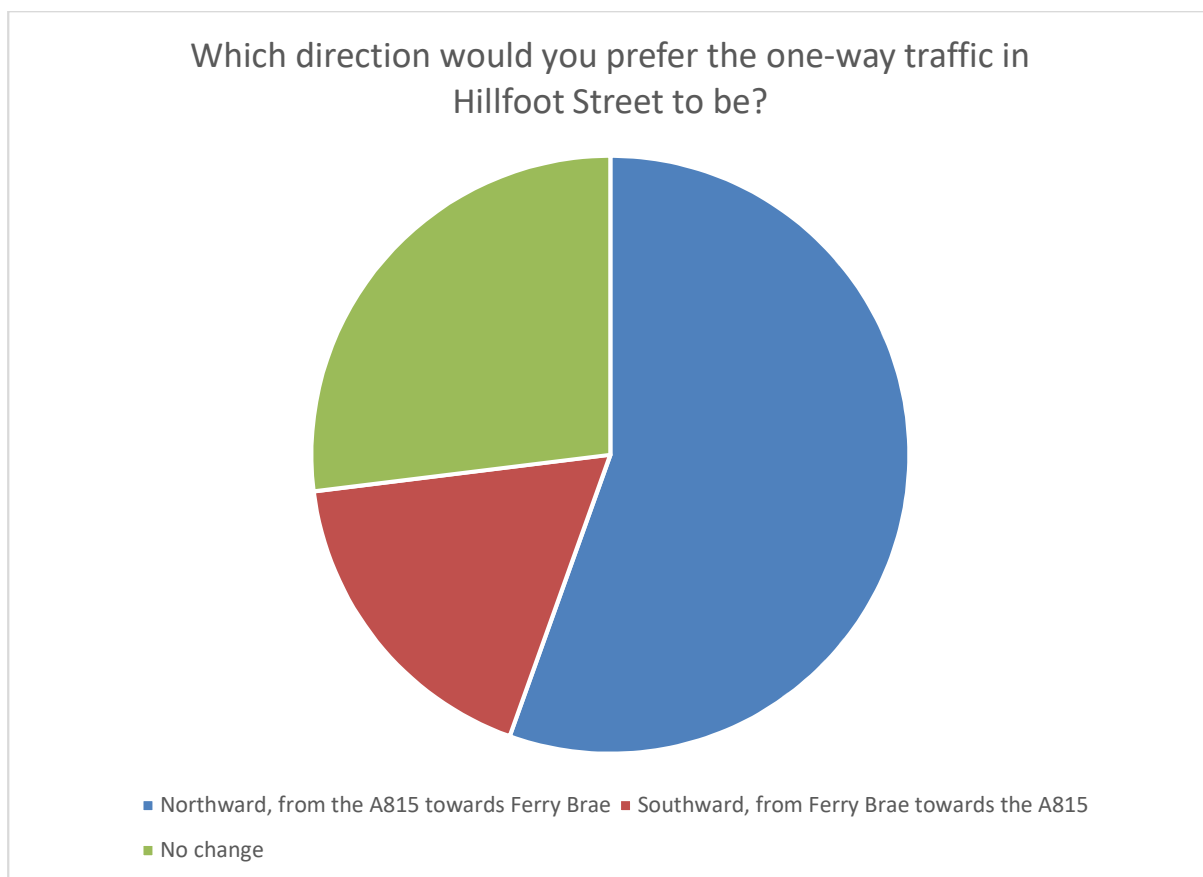
- 1.8. Of the individual and other respondents, 59 responded with further information when asked if their preferred travel mode was different to their current mode what would enable them to travel by their chosen mode of transport. The most popular topics were; improved/safe cycle routes (15), bus service improvements (11), bicycle parking/storage (7), footway improvements/maintenance (4), access to a bicycle (4), free car parking (4), access to a car (2), improved public toilets (1), increased car parking (1), 20mph speed limit (1), provision of safer pedestrian routes (1) and pedestrianisation of streets (1).
- 1.9. All respondents were asked their preference to in relation to Argyll Street. A total of 158 (60%) indicated they preferred the temporary closure of Argyll Street to all motor vehicles (pedestrianisation), while 35 (13%) selected the introduction of an advisory pedestrian one-way system. 69 (26%) indicated they preferred no change.



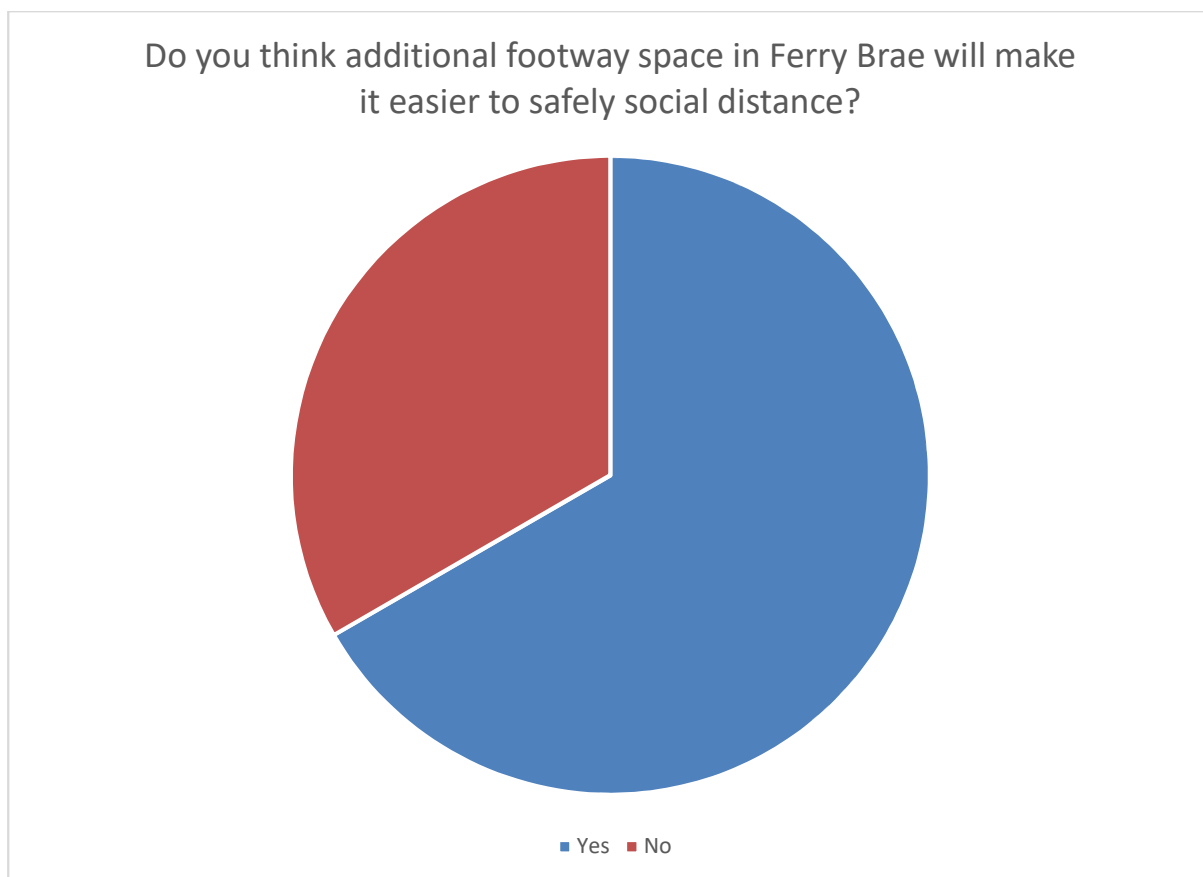
- 1.10. All respondents were asked what time period they felt Argyll Street should be closed to all traffic. The most popular options were 1000-1700 (48 / 20%), 1000-1500 (45 / 19%), 1100-1500 (35 / 15%), 0900-1700 (32 / 13%), 24 hours a day (21 / 9%), 0900-1500 (7/3%), 1100-1700 (6 / 3%), 0900-1900 (4 / 2%), 1000-1900 (4 / 2%) and 1100-1900 (2 / 1%).



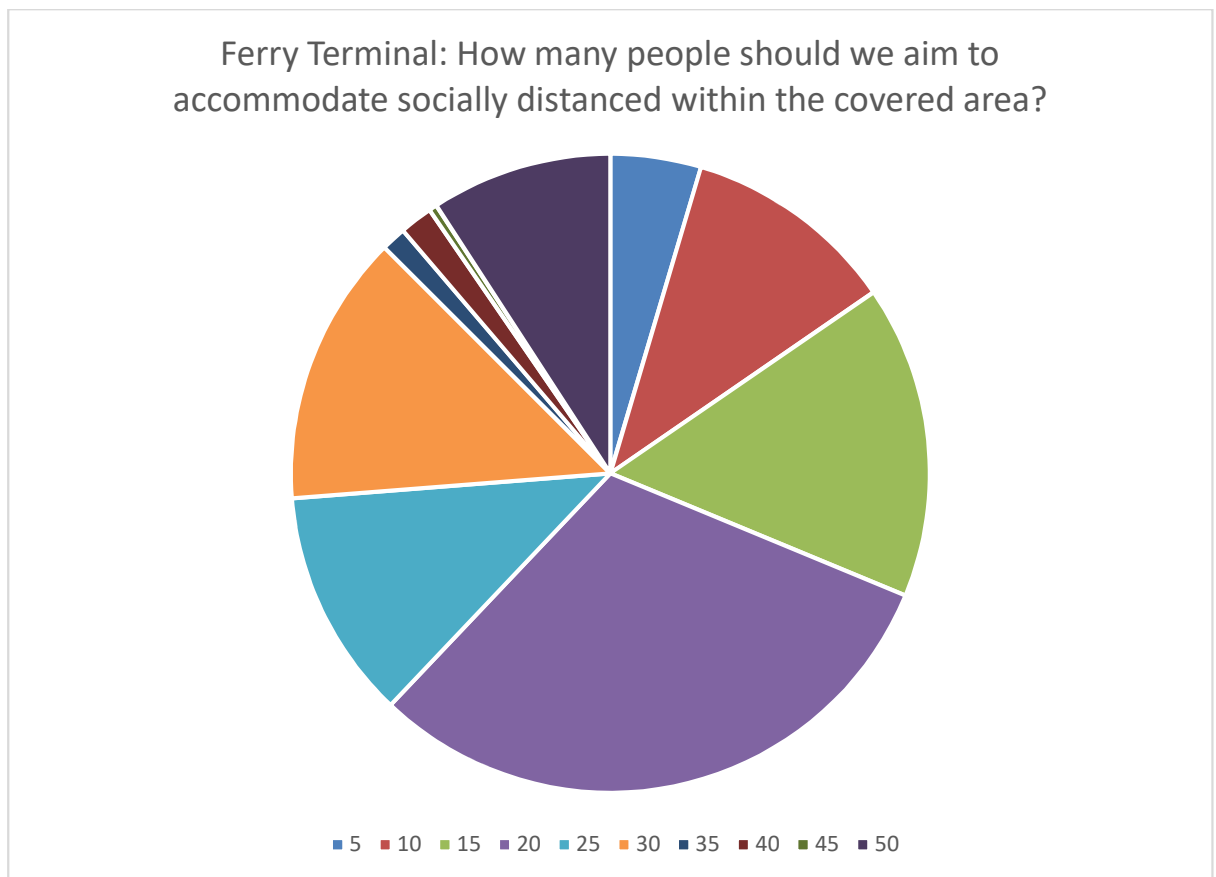
- 1.11. Business respondents were asked if they used Argyll Street for deliveries, and the nature of these deliveries. Of the 17 business respondents, 7 stated they used Argyll Street for deliveries, with one of these confirming there was an alternative if necessary. Businesses were asked what time these deliveries would normally be made, a range of answers were received, with start times 0900 and 1000, with end times ranging between 1300 and 1730. Three respondents stated that deliveries could occur at any time during the day, although one of these indicated that they might be able to request deliveries to be made outwith specific times, e.g. prior to 1000.
- 1.12. All respondents were asked which direction they would prefer a one-way traffic system on Hillfoot Street. 142 (55%) indicated they would prefer the one-way traffic direction to be northwards and 45 (18%) indicated they would prefer the one-way traffic direction to be southwards. 69 (27%) indicated they would prefer no change to the existing 2-way traffic.



- 1.13. All respondents were asked if they thought additional footway space on Ferry Brae would make it easier to socially distance. A total of 258 provided a response. Of these, 172 (67%) indicated that additional footway space would make it easier to socially distance, while 86 (33%) indicated that they did not think additional footway space would make it easier to socially distance.



- 1.14. All respondents were asked the number of passengers we should look to create a covered waiting area for at the Dunoon passenger ferry. A total of 240 respondents provided an answer. The most popular responses were 20 passengers (74 / 31%), 15 passengers (38 / 16%), 30 passengers (33 / 14%), 25 passengers (28 / 12%), 10 passengers (26 / 11%), 50 passengers (22 / 9%), 5 passengers (11 / 5%), 40 passengers (4 / 2%), 35 passengers (3 / 1%) and 45 passengers (1 / 0.4%).



- 1.15. All respondents were asked for any suggestions of anything else we could do to support people to socially distance in Dunoon and to feel safe when choosing to walk, cycle or wheel. A total of 111 comments were received. The most common topics in comments were; provide safe cycle routes (25), remind everyone of need to maintain social distancing (14), leave as is (13), provide cycle parking (7), free car parking (6), cyclist behaviour education (5), maintain access for those with disabilities (5), cyclists/pedestrian interaction (5), support for pedestrianisation (4), enforcement of parking regulations (4) and provision of outdoor seating areas for businesses (4). Full comments received are included in Appendix 2.
- 1.16. All respondents were asked for any suggestions of other locations in Argyll and Bute where the Council should look to create space to support people to socially distance and to feel safe when choosing to walk, cycle or wheel. A total of 91 comments were received. Responses received are included in Appendix 3.

APPENDICES

Appendix 1: Dunoon Respondents Postcode Sectors

Appendix 2: Dunoon Responses to question "Is there anything else could we do to support people to social distance in Dunoon and feel safe when choosing to continue to walk, cycle or wheel?"

Appendix 3: Dunoon Responses to question "Are there any other locations in Argyll and Bute you think we should be looking at to create more space for people to socially distance and/or walk, cycle and wheel safely?"

Appendix 1: Dunoon Respondents Postcode Sectors

Postcode Sector	Description	No. of Respondents
CA10 3	Shap, Cumbria	1
G44 4	Cathcart, Glasgow	2
G84 8	Helensburgh West, Rhu and Shandon	1
KA30 8	Largs	1
KA7 1	Ayr	1
PA20 0	North Bute	1
PA21 2	Tighnabruaich	1
PA22 3	Glendaruel	3
PA23	Dunoon, Innellan & Kilmun	8
PA23 6	Postcode does not exist	1
PA23 7	Dunoon & Innellan	121
PA23 8	Kilmun & Sandbank	113
PA24 8	Carrick & Lochgoilhead	1
PA25 8	St Catherine's	1
PA27 8	Strachur & Lephinmore	5
PA33 8	Postcode does not exist	1
PA34 5	Isle of Lismore	1
PA42 7	Port Ellen, Islay	1
PA62 6	Lochbuie, Mull	1

Appendix 2: Dunoon Responses to question “Is there anything else could we do to support people to social distance in Dunoon and feel safe when choosing to continue to walk, cycle or wheel?”

Individual Responses

Why waste money changing anything for an alleged Pandemic that was on decline a number of days prior to lock down. Any changes just causes more anxiety, we need to keep Dunoon as it always is and leave people to make their own choices.
Create cycle lanes
Not at this time
Don't pedestrianise Argyll Street. It will be the end of the street.
Introduce cycle lanes
No Dunoon isn't busy enough to justify wasting tax payers money on these proposals
SAFER CYCLING
Reduce car parking on shore side of the front and make that side of the carriageway a bike path so that pedestrians have the entire pavement area which is very narrow in places.
Put a byc
Ban minicabs with out proper internal screens. Ensure the law is enforced.
Safe cycle route from Sandbank to Dunoon
Put up signs to remind people that they still have to socially distance.
Short Jail time for those not wearing masks.
These really are shocking ideas underpinned by no scientific data or rationale. It's outside, fresh air! Are you really saying it's safe to be in pubs without masks and any decent form of ventilation but we can't be trusted to walk on the same side of the street. Get a grip. Panic politics at best. Please publish the evidence to support the impact any of the proposed measures will have. As for anything you can do? Are you able to change the weather? If not, then walking or cycling is plain daft. Is the new normal hibernating all winter?
Cycle track on roads rather than on prom
Car parking charges should be dropped to encourage walking from the car parks
Community cycle hire scheme (nextbike) style. Connect Dunoon to Sandbank via segregated cycle lane.
I would like to see traffic calming and a segregated cycle lane on the A885 (Argyll st) from John st north out to Sandbank.
Strong consideration must be given to people with a disability and visually impaired during these changed please don't make it worse!!!
Posters repeating the ScotGov FACTS campaign. Since masks became mandatory, people seem to have forgotten the two-metre rule!
Give shopkeepers the authority to eject people not wearing masks properly. Put a few mannequins about the place wearing masks over their noses and mouths.
Pedestrianise entire town centre
Not really
People should be made aware that if a group forms and chat starts though the members of that group may be socially distanced from each other a person out with the group can find it difficult/impossible to pass while maintaining distance. Similarly

two or three persons walking side by side can be a barrier to an individual walking in opposite direction. Dog walkers should be advised to keep the lead short and use of the phone with head down is an increasing problem. Customers at facilities like Coast Coffee, Rock cafe and the kiosk at the Boathouse Should be encouraged to form a queue while waiting then move to an open area once served.
Add Pedestrian crossings along Argyll St. to allow pedestrians to cross safely. Clamp down on parking in no parking areas and bus stops. Introduce more barriers to encourage crossing the road in 'authorised areas'
Include signage advising against groups (3 and above) of people stopping in the street to chat etc... especially outside shop doorways.
Cycle lane And pedestrian lanes clearly marked.
John Street from argyll Street to morisons..remove the loading bay and taxi area to widen the pavement for social distance... use a area of morisons carpark for taxi waiting area... all ferry bre should have parking removed... to allow more walking space.. instead of restrictions on argyll Street... just remove the loading bays .. from 10am until 6pm.. to stop the cars parking... need to have a inforsment officers.. to ensure all follow the rules.
Please remember to be inclusive to disabled people with any designs you come up with and remember that they may have difficulty in walking distances if disabled parking bays are removed
Make it explicitly clear that the promenade is accessible for cyclists as well as pedestrians. Some pedestrians feel it is their right to impede cyclists. In Italy, pedestrians and cyclists always share pavements and there are many people using bikes because of this.
Add cycle lanes along the front in both directions from toward to sandbank
Just leave it as it is. People are sensible and can be trusted to do the right thing. It has worked so far. The money spent on these proposals would be much better spent elsewhere on the normal daily business of the council.
this is good because when people are queuing outside of shops it's impossible to pass them and keeping the social distance without walking on the roads. Also trying to get by when people are standing chatting.
1. Make all parking free if you are pedestrianising Argyll St. from Ferry Brae to Church Street. Leave Church Street one way up and Hanover Street one way up. The predominately elderly population needs to be able to park nearby. 2. If you are pedestrianising Argyll Street, make Ferry Brae no parking and one way up. Make Hillfoot Street one way down from Milton House to Tom -a -mhoid Road. (This proposal is already on the statute book for Dunoon Town Council 1974/1975 and if it had been acted on by Argyll & Bute district Council, we would have had a far more vibrant town centre today.) 3. Do not spend an excessive amount of money on the ferry terminal because it is not used. Signed [REDACTED] [REDACTED] [REDACTED]. Please feel free to phone me.
Make bells on bicycles mandatory
Look at good practice elsewhere where pedestrianised streets are recognised as social spaces as well as shopping/business ones and vehicles are not given priority i.e make room for people to stop and chat safely for themselves and for others who have to avoid them; cafes, pubs etc to have canopied sit out areas.
Yes stop this nonsense to try and get people to use the chargeable car parks! That's all this is about recouping list income

Increased provision for cycle lanes throughout the the town separating vehicles pedestrians and cyclists.
remove parking fees for drivers so they will still shop locally
What evidence do you have that these changes are necessary and useful?
Prevent cyclists from going too close to pedestrians. Strictly forbid cyclists from cycling two abreast. Clear and separate cycling lanes would make a vast difference to long and short term safety of all road/pavement users; in terms of social distancing and general safety.
Scrap parking charges in car parks if you are removing free spaces on the road.
Paint a line to divide cyclists from pedestrians on the promenade
Why don't you open the break water and allow people to use the covered queueing facilities there?
More safe parking for bicycles
Signage to highlight to cars that areas will be more used by pedestrians and cyclists? Anything that helps slow drivers down. People need to feel safe using the new spaces or it will be a big expense for very limited benefit.
I think signage about wearing face coverings, properly and appropriately, might help.
Stop the holiday makers from walking in a line across the pavement so you don't have to walk in the road to distance from them
Make all parking free, to encourage more people to make use of local facilities and access town rather than travelling wider.
The ticket attendant should know how many people travel, I don't,
Cycling between Sandbank or even Cothouse feels unsafe as the roads twist and cars speed but I don't know how cycling lanes could be introduced
allow shops/cafes/bars to use the outdoor areas if pedestrianised. This will give a more open and wider space to use rather than folk being in enclosed shops. This could massively enhance the town and make it somewhere folk would like to spend time
Fail to understand question 11 - can't determine where the location of the area is and the dimensions of the area are unknown therefore unable to suggest a number
outdoor seating areas up high street
Make sure that visitors to the area are aware of how to act when in the shops. Make the caravan sites advise those staying with them how to act
Signed cycle path
Instead of widening the footways in Hill Street and Ferry Brae (not urgent because of low number of pedestrians), there should be more cycle paths in/out of town centre, with NO CYCLING in Argyll St itself. Better signage on what can/cannot be used by cyclists e.g. Alexandra Parade, where cyclists come upon you with you hearing them and collisions are likely. Marking off cyclists lane on main road from Kirn into town would be better - road is wide enough - and making cars stick to 30 m/ph, as they do not at present. Also set out cyclist lane along West Bay, where some cyclists cruise among pedestrians without care.
Would love to see more cycle paths and a promotion of such
Social distancing will become obsolete. You are wasting money with these measures which would be better spent elsewhere. This is gesture politics at best. Where is the scientific evidence to support any or all of these changes.

Making the pavements one way is probably the easier and most cost effective solution.
If people wear a mask there is no need to create a one way system or add extra footpaths!!!!
Disabled parking needs thought about!
Walking
Make promenade wider from hunters quay to Dunoon and make adjacent road one way
Outside canopies in the street for tables and chairs, socially distant to help cafes and takeaways and encourage people into town safely
Fix the roads and paths to make them safer/less holes for cyclists.
More traffic wardens. As cars are parking in argyll street all day. Struggling to get into town for prescriptions. Couldn't get into pier car park, as it had a lorry blocking it
Cycle lanes. Repairs to pavements and roads
Create socially distanced rings on the ground of queens hall grass (and similar), to show safe social distancing for folk that want to go sit or lie there when it is nice.
do something to mark out 2m distances
Remove the railings along argyll Street.
No additional support required. Will kill off visiting local shops.
Better signing all around.
Restrict parking on royal crescent to residents only as many people park here to go into town. Maybe look at removing fencing running along the crescent as it makes social distancing impossible on this stretch of pavement.
Have wardens educating and enforcing the rules.
Allow cafes, restaurants and pubs to have outside seated areas in pedestrianised Argyll Street at least until the end of summer as a trial. This would be very family friendly and would create a buzz and good atmosphere for the town whilst encouraging people to use what the town has to offer. This is successful in Europe and yes they have great weather but it's also successful in Glasgow.
get cyclists to pay a tax for use of roads.would help raise much needed revenue.
Proper provision for cycle routes on the approaches to Dunoon. This should be seen as an opportunity to permanently re-model Dunoon to better support sustainable living. This survey reveals very reactive, short-term thinking by A&B Council. Talk to some people who understand how to design towns for 21st century living.
2m markers
Post signs reminding people to keep distance.
This is all very laudable, but I honestly believe that the people of Dunoon and surrounding areas have the ability to social distance as things stand, without this expense, money that should be used for more pressing needs, not frittered away on this. A total waste of money.
One way system for people walking up one side and down the other on ferry Brae to prevent it from losing the car parking as we need as many people as possible in the town
The temporary pedestruanisation of Argyll street is an excellent idea however there would need to be some disabled spaces still available, that needs clamping down on as that does get abused. Better signage for the car parks might help as they will

have to be used and having 30 mins free in the car parks for people doing short errands. As the major if only town on the Cowal Peninsula Dunoon needs to lead by example and make the town a more attractive and safe place to visit.
Increase provision of cycle parking options in shopping streets. Clearly mark promenade pavements as cycle and walking friendly.
No but please can you get people not to throw masks on the ground.
No, I'm not even sure that these proposals are strictly required from a social distancing perspective. I do however think that they all good ideas regardless the circumstances. That said, I do think if you pedestrianise Argyll Street, it should still be open to blue badge holders.
Every/any change will create additional inconvenience. Please don't.
People queuing outside the shops are causing the most congestion. It would be useful to get all shop owners to follow the same strategy in eg get customers to queue to the left or right of the shop and put markers on all the pavements. A majority of locals come into town in cars so I would be keen not to remove too much car parking to make way for more pavement space. Extra waiting space at the ferry would be good and it is also needed at Western Ferries where you get a lot of cyclist tourists.
Replace bicycle stand at Dunoon Burgh Hall. When the Burgh Hall was being repaired, the original bicycle stand disappeared and has not been seen since. Because there is no bicycle stand, people are locking their bicycles to the stair hand rail, which is dangerous.
Repaint the speed limit signs on the roads as a reminder.
Free car parking nearer pedestrianised Argyll Street. More bus stops on promenade two way system for easier access to pedestrianised Argyll Street, socially distancing signs outside shops, sun /rain shades for queuing outside shops.
Advise people not to smoke while queuing outside for shops to prevent passive smoking.
Create a way for cyclist to feel safe in the 40mph stretch of road between Sandbank Cemetery and just before the Dunoon hospital, for example a dedicated cycle lane or extend the existing pavement to allow cyclist. This is a busy fast stretch of road which I think discourages people from cycling into the town centre.
Having well marked cycle lanes. Putting in covered bike racks at various places including in the towns car parks so that bikes can be left locked up safely
Signage to remind people but really don't think there much need for it. Walking around Dunoon people are being sensible as is. It's a waste of money creating one way systems, people are smart enough to know to keep away from each other
Designated cycle lane on proms would be beneficial both now and in the future.
I live in Dunoon town centre and I honestly don't see any need for the above proposals. People are managing fine and using common sense. It's not like it's Argyll Street in Glasgow! You just need to look and see that people are queuing for access to shops and ATMs and respecting each other's need for space. Hillfoot St and Ferry Brae are quite 99% of the time and I suspect that for the vast majority of people who bring their children to Dunoon primary school by car, changing the road layout to one way and reducing parking is going to cause a bottleneck and more problems. There's no problem now so don't try and fix it! Use the funding for something else worthwhile.
A growing problem is cyclists not complying with the highway code. They are many who are using pavements (and at speed) to cycle.

Bike stands.
Cycle lanes throughout town centre and not only at sea front. Pedestrian crossing near roundabout at bottom of John Street as it is difficult to cross here with bikes - or on foot - to the promenade, due to frequent traffic. Consider also replacing electric charging station on A815 near Queen's Hall with bike storage or even electric bike facilities (eg hire or charge etc). This might encourage further uptake of healthier travel methods when it is clear few people use the existing charging facilities for electric vehicles (due to relatively low uptake of them in the area still). Thank you.
Plenty signage, hand sanitizers availability of face coverings for entry to shops
Cycle lanes on the A815 Bullwood Road The road is wide enough for cycle lanes, there is an issue with speeding vehicles on a daily basis on this road and the cycle lane would be safer for the users.
cycle lanes and space for buggy and pedestrians

Business Responses

There is plenty of space in Argyll street as it is at this moment and as the town is so quite no need to make the pavement any wider. It would be helpful if you would stop the Cyclist from riding on the pavement as they do now.
Stop people cycling on the pavements scaring pedestrians. Social distancing will soon be dropped making these measures useless. Closing the street in any way will make the shops nonviable.
I am wondering if this is a joke.
Bike racks and to get this implemented straightaway, this should of been done before the business opened
stop people cycling on the PAVEMENT both ways along Argyll ST
With reference to parking changes on Hillfoot Street, the parking restrictions will have to be strictly enforced or our customers and delivery drivers will have nowhere to park due to teachers, parents and residents using what little parking is available. It will have to have a strict ten minute waiting time since at the moment people are parking there all day. During school times we have seen parents park at 1 pm to pick up kids at 3 pm. It gets very busy and potentially dangerous at peak times. Strict enforcement of waiting times would alleviate this.
I think you need to approach this with Design support to ensure the look and feel of the signage and materials used adds value to the measures. Are there opportunities to paint and design in promotion or give space for creatives? I also think the shutting of the street needs to be done in a way that encourages cycling, walking, skating and perhaps considers new opportunities for the street as a space for creativity and cultural events to further boost business opportunities.
There is ample space on pavements on Argyll St to safely socially distance without the need to pedestrianise.

Appendix 3: Dunoon Responses to question “Are there any other locations in Argyll and Bute you think we should be looking at to create more space for people to socially distance and/or walk, cycle and wheel safely?”

Individual Responses

Between hunters quay and sandbank the pavement is ridiculously narrow in stretches and the traffic is too fast, making it really unsafe. There is also a section without any pavement at all. Removing of large weeds rowing through pavements to allow disabled and pram access is ridiculously overdue also
No, don't waste your time!
Cycle lanes between Sandbank and Dunoon
I'm only speaking for Dunon
Along the front prom and east and west bay
No parking on Moir Street or Church Street
The promenades, where most locals choose to take daily exercise
Park Road, between Clyde St and Dixon Ave. to allow children to safely travel too and from school, could this be made one way with more pavement area?
High road between sandbank and dunoon
The local supermarkets, went in for the first time since the beginning of lock down and there's not much social distancing happening Not the supermarkets fault, they've done all they can. Perhaps more signs to remind people.
John St Dunoon should be one way car traffic down towards the Front.
Save your money for services that will need it.
Along the front
Free car parking
Slow cars, segregated cycling to whistlefield/ardentinny junction to created slower loop around Dunoon, holy loch, lock eck and ardentinnny communities.
The whole of Sanbank pavements and walkways are either dar too narrow or non existent!!
No
Signpost a one way path up the side of Morrisons through the Rose Garden to the Co-op and back along the pavement via the traffic lights, to avoid pedestrian congestion at the lights.
I am more in finding ways to bring community together - like open air theatres etc.. People should not think that social distancing is either permanent or for ever. Social distancing on the long term is NOT HEALTHY for mind or body.
No
Please see previous comment
King St. from Argyll St to Morisons. Remove the parking on this street and widen the pavement (especially near the bus stop to allow waiting for the bus and pedestrian through traffic.
The streets surrounding schools eg St Mun's where groups of children and parents gather.
Oban
ni, it is not necessary to change anything.
Tobermory

Kirn.. only parking on the side of shops. Shore side enlarge the walking area.. Alexandra parade.. remove parking on sea side and make a cycling line for each direction... so there is space on promenade for the people walking..jogging ect.... queen street at chip shop area... parking restrictions need to be infoursed before there is an accident... also the bottom section of queen street needs to be no waiting..it is a busy street and the way people are parking on it there will be an accident soon. Thank you.
All town centres, specifically Helensburgh
Cut back vegetation at the road sides to enable better visibility for all road users, fill in the gaping voids at the edge of the tarmac to give road users more options to pass safely, whether walking, cycling or driving.
No.
Unnecessary
If everyone cycling walking public toilets need to be opened up
Currently when walking/cycling on single track rural roads there is an expectation by vehicle drivers that you will give way to them by balancing on narrow verges, in ditches etc. Some of these vehicles are huge - quarry lorries, forestry transporters, fish farm tankers not to say boy racers. They need to be made aware that they need to share these spaces safely with people.
Marine Parade, Alexandria Parade. Sandbank to Western Ferries terminus and the high road from Sandbank to Dunoon.
Add cycle lane from kirn to sandbank
All schools/nurseries.
Morrison's
Remove a couple of parking spaces from the Queen's Hall car park and use them for setting up tables and chairs. A few weatherproof tables and chairs could be purchased, thereby allowing a sufficient number to be placed outside the hall and easily dismantled at night. Also, could some of the Queen's Hall exercise classes be performed outside? My friends and I have found the wooden bus shelters to be a comfort during the past couple of months of rainy weather. We have been able to get a cuppa from local take-aways and safe-distance in these shelters for a chat, which has proved very rewarding, both mentally and physically. I firmly believe that COVID-19 and its mutations will be with us for years to come and our councils would be wise to plan for more outdoor life as a permanent, not a temporary, feature.
The cycle route from the west bay to kirn could be marked so that pedestrians and cyclists have their own space.
The promenade at East Bay gets pedestrian congestion making social distancing only possible by walking in the road. Use the parking/hard shoulder to introduce a one way path to Kirn.
I think if people are going to have to queue outside supermarkets etc., there should be covered walkways to queue in, especially in bad weather.
None if people would practice the rules for social distance
The West Bay promenade needs cleaned & so does the beach. There has been lots of people out walking. Our beach is a disgrace
No

See under 12 re cyclists. Cyclists very welcome, but should learn to abide by protocols, and their lanes should be clearly marked, as anywhere else in towns and cities.
Area around the Riverside - stop parking outside the building, both sides, once its open
It's absolutely ridiculous to suggest walking and cycling as an alternative to car travel in Argyll and Bute, given the rurality of the area, poor public transport links, prohibitive cost of an enhanced public transport system, potential cost pressure on Council resources as a result of lost car parking income/ ferry charges. I'm not sure what "wheel" safely involves so can't provide a response to that part.
The Prom is the one area that causes me frustration. People who stop to chat to others and block the prom even when they can see you coming.
More signage for cycle paths along seafront and restrict parking there to allow cyclists to use roadside bike lane and pedestrians to use footpath. This would mean council workers in Argyll house should be encouraged to walk, cycle or use public transport to get to work. Particularly those that are office based.
I areas argyll and bute need to address is the lack of hand washing facilities as there are no toilets open yet you want to encourage people to be back out and about shopping again !!!!
trim back hedges so full width of pavements are usable, particularly on road out to Sandbank
Outside the doctors and cut back taxi ranks outside chemist and outside morrisons and coop and outside the pubs with all the smokers not safe to pass
Promenade should be widened and adjacent road made one way
EAST BAY MAKE CYCLE LANE ON ROAD
Helensburgh train station and waterfront
Innellan the lido, Osborne hotel area
Cycle lane along front
John Street one side of the street between RBS and the Red Cross shop. Its a bit hard to distance when walking down there. Perhaps use some of the parking spaces to create temporary barriers to widen the pavement.
Outside Burgh hall at front to allow for cafe tables
build a cycle path across the Clyde to Greenock
Not my job to do this - A&B Council should be consulting people who know about designing spaces for sustainable living! Plenty of them about in Scotland.
Benmore Gardens and Pucks Glen
Covering on or at supermarket as the winter is coming and people queuing outside shops and supermarkets is going to be a issue
The promenade both east bay and west bay it's dangerous with walkers and cyclists when trying to social distance
One way system on West Bay promenade
No
Please stop lookong for ways to waste money!
One way system for people walking on Hillfoot Street pavements to avoid changing the traffic system.

Footpath from Kilmun Church to Cothouse turn is dangerous in places due to overgrown vegetation and narrowing of path. Needs cleared and surface and marking improvements.
None thank you.
Not that I can think of
None
The promenades. Get people to cycle/walk on the left when ever possible
Increasing the ferry frequency on both Western and the foot passenger ferries to Dunoon would help spread out the number of visitors, these are bottlenecks that can put people off travelling.
Do not forget the disabled.
Around co.op ramp for wheel chair bad
Along West Bay promenade.cycle lanes or abolition of cycling, cleaning of beach of weeds to allow social distancing on shore, East bayrestoring steps for easy access to shore relieving promenade of pedestrians and giving ch'n an easier seaside experience after lockdown. Using community payback personnel to implement enhancing changes to the town centre and surrounding area eg weed removal, railing painting to make town centre more enjoyable to shop in.
Ask people to stand in queues next to the shops not all over the pavement.
Kirn- Parking on one side of road only .
Create a cycle lane from Toward to Ardentinnny. Provide free or reduced priced cycle lights and helmets available to anyone not just children or those on benefits and that way you will reduce accidents or injuries should a road traffic collision happen.
Many pavements are very narrow and it is impossible to follow the rules when walking
Towards Innellan, especially from the Bullwood road onwards. This is the main route to Innellan for pedestrians and cyclists and has become more popular during covid times. Unfortunately the existing spacing is not great on each pavement and the state of the pavements are, in some places, in disrepair. As there is a busy road between each pavement it's difficult to socially distance or move away from the pavement at short notice, for another pavement user, if needed. E.g as a runner, it can be difficult with minimal spacing to move out of the way without often being at risk of traffic by doing so.
Argyll Gardens....improved seating areas
Cycle lanes on any road that is suitable to use

Business Responses

Get a bigger and more reliable car-ferry into Dunoon town centre which would bring back the people from over the water who have been missing since 2011.
a covered area, but still open at the sides to enable people to take refreshments outside if the weather is slightly damp - pavillion style
no
John Street Dunoon is at times busier than Argyll Street with a relatively narrow footpath.
Whatever you do take design advice
During the past week or so there seems no real need for any change in Dunoon - people are social distancing themselves

Community Organisation Responses

Alexandra road sea front one way pedestrian only, no cycles

Spaces for People: Dunoon Consultation Results

PROVISIONAL RESULTS TO 17 FEB 2021 – FULL RESULTS WILL BE PROVIDED ONCE SURVEY CLOSES ON 21 FEB 2021

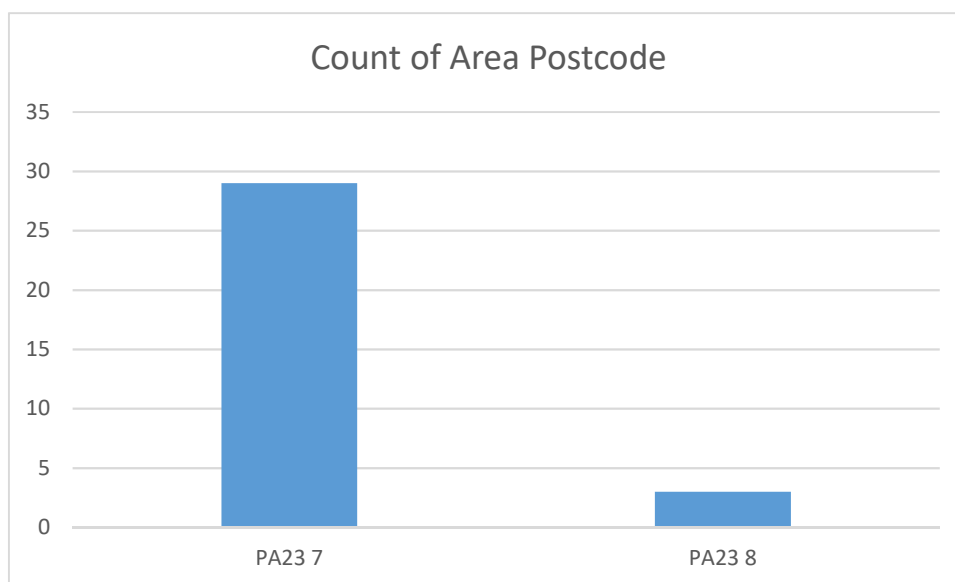
- 1.1. In February 2021 an on-line consultation focussed on businesses was undertaken on potential temporary interventions in Dunoon in order to gather specific business feedback on the proposals. The consultation was available on the Council's consultation webpage for 14 days (08 to 21 February). The consultation was promoted via a letter to all identified business addresses in Argyll Street, Hillfoot Street and Kirk Brae, and via the Council's social media accounts, Dunoon BIDS and Dunoon Area Alliance.
- 1.2. A total of 32 responses were received from businesses in Dunoon. A further 4 responses were received which did not relate to businesses and these have been excluded from the analysis below. A full list of businesses which responded is available in table 1.1.

Table 1.1: Business Respondents

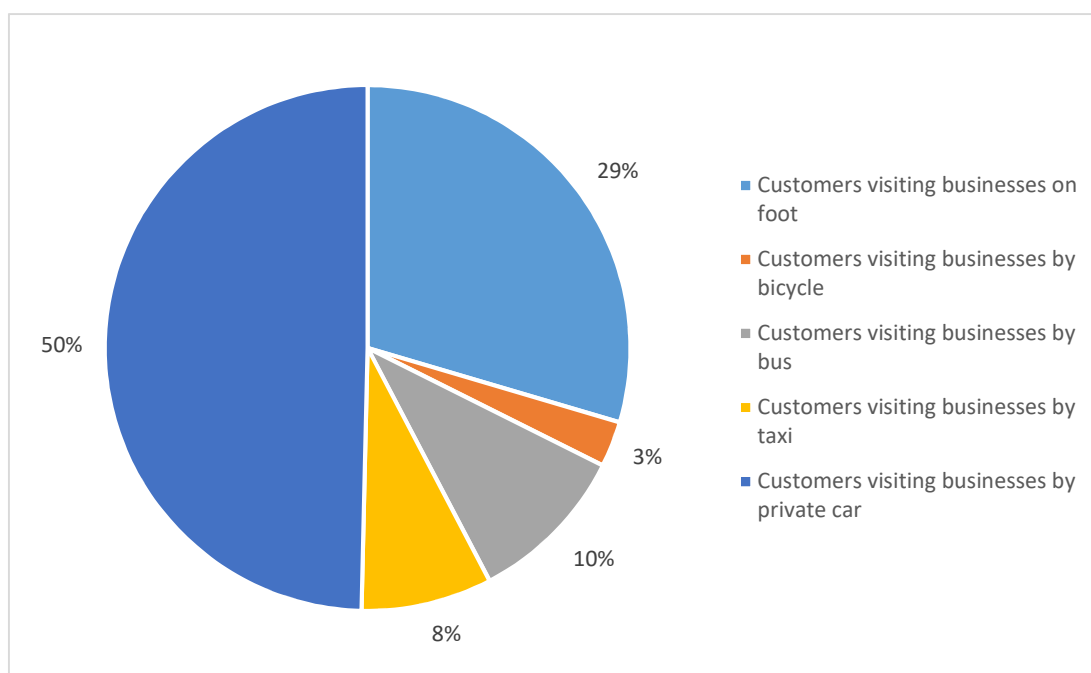
Anoli Ltd
Anselmo's
Argyll Financial Services Limited
Argyll Vintners Ltd
Bookpoint
Caber House Ltd
Cherubs
Chouxmakes Cakes
Cowal highland gathering
Cowal Hospice Trust
Doon the watter
Eco Health Store
Electricom
Elite Clothing & Footwear
Flawless by Chelle
Fynephoto
Juno design gallery
Kents of Dunoon
Kirn & Sandbank Church Charity "The WEE Shop"
L & D Eyecare Ltd
Letters at Stewart Property
Mrs Macs Books
Owner of Shops: 196 Argyll St & 172 Argyll St Dunoon
PattonWebz
Pipeline filtration
Platen Boring Ltd
Rm couriers
Stewart & Bennett

The Pop Shop
The Wee Barbers
West End Furniture Centre
Wrights Clothing & Footwear

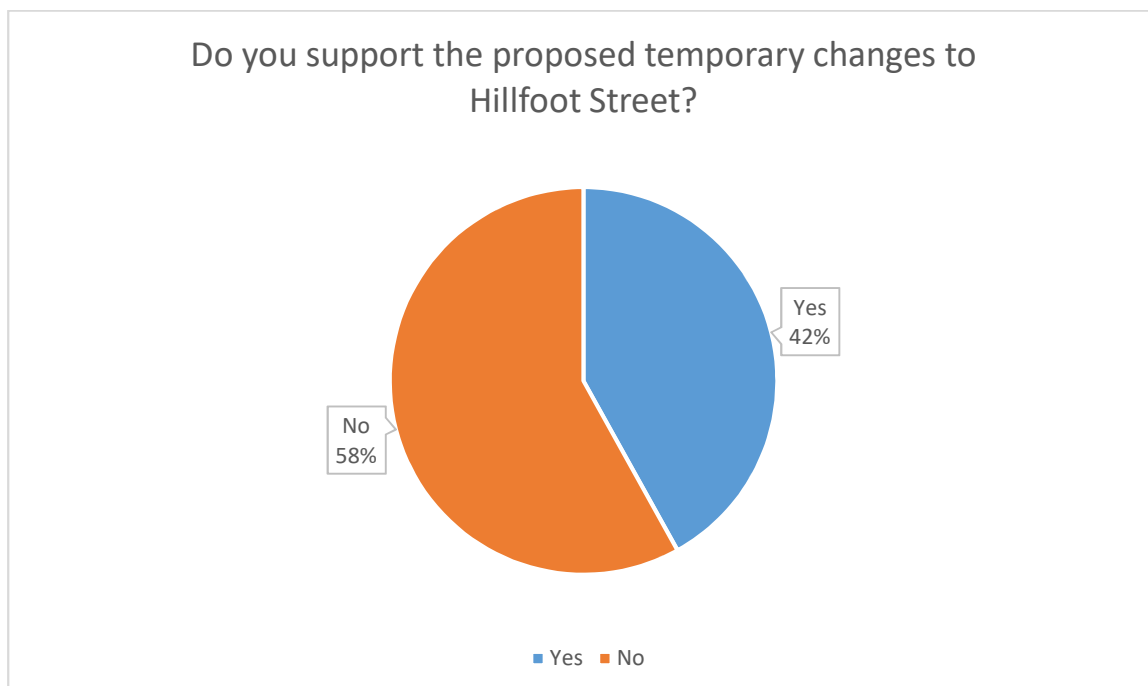
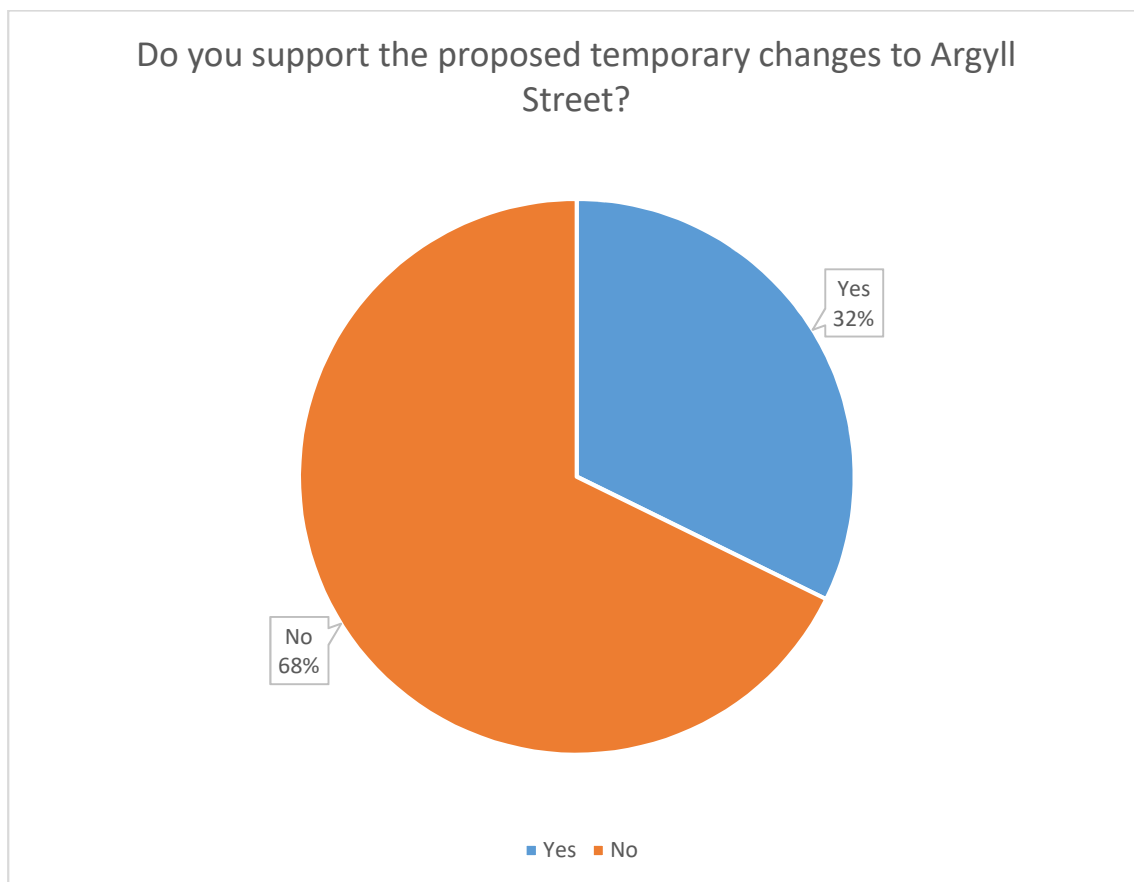
- 1.3. Businesses were asked to provide their postcode, of the 32 respondents 29 were from Dunoon and Innellan (PA23 7) while 3 were from Kilmun and Sandbank (PA23 8).

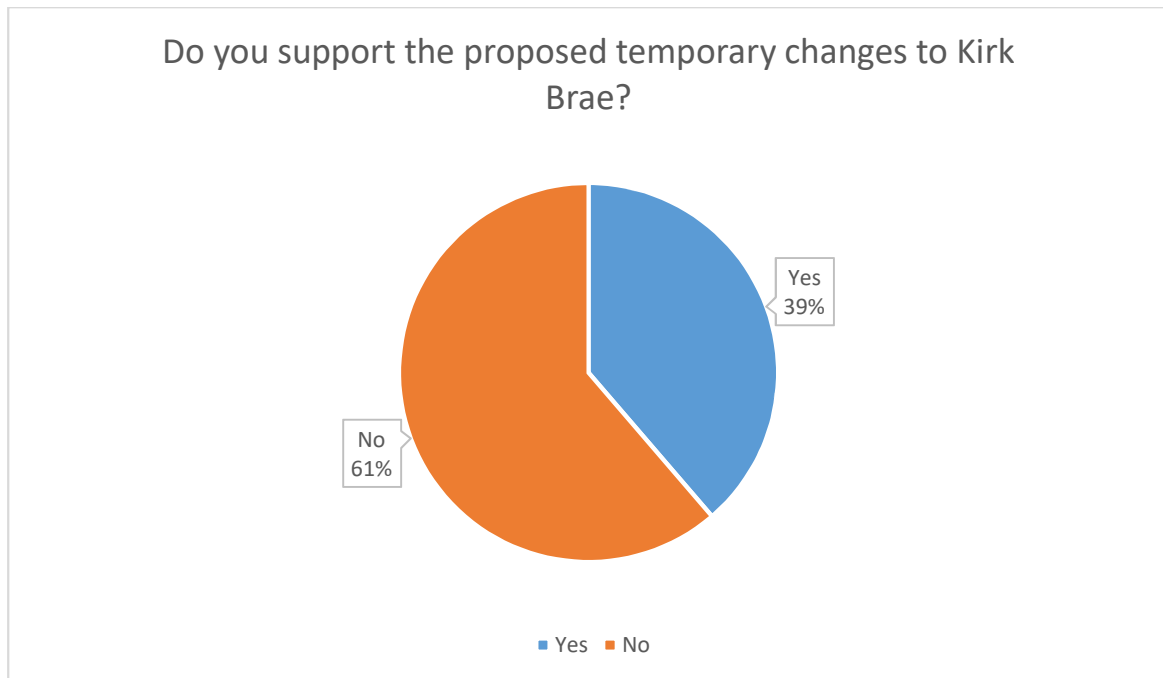


- 1.4. Businesses were asked to estimate the percentage of their customers who travelled to their business by a range of modes, foot, bicycle, bus, taxi and private car. The responses, once averaged to aggregate 100%, showed that businesses estimated that 50% of customers travelled by private car, 29% by foot, 10% by bus, 8% by taxi and 3% by bicycle.



- 1.5. Businesses were asked if they supported the proposed temporary changes to Argyll Street (31 responses), Hillfoot Street and Kirk Brae.



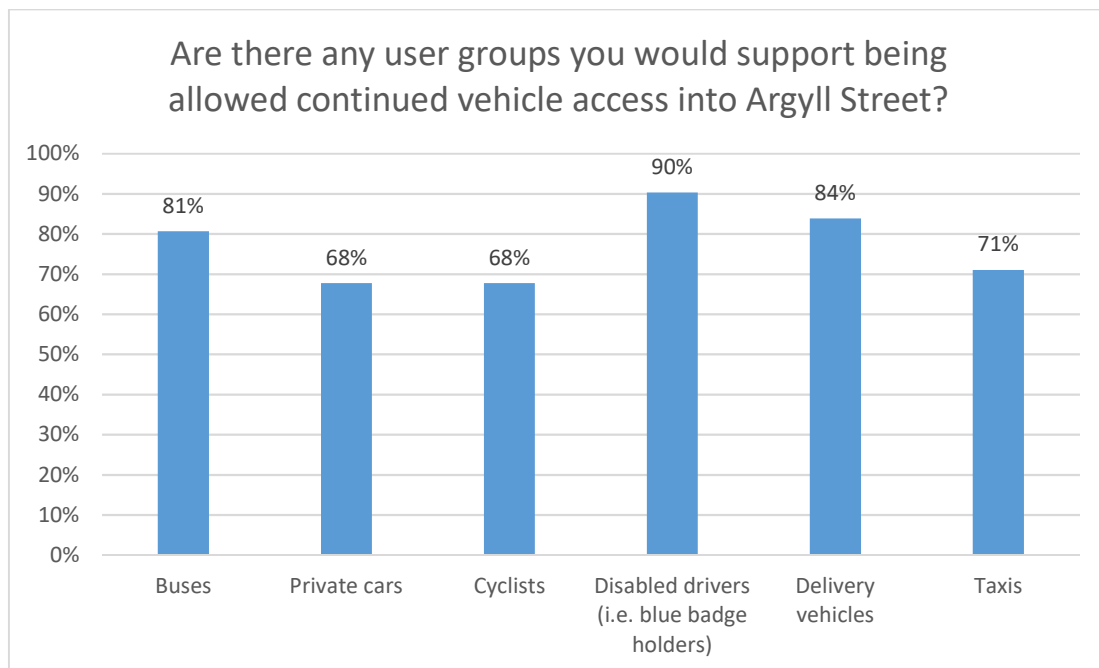


1.6. Businesses were also asked for comments on the proposals

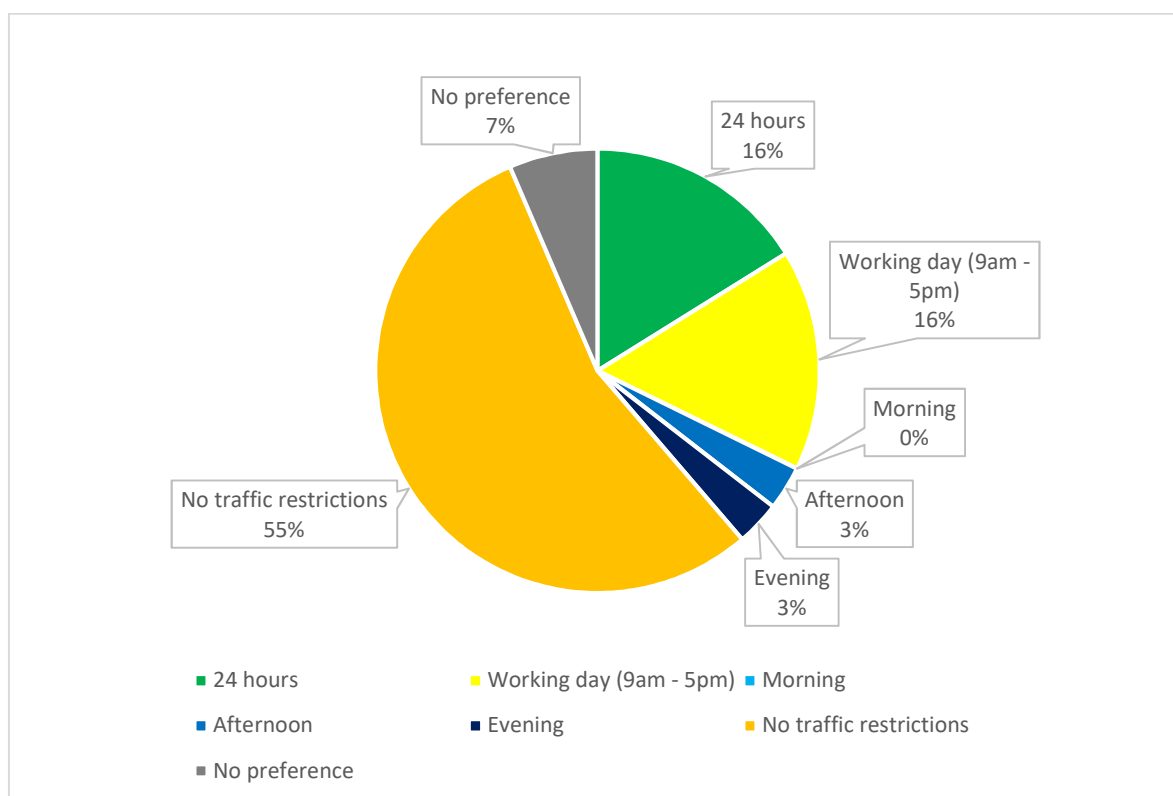
Unless free parking involved then I feel you may drive folk away. Especially on wet days. Feel the removal of the railings in Argyll St would help as folks have to gather at the crossing keeping them in a group
many of our patients are elderly and therefore get dropped off outside the practice, there would ideally need to be provision for this.
As the majority of customers visiting the retail businesses in Argyll St park for brief periods on Argyll St we CANNOT loose any parking spaces
Not enough detail given to give an informed opinion
None of the proposals are necessary. Any further restrictions on private cars would be detrimental to existing fragile business.
Our town is a people retired and family with kids and they all will be in problem if there not parking available
The proposals are not a good use of funding and support due to the short term nature. The footfall of Dunoon doesn't merit this level of intervention to create more space for social distancing. Due to the temporary nature of the works we have concerns about the quality and method of these adjustments.
only as a temporary basis
Closing argyll street will finish it off as a viable retail place to trade and will close a lot of shops.As it is the fact that there are no traffic wardens is affecting trade because of cars parked on argyll street all day for no reason stopping actual customers easily getting to the shops.
Retail is hard enough without further barriers , people drive to my shop , please don't make it any more difficult for them
Any pedestrianisation in our small town will be extremely detrimental to shops
This will be very bad for business and I do not support it

I feel this will not benefit any local business in the town and will cause it to become even more quiet than it already is. Not helping small business out at all.
The parking on hill foot street is already difficult enough and sometimes dangerous as existing regulations and restrictions are no longer enforced. Reducing parking provision more will hurt the businesses far more than they will benefit from these proposed changes. Similarly the proposed changes on Argyll street will hurt business. It will be harder to get to shops and shoppers will be forced to pay for parking. The vaccination is progressing well and we will be out of lockdown soon. These changes are far too late and will only hurt business at the very time it should be picking up.
Restricting parking will significantly reduce footfall and business. We rely on the convenience of shoppers popping in to shop.
Only a couple of days a week. That would work.
Parking restrictions and waiting limits have to be clear and enforced or no business will be able to get deliveries due to selfish parking
We would hope that the parking charges for the adjacent car parks are suspended during the revised arrangements to encourage customers to use the street
Parking should not be removed from the west side of Hillfoot Street. That is where us business owners need to park our cars there is no other place nearby. It is also where our customers need to park as some cannot manage to walk the hill up to our shops. Dunoan Primary School has more than one entrance so perhaps opening all entrances would assist with social distancing. The kids mix at school so not sure why there is a problem with them doing so on the street. Argyll Street could be closed to certain traffic but not all. There are alot of people who have disabilities or cannot simply manage to walk far so they will need transport that is close. We have car parks nearby Argyll Street so there is no problem with parking and paying the metre charge but allowances need to be made to allow us to collect heavy purchases from the shops. Perhaps a certain time only to pick up etc.
Contrary to statement, this town needs more access for vehicles as there is a high percentage of elderly and disabled people. The lack of opportunity to shop also means that people only want to spend 10-15 minutes on Argyll Street making the parking facility there very important. The town is deserted at present and taking parking away will make it worse, not better,.
subject to it being temporary and then assessed and if successful investment into the street itself, eg street furniture, awnings re

- 1.7. Businesses were asked if there were any specific user groups/vehicle types they would support being allowed continued access in Argyll Street. While the majority of businesses supported the continued access for all user groups/vehicle types, the most popular were disabled drivers (90% supported continued access), delivery vehicles (84%) and buses (81%), with taxis (71%) and private cars (68%) and cyclists (68%) the least popular.

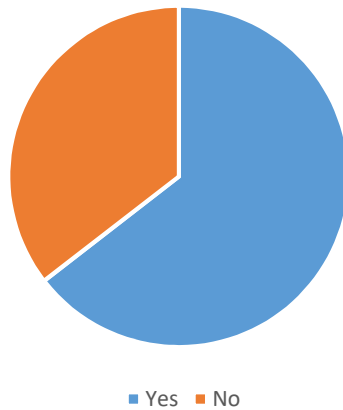


1.8. Businesses were asked what times they would prefer traffic restrictions to be in place on Argyll Street

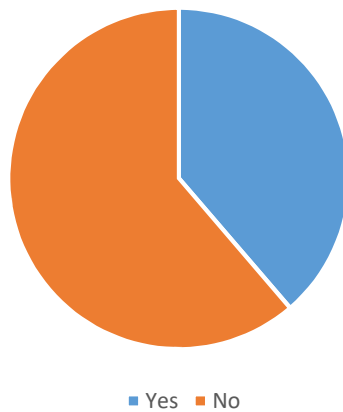


1.9. Businesses were asked regarding their use of the Argyll St, Hillfoot St and Kirk Brae for deliveries.

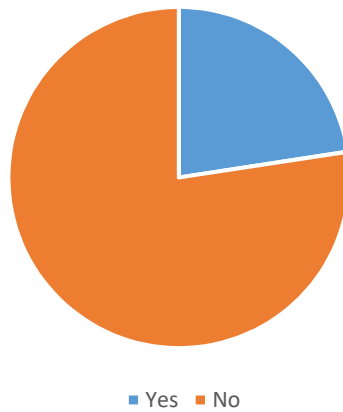
Do you require to use Argyll Street for deliveries/collections?



Do you require to use Hillfoot Street for deliveries/collections?

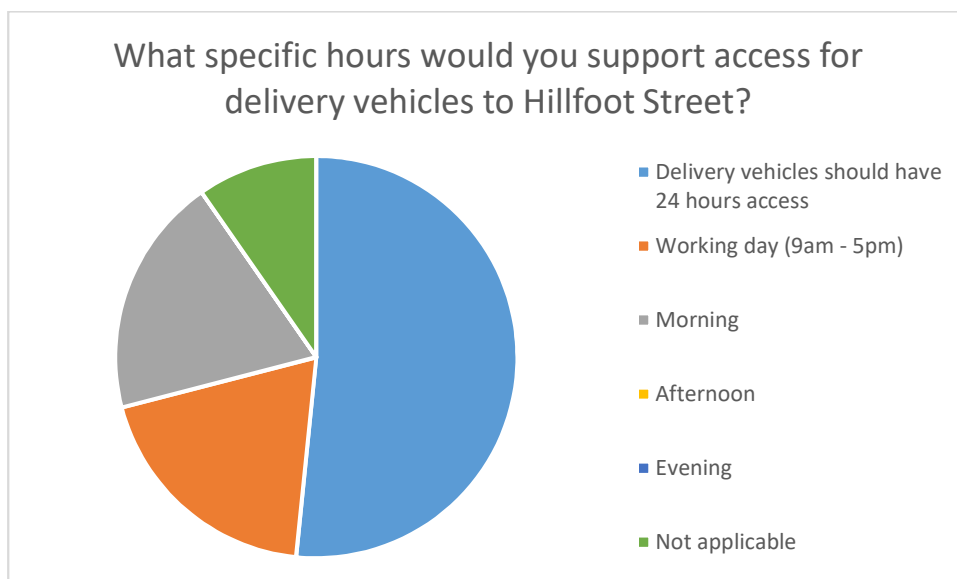
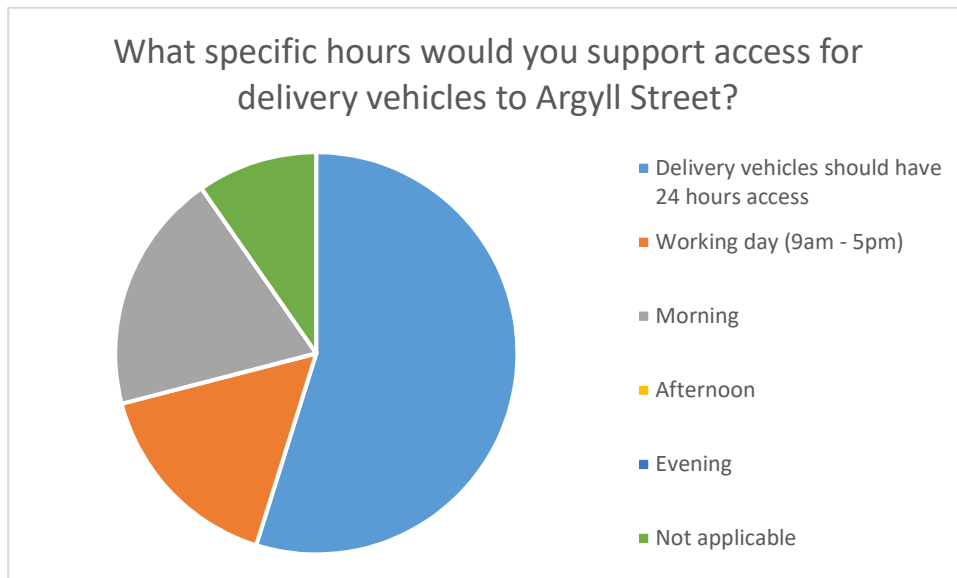


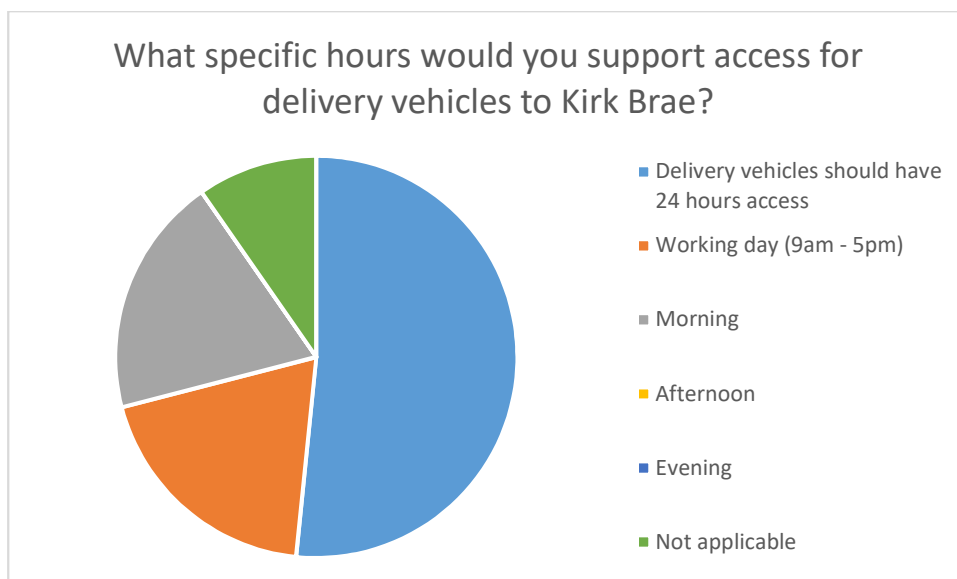
Do you require to use Kirk Brae for deliveries/collections?



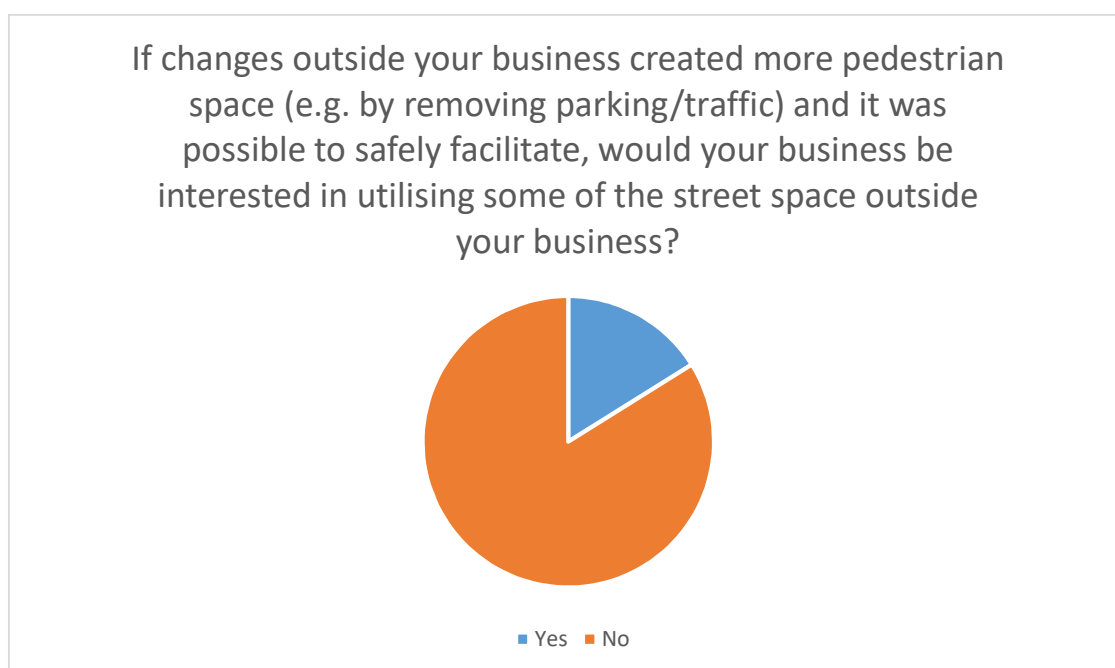
1.10. Businesses were asked if they supported delivery vehicle access to Argyll Street, Hillfoot Street and Kirk Brae. For each street 29 businesses responded that they supported delivery vehicle access while 2 businesses responded that they didn't support access for delivery vehicles.

1.11. Businesses were asked what times they felt delivery vehicles should have access to each street.





1.12. Businesses were asked if any changes outside your business created more pedestrian space (e.g. by removing parking/traffic) and it was possible to safely facilitate, would the business be interested in utilising some of the street space outside the business?



1.13. The 5 businesses who answered Yes, they were asked for brief details of what they would wish to use the space for.

selling teas, coffees, etc.
Seating, temporary planting / greenspace.
seating and flower stands
tables and chairs for tea/coffee etc, sales table

1.14. Businesses were asked what affect did they think these temporary changes would have on their business.

Difficult to assess. Parking facilities would be factored in. I think a more stringent parking system would be better. At present some cars appear to be parked unlimited
Potentially for the small proportion of people who could not be dropped off outside the practice they may either delay their visit, not attend at all, or go to a practice where they can be directly dropped off. This may mean that we lose out on some business, but more importantly some people may delay their eyecare which could be detrimental in the long term.
They would reduce the number of customers visiting my business.
Who knows - you have not given sufficient, or indeed any information as to what the proposals are.
In this part of Argyll making town centre access difficult for private car drivers and their passengers many of whom are elderly will be detrimental to almost all shops and will damage business.
A lot of my customers will be hard to bring they heavy staff to the shop to get services ,the same as myself. As I have more than 80% of my customers age over 70, they have problem to come and visit my shop to get quality service
Inconvenience of reduced on street parking, restrictions for deliveries and drop offs. Hillfoot Street already has limited parking particularly for residents, businesses and the school collection.
not sure thats why it has to be temporary
It will ruin it for no reason ,the council has made no attempt to fix the parking fiasco so have shown that they are not interested in protecting businesses.Look at the objections to this stupid plan on facebook.
catastrophic , the town is hardly heaving with people to make these changes necessary . customers will simply go to the supermarket where they can park . death knell for us .
My shop is in Tom-a-mhoid Road at the bottom of Hillfoot Street. We constantly, every day, get people coming into shop telling us they can't get parked anywhere. It's obvious that these measures are going to make matters much worse. As for the poor shopkeepers in Argyll Street this could , in my opinion, finish some of them.
It would stop people being able to park and shop and it will not do business any good. Things are bad enough without taking parking away from businesses.
Will be harder for some clients to get to appointments with no bus stops, or parking outside & may cause less people to come through the town. If they can't park close. So may loose myself client's.
It will make it harder for people to visit the businesses on these streets. On hill foot street it will make the parking situation even worse than it is at present particularly at school drop off and pick up time. . It will be dangerous and inconvenient for all.
All businesses would be badly affected if potential customers can't gain access
Reduce footfall to the town, reduce custom, reduce business. Shoppers r joy the convenience of parking near by. If that choice is removed locals will go to the supermarket.
None on my business, but not good for the town if applied every day.
if would make mine and the business around me unaccessable for the majority of my customers and deliveries due to the items we sell and therefore would no longer be viable for us to operate
I would fully expect to see a downturn in business
Catastrophic not only to the town but the community
If the parking and delivery issues are handled properly then I would envisage a neutral effect on business. However if parking becomes a free for all or delivery Lorries cannot access

these streets then I cannot see how we can continue to trade successfully. Short term, regulated parking and access for deliveries is a prerequisite for trading.
Nil
Little impact on us at John Street
Improve the walking environment for customers
Clients would not be able to visit as they do now which is as and when they have the time during their working day. Most visit and are in their working van.
To be really honest I think if you close the whole of Dunoon Town Centre to traffic it would be very detrimental step. A temporary closure of part of Argyll St MAY help. We really need to keep a traffic flow through Argyll St. It was never designed as a pedestrian precinct . Closing Argyll St between Moir St and Church is a possibility but closing the whole of Argyll St would be a major catastrophe and I believe would make a very fragile situation very much worse. A whole re developement of our Town Centre needs to be looked at. Remember we are a seaside coastal town. A one size fits all approach of simply closing the whole of Argyll Street to traffic would be a disaster. Look at what has happened to Fort William when the main street was pedestrianised. An absolute disaster!!! So if this re adjustment is not done sensitively I think we could create a worse scenario !!!
In particular elderly people would not be so quick to visit and it would make it the last place people in a hurry would want to come to.
Don't know until we try, but worth trying, Argyll Street is terrible as it is with a mixture of cars, ridiculous railings and pavements over crowded at the pinch points.
Little to no effect - if we did require the occasional delivery, drivers could park elsewhere without requiring to go through town

1.15. Businesses were asked if they have any other comments to make?

What is the position on shops selling larger heavy items? How does the customer get them to their car if the nearest parking is Hanover Street? Loss of sale. Delivery from internet. Guaranteed shop closures
We do support the idea of facilitating social distancing and getting people out and about, but many people like to nip into shops especially if the weather is poor so no traffic in Argyll Street could ultimately not be advantageous for business.
Dunoon cannot be compared to places like Dundee or other towns trying to revitalise the town centres, Dunoon is unique - with only a small town centre. We must encourage and enable locals and visitors to access and park temporarily in these streets. The only way I would support temporary street closures would be if the car parks implemented free parking for the first 1 -2 hours. Dunoon town centre is rarely busy enough with shoppers that social distancing can't be maintained. For special events, temporary restrictions could apply, eg Street Markets, Dunoon Dazzlers etc. Many of my customers park for 10mins and visit 1 or 2 shops, then drive away. If car access and parking is taken from the streets they are less likely to shop if it means parking in a car park, when they only wish to make 1 or 2 purchases. There are approx 20 car spaces plus disabled spaces. If these are occupied for 10 - 15mins at a time throughout the day, then there are hundreds of customers visiting the shops. Removing this ability has the potential of a severely negative effect on most shops.
This is a completely meaningless survey. You have not given any detail as to whether it is the whole or part of the street that will be closed, where the traffic would be re routed, what the car park proposals might be. As for how my customers arrive at my shop - they walk in the shop, that is all I can say. How they arrive there is not evident to me and it is not something I ask about!

Remove the "nips" in Argyll St. Allow parking on one side for full length of the street. Use parking time limit disks and remove parking charges in the town centre car parks.
I prefer you to spend more money to build nice benches with beautiful flowers and places where people can rest and take nice pictures for memory to be taken home and show their family and friends.
Whilst it's great to see Sustrans funding being accessed for investment in Dunoon, more permanent and strategic spending would feel better placed such as public realm improvements, eg. removal of Argyll Street railings, additional bike stands throughout the town.
the main reason and only reason people won't come into the town is because of the parking. Abolish that and it will help immensely.
What is the point of this when Covid is supposed to be over in the summer. Anyone standing in Argyll St will see how busy it is with cars, very very busy, these are shops customers. Use the money for a traffic warden.
As a commercial chartered surveyor with 25 years experience I have rarely seen such schemes do anything to help retail.
There is absolutely no need for these steps with regard to Covid. The town isn't busy enough to warrant steps to socially distance. Mask wearing is ample.
There is ample space for people to move about the town. Don't take parking away from us.
I feel this is going to have a higher impact on all local businesses, especially the smaller ones.
With the roll out of the vaccine lockdown restrictions will begin to ease in the near future. We did not need these measures last year when restrictions eased! Why do we need them now? Significantly reducing available parking, forcing shoppers to pay for parking, walk greater distances will put people off coming to the town centre not encourage them.
Don't do it! Businesses are already struggling, this will force more customers online!
Pedestrianising the town will be the death of the town and business will close!!
Restricted access is a good idea if it's only at certain times. Evenings or afternoons wandering around would be fine, but lots of people need occasional access to the roads by car.
I think this will be the nail in the coffin for a lot of businesses in Argyll Street and the customers will just go across the water where access to the shops is easier.
I have no idea of which percentage of our customers walk, cycle, drive or get a taxi or bus. Who does? Ridiculous question.
Spend the money on something more useful.
I know I have mentioned before but feel it must be highlighted, access for deliveries for all businesses is vital. While it would be nice for our customers to have extra wide pavements if we cannot get our goods in we cannot trade. Also why is this taking so long to introduce, COVID has been around for nearly a year now. Other councils in Scotland had these measures in place last summer. I feel you might just get them in before we all get vaccinated. Is it really worth doing when for nearly 12 months Dunoon has coped with the pandemic without these measures?
It's better to do something than do nothing and the temporary nature of the proposal is well judged.
I think these changes would be welcomed and I have supported the pedestrianisation/part pedestrianisation of Argyll Street for many years.
Hopefully this will happen BEFORE the Covid restrictions end and also there will be serious dialogue on the success and possible removing the restrictions.
I think we really need to take this Pandemic as an opportunity to have a major re-think of how we can make Dunoon Town more attractive. We need to preserve the ability for those using their cars to stop for 10 - 15 minutes to pick up items. If we do away with this

we will only drive customers away from the High Street and say to the Supermarket. We have seen the demise of the High Street on retail shops during this Pandemic. This should make us rethink our local strategy , to properly sit down and plan and not make quick major decisions. eg 1. We must still allow a traffic flow through most of Argyll St. 2. Possibly pedestrianise between Moir St and Church St and create an attractive sitting area. 3. Purchase part of the front garden of St John's Church and create another attractive sitting area onto Argyll St. 4. Convert Rose Garden into a Car park 5. Consider having covered walkways over the pavements on Argyll St : protection against our very wet weather. This whole lock down may give us the opportunity to have a serious re think.

My main concern is that you implement these changes and it would become permanent. This town needs people and the only way to ensure footfall is to keep it accessible by car etc. especially in bad weather.

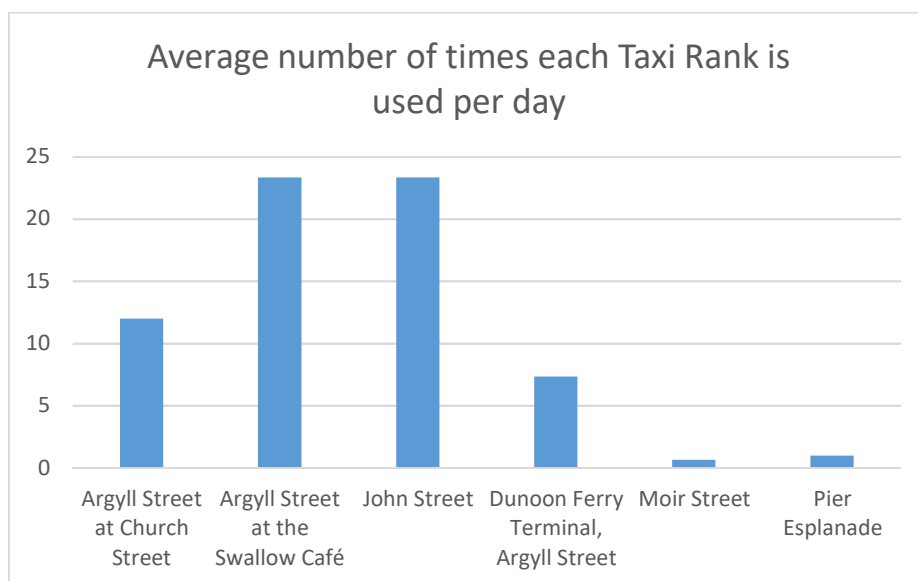
Delivery vehicles should be restricted to before 10.00am. traffic restrictions from 10.00 until 1800 to allow for deliveries, and allow street to be used for hospitality into the early evening

Fully support the measures detailed, we feel it would be very beneficial to the pedestrians of our town.

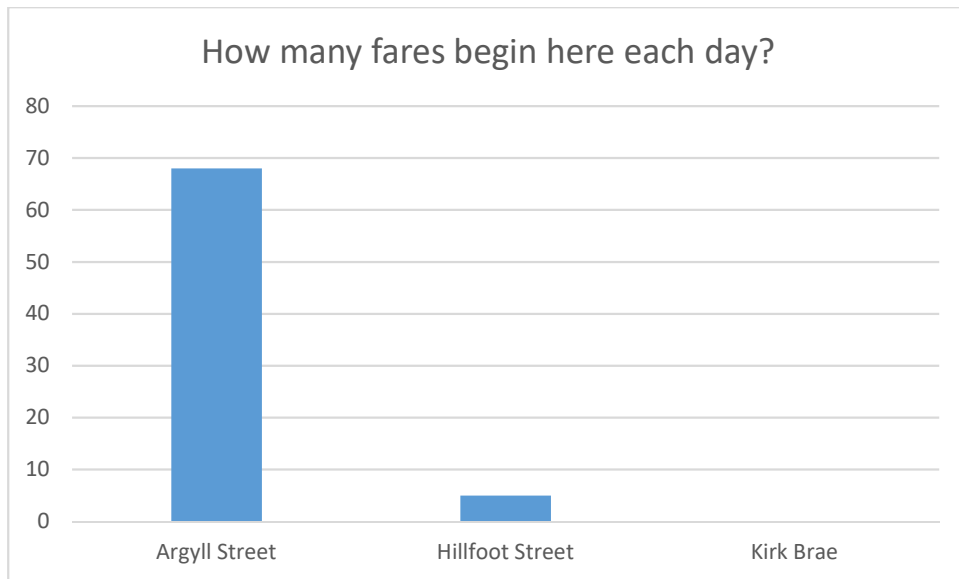
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Spaces for People: Dunoon Taxi and Private Hire Consultation Results

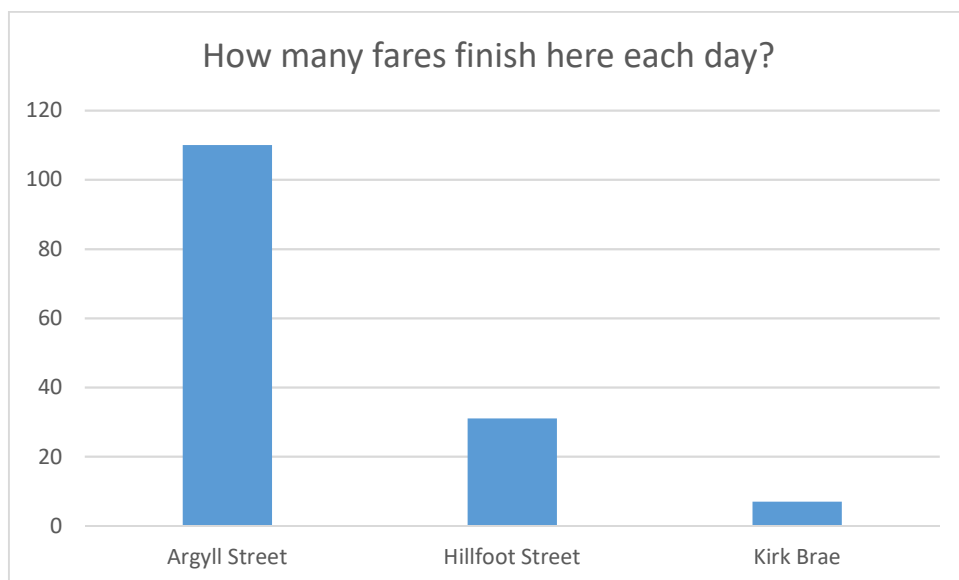
- 1.1. In February 2021 an on-line consultation focussed on taxi and private hire operators was undertaken on potential temporary interventions in Dunoon in order to gather specific business feedback on the proposals. The consultation was available on the Council's consultation webpage for 14 days (08 to 21 February). The consultation was promoted via a letter to all holders of taxi and/or private hire licences for the Bute and Cowal area, and via the Council's social media accounts, Dunoon BIDS and Dunoon Area Alliance.
- 1.2. A total of 3 responses were received from taxi operators in Dunoon. No responses were received from private hire operators. The respondents operated between 1 and 11 vehicles each, representing 26% of all taxi and private hire vehicles licenced in the Bute and Cowal area.
- 1.3. Respondents were asked how often they used each of the taxi ranks in Dunoon.



- 1.4. Respondents were asked to estimate the number of their fares that commenced at each of the streets each day.



- 1.5. Respondents were asked to estimate the number of their fares which finished in each of the three streets each day.



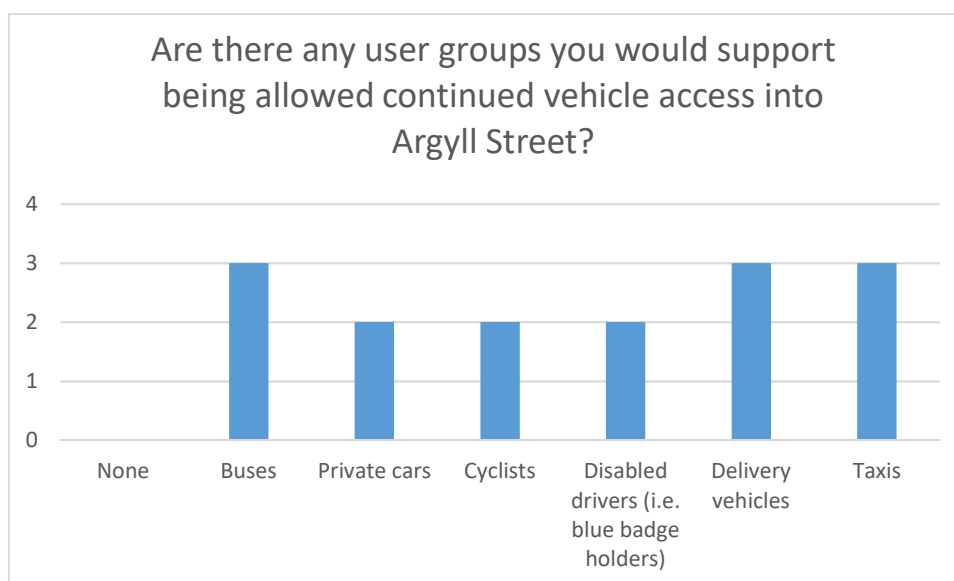
- 1.6. Respondents were asked if they supported the proposed temporary changes to Argyll Street, all 3 respondents did not support the changes; Hillfoot Street, 2 respondents did support the changes and 1 respondent didn't support the changes; and, Kirk Brae all 3 respondents did not support the changes.
- 1.7. Respondents were asked for any comments they had on the proposed temporary changes.

please leave argyll street alone it was made a nightmare mess when it was made to look as it is and will kill the town completely if this work is done as we all know it won't be temporary it will be left by people with their own agenda and we the people who stay here will be left to deal with the death of our town the vaccine is here now and we are about to find out the way out of lockdown so there is no need for all this work to go on when things are going to go back to normal and that means more traffic and pedestrians being encouraged to com into town making it a vibrant busy place not kill it off by people who don't even live in our community and if truth be told we can dunoon function with all the stupid proposals that are being put forward i personally would think not

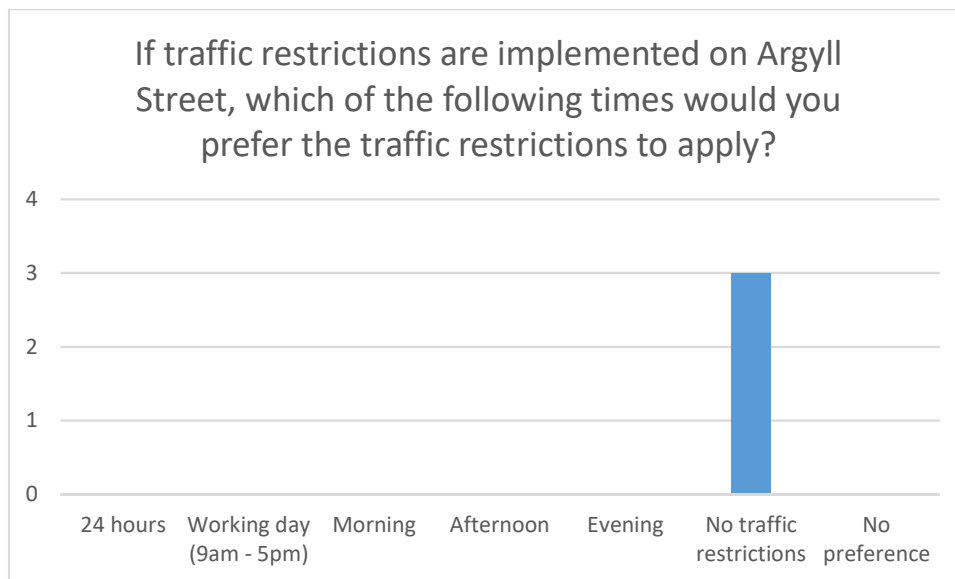
The temporary changes would be of benefit to a street like Hillfoot Street at this time, with both traffic and pedestrians in mind. At this time I don't see the benefit of pedestrianising Argyll Street for the reason of social distancing, there is no issue with social distancing at present. We find that a lot of our customers require to be dropped off close to amenities within Argyll Street, and without being able to do this they possibly would not visit the town centre at all. I couldn't support the changes at Kirk street at this time either without being aware of how these changes would affect our ability to provide our service ie. Hillfoot St one way, Kirk street pedestrianised along with Argyll St, how would this affect traffic/ parking on surrounding and already busy streets and where would taxis/ buses access these areas?

Employ full time traffic wardens to keep parking under control throughout the town including the taxi ranks.

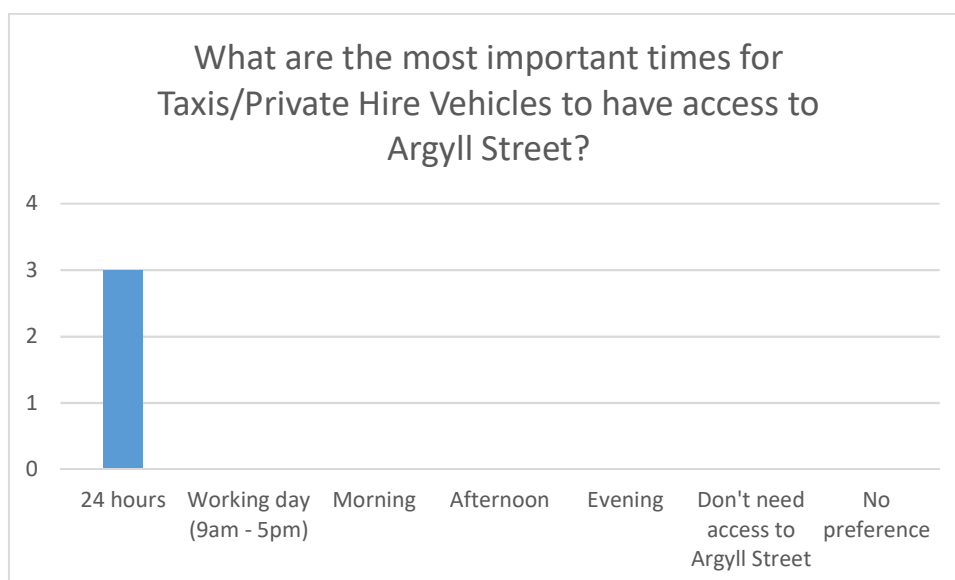
- 1.8. Respondents were asked if there were any specific user groups/vehicle types they would support being allowed continued access in Argyll Street.



- 1.9. Respondents were asked what times they would prefer traffic restrictions to be in place on Argyll Street



1.10. Respondents were asked what the most important times were for Taxi/Private Hire vehicles to have access to Argyll Street.



1.11. Respondents were asked what affect did they think these temporary changes would have on their business.

It would be a disaster we need more space not less and tighter rules keeping private vehicles from parking on taxi ranks and being threatened with physical violence when we ask them to move
I feel the changes may affect our ability to provide the service we offer to a large percentage of our customers who rely on a door to door service. Without knowing the exact plans, I can't make an informed decision.
Detrimental affect trying to drop or pick up elderly, infirm, visually impaired and disabled passengers at their bank, chemist, GP surgeries or chosen shops.

1.12. Respondents were asked if they have any other comments to make

please please please go back to whatever else you do and leave us alone argyll street was made a complete mess of before an a lot of businesses have still not recovered this stupidity by faceless people will finish us all forever
The numbers I've entered for use of ranks in a day are an average total for the 11 licensed vehicles we have.
Wrong time to ask for a taxi use survey as country is currently in lockdown so people are only allowed out for essential shopping so numbers are obviously inaccurate.

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