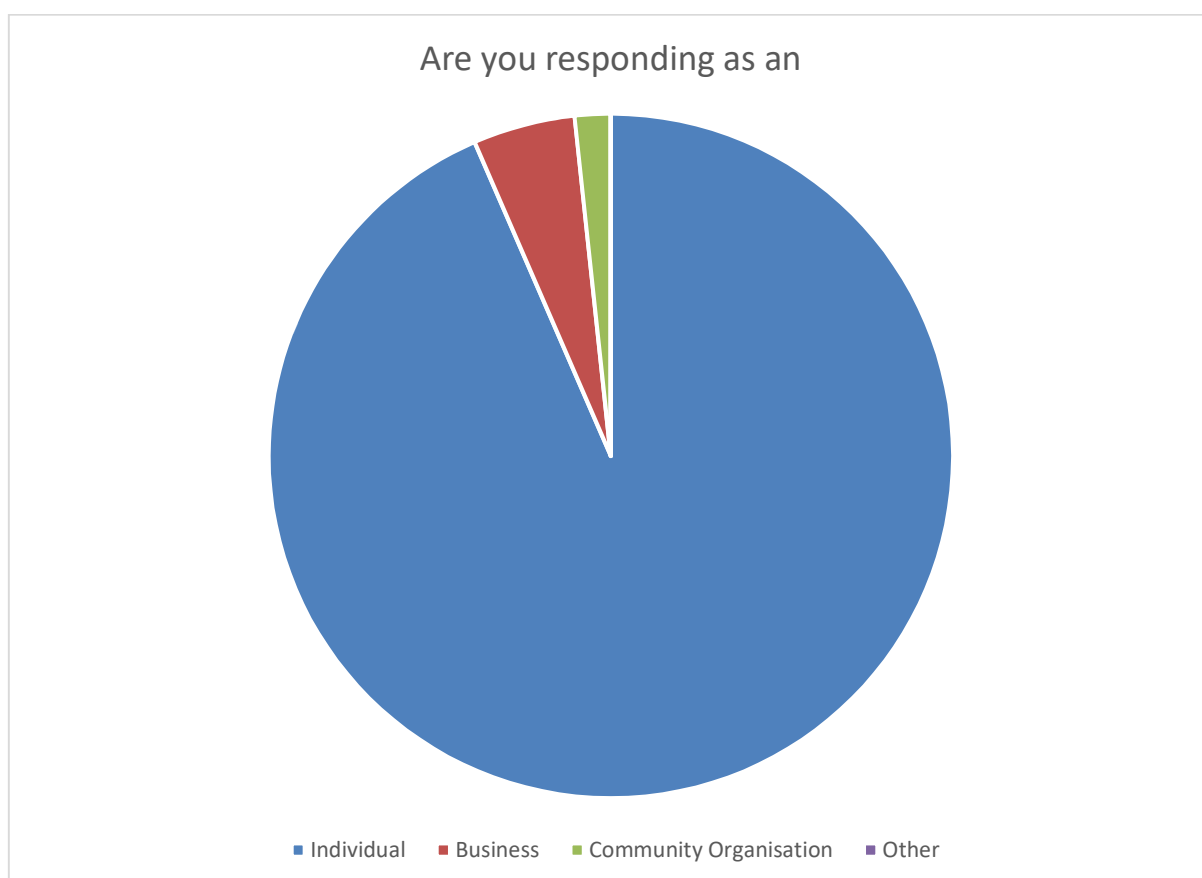

Spaces for People: Dunoon Consultation Results

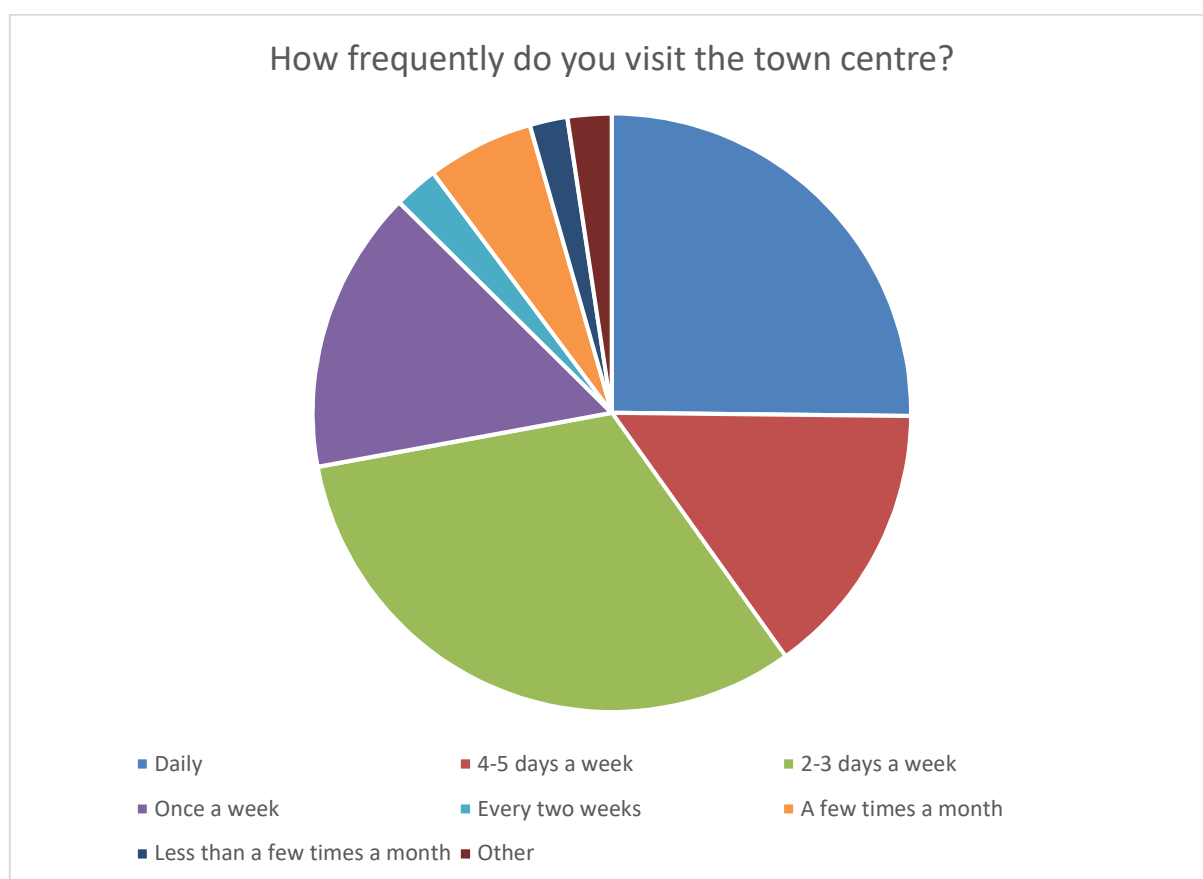
- 1.1. Following the Spaces for People Funding award, an on-line public consultation was undertaken on potential temporary interventions in order to gather community, resident and business feedback on the proposals. The consultation was available on the Council's consultation webpage for 10 days (16 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.



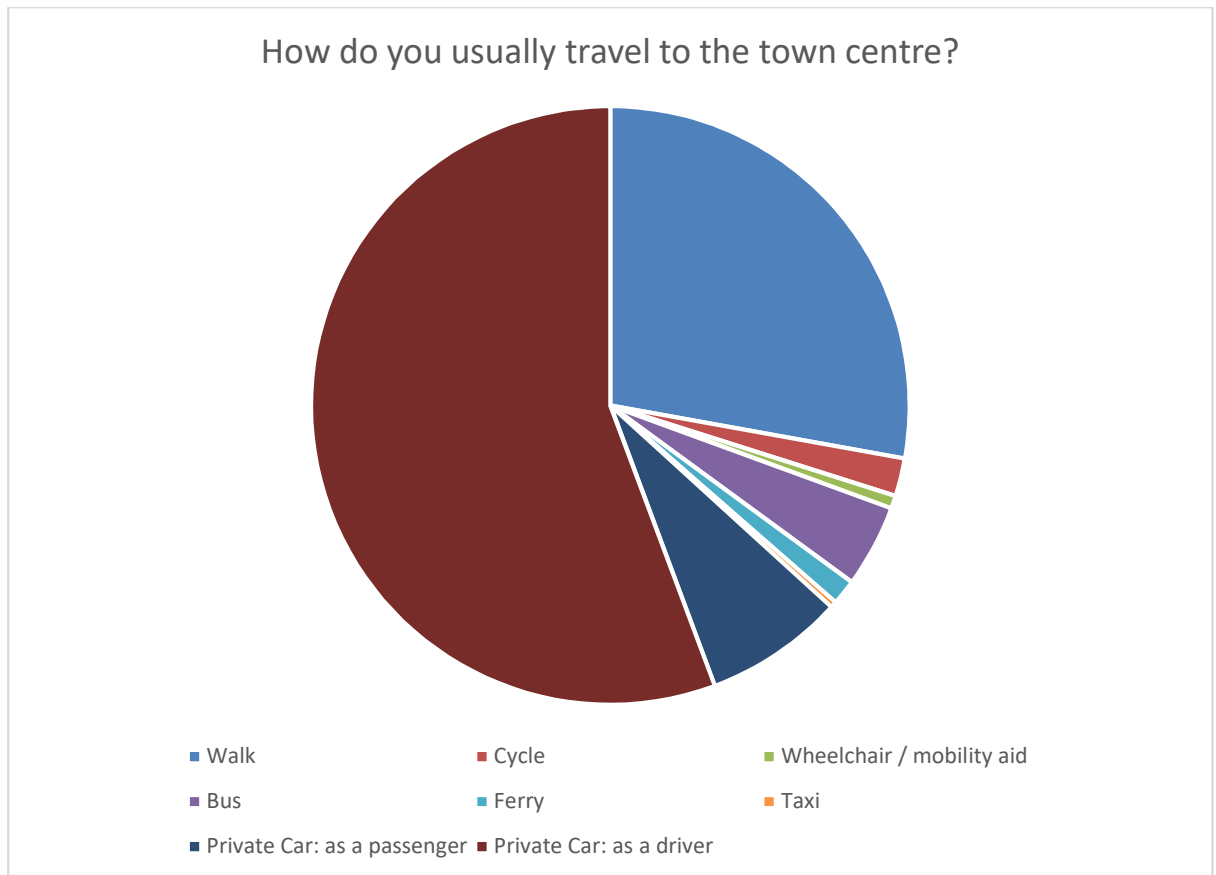
- 1.3. Individuals, businesses and other respondents were asked to provide postcode information to postcode sector, i.e. to the first digit of second part of postcode information. A total of 265 respondents provided postcode information. The full postcode information provided by respondents is provided 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.

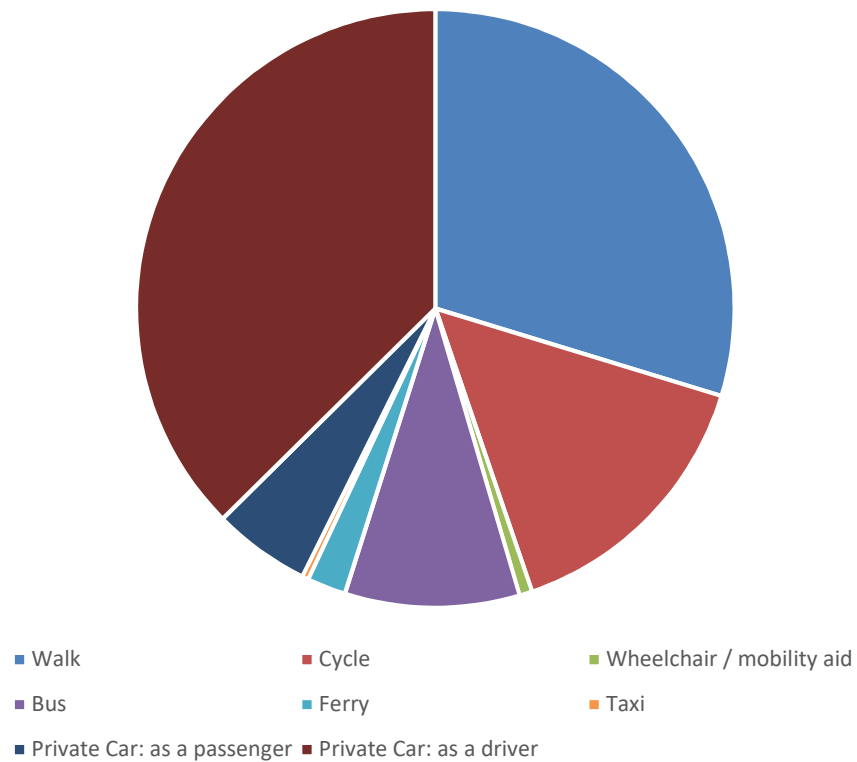


- 1.5. Of the individual and other respondents, 291 responded to the question asking how they usually travelled to the town centre. Of these the majority (162 / 56%) travelled to the town centre as the driver of a private car, 81 (28%) as a pedestrian, 22 (8%) as a car passenger, 13 (4%) by bus, 6 (2%)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

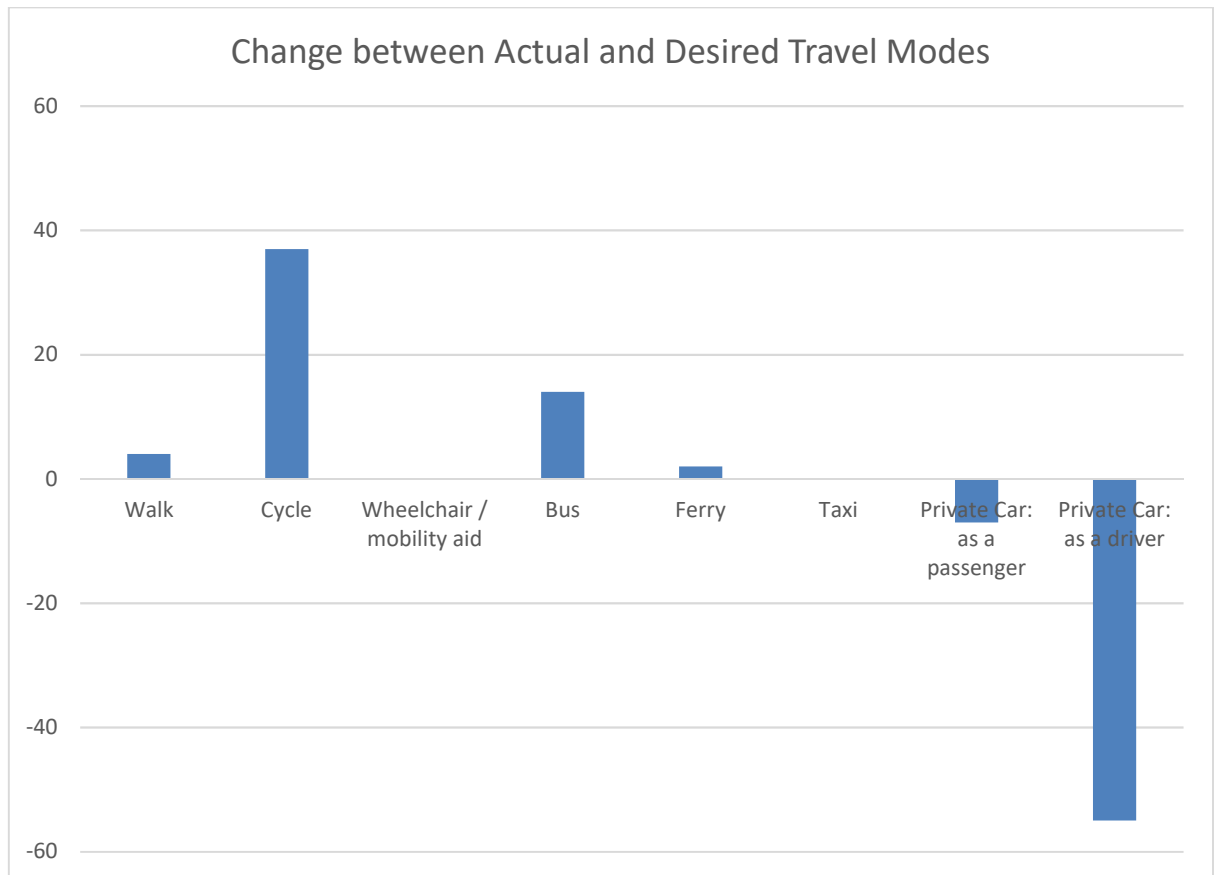


- 1.6. Of the individual and other respondents, 286 responded to the question asking how they would like to be able to travel to the town centre. The majority of respondents selected as the driver of a private car (107 / 37%), 85 (30%) as a pedestrian, 43 (15%) by bicycle, 27 (9%) by bus, 15 (5%) as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

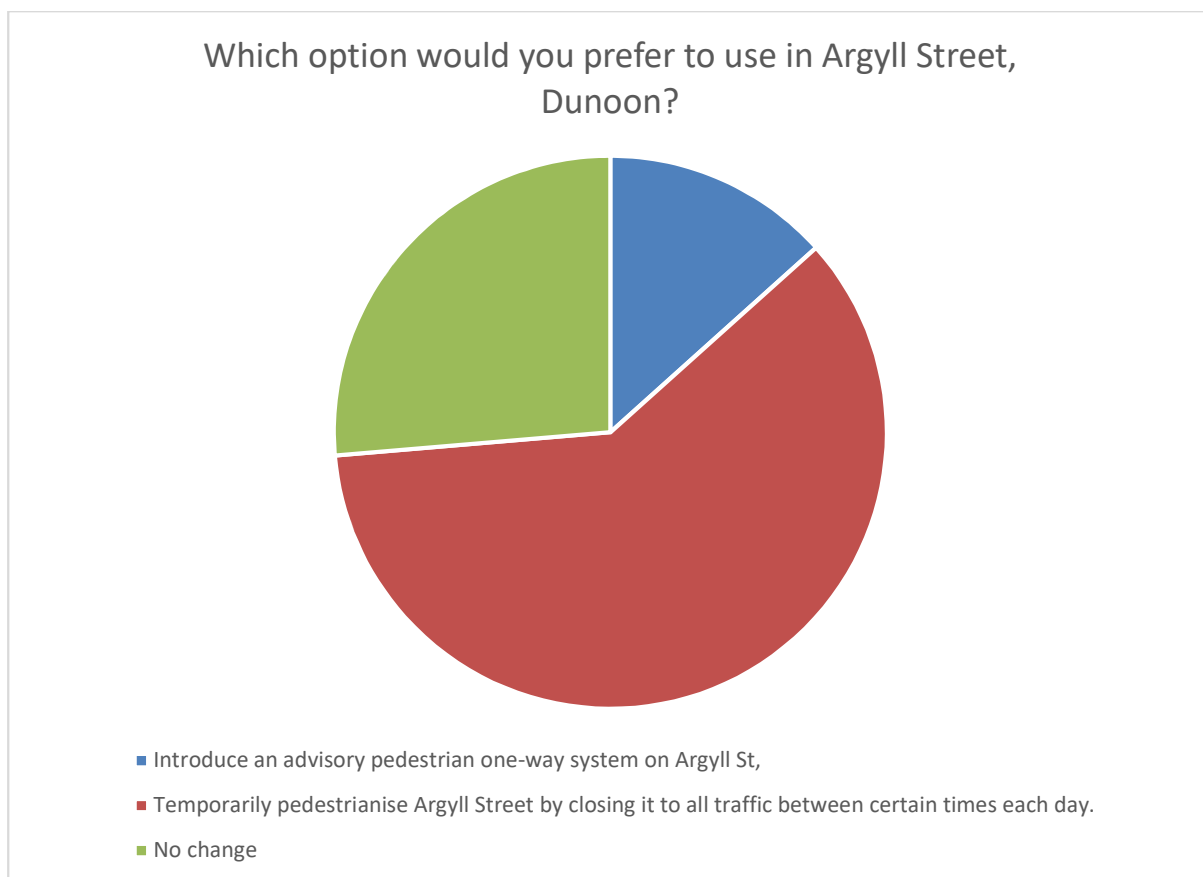
How would you like to be able to travel to the town centre?



- 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%).

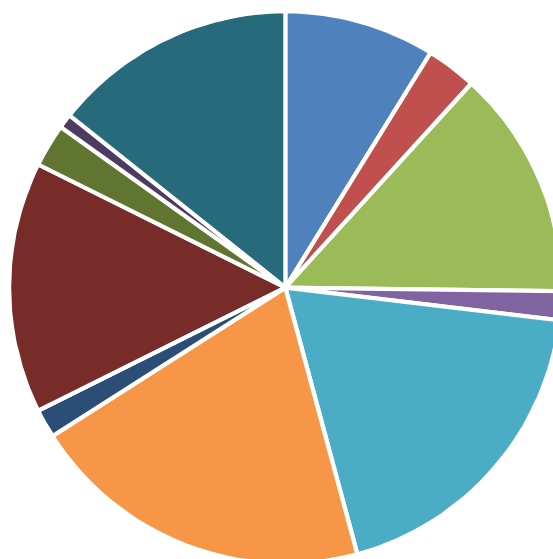


- 1.8. Of the individual and other respondents, 59 responded with further information when asked if their preferred travel mode was different to their current mode what would enable them to travel by their chosen mode of transport. The most popular topics were; improved/safe cycle routes (15), bus service 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%).

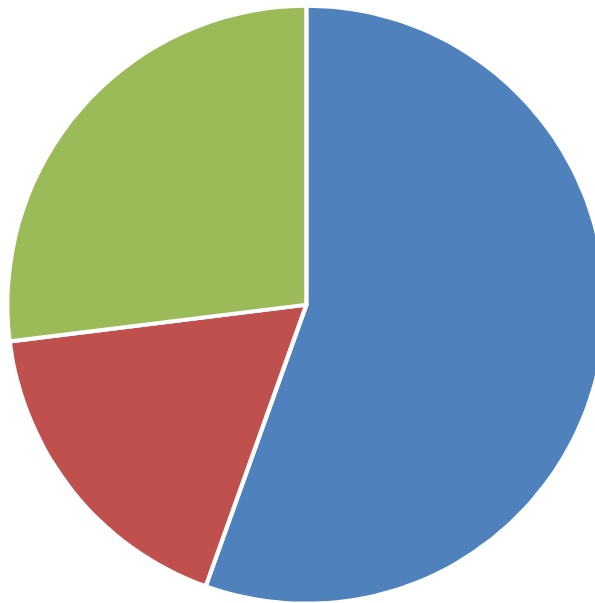
If we did progress temporary predestrianisation of Argyll Street by closing it to traffic, what hours should Argyll Street be closed to all traffic?



■ 24 hours a day ■ 0900 - 1500 ■ 0900 - 1700 ■ 0900 - 1900 ■ 1000 - 1500 ■ 1000 - 1700
 ■ 1000 - 1900 ■ 1100 - 1500 ■ 1100 - 1700 ■ 1100 - 1900 ■ Other

- 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.

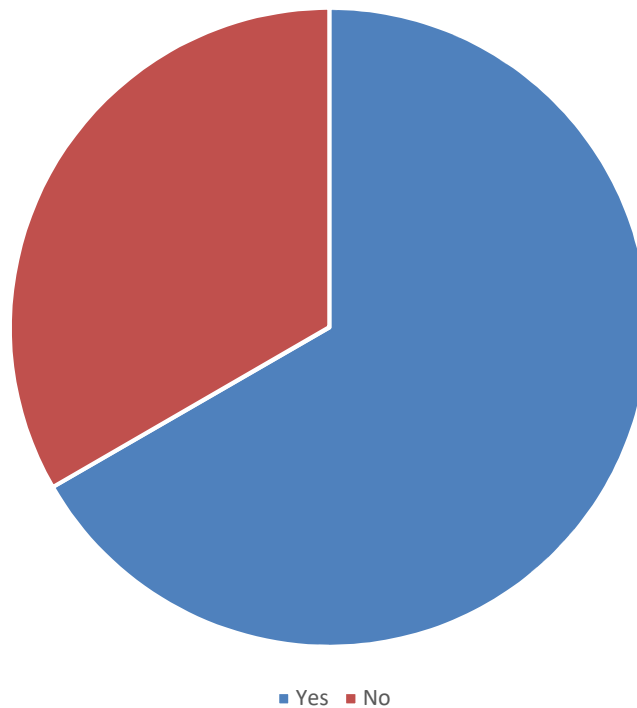
Which direction would you prefer the one-way traffic in Hillfoot Street to be?



■ Northward, from the A815 towards Ferry Brae ■ Southward, from Ferry Brae towards the A815
■ No change

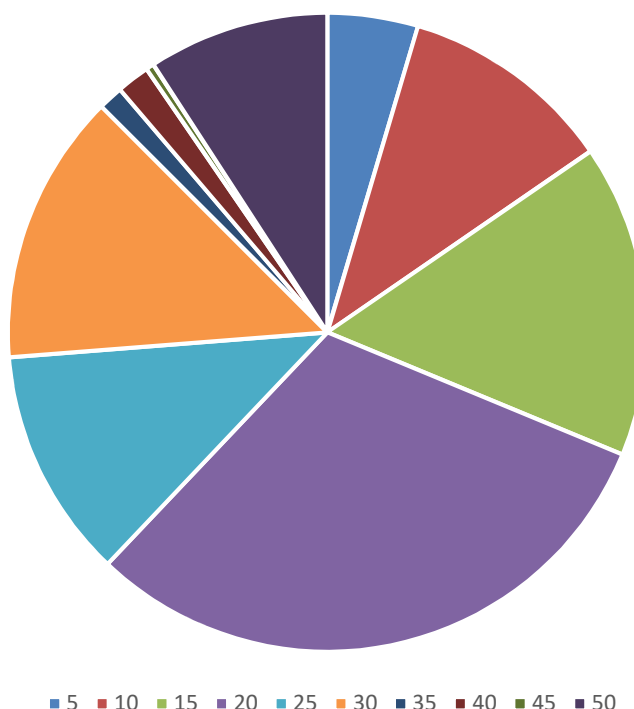
- 1.13. All respondents were asked if they thought additional footway space on Ferry Brae would make it easier to socially distance. A total of 258 provided a response. Of these, 172 (67%) indicated that additional footway space would make it easier to socially distance, while 86 (33%) indicated that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

Do you think additional footway space in Ferry Brae will make it easier to safely social 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%).

Ferry Terminal: How many people should we aim to accommodate socially distanced within the covered area?



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 berths 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 enforcement 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 Dunoon
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 ardentinn 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
