



# LOCHGILPHEAD

ACTIVE TRAVEL ROUTE OPTIONS  
STAGE 02 REPORT | Sept 2021





# INTRODUCTION

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Erz were appointed by Argyll and Bute Council in April 2021 to undertake this options appraisal and active travel plan in Lochgilphead. The study seeks to determine an active travel link across the town, connecting the school campus and business park to the town centre, residential neighbourhoods, other cycle path networks and the Crinan Canal.

Stage 1 work focussed around analysis and route options. At stage 1, an initial online consultation proposed three potential route options to the community of Lochgilphead.

Feedback from this fed into the Stage 2 development of a single proposed route along Union Street; the preferred route by most people that responded. A second online consultation then took place to present the community with a concept design for the preferred route and to gather their feedback. This community feedback alongside, traffic surveys, parking surveys and a road safety audit analysis has enabled a concept design of the route.

Outwith the scope of the designs and this report is ongoing dialogue with the bowling club. There is the long-term potential to extend the route via the bowling club, and create a link to Bishopton Road and the Crinan Canal.

This report concentrates on the development of Stage 2 design s for the preferred route. Please see the separate Stage 1 report for further information on the analysis and route options.





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LOCHGILPHEAD  
ACTIVE TRAVEL

SURVEY AND ANALYSIS





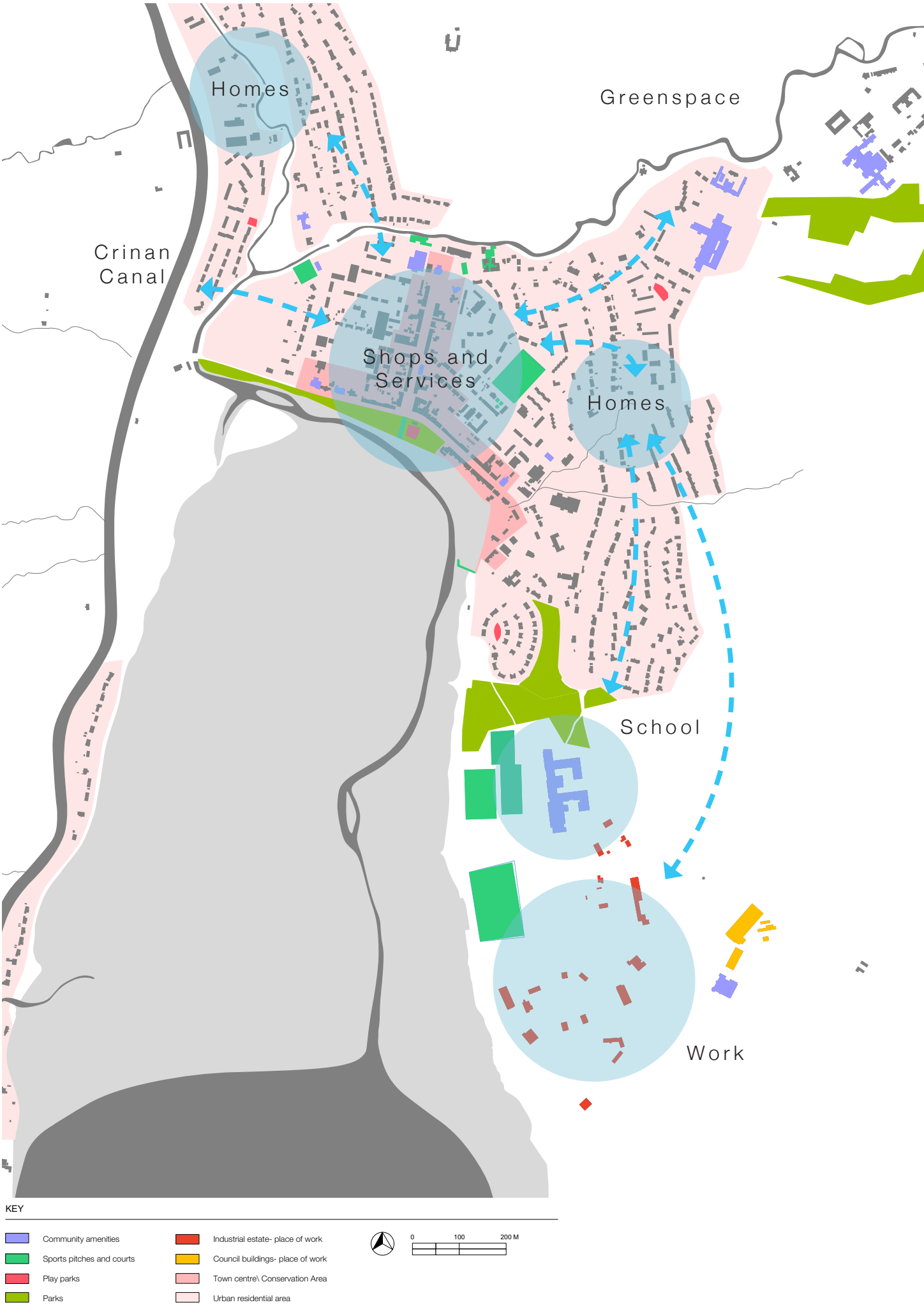
# SITE ANALYSIS

Lochgilphead is a historic town sitting at the head of Loch Gilp. It has a historic centre focussed around Argyll Street and the Front Green, this area is designated as a conservation area. The town has since expanded beyond this historic core with residential development to the North East and North West. The school campus and business park sit to the South East. The aim of the active travel route is to link the residential areas with the town centre and school and employment campuses.

The town sits in a bowl with the waterfront being the lowest point, with topography rising to the north, east and west. Gradients are generally gentle but should be considered as part of the route analysis. This topography also contributes to the fact that the waterfront to the south is prone to coastal flooding.

The A83 is the main trunk road connecting Glasgow to Oban and Kintyre and it runs through the centre of Lochgilphead. This is a very busy route and cuts the town off from the waterfront. There are good active travel connections to the east and west of the town with the Crinan Canal towpath providing and locally and nationally important connection. There is a gap in the network through the historic core of the town that would tie in well with existing networks.

Please see stage 1 report for greater detail and diagrams.



Right: Drivers of movement diagram



# PREFERRED ROUTE OPTION

## ONLINE CONSULTATION 01

The preferred route agreed from stage 1 stakeholder and public consultation is shown adjacent.

The route starts in the north off Bishopton Road and heads south to Lorne Street. It then splits to link up with the Front Green (which is currently being improved as a separate project) and the anticipated link to the Crinan Canal (not part of this study).

It crosses Argyll Street at its midway point and travels along Union Street before crossing an existing burn and passing through the Old School site. This site is marked for development and so this link will better connect any future development with the town centre.

From here the route joins the existing north south route along Kilmory Road which is a quiet residential street.

Finally, the termination of the proposals is a new crossing and public space at Whitegates Road, to act as a welcoming space for the school campus before joining up with an existing off carriageway route south to the business park.

NOTE:  
Whilst the initial route showed the link from Lorne Street to Bishopton Road, this was removed from the Stage 2 proposals and is being progressed separately due to land owner discussions.

Right: Proposed preferred route.





# SURVEYS

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Once the preferred option had been agreed through stage 1, surveys were commissioned to supplement the knowledge gained from the analysis. Surveys included:

- Traffic survey data
- Topographic surveys
- Parking surveys
- Utilities search

The baseline data was used to assess the impact of the design on the existing conditions.

## PARKING SURVEY

Based on the parking study of Lorne Street & Union Street the report concludes that there is good parking capacity within both streets which is aided by the public car park off Lorne Street which had spare capacity throughout the survey period.

There was minimal illegal parking though there were some instances recorded at the junction with Argyll Street for loading/unloading to nearby shops.

The reduction in the parking spaces as required by the scheme proposals is in accordance with the parking survey findings though further analysis of the junction with Argyll Street and the garage on Lorne Street will be required to ensure sufficient space for delivery vehicles.

## TRAFFIC SPEEDS

Argyll & Bute Councils “Road Speed limit Policy” dated January 2017 specifies in section 3.8 that “Local speeds will be assessed and determined using mean traffic speed” which is a change from using the 85% speed. Whilst the seven day “mean” speed for all 3 locations in Union Street & Lorne Street were below 30mph the speeds on Poltalloch Street in both directions were at or over 30mph.

Though the mean speeds seem appropriate for the area the outlier speeds raise cause for concern with speeds recorded over 70mph throughout the survey area. It is proposed that traffic speeds within the centre of Lochgilphead are limited to 20mph to reduce the mean and outlier speeds especially on Poltalloch Street, which has approximately 6000 vehicle movement per day at the junction with Lorne Street. The volume and high traffic speeds at this junction, with over 30% of all vehicles speeding, will require detailed discussions with Transport Scotland and Argyll & Bute Council to provide a safe junction for all users, motorised and non-motorised. The exact extents of the 20mph zone will be determined at the next work stage.

See supporting information for full survey results.



LOCHGILPHEAD  
ACTIVE TRAVEL

ONLINE  
CONSULTATION 02  
FEEDBACK





# PROPOSED ROUTE OPTION | ONLINE CONSULTATION 02

Proposals were developed to illustrate what the physical infrastructure the project required at key spaces along the route. These proposals were then presented in sketch form as part of the second round of consultation.


Web platform: [www.walkcyclelochgilphead.co.uk](http://www.walkcyclelochgilphead.co.uk)  
Second consultation live between 29th June 2021 and 27th August 2021.

The website allowed people to access the active travel route proposal via an interactive map linking to before and after sketch visuals, and text to summarise the proposed changes at 6 key locations along the route.

The website offered a number of ways to give feedback on the proposed route design strategy:

- Comment on each of the 6 key locations
- A survey to mark the overall proposal out of 100
- Option to contact ice cream architecture via an online web form.

See following pages for an extract of the website content and findings. Full comments are included in the Appendix A.



**Proposal**  
Lorne St becomes a “quiet way” designed for pedestrians and cyclists where vehicles are treated as visitors. Cyclists are given priority to improve crossings.

**Pros**

- Improved and more suitable public realm in historic town centre
- Priority is now given to pedestrians and cyclists
- Biodiversity, water management and climate change/flooding improvements
- Improved pedestrian connections into the adjacent car park




**Cons**

- Some loss of parking on the south side of Lorne Street will be needed to enable better footpaths and cycle provision

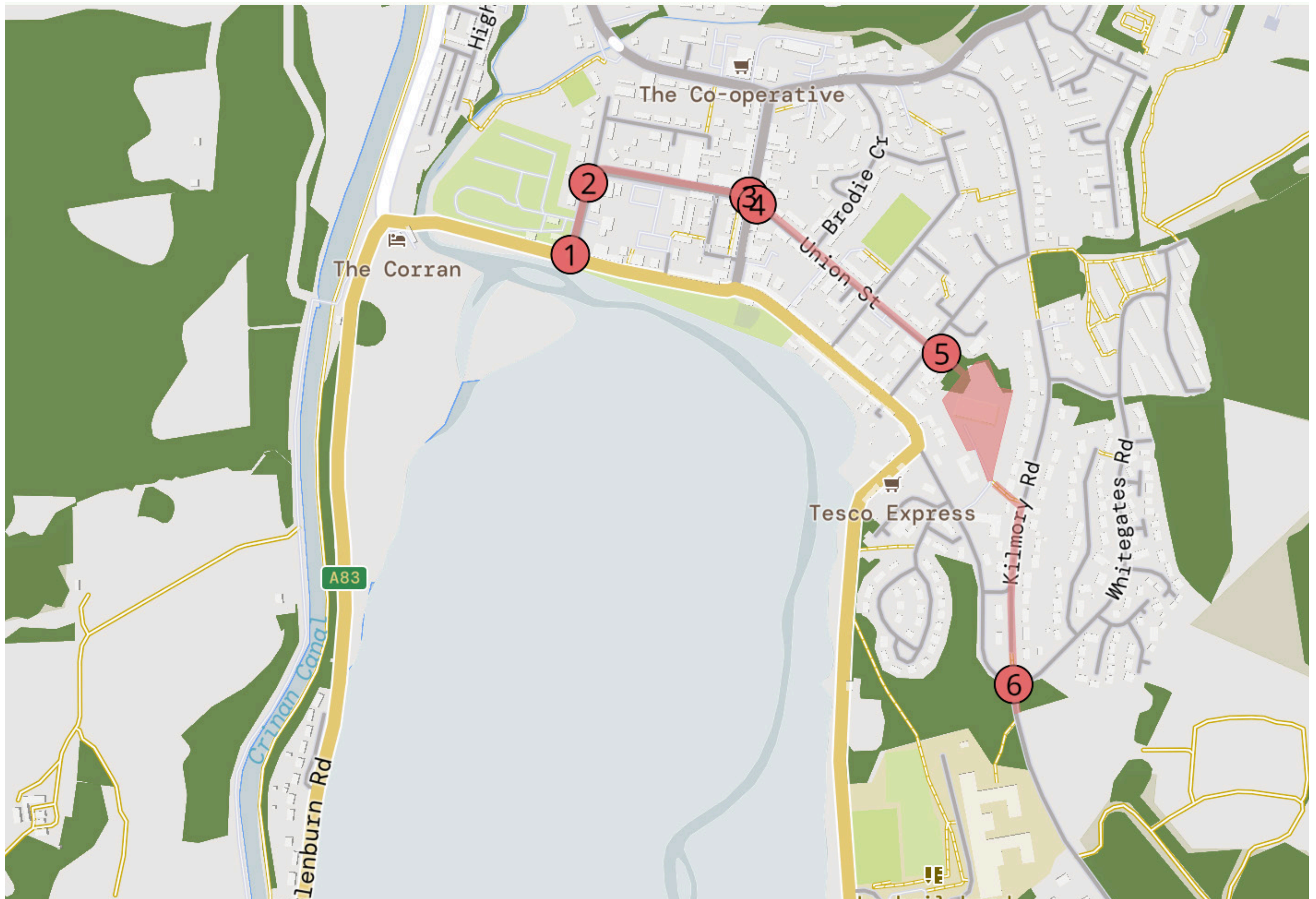
### What do you think?

Please tell us what you think about the proposals as a whole.

Would the proposed measures encourage you to walk and cycle more often?









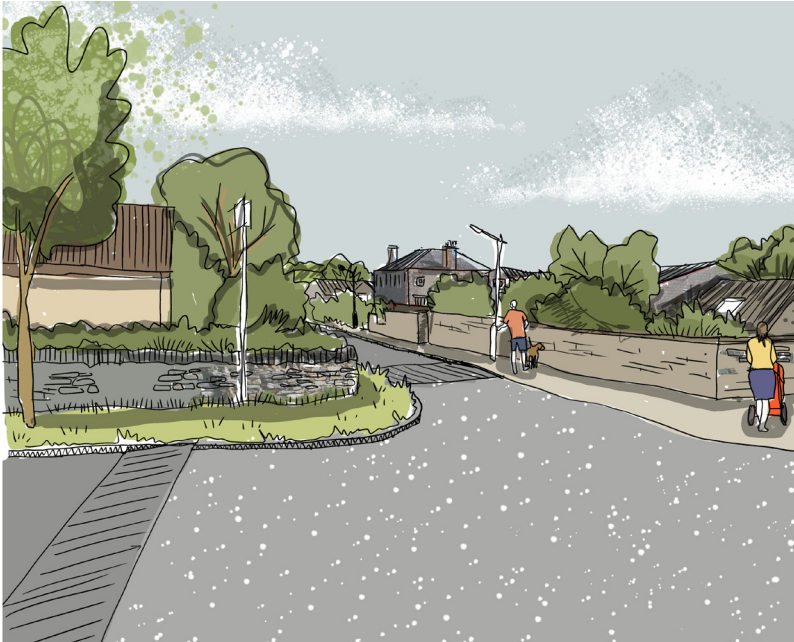
# PROPOSED ROUTE OPTION | ONLINE CONSULTATION 02

## 1 A83/LORNE STREET JUNCTION

**Proposal:**  
Where Lorne street meets the A83 a narrower junction is proposed. The pavements are made wider and both roads narrower. Street trees are added along the A83. A raised table or different colour surfacing could be used to slow traffic and emphasise that this is a crossing area.

- Pros:**
- Better visibility for pedestrians, cyclists and traffic at the junction
  - Easier crossing for pedestrians and cyclists
  - Reduced vehicle speed due to the narrower junction

- Cons:**
- Some parking spaces will be lost near to the bank



## 3 A83/LORNE STREET JUNCTION

**Proposal**  
Lorne St becomes a "quiet way" designed for pedestrians and cyclists where vehicles are treated as visitors. Cyclists are given priority on the carriageway. Footways are widened and paving is improved. Street trees and rain gardens are added. A raised table is added at Argyll Street to slow traffic and improve crossings.

- Pros**
- Improved and more suitable public realm in historic town centre
  - Priority is now given to pedestrians and cyclists
  - Biodiversity, water management and climate change/flooding improvements
  - Improved pedestrian connections into the adjacent car park

- Cons**
- Some loss of parking on the south side of Lorne Street will be needed to enable better footpaths and cycle provision



## 2 LORNE STREET CORNER

**Proposal:**  
This junction is redesigned to give priority to the east turn towards Argyll Street. Landscape improvements to the junction include street trees and rain gardens.

- Pros:**
- Safer junction with tighter turning area reducing vehicle speeds
  - Improved character more suitable to historic setting
  - Pedestrian environment is improved with wider footpaths at the corner
  - Biodiversity, water management and climate change/flooding improvements

- Cons:**
- Temporary disruption within the residential area during construction



## 4 LORNE STREET CORNER

**Proposal:**  
A raised table is added at Argyll Street to slow traffic and improve crossings. Union Street becomes a one way street for east- west traffic. A segregated contraflow cycle lane in both directions. The junction with Argyll Street will be redesigned to give more space to pedestrians and allow cyclists easy access to the segregated cycle lane. Street trees and rain gardens are added further east along Union Street.

- Pros**
- Priority given to pedestrians and cyclists
  - Biodiversity, water management and climate change/flooding improvements
  - Improved pedestrian connections into the adjacent car park
  - Environmental improvements create a public realm more suitable to the historic town centre

- Cons**
- Due to its restricted width, Union Street does not currently meet the minimum width requirements for parking and two way traffic. Any improvements will mean loss of parking along intermittent sections of this street. The exact bays that will be lost will be determined as proposals develop.





## 5 COMMUNITY BUILDINGS CAR PARK

### Proposal:

The car park is reorganised to allow a new cycle/pedestrian route to pass along its southern edge and also to create space for landscape improvements such as street trees, rain gardens and better surfacing. A new gateway is cut through the existing stone boundary wall and a new bridge crosses over the burn onto the old school site. Exact route through school site still to be confirmed.

### Pros

- Off-road, attractive and direct route continuation
- Level access with no uphill or downhill
- Biodiversity, water management and climate change/flooding improvements
- Opening up access into land locked school site improving future development potential and ensuring new houses are well linked to the town centre and school campus
- Creating a more permeable and legible town centre path network

### Cons

- Expensive new bridge
- Potential loss of some existing trees along the burn corridor to create bridge
- Risk of school site laying vacant long time - anti social behaviour may be a problem



## 6 WHITEGATES ROAD CROSSING

### Proposal:

Realign the current staggered crossing route to give pedestrian and cyclist straight uninterrupted direct access across the road and into the school campus. A welcoming new entrance plaza is created for school pick up and waiting parents. Street trees, rain gardens, benches etc. create a friendly and convivial threshold to the school.

### Pros

- Clearer sightlines up and down Whitegates Road for traffic, cyclists and pedestrians
- Better and more welcoming access to the school campus
- Biodiversity, water management and climate change/flooding improvements
- Easier crossing of Whitegates Road and less visual clutter from barriers and fences.

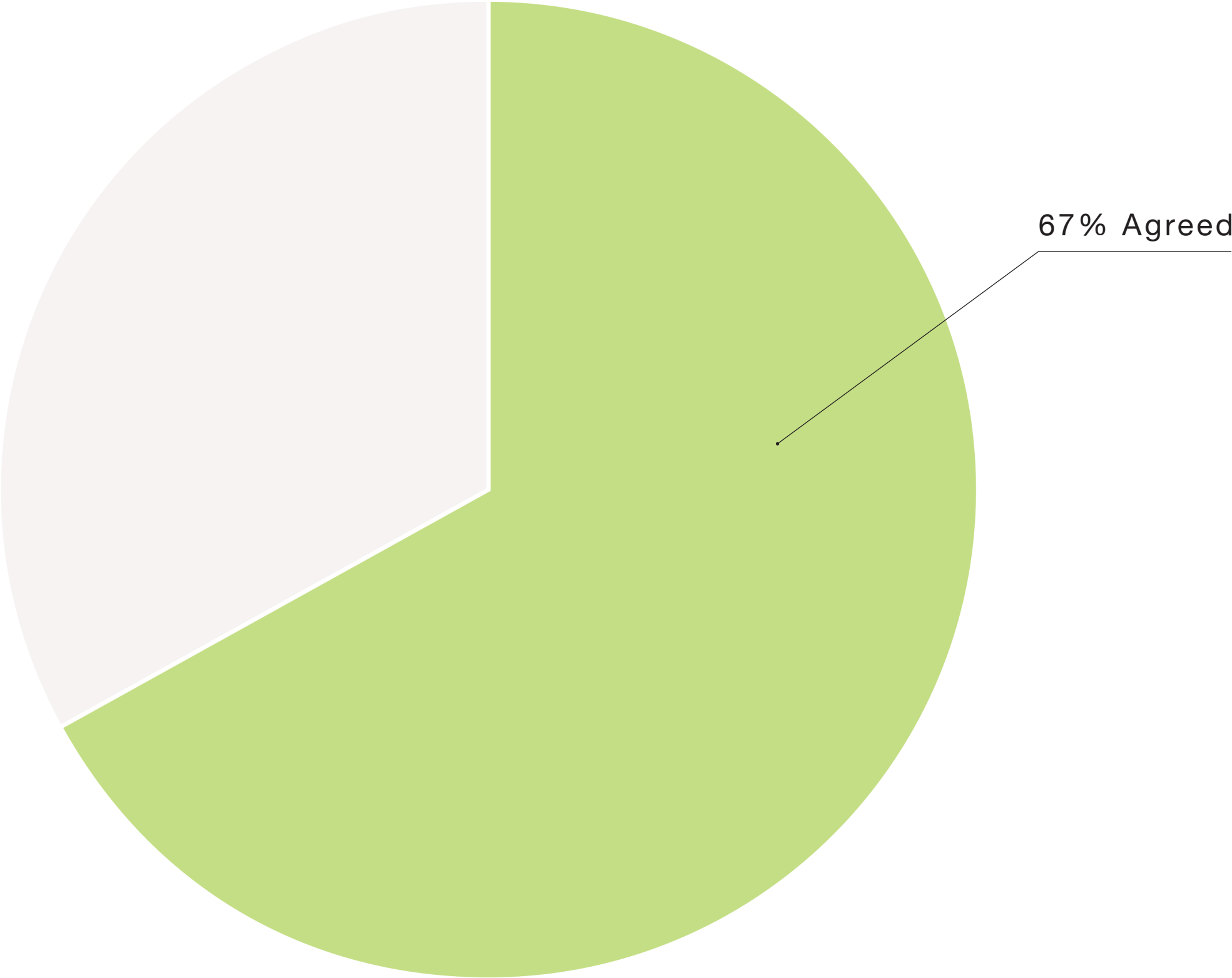
### Cons

- Potential loss of some trees during construction



**Q1. WOULD THE PROPOSED MEASURES ENCOURAGE YOU TO WALK  
AND CYCLE MORE OFTEN?**

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# OVERALL | POSITIVE COMMENTS

*The size of the circles represent how often a comment was made*



# OVERALL | KEY CONCERNS

*The size of the circles represent how often a comment was made*





# KEY LOCATIONS FEEDBACK

## Comments on Key Location Proposals:

### 1. A83/ Lorne Street Junction:

Pros:

- Safer for pedestrians and cyclists

Cons:

- Worries crossing not safe enough
- Reduced parking for businesses/ shops/ bank

### 2. Lorne Street Corner:

Pros:

- Safer for cyclists and pedestrians
- Improved visual appearance
- Tree planting and increased biodiversity
- Rain gardens for sustainable water management

Cons:

- Less accessible for delivery vehicles
- Trees blocking views

### 3. Lorne St. / Argyll Street Junction

Pros:

- Less car use and more cycling
- Environmental benefits
- Visual appearance
- Use of local green stone paving

Cons:

- Reduced car parking
- Vehicle access

### 4. Argyll Street/ Union Street

Pros:

- Safer for pedestrians and cyclists
- One way traffic
- Easier to drive without parking either side

Cons:

- Reduced parking

### 5. Community Buildings car park

Pros:

- Improvements around community centre welcomed
- Improved appearance

Cons:

- Anti social activity by old school site
- Slow re-development of old school site

### 6. Whitegates Road Crossing

Pros:

- Improved safety of crossing
- Improved visual appearance

Cons:

- Maintenance

# ONLINE CONSULTATION 02 FEEDBACK OVERVIEW

The second online consultation had 98 responses, almost exactly the same number as the initial online consultation.

Generally very positive comments were received about the increased safety for cyclists and pedestrians, visual improvements to Lochgilphead and the environmental benefits.

A key concern is the loss of parking. The parking survey was carried out concurrently and the data confirms that parking is not currently being used at full capacity, this will be crucial in assuring people that the reduced parking in the proposal is a rational and informed design decision.

Many detailed technical questions were asked, showing a highly engaged community response. The developed designs address the majority of these and will be presented to the community in the next phase of consultations.

Many of the comments were out-with the scope of the project but have been included in the appendix. This short summary necessarily omits much of the rich detail in the comments that are valuable to the design team.



LOCHGILPHEAD  
ACTIVE TRAVEL

DEVELOPED  
ROUTE



# DEVELOPED ROUTE OVERVIEW

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Feedback from two online community consultations, traffic surveys and parking analysis have enabled the development of the proposed active travel route through Lochgilphead.

Key changes on the route include:

- A raised table is added to the A83 to slow traffic and to emphasise that it is a crossing area. Where Lorne Street meets the A83 pavements are widened, narrowing the roads and slowing traffic.
- On the Lorne Street and Argyll Street junction a raised table is added to slow traffic and improve crossings. Cyclists are given priority on the carriageway and footways are widened for pedestrians.
- Union Street becomes a one way street for vehicular traffic, flowing from west east to west. Cyclists are provided with a segregated contraflow cycle lane, allowing them to travel in both directions. The junction with Argyll Street is redesigned to give more space to pedestrians and allow cyclists easy access to the segregated cycle lane. Street trees and rain gardens are added further east along Union Street.

- The community buildings car park is reorganised to allow a new cycle/pedestrian route to pass along its southern edge and also to create space for landscape improvements such as street trees, rain gardens and better surfacing. A new gateway is cut through the existing stone boundary wall and a new bridge crosses over the burn onto the old school site.
- The existing staggered crossing on Whitegates Road is realigned to give pedestrians and cyclists direct access across the road and into the school campus. A welcoming new entrance plaza is created for school pick ups. Street trees, rain gardens, benches etc. create a friendly threshold to the school.

A Stage 1 RSA was undertaken on the developed route plans and can be found in the supporting information.

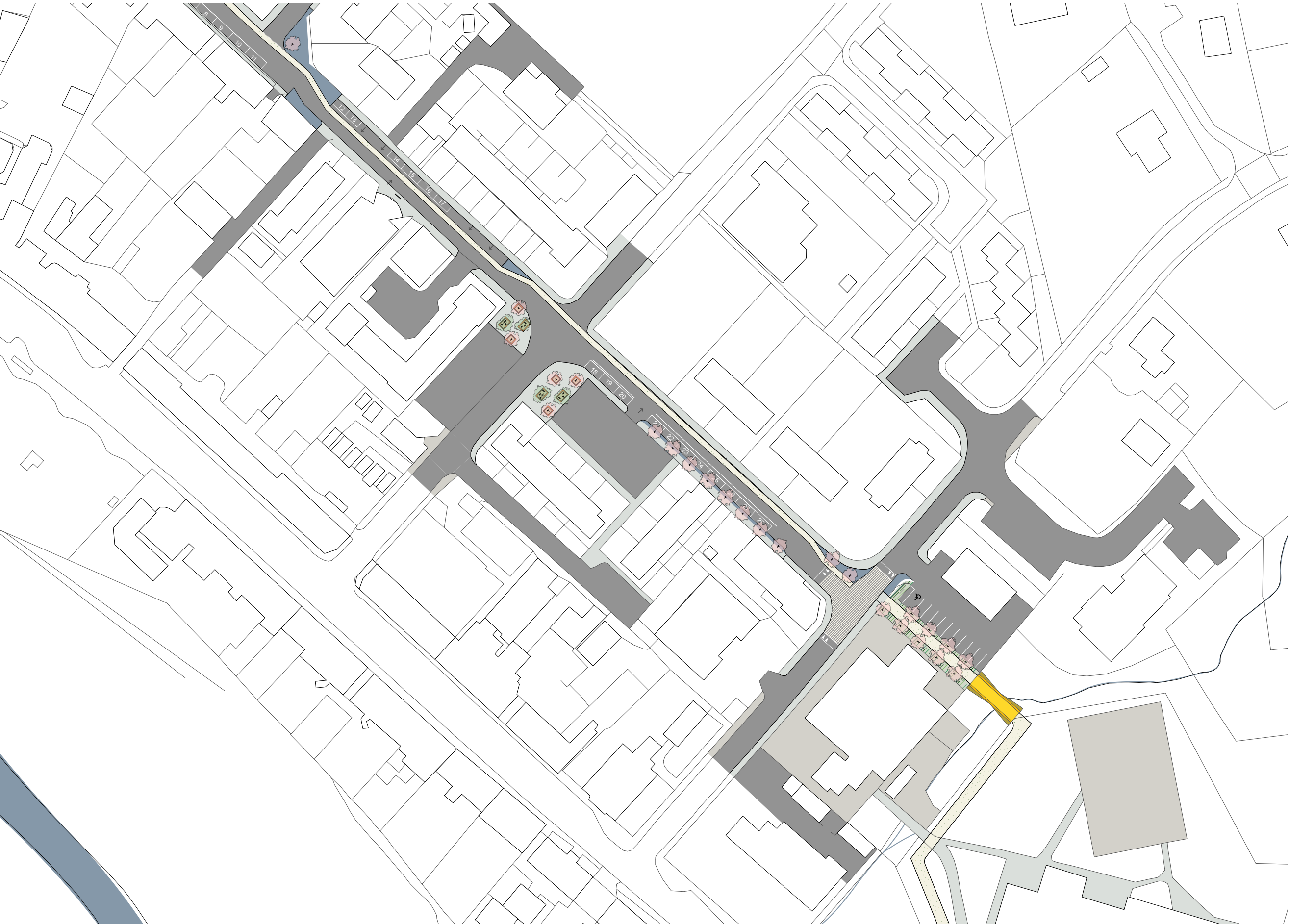
Proposals were also tracked to ensure they do not impact on vehicle movements through the town. Again this can be found in supporting information.



# DEVELOPED ROUTE: A83 | LORNE STREET



# DEVELOPED ROUTE: UNION STREET



## Key

### Hardworks:

- Cycle route
- Green stone slabs
- Raised Table
- Whin setts
- Footpath proposed
- Footpath (existing)
- Road (existing)
- Bridge

### Furniture:

- Planters

### Softworks:

- Rain garden
- Proposed grass verge
- Proposed trees

- Entrance ways

# DEVELOPED ROUTE: KILMORY ROAD



Key

Hardworks:

- Cycle route
- Public Space - PCC Setts
- Footpath proposed
- Footpath (existing)
- Road (existing)
- Steps

Furniture:

- Bench
- Cycle stands

Softworks:

- Rain garden
- Shrub/herbaceous planting
- Proposed trees



# DEVELOPED ROUTE: WHITEGATES ROAD



Key

Hardworks:

- Cycle route
- Public Space - PCC Setts
- Footpath proposed
- Footpath (existing)
- Road (existing)
- Steps

Furniture:

- Bench
- Cycle stands

Softworks:

- Rain garden
- Shrub/herbaceous planting
- Proposed trees

LOCHGILPHEAD  
ACTIVE TRAVEL



## APPENDIX A - FULL CONSULTATION COMMENTS

# APPENDIX | ONLINE CONSULTATION COMMENTS

## Q1. Would the proposed measures encourage you to walk and cycle more often?

1. Crossing the a83 is my major concern. This doesn't account for improvements at crossing from canal to Corran roundabout and crossing at Bank up to lorne Street I feel is inadequate given heavy traffic using a83.
2. Wouldn't improve it for me personally, but it would be much safer for schoolchildren and pedestrians. Also, Union Street should be permanently one-way, too many near collisions on this bit of road
3. Not so much myself, but will do a lot for children and families who otherwise have to cycle on narrow streets, many with quite heavy traffic in terms of numbers and vehicle size.
4. I already walk a lot so it's probably not going to increase that. I rarely cycle and that's probably not going to change. But I do jog a lot and already use part of this route and it would probably encourage me to use Union Street/ Lorne Street as part of my route.
5. All I would like to add is provision to stop traffic on the A83 to allow Disabled people to cross the road. As a cyclist myself on average cycle 100 per month.
6. Absolutely not. With the proportion of older people who drive cannot see this making the desired impact. Would make Lochgilphead a less attractive place to visit and shop if the driving access becomes worse, so a very good reason to avoid shopping here. Lochgilphead serves a wide rural area - just how many are likely to cycle in from outwith town centre when cycling the A83 generally is unsafe, with narrow roads much used by heavy goods vehicles causing queues and creating frustration. Now we can continue the frustration of drivers into Lochgilphead itself.
7. In theory looks great but parking is at a premium at the moment, if we are to lose all the parking mentioned where will anyone park?
8. Good to avoid the front street, but what's really needed is a safe connection from the tow path.
9. You have not promoted the route as being one that will benefit adults wanting to cycle or walk around Lochgilphead to visit shops or the Council offices and other services, places of employment etc. For people including pupils travelling from Ardrishaig work on providing a safer and less intimidating crossing of the A83 at the Coran roundabout remains a priority. Once the physical improvements are complete you will need to work with partners such as Cycling Scotland to embed cycling amongst staff and pupils at the school to maximise the benefits from the capital investments. At present it is disappointing how few pupils from Ardrishaig cycle to school.
10. It just looks like more trees about the place. yes it will make the place nicer to be in. whitegates looks the most different as the crossing will change.
11. In Rimini in Italy, pedestrians and cyclists share pavements and there are regular zebra crossings - which all car drivers observe and use properly- which allows free movement of pedestrians, cyclists and cars at a sensible pace. It seems ludicrous that vehicles are becoming irate trying to overtake cyclists safely and there are miles of pavement with not a pedestrian near them. Just a thought- much cheaper option.
12. As long as any trees which are cut down during the construction are replanted even if not in the original locations I'd be quite happy with this.
13. This seems far safer for all concerned Well done
14. In the main these look great, and will encourage users to cycle in the town. parking and traffic alterations (not during construction but if the front street needs work done) could be a potential issue for many. This route, although only partly on my house to canal route, would definitely benefit us getting out and about with less traffic worry.
15. Promising. I think it is really important to segregate cyclists and cars, to give priority at crossings, to give purchase to the route in order to persuade less confident cyclists to use this key route through town, connecting the town, the joint campus the industrial estate and the council offices. Please make this happen asap. Cheers.
16. As an adult cyclist these proposals wouldn't encourage me to cycle any more of less. However, I can see the benefit of them in encouraging children to cycle to school.
17. Fantastic proposal! Can't wait to use it! Only slight concern would be loss of parking as residents in union street have no option but to park on the street. Perhaps the union street car park could be improved to encourage residents to park there?
18. I love all the new cycle paths
19. The overall look is better.
20. This will really enhance the town as a whole and we can't wait to use the proposed cycle/ walk route. However, do you have any plans for providing extra parking both for residents and for visitors?
21. Wouldn't it be much cheaper to purchase 2 metres of land, from each property, that sits on the Loch frontage? That would take you from the front green to Tesco - then you could complete your route from there. Much shorter, and much cheaper than the current proposal



# APPENDIX | ONLINE CONSULTATION COMMENTS

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- to get to that point, near Tesco.
22. Delighted with the proposals, especially to move to prioritise pedestrians and bikes over cars.
23. It looks like a great deal of money for, it much benefit.
24. All looks good and if done well would be an asset to the town and an easier link.
25. Wonderful. Certainly overdue. Thanks for the hard work !
26. I'm very happy to see the biodiversity and environmental improvement suggestions along side pedestrian/cyclist safety.
27. Loss of parking spaces is a huge step backwards unless the main car park is to be refurbished too. No account seems to have been taken to the needs of the ageing population of Lochgilphead and its surrounding areas. This is extremely disappointing. On the upside attention to road and pathway surfaces along with new street furniture is to be applauded.
- 28.
29. On the whole this is a very exciting improvement to the town. Would feel much safer with the kids walking/cycling to school.
- 30.
31. Lack of connection to canal path restricts usability of cycle path and leaves a major danger of traversing A83 and A816. Cost of bridge/solutions need further investigation. Impact on traffic congestion and increasing risk of accidents due to settling effect needs addressed. Overall the proposal is in the right direction but needs some refinement
32. What about those coming from the other side of the school for example Castleton?
33. I am well passed school age but I think you plans look very exciting and would really improve the amenity of Lochgilphead, especially Union Street, I hope I live long enough to see it all! Well done for your vision,
- love the graphics!
34. Care should be taken on the proposed tree planting, planting trees in pavement encourages root growth immediately under pavement due to water naturally collecting immediately under the pavement thereby giving the result of pavement lifting in time. See website [cityoftrees.org.uk](http://cityoftrees.org.uk) re issues and solutions
35. No, complete waste of money as 75% of kids will continue to take shortest access at school times where fast food outlets are situated.
- 36.
37. looks like a great improvement to the town overall. Well done and much needed
38. I'm very concerned about the reduction in parking at the bank, Lorne Street and Union Street. As a blue badge holder it's currently difficult to get a space near the shops. This scheme appears to discriminate against disabled. It is also very much against lorries getting to the only lorry park in our area, how do they access the lorry park safely with narrower roads? This route has been the school walking route for over 40 years, how many accidents have there been in that time?
39. Would like to walk from Ardrishaig but plans stop short of front green crossing and canal roundabout crossing sorely needed. Improvements in centre much welcomed.
40. Terrible waist of tax payers money!! I would rather my taxes continued to support the work shy and lazy than cycle routes and god forbid...road surface upkeep!
41. Personally I think the money could be better spent elsewhere... Lochgilphead has an ageing population so the chances of more bicycles is minimal ... everything is against drivers now ... making life difficult for them to please a few
42. No - there are not enough places to keep your bike secure so I would not be keen to cycle to the shops etc! Parking space needs to be increased and not taken away as lovely as the proposals are
43. Proposals look great! Only concern is parking for residents on union Street as it's already limited when events etc happen at community centre or youth club, so this will have to be maintained for residents! However, plans look great
44. I feel like this is going to cause a hell of a lot of disruption for those of us living within the proposed works areas. Especially those of us living in the Stag Park area with modifications to the corner.
45. I think it looks great, love the raised tables and quietways but some understanding of how this would impact residents for Lorne terrace and union street would be appreciate especially around parking, not undoable at all or a sticking point but would appreciate more info, also car park access remains in the middle of the quiet way in Lorne street would that change to allow more safety for quietway users? Thanks
46. If the idea is to discourage cars then the proposals succeed.
47. Only problem I can think of is where will all the residents of Union Street park?

# APPENDIX | ONLINE CONSULTATION COMMENTS

## Comments | A83/Lorne Street junction:

1. I do not feel proposal is sufficient to be considered a safe crossing. My children would need to cross here to access school and I would not feel this is adequate to keep them safe.
2. Sounds good
3. Assume the road width will be suitable for campervans/caravans accessing/exiting the caravan park?
4. Our biggest problem is providing adequate parking for visitors to stop and give business to the shops. Imagine be a truck, motor home, bus or car win caravan needing to stop for supplies where do you park? Central car park will be full of vehicles who normally use street parking. Consideration needs to be given to reclaiming the sea to provide parking and Town bye pass across the Gilp with large central roundabout as main entrance to Town.
5. This route I'm worried regard the 4 way crossing on Argyll Street, I thought going along the front and possibly crossing to go up Macbraynes lane is possibly safer option, this would do away with the 4 way crossing on Argyll Street, just a thought.
6. Whilst slowing traffic is desirable narrowing this junction does not feel a safer alternative especially given the number of light goods vehicles. Using it and the already poor visibility for a car turning from Lorne Street to the right (or left really) onto the A83. We already need to pull further forward than is ideal. In both directions Lorne St is the main access to the car park, so traffic will continue to use it.
7. The A83 is a major trunk road and vital artery serving thousands of residents and businesses in Argyll. Any restrictions to the road could see more traffic going through the town instead which would actually make it less safe for pedestrians etc elsewhere.
8. Will require traffic calming on the main A83.
9. People will not walk or cycle regardless of what you do! The fact that it rains more often than it's dry means nobody will WALK. Complete waste of time and money.
10. Bad idea as idiots will still park outside the bank regardless of restricted spaces.
11. This seems to work and with the proposed changes it should be easier for pedestrians and cyclists to cross the road. The reduction in parking outside the bank will cause congestion in this area, many drivers already park obstructing the footway at busy times, and some double park. Would end on parking spaces work better than parallel parking bays? In the US it is not uncommon to see diagonal parking bays set so that drivers have to reverse into them to park, meaning that they do not need to reverse on to the main road when departing. Perhaps something like this could provide the required spaces although it would be unconventional in Scotland. Transport Scotland will probably have to comment on this.
12. It's hard enough to park at the bank for those that need closer parking for accessibility. It would depend on how many spaces would be lost here. Having those crossings would be great.
13. How do cyclists cross the A83, south to north and vice versa, where the front green cycle path is proposed onto the surface of Lorne Street? Also rather than constricting the junction the creation of separate lanes for bikes including contra flow would be better along side a one way system for cars going north / south.
14. Much improved. A little concerned that the crossing is so soon after the corner but hopefully the narrow entrance will slow folk down enough.
15. This will still be an important junction for cars coming out of the car park. A narrower junction coming onto the A83 may affect visibility for drivers. This needs to be considered. The proposal suggests that the A83 would also be narrower here? Is that wise considering the volume and size of some of the traffic. We frequently use this to access the towpath and narrowing the road does not seem like a good idea.
16. Looks much better
17. This is great, but the small amount of footpath on the left hand side of the photo/picture will need to be extended to the point at which pedestrians are to cross the A83.
18. Can't afford to lose parking spaces at the bank. Doesn't make sense.
19. Great for walking but don't see many benefits for safer cycling. Will there be defined cycle lanes/crossings?
20. A lot of big lorries use this road going to sorting office and Stag garage
21. Proximity to major junction may cause traffic jams from traffic queuing to junction. This increases impact on local environment (for the worse) and increases risk of accidents due to settling effect. For a safe crossing a 'zebra' crossing would meet the requirements of increased visibility for road users and safe crossing.
22. What about access to the lorry park? It's quite tight for them as it is, maybe a zebra crossing further up the road? Zebra crossings are more effective and less expensive. I was over Stirling way and they have both zebra crossings and large square speed humps, it certainly slows you down. Also a 20mph limit in certain areas, that get redone when fading, as the current markings have faded away and have not been maintained.
23. The local bus route 422 turns at this junction, and revisions to the road design must safely accommodate this.
24. In relation to the additional trees added along the A83, I presume these will only be between



# APPENDIX | ONLINE CONSULTATION COMMENTS

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Comments | A83/Lorne Street junction:

the Corran roundabout and the junction at Lorne Street and that the proposal has taken into account the loss of views for properties in Poltalloch Street which has already been impacted by the trees already planted on the front green.

25. This is already a dangerous tight junction that will be made worse by narrowing the road. Loosing parking at the bank is not viable. They are in high demand
26. Parking spaces near the bank - realistically, what demand is there? I see at most two parked up. Sometimes an HGV parks - possibly to access the shops, as there's no other place to park. Would this be accommodated?
27. I live on this street and is already bad enough with the amount of posties vans/lorries parked along this road in the morning and throughout the day. I have enough issues with access to my property with the above mentioned problem aswell as the narrow road/ driveway openings here.
28. Narrower junction ... so let's make it even more difficult for large goods vehicles to access local businesses for deliveries !!!!! Also access to the only hgv park for miles around ..
29. Good idea as long as proper signage is erected
30. This is already a tight junction to turn into off the A83 when vehicles are waiting to turn out and is often reduced in width significantly with the parking of the Royal mail vans
31. How will the lorries and buses manage with a narrower junction?

# APPENDIX | ONLINE CONSULTATION COMMENTS

## Comments | Lorne Street corner:

1. While priority must clearly be given at present to the east turn along Lorne Street, surely some thought must be given to the need for a future enhanced route north to link with Bishopton Road and the Co-op, etc.
2. I feel confused, there remains no cycle route/ crossing in this picture?? Current wide opening with clear visibility is better in my view!
3. Will the increased planting reduce visibility for those joining this road from Bank Park? Trees etc look nice - will residents be consulted?
4. Sounds great. Would you consider moving postal sorting office into Indus-trail Estate. this could then be developed into Retirement Flats.
5. It may reduce a larger or goods vehicle speed, it will scarcely make a difference in a car which can easily take a tighter corner at the seeds currently used. If narrowing results in greater cutting of the corner then it could become more dangerous to pedestrians.
6. The level of access required to the residential area of Stag Park and beyond would be seriously hampered by this proposal. There are elderly people in that area who depend on vital deliveries including coal. Such delivery vehicles have a hard enough time already accessing the area without having to negotiate a narrower road with trees in the middle which will only serve to reduce their visibility.
7. Houses won't like the trees.
8. Still more rain and still people will not walk!
9. Rain and lazy people that won't walk.
10. Planting some trees will not improve safety here. People park in silly places on this bend normally.
11. This looks good and will improve the visual appearance of what is otherwise a very large area of tarmac. Landscaping needs to be simple and low cost to maintain otherwise it will quickly start to look poorly maintained.
12. rain gardens sound lovely! looks great at this junction.

## Comments | Lorne St/Argyll Street junction:

1. Not quite sure on principal? Is this no vehicle access or priority and if latter how is this enforced. My parents live on the early part of Lorne Street. Where would the priority part start. Really pleased to see the environment considerations.
2. This is a busy corner with delivery lorries stopping on the road to deposit deliveries which are taken down the lane immediately behind the shops. This often causes congestion and reduces the road to virtually single road width. Has this been taken into account - would be concerned that vehicles would be tempted to drive onto the widened pavement causing damage to the beautiful greenstone paving. Perhaps the tree planting will discourage that? I'm also not convinced by tree planting in this particular area - I'm not sure it's a good place for trees to thrive. Again, if they are close to residential windows, residents should be consulted.
3. This sounds very positive. Glad to see less use of the car and more to cyclists.
4. The Stag Garage- one of the busiest garage and recovery businesses in the whole West Coast area based on Lorne Street. It is impossible to make this a pedestrian area without doing serious damage to this business. Also the Lorne Street car and lorry park is the only council/public car park in the town and has its exit here. Where else would you provide an alternative? We need to encourage more people to stop in the town, not less people. Destroying the car parking is putting local businesses at risk.
5. Car parking will be a issue.
6. Taking away car spaces will have people park in ridiculous places as they won't walk.
7. Crossing over a busy Argyll Street is an accident waiting to happen.
8. Is outdoor seating outside the St G Hotel an option? This would bring life to this area during

- fine summer weather. Continuing the Achnaba Stone paving up the street would dramatically improve the appearance of the street scape.
9. my concern would be around if the front street is ever closed off, this could be hugely problematic for traffic
  10. Excellent to see priority given to walkers and cyclist in this section of the plan. At the crossing over Argyll St, walkers and cyclists should be given priority to increase cyclist's confidence and encourage less able cyclist to get wheeling.
  11. What will happen when there are events on the Front Green and traffic is diverted. Access to car park?
  12. Parking is an issue throughout Lochgilphead so this might meet some resistance. However, prioritising pedestrians and bikes would be a huge step forward. I love this. It would finally take us toward the more people friendly, modern town design like we see on the Continent.
  13. You fail to mention access to the car park. The exit is on this street.
  14. Such an improvement, much needed.
  15. Love this!!! Has any compromised access for large vehicles to the car park entrance opposite the Stag garage been considered?
  16. Again- loss of parking spaces will be a problem. Businesses will be affected and those with decreased mobility disadvantaged.
  17. Like the central carriageway for cyclists
  18. A lot of traffic uses this road going to StG garage and the car parks
  19. Lorne street is main route to car park. and a busy route for traffic entering and leaving. Entry and exit to car park needs to be addressed without increasing accident risk.
  20. Loosing parking is a massive no no! Cyclist do not need priority over cars in a small town with a parking problem already.

# APPENDIX | ONLINE CONSULTATION COMMENTS

## Comments | Argyll Street/Union Street junction:

1. I like this idea and would feel more confident about children cycling this section. Parking for residents may be an issue and alternatives identified.
2. I would welcome this - it's a poor street to try to drive along due to the parking on both sides. I'm sure there will be resistance to reduced parking as some of the residents, especially those living in the older buildings nearest to the junction, will have almost no option but on-street parking.
3. Re this proposal and the previous I would welcome anything that made this an easier junction to cross as a pedestrian.
4. Vacant site at youth station could be used for parking. Move Youth station to Old Primary school. Disused church at bottom o Manse Brad demolished space used as car park entrance.
5. This proposal overall appears to favour cyclists over the motorist. it risks making Lochgilphead an unattractive destination with narrower streets, obstacles for cars to deal with, and I for one, would only visit if it could not be avoided. Why cyclists have such priority when they are frequently inconsiderate to motorists and a danger cycling two or more abreast is beyond me. By all means slow the traffic but a good start might be far more visible/ larger 30 mph signs on the stretch past the Campus where i am frequently overtaken by speeding vehicles. And if on street parking is lost here, then the result is increased use of the car park (in theory fine) but the result of that is increased use of Lorne Street to exit the car park - which this plan seeks to avoid?.
6. The town badly needs more parking, not less parking. Making this a one way street is a sensible suggestion but removing car parking in a residential area is a terrible idea for people with limited mobility who rely on their vehicles. This could also have a knock on effect of people parking dangerously elsewhere which would decrease safety for pedestrians and not increase it.
7. Priority to cyclist's and walker's..... Why when most people will take the car as WON'T WALK!
8. This road is usually very congested with parking on both sides of the road. It's like an assault course for a car never mind a bike.
9. Is reduced parking for residents going to cause problems in this area?
10. I live in Union street and parking outside or near my house can be difficult during the day. If reduced parking due to the cycle lane is introduced, resident only parking bays should be introduced.
11. I'm not sure there will there be space for two cyclist meeting from different directions and a car to pass at the same time. I think this would be very tight. It is unclear from the drawing which part of the road is for the cyclist ,the light brown section? Is the contraflow cycle lane next to the cars? If this is the case cycling next to the cars will be a hazard due to 'car dooring', people opening car doors in front of moving cyclists.
12. I like that this becomes one way as currently it can be a bit tricky if you meet traffic going the other way.
13. Very much in favour of this. It would greatly improve the look of the town centre.
14. One way system would be an improvement.
15. Much safer than at present, for cyclists. Great change.
16. I think reduced parking along this street can be seen as a Pro not a Con as it is often currently congested and difficult to access.
17. Again, the prioritising of cycles and pedestrians hugely disadvantages car drivers most of whom have to travel into town and don't have the pleasure of being within walking or cycling distance of the shops. This may well serve to send people up to Oban, more load of trade to local shops.
18. Brilliant pedestrianisation of the town centre
19. Resident parking will be needed in Union Street. I live in one of the historic houses and it's near impossible to find a place to park during the day
20. Absolutely disappointed for residents of Union Street. Especially as they have already been disrupted with no benefits regarding conservation work being completed and now face loss of parking. Residents parking permits should be given free to permanent residents.
21. See comments on other section re tree planting issues, refer to website cityoftrees.org.uk
22. Getting rid of residents parking is not viable. This street is already hard to navigate never mind making it narrower
23. I think this needs to be ran by the emergency services as Scottish Fire and rescue use this street as the main route out from the station to most of their call outs. It al also a residential area so you are taking away parking for people outside their own homes.
24. Properties here with a genuine need for parking. Option developed should minimise loss.
25. Not enough parking spaces as is for the property's along this street!
26. Parking is a major issue for the whole town - where are residents supposed to park when spaces are taken away... don't agree.
27. I am a bit worried about tree planting along this route as they appear close to properties and concerned about the roots of the trees effecting foundations of these old houses.



# APPENDIX | ONLINE CONSULTATION COMMENTS

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## Comments | Community Buildings car park:

1. Improvement around community centre would we welcomed. Current path through school site is not fit for purpose but is a key safe route linking parts of town away from a83, this looks like a positive improvement but would need a commttment to be well maintained.
2. Will this compromise the planned residential development - residents may be concerned/ mindful of the traffic passing through their small development?
3. This would be great and I hope it happens. The old primary school is the biggest problem here. It would be good if pressure could be brought on the council to decide what it is going to do with this site. You mention anti-social behaviour which is already a problem at the old school - it would be unfortunate if people felt unable to use the new route, particularly after dark, due to the increasingly derelict and unpleasant nature of the site. I would worry that this vision could be thwarted because of the Council's lack of action in relation to the old school.
4. Have you also thought about cycle route from Fernock Park into Town Centre avoiding use of Bishopton road. Cycle provision needs route from Moneydrain path into the forest. Fro there you can cycle in safety to Kilmichael, Auchindrain, Inveraray and to Lochgair.
5. Good idea, BUT, how are you going to avoid this becoming a 'bully hotspot' as it will be a 'no man's land' at best and very scary to pass through in darker afternoons when heading home from school, (same for adult workers heading home in dark too)?
6. Anti social behaviour is already a problem. Often the route has lots of broken glass, and we all know the kids use it for various means leaving joints and needles behind. Still the old school site itself could do with redeveloping.
7. This is a waste of time and money, not to mention bad for the environment. There is a perfectly good path a few metres away on the other side of the community centre which links Manse Brae to the old school. There is zero need for a new path here and no justification for the expense, disruption or environmental damage involved in creating a new path.
8. Could the Council's Property Services be persuaded to demolish and clear the primary school site as part of the project? This would allow a much more direct link to be provided and could aid in marketing the site because a significant unknown, the cost of demolition would have been removed. There is no discussion of how the route would link from the school site up to Kilmory Road. I assume that the existing stepped ramp would need to be regraded and a suitable junction with the road will be designed.
9. this would tidy up the community centre and be much nicer. the school needs to be developed somehow to make full use of this space. (another project...)
10. Much needed improvement in the area around the community centre.
11. Much more attractive
12. Lovely idea.
13. Why is new bridge expensive? Options need to be explored for an economically viable solution. Perhaps research Netherlands canal bridges ?
14. I am quite sure when the school was sold no right of way has been retained across the site of the old primary school
15. What if the council were to sell the library building? This would then be private ground
16. Building is hardly used so waste of money

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## Comments | Whitegates Road Crossing:

1. Agree with lots of pros here. One consideration is that this doesn't become a hub for high school pupils congregating.
2. There are good points about this route - like the reclaiming of the old school site, but I worry about the implications of parking for the residents and therefore the acceptance/popularity of the scheme for the population as a whole that we hope will feel like getting on their bikes soon. There doesn't seem to be much urban/road architecture changes in the plan, other than superficial ones. I think that the only way to get children and all adults feeling safe from traffic is to segregate lanes, on the roads or on new routes completely. Living here means a car is still pretty much essential. I cycle to work already but also I have a car and would find it troublesome to have to carry stuff from a distance, to my door, eg if going camping. To park temporarily even would negate the proposals? I realize we have to make it easier but do we want this finance/opportunity to cause resentment amongst the residents at least? This particular proposal seems to present more cons than pros.
3. Upgrading this crossing would be great. I can understand the current layout as being one where users (and children in particular) cannot run straight across in front of traffic, but it would be good to have uninterrupted direct access. How do you plan to educate students, particularly younger ones, and drivers on how this crossing will change? What issues do you foresee arising in relation to the way children might use this crossing - is there an increased risk of them running straight across when there are no barriers to interrupt/slow them down. It will also be great to see the wooded area better used - i'm not particularly concerned about losing trees here; some of them are spruce and I'm sure that judicious removal of them, and replacement of some with native/deciduous trees like hazel, birch or rowan would create a more pleasant and pleasing area.
4. All angles covered.
5. Straightening up the crossing is a great idea. I would highly recommend traffic calming measures. I've witnessed, many times, the excessive speed employed by many motorists in this area.
6. Traffic lights have never gone to red as people don't walk!!!!
7. Again crossing a busy road at peak times.
8. I like this proposal, the current entrance to the school is unprepossessing. The existing crossing is poorly designed and prioritises motorists over non-motorised users and most older pupils do not use it, choosing to cross uphill of it.
9. I think walkers and cyclist should be given priority at this junction due to the speed that some car traffic comes both up and down the hill.
10. I have always thought the railings/barrier a good thing to deter young children from running over the road. It looks as if these will be removed and I'm not sure that is a good thing.
11. Looks so much better without the fences
12. Much, much better and makes the school entrance more of a focus point instead of being hidden away. Some traffic calming measures would be welcome either side of the crossing though as cars go around that corner at high speed.
13. Best change of them all. My grandchildren all cycle to school, but it can be risky, at present.
14. Much more attractive and good use of this space. Litter is often a problem here from school children discarding lunch food packaging - some recycling bins here might be a good idea. I can see the litter problem becoming worse here if more provision of seating/communal area is provided. (and extra bins is definitely not the answer!)
15. Complete waste of money will not be appreciated by the little hooligans and council will squeal they do not have the resources staff or money to maintain it, the old primary school and white gates is a clear example of the ability of the council grounds maintenance.
16. Definite yes. Losing staggered junction eliminates the risk of pedestrians jumping the lights through design.
17. Don't see this as an improvement, what is there works
18. No traffic calming on Kilmory Road, cars often speed on that road

