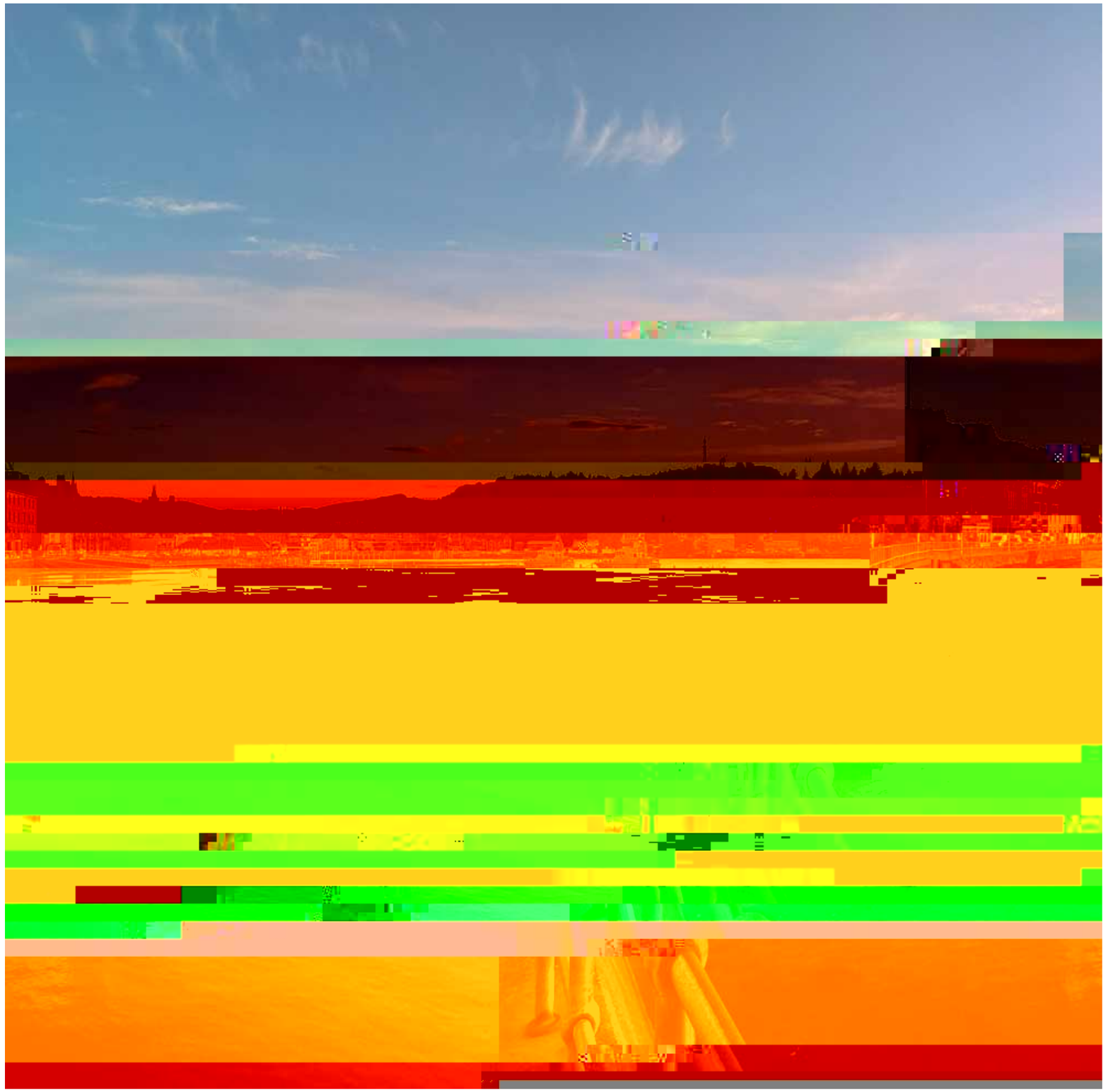

Argyll & Bute Council

Stage 1 Report
Oban Town Centre North Active Travel Project

Final report
Prepared by LUC
May 2024

Source: https://simd.scot/ under Open Government Licence v3.0. Contains Scottish Government & Ordnance Survey data © Crown copyright and database right 2020

Scottish Index of Multiple Deprivation 2020

The majority of the southern areas of Oban fall within the 30% ‘most deprived’ areas of the Scottish Index of Multiple Deprivation (SIMD), with the area around Glencruitten Road, Miller Road and Glencruitten Drive falling within the top7.6% ‘most deprived’ decile. By contrast the northern areas, and pockets on Oban’s southern outskirts fall within the top 20%’ least deprived’ zones in Scotland.

Flood Risk

Oban is classified as a Potentially Vulnerable Area by the Scottish Environmental Protection Agency (SEPA) and their report on the town identifies an objective to reduce the risk of coastal flooding along the Oban Bay frontage, including the project area.

To manage flooding in the area, SEPA identified a high priority action (ranked 5 out of 168 actions Nationally, and 1 out of 9 actions within Argyll & Bute) to conduct a Flood Protection Study.

A Flood Risk Management Plan for the Highland and Argyll Local Plan D

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Key Trip Attractors

There is a high concentration of trip attractors south of the study area, including the ferry terminal, supermarkets and Lochavullin Road Commercial Area. These attractors serve a wide rural catchment resulting in all vehicle traffic from the north routing through the study area.

Parking Restrictions

Significant stretches of Dunollie Road and Corran Esplanade have ‘No Waiting’ and ‘No Loading at Anytime’ traffic restrictions. However, parking and loading in contravention of these restrictions is known to occur frequently, particularly on George Street in the vicinity of the retail units. This is outlined in more detail in Chapter 3.

The project area has multiple off-street car parks in or adjacent to it, summarised below.

Table 2.1: Oban Car Park Summary

Location	Number of Spaces	Stay Restrictions	Pricing (2023/24)
On-Street			
Dunollie Road	10	Outer Oban Zone: Max. Stay 4 hours.	

Past Consultations

Previous rounds of consultation have been undertaken with Oban's residents, during which a clear appetite for change has been communicated.

Place Standard: How Good is your Place?

Between May and October 2019, the Community Planning Partnership (CPP) used the Place Standard tool to engage residents in Argyll and Bute on how they feel about the place(s) that they live and work in Argyll and Bute.

The survey identified three key areas for improvement:

- Traffic and parking: Oban's residents to not think that traffic and parking arrangements allow people to move around safely.
- Public transport: Public transport does not meet residents' needs.
- Influence and sense of control: Residents do not feel able to take part in decisions and help change things for the better.

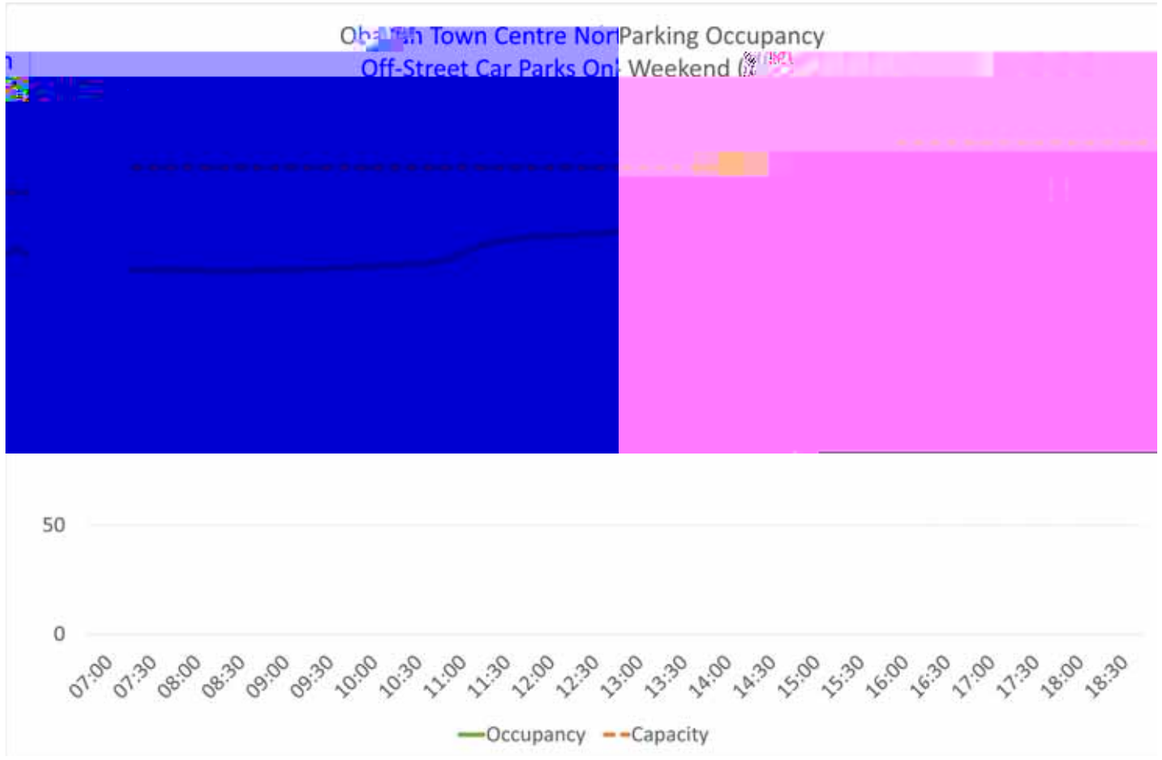
Source: Place Standard Tool: How Good is Your Place? Report
Argyll & Bute Community Planning Partnership (October 20190

Off-Street Parking

Between 2 and 3pm on weekends (when demand peaks), there was still at least of 21 spaces available in the study area car parks:

- 4 in the Esplanade Car Park
- 3 in the Corran Halls (South) Car Park
- 12 in the Corran Halls (North) Car Park
- 2 in the North Pier Car Park

The pedestrian experience walking from these car parks to the retail fronts on George Street requires improvement. Desire lines are not met, and lack of accessible footways creates an unwelcoming experience. This is particularly true for the Corran Halls (North) Car Park which is cut off from the study area by poor crossings the A85.



Additional Data Sources

Transport Scotland Permanent Traffic Counter

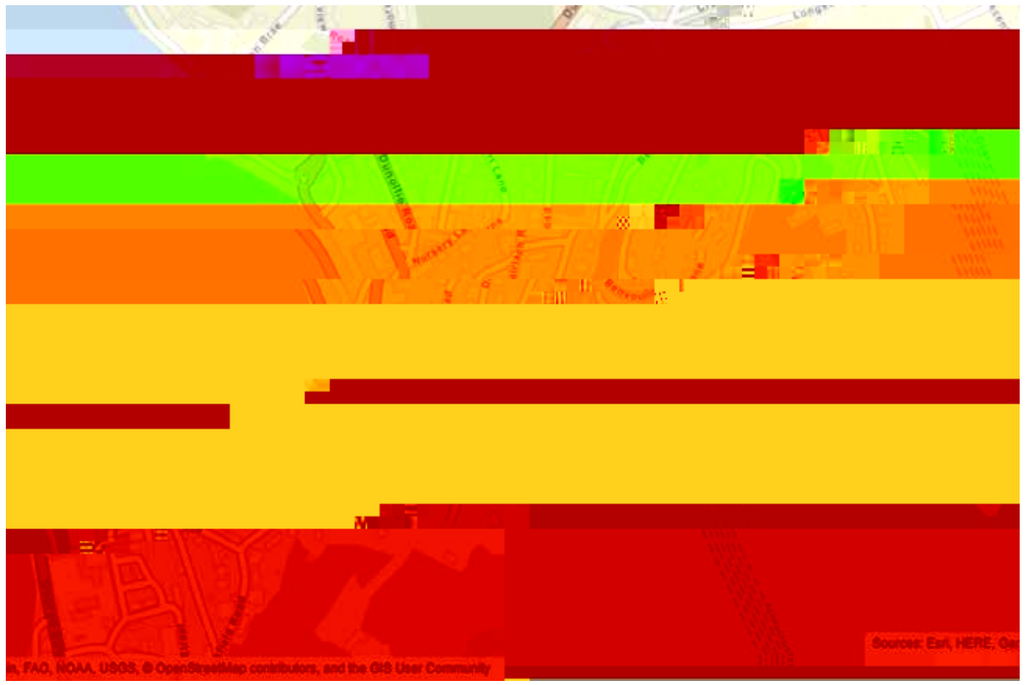
The dominant road in the project area is the A85. This forms part of the Trunk Road network managed by Transport Scotland (TS). It is somewhat unique to TS's network, being one of few examples in Scotland of a Trunk Road that reaches an 'end point' within a town centre (as opposed to having onward connections to the wider Trunk Road network).

The A85 creates a consistent stream of strategic traffic of c. 16,000 vehicles per day or 540 per hour. Regular ferry arrivals and departures create a tidal traffic flow with only minor uplifts in traffic (of c.160 movements) during the traditional morning and evening peaks. Oban's tourist draw is reflected in the data which shows a stark seasonal difference, with an average of 2,450 additional vehicle trips per day recorded during July 2022 compared to November 2022.

Based on Automatic Number Plate Recognition surveys in August 2019, only 8-15% of traffic entering Oban is travelling through the town with no significant stop. Therefore at least 85% of the trips in Oban either originate or terminate within Oban, or travel via the ferry terminal.

Data has been supplied by Transport Scotland for their permanent count site shown in the location below.

Transport Scotland Permanent Count Site Location



Map Source: Transport Scotland

ANPR Surveys

A&BC conducted Automatic Number Plate Recognition (ANPR) surveys in August 2019. These showed that only 8-15% of traffic entering Oban is travelling through the town with no significant stop.

Therefore at least 85% of the trips in Oban either originate or terminate within Oban, or travel via the ferry terminal.

The ANPR surveys recorded that 6 of the 20 most popular routes that vehicles take, comprising 21% of vehicle trips, were local, i.e. originating and terminating within the Oban.

The most common route was observed to be from the A85 near Dunbeg (north of the project area) to Lynn Road (south of the project area) with over 900 trips per day. Another dominant trip pattern was from Market Street to the A85 near Dunbeg with over 750 trips per day and most trips to and from the Ferry Terminal enter/leave the town from the A85 near Dunbeg.

CalMac Passenger Data - Ferry Traffic

Travel to Work

Project area

Commuting Patterns by all modes to / from Oban North

Study Area Opportunities

1 Enhance integration of the Core Path linkage to Corran Brae, Dunollie Castle, and Battleship Hill walk from Oban Town Centre routes

2 | Reduce carriageway width to enable footway/cycleway expansions. Soften the vehicle-dominant setting and define the gateway at a human scale. Frame the sea vista with street trees and consider broader environmental improvements for a welcoming arrival at the key A85 gateway.
Formalise/rationalise crossings to support vital desire lines.

3 | Implement environmental improvements to facilitate movement on68.7266 663.21147.0.0003 Tw 35ld.2.4lie CastlR en0 -1.ormaattle-38dalTje S

3 | l4duce carrile-domi ant setrri35ln

Chapter 5
Strategic Access Framework

.H\ VWUDWHJLF REMHFWLYHV KDYH EHHQ HVWDEOLVKHG 7KHVH IDOO XQGHUQHDWK WKH RYHUDOO SURMHFW REMHFWLYHV EXW DUH VSHFL¿FDOO\ LQWHQGHG WR JXI
design development of the project.

Strategic Objectives

1 | Enhance Active Travel and Safety:
,PSURYH SHGHVWULDQ ZDONZD\V F\FOLQJ DFFHVV DQG WUDˆF ÀRZ WR SURPRWH VXVWDLQDEOH WUDQVSRUWDWLRQ DQG HQKDQFH VDIHW\ IRU DOO

2 | Prioritise Placemaking and Civic Activity:
Create inviting public spaces with attractive gathering spots, art installations, and seating to foster community engagement and social interaction.

3 | Promote Health, Wellbeing, and Physical Activity:
Incorporate green spaces, plantings, and exercise opportunities to enhance mental and physical wellbeing for residents and visitors.

4 | Preserve and Showcase Historic Buildings:
(QKDQFH WKH ODQGVFDSH VHWWLQJ DURXQG NH\ KLVWRULF EXLOGLQJV VKRZFDVLQJ WKHLU DUFKLWHFWXUDO DQG FXOWXUDO VLJQL¿FDQFH

5 Integrate with Town Centre Connectivity:
Develop seamless connections between improved pedestrian/cycling infrastructure and broader town centre transportation networks.

6 Ensure Accessibility and Inclusivity:
Design inclusively, considering the diverse needs of all community members, and implement universally accessible pathways and facilities.

7 Maximise Economic Viability and Local Support:
Design the landscape to support local businesses and enhance the commercial appeal of the town centre. Promote outdoor dining, retail areas spaces and greenery to attract visitors and stimulate economic activity.

8 Celebrate the Sea:
(QKDQFH WKH SK\VLFDO YLVXDO DQG SHUFHLYHG FRQQHFWLRQ ZLWK WKH VHD WKURXJK LPSURYHG SHGHVWULDQ F\FOLQJ DFFHVV YLHZSRLQW GH¿QLWLRQ DQG DU
interventions.

Strategic Access Mapping

The following pages map the high level predominant land uses, routing hierarchies, primary street functions and key nodal points for the study area and its immediate surrounds.

Predominant land uses

Routing Hierarchy

Corran Esplanade North

Corran Esplanade South

Corran Esplanade Northeast

Dunollie Road

George Street

Oban North Pier Driveway

Victoria Cres

Park Hotel Lane

William Street

John Street West

George Street Alley

Harbour Promenade Connecting route

Stafford Street

Dunollie Road Alley

Nursery Lane

John Street East

Craigard Road West

Albert Lane

Albert Road Alley South

Albert Road

Dalriach Road

Ardconnel Terrace

Ardconnel Terrace Alley

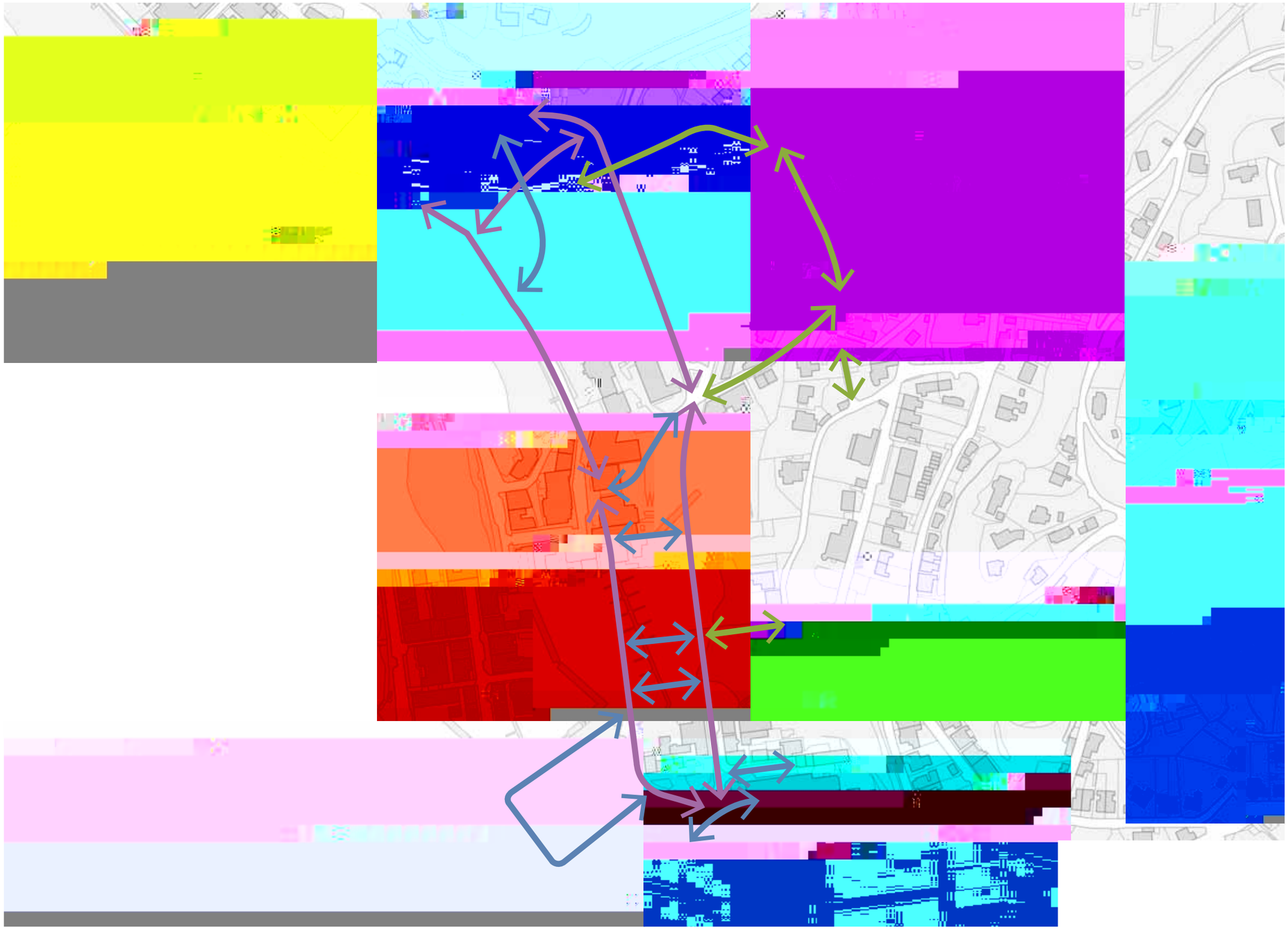
Laurel Road

Ardconnel Road

Duncraggan Road

Craigard Road East

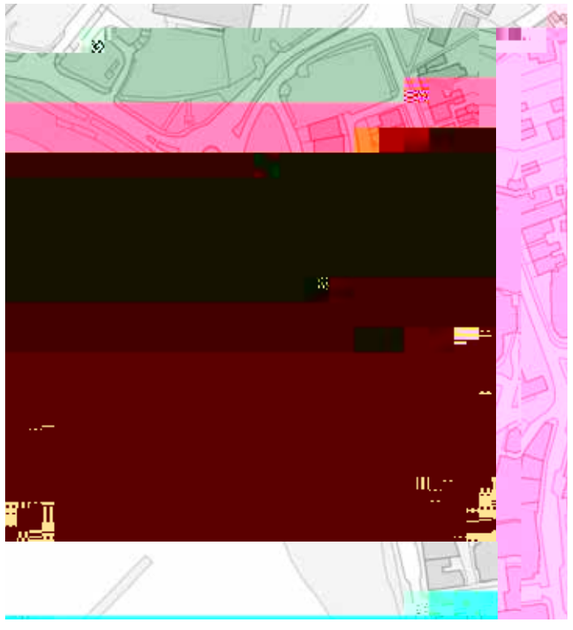
Albert Road Alley North



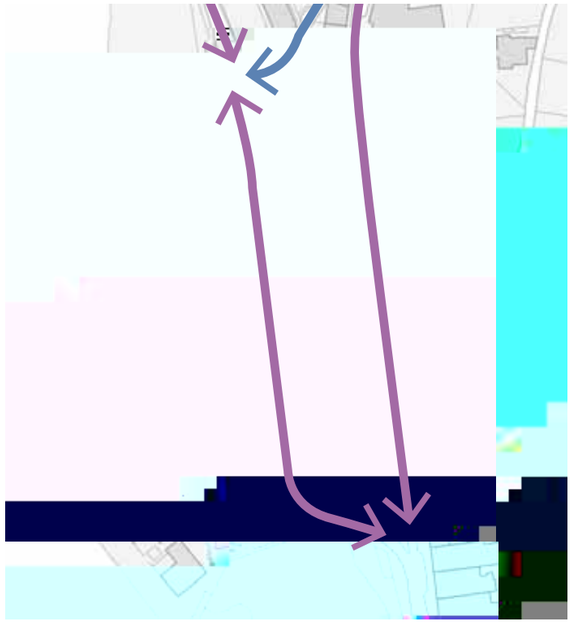
Access Framework


Corran Halls

Core Routes
1 Corran Esplanade North

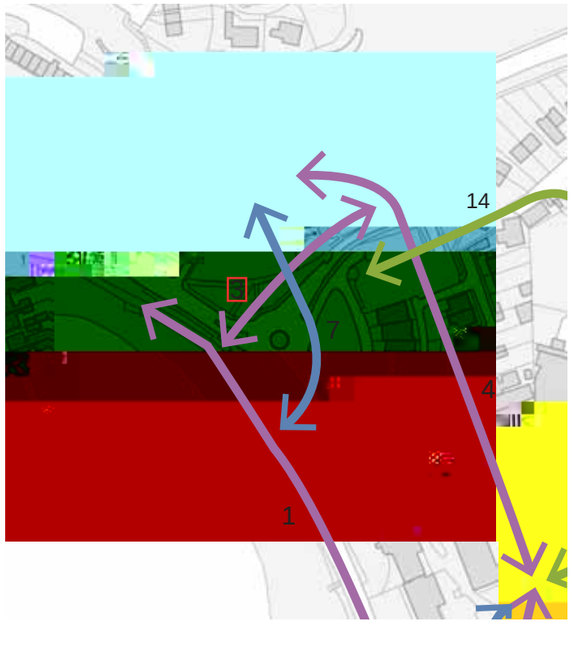


Core Routes
2 Corran Esplanade South

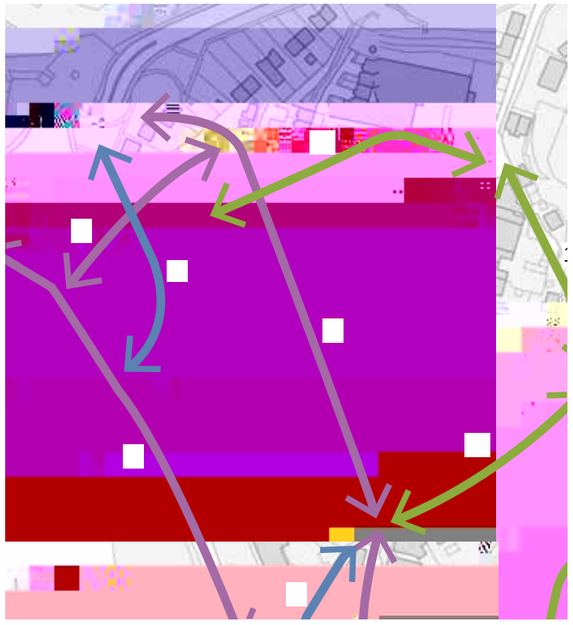


Core Routes

3 Corran Esplanade Northeast



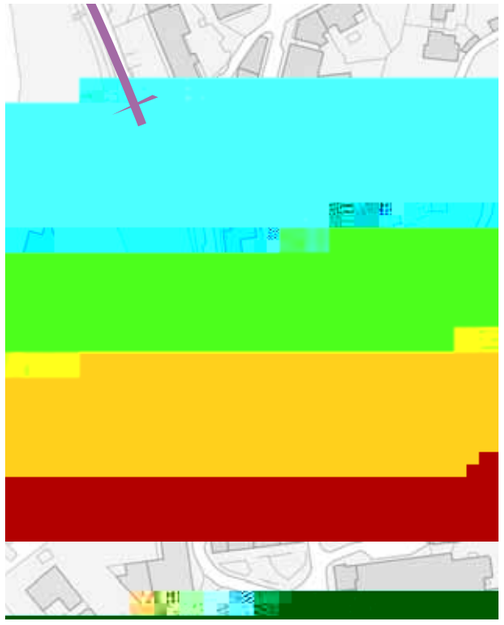
Core Routes
4 Dunollie Road



Route Appraisal

- Unfriendly pedestrian route due to discontiuous path on the east side, uneven and poor quality surface, and medium to major obstructions by cars.
- 6 >>BDC /CS0 cs 0.424 9.69 0.267 scn/GS0 gs/TT0 1 Tf-0.0367 Tw 0 Tr -2.008

Core Routes
5 George Street



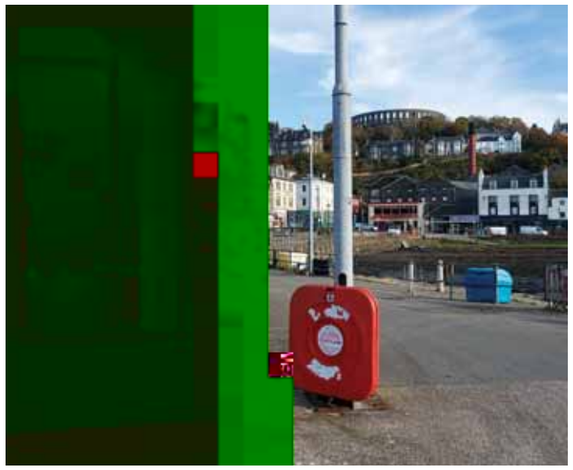
Side Streets and Vennels
6 Oban North Pier Driveway

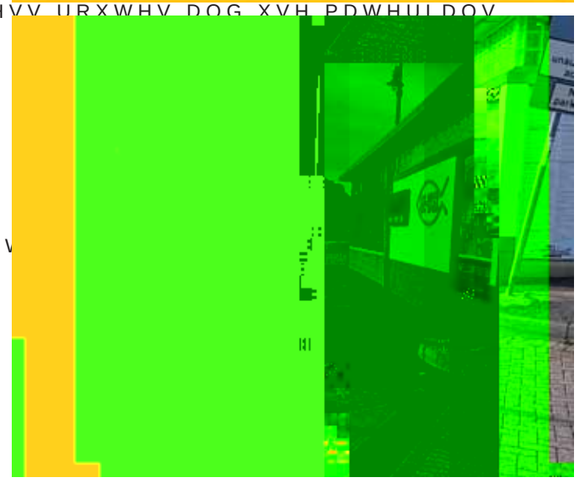
Route appraisal

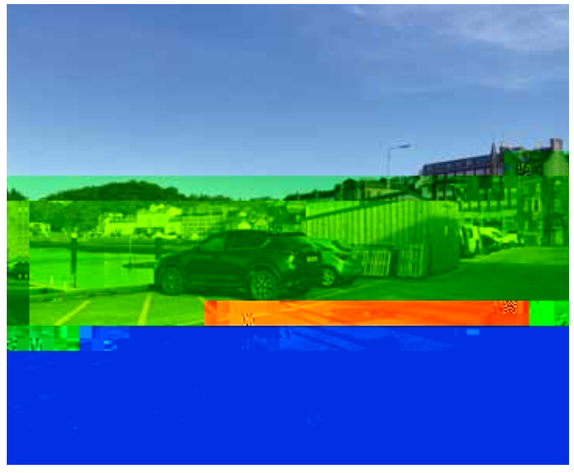
- 3RRUO\ GH¿QHG DFFHVV DQG ODQGVFDSH VHWWLQJ RI /LVWHG 3LHUPDVWHU 2ˆFH DQG &ORFN WRZHU
- Setting and intergration of Category B listed Columba Hotel dominated by expansive area of asphalt and car parking.
- The general quality of southern access junction is good following improvement works as part of the CHORD scheme.
-)LQJHU SRVW VLJQDJH LV SUHVHQW IRU ZD\¿QGLQJ
- Lack of tactile paving to denote pedestrian crossing over the southern vehicle access.
- 'UDLQDJH JUDWLQJ SODFHG LQ DUHDV RI PDLQ SHGHVWULDQ ÀRZ
- Key node for bus stop and cruise ship arrivals on western footway.
- Temporary high concentrations of pedestrians during cruise passenger embarking / disembarking, and interaction with DVVRFLDWHG FRDFK SLFN XSV GURS R‡V
- Western footway cluttered by several utilities boxes and substation located adjacent to jetty entrance.

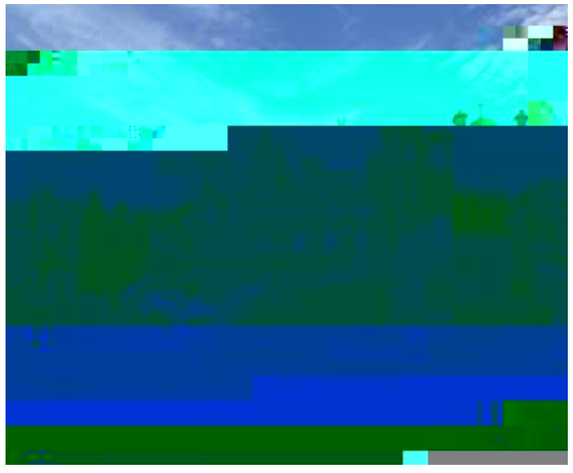
Potential Design Options

- Remove parking between Tourist information centre and restaurant building and extend existing public realm improvement to create a more welcoming/ pedestrian friendly setting for both buildings.
- Improve pedestrian access from Corran Esplanade into North pier car park.
- Potential to reduce vehicle use of the southern junction E\ UHFRQ¿JXULQJ WR PDNH HQWU\ R RSHUDWLRQDO SLHU WUDˆF RQO\ RU
- 3RWHQWLDO WR UHFRQ¿JXUH FDU SL (south of tourist information centre) and exit (existing main access) and increase pedestrian space adjacent to jetty.
- Formalise/rationalise crossing point north of North Pier junction to support vital desire lines.
- Decrease vehicle dominance and enhance the landscape VHWWLQJ RI WKH &ROXPED +RWHO D
- &OHDUO\ GH¿QH SHGHVWULDQ DFFHVV URXWHV DQG XVH PDWHULDOV appropriate for these historically important buildings. Consider interpretation/artistic interventions to reinforce identity.
- Improvements to vennel passing under the Muthu Oban Hotel and improved crossing to draw visitors from car park and cruise ship jetty onto George Street.
- Improved signage and waymarking for Cruise Ship passengers to reduce dwell time and crowding, eg. µZHOFRPH SRLQW¶ DQG ZD\¿QGLQJ

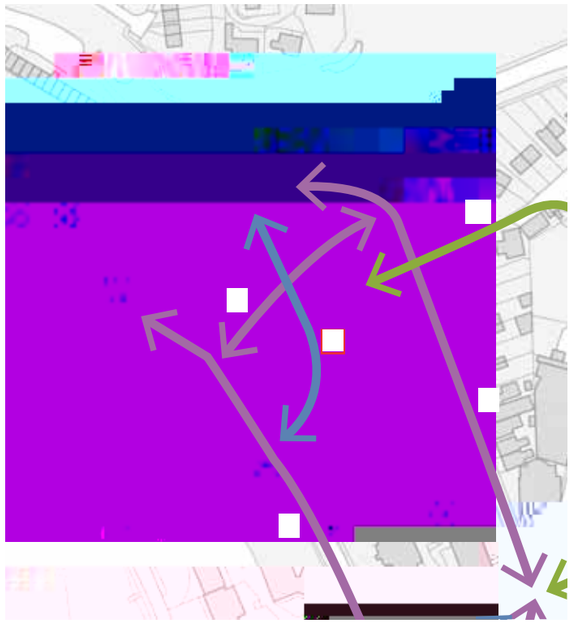








Side Streets and Vennels
7 Victoria Crescent



Potential Design Options

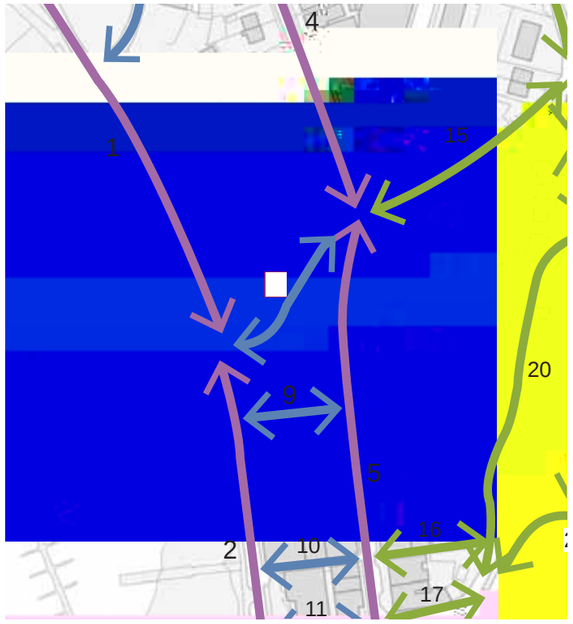
- Remove, relocate and rationalise road signage to clear footway obstructions.
-

Route appraisal

- Unmet pedestrian desire line along Victoria Crescent due to lack of eastern footway and poor crossing experience FDXVHG E\ KLJK WUDˆF YROXPHV DQG ODFN RI FURVVLQJ facilities.
- Poor pedestrian connections from Esplanade Car Park with no formal pedestrian facilities, unmet desire lines and no safe crossing to western footway on Corran Esplanade.
- Footway clutter including road signage, utility boxes and lighting columns impede pedestrian movements with no colour contrast banding present for visually impaired pedestrians.

Side Streets and Vennels

8 Park Hotel Lane

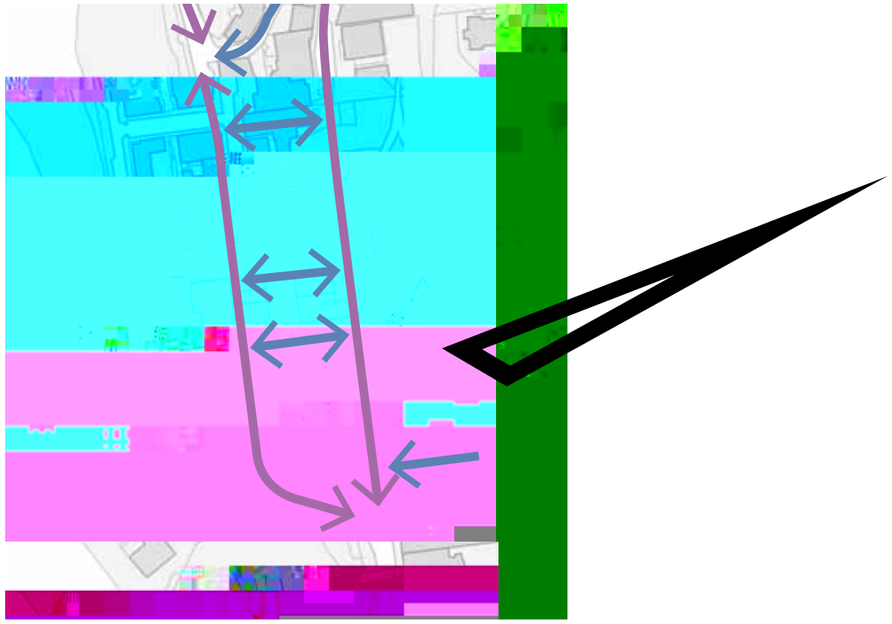


Side Streets and Vennels

9 William Street

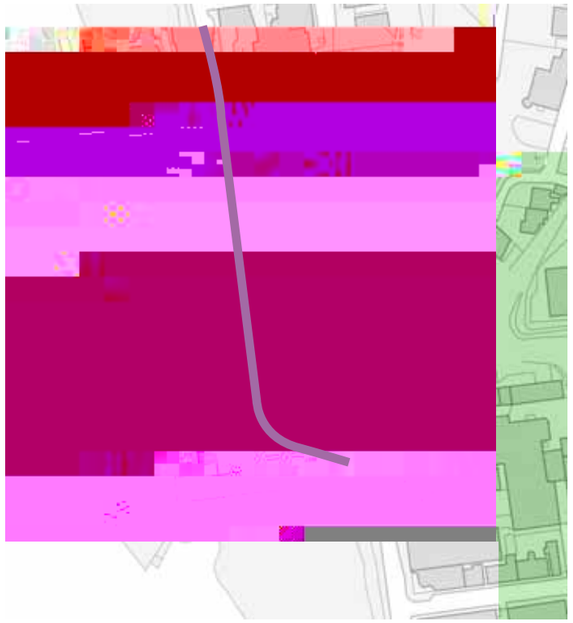
Side Streets and Vennels

10 John Street West 7



Side Streets and Vennels

11 George Street Alley

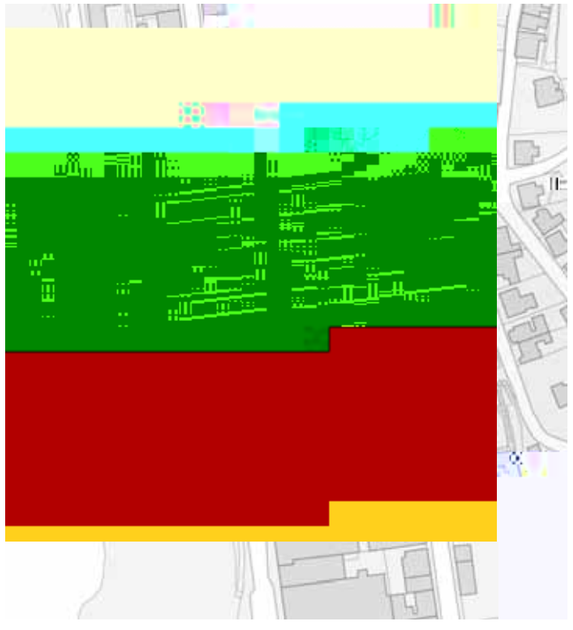


Side Streets and Vennels

12 Harbour Promenade Connecting route

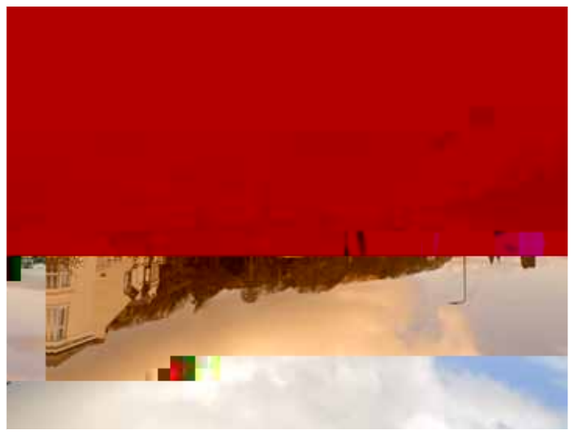
Side Streets and Vennels

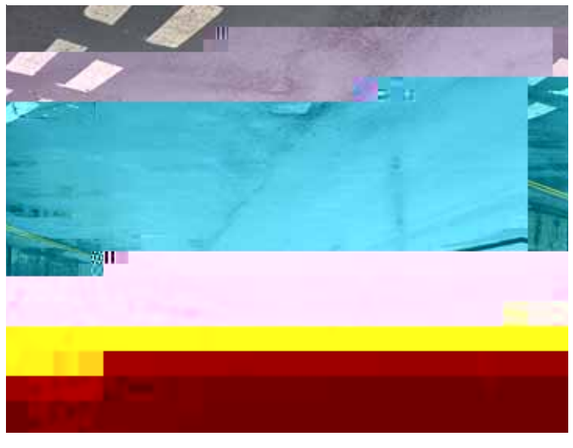
6WD‡RUG 6WUHHW

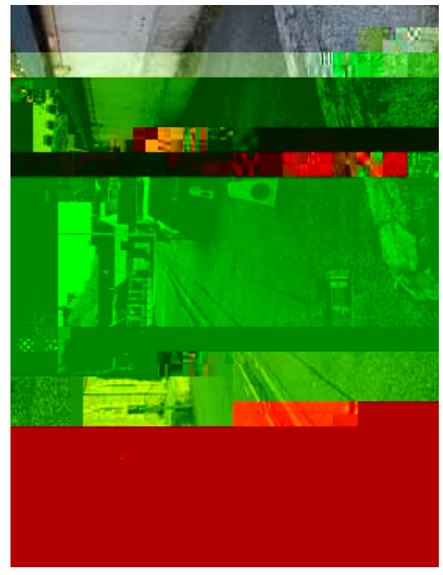


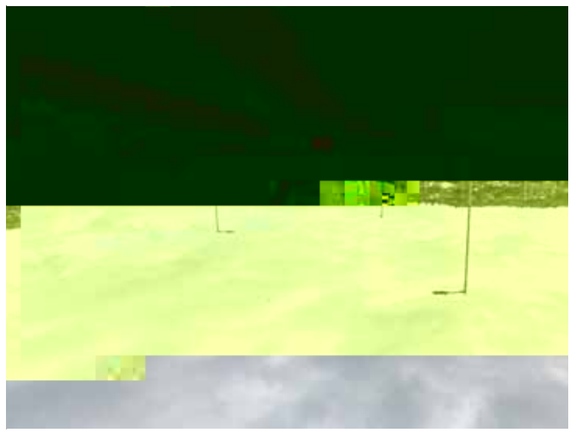
Chapter 7
Core Route Appraisal

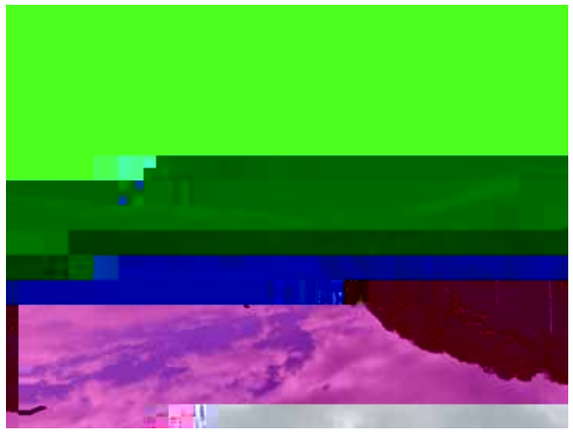
The core routes of the study area were subject to a further detailed appraisal of the spatial opportunities and constraints using OS mapping.











Chapter 8
Optioneering

Sample cross sections of the Core Routes were taken and a series of options for potential spatial arrangements were produced. These were developed to understand what can be brought forward spatially within the study area. The Stage 2 concept design may combine various HOHPHQWV RI WKH GL‡HUHQW DSSURDFKHV SUHVHQWHG 7KUHH RYHUDOO DSSURDFKHV DUH SUHVHQWHG LQFOXGLQJ YDU\LQJ GHJUHHV RI LQWHUYHQWLRQ DQG FRV $SSURDFK LV VSOLW LQWR WZR RSWLRQV EDVHG RQ VLPLODU LQIUDVWUXFWXUH ZRUNV EXW GL‡HULQJ WUDˆF PDQDJHPHQW

The approaches are:

Approach 1: Light Touch with No Reduction in Parking Provision

Formalising and creating minimum 2m footways. Reducing carriageway widths to minimum 4m. Retaining the formal parking throughout and removing the provision for informal yellow line parking.

General improvements to surfacing, crossings and street clutter.

Sustrans may not support this approach.

Approach 2: Mid-level Intervention with localised reduction in parking provision

$SSURDFK EXLOGV RQ $SSURDFK LQFOXGLQJ 6LJQL¿FDQW JUHHQ LQIUDVWUXFWXUH VSDFH IRU VHDWLQJ DQG F\FOH IDFLOLWLHV 7R HQDEOH WKHVH ORFDOLVH reduction of parking and a new loading strategy are required. This approach will have a higher cost than Approach 1.

Sustrans may not support this approach.

Approach 3A: High Level Interventions 0DLQWDLQLQJ H[LVWLQJ WUDˆF PDQDJHPHQW

A cantilever/made ground to widen Corran Esplanade, which enables:

ZD\ WUDˆF DQG ZD\ F\FOH ODQH RQ &RUUDQ (VSODQDGH

7KLV DSSURDFK LV WKH PRVW FRVWO\ DQG VXEMHFW WR VLJQL¿FDQW IXQGLQJ

Approach 3B: High Level Interventions (Pedestrianisation on George Street)

A cantilever/made ground to widen Corran Esplanade, which enables:

ZD\ WUDˆF RQ &RUUDQ (VSODQDGH DQG SHGHVWULDQLVDWLRQ RU FRQWUROOHG DFFHVV WR *HRUJH 6W

7KLV DSSURDFK LV WKH PRVW FRVWO\ DQG VXEMHFW WR VLJQL¿FDQW IXQGLQJ

Approach 1
Light Touch with No Reduction in Parking Provision

Works Summary

- Provide minimum 2m segregated/upstand protected footways throughout
- Reduce carriageways widths to 4m throughout
- Existing parking/loading provision retained
- Improved/upgraded footway surfacing
- Improved crossings and junctions i.e consistent tactile installation at crossing, introduce continuous footways where appropriate
- Reduced street clutter

Corran Esplanade | North

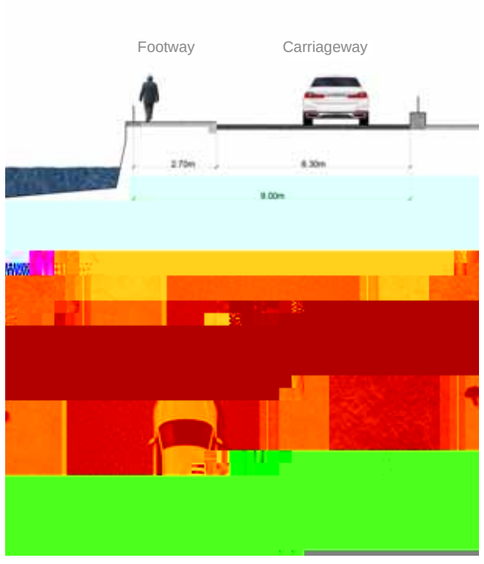
Dunollie Road

Approach 2
Mid-level Intervention with localised reduction in parking provision

Works Summary

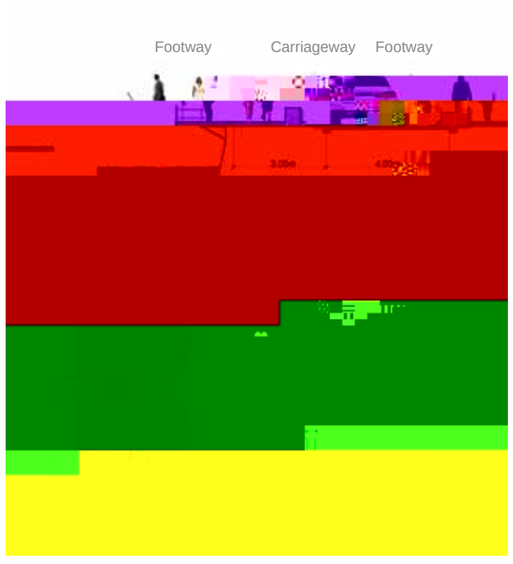
- As per Approach 1 with addition of the following:
- Localised reduction and/or relocation of parking provision
- Introduction of new loading strategy to improve provision and better serve businesses
- 6LJQL¿FDQW JUHHQLQJ VXUIDFH ZDWHU ELR UHWHQWLRQ VWUHHW WUHHV DQG ELRGLYHUVLW\ improvements
- 6LJQL¿FDQW SODFHPDNLQJ DQG VHDWLQJ LPSURYHPHQWV
- Dedicated cycle infrastructure i.e. segregated cycle lanes, serviced cycle hubs

Corran Esplanade | North



Existing Arrangement

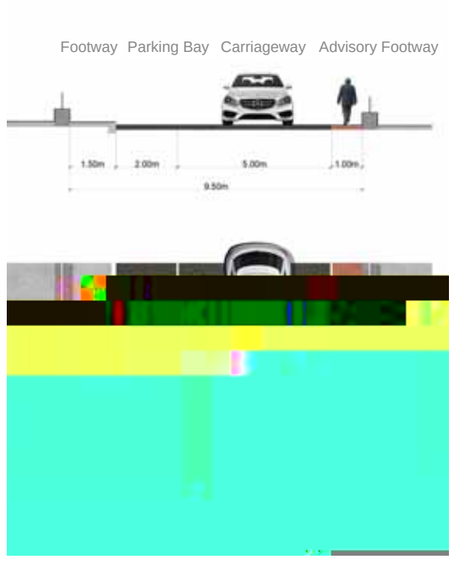
- 6.3m wide 1-way carriageway
- 2.5m wide promenade is a Core Path and therefore can be used by cyclists, pedestrians and other non-motorised users.
- No footway to east side of carriageway
- No parking bays
- No dedicated cycle lanes



Potential Arrangement

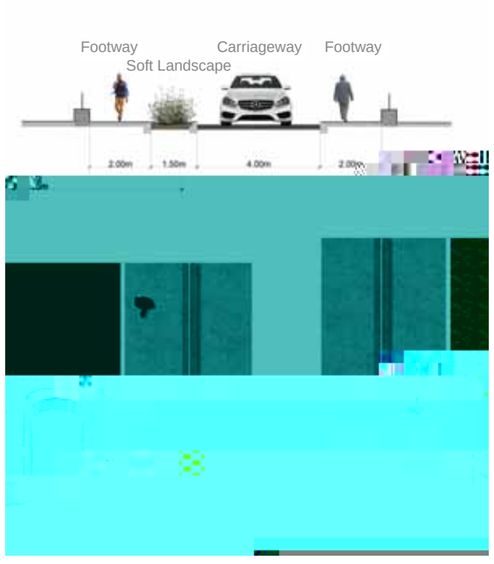
- 1-way carriageway reduced to 4m wide
- 2m wide footway to east side of carriageway introduced
- Promenade footway widened to 3m with potential for this to become a shared foot and cycleway
- No parking bays
- The introduction of a cycle lane is not advised as this would require a reduction of existing the promenade footway width.
- Potential for localised cantilever buildout at key gateways

Dunollie Road



Existing Arrangement

- 5m wide 1-way carriageway
- 2m wide parking bays to west side of carriageway
- 1.5m wide footway to west side of carriageway (below minimum design standards)
- 1m wide advisory footway to east side of carriageway (unprotected and below minimum design standards)
- No dedicated cycle lanes



Potential Arrangement

- 1-way carriageway reduced to 4m wide
- Physical barriers/measures/consultation with local businesses to prevent works vehicle parking over footway
- 2m wide footway to east side of carriageway introduced with upstand
- Footway to west side of footway widened to 2m
- In areas where there are no residential parking bays or accesses, a 1.5m margin can be utilised for bio-diversity/ habitat gains through shrub/tree planting and/or bioretention surface water soft landscape features
- Potential to introduce cycle lane (requires removal of all parking)

Approach 3A

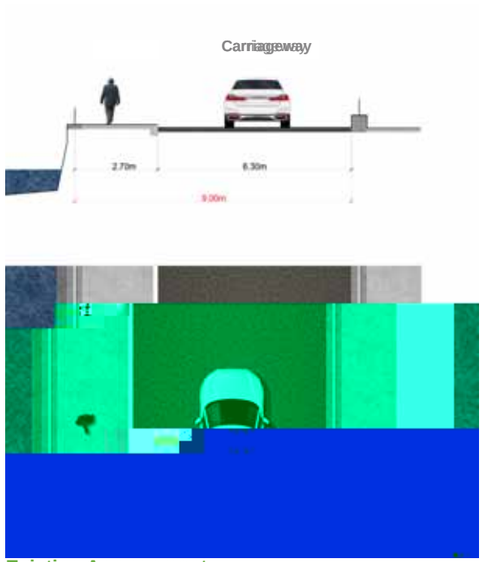
High Level Interventions 0 D L Q W D L Q L Q J H [L V W L Q J W U D ˆ F P D Q D J H P H Q W

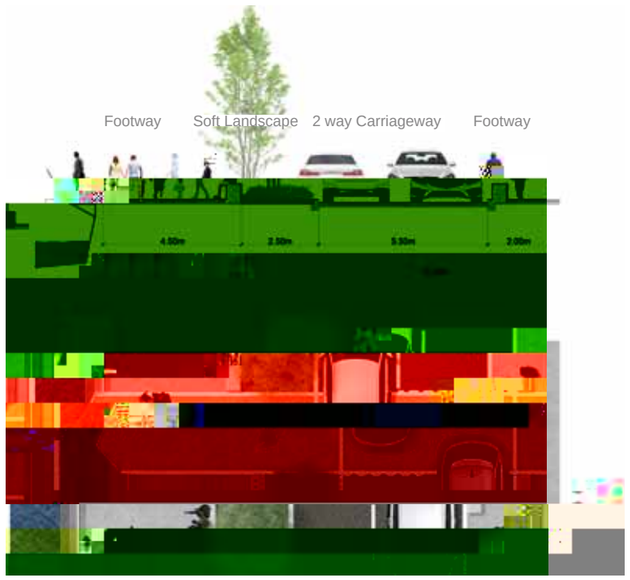
Approach 3B
High Level Interventions (Pedestrianisation on George Street)

Work Summary

- As per Approach 1 & Approach 2 with addition of the following:
- Made ground/cantilever into Oban Bay from Corran Esplanade
- $OWHUHG WUDˆF PDQDJHPHQW V\VWHP L H LQWURGXFWLRQ RI ZD\ WUDˆF WR &RUUDQ Esplanade & pedestrianisation/controlled access to George Street

Corran Esplanade | **North**



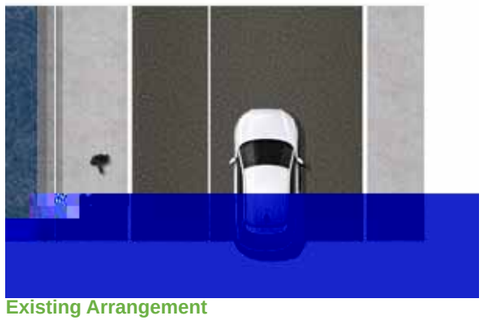


Existing Arrangement

- 6.3m wide 1-way carriageway
- 2.5m wide promenade footway
- No footway to east side of carriageway
- No parking bays
- No dedicated cycle lanes

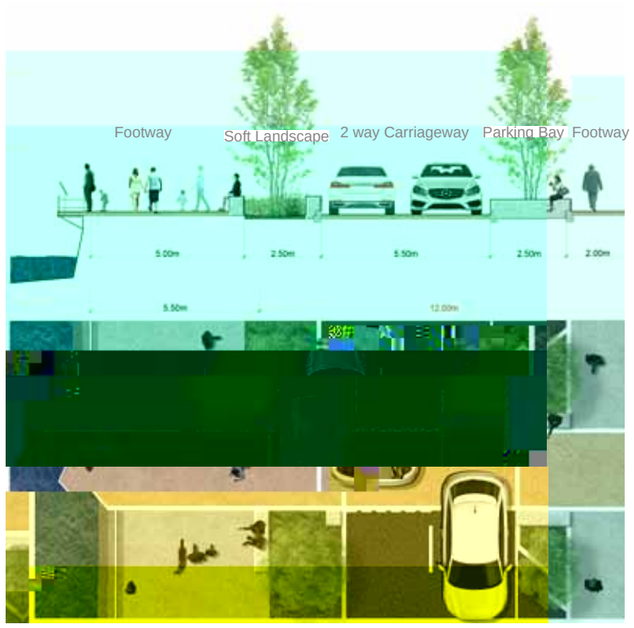
Potential Arrangement

Corran Esplanade | South



Existing Arrangement

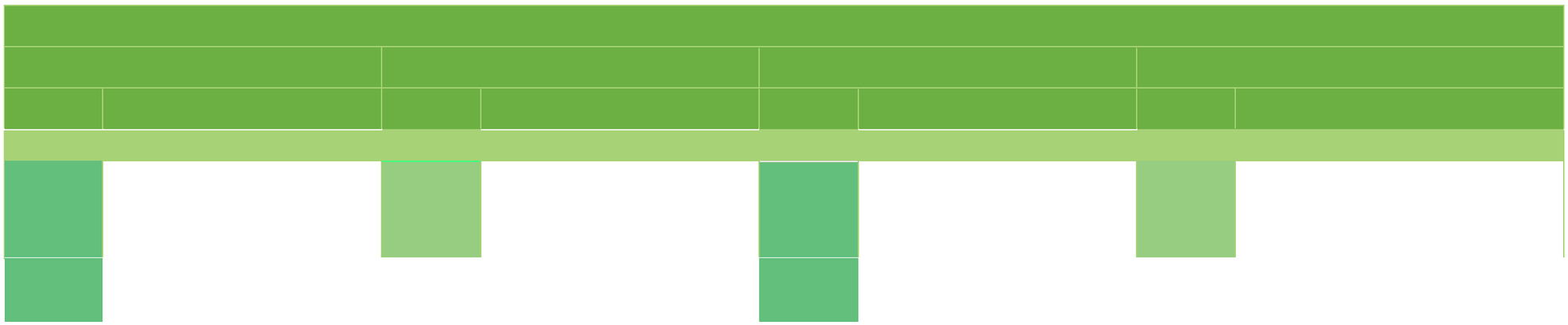
- 5m wide 1-way carriageway
- 2.5m wide parking bays to west side of carriageway
- 2.5m wide promenade footway
- 2m wide footway to east side of carriageway
- No dedicated cycle lanes



Potential Arrangement

- 5.5m 2-way carriageway introduced
- Parking bays remained, giving way at pedestrian crossing points
- 2m wide footway to east side of carriageway maintained
- 5m promenade footway created on made ground/cantilever and
  XWLOLVHG IRU VLJQL¿FDQW SODFHPDNLQJ LQWHUYHQWLRQV SXEOLF VHDWLQJ congregation opportunities and civic pop-up events/markets etc
- Promenade footway widened to 5m with potential for this to
  bec0001- d/canaestr(ca1- d/cdpal for1a1- d/cdpe88 cm/lm1 Do569.103 5 sdy <</MCI(•)T0 gs251. Tw 1ser(/GS0 gshubs/scn/GS1 repai51stArra24 0 0 215.904 318.288 338.0828cm/Im1 DoQEMC /ClipSpan B

George Street



The table below summarises the reasoning behind the scoring of Approach 3B.

		Approach 3B: High Level Interventions (Pedestrianisation on George Street)							
		Corran Esplanade North		Dunollie Road		Corran Esplanade South		George Street	
		Score	Reasoning	Score	Reasoning	Score	Reasoning	Score	Reasoning
Benefit Scoring									
Accessibility	Pedestrian Access	+3	**Major Benefit:** Western footway widened from 2.7m to 4.5m. New 2m eastern footway provided (currently no provision). Improved crossing point connections to seafront.	+2	**Moderate Benefit:** New 2m footway on eastern side, and western footway widened from 1.5m to 2m.	+3	**Major Benefit:** Western footway widened from 2.5m to 5.5m. Improved crossing point connections to seafront.	+3	**Major Benefit:** Significant increase to pedestrian realm through pedestrianisation with controlled servicing.

Summary and Preferred Option

Approach 1 received a low ‘Overall Benefit Score’ of 16, and Approach 2 scored a moderate ‘Overall Benefit Score’ of 23. When Approaches 1 and 2 are considered against the % Public Support, their ‘Appraisal Scores’ achieve a more comparable score of 8 and 9 respectively.

Approach 3A scores the highest Overall Benefit, with a score of 40, followed by 3B scoring 28. When combined with the % public support, the ‘Appraisal Score’ for these achieve 14 and 13 respectively. Therefore, when considering the Appraisal Scores in isolation, Approach 3A provides the most benefit compared to public support. It should be noted 3A and 3B’s high benefit score is in part due to their supplementary benefits of coastal flood mitigation which is not an explicit objective of this Places16.eev
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Appendix A

Baseline Survey Scope

Appendix B

Baseline Survey Network Diagrams

Appendix B1: 12-Hour Passenger Car Unit Flows

Appendix B2: 12-Hour Heavy Goods Vehicle Flows

Appendix B3: 12-Hour Cycle Flows

Appendix C

Project and Design Risk Register

Appendix D

Equality and Socio-Economic Impact Assessment

Appendix F

Budget Forecasts

<<<not included – will follow in January >>

Appendix H

Monitoring and Evaluation Plan