



ROTHEL'S NEW SCHOOL RUN



Engagement Report

January 2022



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1. Introduction

1.1 Context

Rothestay's New School Run is a design project commissioned by Argyll & Bute Council to take forward feasibility work, undertaken in 2019, on an active travel route between Rothestay town centre and Joint Campus. In Spring of 2021 Argyll & Bute Council appointed a design team, led by Benton Scott Simmons, to develop detailed designs. The work builds upon a preferred route previously identified in a 2019 feasibility study commissioned by the Council, whilst acknowledging the ongoing COVID-19 pandemic and how that may have changed people's outlook and priorities.

The project was funded by Transport Scotland, through Sustrans' Places for Everyone programme. It also received support from the Highlands and Islands Transport Partnership (HITRANS), the statutory regional transport partnership for Argyll and Bute (excluding Helensburgh and Lomond area), Highland, Moray, Na h-Eileanan Siar and Orkney.

Within the design team, icecream architecture (ICA) and Nick Wright Planning were responsible for community and stakeholder engagement activities, which were planned at the start of the commission through preparation of an Engagement Strategy. This reports outlines that strategy, the activities undertaken and results garnered.

1.2 Engagement Strategy

At the outset of the project, an Engagement Strategy was agreed between the Design Team, Argyll & Bute Council, Sustrans and HITRANS.

The primary narrative of the engagement was focused on how people, particularly young people, could travel to the Joint Campus by 'active travel' - walking, cycling and wheeling. A secondary narrative to this was to highlight how improving the route to school could improve access to other destinations (e.g. leisure centre, hospital, health centre, workplaces and the park).

Reflecting the primary narrative, the project was branded as **Rothestay's New School Run**. This set the context and main aim of the design project clearly to audiences. As the design project utilises one of Rothestay's main streets, the benefits in facilitating a 'new school run' to the wider community were included in public communications.

Purpose of engagement

The focus of the project was to improve active travel connections between the town centre, the Joint Campus and other key trip generators on High Street and Townhead.

Engagement was integral to the design process. Rather than engagement being a 'tick box' exercise, community input contributed to the selection, design and endorsement of the design proposals. The Engagement Strategy outlined how this would be done in a targeted, informative and transparent manner, with the aim of fostering buy-in and ultimately successful and timely delivery of investment.

Building trust was a key objective: in developing a walking and cycle route as part of a holistic high quality active travel corridor, public and stakeholder engagement at this stage will help to maximise use of the route when completed.

In opening conversations on route design, the team sought to understand:

- How people currently use the route and might in the future.
- Other interventions needed to result in behaviour change within the local community and encourage use of the route once constructed.
- How public spaces along the route might also benefit from improvement.

Participants

The Engagement Strategy sought the participation of as broad an audience as possible in the design project. Naturally, different individuals will have different levels of interest or capacity to participate in the project.

Across the audiences outlined below, the Engagement Strategy therefore sought to ensure that:

- People are informed about the project.
- People are clear about how they can engage with the project team and the influence that they can have.
- When people do engage, participants are enabled to think collaboratively with the design team.

General Public

- Primarily those living in Rothesay itself, but also the wider island community.
- Engagement will include online and offline methods.

Schools

- Early Years, Primary and Secondary pupils and staff of the Rothesay Joint Campus.
- Rothesay nurseries.

Groups & Organisations

- Elected Members.
- Landowners / residents / businesses along the route.
- Key trip generators (e.g. Bute Island Foods, Leisure Centre, NHS).
- Community groups (e.g. Bute Community Council, Bute Community Cycling).
- Other relevant organisations (e.g. Fyne Futures/Bike Bute, Cycle Bute, Historic Environment Scotland).

Protected characteristics

The Equality Act 2010 provides legal protection in terms of the following nine "[protected characteristics](#)":

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex
- sexual orientation

Sustrans 'Places for Everyone' guidance stresses the importance of "targeted engagement with seldom heard groups and those with protected characteristics in order to develop an EqlA [Equalities Impact Assessment]" at Design Stage 1, and updated EqlA at Stages 2 and 3.

Obviously all nine protected characteristics receive equal legal protection. In terms of designing an active travel project of this nature, however, some are more relevant than others. For example, we know from previous experience that representative groups relating to gender reassignment, sex, religion or belief and sexual orientation tend not to be interested in this kind of project. The exception to that is where there are local membership organisations, such as womens or faith organisations, who have members in the area or premises along or near a proposed active travel route. In other words, the interest in the project relates more to communicating to members of the local community via that organisation or engaging its members because they would be personally and directly affected by the proposals.

Our starting point was to identify which protected characteristics were likely to be directly affected by this particular project. In this case, the protected characteristics we sought to focus on were:

- age
- disability
- to a lesser extent, sex

In each case, users of varying ages, disabilities and (to a lesser extent) sex may have different perceptions and requirements to support and encourage them to 'travel actively'.

In terms of disabilities, the design team was unable to work through the kinds of organisations that existing in larger cities such as Glasgow, where there are well-established organisations such as Glasgow Disability Alliance, the Centre for Sensory Impairment and Glasgow Access Panel (to mention just three examples). Inevitably there are fewer such representative organisations in less populated areas such as Bute. The design team therefore employed the following alternatives:

1. Contact Argyll and Bute's [Learning Disability Service](#) local office in Dunoon.
2. Contact with appropriate national representative/membership organisations such as Age Scotland, RNIB, Guide Dogs, Euan's Guide and others that the project team has had regular contact with (bearing in mind that these organisations are currently under severe pressure due to the pandemic and the number of requests they receive for input to work of this nature).
3. Relevant design team expertise and experience gathered through years of collaborative working with local and national equality organisations on active travel projects and public realm design throughout Scotland.
4. Public engagement - making engagement materials and processes as welcoming, accessible and inclusive as possible for the general public in Rothesay.

Engagement stages

Aligning with the activity programme of the wider Design Team, three engagement stages were defined. The objectives of each stage are outlined below, and the activities and results are detailed in individual sections of this report.

Objectives of engagement stage 1: Fact-Finding

- Capture **community aspirations** for post-pandemic active travel in Rothesay.
- Understand **how people currently travel** to campus and other key trip generators (on High Street and Townhead), and **why** they travel in that way.
- Build a renewed **local audience** for the project.
- Check we are aware of all the key stakeholders.

Objectives of engagement stage 2: Preferred Design

- Share **feasible design options for the public to consider** their perceived strengths and weaknesses.
- **Inform the design package** to be taken forward.

Objectives of engagement stage 3: Preferred Design

- **Share** design of preferred route
- Seek **feedback to inform the next stages of the design process**, including gleaning **what else needs to happen** to support walking and cycling (for Behaviour Change Plan).

Engagement channels

Successful engagement depends on getting information out widely across the whole town. The publicity therefore needed to reach everyone from potential users like schoolchildren, families and daily commuters to those who live along the route and might have concerns about change. Many of these people do not live on the route itself, as not everyone who would benefit from the route is located directly on it. Information was therefore cascaded out via the following channels at different stages of the project:

Channel	Description of how it will be used
SCOOP Website: www.rothesayschool.run	Dedicated platform hosting all information about the project, including email updates at key milestones.
Leafleting	To properties along the route, key shops and public facilities.
Poster campaigns	At relevant milestones of the project.
Media	Releases to local press and on existing social media channels (e.g. Argyll & Bute Council, local groups and pages).
Public display of proposals	Replicating digital content of design presentation in physical locations.
Direct contact	With individuals, groups and organisations.

Although there was some 'on-street' face-to-face engagement, COVID restrictions meant that much of the personal interaction had to take place digitally. A phone number was therefore provided on publicity materials for anyone who needed or preferred to talk to a real person.

Engagement activities

The activities that were undertaken are summarised in sections 2.1, 3.1 and the Appendix: Engagement Diary.

2. Engagement stage 1: Fact-Finding

2.1 Summary of activities

The purposes of this stage were to:

- Understand how pupils at the Joint Campus get to school and their perceptions of safety on their journey (via hands up surveys and school focus groups, see section 2.2 and 2.3 below).
- Engage with other major employers and destinations along the route to raise awareness, and understand issues, constraints and proposals that they might have (see section 2.4 below).
- On-street engagement with residents and businesses along the route, to promote the project and understand detailed issues from their perspectives (see section 2.5 below).
- A detailed public travel survey to understand how people move around the town at the moment and opportunities/appetite for change (see section 2.5 below).

2.2 Schools hands-up surveys

The Hands-Up Surveys were conducted with pupils of Rothesay Primary School and Rothesay Academy after they had returned to in-school teaching with the easing of COVID-19 restrictions. The surveys asked pupils how they got to school that day, and how they would travel to school if they had free choice. The primary school conducted the surveys in each class on either the 23rd or 24th of March 2021. The secondary school conducted the surveys in PST classes on the 17th or 18th of May 2021.

Primary School results

How did you travel to school today?

TRAVEL MODE	COUNT	PERCENTAGE
Walk	55	20%
Cycle	0	0%
Scooter/skate	0	0%
Driven	169	61%
Bus	51	18%
Taxi	3	1%
Other	0	0%

In an ideal world, how would you like to travel to school?

TRAVEL MODE	COUNT	PERCENTAGE
Walk	78	28%
Cycle	52	19%
Scooter/skate	28	10%
Driven	61	22%
Bus	52	19%
Taxi	6	2%
Other	1	0%

Comments

- "I love coming to school on my scooter in summer weather."
- "I come by car but I would love to come by skateboard."
- "I would rather try to use my skateboard."
- "I would probably cycle—to improve my energy to start the day!"
- "Cycling fast!"
- "I would like to cycle and that would calm me down in the classroom and stop me doing stuff I shouldn't be doing."
- "Car parking from factory causes lots of problems."
- "It is not safe to cross the road on the way to school."
- "There are too many cars."
- "There are no crossings or traffic lights near the school."
- "We should have a bike lane to make it safe to cycle to school. 16 out of 22 pupils said they would cycle if it was safe for them to do so."
- "We would like our cycling proficiency certificates/course"

Secondary School results

How did you travel to school today?

TRAVEL MODE	COUNT	PERCENTAGE
Walk	54	33%
Cycle	5	3%
Scooter/skate	0	0%
Driven	81	49%
Bus	24	14%
Taxi	1	1%

Other	1	1%
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In an ideal world, how would you like to travel to school?

TRAVEL MODE	COUNT	PERCENTAGE
Walk	27	18%
Cycle	17	11%
Scooter/skate	3	2%
Driven	82	54%
Bus	3	2%
Taxi	6	4%
Other	14	9%

2.3 School fact-finding sessions

After the results from the hands-up surveys were collated, members of the engagement team joined small focus groups with different age groups from both schools. The purpose of the sessions was to:

- Explain the project
- Answer questions
- Understand the context and reasonings for some of the ways people travel currently or would like to travel in the future

In the tables below are contributions from fact finding sessions held with the Eco-Schools committee of Rothesay Primary School (PS) and students at Rothesay Academy (S1–5). Sessions were held between 11th and 21st May 2021. If specific contributions came up in more than one session, they are marked in the relevant columns.

GENERAL PERCEPTIONS OF SAFETY ALONG HIGH STREET/TOWNHEAD	PS	S1	S2	S3	S4	S5
Most worrying section of road is from Townhead to the School	●					
Worst section is up the hill from hospital onwards				●		
Town centre sections of High Street feel safer				●		
School run times are the busiest roads ever get on Bute, only time roads feel more like the mainland		●				

There are always parked cars, as there is no alternatives for people who live on street					●	
With the amount of on-street parking right now, it isn't really a two-way road, as only enough space for one vehicle to get through					●	
Pavements cut off, forcing you to cross road					●	
At Bute Island Foods/Flexitech, trucks from both sides of road turning					●	

COMMENTS ON WHY PEOPLE DON'T WALK	PS	S1	S2	S3	S4	S5
Distance between school and home is too far to walk		●				
Would have to leave for school earlier in morning		●				
Feel too tired in morning to walk			●	●		
Feels unsafe where the traffic is busy			●			
The hill up to the school puts people off						●

COMMENTS ON WALKING FROM SCHOOL IN AFTERNOON	PS	S1	S2	S3	S4	S5
More walk home (or into town centre) at end of the day than do in the morning		●		●		
Able to socialise with friends on walk home		●				
Generally warmer in afternoon than morning		●				
Not as tired in afternoons to walk		●				

GENERAL COMMENTS ON WALKING	PS	S1	S2	S3	S4	S5
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Pavements very narrow in places		●				●
Some walk to the town centre and back at lunchtime (there is just enough breaktime to do this)			●			
Difficult to cross road, idea of there being a second crossing guard at or near to school entrance*					●	
Parked cars hem in the pavements, and make it more difficult to cross the road						●

*There is already a crossing guard further north, at the junction of High Street and Townhead

COMMENTS FROM THOSE WHO DON'T CYCLE BUT WOULD BE OPEN TO CYCLING TO/FROM SCHOOL	PS	S1	S2	S3	S4	S5
Would cycle, but only with older brother for safety	●					
No preference on type of infrastructure (e.g. shared use versus segregated), important thing is it is out of vehicle traffic				●		
Cycling could be an option to get to school, until you reach the Leisure Centre (from someone who lives around 3 miles from school)					●	

COMMENTS ON WHY PEOPLE DON'T CYCLE	PS	S1	S2	S3	S4	S5
Distance between school and home is too far to cycle		●				●
Cycle to school would include stretches on single track country roads (concern on road space and speed of vehicles)		●		●		
Feels like a busy road to cycle on		●				●
The hill up to the school puts people off			●		●	●
Don't like to cycle around vehicle traffic			●	●		

Road is busy with vehicles, and pavement is busy with people walking			●			
Unable to say if they'd cycle on any new designs, they would need to try it out once built before being confident			●			
No cycle path					●	

GENERAL COMMENTS ON CYCLING	PS	S1	S2	S3	S4	S5
Secondary school is looking to expand cycling into PE lessons	●					
The Primary School has some bikes already, (parent donations of old bikes, and 5 bikes bought by Bute Cycling Club). Some of these will be used P7's in a biathlon.	●					
Primary School offers Bute-specific cycling proficiency lessons, usually in P6. This is delivered by volunteers, and is currently suspended due to the pandemic.	●					
Current location of bike shelter (away from school building) doesn't feel very secure, idea of having bike storage in school playground		●				
Not aware of e-bike rental schemes, but would be interested to try it						●

As well as discussing the High Street/Townhead route, those who already cycled on Bute shared the places where they did:

- Wide path at [Montford](#), quiet and usually no parked cars on shore side
- Drive to then cycle at, Mount Stuart
- Drive to, then cycle at, Kilchattan Bay
- Along promenade between Guildford Square and Port Bannantyne
- Road by Loch Fad (mix of track and tarmac)

TRAVELLING BY BUS	PS	S1	S2	S3	S4	S5
Expansion of free bus travel to young people (due by end of March 2022) may change how some get to school	●					

Bus times don't fit very well with timetable, so you would either arrive too early or (just) too late				●		
Bus timetable doesn't connect with ferry times (teacher comment who travels from mainland)						

COMMENTS ON SCOOTING	PS	S1	S2	S3	S4	S5
Not so keen				●		
One person would consider scooting						●

COMMENTS ON 'PARK & STRIDE' CONCEPT	PS	S1	S2	S3	S4	S5
Not keen on idea	N/A	●	N/A	●	N/A	
Would need to be able to serve the school, Bute Island Foods and hospital						●

N/A above denotes that the concept of park & stride wasn't brought up in discussion

COMMENTS ON TOWN CENTRE OFFERING FOR YOUNG PEOPLE	PS	S1	S2	S3	S4	S5
It's just okay, could be a lot better		●		●		
There are some places to come together, but not much to do when there		●				●
Only real place to hang out outdoors are in bus shelters, which isn't ideal		●	●		●	
Don't get any hassle from adults for hanging out in town				●		
Nice when there are tables and chairs out at weekends, but otherwise not many places to sit					●	

2.4 Interviews

One-to-one contact was carried out with major employers and destinations along the route - for example, the hospital, health centre, care home, Bute Island Foods and Flexible Technology. The purposes of these one-to-one conversations were to:

- Raise awareness of the project amongst stakeholders, employers and their staff.
- Understand particular issues or constraints which the project team should be aware of, such as the impact of peak-hour congestion on existing operations at the hospital, health centre and employers.
- Understand any existing proposals or aspirations in the pipeline which could affect design proposals, such parking in the Townhead area and initiatives to increase active travel by employees.

More information is available on request (subject to privacy constraints).

2.5 On-street engagement

As part of the Fact-Finding stage members of the team from ICA spent Friday 9th July 2021 in Rothesay visiting key locations along the route. Along the way we spoke with people in order to gain an insight into the challenges and perception of the local population towards the New School Run project.

We spent the morning cycling the route in order to better understand the need for a New School Run, as well as visiting key locations along the route to chat with locals and hand out promotional materials such as posters and flyers. The vast majority of these locations were happy to promote the project and recognised the need for an intervention along the route.



We spent the afternoon visiting local businesses and engaging people in the street in order to better understand the locals' attitudes towards the road and how they use it day-to-day. Much of what we observed ourselves while cycling to the campus was echoed by the community; Mainly that the pavement is at points too narrow, and that cars parked along the road between the church and Bute Island Foods exacerbates the problem and also causes traffic.

In general the vast majority of people we spoke with agreed strongly that the road was an ongoing issue, and recognised the need for an intervention. Many people also stated that they were unsure what changes should, or could be made, given the lack of space along the road. One person said that they had heard changes were being proposed over two years ago, and had lost faith that changes would be implemented.

People with children currently studying at the Joint Campus were particularly enthusiastic, with many claiming that they would like their children to be able to walk or cycle to school, both for their health and also because the traffic on the school run makes driving a major hassle. Many of the children who we were able to speak to either already walked to school, or were enthusiastic about the prospect of being able to, but echoed the challenge of the pavement being too narrow and at times being forced to walk on the road.

COMMENTS ON WHY PEOPLE DON'T WALK	Count
<ul style="list-style-type: none"> Parked cars along the route are a big issue, outside houses but also the leisure centre/hospital. During the school run the upper half of the route is gridlocked. The narrow road has always been an issue. Say the roads weren't built for this many cars, they were built for a smaller population using horses and carriages. More kids should be walking to school, but active travel needs to be encouraged more amongst the children or they won't take advantage of a new path. Thinks cars should be barred from parking on the stretch beyond the hospital. It is too narrow. Maintenance is badly needed as the narrow pavements are overgrown with bushes which makes the issue worse. It would be good to have some kind of 'crocodile'/walking bus with the kids and some teachers/parents to make it safe. Road is 'manic' when the school run is on. The Cheese Factory (Bute Island Foods?) makes it worse. Not enough parking for staff plus construction taking place. Need to build a car park. Too many cars on the road. 	x6

COMMENTS FROM THOSE WHO DON'T CYCLE TO/FROM SCHOOL BUT WOULD BE OPEN TO	Count
<ul style="list-style-type: none"> Wouldn't allow their child to cycle as it's too dangerous, but would allow walking. If it was safe, they would like to cycle to school. The younger child doesn't like to cycle. Mum wouldn't like them to cycle currently. Kids who do cycling have to cycle on the road, which is dangerous. Walking to school is hard because of the narrowness of the pavement. Groups of kids who walk to school jostle one another and nearly knock each other into the road. Pavements should be improved/widened. Lives along the route. Not enough parking for people who live there. People parking on the road makes it difficult to walk and cycle but they have no alternative. 	x4

COMMENTS ON WHY PEOPLE DON'T CYCLE	Count
<ul style="list-style-type: none"> A child on a bike was hit at one of the blind turns off the road. 	x2

COMMENTS ON WHY PEOPLE DON'T CYCLE	Count
<ul style="list-style-type: none"> Has a child in preschool, they drive them there. They would not let their child to cycle when older because of the parked cars along the pavement. It makes it way too narrow, especially towards the top of the route. They would like a new route to be segregated from the road. 	

GENERAL COMMENTS ON CYCLING	Count
<ul style="list-style-type: none"> If there was a usable cycle path it would make a big difference for them reaching the leisure centre. Oldest son cycles for fun. A cycle path around the cemetery/through the park would be best to avoid the road completely. A cycling path should be segregated completely from the road. It could divert through the parkland/fields where the road gets narrow. 	x3

TRAVELLING BY BUS	Count
<ul style="list-style-type: none"> As it stands it is much cheaper to drive them than to pay for the school bus but if that changed she would have them use it on days they didn't want to walk. 6 y/o currently gets the bus to school. 	x2

COMMENTS ON 'PARK & STRIDE' CONCEPT	Count
<ul style="list-style-type: none"> Drives their kids to the bottom of the road and drops them off - they walk the route. 	x1

2.6 High Street & Townhead Travel Survey

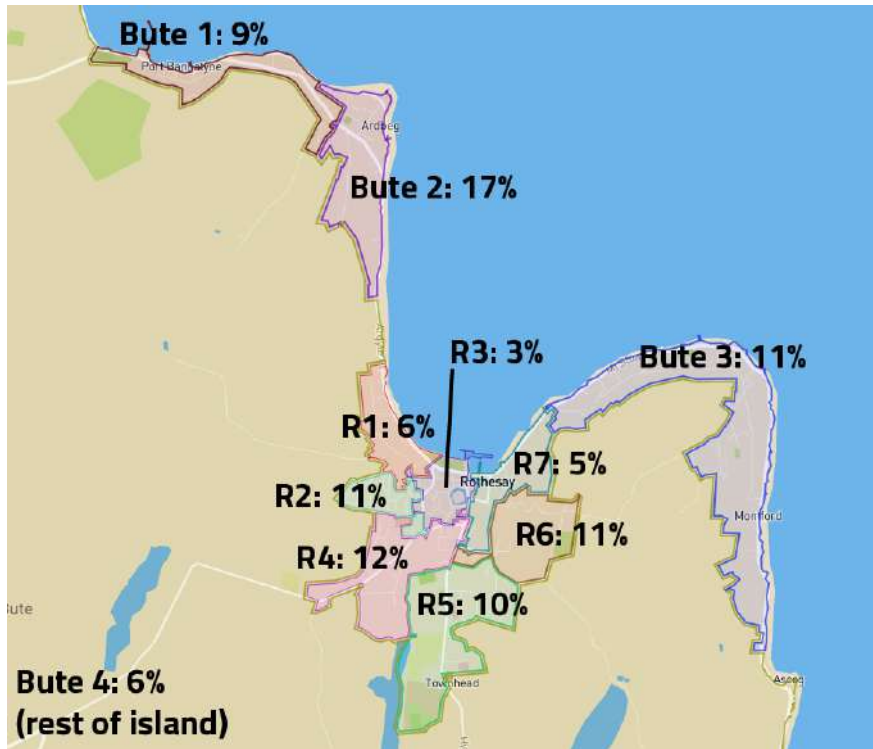
The focus of Rothesay's New School Run is to improve the route for walking, scooting or cycling between the Joint Campus and town centre. However along High Street & Townhead are some key destinations, which means there's an opportunity that more people from across the community will have walking, cycling or scooting as a travel option. A travel survey was therefore devised to understand how people currently travel to these currently, and if they would be open to travel differently in the future.

Survey respondents

Participation levels	Count	Percentage
Surveys with postcode	101	62%
Partial surveys without postcode	61	38%
<u>Total submissions</u>	<u>162</u>	

Home postcodes were collected and have been grouped by data zones used in preparation of the Scottish Government's Scottish Index of Multiple Deprivation (SIMD). These are outlined in the table below and map overleaf.

Home location (by SIMD Data Zones)	Count	Percentage
Rothsay 1	6	6%
Rothsay 2	11	11%
Rothsay 3	3	3%
Rothsay 4	12	12%
Rothsay 5	10	10%
Rothsay 6	11	11%
Rothsay 7	5	5%
Bute 1	9	9%
Bute 2	17	17%
Bute 3	11	11%
Bute 4	6	6%
Outwith Bute	0	0%
<u>Total</u>	<u>101</u>	



Participants were asked to share demographic information as part of the survey. This was collected to ensure that responses were coming from a cross section of the local population. All these questions were optional, so participation will vary in each; percentages are based on those answering that question.

Age	Count	Percentage
14 and under	2	2%
15-24	3	3%
25-34	15	16%
35-44	19	20%
45-54	21	22%
55-64	24	26%
65-74	10	11%
75 and over	0	0%
<u>Total</u>	<u>94</u>	

Gender identity	Count	Percentage
Female	66	69%
Male	26	27%

Gender identity	Count	Percentage
Non-binary	1	1%
Prefer not to say	2	2%
<u>Total</u>	<u>95</u>	

Living with a disability	Count	Percentage
Yes	14	15%
No	75	79%
Prefer not to say	6	6%
<u>Total</u>	<u>95</u>	

Where are people going?

The survey asked people which of six key destinations on High Street and Townhead that they travelled to regularly (please note those six destinations did not include private workplaces). Percentages are of the total number of people completing the survey, and the table is ordered by percentage rank.

Destination	As count	As Percentage
Rothsay Joint Campus	99	61%
Ferry Terminal	72	44%
Health Centre or Hospital	71	44%
Rothsay Leisure Centre	53	33%
The Meadows or King George's Field	38	23%
The United Church of Bute or Church Hall	14	9%

How are they travelling?

Those who selected that they travelled regularly to a destination, were then asked what ways they were currently travelling there. People were able to select more than one mode of transport, as not everyone always travels the same way each journey.

As count	Walk	Cycle	Car	Bus	Taxi	Scooter	Carshare
Rothsay Joint Campus	30	11	67	9	2	1	1
Ferry Terminal	28	4	46	6	3	0	0
Health Centre or Hospital	27	3	45	4	6	0	0
Rothsay Leisure Centre	21	10	35	4	0	0	0
The Meadows or King George's Field	21	8	17	3	0	0	0
The United Church of Bute or Church Hall	4	2	9	1	0	0	0

Using the number of people travelling regularly to specific destinations, and the travel modes used, travel profiles can be created for each destination.

Travel mode profile	Walk	Cycle	Car	Bus	Taxi	Scooter	Carshare
Rothsay Joint Campus	30%	11%	68%	9%	2%	1%	1%
Ferry Terminal	39%	6%	64%	8%	4%	0%	0%
Health Centre or Hospital	38%	4%	63%	6%	8%	0%	0%
Rothsay Leisure Centre	40%	19%	66%	8%	0%	0%	0%
The Meadows or King George's Field	55%	21%	45%	8%	0%	0%	0%
The United Church of Bute or Church Hall	29%	14%	64%	7%	0%	0%	0%

The reasons contributing to that travel profile are detailed for each destination (from south to north) in sections below. People could select a specific reason (quicker, cheaper, too much traffic, safety concerns, better for the environment) or write in their own reasoning.

Rothsay Joint Campus travel profile

Number of people travelling regularly	99
---------------------------------------	----

Travel Profile	Count	Percentage
Bus	1	1%
Car	45	45%
Car, Bus	2	2%
Car, Bus, Taxi	1	1%
Cycle	4	4%
Cycle, Car	2	2%
Taxi	1	1%
Walk	6	6%
Walk, Bus	3	3%
Walk, Car	14	14%
Walk, Car, Bus	2	2%
Walk, Cycle	3	3%
Walk, Cycle, Car	1	1%
Walk, Cycle, Other*	1	1%
Not answered	13	13%

* Relates to scooter

Reasons people travel using different modes:

REASONS	TRAVEL MODES						
	Walk	Cycle	Car	Bus	Taxi	Scooter	Carshare
Quicker	10	1	40	6	1	0	1
Cheaper	8	5	10	4	1	1	0
Too much traffic	15	3	15	3	0	0	0
Safety concerns	7	1	23	2	0	0	0
Better for environment	10	7	3	3	0	1	0
Other reason	7	2	15	3	0	0	1
No reason	0	0	2	0	1	0	0

Issues people raised in 'other reasons' included:

- Disability
- Decide based on the weather
- It's easier to drive if you need to get up early
- Kids go to different schools
- Would use park and stride to avoid traffic
- Need to bring bulky items with them
- We should do everything we can to discourage car use
- Public transport not suitable

The United Church of Bute or Church Hall travel profile

Number of people travelling regularly	14
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Travel Profile	Count	Percentage
Car	7	50%
Cycle	2	14%
Walk	1	7%
Walk, Bus	1	7%
Walk, Car	2	14%
Not answered	1	7%

Reasons people travel using different modes:

REASONS	TRAVEL MODES				
	Walk	Cycle	Car	Bus	Taxi
Quicker	2	0	5	1	0
Cheaper	1	1	1	0	0
Too much traffic	1	0	1	0	0
Safety concerns	0	0	0	0	0
Better for environment	1	1	0	1	0
Other reason	0	0	6	0	0
No reason	0	0	1	0	0

Other reasons:

- Bus doesn't run on Sunday to get three children to church
- Carrying band equipment
- Physical disability

Health Centre or Hospital travel profile

Number of people travelling regularly

71

Travel Profile	Count	Percentage
Bus, Taxi	2	3%
Car	32	45%
Cycle	1	1%
Cycle, Car	1	1%
Walk	9	13%
Walk, Bus	1	1%
Walk, Bus, Taxi	1	1%
Walk, Car	12	17%
Walk, Cycle	1	1%
Walk, Taxi	3	4%
Not answered	8	11%

Reasons people travel using different modes:

REASONS	TRAVEL MODES				
	Walk	Cycle	Car	Bus	Taxi
Quicker	13	3	32	2	2
Cheaper	3	2	4	2	1
Too much traffic	6	1	4	2	1
Safety concerns	6	1	9	3	2
Better for environment	12	0	4	2	2
Other reason	5	0	9	0	2
No reason	3	0	3	0	0

Issues people raised in 'other reasons' included:

- taxi if too ill to walk
- Live close by
- When I moved to Bute 21 years ago I used to cycle or walk everywhere, but now that I am 60 I tend to take the car especially in poor weather.
- I don't drive
- Need car for work
- Distance
- Disability
- Due to disability.
- Physical disability
- Use my car for home visits after being at my base in the Hospital Annexe.
- No alternative. We live 3 miles out of town with no bus service available.
- If I'm ill in not really wanting to walk so will drive
- I prefer to walk as it's better exercise. I don't have a car so I walk when I can anyway. If I didn't feel well and needed to go to the Health Centre or Hospital, I'll take a taxi . In fact, I haven't been to either place in the last several years except for COVID vaccinations.
- Require to carry laptop and other documents to and from work in the Hospital Annexe.

The Meadows or King George's Field travel profile

Number of people travelling regularly	38
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Travel Profile	Count	Percentage
Car	8	21%
Cycle	4	11%
Cycle, Car	1	3%
Walk	9	24%
Walk, Bus	2	5%
Walk, Car	7	18%
Walk, Cycle	1	3%
Walk, Cycle, Bus	1	3%
Walk, Cycle, Car	1	3%
Not answered	4	11%

Reasons people travel using different modes:

REASONS	TRAVEL MODES			
	Walk	Cycle	Car	Bus
Quicker	8	3	10	0
Cheaper	5	2	2	2
Too much traffic	5	1	3	2
Safety concerns	5	1	5	1
Better for environment	7	4	1	1
Other reason	7	4	3	1
No reason	0	0	1	0

Issues people raised in other reasons included:

- When I lived in the town centre and I was younger I would walk up to the leisure centre/playing fields but I have moved further from the town centre and this adds more time/distance so now I drive to the leisure centre/playing fields

- Too busy to drive up to school
- Plus health & fitness
- The walk up High Street is probably the least pleasant on Bute, especially at 'rush hour' at the end of the school day. Personally I think siting the campus on the edge of town was a planning disaster. What was wrong with the old town centre sites, very walkable.
- Live in the port and normally have dog in car to use parking for a different walk. Never encounter traffic as at night
- Walk down from school if going at weekends car
- Very sorry journey
- To walk the dog
- I visit my mother in law at Foley court and cycle from the Port via Bute Fabrics and the allotments as it's quieter and more pleasant than cycling up High street.
- I live close to it.

Rothesay Leisure Centre travel profile

Number of people travelling regularly	53
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Travel Profile	Count	Percentage
Bus	1	2%
Car	24	45%
Cycle	3	6%
Walk	4	8%
Walk, Bus	2	4%
Walk, Car	8	15%
Walk, Cycle	3	6%
Walk, Cycle, Bus	1	2%
Walk, Cycle, Car	3	6%
Not answered	4	8%

Reasons people travel using different modes:

REASONS	TRAVEL MODES			
	Walk	Cycle	Car	Bus
Quicker	14	5	23	0
Cheaper	3	4	3	1
Too much traffic	6	2	5	2
Safety concerns	4	0	9	1
Better for environment	9	6	3	3
Other reason	3	2	8	2

Issues people raised in 'other reasons' included:

- Now where to park and lock up bike
- Plus health & fitness
- I have to drive somewhere else after
- Don't drive
- Live far away
- No reason

Ferry Terminal travel profile

Number of people travelling regularly

72

Travel Profile	Count	Percentage
Bus	1	1%
Car	29	40%
Car, Bus	1	1%
Cycle	2	3%
Cycle, Bus	1	1%
Walk	8	11%
Walk, Bus, Taxi	2	3%
Walk, Car	15	21%
Walk, Cycle, Car	1	1%
Walk, Taxi	1	1%
Not answered	12	17%

Reasons people travel using different modes:

REASONS	TRAVEL MODES				
	Walk	Cycle	Car	Bus	Taxi
Quicker	13	0	26	0	1
Cheaper	8	2	4	2	1
Too much traffic	4	0	3	1	1
Safety concerns	5	0	7	1	1
Better for environment	9	1	3	1	2
Other reason	8	1	13	3	2
No reason	2	1	4	3	1

Issues people raised in other reasons included:

- Too much traffic and nowhere to leave bike

- Times of buses not always regular enough
- Don't drive
- Taking my car onto the ferry.
- Going off island to visit or shop
- Disability
- I live too far away for other methods
- Difficulty with pavements in winter
- No bus service where I live.
- Usually going off the island and need the car
- Usually walk to the ferry terminal but would consider a taxi if late or with luggage

Why do people choose certain ways of travelling?

Looking at the headline reasons (quicker, cheaper, too much traffic, safety concerns, better for the environment) across different destinations, highlights the reasons people are more likely to use a specific travel mode.

HEADLINE REASONS	TRAVEL MODES						
	Walk	Cycle	Car	Bus	Taxi	Scooter	Carshare
Quicker	60	12	136	9	4	0	1
Cheaper	28	16	24	11	3	1	0
Too much traffic	37	7	31	10	2	0	0
Safety concerns	27	3	53	8	3	0	0
Better for environment	48	19	14	11	4	1	0

Will you walk, cycle, skate or scoot in the future?

After recording how people travel to destinations currently, the survey asked if people would consider (or continue) to walking, cycling, scooting or skating to them in future. This was done in two stages, first with walking only and second with cycling, skating or scooting grouped together.

	All responses		Responses with postcode	
	Count	Percentage	Count	Percentage
<i>Total responses</i>	162		101	
Positive responses to walking in future	122	75%	71	70%
Positive responses to cycling, skating or scooting in future	95	59%	47	47%

Attitudes towards walking, cycling, skating or scooting does however vary depending on destination:

Destinations	Consider walking		Consider cycling, skating or scooting	
	Count	Percentage	Count	Percentage
Rothsay Joint Campus	54	33%	33	20%
The United Church of Bute or Church Hall	30	19%	17	10%
Health Centre or Hospital	59	36%	33	20%
The Meadows or King George's Field	45	28%	29	18%
Rothsay Leisure Centre	54	33%	39	24%
Ferry Terminal	58	36%	31	19%
<i>None of the above</i>	40	25%	67	41%

People were also able to share details of anything that they would need in order to walk, cycle, skate or scoot to these destinations (or to improve their experience if they already do). These comments have been grouped by theme and common sentiment, and are listed below with the number of mentions they received across the survey.

Number of comments	Count	Percentage of total surveys
On the future of walking	51	31%
On the future of cycling, skating or scooting	37	23%

What people need to walk (or improve their walk) to destinations:

Theme and comments	Number of mentions
PATH INFRASTRUCTURE	
Better road crossings on route to school	6
Wider pavements	2
Segregate pedestrians from vehicles	1
More dropped kerbs	1
Pavements too narrow around Church Hall and Bute Island Foods	1
Traffic lights during school run	1

SAFETY/ENVIRONMENT PERCEPTIONS	
Reduce amount of traffic	6
Reduce parking/cars parked on pavement	6
Concern about vehicle pollution	2
Feels unsafe for young children to travel	1
PEDESTRIANISATION	
More pedestrianisation in town centre	2
PUBLIC REALM IMPROVEMENTS	
More bins for litter and dog poo	1
Clear pavement of vegetation (particularly on hospital side)	1
ROUTE SUGGESTIONS	
Cut through park to leisure centre and school	2
Create walking route through cemetery to school	2
Park at stride from north of church to leisure centre and school	2
Maintain vehicle access for NHS/District Nurses at annexe	1
Route to Townhead from west of town via Meadows gets too muddy/boggy for walking	1
DESTINATION FACILITIES	
Unable to shower/change after swimming with current restrictions, have to drive	1
Places for hanging/drying coats	1
Build a dedicated car park for Bute Island Foods	1
PHYSICAL HEALTH	
Only physically able to walk a short distance	3
Unable to walk any distance currently	1
PERSONAL FACTORS	
Not enough time to walk	4
Only in good weather	3

Wouldn't want to walk when feeling unwell	2
Already do	2
Have to use car anyway	2
Only sometimes	1
Too much to carry, have to drive	1
LOCATION	
Live too far away to walk	3
Wouldn't walk from home, but certainly park in town and walk	1
MISCELLANEOUS	
It's fine as it is	2
More people walking, to encourage others	1
Nothing in particular	1

What people need to cycle, skate or scoot (or improve their journey) to destinations:

Theme and comments	Number of mentions
PATH INFRASTRUCTURE	
Cycle space segregated from traffic	12
Less parked cars along routes	4
Improve road surfaces	1
No safe places to cross	1
Lighting along routes through park	1
SAFETY/ENVIRONMENT PERCEPTIONS	
Not safe right now	9
Too much traffic	3
ROUTE SUGGESTIONS	
Two way cycling along one way section of High Street	2
Cut through park to leisure centre and school	2

Tarmac path from Shinty Pavilion to existing path near hospital exit	1
DESTINATION FACILITIES	
Secure/dry places to lock bikes	8
PERSONAL FACTORS	
Feel too old to cycle	2
Only in good weather	2
Prefer to walk	1
Hill can be a challenge for some	1
TRAINING & AWARENESS	
Need more confidence in cycling	2
Awareness of road safety/how to use new facilities	2
MISCELLANEOUS	
Already do, but try to avoid it	1
Already do	1
Car-free day once a year	1

What potential is there for modal change?

Having asked how people travel to specific destinations currently, and their interest in considering it in future, we can demonstrate the potential for modal change. For this analysis, we have excluded those who noted that they are already sometimes (or always) walking or cycling to destinations.

Those who currently travel by **car**:

Destinations	Current travel	Of those who would consider in future:			
	mode	Walk		Cycle, skate or scoot	
	Car				
Rothsay Joint Campus	67	28	42%	19	28%
United Church of Bute or Church Hall	9	3	33%	2	22%
Health Centre or Hospital	45	2	4%	1	2%
The Meadows or King George's Field	17	7	41%	6	35%
Rothsay Leisure Centre	35	19	54%	15	43%
Ferry Terminal	46	11	24%	7	15%

Those who currently travel by **bus**:

Destinations	Current travel	Of those who would consider in future:			
	mode	Walk		Cycle, skate or scoot	
	Bus				
Rothsay Joint Campus	9	6	67%	5	56%
United Church of Bute or Church Hall	1	0	0%	0	0%
Health Centre or Hospital	4	0	0%	0	0%
The Meadows or King George's Field	3	3	100%	3	100%
Rothsay Leisure Centre	4	3	75%	3	75%
Ferry Terminal	6	3	50%	3	50%

Those who currently travel by **taxi**:

Destinations	Current travel mode	Of those who would consider in future:			
	Taxi	Walk		Cycle, skate or scoot	
Rothsay Joint Campus	2	0	0%	0	0%
Health Centre or Hospital	6	0	0%	0	0%
Ferry Terminal	3	0	0%	0	0%

Those who are **currently not travelling regularly** to the 6 destinations:

Destinations	Current travel mode	Of those who would consider in future:			
	Not currently travelling regularly	Walk		Cycle, skate or scoot	
Rothsay Joint Campus	18	3	17%	0	0%
United Church of Bute or Church Hall		2	11%	0	0%
Health Centre or Hospital		4	22%	1	6%
The Meadows or King George's Field		4	22%	1	6%
Rothsay Leisure Centre		4	22%	1	6%
Ferry Terminal		5	28%	0	0%

Does where people live affect their likelihood to use active travel in the future?

Based on the surveys submitted with a postcode, an analysis was done to see the percentage of respondents in each SIMD Data Zone would consider active travel modes to at least one destination. Looking at the average across all data zones a comparison can be made to see if particular areas are more likely to walk, cycle, skate or scoot in the future.

SIMD Data Zone	Would consider walking to at least one destination			Would consider cycling, skating or scooting to at least one destination		
	Count	Percentage (of surveys from that data zone)	Comparison to percentage in all zones	Count	Percentage (of surveys from that data zone)	Comparison to percentage in all zones
<i>All Data Zones</i>	71	70%	N/A	47	47%	N/A
Rothestay 1	5	83%	+13%	3	50%	+3%
Rothestay 2	9	82%	+12%	4	36%	-10%
Rothestay 3	3	100%	+30%	0	0%	-47%
Rothestay 4	9	75%	+5%	7	58%	12%
Rothestay 5	7	70%	0%	1	10%	-37%
Rothestay 6	7	64%	-7%	5	45%	-1%
Rothestay 7	4	80%	+10%	2	40%	-7%
Bute 1	4	44%	-26%	5	56%	+9%
Bute 2	2	12%	-59%	2	12%	-35%
Bute 3	8	73%	+2%	6	55%	+8%
Bute 4	5	83%	+13%	4	67%	+20%

3. Engagement stage 2: Preferred Design

3.1 Summary of activities

The primary purpose of this stage was to share the preferred design for improvements to the High Street and Townhead to make walking and cycling safer between the town centre, the Joint Campus and other places along the route (including the leisure centre, surgery, hospital and workplaces).

In September/October 2021, the preferred designs were published online at www.rothesayschool.run/design and made available in large format posters in the Library and Leisure Centre. The preferred design proposals were made as accessible as possible and contained:

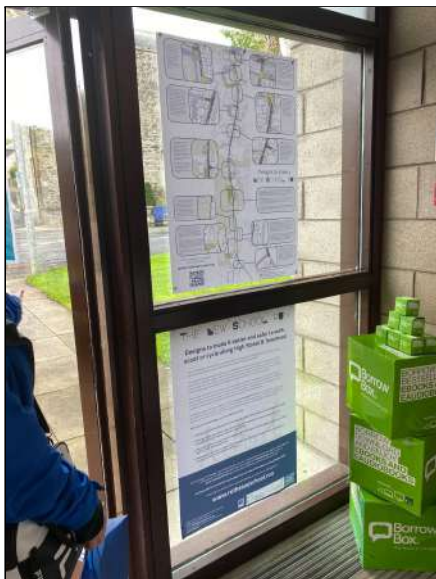
- Video introductions about [the project](#) and [the consultation](#).
- [Interactive mapping](#) for people to view and comment on the preferred design. The mapping contained text/graphic explanations of the proposals at various points along the route.
- A short minute survey, available [online](#) and in paper format in the Library and Leisure Centre, which asked people how the proposals would change their travel behaviour and for any comments to help inform the next stage of design.

The consultation website and Library/Leisure Centre display were promoted through the project's various channels (see page 7 above).

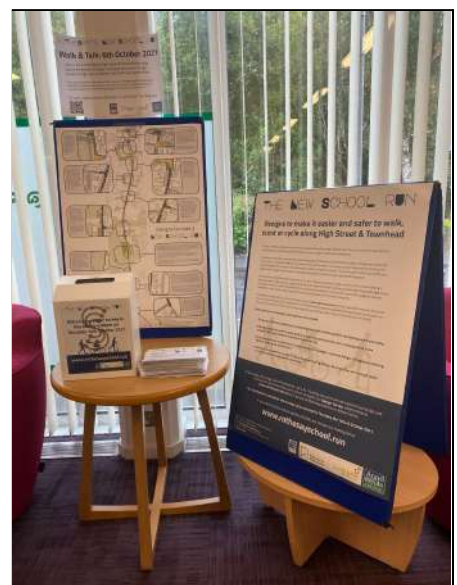
To complement the website and display, an outdoor 'activity day' took place on October 6th 2021. This comprised:

- A pop-up stall at the Montague Street bandstand in the town centre with large-scale copies of the designs and paper copies of the survey, with members of the engagement and design teams available to discuss the proposals.
- A series of free 'Walk & Talks' at regular times through the day, advertised in advance through the website and social media so that people could book a space in advance via [Eventbrite](#).

Approximately 30 people stopped for conversations of various lengths at the pop-up stall and a further 12 people attended the 'Walk & Talks'.



Left: design proposals in Rothsay leisure centre (survey return box not pictured)



Right: design proposals and survey return box in Rothsay library

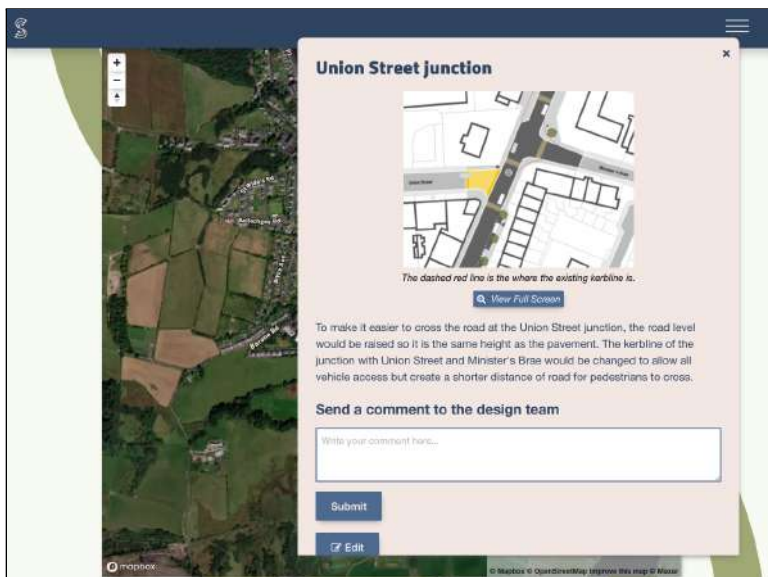


Above and right: Team members at the pop-up on Montague Street.



Below: Sample screenshot from the consultation website www.rothesayschool.run

Below: Example of promotional tweet for the pop-up day.



Right: 'Walk and Talk' with local residents.

Below: Reproduction of large format poster posted in the Library and Leisure Centre.

To highlight the fantastic views of Rothsay Castle, and allow businesses on this section to have some outdoor space, the east side of the pavement will be widened, with designated disabled spaces for parking retained.

Rothsay's High Street has many functions, for residents, businesses, visitors or as a street to move from one part of town to another. People need parking in town, but on-street parking can cause drawbacks, reducing visibility and making it more difficult to cross the road. A space on Russell Street is currently vacant and is a suitable size to provide off-street parking in the town centre.

The crossing of High Street and Montague Street is the link between two key civic spaces and the main shopping street in the town centre. Currently the road layout prioritises north to south movement. The design proposes realigning the road and changing the surface of the road so that pedestrians are given priority to travel east to west. Pedestrian crossings will also be made clearer at the Victoria Street and Ferry Terminal Junction.

Wherever possible, pavements are widened on the west side of the street along the route. Junctions are amended to make pedestrian crossings shorter, and dropped kerbs and different street surface colouring create new informal crossing points.

The bus stop north of the Leisure Centre currently creates a bottle neck for pedestrians. To keep people moving, the bus stop is moved to the main part of the street and the pavement is widened. A bus shelter will still be in position at the pavement edge. The junction into the Leisure Centre car park will also be improved to make it clearer where pedestrians can expect vehicles to be, and vice versa.

To make it easier to cross the road at the Union Street junction, the road level would be raised so it is the same height as the pavement. The kerb line of the junction with Union Street and Minister's Brae would be changed to allow all vehicle access but create a shorter distance of road for pedestrians to cross.

On Townhead, at the entrances to the church and cemetery, the pavement extends out into the street to give more space between those entering/exiting and pedestrians travelling up and down the street. New tree planting frame both of these entrances. Giving way to oncoming traffic should also reduce traffic speeds at this section.

Between the Joint Campus and a number of major employers in the town, this part of Townhead contains many busy destinations. Therefore the street in this section needs to have a far balance between uses and keep things moving safely, the design proposes doing that is technology (traffic signals).

The first priority is pedestrians, a crossing point over the road to Hasleach ensures a safe route to the Joint Campus (pedestrian entrance). For traffic there would be a four way traffic signal: one for each direction of Townhead, one for and from Hasleach and another for exit from the Hospital Avenue road. All of these crossings would use sensors so that they can adapt to the varying levels of traffic in different directions.

On-street parking on Townhead creates bottlenecks along the street, and in the fact-finding stage people mentioned that it made it feel the street less safe for walking. However services and events at the Church don't necessarily match with public transport or some have to drive (e.g. to carry equipment). Therefore some parking is required. A car park to the north of the church grounds was proposed several years ago but was not built. To allow parking to be removed from the street, an off-street public car park is proposed set around an existing farm at strip off High Street. This could also be used by people wanting to 'park and stride' to school, hospital or health centre. A new crossing at the path to Wallace Avenue will make it easier to cross the street in this area.

Along the narrowest part of Townhead there are a number of houses with no driveways, meaning people have to park on street. At busy times this can cause bottlenecks for traffic, and was noted by many as a negative aspect of the current walking experience. To improve the street a balance needs to be found between the different uses as a route to places but also where people live. This proposed design change would see residents parking provided off-street in a new car park (on land owned by Argyll & Bute Council) to the rear of the properties who have no driveways. This would also have space for recycling and general waste storage and collection.

At the southerly entry to Rothsay (via the B881), to mark the start of the 20 miles per hour speed limit, the street width reduces to one way at a time, to encourage traffic to slow down. This will also create more opportunities for vehicles to exit the junction between the Joint Campus and Townhead.

View these designs online at www.rothesayschool.run

3.2 Consultation responses

As noted in section 3.1, the primary purpose of this engagement stage was to share information about the preferred design with the local community.

The opportunity was also taken to ask people a number of specific questions to inform the next stage of the design process:

- What they like about the proposals.
- Would the proposals encourage them to walk, wheel, scoot or cycle more, and where.
- Their views on particular aspects of the proposals, such as widening pavements, slowing traffic, moving parking, more places to sit, more trees and planting.
- Demographic questions such as age, gender, disability and place of residence, in order to understand who responded to the survey.
- Respondents were also asked where they saw the proposals, to help understand the effectiveness of different engagement channels.

The following tables show the age and gender identity of respondents compared to Census 2011 data for Rothesay Locality.

Age	Survey respondents		Rothesay	
	Count	Percentage	Count	Percentage
14 and under	0	0%	639	14%
15-24	0	0%	531	11%
25-44	11	33%	866	19%
45-64	12	34%	1431	31%
65-74	8	23%	616	13%
75 and older	4	11%	554	12%

Gender identity	Survey respondents		Rothesay	
	Count	Percentage	Count	Percentage
Female	21	62%	2456	53%
Male	12	35%	2181	47%
Non-binary	1	3%	n/a	n/a

In terms of respondents' place of residence, 32 of 34 respondents who gave their postcode lived in PA20 (Bute). One lived in PA19 (Gourock) and one in EH27 (Kirknewton).

All but one respondent saw the proposals online, as the table overleaf shows:

Where did you see the proposals?	Count	Percentage
Website	38	97%
Design team presentation	1	3%
Library	0	0%
Leisure Centre	0	0%

3.3 Survey responses

Each of the survey questions are noted in bold below, with responses beneath.

Would you be more likely to walk, wheel, scoot or cycle in Rothesay if these proposals are implemented?

The responses to this question make an interesting comparison to the results of travel survey questions about future travel habits (see above, page 32 onwards).

	Count	Percentage
More likely to walk	13	36%
More likely to wheel	3	8%
More likely to scoot	3	8%
More likely to cycle	5	14%
None of the above	20	56%

When asked where they would be more likely to walk, wheel, scoot or cycle to, people gave the following answers:

* Locations on the route	Count
*Joint Campus	8
*Health Centre / Hospital	5
*Leisure Centre	5
*Work premises at Townhead	4
*The Meadows	1
*Town centre	1
Around the island	3
Port Bannatyne	2

There might be improvements that can still be made to the design. Across the proposals are there any you'd like to see?

21 responses were received to this question. They are transcribed verbatim below:

1. I can't see any reference to a designated cycle lane. I'm an adult, it's illegal for me to cycle on the pavement. Wider pavements would not help, and I do encourage my 6 year old to cycle on the street where safe to do so, and again this wouldn't make it easier for him to get to the joint campus or leisure pool from the town centre. It's a bit far for him to walk from our house so cycling really is the best option for us. The narrower roads would, if anything, increase the chances of a car overtaking too close to us.
2. None
3. I haven't understood clearly how the proposals improve the situation for cyclists. Also this route needs to be seen in relation to other feeder routes (routes across the Meadows and church cemetery for example, which are used by a lot of parents and pupils to get to school). How could other routes also be improved. I know this might be outside the scope of this current process but you can't view one route in isolation. Kids are concentrated in Barone, Ballochgoy and the Bush for example and so routes from each of those concentrations should be considered.
4. We feel that your improvement plans are sufficient as they are.
5. Linking up all the proposals in order to make a more generous provision for non-car users all the way up to the school campus. Plant trees.
6. I am a 59 year old female so walk, cycle and drive through all these areas as they are. You are taking away parking spaces on Victoria Street, at the start of the High Street at the amusement arcade and in the Guildford Square car park to make a bike park area. Parking spaces in the town centre area at an absolute premium most of the year but horrendous when summer season, so not sure that this is all helpful. There are bike parking stands on Montague Street so not sure why we need to lose more town centre parking spaces when I have never seen the existing stands over used. I think that the widening of the pavement across from the Castle would remove approximately 8 parking spaces and leave only disabled spaces accessible. I do not see that this would be helpful to the majority of residents who find it already quite difficult to find parking space when they are in town.

As well, making the road narrower will not make cyclists, especially primary age students, feel safer being on the road. If the pavement is widened, will those restaurants that are located there then want to put out seating, because this will end up blocking pedestrians so you will have made both walking and parking more difficult. There is the arena area with outdoor seating and one can sit and gaze at the castle so not sure that a better view of the castle is a good reason to make these changes, especially since you are widening the pavement that is not actually next to the Castle but across the road from it.

As one progresses along the route, again the road is being narrowed so I do not feel that cyclists will feel/be safer (particularly young cyclists). You are also again reducing the number of parking spaces by creating disabled spaces only in front of the police station. Since we started at Victoria Street we have lost, what, approximately 20 parking spaces already? Where you are proposing making the road narrower near the leisure centre, I do not understand why the idea of taking the pavement wider toward the field side is not being considered as this is Council land. The people who live in the houses/flats across from the leisure centre park on the road and with a narrowing of the road it will be

less safe for cyclists and more difficult for two lanes of traffic to flow smoothly particularly now that the bus stand is to be taken away, effectively making the road one lane everytime a bus stops.

And what is the deal with twice making the road one lane width on either side of the Church? Who gets the right of way when all the parents are toing and froing from the morning and afternoon drop off/pick up and how is a cyclist safer when they are in the one lane width and a car enters opposite them or alongside them? It seems that this narrowing of the road is really just likely to push people, especially young people, to cycle on the pavements. In addition, having these two one lane widths can only make the school run times even more tortuous, no?

I have frequently used the leisure centre, at various times of the day, and even before/after school and at lunch times, I have never seen so many people on the pavements that they are unable to fit. However, even with a wider pavement, I do not think it would be safe to walk with scooters and bikes on them as well.

With the southerly 'gateway', I get wanting to make drivers, cyclists aware that they are entering the town but to make only one lane is a bit much - why not chevrons painted on the road surface? For the approximately 32.5 hours of the week that students are likely to be in this area, everyone on the island will be pinched through this bottleneck for the remaining 135.5 hours? That hardly seems proportional. Again, who has the right of way and how is it safer for a cyclist, especially a visitor who may not know the island as we do, to be coming down a very steep hill at a good speed and then be met with an abrupt change to single lane with possibly an oncoming car trying to squeeze in at the same time as they are in that pinch point?

The overall design just seems meant to make cycling less appealing and more unsafe than what currently exists. The traffic light seems like another mechanism to get young cyclists to be tempted to ride on the pavements as opposed to staying on the road. Since there will actually be no bike lanes, having narrower roads seems to me likely to make cycling more difficult rather than safer.

I think the box below should have had a column entitled either Not Necessary or open for comments.

Also, I wonder how many people will actually change what they do because of these changes - will there be follow up studies? To say again what I said was positive in the opening question, the car parks are brilliant ideas and a great use of space. Just the car park for the residents at Townhead would help alleviate the congestion during school runs by letting the road actually be two lanes wide.

7. At Townhead where the houses are across from church could be reduced to 1 lane with priority for cars heading towards the school. This could also incorporate parking for the houses and a cycle lane. Check [Macdonald Road Edinburgh](#) for a similar example.
8. Cycle paths that are actually safe for my children to use! The blue one is away up in the middle of nowhere with very large hill! Second one goes all the back streets and through the cemetery! Both pretty ridiculous ideas for kids to get to school and very roundabout ways for a shortcut to cycle either of these routes my kids would need to leave earlier than if I was to run them in the car they would take so long!
9. Cycle track through meadows area
10. As I already wrote in the comments for the Stuart Street to Broadcroft Lane section: I don't see how the design in this location will make any difference to the danger to pedestrians crossing Stuart Street or sometimes by necessity walking in the road on Stuart Street where the pavement is extremely

narrow. I have lived at 3 Stuart Street for seven years and have brought the danger to pedestrians to the attention of all the Bute councillors of ABC. I also went to the Sustrans presentation and marked this corner with my comments at the time. I was assured by Len Scoullar that the Sustrans improvements would make changes to this intersection by squaring the curve which encourages drivers to turn left into Stuart Street at dangerous speeds and are blind to any pedestrians who could be crossing or in the road, and any pedestrians crossing cannot see cars turning left in to Stuart Street until it is dangerously late. For the residents of 3 Stuart Street, visitors to Bute Museum, users of the Moat Community Centre for Live Argyll fitness classes and Rothesay Library, as well as pedestrians (including students) who access High Street or King Street from Stuart Street, visitors looking at the castle or drivers and passengers parking on Stuart Street and exiting or entering their parked cars, this is a very risky and dangerous corner. I don't see that this design makes any improvement to the situation. I feel that Argyll & Bute Council have done nothing about this problem because they assume that your plans will deal with it. Now I think that only a serious accident will change this problem which has consistently been ignored by the council. If the corner cannot be altered to slow down cars turning left, then speed humps (sleeping policemen) are the only solution to slow them down. I was told a couple of years ago that this would cause noise problems at night disturbing the sleep of residents at 3 High Street. I replied that the bedrooms face the back (toward the police station), not Stuart Street. I have even requested a caution sign showing pedestrians in the road as there is on Ministers Brae going to Mount Pleasant Road, to no avail.

11. Safe walking & cycling route really should include the public park, meadows, through graveyard or behind Flexi Tech through from Barone Road, this would curtail some of the traffic on High St and make it a much safer walking & cycling route - I can't believe you haven't considered this. Instead of making concessions to vehicular traffic, put pedestrians & cyclist first. Townhead bottleneck is going to be worse with the one-way traffic calming, waste of money the majority of traffic comes UP the High St and back down. It would be better to have a single track road between the Church and Flexi Tech with traffic lights. This would allow some resident parking, wider pavements and a better flow of traffic.
12. Found the drawings difficult to understand, without notes attached....to the expanded plans. The led Walk/Talk event would be helpful, but unfortunately not able to attend on that day.
13. Happy with the plan.
14. I feel we require more parking around the cheese factory and for local residents. Its parked cars that hold up the traffic.
15. Maybe a set of traffic lights to make sure the cars are acting responsibly.
16. More car parking to access local businesses
17. 1) I can't see taking away parking near the Leisure Centre and the Health Centre being helpful to patients who are often elderly and infirm. What is wrong with that part of High St - it is wider than at Townhead. 2) In case you are not aware the Wilkie Houses are for elderly and infirm residents so moving the parking across the road and behind the houses on the left hand side going up makes no sense. A parking area could be created behind the Wilkie Houses as there is flat and vacant ground. 3) What is wrong with the parking areas near the Police Station and outside Church Lane ? I can see the merit of a parking area in Russell St but not to replace the parking spaces opposite the Castle. 3) Remember this lower part of High St. is One Way up to Castle St. But the rest is 2 way and has to carry heavy and large vehicles to supply the island including farm vehicles.

18. A dedicated pedestrian and cycle path, as originally proposed when the Joint Campus was first proposed, using the existing path from High Street towards Lovers Walk and then turning South behind the High Kirk cemetery and Flexible Technology to access the Campus's North West corner.
19. Bins near seating areas. possibly bike racks in carparks
20. Unfortunately, there is no pedestrian access whatsoever when walking from Lochend to the school along B881.
21. Additional parking created behind the proposed off-street parking for cars at Townhead for workers in the area. Larger car park to the north of church would also provide additional parking for businesses and for events at the church.

The proposals include design changes to High Street and Townhead. Which of the changes below do you think are good for Rothesay?

Widening pavements	Count	Percentage
A good change for Rothesay	23	70%
Not a good change for Rothesay	8	24%
Unsure	2	6%
Slowing traffic down on High Street and Townhead	Count	Percentage
A good change for Rothesay	26	77%
Not a good change for Rothesay	6	18%
Unsure	2	6%
Moving some parking from on-street to off-street locations	Count	Percentage
A good change for Rothesay	30	83%
Not a good change for Rothesay	3	8%
Unsure	3	8%
More places to sit	Count	Percentage
A good change for Rothesay	25	74%
Not a good change for Rothesay	4	12%
Unsure	5	15%
More trees and planting	Count	Percentage
A good change for Rothesay	28	80%
Not a good change for Rothesay	3	9%
Unsure	4	11%

3.4 Summary of key findings

The consultation process in general revealed overwhelming support for improvement to the route in line with the preferred option. Particularly noteworthy points:

- Local residents responded helpfully to the survey, including the request for input to help inform the next stage of the design process as the project moves forward, with a number of useful suggestions and pointers.
- Pupils and parents were particularly enthusiastic about the prospect of being able to walk and cycle to school more safely. One walkabout was undertaken by a group of school children who were very supportive of the ideas and were keen to walk and cycle more.
- Facilities and employers along the route - such as the health centre and major employers - were supportive of the proposals in principle, which they consider will make it easier for staff and visitors to travel more sustainably as well as tackle related issues around congestion and access.
- Local Councillors were notably supportive of the proposals and helped to publicise the consultation, for example sharing details online with constituents. One elected member in particular joined the activity day and walkabouts to promote the proposals publicly.
- In terms of detailed design, a small number of survey respondents expressed concerns about particular aspects of the proposals, including the cycle route being shared with traffic on the carriageway; removal of parking spaces; road narrowings; and design of the Stuart Street junction. These comments and suggestions are transcribed verbatim in section 3.3 above.

All of these comments will be very helpful in demonstrating support to secure resources to take the proposals forward, and in refining the proposals as they move towards more detailed design.

Appendix: Engagement Diary

On the 23rd and 24th of March the primary school conducted the Hands-Up Surveys in each class. The secondary school conducted the surveys in PST classes on the 17th or 18th of May 2021. Fact-Finding sessions were held with six groups of pupils of various ages from both schools between 11th and 21st May 2021.

On 3rd June 2020, contact was made with several key trip generators along the High Street/Townhead road:

- Victoria Hospital
- The Bute Practice
- Thompson Court Care Home
- Bute Island Foods
- Flexible Technology LTD

Other stakeholders contacted included the Argyll and Bute Council Learning Disability Service, three Argyll and Bute Councillors, and the chair of the local area committee.,

On 9th July 2021 members of the team visited Rothesay. Flyers and posters promoting the project and initial survey were distributed to key trip generators (see above) and additional locations not limited to:

- Rothesay Leisure Centre
- Rothesay Police Station
- The Bike Shed
- Bute Pets
- Fyne Future/Bike Bute

Approximately 20-25 locations around town agreed to put up posters and/or take flyers. Furthermore, flyers were distributed on the street to locals and visitors. Conversations were held with numerous locals about the project and were encouraged to visit the website to complete the survey.

On 14th July 2021 the project and survey were promoted on social media, including several local interest Facebook groups:

- Isle of Bute
- Bute to the World
- The Real Isle of Bute Page
- All about the Port
- Extinction Rebellion Bute

Between 26th-28th of July 2021, emails promoting the survey were sent to stakeholders and local parties:

- Rothesay Joint Campus
- Rothesay Joint Campus Parent Council
- Victoria Hospital
- The Bute Practice
- Thomson Court Care Home
- Rothesay Leisure Centre
- Bute Island Foods
- Flexible Technology Ltd
- Bute Community Council
- Fyne Future & Bike Bute
- Historic Scotland (Rothesay Castle)

The content of that email was also sent to the following stakeholders via website contact form or social media where email was not available:

- Cycle Bute
- The Bike Shed
- Bute Community Cycling
- Bute Island Radio
- Rothesay Weekend of Cycling

Further emails were sent on 22nd September 2021 to advise that the proposals were available to view on the project website with a new feedback survey, and encouraging people to circulate the news as widely as possible. The email also indicated that proposals would be available to view in person at the library and leisure centre from September 24th, along with paper copies of the survey and a return box.

On 24th September 2021, large displays of the proposals were set up in the leisure centre and library. These were accompanied by paper surveys and return box with a closing date for responses of 14th October 2021. Large scale posters of the proposals and flyers with links to the website were also provided to Rothesay Joint Campus. Every property along High Street/Townhead, and numerous nearby properties (several hundred in total) were leafleted to make them aware of the proposals and direct them to the website and physical locations. Posters and flyers with updated information were handed in to approximately 20 locations. The website and displays were promoted on social media on this date, including the above-mentioned Facebook groups, and on Twitter.

On 6th October 2021 the team visited Rothesay town again and engaged with locals and stakeholders. The event was publicised across social media and an article was published in Isle of Bute News. Full details can be found in Section 3 of this report.

Between 7th-14th October 2021, schools were contacted and further social media posts were made in Facebook groups and Twitter to remind locals and stakeholders of the closing date for consultation responses.