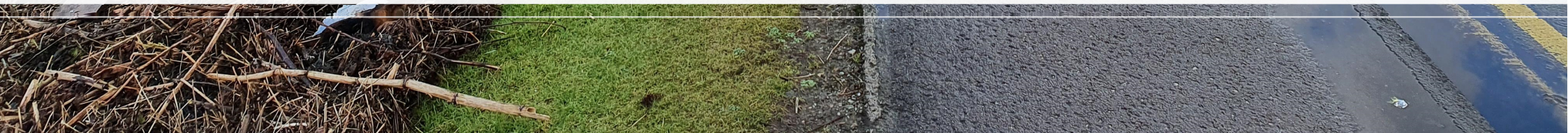
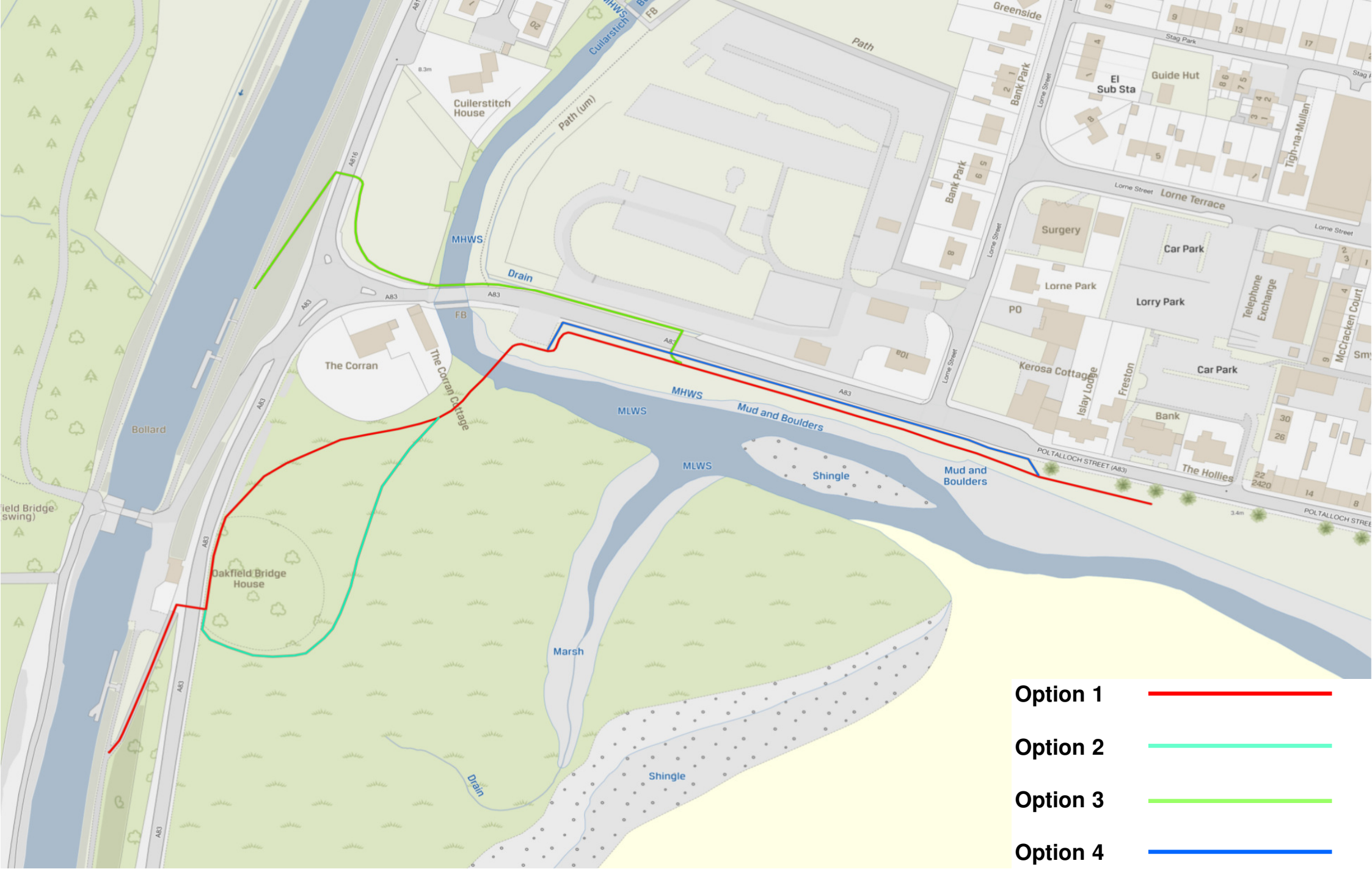




LOCHGILPHEAD ACTIVE TRAVEL PATH BETWEEN THE FRONT GREEN AND THE CRINAN CANAL
PUBLIC CONSULTATION





- Option 1**
- Option 2**
- Option 3**
- Option 4**

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Option 1 – New path over Loch and through wetland

The proposed path would extend from the termination point of the new front green path (to be constructed in 2020) and continue along the grass verge.

At a point approximately near the existing informal gravel car park the route will travel over the Loch into the wetland. This will be achieved by building a structure over the Loch to act as a bridge.

The route will travel through the wetland using an embankment type of arrangement to reduce the likelihood of flooding of the path. See the example poster for illustrations of an embankment path.

The path will join the existing footway along the A83 but will be widened into the existing vegetation to provide sufficient widths for pedestrians and cyclists.

A pedestrian crossing point will be implemented with the type to be confirmed at a later stage in the project.

There is an old disused ramp that can be restored to allow a traffic free path from the pedestrian crossing onto the Crinan Canal Tow Path.



Benefits of Option 1

- ✓ Most direct route from the Front Green to Crinan Canal;
- ✓ Majority of route segregated away from traffic;
- ✓ Previous work on project highlighted this as the community preference;
- ✓ Is an attractive route, which may encourage usage;
- ✓ Suitable for most users.

Drawbacks of Option 1

- X May result in a loss of vegetation including a tree(s);
- X Potentially limited options with pedestrian crossings due to nature of road;
- X Wetland may cause some construction difficulties;
- X Section of path will be adjacent to A83 which may discourage users;
- X Costs to implement may increase due to bridge structure.

Option 2 – New path over Loch and through wetland (alternative)

The proposed path would extend from the termination point of the new front green path (to be constructed in 2020) and continue along the grass verge.

At a point approximately near the existing informal gravel car park the route will travel over the Loch into the wetland. This will be achieved by building a structure over the Loch to act as a bridge.

The route will travel through the wetland using an embankment type of arrangement to reduce the likelihood of flooding of the path. See the example poster for illustrations of an embankment path.

The path will travel behind the vegetation area before joining the existing footway along the A83 which will be widened to provide sufficient widths for pedestrians and cyclists.

A pedestrian crossing point will be implemented with the type to be confirmed at a later stage in the project.

There is an old disused ramp that can be restored to allow a traffic free path from the pedestrian crossing onto the Crinan Canal Tow Path.



Benefits of Option 2

- ✓ Option with smallest distance alongside road network therefore safest;
- ✓ Utilise disused ramp to save constructing new which will be challenge;
- ✓ Previous work on project highlighted this as the community preference;
- ✓ Is an attractive route, which may encourage usage;
- ✓ Suitable for most users.

Drawbacks of Option 2

- X May result in a loss of vegetation including a tree(s);
- X Potentially limited options with pedestrian crossings due to nature of road;
- X Wetland may cause some construction difficulties;
- X Not as direct as option 1 as route travels behind vegetation area;
- X Costs to implement may increase due to bridge structure.

Option 3 – Northern side path with new traffic free ramp onto Crinan Canal Tow Path

The proposed path would extend from the termination point of the new front green path (to be constructed in 2020) and continue along the grass verge for approximately 200m.

At this point a crossing will take pedestrians and cyclists to the northern side of the road where a shared use path will run adjacent to Poltalloch Street to a point east of the river.

Construction of a bridge structure over the river will allow pedestrians and cyclists the chance to continue from the shared use path into a private field to the west of the river heading towards the A816 subject to land acquisition from the landowner.

The path will travel north along the A816 for approximately 40m before rejoining the road network. A pedestrian crossing (type to be confirmed) will allow pedestrians and cyclists the chance to cross the A816.

Construction of a new ramp will take pedestrians and cyclists from the A816 to the Crinan Canal Tow Path. The Crinan Canal is a Scheduled Monument meaning consents and approvals will be required to allow a new ramp to be constructed.



Benefits of Option 3

- ✓ Avoids issues with wetland such as flooding and ground conditions;
- ✓ Crosses A83 within 30MPH speed limit;
- ✓ Beneficial for users travelling north as avoids area vehicular access;
- ✓ Majority of the route is traffic free;
- ✓ Constructing new ramp will provide greater design flexibility.

Drawbacks of Option 3

- X A more convoluted route that may discourage use;
- X High cost to deliver due to bridge, new ramp, and stream (shared use path);
- X Potential issues, complications, and costs acquiring land from landowner;
- X Section of shared use path alongside road may create road safety risk;
- X Additional crossing may result in users using alternative routes.

Option 4 – Shared use path along Poltalloch Street / New path over Loch and through wetland

The shared use path would traverse from the termination point of the new front green path (to be constructed in 2020) and to the existing footway, which would be widened to allow the path to become shared use.

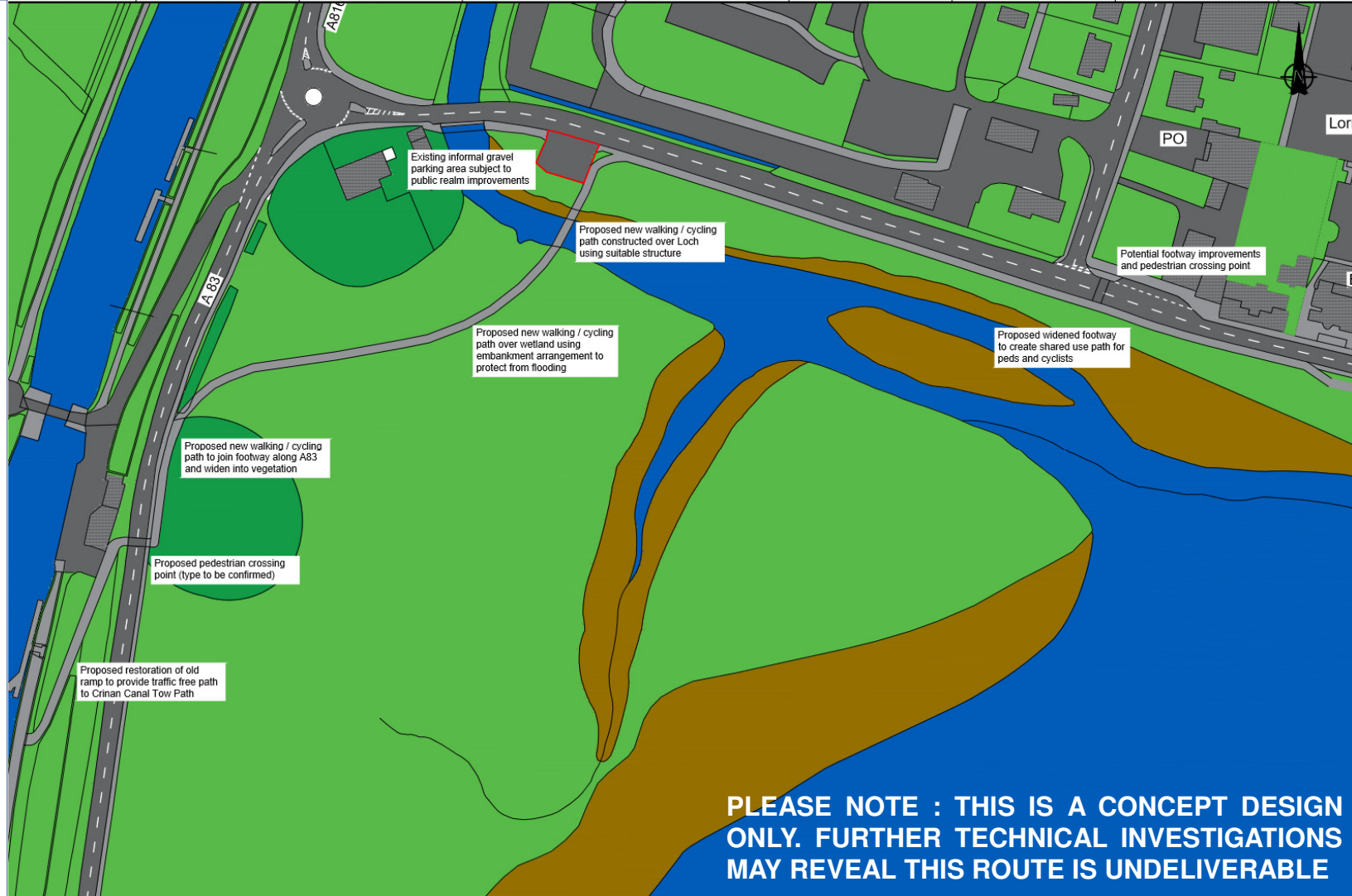
At a point near the existing informal gravel car park the route will travel over the Loch into the wetland. This will be achieved by building a structure over the Loch to act as a bridge.

The route will travel through the wetland using an embankment type of arrangement to reduce the likelihood of flooding of the path. See the example poster for illustrations of an embankment path.

The path will join the existing footway along the A83 but will be widened into the existing vegetation to provide sufficient widths for pedestrians and cyclists.

A pedestrian crossing point will be implemented with the type to be confirmed at a later stage in the project.

There is an old disused ramp that can be restored to allow a traffic free path from the pedestrian crossing onto the Crinan Canal Tow Path.



PLEASE NOTE : THIS IS A CONCEPT DESIGN ONLY. FURTHER TECHNICAL INVESTIGATIONS MAY REVEAL THIS ROUTE IS UNDELIVERABLE

Benefits of Option 4

- ✓ Avoids any major vegetation removal including trees;
- ✓ Easier to construct meaning less disruption in local area;
- ✓ Avoids any issues with ground conditions along grass verge which is close to Loch and muddy area;
- ✓ Easier to integrate with pedestrian crossing point on Poltalloch Street.

Drawbacks of Option 4

- X Higher road safety risk as the shared use path is adjacent to Poltalloch Street;
- X Greater likelihood of utility diversions due to close proximity to road network;
- X Greater potential for cyclist / pedestrian conflict as no alternative route;
- X Flooding an issue along Poltalloch Street which will extend onto shared use path.

ACTIVE TRAVEL INFRASTRUCTURE EXEMPLARS

Causeway walking & cycling path

Example of a raised walking & cycling path above wetland



Walking & cycling path bridge structure

Example of a walking & cycling bridge structure over water



Pedestrian and cycle crossing

Example of a formal crossing for pedestrians and cyclists on non-trunk road



Off road traffic free walking & cycling path

Example of an off-road traffic free walking & cycling path



Shared use walking & cycling path

Example of a shared use path adjacent to the road



Active travel safety infrastructure measures

Example of attractive active travel safety measures



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