# Lochgilphead Front Green to Crinan Canal

## Community Engagement Report

March 2023

Stantec

## Background

Stantec have been appointed to undertake a project which will identify the best option for an active travel route linking the Lochgilphead Front Green with the Crinan Canal and produce a concept design for the best route option linking Lochgilphead Front Green (town centre) and the Crinan Canal (NCN 78).

The new route would also tie in with the design for a new active travel route between Lorne Street and the Lochgilphead Joint Campus thereby creating a safe and direct active travel link between Ardrishaig, the Canal, Lochgilphead and the Joint Campus, the Sports Centre, Kilmory Industrial Estate and Argyll and Bute Council HQ.

The proposal was first identified in the 2016 Rethink the Link Charrette and is strongly supported by the Lochgilphead Phoenix Project, a local not-for-profit charitable organisation which was set up to help regenerate the town.

A concept design was produced in 2020; however due to concerns raised over the initial options appraisal a new options appraisal is required to determine the most suitable and cost-effective route and design.

## Project Aims

The aims of this project are to identify a preferred route option that links the Lochgilphead Front Green with the Crinan Canal. Following the identification of the preferred route option a deliverable Concept Design that provides the highest level of service practicable for the preferred route will be produced.

The active travel route aims to:

- Increase the number of people travelling actively more often for everyday journeys through a Sustrans supported Concept Design
- Improve community cohesion between Lochgilphead and Ardrishaig (the two main settlements in Mid Argyll)
- Increase public perception of safety for all cyclists traveling between Lochgilphead and the Crinan Canal
- Increase the numbers of people cycling, walking and wheeling to school
- Create a better gateway environment into Lochgilphead with improvements to sense of place

## Community Engagement

This report summarises the stakeholder and community engagement undertaken to the middle of March 2023. It will be updated at the end of the project as the engagement is ongoing.

The following appendix are provided:

- Appendix A – Online Survey
- Appendix B – Online Survey Responses
- Appendix C – Public Event Display Boards

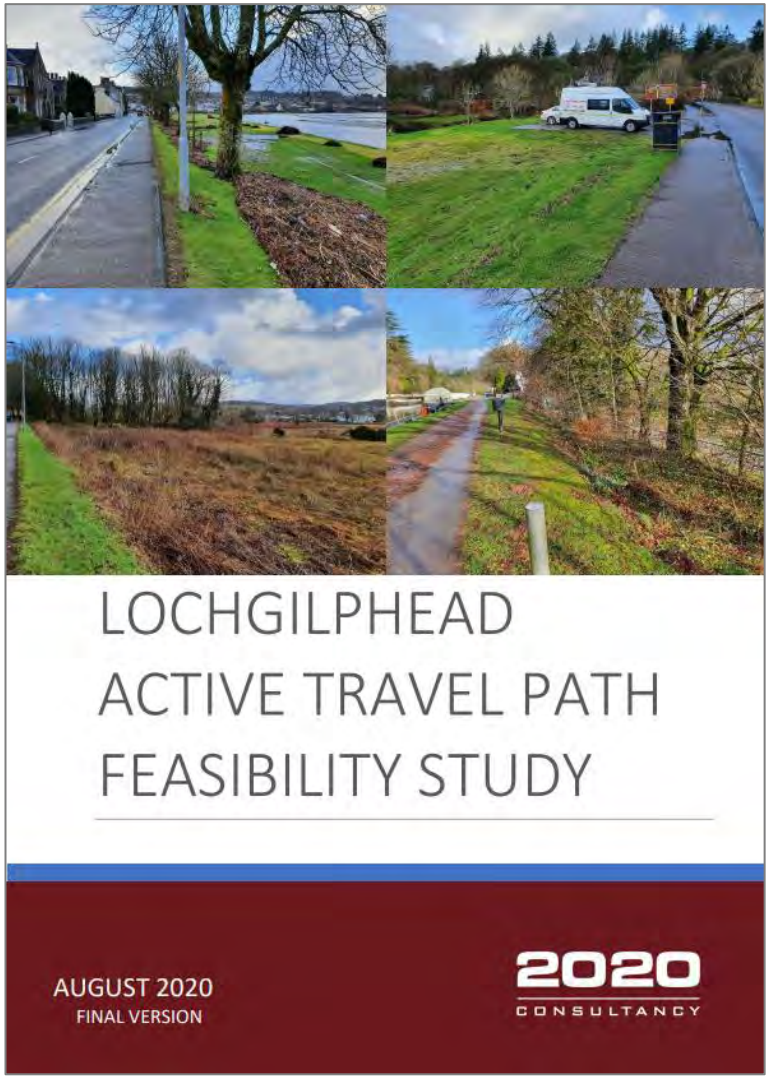
## Previous Community Engagement (2020)

In the 2020 consultancy report, stakeholder and community engagement events were conducted to gather the views of the local community on the proposed designs. The community and stakeholders were consulted on four designs, after the fifth suggested one was discounted. The four designs they consulted on can be found in the options appraisal document and are summarised below:

- Option 1 - New path over Loch & through wetland
- Option 2 - New path over Loch & through wetland (Alternative)
- Option 3 - Northern side path with new traffic free ramp onto canal towpath
- Option 4 – Poltalloch Steet shared use path

Two in person workshops were planned in order to gather the views of stakeholders, however due to Covid-19 these had to be cancelled. As a result, all the material that was prepared was uploaded to the Argyll & Bute Council website in order to convey the information and collect stakeholder opinions.

The 2020 report does not report specifically on any feedback received from the identified stakeholders, so it must be assumed that this feedback is contained within the data obtained from community engagements.



## Previous Community Engagement (2020)

The consultation period ran from the Monday 23rd March 2020 to Monday 6th April 2020. In order to collect the views of the community, a questionnaire was circulated, and due to Covid-19 this was done entirely online. Consultees were asked a mix of questions surrounding current mobility patterns and asked to rank the proposed options. Questions were also posed to ascertain the responses' location and other socio demographic information.

The consultation received 108 completed questionnaires, with the majority of respondents from Lochgilphead and Ardrishaig.

Over two-thirds of respondents (69%) felt that there was not a sufficient number of active travel paths within the Argyll and Bute region, despite 87% of them walking or cycling at least once a week. Concerns over safety and lack of safe facilities were highlighted as the main reasons as to why the respondents did not walk or cycle more frequently.

When asked about support for an off-road path for both cyclists and pedestrians, 76% stated they would strongly support this, with a further 15% saying they would also support it.

The consultees were then presented with the four proposed options, a map was referenced to inform the consultees of the options, but this map has not been highlighted in the 2020 Report. They were asked to rank the four options from 1 being their 1st choice, to 4 being their 4th choice.

After ranking the options, consultees were then asked to rank what kind of crossing they would prefer. It is unclear how these options were described to the members of the public. The appendix does include a poster with examples of these crossings but there are no visualisations of these crossings at the locations proposed.

As the results show, the public ranked a signalised crossing for pedestrians and cyclists the highest, with an uncontrolled crossing the lowest ranking infrastructure option. The question posed to the public did not specify where these crossings would be implemented, it was suggested along the roadside, but exact locations were not provided.

| | Option 1 - New path over Loch & through wetland | Option 2 - New path over Loch & through wetland (Alternative) | Option 3 - Northern side path with new traffic free ramp onto canal towpath | Option 4 – Poltalloch Steet shared use path |
|---|---|---|---|---|
| 1st Choice | 42 | 44 | 12 | 4 |
| 2nd Choice | 50 | 39 | 3 | 10 |
| 3rd Choice | 8 | 14 | 38 | 42 |
| 4th Choice | 2 | 5 | 48 | 46 |
| **TOTAL** | **336** | **326** | **181** | **176** |

*Public Engagement Option Choices Ranking*

| | Signalised crossing for pedestrians and cyclists (Toucan crossing) | Tiger crossing (a Zebra crossing with space for cyclists to travel) | Uncontrolled crossing with dropped kerbs and tactile paving | Would prefer to avoid crossing the road network |
|---|---|---|---|---|
| 1st Choice | 44 | 28 | 18 | 17 |
| 2nd Choice | 40 | 49 | 11 | 7 |
| 3rd Choice | 17 | 28 | 55 | 7 |
| 4th Choice | 6 | 2 | 23 | 76 |
| **TOTAL** | **336** | **317** | **238** | **179** |

*Public Engagement Crossing Choices Ranking*

## Extent of Engagement

In 2023 the following stakeholder and community engagement events were undertaken:

- Preparation of Equality Impact Assessment (EqIA) in parallel with stakeholder mapping
- Preparation of Community Engagement and Communications Plan
- Initial site visit with wider project team (including Stantec, Argyll and Bute Council Officers and Sustrans)
- Online survey (live from 25th January to 28th February 2023)
- Public event at Lochgilphead Baptist Church on 9th February 2023
- Stakeholder workshops:
    - Initial constraints workshop with key stakeholders (Transport Scotland / BEAR, Scottish Canals)
    - Design workshop (Transport Scotland / BEAR, Scottish Canals)
    - Internal stakeholder
    - External stakeholders
    - Disabilities workshops
- Site walkover with key stakeholders
- Emails to impacted landowners, face-to-face discussions and ongoing email exchanges
- Preparation of Frequently Asked Questions (FAQ) and responses, to provide feedback to the local community

## Publicity

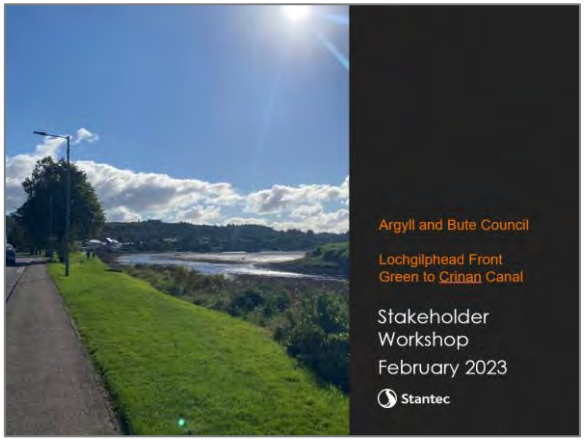
In order to publicise the consultation, the following were undertaken:

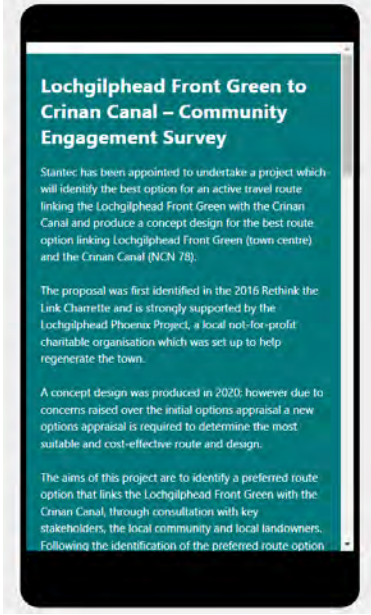
- Direct emails to stakeholders (with project flyer attached) – both individuals and community organisations
- 2-page project brochure sent to local schools
- Social media posts (Facebook and Twitter) by Argyll and Bute Council
- Social media posts (Facebook) by the Lochgilphead Phoenix Project and other stakeholders
- Council website information (https://www.argyll-bute.gov.uk/news/2023/feb/council-sets-wheels-motion-active-travel-plans)
- Posters erected within the study area
- Article on the front page of the Argyll Advertiser
- Community organisations spread information about the events and survey to their membership through social media, email and word-of-mouth.

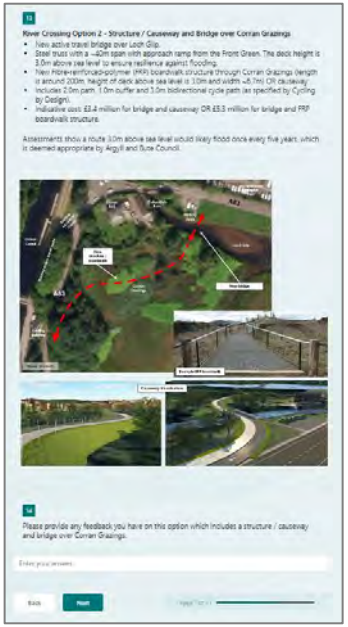
## Ensuring Access

In order to ensure as many people as possible could have their say, we also set up:

- Set up a dedicated project email address (LochgilpheadtoCrinanCanal@stantec.com)
- Provided a phone number (for example, to request paper copies of the survey)



# Community Engagement

Stantec

## Online Survey

- 128 responses (equivalent to around 4% of the population of Lochgilphead and Ardrishaig)
- 51% live in Lochgilphead, 29% Ardrishaig and 24% elsewhere
- 116 are local residents and 63 use the area for leisure activities. Responses were also received from people who work in the area, play sports in the area or whose children attend school or nursery in the area.

### Walking

- 33% of respondents walk or wheel every day and 39% more than once per week. The most common reasons are for exercise (82 respondents) or to get to the shops (75 respondents).

### Cycling

- 11% of respondents cycle every day and 15% more than once per week. The most common reasons are for exercise, with 43 respondents citing this, or to get to the shops in Lochgilphead or another town centre (29 respondents).
- 52% of respondents never cycle as their mode of travel.

### Safety and directness

- The survey asked respondents to rate the safety and directness of the existing access to the Crinan Canal from Lochgilphead. The mean average rating for safety was lower (2.4) than the average rating for directness (2.9). The median rating for safety was 2, as opposed to 3 for directness.

### Reactions to general route proposal

- Overall, 85% of respondents were in support of the general proposal to create a segregated route for both cyclists and pedestrians between the Front Green and the Crinan Canal. This result consists of 75 respondents (59%) who Strongly Support the proposal, and 33 respondents (26%) who Support the proposal.
- Many respondents felt that they would use the route more if a segregated route was created. In total, 44 respondents (24%) said they would use the route more than once a week, and a further 21 respondents (16%) said they would use it every day. 15 respondents (12%) said they would use it around once a week, and an additional 21 respondents (16%) said they would use it a few times a month.

### Barriers to Active Travel

- The most common barriers to active travel cited by survey respondents were:
    - Concerns with safety and/or the lack of safe off road infrastructure such as paths and footways (78 respondents)
    - Traffic speeds on the road (69 respondents)
    - Traffic volumes on the road (50 respondents)
    - Weather / climate (30 respondents)
- The Equality Impact Assessment explores the barriers identified by individual protected characteristic groups

## Safety and Directness

There is no safe crossing point and the traffic is quite fast where I would want to cross.

Very dangerous trying to cross from Corran to canal towpath due to traffic speed and volume. Maybe pedestrian crossing with lights and reduce speed limit to 20mph at this location?

'The ramp' area as you refer to can be difficult to know where to walk if there are parked cars and cars trying to use the road.

If care is taken at the roundabout/road/canal access then I feel it is safe. I use this twice or three times each week. It is easily negotiated.

As long as you use basic Road Safety skills there is no problem with access between Lochgilphead and the Crinan Canal

Dangerous at the roundabout at the Corran, narrow pavement , large vehicular traffic passing very near to pavement .

The approach for pedestrians to the canal is on a narrow (ish) footway, adjacent to a busy trunk road and is poorly signed. The crossing point at the Corran is not safe , with reduced visibility and high vehicle speeds (particularly vehicles heading south on A83) - again, it is poorly signed.

As a 77 year old, I do not now cycle but walk to and along the canal bank and take my grandson when he visits. Crossing the road at the mini roundabout at the Corran requires us to be very careful and we usually stop on the traffic island to check for traffic again. It is slightly easier to cross at the county yard next to the Riverside Petrol station but the slope up to the canal bank is steeper and rough with little stones. As an OAP I find it difficult to come back don this steeper slope and if I was cycling, would definitely have to come off to walk down while wheeling the bike.

The Canal is a perfect cycling / walking route but crossing the main roads in Lochgilphead especially in tourist time is a nightmare. I am 73 so am not as agile as I used to be and am frightened to use the road at all or cross the roundabout. I sometimes go to Riverside to avoid it which is less complex but on either access I have to get off my bike.

## Along the Front Green

- 41% of respondents have a preference for the extension of the shared footway along the Front Green (option 1)
- 59% of respondents have a preference for segregated walking / cycling links along the Front Green (option 2)
- Those who identify as having a disability were more likely to be supportive of the shared footpath, Option 1 (although the sample size is small)
- The oldest group of respondents (75 and over) were more likely to be supportive of the shared path (Option 1), all other groups were more in favour of segregated links (Option 2)

## General Comments

The following general comments were typically stated in relation to a route along the Front Green:

- Consideration should be given to horse riders
- The green space on the Front Green should be retained as much as possible
- The current arrangements are adequate
- Better lighting is required
- Improvements to the picnic / car park are a good idea

## Option 1 - Extension of shared footpath

The following reasons were typically stated in favour of the shared path:

- Any shared path must be marked for cyclists
- There might not be enough cyclists to warrant a desegregated cycle lane / the pedestrians and cyclists already share elsewhere (Front Green and Canal) without issue
- There is no point in providing segregation if this is the only section
- This option would be less expensive / better value
- Will make it harder for pedestrians to cross between the Front Green and Lochgilphead

## Option 2 - Segregated walking / cycling links

The following reasons were typically stated in favour of the segregated walking / cycling links:

- Splitting out pedestrians and cyclists is safer
- There might be a high number of cyclists in the summer to justify a segregated route
- This option will be more effective at promoting uptake in active travel
- Access to and from any segregated cycle lane must be considered

*A path shared by pedestrians and cyclists would be hazardous for the pedestrians and slow wheelers (wheelchair users, baby buggies etc) as well as dogs being walked on a leash.*

*I don't think there would be enough cyclists using the path to warrant option 2, I say this as a cyclist myself, I feel most people cycling in the area wound rather use the road, and the few that wouldn't be to overwhelming for option 1.*

*Not segregating bikes and pedestrians would be a wasted opportunity. Option 2 is also better as the buffer between the road and the walkway is greater and therefore safer.*

*I think we need to reclaim this area of Lochgilphead for people over motor vehicles and therefore would like to see the speed limit reduced to 20mph and emphasis being given to pedestrians and cyclists.*

*I like the proposal to improve the parking area and make it into a picnic venue but the noise of traffic would need to be reduced to make it comfortable. The area is a bird haven and a hide should be made available.*

*Prefer Option 2 as if the footpath is right next to the road, the liklihood of getting splashed in wet weather, as is currently the case where the footpath is immediately adjacent to the road, is higher and may act as a deterrent. However, given the dearth of existing decent footpaths giving access to the canal, any footpath would be welcome.*

*Option 2 is problematic for elderly, wheelchair users and children. I walk regularly on the Crinan Canal towpath, I am bit deaf and some cyclists come up behind you with no warning, some are courteous and slow down and even ring their bell to warn you. Others don't bother.*

## River Crossing

Respondents were provided with two concept designs to facilitate access to the west of the river before reaching the Crinan Canal. Whilst the survey did not require an expression of which option an individual would prefer, eight respondents specified that the option which took users round the side of the roundabout would be their first choice. 13 respondents stated that the option involving a structure over the Corran Grazings would be their preference. However, 62 comments were received in relation to Option 1, and 93 were received in relation to Option 2.

## Option 1 – Along the road

The following reasons were typically stated in support of the option along the road:

- A simple adjustment that is in keeping with the current landscape.
- Cost effective.

However, respondents highlighted concerns including:

- The speed of traffic approaching the roundabout.
- The narrow width of the path and the existing footbridge.
- Lack of visibility.
- The remaining need to travel in close proximity to the roundabout and associated heavy traffic.
- Need for pedestrians and cyclists to mix.
- A lack of significant improvement in comparison to existing situation.

## Option 2 - Structure / Causeway and Bridge over Corran Grazings

Respondents reacted positively to the proposed plans for a structure over the Corran Grazings, expressing how they thought this option would provide multiple benefits as a safe, off-road route, and as a tourist attraction to the area. However, they did raise concerns such as:

- The overall cost of the project (particularly as a per-head spend).
- The impact on the biodiversity in the proposed site area (particularly breeding habitat for water fowl).
- Concerns around the levels of users and whether this would warrant the level of expenditure.
- The impact of the Japanese Knotweed present on the Grazings.
- It involves an unnecessary level of work in comparison to improvements to the existing arrangement.

In general, comments regarding the route across the grazings fell into three categories – strongly supportive, strongly opposing, or an acknowledgement of the benefits of the scheme with an overall assessment that the cost made it unacceptable as a project. This reflects the outcomes of all community engagement around this option including the stakeholder workshops and public drop-in event.

## Option 1 – Along the Road

*Keeping pedestrians away from mini-roundabout and bridge would be my preferred option but if not possible, at the very minimum a proper pedestrian crossing and more secure footpath round the side of the mini roundabout and over the bridge would be the bare minimum required*

*Option 1 seems the least intrusive and lowest cost, but that footbridge will need a lot of work if it's to accommodate cycles and foot traffic safely and would certainly expect to see thoss initial cost to at least double.*

*This is a good option and we also need access onto Corran grazings.*

*This is probably the better option, cost and time-wise*

*Easy and safe answer. Hopefully a zebra or pelican crossing created to allow access to the canal?*

*I appreciate that the proposed widening would bring the proposed route up to spec for want of a better phrase. However, this is a busy junction, and it is highly probable that drivers will be focused on vehicles coming from other directions as they approach the roundabout which does not bode well for safety.*

*It seems like this would be a slight improvement, but would not be enough to change people's behaviour*

*Getting rid of hedge at the Corran B&B would be great improvement as it encroaches on the whole pavement when in growing seasons.*

## Option 2 – Structure / Causeway and Bridge over Corran Grazings

*Whilst expensive this solution appears far more in keeping with the aims and ambitions of the endeavor, it fully separates pedestrians/cyclists from heavy traffic, it would enhance the journey itself and potentially enhance the area if done correctly.*

*Much better option, could be built with minimal disruption to the wet land ecosystem. Safer for all users*

*As lovely as this scheme looks it really is just people grabbing more land which we would do well to leave to our wildlife, leaving Corran Grazings as inaccessible as it currently is so as not to encourage use by folk. We should be encouraging cyclists back on the roads. I like the wildness of the grazings I dislike the amount of plastic litter and worry that the more we eat away at pockets of wild space we simply open it up to more litter and a growing disregard for our ecosystems.*

*This is spectacular and is what's required. Something like this development would get people walking a cycling, or even stopping when driving through the town.*

*This is a 'nice to have' option from the amenity point of view. Long-term, consideration should be given to sustainability in the context of sea-level rise.*

*This would be a good use of what is essentially unused ground, however seems expensive*

## Access to the Canal

The final concept design presented in the survey suggested that access to the Crinan Canal would be moved further south in order to accommodate an additional stretch of footway and allow a shallower gradient along the access ramp.

## General Comments

79 comments were received relating to this option, with many of these suggesting improvements to the existing concept design. 36 comments overtly supported the proposal, with an additional 20 suggesting considerations such as horse rides and wheelchair access be further considered. A number of comments highlighted how respondents felt the route was not particularly direct for those travelling north, and there was concern surrounding traffic calming measures with many respondents mentioning how they would like to see traffic signals implemented.

*Don't feel this is necessary, only limited traffic using this ramp, could restrict this to "access only" to make it safer.*

*Makes sense - the existing access is really close to the roundabout and difficult to use - this access would be a lot easier and safer to use.*

*This seems to be the most sensible option and would be much safer for pedestrians etc if the road crossing had lights.*

*For getting kids to cycle to school this still involves 2 tricky crossings and cycling along street. It doesn't really provide anything more than the existing ramp which is quiet enough.*

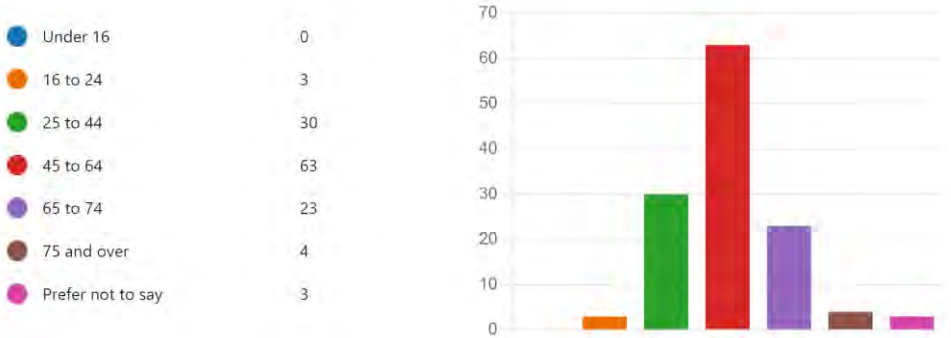
*Support a dedicated pedestrian/cycling route onto the canal path, need to not make it too steep as could impede access in bad weather.*

*Anything which removes the need for pedestrians and cyclists to negotiate the roundabout is welcomed.*

## About the Respondents

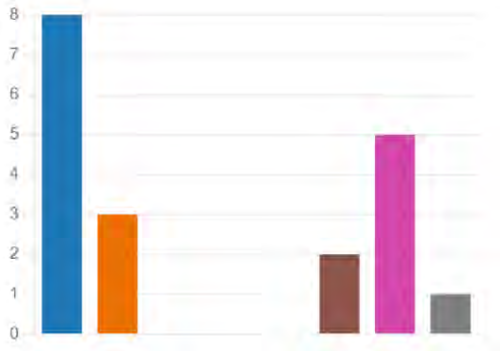
Of the 126 respondents who filled out the demographic section of the survey, 68 identified as female and 51 as male, with one identifying in another way and six preferring not to disclose this information.

The majority of respondents (63) were in the 45 to 64 age range, with 30 between the ages of 25 to 44 and 23 aged 65 to 74.




## Disabilities

When asked whether an individual had a disability, 12 said that they did. Of these 12, eight had a physical disability (a condition that substantially limits one or more basic physical activities such as walking, climbing stairs, lifting or carrying) and five had a long-term illness, disease of condition.



## Public Event

A public drop-in event was held at Lochgilphead Baptist Church from 3.30pm until 7.30pm on 9th February 2023.

The event was publicised with posters displayed around the town, in Council social media posts, and shared on social media by various stakeholders including the Lochgilphead Phoenix Project and the two Community Councils.

## Format

The Stantec project team attended the event along with Argyll and Bute Council Officers. Five A0 boards were displayed to present similar information to the online survey. Attendees were encouraged to provide feedback on the options presented by using sticky notes or sticky dots to show and explain their preferences.

In addition, large-scale maps were distributed on tables to allow attendees to mark 'problem areas' and explain to the team where there were particular concerns within the study area. These were drawn on directly and added to with sticky notes. The maps provided a constructive structure to support conversations between attendees and the project team.

An iPad was provided for attendees to complete the online survey, and paper copies of the survey were available on request. A contact sheet was provided to allow attendees to leave their details to be contacted about further developments to the project.

Approximately 30-35 people attended the event throughout the afternoon and evening.

*Comment on Board 3 - Extension of shared path*

*No strong feelings either way but money saved here can be better spent elsewhere*

*Comment on Board 4 – Along the road / Structure over Corran Grazings*

*Option 2 looks like the safest crossing for cyclists and walkers and access but as it is also significantly the most expensive [&] land will need high maintenance it might not be feasible.*

*Comment on Board 5 – Historic Access Ramp*

*The disused ramp to the canal is much preferable to the existing road due to the better gradient. BUT people will not use it if they still have to negotiate the roundabout, they will use the existing road.*

## Online workshops

Two online workshops were held – one which invited internal stakeholders (i.e. relevant Council officers), and another which invited external stakeholders (i.e. interested community groups and individuals).

Feedback during these workshops was generally positive. There is a clear preference within the community for the path across the Corran Grazings, but there was concern within the Council about the level of expenditure that this would require.

## Site walkover

A two-hour site walkover was conducted with a range of stakeholders, including local Councillors, Scottish Canals, the local MS Centre, Lochgilphead Phoenix Project, and various other members of the local community.

The feedback at the walkover was positive, and attendees felt that the format of the session was highly beneficial in supporting their understanding of the scheme, and the challenges associated with it. In general, there was a high level of support for the route across the Grazings, with particular emphasis on the range of benefits it might bring to tourism and increasing the profile of Lochgilphead to visitors.

## Disabilities workshop

A two-hour workshop was delivered with the members of the Lochgilphead MS Centre / Snowdrop Project. The centre works with people experiencing a range of long-term health conditions including MS. Around 12 people attended the workshop (the majority of whom were female), which was facilitated by a member of the Stantec team.

The workshop built on the work the centre had already been doing as part of their participatory photography workshop, which had been engaging with members about the challenges they faced along the route. The photos taken by members had been collated into 'boards' to provide a succinct comment on the current situation.

## Summary and Next Steps

### Summary

The engagement exercise has:

- Provided a reasonable level of engagement with the local community, especially given the relative size of the communities of Lochgilphead and Ardrishaig
- Secured inputs from most of the key stakeholders, including Transport Scotland and Scottish Canals
- Highlighted that stakeholders and the local community have real concerns about the directness and, in particular, the safety of the current route between the Front Green and the Crinan Canal
- Revealed that there is a high level of support for an improved active travel link between the Front Green and Crinan Canal and suggested that there would be an increase in the number of people using the route
- Outlined that the main barriers to using the current route for walking and cycling are safety and traffic speeds and volumes
- Provided an insight into the preferred design options of the local community, although there are various competing views
- Helped the community to understand the competing priorities that need to be satisfied to deliver the infrastructure, and that the options are complex and affected by a wide variety of technical factors.
- Provided valuable feedback on what should be incorporated into designs
- Provide useful insight into the views of some protected characteristic groups
- Opened communication channels with landowners who might be impacted

### Next Steps

The findings of the engagement exercise will be used to inform the option appraisal and identify a preferred option. There are other considerations which must also be considered, such as how options score against the project objectives, deliverability and maintenance.

If funding is secured for the next design stages then there will be further opportunities for stakeholders and the local community to influence the designs.

A frequently asked questions and responses document has been prepared and will be made publicly available to provide feedback to stakeholders and the local community and keep them engaged in the process.

Appendix A

# Appendix A – Online Survey

# Lochgilphead Front Green to Crinan Canal – Community Engagement Survey

Stantec has been appointed to undertake a project which will identify the best option for an active travel route linking the Lochgilphead Front Green with the Crinan Canal and produce a concept design for the best route option linking Lochgilphead Front Green (town centre) and the Crinan Canal (NCN 78).

The proposal was first identified in the 2016 Rethink the Link Charrette and is strongly supported by the Lochgilphead Phoenix Project, a local not-for-profit charitable organisation which was set up to help regenerate the town.

A concept design was produced in 2020; however due to concerns raised over the initial options appraisal a new options appraisal is required to determine the most suitable and cost-effective route and design.

The aims of this project are to identify a preferred route option that links the Lochgilphead Front Green with the Crinan Canal, through consultation with key stakeholders, the local community and local landowners. Following the identification of the preferred route option a deliverable Concept Design that provides the highest level of service practicable for the preferred route will be produced.

The active travel route aims to:

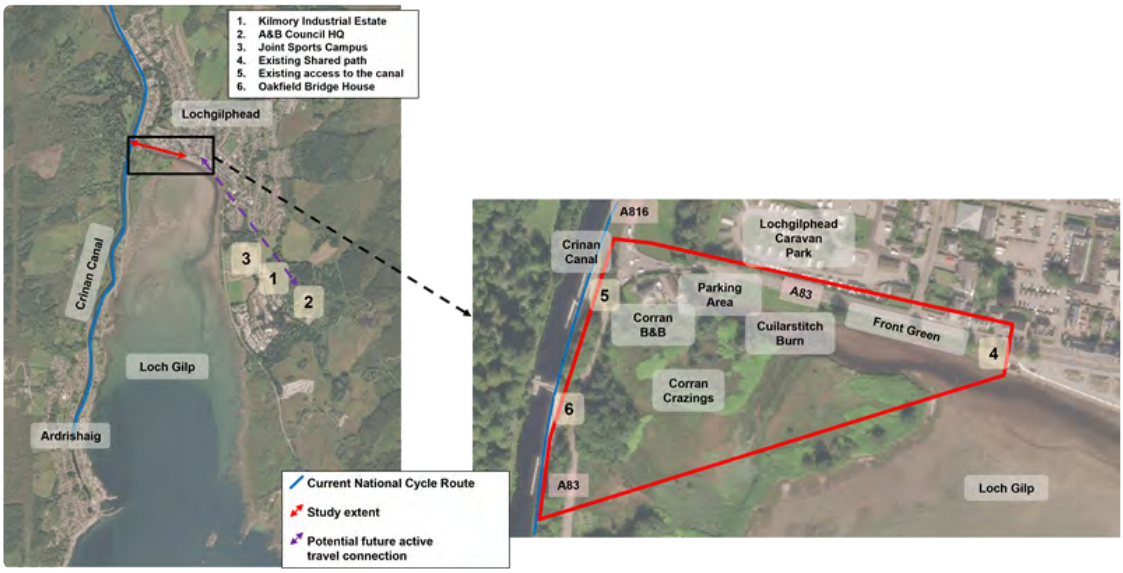
- Increase the number of people travelling actively more often for everyday journeys through a Sustrans supported Concept Design
- Improve community cohesion between Lochgilphead and Ardrishaig (the two main settlements in Mid Argyll)
- Increase public perception of safety for all cyclists traveling between Lochgilphead and the Crinan Canal
- Increase the numbers of people cycling, walking and wheeling to school
- Create a better gateway environment into Lochgilphead with improvements to the sense of place

The aim of this survey is to engage with the local community to help us identify a preferred route in consultation with Transport Scotland, Scottish Canals, other key stakeholders and local landowners. Further engagement will be undertaken at the next design stages with all

parties.

1

The study area for the project can be seen below.



2

Where do you live?

- ◯ Lochgilphead
- ◯ Ardrishaig
- ◯ Other

3

In what capacity are you responding to this survey? (Tick all that apply)

- [ ] Local resident
- [ ] Local business owner
- [ ] Local Councillor
- [ ] Professional capacity
- [ ] I work in this area
- [ ] I play sports in this area
- [ ] I use this area for leisure activities
- [ ] My child goes to school/nursery in this area
- [ ] I go to school in this area
- [ ] Campaigner
- [ ] I have another interest in this area
- [ ] Other

4

If you are responding to the survey on behalf of an organisation, please give the organisation name:

5

How frequently do you walk or wheel as your mode of travel?*

*Wheeling is defined to only cover modes that use pavement space at a similar speed to walking. It does not include the use of e-scooters or cycles.

- ◯ Every day
- ◯ More than once a week
- ◯ Around once a week
- ◯ A few times a month
- ◯ Around once a month
- ◯ Rarely/never

6

For what type of journeys do you walk? (Tick all that apply)

- [ ] Commute for work
- [ ] To go to the shops in Lochgilphead / another town centre
- [ ] To go to other amenities e.g. medical appointments
- [ ] Pick up/drop off from school
- [ ] Travel between leisure destinations
- [ ] Exercise only
- [ ] Other

7

How frequently do you cycle as your mode of travel?

- ◯ Every day
- ◯ More than once a week
- ◯ Around once a week
- ◯ A few times a month
- ◯ Around once a month
- ◯ Rarely/never

8

For what type of journeys do you cycle? (Tick all that apply)

- [ ] Commute for work
- [ ] To go to the shops in Lochgilphead / another town centre
- [ ] To go to other amenities e.g. medical appointments
- [ ] Pick up / drop off from school
- [ ] Travel between leisure destinations
- [ ] Exercise only
- [ ] Other

9

Please select up to three options that you think present the biggest barriers to you walking, wheeling or cycling more for local journeys in general.

Please select at most 3 options.

- [ ] Concerns with safety / lack of safe off road infrastructure (paths and footways)
- [ ] Traffic speeds on the road
- [ ] Traffic volumes on the road
- [ ] It takes too long to get to where I want to go
- [ ] It is too far to get to where I want to go
- [ ] I'm not sure which route(s) to take
- [ ] Negotiating hills / gradient
- [ ] Lack of dropped kerbs
- [ ] I do not know how to ride a bike
- [ ] I do not have access to a bike
- [ ] I need to carry too many things
- [ ] I need to travel with children
- [ ] I do not enjoy walking, wheeling or cycling
- [ ] Weather / climate
- [ ] Other

10

Do you use the Crinan Canal for walking, wheeling and/or cycling journeys?

- ◯ Every day
- ◯ More than once a week
- ◯ Around once a week
- ◯ A few times a month
- ◯ Around once a month
- ◯ Rarely/never

11

Please rate how safe you find access onto the Crinan Canal from Lochgilphead as it is at the moment. 1 - Very Unsafe, 5 - Very safe.

Think about the mini-roundabout, crossing the road, and the ramp onto the Canal.

| 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|

12

Please rate how direct you find access onto the Crinan Canal from Lochgilphead as it is at the moment. 1 - Very indirect, 5 - Very direct.

Think about the mini-roundabout, crossing the road, and the ramp onto the Canal.

| 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|

13

Please tell us more about your thoughts on the safety and directness of walking, wheeling or cycling between Lochgilphead and the Crinan Canal.

14

Do you support the proposal to create a segregated route for both cyclists and pedestrians between Lochgilphead Front Green and the Crinan Canal?

This would likely be an off-road route made up of paths and shared footways to be used by pedestrians and cyclists.

- ◯ Strongly support
- ◯ Support
- ◯ Neither support nor oppose
- ◯ Oppose
- ◯ Strongly oppose

15

If a segregated route was created between Lochgilphead Front Green and the Crinan Canal, how often would you use it?

- ◯ Every day
- ◯ More than once a week
- ◯ Around once a week
- ◯ A few times a month
- ◯ Around once a month
- ◯ Rarely/never

Some members of the local community may remember that an engagement exercise was carried out concerning this same link around two years ago. During the previous engagement, the main options presented were based on a path across the Corran Grazings (over Loch Gilp and south of Crinan B&B).

Recently, Stantec has undertaken:

- A Preliminary Ecological Assessment (PEA)
- Work by civil and structural engineers on the creation of a causeway / structure / path
- A ground investigation report by geotechnical engineers
- Studies by hydrologists to understand flood risk

The emerging findings from this work have identified a number of challenges to delivering this route:

- Cost – in order to construct a route which is high enough to avoid flood risk and has an appropriate design life, the costs are significant. Any timber structure has been ruled out as it would have a relatively short lifespan and would require regular maintenance. Significant ground works would be required to create a stable elevated route and this would impact on the surrounding area, particularly during construction.
- Visual and ecological impact – creating a route of this scale would be a significant visual intrusion and is likely to impact the current wetland ecosystem.

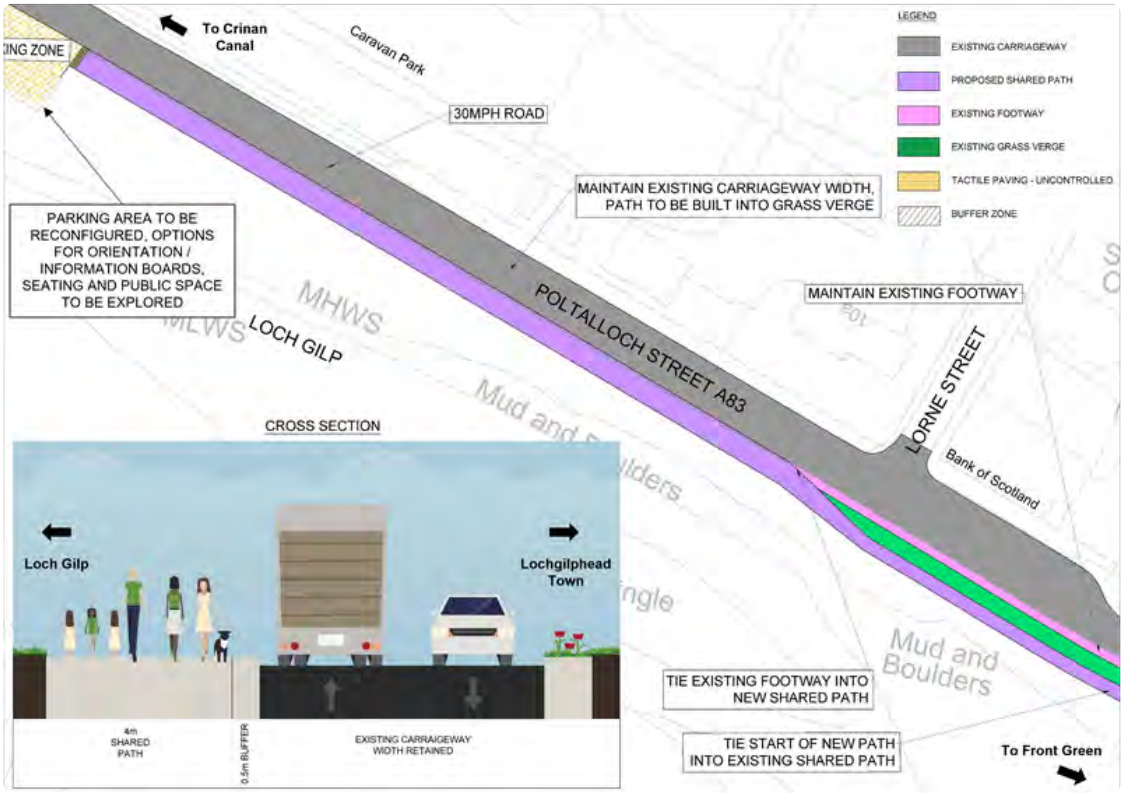
For these reasons, alternative options which create a functional route for walking and cycling and are more cost-effective and less disruptive are being explored. Access to the Corran Grazings could be incorporated as part of any alternative or at a later date.

An initial option appraisal exercise has been undertaken with some options ruled out due to technical challenges with delivery.

16

## Front Green Option 1 - Extension of Shared Path

- Existing A83 unchanged.
- Recently created shared path on Front Green merges into existing footway to create a 4.0m wide shared path with a 0.5m buffer from the road.
- Indicative cost: £220,000.

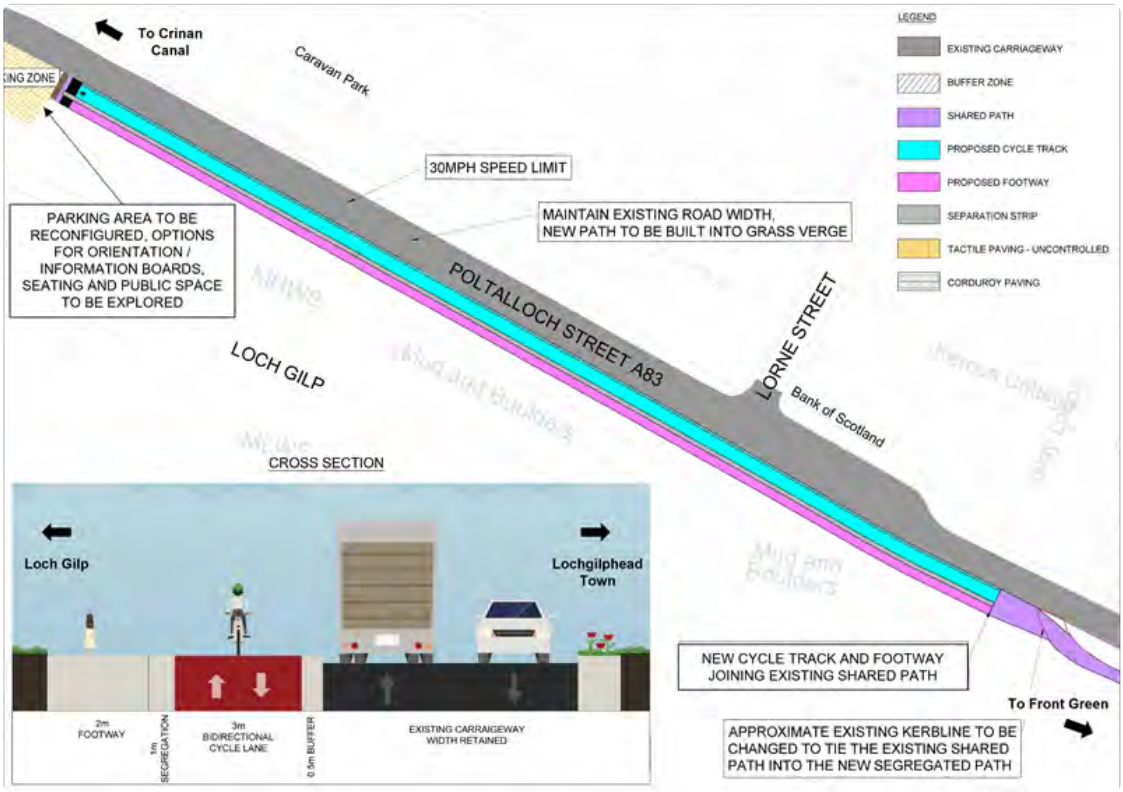


17

## Front Green Option 2 – Segregated Walking / Cycling Links

This option is based on the standards set out in Cycling by Design which is design guidance produced by Transport Scotland.

- Existing A83 unchanged.
- 3.0m wide bidirectional segregated cycle lane adjacent to the road (with 0.5m buffer) as recommended by Cycling by Design.
- 2.0m footway separated from the cycle lane by a 1.0m buffer.
- Indicative cost: £440,000.



18

The options for access along the Front Green are shown in the plans above. Which of these options do you prefer?

- ◯ Option 1 - Extension of shared footpath
- ◯ Option 2 - Segregated walking / cycling links

19

Please provide any feedback on options for access along the Front Green

## River Crossing Options

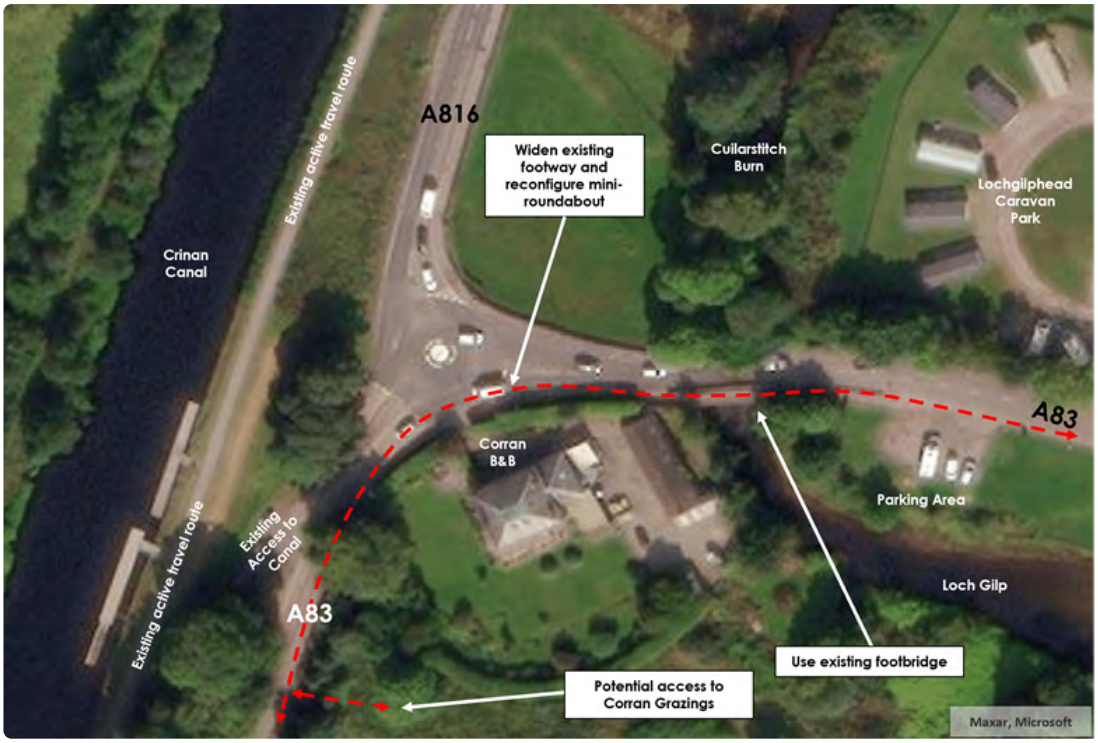
We are seeking feedback on two options which have been identified. It might be possible to provide both with, for example, Option 1 - Along the Road being provided in the short term and Option 2 - Structure / Causeway and Bridge over Corran Grazings being provided at a later date.

20

**River Crossing Option 1 - Along the Road**

- Route along the A83 using the existing footbridge (could be upgraded / replaced in the future).
- Footway in front of Corran B&B widened to create shared path with mini-roundabout layout altered.
- Vehicle tracking undertaken to ensure large vehicles can be accommodated.
- Indicative cost: £150,000.

Other options have been explored, such as re-configuring the junction to include traffic signals or realigning / replacing the existing bridge, but these are not preferred options, at this stage. This is due to technical challenges (including meeting the standards specified by Transport Scotland and Sustrans), land availability and cost.



21

Please provide any feedback you have on this option along the road

22

**River Crossing Option 2 - Structure / Causeway and Bridge over Corran Grazings**

- New active travel bridge over Loch Gilp.
- Steel truss with a ~40m span with approach ramp from the Front Green. The deck height is 3.0m above sea level to ensure resilience against flooding.
- New Fibre-reinforced-polymer (FRP) boardwalk structure through Corran Grazings (length is around 200m, height of deck above sea level is 3.0m and width ~6.7m) OR causeway.
- Includes 2.0m path, 1.0m buffer and 3.0m bidirectional cycle path (as specified by Cycling by Design).
- Indicative cost: £3.4 million for bridge and causeway OR £5.3 million for bridge and FRP boardwalk structure.

Assessments show a route 3.0m above sea level would likely flood once every five years, which is deemed appropriate by Argyll and Bute Council.

23

Please provide any feedback you have on this option which includes a structure / causeway and bridge over Corran Grazings.

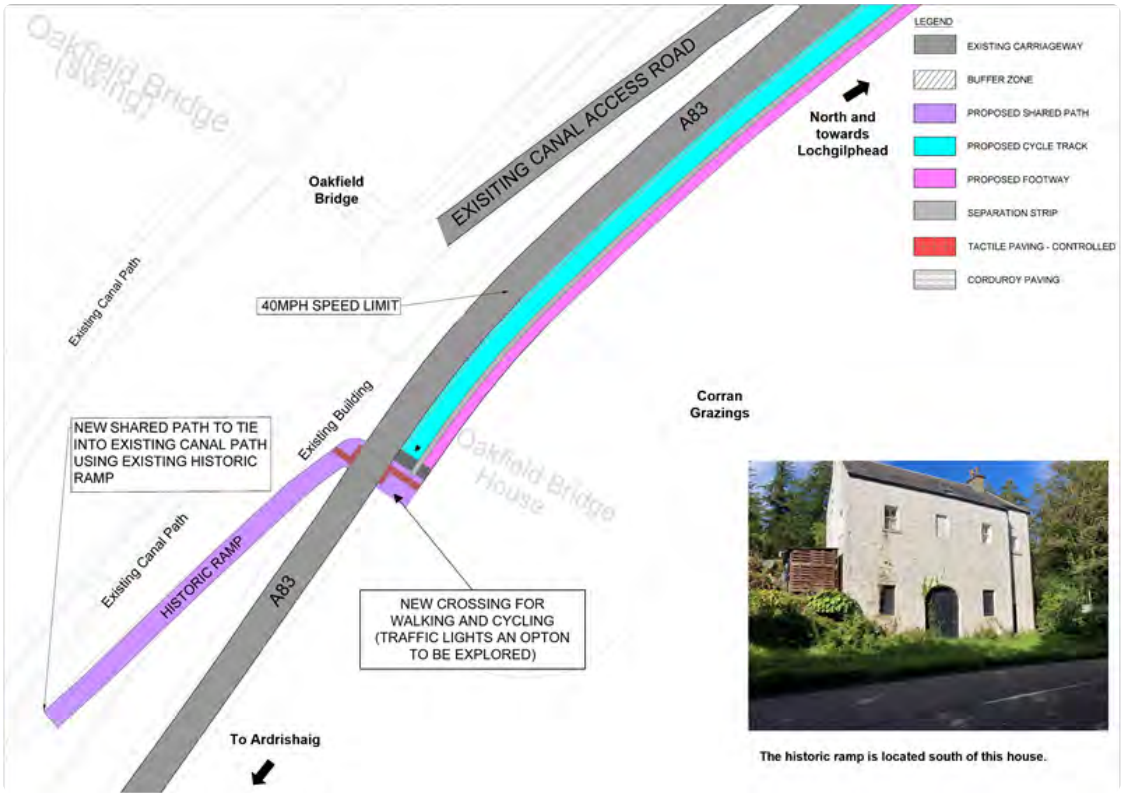
## Access to the Crinan Canal

24

## Access to the Crinan Canal

The current preferred option is to reinstate a historic access ramp from the A83 to the Crinan Canal (just south of Oakfield Bridge House) for walking, wheeling and cycling only. The existing access road is a functional route which is used by vehicles, and it is considered that a separate, traffic free, route will be safer for pedestrians and cyclists.

- Existing A83 unchanged.
- 3.0m wide bidirectional segregated cycle lane adjacent to the road (with 0.5m buffer) as recommended by Cycling by Design.
- 2.0m footway separated from the cycle lane by a 1.0m buffer.
- New pedestrian / cycle crossing on the A83 (potential for traffic signals).
- Reinstatement of historic access ramp for pedestrians and cyclists only.
- Indicative cost: £570,000.



25

Please provide any feedback on this preferred option for access to the Crinan Canal.

## Thank you for completing this survey.

It would help us if you answered the following **optional** demographic questions in order to ensure we have engaged with a diverse group of respondents who are repre

26

What gender do you identify as? *(Please select one)*

- ◯ Female
- ◯ Male
- ◯ Identify in another way
- ◯ Prefer not to say

27

What is your age? *(Please select one)*

- ◯ Under 16
- ◯ 16 to 24
- ◯ 25 to 44
- ◯ 45 to 64
- ◯ 65 to 74
- ◯ 75 and over
- ◯ Prefer not to say

28

Do you have a disability?

- ◯ Yes
- ◯ No
- ◯ Prefer not to say

29

What type of disability do you have? (Tick all that apply)

- ☐ Physical disability (a condition that substantially limits one or more basic physical activities such as walking, climbing stairs, lifting or carrying)
- ☐ Deafness or partial hearing loss
- ☐ Blindness or partial sight loss
- ☐ Learning disability or difficulty
- ☐ Developmental disorder (a condition that you have had since childhood which affects motor, cognitive, social and emotional skills, and speech and language)
- ☐ Mental health condition
- ☐ Long-term illness, disease or condition (a condition, not listed above, that you may have for life, which may be managed with treatment or medication)
- ☐ Other

30

Would you be interested in attending a workshop specifically relating to the accessibility aspects of the proposed schemes?

- ◯ Yes
- ◯ No

31

Please provide an email address you can be contacted on regarding these workshops.

32

The outcomes of this survey will be communicated with the community in due course.  If you would like to be included in a mailing list for further information about this project more widely, please enter your email address.

## Thank you

Your comments are much appreciated and will be taken into consideration in further phases of the project.

Email: LochgilpheadtoCrinanCanal@stantec.com
Phone: 0131 297 7010

This content is neither created nor endorsed by Microsoft. The data you submit will be sent to the form owner.

Microsoft Forms

Appendix B

# Online Survey Responses

Stantec

# Lochgilphead Front Green to Crinan Canal – Community Engagement Survey

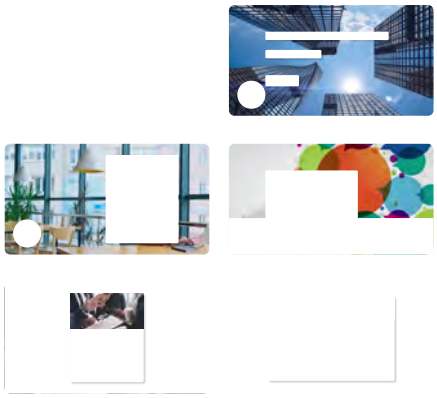
| 124 | 22:30 | Active |
|---|---|---|
| Responses | Average time to complete | Status |

1. The study area for the project can be seen below.

2. Where do you live?

| | |
|---|---|
| Lochgilphead | 57 |
| Ardrishaig | 33 |
| Other | 24 |

To attract more attention and response, we suggest adding an immersive theme style.



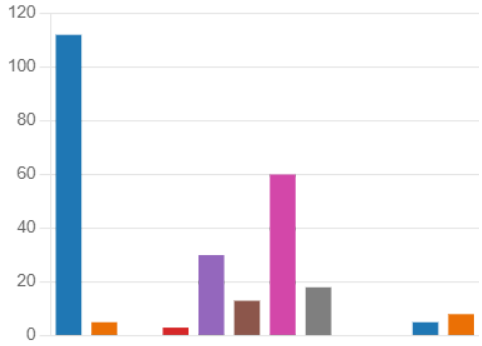
See more styles

View all

Background music

3. In what capacity are you responding to this survey? (Tick all that apply)

| | |
|---|---|
| Local resident | 112 |
| Local business owner | 5 |
| Local Councillor | 0 |
| Professional capacity | 3 |
| I work in this area | 30 |
| I play sports in this area | 13 |
| I use this area for leisure activities | 60 |
| My child goes to school/nursery... | 18 |
| I go to school in this area | 0 |
| Campaigner | 0 |
| I have another interest in this area | 5 |
| Other | 8 |




4. If you are responding to the survey on behalf of an organisation, please give the organisation name:

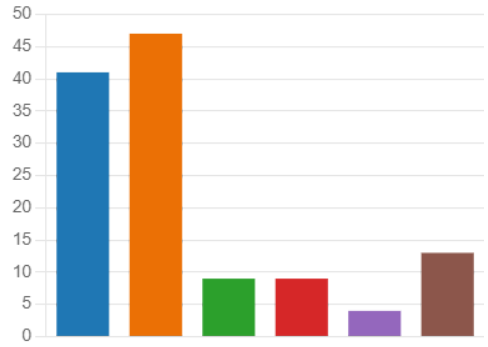
6
Responses

Latest Responses

5. How frequently do you walk or wheel as your mode of travel?*

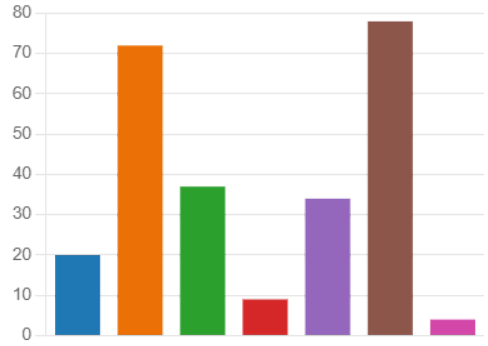
*Wheeling is defined to only cover modes that use pavement space at a similar speed to walking. It does not include the use of e-scooters or cycles.

| | |
|---|---|
| Every day | 41 |
| More than once a week | 47 |
| Around once a week | 9 |
| A few times a month | 9 |
| Around once a month | 4 |
| Rarely/never | 13 |



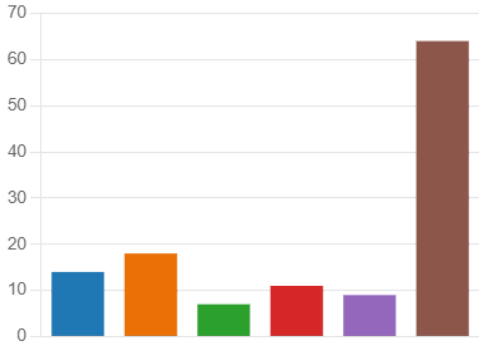

6. For what type of journeys do you walk? (Tick all that apply)

| | |
|---|---|
| Commute for work | 20 |
| To go to the shops in Lochgilph... | 72 |
| To go to other amenities e.g. m... | 37 |
| Pick up/drop off from school | 9 |
| Travel between leisure destinati... | 34 |
| Exercise only | 78 |
| Other | 4 |



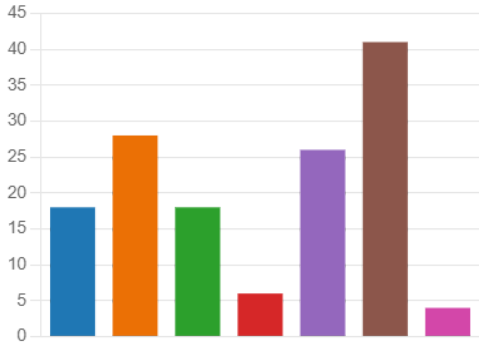
7. How frequently do you cycle as your mode of travel?

| | |
|---|---|
| Every day | 14 |
| More than once a week | 18 |
| Around once a week | 7 |
| A few times a month | 11 |
| Around once a month | 9 |
| Rarely/never | 64 |



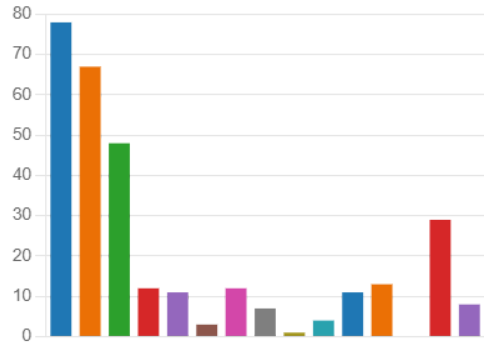

8. For what type of journeys do you cycle? (Tick all that apply)

| | |
|---|---|
| Commute for work | 18 |
| To go to the shops in Lochgilph... | 28 |
| To go to other amenities e.g. m... | 18 |
| Pick up / drop off from school | 6 |
| Travel between leisure destinati... | 26 |
| Exercise only | 41 |
| Other | 4 |



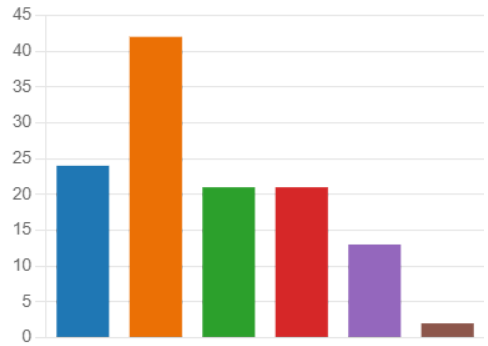
9. Please select up to three options that you think present the biggest barriers to you walking, wheeling or cycling more for local journeys in general.

| | |
|---|---|
| Concerns with safety / lack of sa... | 78 |
| Traffic speeds on the road | 67 |
| Traffic volumes on the road | 48 |
| It takes too long to get to wher... | 12 |
| It is too far to get to where I wa... | 11 |
| I'm not sure which route(s) to ta... | 3 |
| Negotiating hills / gradient | 12 |
| Lack of dropped kerbs | 7 |
| I do not know how to ride a bike | 1 |
| I do not have access to a bike | 4 |
| I need to carry too many things | 11 |
| I need to travel with children | 13 |
| I do not enjoy walking, wheeling... | 0 |
| Weather / climate | 29 |
| Other | 8 |




10. Do you use the Crinan Canal for walking, wheeling and/or cycling journeys?

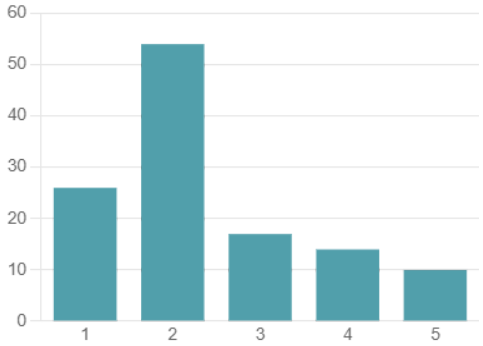
| | |
|---|---|
| Every day | 24 |
| More than once a week | 42 |
| Around once a week | 21 |
| A few times a month | 21 |
| Around once a month | 13 |
| Rarely/never | 2 |



11. Please rate how safe you find access onto the Crinan Canal from Lochgilphead as it is at the moment. 1 - Very Unsafe, 5 - Very safe.

    Think about the mini-roundabout, crossing the road, and the ramp onto the Canal.

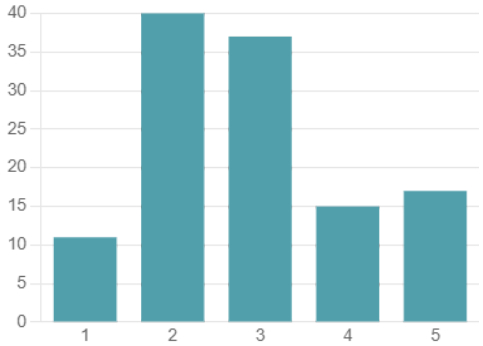
2.40
Average Rating




12. Please rate how direct you find access onto the Crinan Canal from Lochgilphead as it is at the moment. 1 - Very indirect, 5 - Very direct.

    Think about the mini-roundabout, crossing the road, and the ramp onto the Canal.

2.89
Average Rating




13. Please tell us more about your thoughts on the safety and directness of walking, wheeling or cycling between Lochgilphead and the Crinan Canal.

93
Responses

Latest Responses

*"The pedestrian/cyclist cannot see any traffic exiting...*

*"Difficult to cross the road safely to access the on-ra..*

*"from mini roundabout is most direct route but roa...*

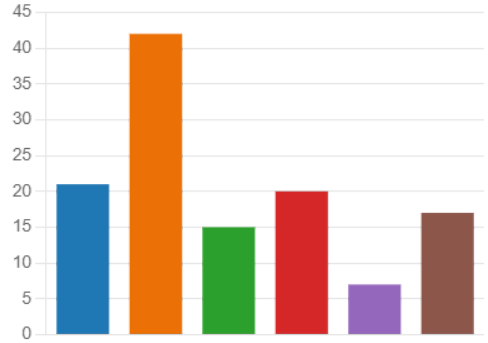
14. Do you support the proposal to create a segregated route for both cyclists and pedestrians between Lochgilphead Front Green and the Crinan Canal?

    This would likely be an off-road route made up of paths and shared footways to be used by pedestrians and cyclists.

| | |
|---|---|
| Strongly support | 73 |
| Support | 32 |
| Neither support nor oppose | 7 |
| Oppose | 4 |
| Strongly oppose | 6 |

15. If a segregated route was created between Lochgilphead Front Green and the Crinan Canal, how often would you use it?

| | |
|---|---|
| Every day | 21 |
| More than once a week | 42 |
| Around once a week | 15 |
| A few times a month | 20 |
| Around once a month | 7 |
| Rarely/never | 17 |




16. **Front Green Option 1 - Extension of Shared Path**

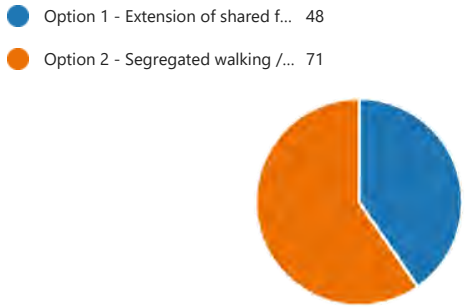
    - Existing A83 unchanged.
    - Recently created shared path on Front Green merges into existing footway to create a 4.0m wide shared path with a 0.5m buffer from the road.
    - Indicative cost: £220,000.

17. **Front Green Option 2 – Segregated Walking / Cycling Links**

This option is based on the standards set out in Cycling by Design which is design guidance produced by Transport Scotland.

- Existing A83 unchanged.
- 3.0m wide bidirectional segregated cycle lane adjacent to the road (with 0.5m buffer) as recommended by Cycling by Design.
- 2.0m footway separated from the cycle lane by a 1.0m buffer.
- Indicative cost: £440,000.

18. The options for access along the Front Green are shown in the plans above. Which of these options do you prefer?




19. Please provide any feedback on options for access along the Front Green

50
Responses

Latest Responses
"*Cyclists and walkers are not the only vulnerable ro...*
"*not enough cycles to justify separate cycling lane*"

20. **River Crossing Option 1 - Along the Road**

- Route along the A83 using the existing footbridge (could be upgraded / replaced in the future).
- Footway in front of Corran B&B widened to create shared path with mini-roundabout layout altered.
- Vehicle tracking undertaken to ensure large vehicles can be accommodated.
- Indicative cost: £150,000.

Other options have been explored, such as re-configuring the junction to include traffic signals or realigning / replacing the existing bridge, but these are not preferred options, at this stage. This is due to technical challenges (including meeting the standards specified by Transport Scotland and Sustrans), land availability and cost.

21. Please provide any feedback you have on this option along the road

66
Responses

Latest Responses
"*While noting the proposal would be in line with th...*
"*This represents barely any change*"
"*no benefit over existing crossing*"

22. **River Crossing Option 2 - Structure / Causeway and Bridge over Corran Grazings**

- New active travel bridge over Loch Gilp.
- Steel truss with a ~40m span with approach ramp from the Front Green. The deck height is 3.0m above sea level to ensure resilience against flooding.
- New Fibre-reinforced-polymer (FRP) boardwalk structure through Corran Grazings (length is around 200m, height of deck above sea level is 3.0m and width ~6.7m) OR causeway.
- Includes 2.0m path, 1.0m buffer and 3.0m bidirectional cycle path (as specified by Cycling by Design).
- Indicative cost: £3.4 million for bridge and causeway OR £5.3 million for bridge and FRP boardwalk structure.

Assessments show a route 3.0m above sea level would likely flood once every five years, which is deemed appropriate by Argyll and Bute Council.

23. Please provide any feedback you have on this option which includes a structure / causeway and bridge over Corran Grazings.

89
Responses

Latest Responses

"*Must surely be the safest alternative. While noting ...*

"*There ar ebetter ways to spend £3m plus in this are...*

"*good idea but costly*"

24. **Access to the Crinan Canal**

The current preferred option is to reinstate a historic access ramp from the A83 to the Crinan Canal (just south of Oakfield Bridge House) for walking, wheeling and cycling only. The existing access road is a functional route which is used by vehicles, and it is considered that a separate, traffic free, route will be safer for pedestrians and cyclists.

- Existing A83 unchanged.
- 3.0m wide bidirectional segregated cycle lane adjacent to the road (with 0.5m buffer) as recommended by Cycling by Design.
- 2.0m footway separated from the cycle lane by a 1.0m buffer.
- New pedestrian / cycle crossing on the A83 (potential for traffic signals).
- Reinstatement of historic access ramp for pedestrians and cyclists only.
- Indicative cost: £570,000.

25. Please provide any feedback on this preferred option for access to the Crinan Canal.

76
Responses

Latest Responses

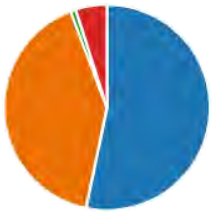
"*Like it, but would prefer the the link to the crossing...*

"*Access should be maintained for horse riders and t...*

"*Excellent solution even better with 30mph zone ext...*

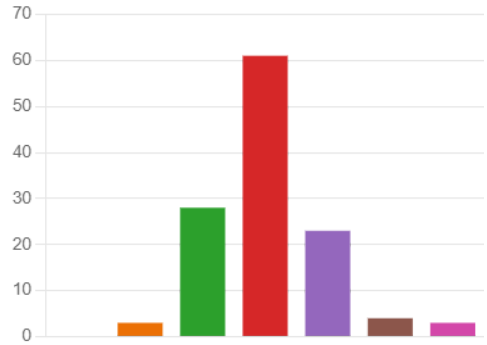
26. What gender do you identify as? *(Please select one)*

| | |
|---|---|
| Female | 65 |
| Male | 50 |
| Identify in another way | 1 |
| Prefer not to say | 6 |



27. What is your age? *(Please select one)*

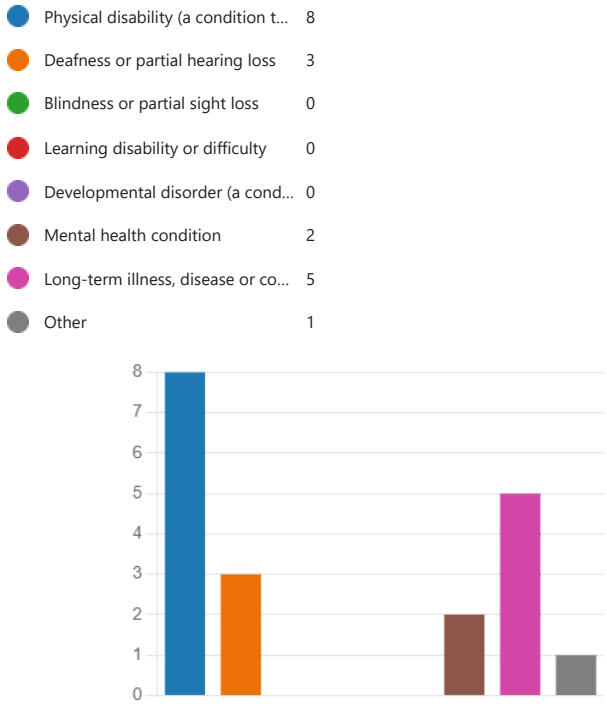
| | |
|---|---|
| Under 16 | 0 |
| 16 to 24 | 3 |
| 25 to 44 | 28 |
| 45 to 64 | 61 |
| 65 to 74 | 23 |
| 75 and over | 4 |
| Prefer not to say | 3 |



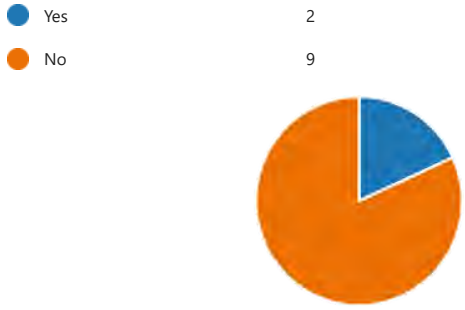

28. Do you have a disability?

| | |
|---|---|
| Yes | 12 |
| No | 101 |
| Prefer not to say | 9 |

29. What type of disability do you have? (Tick all that apply)




30. Would you be interested in attending a workshop specifically relating to the accessibility aspects of the proposed schemes?




31. Please provide an email address you can be contacted on regarding these workshops.

2
Responses

Latest Responses

32. The outcomes of this survey will be communicated with the community in due course. If you would like to be included in a mailing list for further information about this project more widely, please enter your email address.

49
Responses

Latest Responses

"xxxx"

Appendix C

# Public Event Display Boards

Stantec

# LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

## Community engagement for the development of concept designs

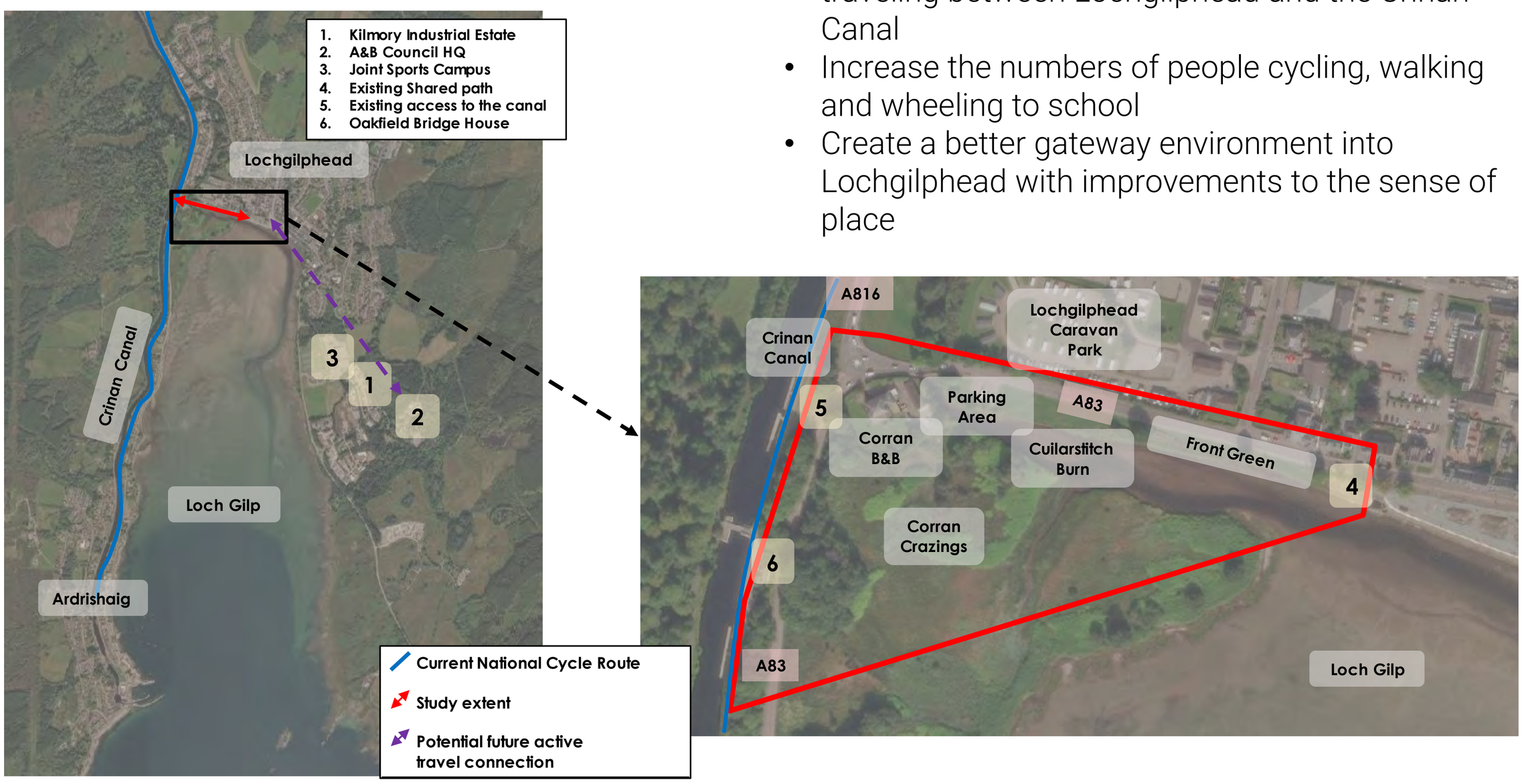
Stantec has been appointed to undertake a project which will identify the best option and produce a concept design for the best active travel route option linking Lochgilphead Front Green (town centre) and the Crinan Canal (NCN 78).

The proposal was first identified in the 2016 Rethink the Link Charrette and is strongly supported by the Lochgilphead Phoenix Project, a local not-for-profit charitable organisation which was set up to help regenerate the town. A concept design was produced in 2020; however due to a complete revision of Cycling by Design in 2021 a new options appraisal is required to determine the most suitable and cost-effective route and design.

The aims of this project are to identify a preferred route option that links the Lochgilphead Front Green with the Crinan Canal, through consultation with key stakeholders, the local community and local landowners. Following the identification of the preferred route option a Concept Design that provides the highest level of service practicable for the preferred route will be produced.

The active travel route aims to:

- Increase the number of people travelling actively more often for everyday journeys through a Sustrans supported Concept Design
- Improve community cohesion between Lochgilphead and Ardrishaig (the two main settlements in Mid Argyll)
- Increase public perception of safety for all cyclists traveling between Lochgilphead and the Crinan Canal
- Increase the numbers of people cycling, walking and wheeling to school
- Create a better gateway environment into Lochgilphead with improvements to the sense of place




**The aim of this event** is to engage with the local community to help us identify a preferred route in consultation with other key stakeholders and local landowners. In addition, various other metrics will be taken into account as part of an options appraisal when selecting a preferred option.

*This consultation event will:*

- Display each section separately with the proposed options
- Allow you to provide comments/suggestions on preferred design options and elements
- Replicate the same survey available online
- Allow the project team to collect information to produce concept designs

*What next?*

Following the options appraisal the project team will produce initial concept designs which will be shared online with the public

CONTACT DETAILS
Email: LochgilpheadtoCrinanCanal@Stantec.com
Phone: 0141 352 2363

*Online survey*

*Learn more about the proposals and tell us what you think using our online survey*

*https://tinyurl.com/LochgilpheadCrinanCanal*

*Use the link on the left or scan the QR code on the left*

*Contact us for a paper copy or to complete over the phone*

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# LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

## Community engagement for the development of concept designs

Some members of the local community may remember that an engagement exercise was carried out concerning this same link around two years ago.

During the previous engagement, the main options presented were based on a path across the Corran Grazings (over Loch Gilp and south of Crinan B&B).

Recently, Stantec has undertaken:

- A Preliminary Ecological Assessment (PEA)
- Work by civil and structural engineers on the creation of a causeway / structure / path
- A ground investigation report by geotechnical engineers
- Studies by hydrologists to understand flood risk
- Traffic counts, which give us vehicle flows and speeds by type of vehicle

The emerging findings from this work have identified a number of challenges to delivering this route:

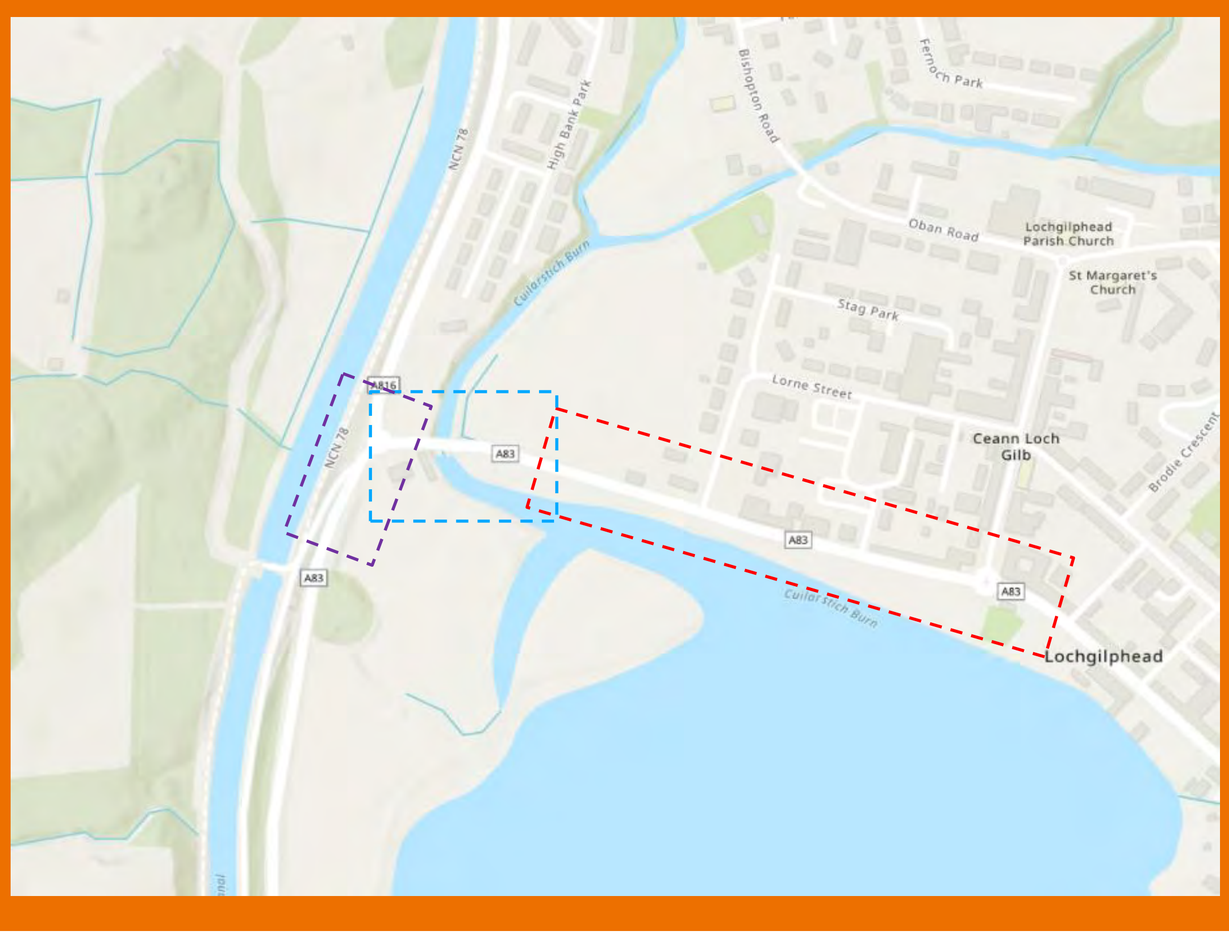
- Cost – costs are a major contributing factor in determining the deliverability of the route, and must be taken into consideration through the options appraisal process. To deliver a route across the Corran Grazings able to withstand flood risk and deliver an appropriate design life, the costs will be significant.

- Visual and ecological impact – visual and ecological impact must also be taken into account as part of the options appraisal. Creating a route of this scale across the Corran Grazings would be a significant visual intrusion and is likely to impact the current wetland ecosystem. The Corran Grazings are also affected by Japanese Knotweed, which is likely to increase delivery timescales.

An initial option appraisal exercise has been undertaken with some options ruled out due to technical challenges with delivery.

The map below corresponds to the options that have been generated and explored.

## Key Locations:




Front Green Options– Options have been developed for access continuing from the current termination point of the path along the Front Green.

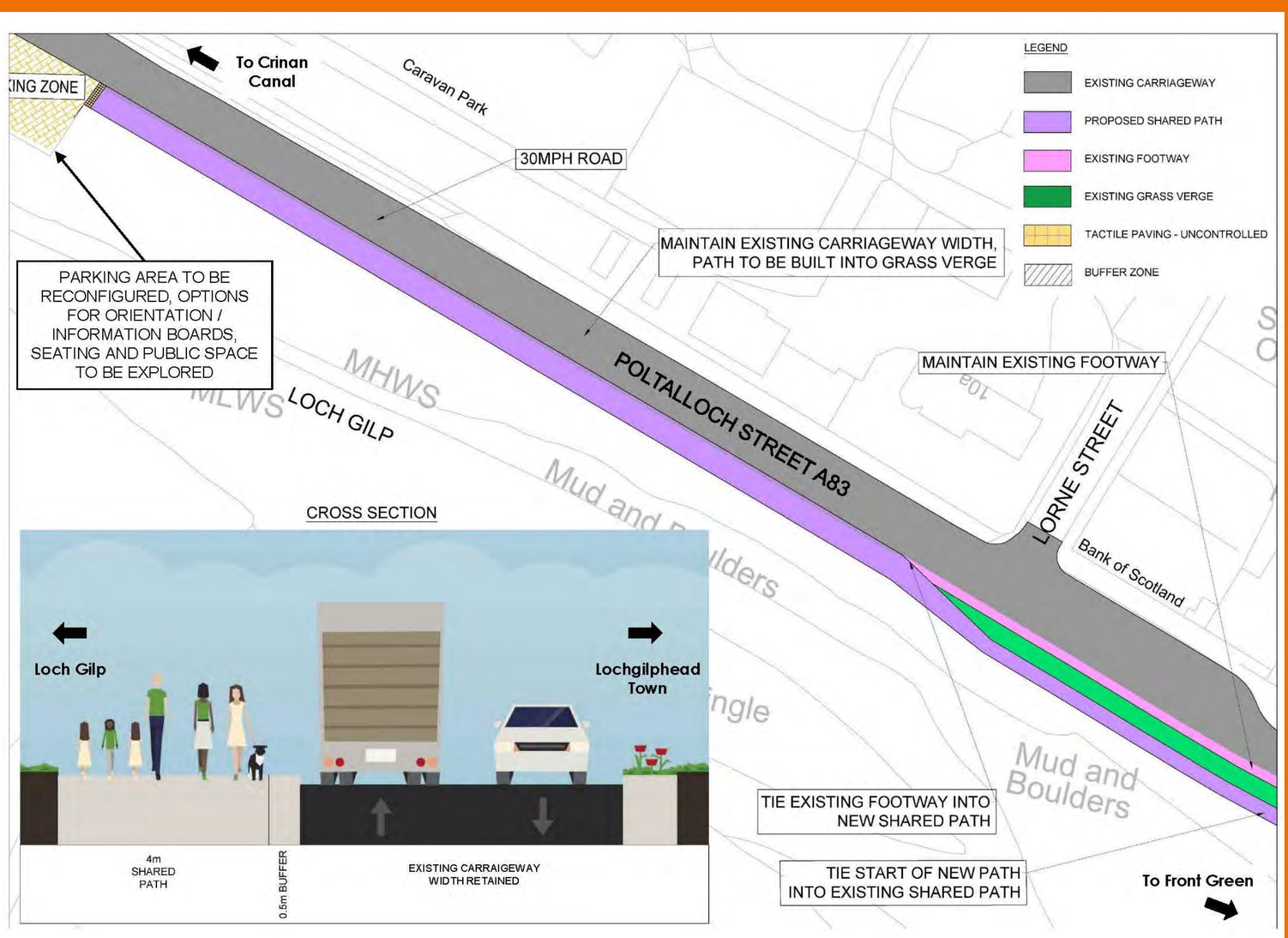
River Crossing – The river crossing options will link the pathway from the Front Green to the Corran Roundabout.

Access to Crinan Canal – The final section of the study looks at how the proposed pathways will link to the towpath along the Crinan Canal

# LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

## Community engagement for the development of concept designs

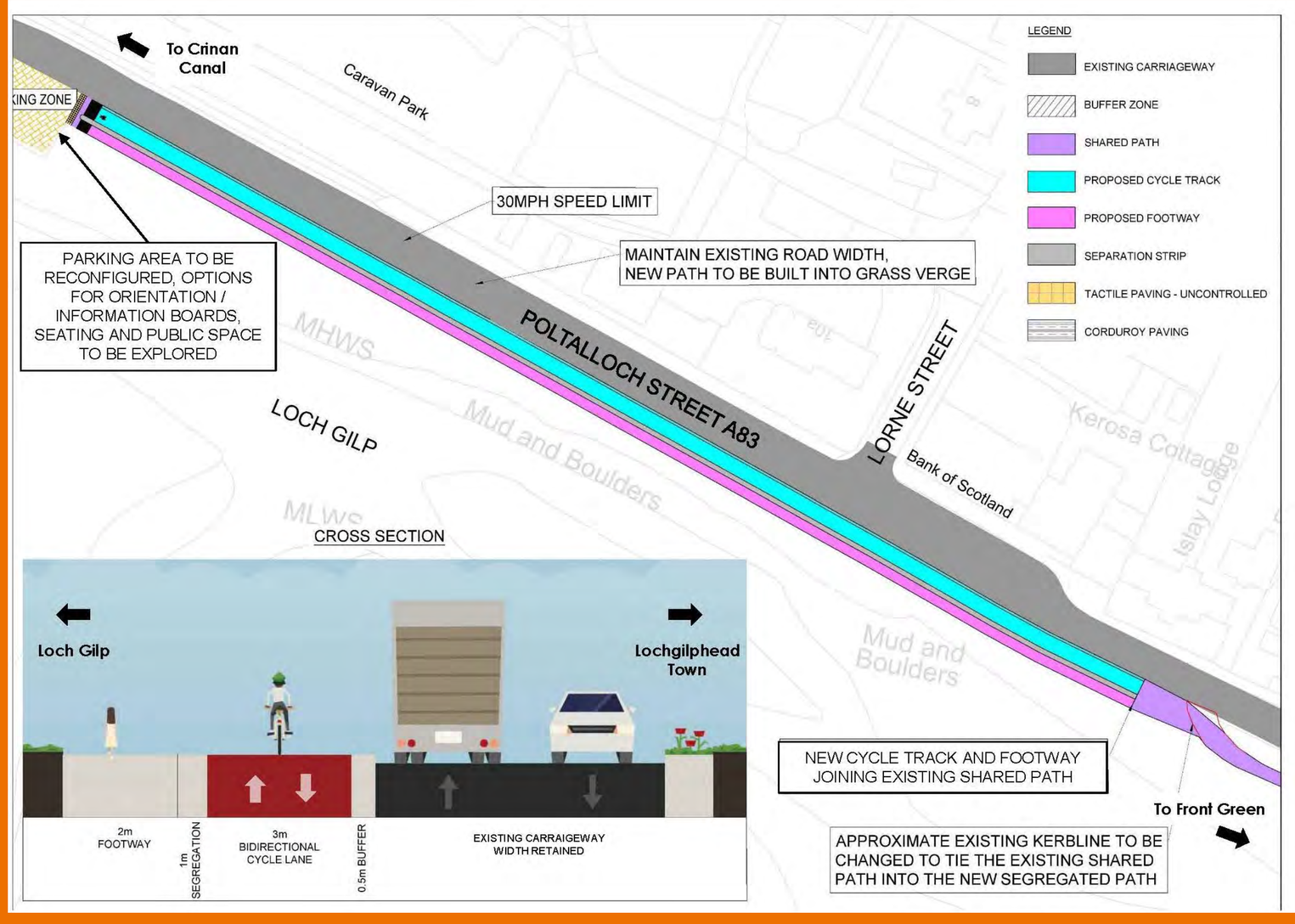
## Front Green Option 1
### Extension of shared path




- Existing A83 unchanged.
- Recently created shared path on Front Green merges into existing footway to create a 4.0m wide shared path with a 0.5m buffer from the road.
- Indicative cost: £220,000.

*Let us know what you think!*
*Add a sticky dot if you prefer Option 1*

## Front Green Option 2
### Segregated walking / cycling links




- Existing A83 unchanged.
- 3.0m wide bidirectional segregated cycle lane adjacent to the road (with 0.5m buffer) as recommended by Cycling by Design (Transport Scotland design guidance).
- 2.0m footway separated from the cycle lane by a 1.0m buffer.
- Indicative cost: £440,000.

*Let us know what you think!*
*Add a sticky dot if you prefer Option 2*

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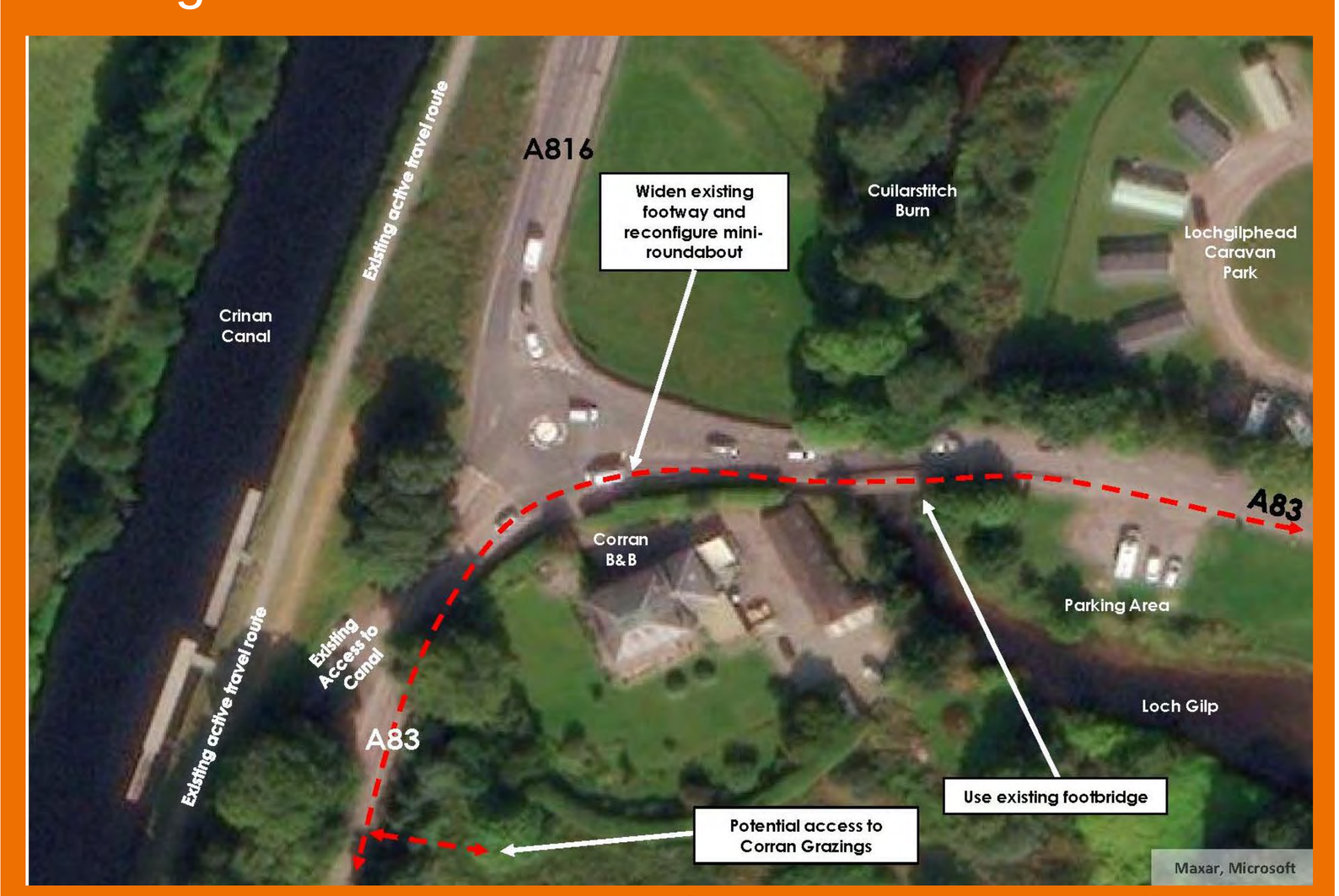
# LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

## Community engagement for the development of concept designs

## River Crossing Option 1
### Along the road




Other options have been explored, such as re-configuring the junction to include traffic signals or realigning / replacing the existing bridge, but these are not preferred options, at this stage. This is due to technical challenges (including meeting the standards specified by Transport Scotland and Sustrans), land availability and cost.

- Route along the A83 using the existing footbridge (could be upgraded / replaced in the future).
- Footway in front of Corran B&B widened to create shared path with mini-roundabout layout altered.
- Vehicle tracking undertaken to ensure large vehicles can be accommodated.
- Indicative cost: **£150,000.**

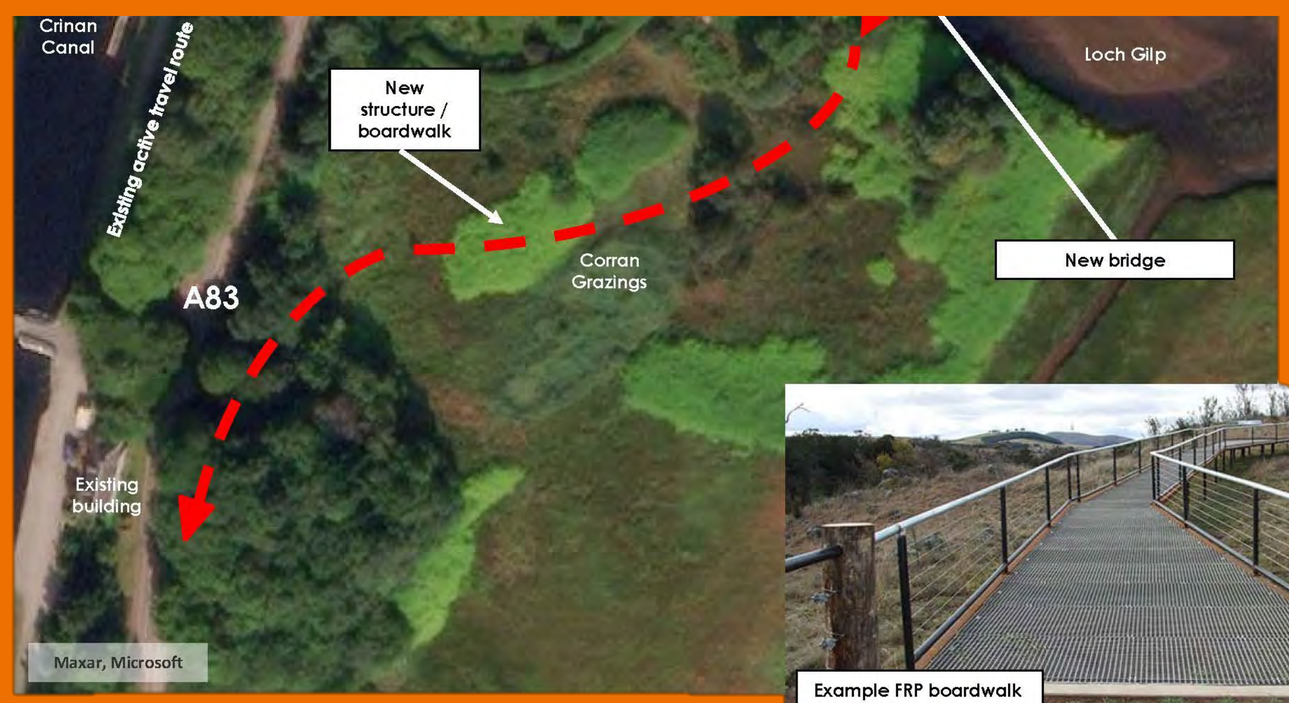
Speak to the team for more detail about this option.

*Let us know what you think!*
*Add a sticky dot if you prefer Option 1*

- New active travel bridge over Loch Gilp.
- Steel truss with a ~40m span with approach ramp from the Front Green. The deck height is 3.0m above sea level to ensure resilience against flooding.
- New Fibre-reinforced-polymer (FRP) boardwalk structure through Corran Grazings (length is around 200m, height of deck above sea level is 3.0m and width ~6.7m) OR causeway.
- Includes 2.0m path, 1.0m buffer and 3.0m bidirectional cycle path (as specified by Cycling by Design).
- Indicative cost: **£3.4 million** for bridge and causeway OR **£5.3 million** for bridge and FRP boardwalk structure.

*Let us know what you think!*
*Add a sticky dot if you prefer Option 2*

## River Crossing Option 2
### Structure / Causeway & Bridge over Corran Grazings




*Assessments show a route 3.0m above sea level would likely flood once every five years, which is deemed appropriate by Argyll and Bute Council.

Example FRP boardwalk

Causeway Visualisations

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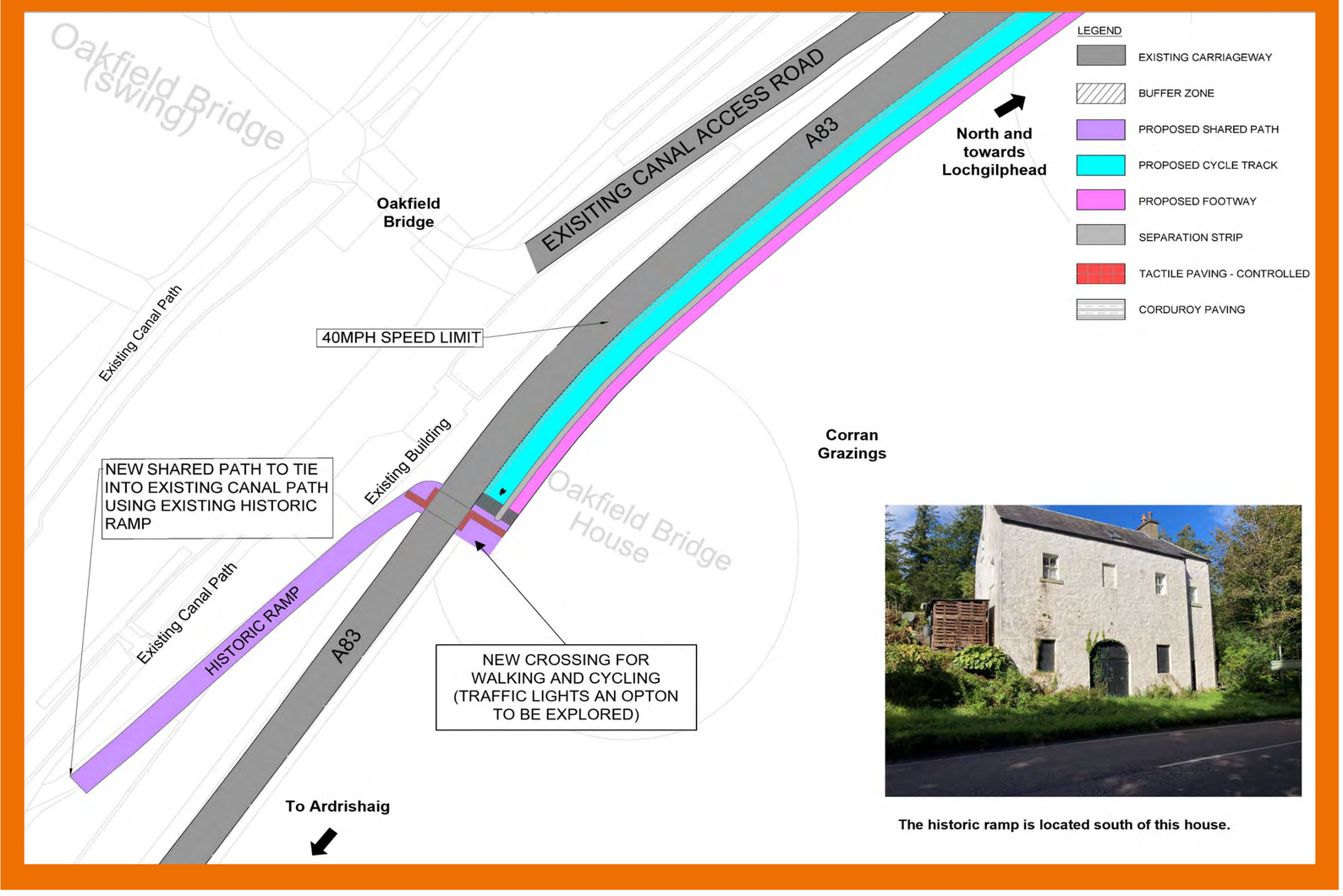
# LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

## Community engagement for the development of concept designs

## Access to the Crinan Canal

### Historic access ramp






The historic ramp is located south of this house.

The current preferred option is to reinstate a historic access ramp from the A83 to the Crinan Canal (just south of Oakfield Bridge House) for walking, wheeling and cycling only. The existing access road is a functional route which is used by vehicles, and it is considered that a separate, traffic free, route will be safer for pedestrians and cyclists.

- Existing A83 unchanged.
- 3.0m wide bidirectional segregated cycle lane adjacent to the road (with 0.5m buffer) as recommended by Cycling by Design.
- 2.0m footway separated from the cycle lane by a 1.0m buffer.
- New pedestrian / cycle crossing on the A83 (potential for traffic signals).

*Let us know what you think!*
*Leave a comment about the access to the canal with a sticky note*

- Reinstatement of historic access ramp for pedestrians and cyclists only.
- Indicative cost: **£570,000.**

## Summary

**Thank you for joining us today** – if you have any comments about the route or community engagement as a whole, feel free to speak to one of the project team, or leave us a comment below using a sticky note.

*Let us know what you think!*
*Leave a comment with a sticky note*

*Online survey*

*Learn more about the proposals and tell us what you think using our online survey*

*https://tinyurl.com/LochgilpheadCrinanCanal*

*Use the link above or scan the QR code to access the survey. Contact us for a paper copy or to complete over the phone.*

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