Lochgilphead Front Green to Crinan Canal Public Consultation (part 2) October 2023

Stantec

Feedback to the Community

Overview

In August / September 2023 feedback was provided to the local community on the preferred option. This was through the following:

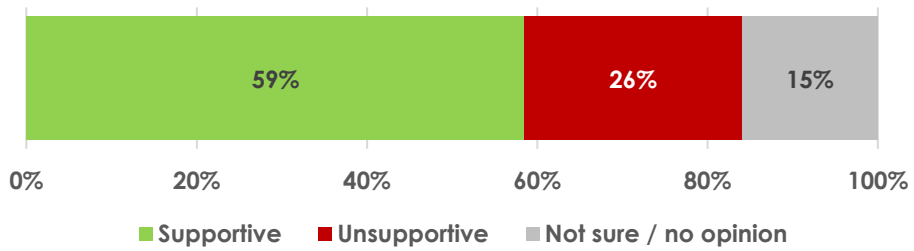
- Webpage (ArcGIS StoryMap) and online survey
- Public drop-in event
- Teams workshop with Council Officers
- Teams workshop with key external stakeholders
- Workshop with the MS Centre / Snowdrop Project

The consultation was promoted through:

- Posters erected in the local area
- Direct emails to stakeholders
- Social media posts / local newspaper article

The community were asked for feedback on the preferred option and responded accordingly:

- 59% were supportive of the preferred option
- 15% were not sure or had no opinion on the preferred option
- 26% were not supportive of the preferred option



Reasons for Not Supporting the Preferred Option

The following are the main reasons why respondents were not supportive of the preferred option:

- Perception that the community preferred the route through the Corran Grazings
- A perception that the preferred option has only been identified because it is the cheapest option
- They perceive that the preferred option does not make the route safer / pedestrians and traffic should be separated / it would be safer to take pedestrians and cyclists further from the road
- The bridge remains narrow and it is perceived to be unsafe
- A perception that people walking, wheeling and cycling will not use the new toucan crossing on the A83 because it does not match the desire line

Reasons for Supporting the Preferred Option

- Perceived to be better value/more deliverable
- Less impact on the Corran Grazings ecology
- Perception that it looks good and will improve safety
- Perception that this option could be better for horse riders
- Perception that maintenance will be easier

Issues to Consider at the Next Design Stage

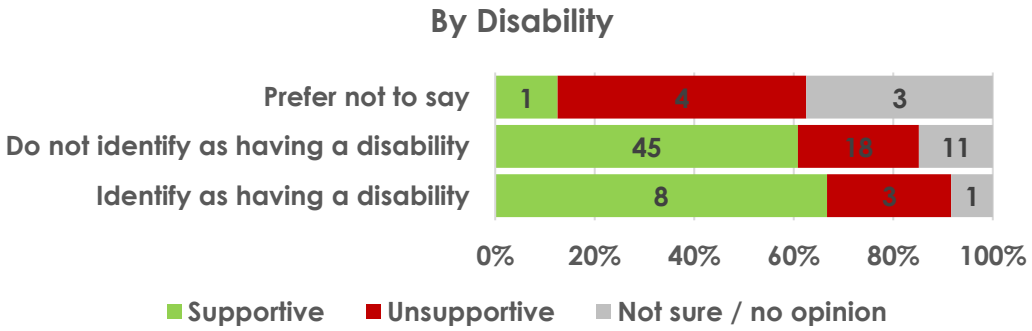
Respondents are in favour of the following being provided:

- Litter bins (N=71)
- Benches (N=58)
- Picnic benches (N=51)
- Signage (N=48)
- Cycle parking (N=47)
- Information points (N=34)

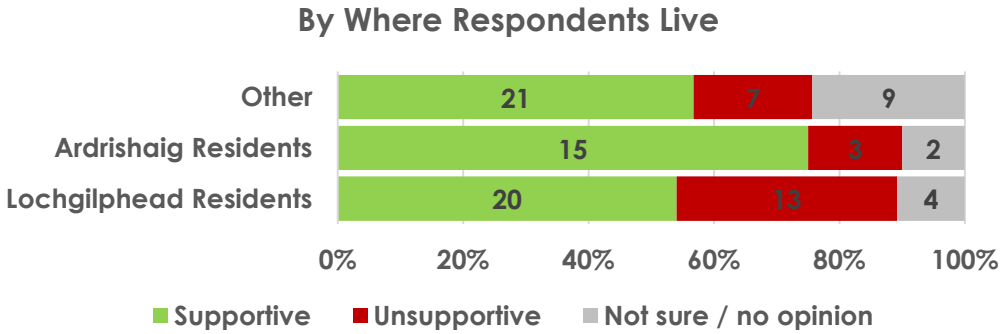
Feedback by Type of Respondent

Identifying as having a Disability

A higher proportion of respondents who identify as having a disability are supportive of the preferred option than those who do not.

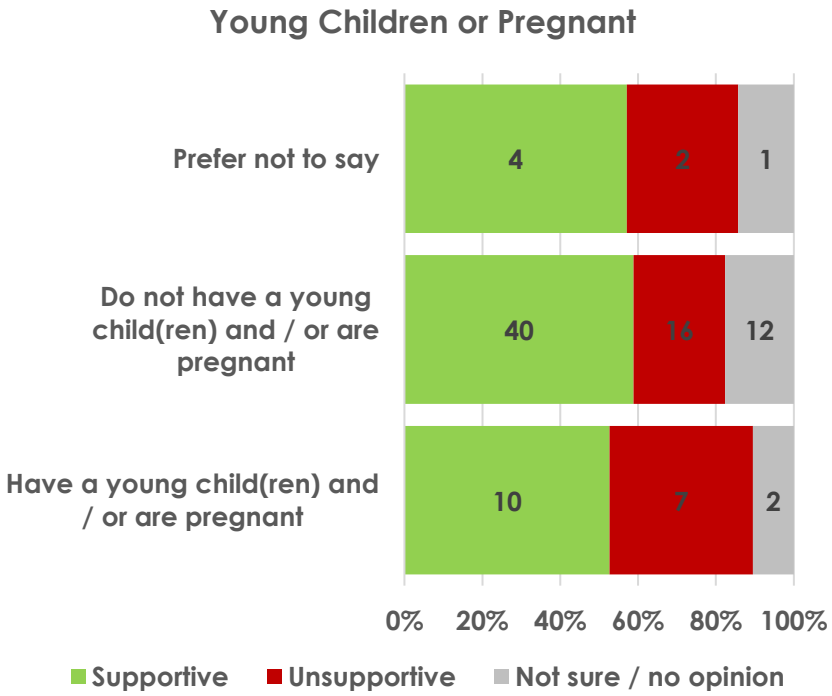


A higher proportion of respondents who live in Ardrishaig or other areas outside Lochgilphead are supportive of the preferred option than those who live in Lochgilphead.



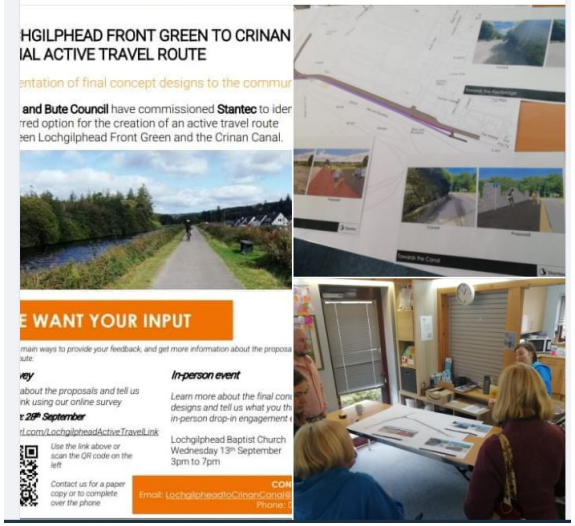
People with Young Children or Pregnant

A lower proportion of respondents who have a young child or children and / or are pregnant are supportive of the preferred option than those who do not. This suggests that more can be done at the next design stage to convince people that the route is safe to be used by children.



Multiple Sclerosis Centre Argyll · Follow
4d ·

We have had a very interesting discussion with stantec here at the centre this afternoon about the proposal for safer access from Lochgilphead front green to the canal.
They are heading to the Baptist Church today 3-7 to listen to everyone's views and explain the proposal.
If you have an opinion then pop along



Argyll and Bute Health and Social Care Partnership HSCP · Follow
February 3 ·

A Big SHOUT OUT to Multiple Sclerosis Centre Argyll for always going the extra mile. This is what happens when their #Wellbeing Development Worker goes out to review local accessibility routes. To find out more about the support, activities, and groups available at the centre visit https://www.msargyll.com/

#localheroes #midargyll #abplace2b #HiddenHeroes #MS #multiplesclerosis #selfmanagement #Lochgilphead

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Hopes rise for Lochgilphead safe cycling and walking route

The route would lead from the newly refurbished front green to the Crinan Canal.

Lochgilphead Phoenix
2d ·

If you have not completed the survey yet please do before 28 September. We are not giving up on our hopes for a Corran nature reserve, but now recognise that it is highly unlikely that Sustrans would fund the option for a bridge and path through the Corran. In addition as you will see from detailed plans Sustrans' specifications would entail the construction of a highly intrusive pathway. However do note that the consultant Santec needs to demonstrate there is public support for their recommendation so please do so or Lochgilphead may miss out altogether.

Argyll and Bute Council
6d ·

Would you walk, wheel or cycle on improved links between #Lochgilphead and the Crinan Canal? We want your views on a proposed new travel route. Find out more on our website https://www.argyll-bute.gov.uk/.../feedback-wanted-new...

You can also find out more at a drop-in event on Wednesday 13 September at Lochgilphead Baptist Church from 3pm to 7pm.

13 6 comments 8 shares

Community Engagement

Stantec

Unsupportive comments

It ignores the results of previous engagement with the community, wherein the wetlands bridge option was most favoured. This seems to be an attempt to go for the cheaper option without actually taking the situation into account.

This option changes very little of the existing infrastructure and does not encourage a safer traverse to the canal.

I prefer the grazings route. This option provides hardly any separation between pedestrians/cyclists and the heavy vehicles that use the road and the bridge is already very narrow.

Seems like a sticking plaster over broken bones. Seen the bridge damaged too many times by heavy vehicles. Pedestrians are not safe until the junction is addressed.

I think the preferred option should be the first one! Yes a higher cost/more work but the benefits to creating a walk that will diversify access, as well as take visitors closer to nature and away from a busy road can only be of benefit both in terms of health and safety but also in wellbeing

I don't think it would be fair taking part of someone's garden just to widen a pathway, I think bridging across the Cuil Arstich Burn and going around the back of the B&B by building the path on the grassy field called Corran Grazings is a much more fair option, it also means if people want to explore the marshlands there is already an access and if anyone suggests to build a boardwalk on the bog then that is also possible along with some trails along with a bird watch that would be easier because going around the B&B allows for access and potential projects

Supportive comments

I would be happier to cycle on my own if that cycle path was in place.

I don't drive and have to walk my child to school and back. I live at Meadows Place and find there really isn't a safe option.

[It will] encourage walking and cycling links to the school joint campus.

Most likely to happen, soonest too I would hope, relatively simple to maintain and importantly separate from road users

This is not my preferred option as I think the Corran Grazings option is safer and more tourist friendly. However, I would rather something is done than nothing and if this route is utilised more frequently maybe additional funding will be made available in future.

In my view it is the easier to implement. The crossing area is not particularly dangerous compared to city roundabouts and this option will hopefully be developed sooner than the other 2 more expensive options. I really think this cycling route will make cycling up to the canal safer.

Yes - however something needs to be done to widen the road over the Corran bridge as the bridge regularly gets hit by vehicles/vehicles regularly bump mirrors etc. So it would make more sense to do this at the same time surely? Although the cost of that option seems excessive.

Summary

The engagement exercise demonstrated a significant level of support for the preferred option and provides validation that it should be taken forward. A number of respondents with a preference for an alternative route said they were supportive of this scheme, even although it was not their first choice.

A number of findings from the engagement will be incorporated into the designs at the next design stage.

It is recommended that additional engagement is undertaken with key stakeholders throughout Stage 3 and Stage 4 to refine the designs. Consideration should be given to the nature of engagement with the local community as there may be an element of consultation fatigue based on the engagement carried out in 2022 and 2023 as well as in 2020.

It may be most appropriate that the views of the community are expressed through local groups, such as the Community Council, and those representing protected characteristics groups. This will allow the designs to be refined to reflect the needs of the local community.

Any extensive engagement with the wider local community presents a risk in terms of requests to revisit the options and identify an alternative preferred route, which would introduce delay to new infrastructure being provided.

Appendix A

Appendix A – Online Survey

Lochgilphead Front Green to Crinan Canal Online Survey

Argyll and Bute Council are seeking to identify the best option for **an active travel route that links the Lochgilphead Front Green** (recently upgraded public realm project) **with the Crinan Canal (NCN 78)** and to produce a concept design.

The new route would strategically align with the design of 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.

A preferred option for the route has been identified based off of an updated options appraisal and we would like to hear your thoughts on the route.

Please allow about **5 minutes** to complete the survey.

The survey will close on Friday the 22nd September 2023.

In processing your personal data, the Council and Stantec must comply with data protection legislation, including the UK General Data Protection Regulation and the Data Protection Act 2018. Personal data will only be collected and processed for the specific purpose of the Survey. All personal data processed under the Survey will be securely stored for a period of no more than 6 months and all survey results will remain anonymous. No additional processing of personal data will be undertaken by Stantec and your personal data will not be shared with any other third parties.

Full details of Stantec's Privacy Policy can be found here: https://www.stantec.com/content/dam/stantec/files/PDFAssets/Policies/privacy-policy-related-practices-procedures.pdf

* Required

Consent

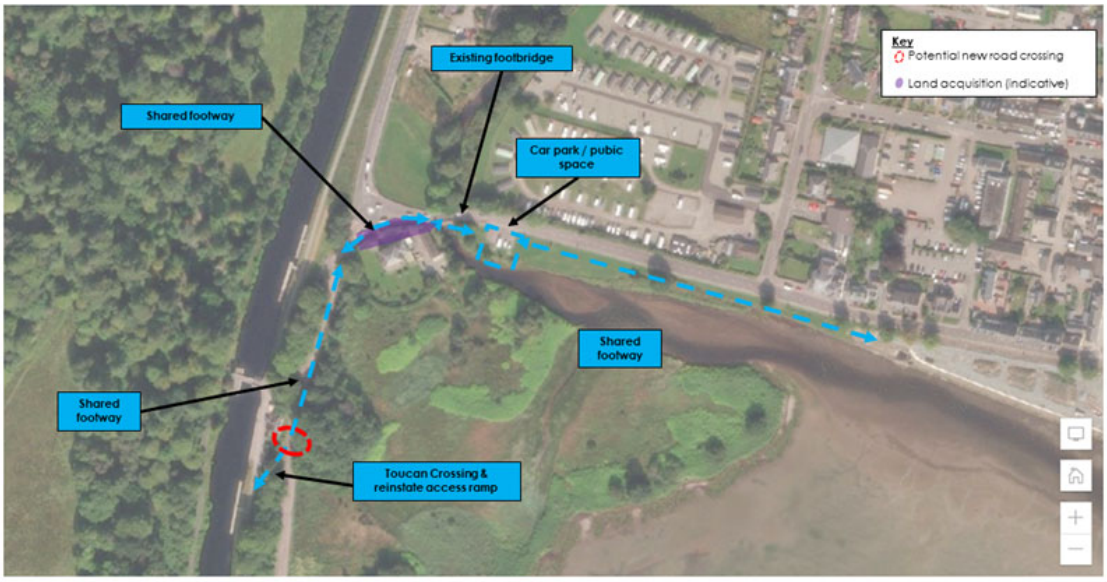
1

I wish to participate in the **Lochgilphead Front Green to Crinan Canal - Online Survey.** I understand that the information I provide will be processed by Stantec on behalf of the Council and will be used by Stantec to develop recommendations and concept designs.
You will not be able to continue if you do not give consent. *

- ◯ Yes

Preferred Option

Walking / cycling provision to the south of the junction with acquisition of some of the Corran B&B land.



2

Are you supportive of the preferred option?

Yes	Not sure / no opinion	No
◯	◯	◯

3

If you would like to provide comments as to why you gave the preferred option this score please do so here

4

As part of the next design stage, some of the following features will likely be included, which would you like to see incorporated?

- [ ] Litter bins
- [ ] Cycle parking
- [ ] Benches
- [ ] Picnic benches
- [ ] Signage
- [ ] Information points
- [ ] Other

5

Please provide any other comments you have on the prefered design:

About you

It is helpful for us to understand the characteristics of the people who respond to this survey, so that we know whether we are engaging with a diverse group of respondents who are representative of the entire community. This is so that we can ensure our engagement reflects the views of as many people as possible who travel through town, but also to support our commitment to equalities under the Equality Act 2010. Your answers to these questions are anonymous and will be used for statistical purposes only.

All demographic questions are optional.

6

Where do you live?

- ◯ Lochgilphead
- ◯ Ardrishaig
- ◯ Cairnbaan
- ◯ Kilmartin
- ◯ Kilmichael Glassary
- ◯ Tayvallich
- ◯ Other

7

In what capacity are you responding to this survey?

- 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

8

What is your age?

- ◯ 16 and under
- ◯ 17-24
- ◯ 25-44
- ◯ 45-64
- ◯ 65-74
- ◯ 75 and over
- ◯ Prefer not to say

9

What gender do you identify as?

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

10

Do you have young children or are you pregnant at the moment?

- ◯ Yes
- ◯ No
- ◯ Prefer not to say

11

Do you consider yourself to have a disability?

- ◯ Yes
- ◯ No
- ◯ Prefer not to say

12

Please indicate whether you have any of the following conditions:

- [ ] Deafness or partial hearing loss
- [ ] Blindness or partial sight loss
- [ ] Full or partial loss of voice or difficulty speaking
- [ ] Learning disability or difficulty
- [ ] Developmental disorder
- [ ] Physical disability
- [ ] Mental health condition
- [ ] Long-term illness, disease or condition
- [ ] Prefer not to say
- [ ] Other

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

Microsoft Forms

Appendix B

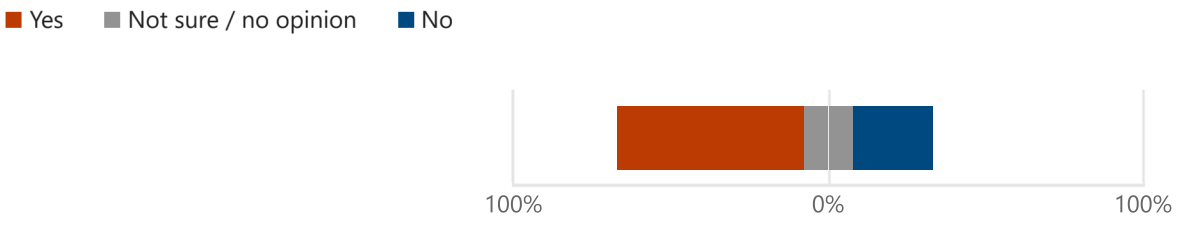
Online Survey Responses

Lochgilphead Front Green to Crinan Canal Online Survey

99	04:44	Active
Responses	Average time to complete	Status

1. I wish to participate in the **Lochgilphead Front Green to Crinan Canal - Online Survey.** I understand that the information I provide will be processed by Stantec on behalf of the Council and will be used by Stantec to develop recommendations and concept designs.
   You will not be able to continue if you do not give consent.

2. Are you supportive of the preferred option?



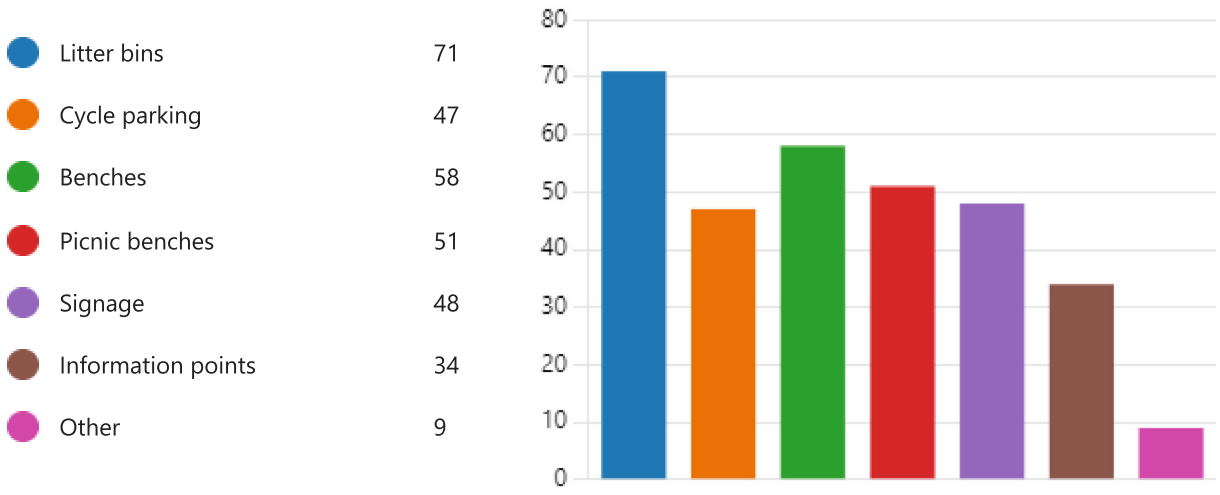
3. If you would like to provide comments as to why you gave the preferred option this score please do so here

61
Responses

Latest Responses
"*Route through the grazings would be too expensive, though ...*

22 respondents (**36**%) answered **option** for this question.

4. As part of the next design stage, some of the following features will likely be included, which would you like to see incorporated?



5. Please provide any other comments you have on the prefered design:

41
Responses

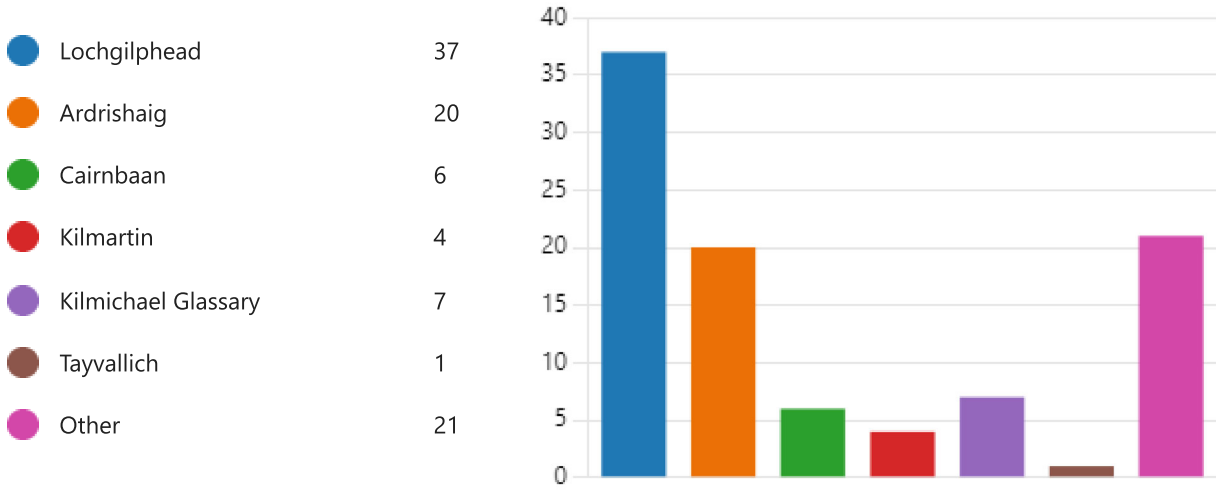
Latest Responses

"*From a safety point of view, I think that there should be fenc...*

"*Design looks good but many cyclists may still take the short...*

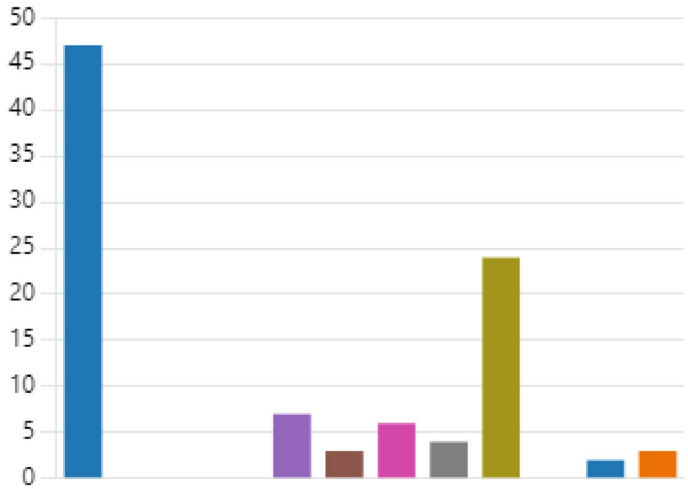
8 respondents (**20**%) answered **people** for this question.

6. Where do you live?



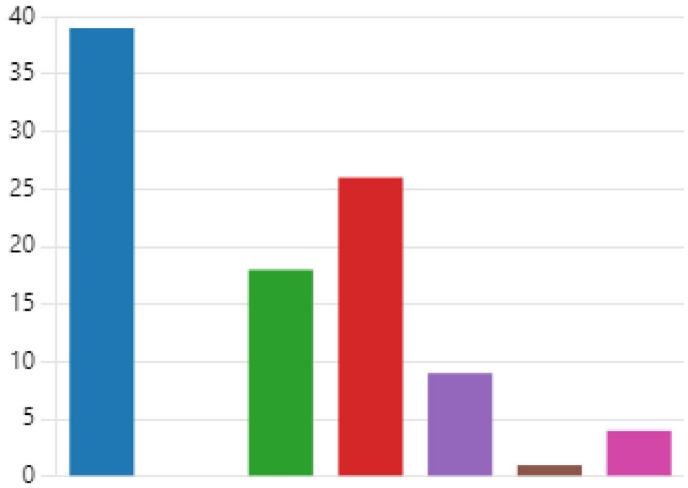
7. In what capacity are you responding to this survey?

Local resident	47
Local business owner	0
Local Councillor	0
Professional capacity	0
I work in this area	7
I play sports in this area	3
I use this area for leisure activities	6
My child goes to school/nursery...	4
I go to school in this area	24
Campaigner	0
I have another interest in this area	2
Other	3



8. What is your age?

16 and under	39
17-24	0
25-44	18
45-64	26
65-74	9
75 and over	1
Prefer not to say	4



9. What gender do you identify as?

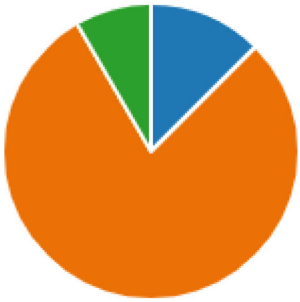
Female	56
Male	36
Identify in another way	1
Prefer not to say	3

10. Do you have young children or are you pregnant at the moment?

Yes	19
No	70
Prefer not to say	7

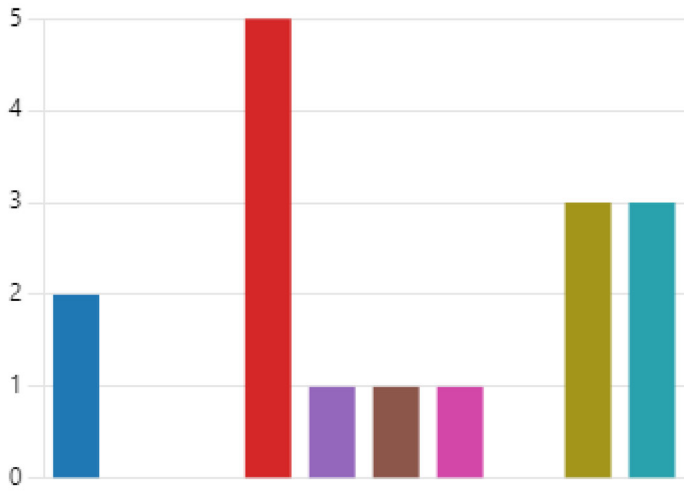
11. Do you consider yourself to have a disability?

Yes	12
No	76
Prefer not to say	8



12. Please indicate whether you have any of the following conditions:

Deafness or partial hearing loss	2
Blindness or partial sight loss	0
Full or partial loss of voice or dif...	0
Learning disability or difficulty	5
Developmental disorder	1
Physical disability	1
Mental health condition	1
Long-term illness, disease or co...	0
Prefer not to say	3
Other	3



Appendix C

Public Event Display Boards

LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

Presentation of final concept designs to the community

Argyll and Bute Council have commissioned **Stantec** to identify a preferred option for the creation of an active travel route between Lochgilphead Front Green and the Crinan Canal.

WE WANT YOUR INPUT

There are two main ways to provide your feedback, and get more information about the proposals for the active travel route:

Online survey

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

Closing date: 28th September

https://tinyurl.com/LochgilpheadActiveTravelLink

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

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

In-person event

Learn more about the final concept designs and tell us what you think at our in-person drop-in engagement event:

Lochgilphead Baptist Church
Wednesday 13th September
3pm to 7pm

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

sustrans JOIN THE MOVEMENT
Stantec
Argyll Bute COUNCIL

LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

Presentation of final concept designs to the community

Argyll and Bute Council are seeking to identify the best option for an active travel route that links the Lochgilphead Front Green (recently upgraded public realm project) with the Crinan Canal (NCN 78) and to produce a concept design.

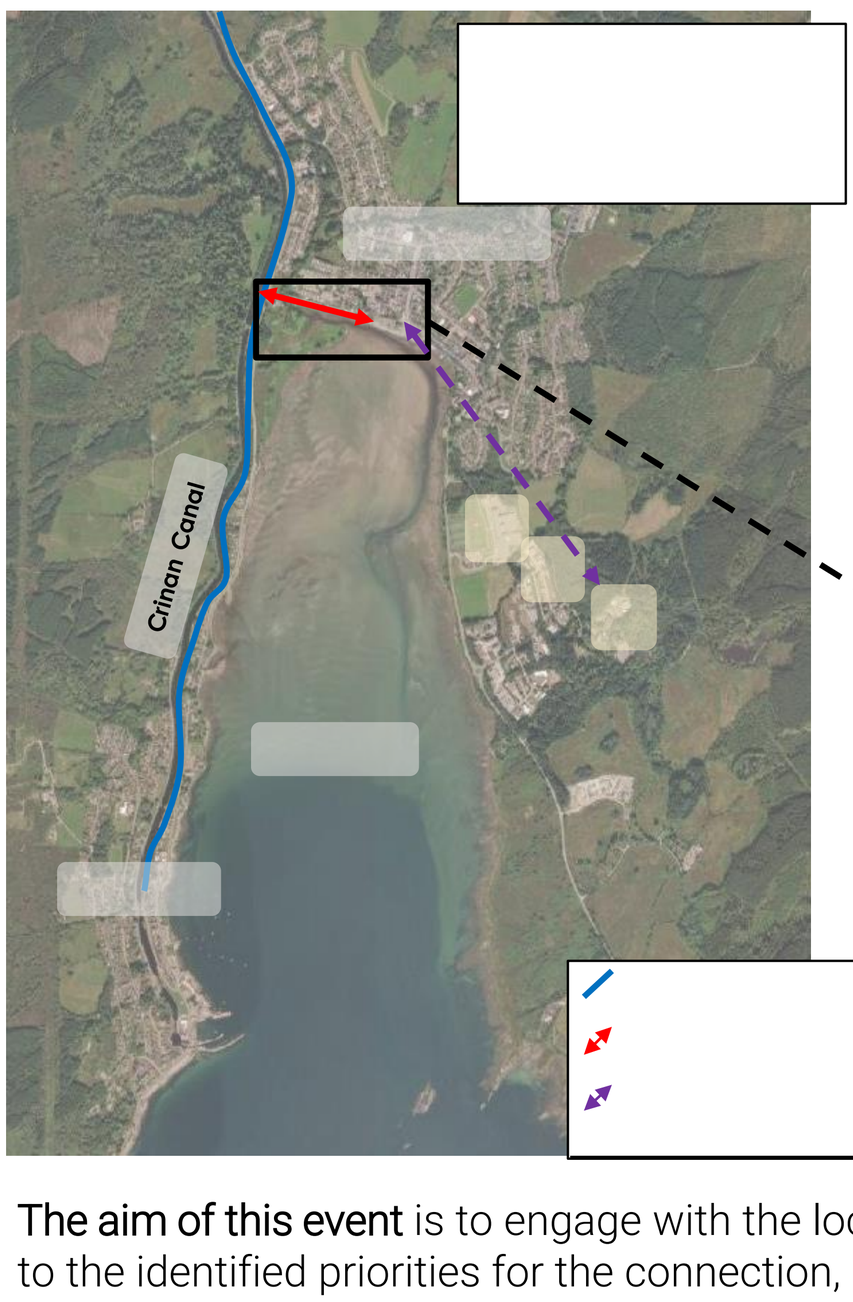
The new route would strategically align with the design of a new active travel route between Lorne Street and the Lochgilphead Joint Campus, thereby creating a safe and direct active travel link between Ardrishaig, the Canal, Lochgilphead and the Joint Campus, the Sports Centre, Kilmory Industrial Estate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

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

The full potential of the Crinan Canal as an active travel link is not currently realised due to the poor perceived safety at the Corran roundabout and a low level of service for non-motorised users (narrow footway, no cycle provision) between the newly completed Front Green path and the Crinan Canal.

A concept design was produced in 2020; however due to concerns raised over the initial options appraisal **an updated appraisal was deemed to be required to determine the most suitable and cost-effective route and design**.

Argyll and Bute Council commissioned Stantec to carry out the updated options appraisal. The previous studies have been taken into account as part of Stantec's work, as well as the design parameters provided by the Council, and the physical constraints of the site itself.



The aim of this event is to engage with the local community on the preferred route that has been chosen to best respond to the identified priorities for the connection, in consultation with other key stakeholders and local landowners. In addition.

This consultation event will:

- Display the preferred option that has been selected based on the project design objectives
- Explain why the preferred option has been selected
- Provide an opportunity to ask questions and make comments on the proposed option

What next?

The concept designs being presented today will be submitted to Sustrans as part of an application for Places for Everyone funding. If funding is awarded then more detailed designs will be created for the route.

Online survey

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

https://tinyurl.com/LochgilpheadActiveTravelLink

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

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

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LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

Presentation of final concept designs to the community

Design considerations:

To minimise the future maintenance requirements / costs to the Council, a 120-year design life is required and timber structures are therefore not appropriate;

- External funding is required as there is a limited amount of funding for capital schemes available to the Council. Sustrans' Places for Everyone (PfE) programme is one of the most relevant funding sources for a project of this type which is focused on active travel. Applying for PfE requires all designs to be fully compliant with Cycling by Design ;
- Risk of flooding on any route across the Corran Grazings (tidal sea loch);
- Risk of flooding on any route across the Corran Grazings (tidal sea loch);
- Consideration of drainage issues on road (A83);
- The narrow existing footway;
- Vehicle tracking software needs to be used to ensure larger vehicles can navigate through the junction;
- Landownership and potential requirement for land acquisition;
- The existing pedestrian bridge is narrow;
- Poor alignment of the existing road bridge (some collisions in the past);
- The gradient of any ramps to the Crinan Canal needs to be appropriate for wheelchair users and people with mobility impairments.

Collecting data:

After considering the information that had previously been gathered, Stantec carried out a number of different technical surveys to provide further information about what was possible on the site. This included traffic surveys, pedestrian and cyclist surveys, collision data, ground investigation surveys, topographical surveys, a Preliminary Ecological Appraisal and flood risk assessments.

Speaking to stakeholders:

With the full landscape of previous work and data collection understood, Stantec undertook discussions with key stakeholders, including Sustrans, Scottish Canals, Historic Environment Scotland, Transport Scotland, BEAR (trunk road operators) and potentially impacted landowners.

Initial Designs:

Based on a good understanding of the limitations and opportunities for solutions, Stantec began creating initial design options. The route was split into several sections, with several options produced for each section. This included an option to cross the Corran Grazings, and two different alignments for using and enhancing the existing footways around the Corran Roundabout.

Community Engagement

With these initial designs, Stantec engaged with the local community through a number of channels, including an online survey, community drop-in event and workshops. An ‘FAQs’ document was prepared and shared with the public via the Council website.

LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

Presentation of final concept designs to the community

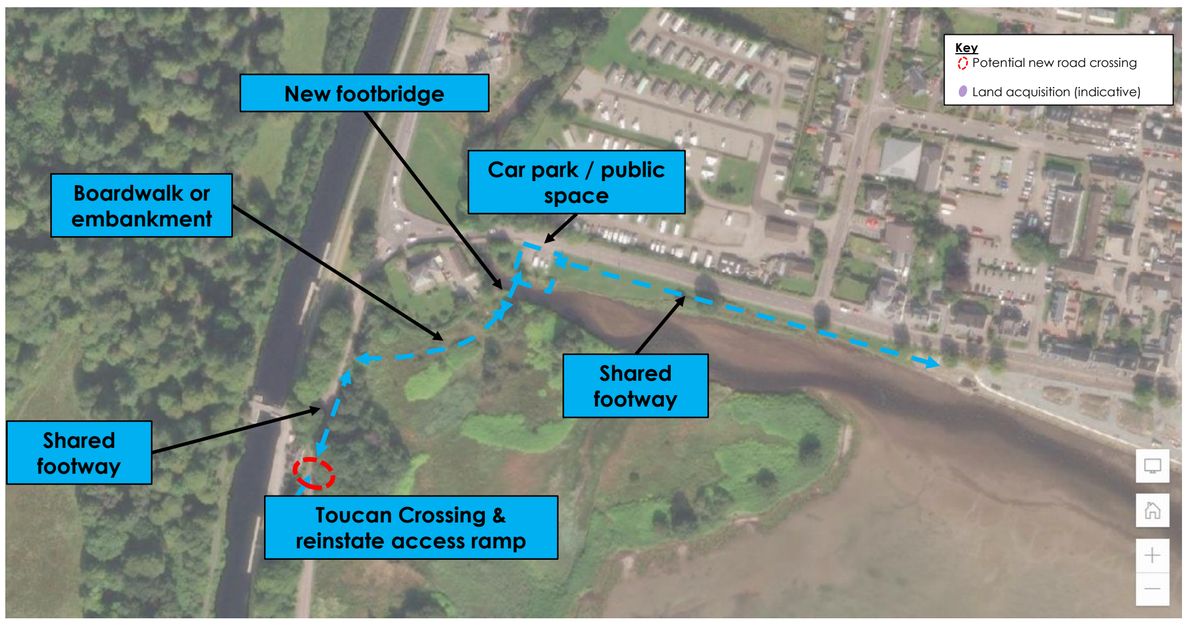
Design Review Process

Taking the feedback, comments and questions from the community and stakeholder engagement process, Stantec undertook a review of the initial designs, refining these and exploring further in certain areas. In particular, Stantec reconsidered the width, alignment, height and cost of a route across the Corran Grazings to try and reduce construction and maintenance costs, in response to concerns raised by the local community.

A detailed Structure Option Feasibility Report was undertaken to identify the different types of structure which could be provided as part of the routes which considered technical challenges, as well as construction and maintenance costs.

Option 1

Wetland causeway / bridge through the Corran Grazings



- The cost of this option is estimated at around £5.3 million which includes construction and design fees for a shared use route on the Front Green, a new toucan crossing and connection to the Canal via the historic access ramp, a new active travel bridge and a boardwalk structure.
- The width of the boardwalk was reduced to 4.0m to minimise costs.

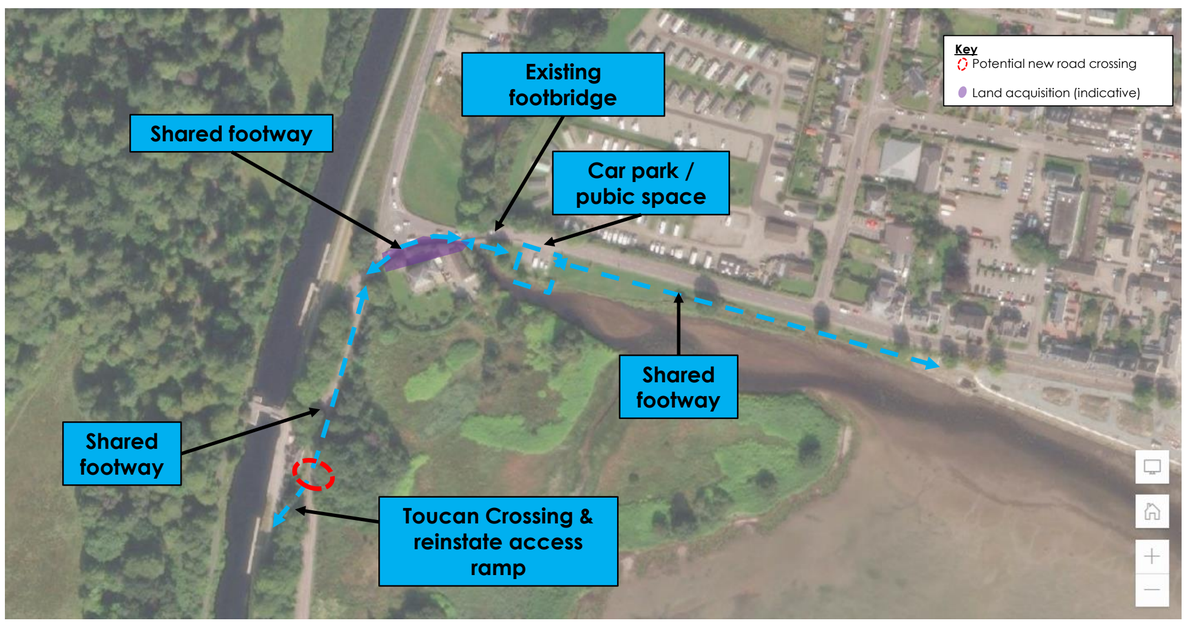
Speak to the team for more detail about this option.

Option 2

Walking / cycling provision to the south of the junction

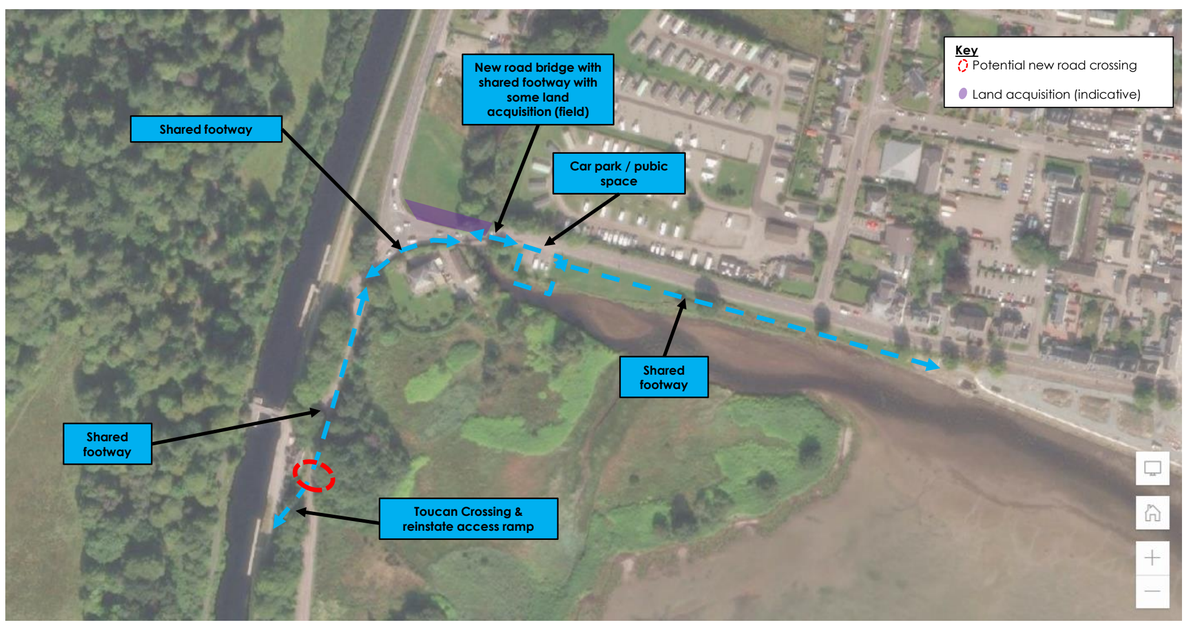
- The cost of this option is estimated at around £1.8 million which includes construction and design fees for a shared use route on the Front Green, a new toucan crossing and connection to the Canal via the historic access ramp, and provision of a new shared route between the roundabout and the Crinan B&B.

Speak to the team for more detail about this option.



Option 3

New road bridge (with shared footway)



- The cost of this option is estimated at around £4 million which includes construction and design fees for a shared use route on the Front Green, a new toucan crossing and connection to the Canal via the historic access ramp and widening the existing road bridge using a flexible arch system consisting of precast concrete arch stones connected with a flexible membrane.

Speak to the team for more detail about this option.

LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

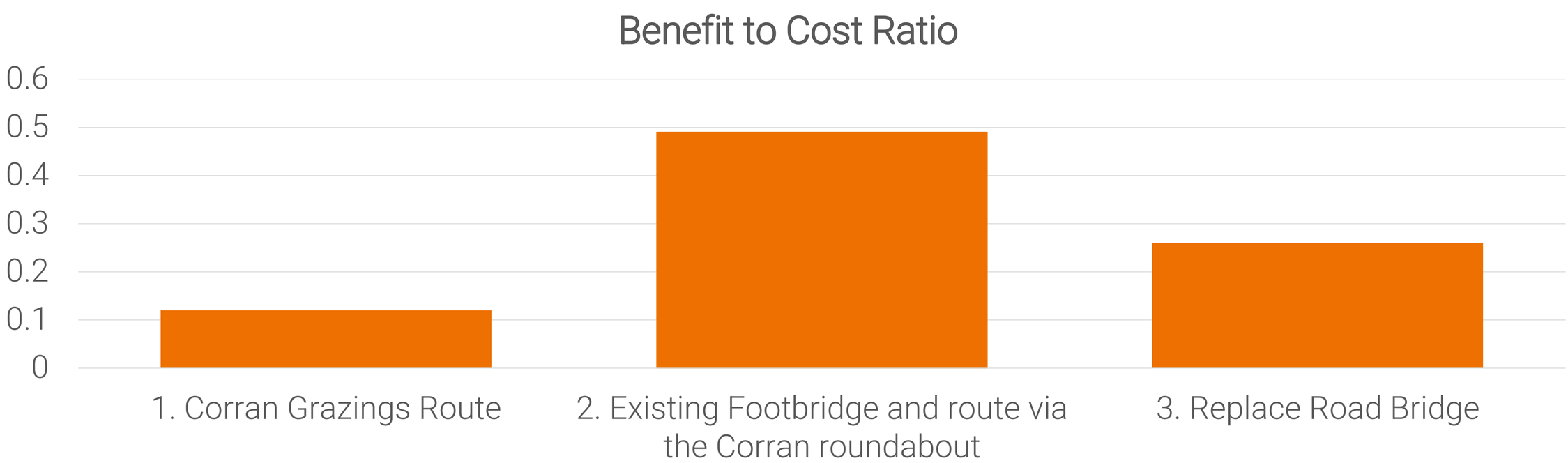
Presentation of final concept designs to the community

AMAT Assessment:

Sustrans guidance advises that a cost-benefit analysis should be undertaken for active travel schemes. The **Active Mode Appraisal Toolkit (AMAT)** makes it possible to gain as full a view as possible about impacts on transport users, the environment, society and the economy and provides a measure of the monetised benefits of a proposed intervention, in the form of a **benefit-cost ratio** (BCR).

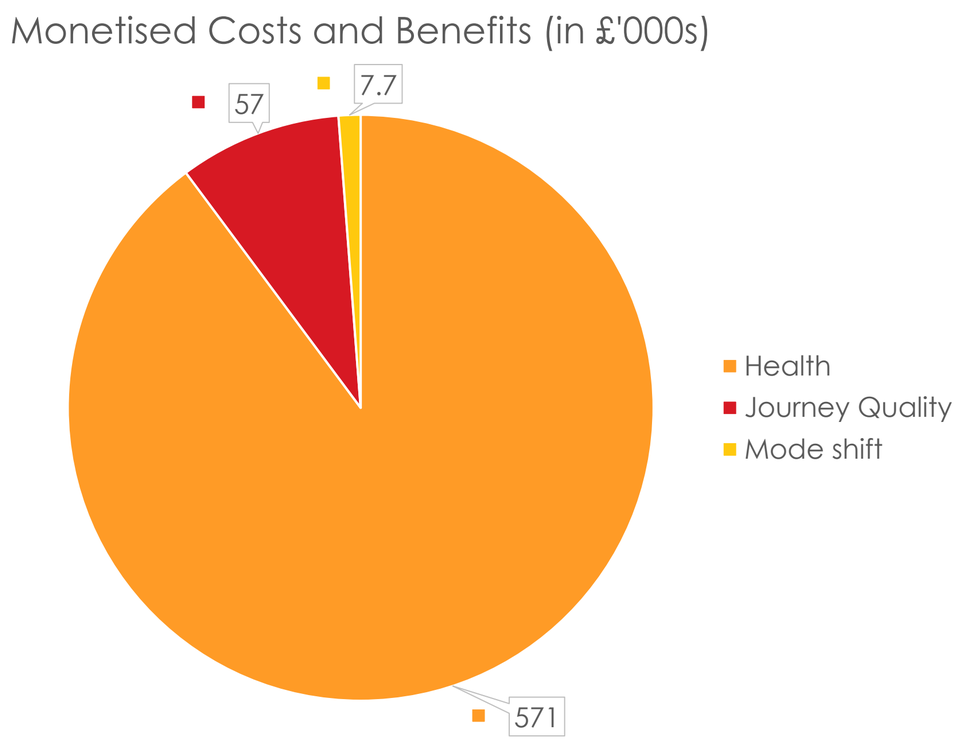
Each of the options score well and similarly to one another when appraised against the core principles found in Cycling by Design because they would **all provide a safe, direct, coherent, comfortable, attractive and adaptable active travel route.**

The outcomes of the AMAT process are shown in the graph.



Preferred option:

The AMAT assessment helped to identify **Option 2** as the preferred option, which is the route following the road with walking / cycling provision to the south of the junction. This option provides the best balance between cost and improvements in safety and comfort levels for people walking, wheeling and cycling. This option would involve widening the existing footway around the Corran roundabout to accommodate a shared footway arrangement utilising some land from the Corran B&B.

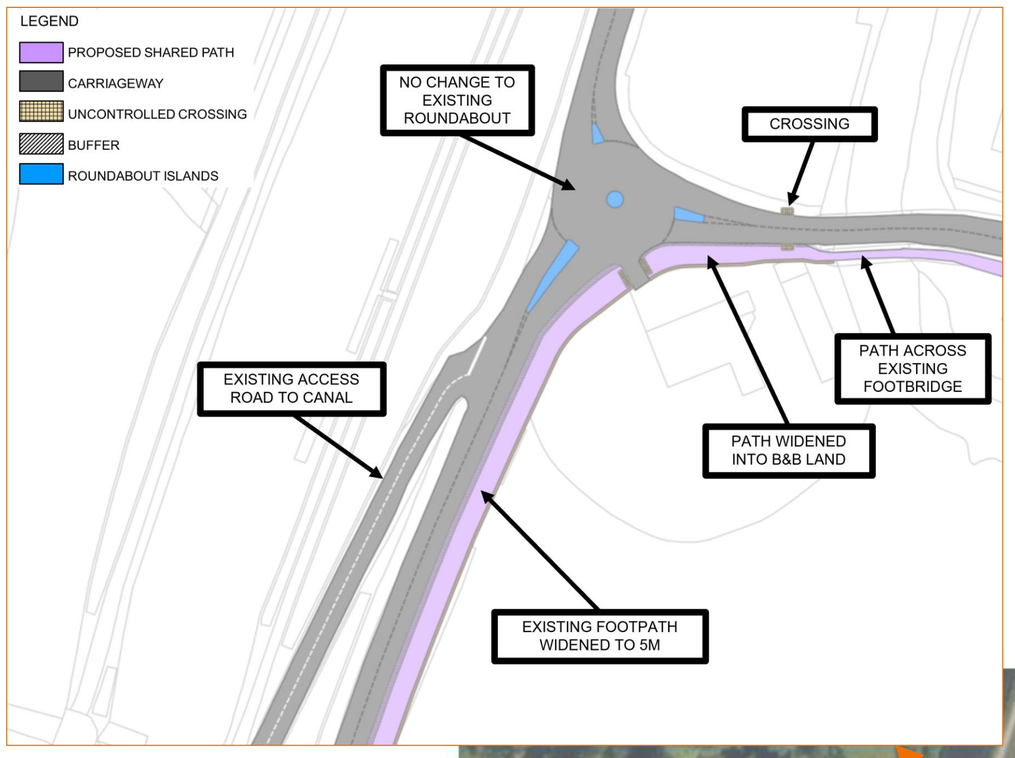


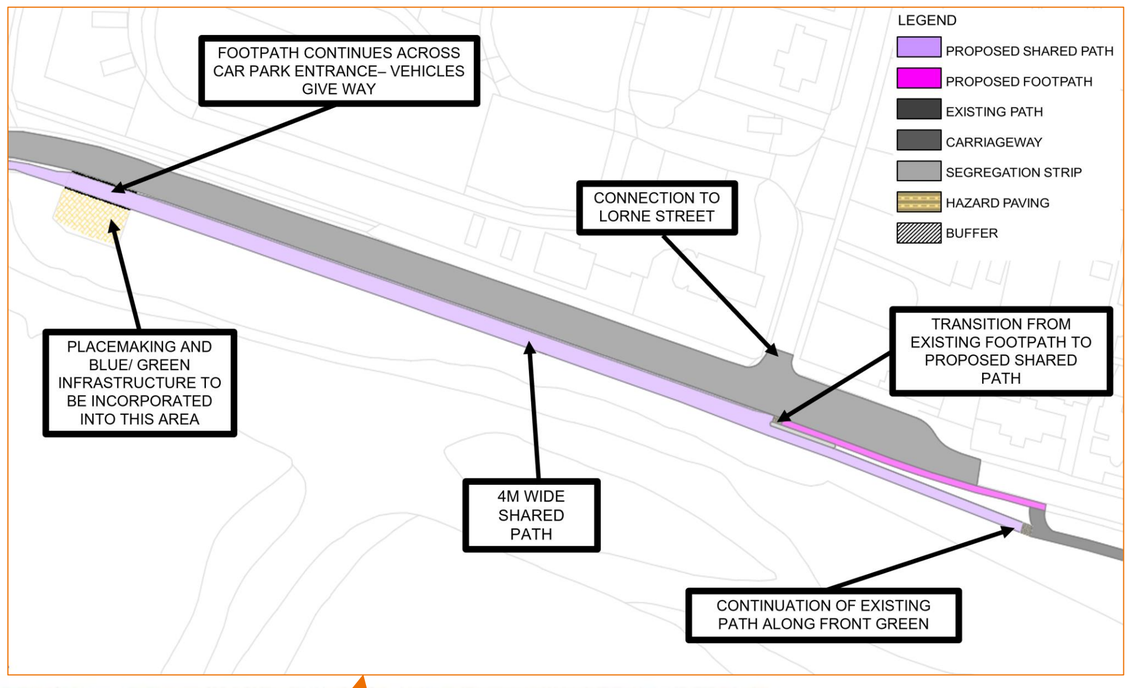
Overall, the approach has looked at all of the information available, to balance the project objectives (including value-for-money, and the need for the designs to be eligible for Sustrans Places for Everyone funding) and the constraints at the site to provide a solution that can realistically be delivered. Concept layout designs are shown below.

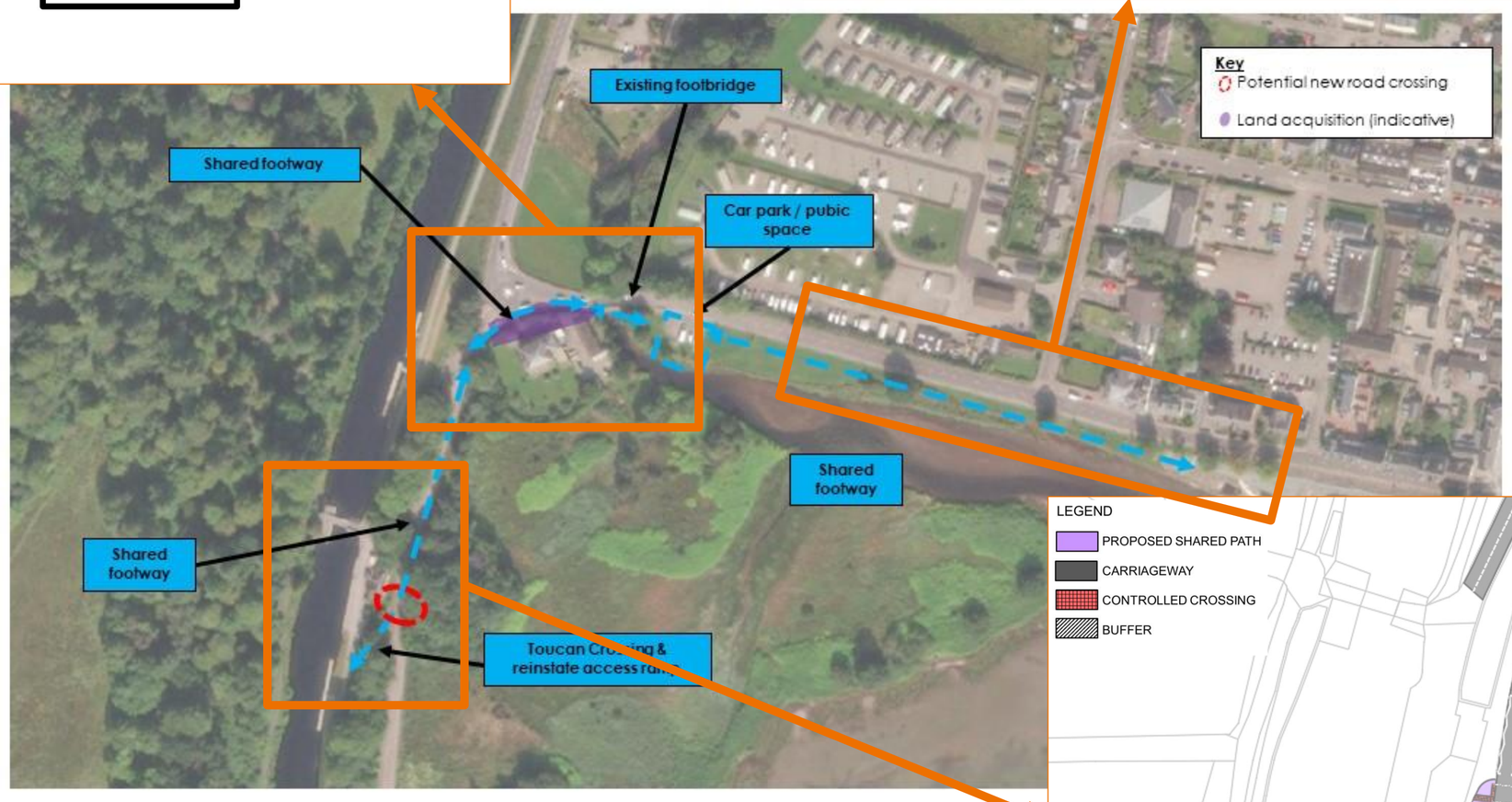
It should be noted that, subject to securing additional funding, there are still two design stages to pass through with opportunities for stakeholders and the local community to influence the final design.

LOCHGILPHEAD FRONT GREEN TO CRINAN CANAL ACTIVE TRAVEL ROUTE

Presentation of final concept designs to the community







The preferred option **(Option 2)**, is the route following the road with walking / cycling provision to the south of the junction. This option provides the best balance between cost and improvements in safety and comfort levels for people walking, wheeling and cycling. This option would involve widening the existing footway around the Corran roundabout to accommodate a shared footway arrangement utilising some land from the Corran B&B.

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/LochgilpheadActiveTravelLink

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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