

Lochindaal Way Evaluation Report



15 November 2023

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Notes of appreciation

Thank you to all interview and survey participants who participated in the data collection for this evaluation report. Thank you especially to Islay Community Accessibility Group (ICAG) for assisting us on our site visit in June of 2022 and to Bruichladdich Distillery for participating in our stakeholder interviews.

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Executive Summary

The villages of Port Charlotte and Bruichladdich, located on Islay, are just two miles apart but were previously only connected by a 60mph A road with no provision for pedestrians or cyclists. In response to considerable public demand a local community group, Islay Community Access Group (ICAG), committed to delivering a piece of active travel infrastructure that would connect these two villages located on the shore of the Lochindaal.

The Lochindaal Way, formally opened in October of 2021, now provides a safe, accessible traffic-free route for residents, school children, commuters, and visitors to travel between the two communities.

The Research and Monitoring Unit (RMU) at Sustrans delivered a programme of monitoring before and after the construction of the Lochindaal Way to evaluate the paths impact on the local area. The project was evaluated against five outcomes, highlights of which are as follows:



Increasing levels of active travel

The path has increased the levels of active travel between the villages with **26,000** more active travel trips taken annually between the two villages after its construction. Notably the levels of walking and cycling have increased by almost **560%** and, as a proportion of total traffic travelling between the two villages, active travel now accounts for quadruple the number of trips, from **2%** to **8%**.



Producing high quality infrastructure which is available to all

The Lochindaal Way was highly successful in delivering active travel infrastructure which met the expectations and needs of the community. This was facilitated through community consultations and being responsive to the requirements of those who would be using the path. Local residents reported that the path has brought the two villages closer together and **100%** of route users agree that the path is fit for purpose and well maintained.



Encouraging placemaking

This project involved the creation of a new public space. Beyond connecting the two villages of Bruichladdich and Port Charlotte, the path itself is a destination for many local residents and visiting tourists. As a space to take in the surrounding environment and access popular swimming spots the path is greatly appreciated by local residents.



Creating an enabling environment

The Lochindaal Way was designed to offer a safe route between the two villages by offering a path which is completely separated from the road. The speed and volume of vehicles recorded during the 2022 survey period were both slightly higher than in 2019. Concerningly, **80%** of vehicles were recorded travelling over the speed limit of 30mph at the survey site located near Bruichladdich in 2022. Whilst survey respondents and local residents agreed that the path offers a safe route from traffic, there are concerns regarding a crossing point on the path which requires crossing the A-road at a point where the speed limit is 60mph.



Encouraging innovation

This project was delivered in close collaboration with the local distillery and is an example of how working with partners can facilitate success. ICAG identified that having a partner, Bruichladdich distillery, provide funding at an early stage was crucial in securing further funding and ultimately in getting the project off of the ground. Working with this partner has also helped secure the future of the path with agreements made around the ongoing maintenance of the path.

In addition to these five outcomes this report evaluates the remaining barriers which might still be preventing people from opting to actively travel on the Lochindaal Way as well as the reasons behind the widely recognised success of the path.

With the Lochindaal Way project coming after the construction of The Three Distilleries Pathway and before the construction of further active travel infrastructure planned for the area, this evaluation report is well placed to provide evidence on the impact active travel infrastructure has had on the island.

1. Introduction

1.1 The Lochindaal Way project

Local context

The communities located across Islay are largely connected by fast A-roads with little to no provision for pedestrians or cyclists. With the main economic activity of the island coming from agriculture and 9 active distilleries, with two more on the way, there is also a high number of heavy goods vehicles travelling on these fast and narrow roads. As a result of these conditions, and those commonly encountered in rural areas¹, the island's residents are highly dependent on cars for getting around. However, the local community wish not to be over reliant on cars and have recognised the need for safe active travel infrastructure.

The proposal

The 2.5km stretch between the two villages of Port Charlotte and Bruichladdich has long been known to the local community as a good location for a path, with a local councillor remembering plans for such a path from as long as 40 years ago.

In response to the demand for a path the local community group, Islay Community Accessibility Group (ICAG), started initial consultations with local businesses, landowners and council members about a Bruichladdich to Port Charlotte path in 2016. The result, opened in October 2021, was the Lochindaal Way, an off-road path completely separated from the A-road, providing an accessible route for anyone wanting to actively travel between the two villages. The name of the path was created and chosen by the children of the local Port Charlotte primary school as a tribute to the sea loch which the path borders.

The project

The Lochindaal Way received the majority of its £1.4 million funding² through the 2017/2018 iteration of the Places for Everyone programme (formerly “Community Links”) and started construction in 2019, being formally opened to the public in October of 2021. The Lochindaal Way is the second piece of active travel infrastructure on Islay to be built in partnership with

¹ Gray, D., Farrington, J., Shaw, J., Martin, S. and Roberts, D., 2001. Car dependence in rural Scotland: transport policy, devolution and the impact of the fuel duty escalator. *Journal of Rural Studies*, 17(1), pp.113-125.

² Other funding organisations included: The LEADER/CLLD programme run by the European Network for Rural Development and Bruichladdich Distillery which was also involved in the promotion of the project.

ICAG, Argyll & Bute Council and Sustrans. The first project, The Three Distilleries Pathway, was built in 2016 at Port Ellen on the south of the island.

The main expectation of the Lochindaal Way was to provide a safe and active alternative for residents and tourists traveling between the two villages. Principally the Lochindaal Way was built “for the community, by the community”, in the words of one member of ICAG. However, with seasonal tourism increasing the islands residential population of 3,200 up to over 20,000³ during Fèis Ìle, the islands annual festival, the safety of tourists was also a priority. Road traffic increases significantly during these warmer months, and with pressure on public transport and Islay’s taxi service, the number of pedestrians on the roads increases, creating local concerns about the potential for serious accidents.

Community Involvement

The Lochindaal way, whilst similar in many ways to other island and rural places, was distinct due to the level of community involvement and leadership involved. The community contributed to the path in many ways: local landowners agreed to long term leases of their land, a local farmer built the path down from the war memorial to the popular swimming bay of Port Ban and donations such as benches, from the Friends of Bruichladdich Facebook group, and bike service stations were received.



A view of the Lochindaal lighthouse taken on the Lochindaal Way

³ <https://www.scotsman.com/news/politics/insight-visitor-numbers-drive-highlands-tourist-trap-1427738>

1.1.1 Location map

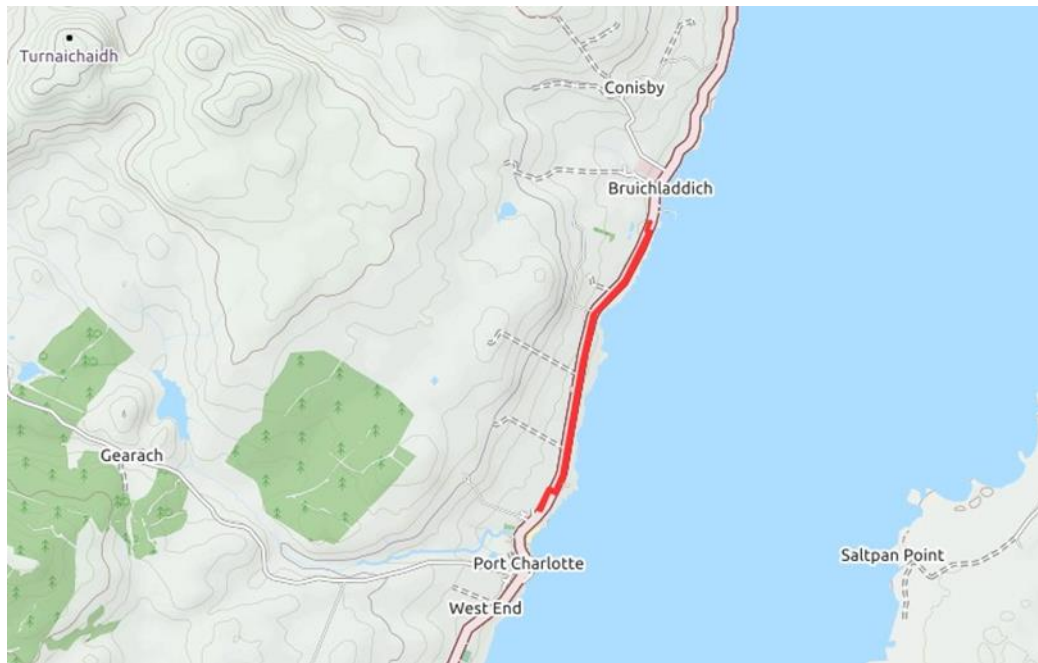


Figure 1. The Lochindaal Way, shown in red, between Port Charlotte and Bruichladdich

1.1.2 Key contacts

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1.2 Methodology summary

To evaluate the scheme against the project objectives, see section 2.1, a monitoring and evaluation plan was created in collaboration between Sustrans and ICAG. This plan identified the quantitative and qualitative data which would be collected before and after construction of the path, the comparison of which has formed the basis of an evaluation of the paths impact on the area. Baseline monitoring data was collected six months before construction started (March 2019) and then follow-up monitoring data was collected eight months after the path had been formally opened (May - July 2022). See Table 1 for the different monitoring tools used and the dates at which data collection occurred.

The construction of the project was delayed due to the covid-19 pandemic. Whilst resources for the path had been secured the greatest obstacle preventing progress in 2020 and early 2021 came from ensuring the safety of workers and members of public. During these delays the public had access to the unfinished but still walkable route. Both sets of data were captured when local lockdown measures were not in place meaning that the comparisons made between baseline and follow up are valid. Figure 2 shows the timeline of the project, including construction start and finish dates and monitoring events, alongside the key dates of the Covid 19 pandemic.

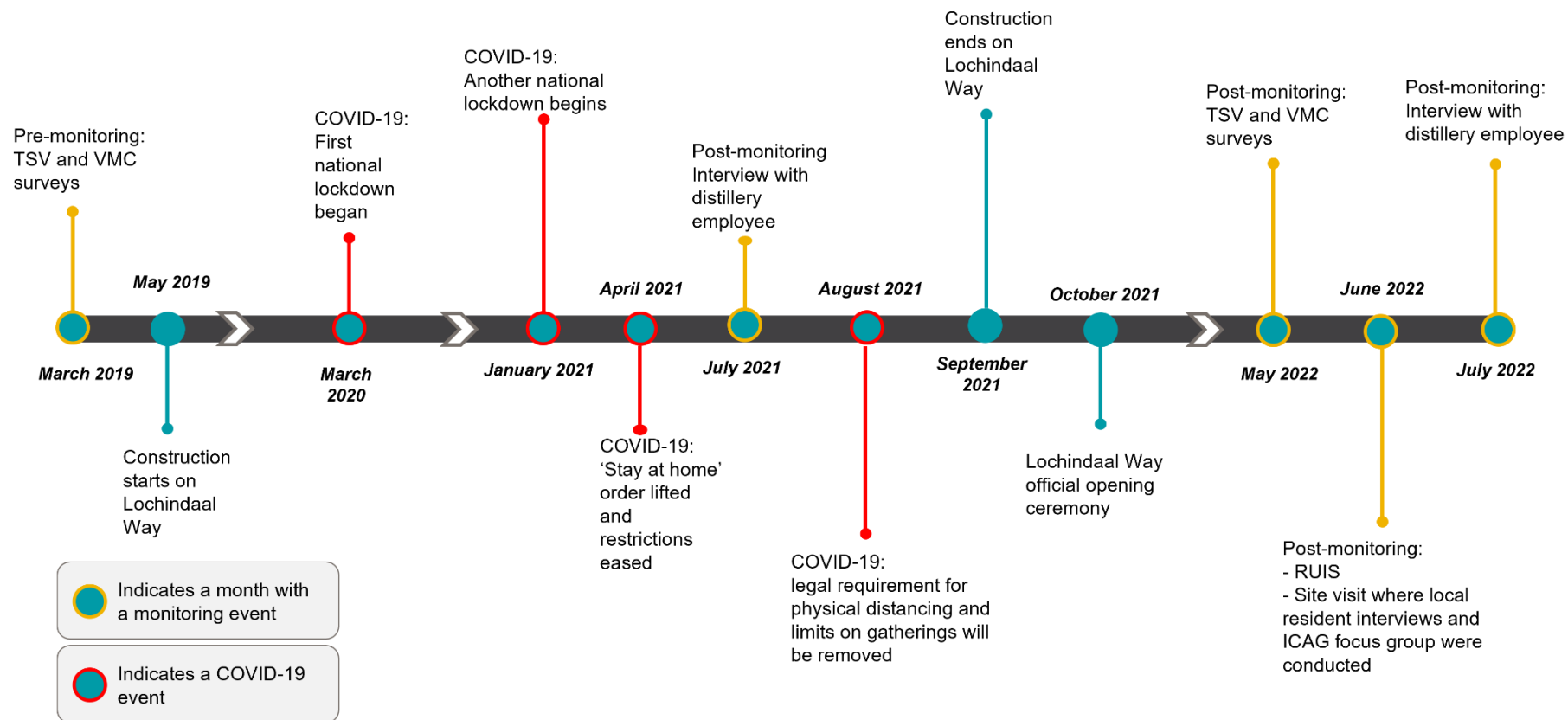


Figure 2. Timeline of monitoring events on the Lochindaal Way in relation to major events of the Covid-19 pandemic.

1.2.1 Monitoring tools

Active travel and traffic counts

In March of 2019 the number of pedestrians and cyclists travelling on the A847 were recorded using a Video Manual Count (VMC) survey, over a 12-hour period for 7 days, whilst motorised traffic was measured using a traffic, speed and volume (TSV) survey, over a 24 hour period for 7 days. These surveys were replicated in May of 2022. From data collected by the VMC, an annual usage estimate (AUE) of active trips taken between the two villages on the Lochindaal Way was calculated.

Route user intercept survey

A Route User Intercept Survey (RUIS) was conducted on the path over a 12-hour period for four days in June 2022. Of the 213 path users counted during the Manual Count, 21 submitted survey responses. Due to the number of responses received, survey responses have not been weighted based on observations of the manual count and therefore results do not mitigate against bias in the sampling strategy.



Figure 3. Monitoring locations of the RUIS, TSV and VMC sites on the Lochindaal Way. The speed limit changes from 60 mph to 30mph Northbound (as you approach Bruichladdich) and from 30mph to 60mph Southbound (as you leave Bruichladdich).

Interviews and focus group

In addition to the quantitative data we captured the views and opinions of 9 local residents and 2 distillery employees through semi structured interviews and led a focus group with the 6 members of the ICAG committee, two of whom we also interviewed as local residents. The local residents and ICAG committee were interviewed as part of a site visit in June 2022 whilst the two distillery employees were interviewed in July 2021 and 2022.

The range of methodologies used and the relative dates they were carried out are detailed in Table 1. Further information can be found in the Methodology and Appendix sections.

Table 1. Range of monitoring tools used over the course of the monitoring and evaluation of the Lochindaal Way including the dates of delivery. * Follow-up dates includes dates from 2021 when people were able to use the path but the formal opening was delayed due to covid.

Monitoring Tool	Baseline Date(s)	Construction (May 2019 – September 2021)	Follow-up Date(s) *
Focus Group with the Islay Community Access Group (ICAG)	-		June 22
Interviews with local residents and project stakeholders	-		June 22
Interviews with distillery employees	-		July 21 / July 22
RUIS	-		June 22
TSV	March 19		May 22
VMC	March 19		May 22
Hands Up Scotland Survey	2019, 2020		2021

2. Places for Everyone

2.1 Places for Everyone

Places for Everyone is an infrastructure fund that aims to create safe, attractive, healthier places by increasing the number of trips made by walking, wheeling⁴ and cycling for everyday journeys⁵.

The scheme is funded by the Scottish Government through Transport Scotland and is administered by Sustrans.

2.2 About Sustrans' Research and Monitoring Unit

The Sustrans Research and Monitoring Unit (RMU) aims to provide evidence on sustainable and active travel that is transparent and authoritative and which influences and shapes policy, practice and behaviour in Scotland and across the UK. To this end, the RMU works with Sustrans colleagues and partner organisations to monitor and evaluate the impact of specific projects, whether infrastructural or behavioural change based.

2.3 Places for Everyone outcomes

This project was originally funded under the Community Links programme (now Places for Everyone) in the 17/18 funding year. The outcomes for the 17/18 year were:

- **Active travel:** create infrastructure that encourages people to cycle, walk or use another active travel mode as their preferred mode of travel for everyday journeys.

⁴ Wheeling refers to using a wheelchair or mobility scooter, here and throughout the report.

⁵ For the purposes of monitoring this project we defined everyday journeys as those which are short, regular trips made in day-to-day life, such as when you travel to work, school or the shops.

- **Meeting the needs of the community:** provide communities with the opportunity to shape their local environment and link the places people live in with the places they want to get to.
- **Placemaking:** encourage placemaking which facilitates greater use of public space and higher levels of active travel.
- **Create an enabling environment:** Limiting the speed and volume of motorised vehicles while improving the walking and cycling experience, such as traffic calming measures and implementing filtered permeability.
- **Innovation:** encourage innovation by supporting partner organisations in raising the standard of infrastructure for walking and cycling in Scotland.

Section 3, Findings, presents evaluation results against each of these five outcomes with figures, tables, images and text used to convey the key impacts of the project.

3. Findings

3.1 Active travel

Outcome: create infrastructure that encourages people to cycle, walk or use another active travel mode as their preferred mode of travel for everyday journeys

The Lochindaal Way has increased levels of active travel between Port Charlotte and Bruichladdich. Notably the levels of walking and cycling have increased by more than five-fold, and, as a proportion of total traffic travelling between the two villages, active travel now accounts for quadruple the number of trips.

3.1.1 Levels of active travel

Since the completion of the project, **the number of active travel trips taken annually has increased by 557%⁶** (from an annual usage estimate of 6,100 in 2019 to 34,000 in 2022). The change in number of active travel trips, for all modes, is shown in Table 2. The estimated annual number of cyclists travelling between the two villages increased by **600%** whilst the annual estimate of pedestrians increased by **528%**.

Table 2: Comparison of counts and AUE for all different modes of active travel from 7 day count in late March 2019 with a 7 day count in early May 2022. * Pedestrians category includes all non-cycling trips (e.g joggers, wheelchairs, prams and other).

Active Mode of Travel	Number Counted in 2019	Number Counted in 2022	Annual Usage Estimate (2019)	Annual Usage Estimate (2022)	% Change in Annual Usage Estimate
Pedestrians*	58	339	3,600	19,000	+ 528%
Cyclists	35	295	2,500	15,000	+ 600%
All active modes	93	634	6,100	34,000	+557%

⁶ Due to rounding, some totals in this report may not correspond with the sum of the separate figures

Residents' perception of path usage

Residents of Port Charlotte and Bruichladdich have noticed this increase in active travel trips. Members of ICAG, residents living on the route, and keen local cyclists observe people on the path from their windows, or as they travel past on the route. There is agreement that prior to path construction, there were few if any people travelling between the two villages using active travel, but now local residents see people using the path frequently. Several residents were pleasantly surprised to notice the path is used year-round, not just during the Fèis Ìle or peak tourist season.

As well as noticing an increase in the number of active trips taken between the two villages, local residents also reported the variety of different people spotted using the path. Children have been seen making use of the new safe route to cycle between the two villages whilst for older residents who might not have previously walked far from home the path has now enabled them to leave their homes and enjoy the views across the Loch.

Modal share

As shown in Figure 4 between Port Charlotte and Bruichladdich the proportion of journeys which involved active travel increased from **2%** to **8%** after the construction of the Lochindaal Way. This is a positive example of the modal shift which can occur when active travel infrastructure is provided. When asked whether the path encourages them to walk and cycle more, **95%** of survey respondents either agreed or strongly agreed, suggesting that **the increase in active travel is due to the new path.**

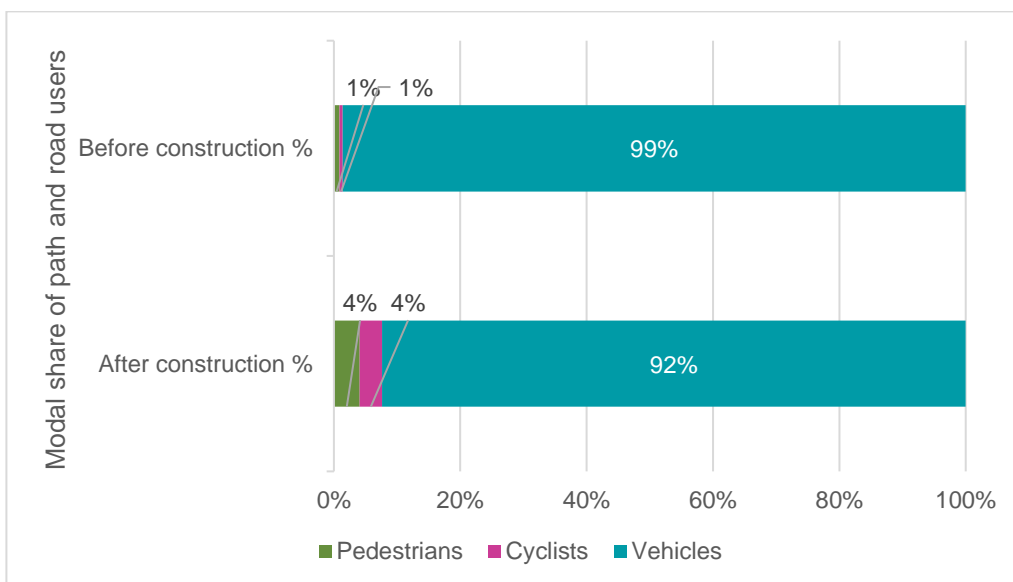


Figure 4. Modal share of path and road users before and after the construction of the Lochindaal Way.

Volume of traffic on the A847

From 2019 to 2022 there was an **18%** increase in the volume of road traffic travelling along the A847 as seen in Figure 5. This percentage increase is almost three times greater than the national rate for car traffic which has increased by **6.5% over the last 5 years**⁷.



Figure 5. Daily average number of vehicles recorded on the A847 before and after the construction of the Lochindaal Way

As the population of Islay has been in decline in recent years⁸ and levels of car ownership nationally have remained relatively constant⁹ it is thought this increase in traffic fits more with the trend of increased tourism to the area. Between 2017 and 2019 the number of overnight trips to Argyll and the islands increased on average by **15%** compared to between 2016 and 2018¹⁰.

Traffic reduction was not a specific objective of this project and as the path did not affect the characteristics of the road in any significant manner this increase in road traffic is not likely due to the Lochindaal Way. Renewed tourism after pandemic lockdowns could be one reason why the levels of traffic have increased on the island. As active travel now makes up a greater proportion of all trips taken between Port Charlotte and Bruichladdich we can assume that without this path we would likely have recorded a higher number of motor vehicles on the A847.

⁷ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-39-2020-edition/summary-transport-statistics/>

⁸ <https://islay.scot/islay-people/>

⁹ <https://www.transport.gov.scot/publication/scottish-transport-statistics-no-35-2016-edition/sct01171871341-04/>

¹⁰ <https://www.visitscotland.org/binaries/content/assets/dot-org/pdf/factsheets/argyll-and-the-isles-factsheet>



Section of the Lochindaal Way close to St Kieran's church

Comparison to national trends

The increase in active travel reported between Bruichladdich and Port Charlotte was much greater between 2019 and 2022 than was reported nationally.

The latest national figures from the Scottish Household Survey¹¹ report that from 2019 to 2020 journeys where walking was the main mode increased from **22%**¹² to **37%**¹³, and journeys where cycling was the main mode increased from **1.2%**¹² to **2%**¹³.

Across the 30 PfE projects included in our 2021 impact report there was an increase of **54%** for all active travel modes and **102%** for cycling recorded after initial delivery. Comparatively, the Lochindaal Way's increase of **600%** for all active travel modes and **557%** for cycling after initial delivery show how popular the path has been with local residents and visitors alike.

From these results we can also see how the relative popularity of walking compared to cycling on the Lochindaal way was far more equal when compared to the national trend and for other PfE projects.

As the increase in active travel between the two villages cannot be linked to a wider national trend, the uptake of active travel can be attributed to the construction of the Lochindaal Way.

¹¹ It should be noted these figures were affected by the pandemic and the subsequent lockdowns experienced across Scotland in 2020-21.

¹² <https://www.transport.gov.scot/media/48138/transport-and-travel-in-scotland-2019.pdf>

¹³ <https://www.transport.gov.scot/media/50980/transport-and-travel-in-scotland-2020-results-from-the-scottish-household-survey-pdf-version.pdf>

Popularity of the path

From our interviews the popularity of the path was reported as being very high amongst both the local community and for visitors, backing up the results from our surveys. A comment often heard across our interviews was how rare it is for no one to be on the path, a local councillor for the area stated that he knew the path would be popular in the tourist season however he has been surprised by how busy it has been all year round.



“We do use it everyday and see people using it every day” – Local Resident

One local shop owner commented that compared to The Three Distilleries Pathway or a path in a more urban setting the numbers won't look as impressive, however, he felt that the impact the Lochindaal Way has had on the community has been huge. He thought this impact is due to the route changing from one which no one previously walked on, due to how dangerous it was, to one that is now very well used and greatly appreciated.

One local resident commented that, due to the construction of the path, many of his neighbours now have one or more bikes. The same resident also mentioned seeing many of the vehicles coming off the ferries with full bike racks, indicating to him that visitors are looking to cycle on the island.

Dog walking was the second highest reported activity, **29%** being undertaken by survey respondents. The many dog owners of the area now have a safe fenced area to walk their dogs at all times of the year. To reach a similarly suitable location dog owners would previously have to drive, a car trip which is no longer necessary.

Displacement

Unlike in urban or more well-connected areas there is no alternative route between the two villages. This increase in number of people actively travelling the route is not a result of displacement from another path, it is solely due to the presence of the Lochindaal Way.

3.1.2 Everyday journeys

For the purposes of monitoring this project we defined everyday journeys as those which are short, regular trips made in day-to-day life, such as when you travel to work, school or shops.

The majority of trips being taken by survey respondents on the Lochindaal Way across the survey period were leisure journeys. **86%** of survey respondents stated that the purpose of their trip was for recreational purposes (eg leisure journeys) whilst **14%** were either commuting or carrying out their work (eg everyday journeys), as shown in Figure 6.

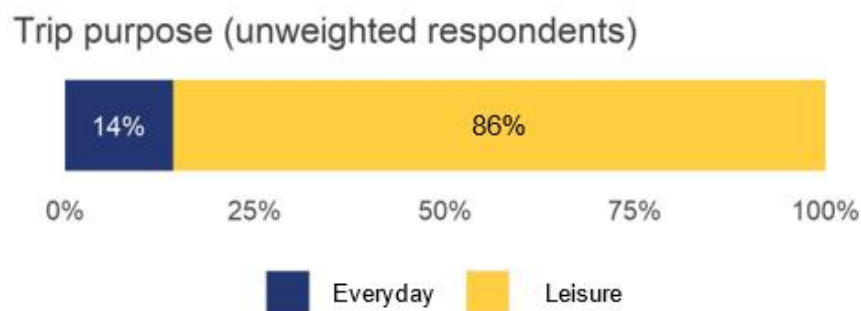


Figure 6: The reported trip purpose of path users surveyed as part of the RUIS in June 2022.

More generally, **43%** of survey respondents stated that the presence of the path has helped them to access either retail areas, health services and their places of work/education as part of everyday journeys. With shops cafes and restaurants at either end of the path people can now incorporate these journeys into cycling and walking trips between the two villages. Additionally, a greater number of employees at the distillery have been noticed by the residents commuting along the path compared to before its construction¹⁴.

When asked if exercise was a factor in choosing to use the Lochindaal Way **100%** of respondents either agreed or strongly agreed. Additionally, **20%** of survey respondents reported that the path has helped them to access the popular wild swimming bay, Port Ban, which can be accessed directly from the path.

¹⁴ We have reached out to the distillery for specific details on the number of workers travelling by bicycle or walking to the distillery but so far have been unable to obtain this data.

3.1.3 Preferred mode of travel

The majority of trips on the Lochindaal Way are for recreational/leisure purposes and as such cannot be replaced by car or public transport. When asked whether they could have used a car for their journey, **10%** of path users responded that yes they could have used a car but chose not to, and **86%** of users responded that they could not have as walking, cycling or wheeling was the main purpose of their trip¹⁵.

As the start and finishing point of the annual Ride of the Falling Rain, a 100-mile bike ride around Islay, the Bruichladdich mini-mart is a focal point of the islands cycling scene. After the construction of the path it remains as popular as ever with the local club cyclists however the cafe owner was keen to point out that regulars who would previously have driven to the café now use the new path. This is one such example of a journey where walking or cycling on the path has become the preferred mode of travel as opposed to driving.

When asked whether the new route enabled them to get straight to their destination and whether it was the best transport option available, **67%** and **62%** of users either agreed or strongly agreed respectively.



View of Port Charlotte from the Lochindaal Lighthouse

¹⁵ The remaining respondents did not have access to a car for the journey.

The survey results suggests that when the journey is from one village to the other and the trip is for a primarily recreational purpose, the preferred mode of travel is to walk or cycle along the path. When the destination of the journey exceeds that of either village then the preference switches back to driving, as one of our interviewees commented, on the island “**the car is still king**”. With only 2 miles of the 11-mile trip to Bowmore, the closest village with access to a bank and other amenities, covered by a path, an active travel journey is not feasible for many. However, during our interviews it was expressed that an island wide network of paths which connected the villages would be popular.

Preference for using the path vs. the road

Figure 7 shows the increase in cyclists and pedestrians counted between the two survey periods. All pedestrians chose to walk on the Lochindaal Way after its construction whilst **of the cyclists who made the trip, almost 20% continued to travel on the A847**. An interview with a local resident who is also club cyclist could explain this result as he stated that due to the time taken to enter and exit the path, with there currently being no dropped kerb onto the path at Port Charlotte, the road is a quicker option and as part of a longer cycle he would be less likely to use the path.

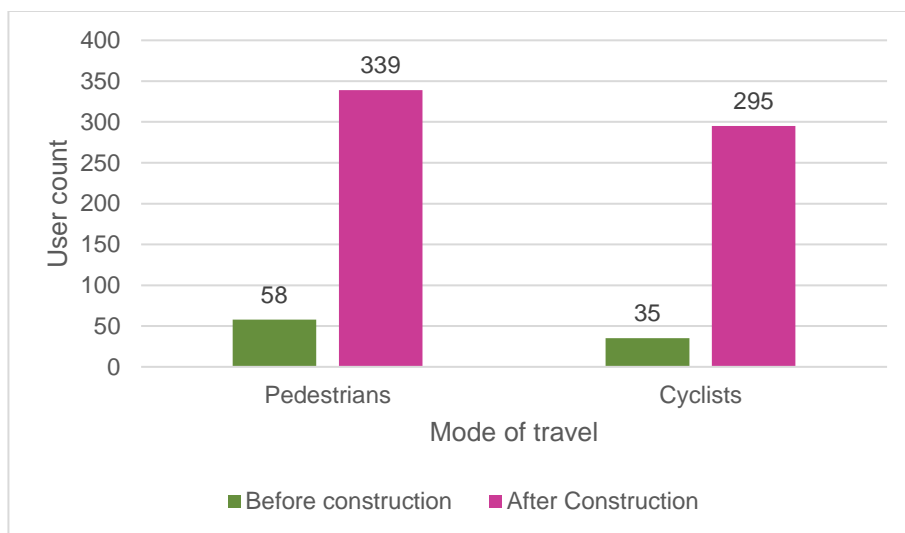


Figure 7. Results from the Video Manual Count survey recording the number of cyclists and pedestrians travelling between Port Charlotte and Bruichladdich before and after the construction of the Lochindaal Way over a seven-day period.

3.1.4 Hands Up Scotland Survey

Port Charlotte primary school takes part in the annual Hands up Scotland Survey (HUSS) in which schoolchildren report the mode of transport they most frequently use to get to school. The results indicate a downward trend of walking to school from **42%** of children in 2019 to **25%** in 2021.

Important factors to note for this dataset are that the sample size is small and decreased from 33 to 24 from 2019 to 2022. Additionally, the catchment area is much larger than it would be for a comparable school in an urban setting. Consequently, factors such as the distance each cohort of school children are having to travel from home to the school can vary significantly and have considerable impacts on the survey results from year to year.

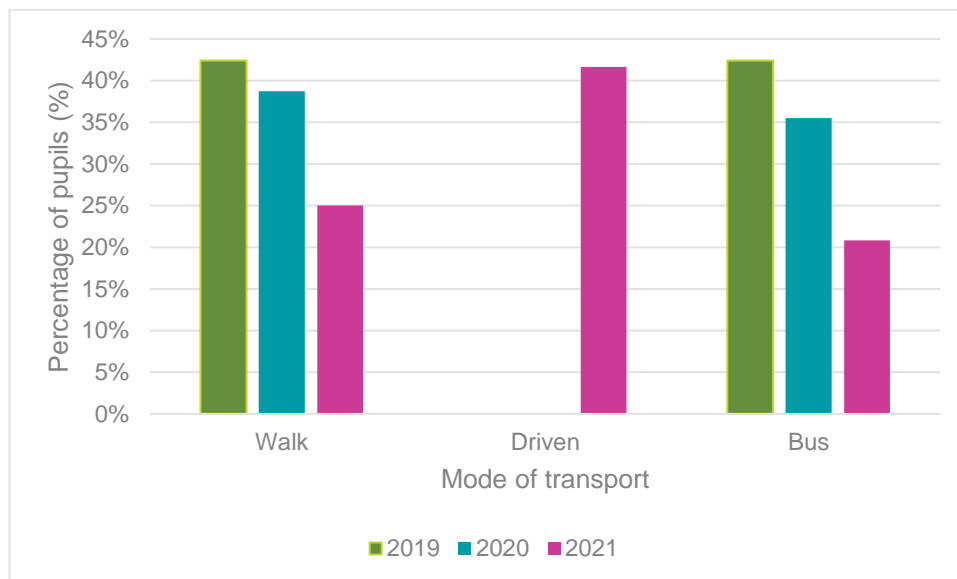


Figure 8. Figure showing the results from the 2019-2021 Hands up Scotland Survey from Port Charlotte primary school. The number of survey respondents reduced from 33 in 2019 to 24 in 2022. Where a percentage represents between one and four pupils the result has been suppressed to maintain anonymity of the respondents, as such data from 2019 – 2020 is not available for the driven category.

3.2 Meeting the needs of the community

Outcome: provide communities with the opportunity to shape their local environment and link the places people live in with the places they want to get to.

The Lochindaal Way was highly successful in creating active travel infrastructure which met the expectations and needs of the community. This was facilitated through community consultations and being responsive to the requirements of those who would be using the path.

Local residents have reported that the path has brought the two villages closer together and importantly it has also provided a safe route for local people and tourists to travel between the two villages. This was especially appreciated during the latest Fèis Ìle when thousands attended the Bruichladdich open day but, as opposed to years previous, none were forced to use the road to travel to nearby Port Charlotte.

Local businesses found it too early to report on commercial benefits as a result of the path but reported benefits the path had for their employees during the pandemic.

3.2.1 Consideration of community needs

Involving the community

As a community led project the Lochindaal Way came about as a result of direct action from residents. A local councillor referred to how island communities had an attitude of “if you want something, then you go and do it yourself”. To facilitate and understand what the community wanted from this path ICAG hosted consultations (advertised in the local paper, the Ìleach) and had face-to-face meetings (which frequently occur in the small communities).



**“For the community,
by the community”-
ICAG committee
member**

From our interviews it seemed that residents trusted ICAG to deliver a path which met the needs of the community and, whilst the residents we spoke to did not have a high degree of involvement, most felt that had they wanted to they could have contributed more to the process.

When asked whether the path meets the needs of the community, **95%** of path users either agreed or strongly agreed.

Expectations of the path

The main expectation the community had of the path was that it would provide a safe route for local people of all ages, especially the young and old, as well as for visiting tourists.

90% of path users surveyed agreed or strongly agreed that the path felt safe.

Responding to the community's needs

The local church is located halfway between the two villages along the A847. Plans for the path did not facilitate an exit from the path to the church. When this point was raised by residents ICAG contacted a stonemason to find a solution. Whilst this access point does not meet accessibility requirements (funding for access points had already been allocated) it shows the effect that local partners can have in responding to community's needs.

Another aspect of considering the needs of the community was in securing landowner agreements. For the project to appeal more to the local landowners who would be donating their land it was arranged that access to their fields would be improved with new gates and along the length of the path new fencing would be provided, benefitting those who would be donating land for the path.



Access point from the Lochindaal Way to St Kieran's Church.

3.2.2 Facilitation of everyday activities

As stated in 3.1.2, most trips taken on the Lochindaal Way are for recreational or leisure purposes with **86%** of survey respondents stating that the purpose of their trip was for leisure. However, there is also evidence from the survey results that the path is used for

everyday journeys¹⁶ with **43%** of respondents stating that the presence of the path has helped them to access retail areas, health services and their places of work/education.

From our interviews we found that the path was used for everyday journeys such as commuting to work, trips to the café and accessing Port Ban beach.

3.2.3 Visitor experience

The Lochindaal Way has created a safe route for visiting tourists to travel between the villages of Bruichladdich and Port Charlotte.

According to local residents visiting tourists were the only group of people you would regularly see walking between Port Charlotte and Bruichladdich before the construction of the path. This number of visitors can fluctuate throughout the year but at its peak during the annual Fèis Ìle the population of the island can increase from 3,000 up to 20,000¹⁷. Ensuring the safety of these visitors was a major concern for ICAG and Bruichladdich distillery at the outset of the project.

According to one of our interviewees who previously worked at the distillery and whose house is situated on the A847 overlooking the path, there was about 2000 visitors at the distilleries open day in 2022 and, of the several hundred that walked back to Port Charlotte she did not see any of them on the road.

Another concern which locals raised in our interviews was that visitors who are not used to the roads can drive at dangerous speeds. As a consequence of this one local resident told us that he feels it is necessary to limit his movements during the peak tourist season and that he is more likely to stay inside rather than risk travelling around the island. Having the path offers not only a safe route for the thousands of tourists who visit the area but also for the locals who can leave their home and avoid driving when it is very busy on the island.



“It has brought the two villages closer together” - Local resident

¹⁶ For the purposes of monitoring this project we defined everyday journeys as those which are short, regular trips made in day-to-day life, such as when you travel to work, school or the shops.

¹⁷ <https://www.scotsman.com/news/politics/insight-visitor-numbers-drive-highlands-tourist-trap-1427738>

3.2.4 Impact on local business

At the time of follow up monitoring local businesses had not yet had the opportunity to have a full season of tourism with the path in operation and so the business-owners we spoke to were unwilling to state whether the path has had any effect on business.

The business owners were able to comment on the impact the pandemic had on their operations. The distillery did not furlough any workers and retained all of those employed on a full salary throughout the pandemic. During the pandemic an initiative was put in place to encourage employees to log their exercise, a consequence of which was that the path was very popular for the employees recording their walking and cycling trips. The local shops were able to remain open and provide an essential service to the local community. The opening of a new e-bike hire business had to be delayed from 2019 to 2022.



Bruichladdich mini-market

“We’ve used local recycled materials, locally resourced materials and local workforce as much as we can” – Former ICAG chair

In an interview with a local taxi driver, he said that tourists using the path to travel between Port Charlotte and Bruichladdich during events like the Fèis Ìle was an unexpected bonus for his business as the journey is too short for it to be worth his time to drive across the island. He felt better about there being a safe alternative for these tourists to travel safely and not walk on the road.

With regards to the impact the construction of the Lochindaal Way had on local business, ICAG was keen to emphasise their use of local contractors and suppliers wherever possible. After initially working with a project planner based on the mainland ICAG felt it was not a suitable relationship as local needs were not being understood. Subsequently they were able to set up a good relationship with a local project planner who had experience in the agricultural sector.

3.3 Placemaking

Outcome: Encourage placemaking which facilitates greater use of public space and higher levels of active travel.

This project involved the creation of a new public space. Beyond connecting the two villages of Bruichladdich and Port Charlotte, the path itself is a destination for many local residents and visiting tourists. The high level of attention taken over the design and execution of the five bridges and the dry-stone wall was particularly noted amongst local residents. The new route has also enabled local residents to take in the surrounding environment and access popular swimming spots.

3.3.1 Perceptions of the path

The Lochindaal Way is situated in an area of exceptional natural beauty with views across the Loch and, with favourable conditions, the Paps of Jura can be seen over the opposing shore. It is therefore perhaps unsurprising that all survey respondents, **100%**, agreed that they liked the surroundings of the path. In addition to this, all survey respondents agreed that the path was fit for purpose and that it enhanced the local area.

From our interviews it came across that the residents were particularly proud of how the path complemented the surroundings. The dry-stone wall in particular was appreciated for being built to a very high standard and for fitting in with the surrounding coastline and matching the stones used for the church. The five bridges (built to cross the rivulets feeding into the Loch) are widely admired for their quality and appreciated as a natural stopping point to rest and take in the view. Benches, donated by a “Friends of Bruichladdich” Facebook group, are provided along the route which also offer an opportunity to rest and spend more time enjoying the scenery and the path.



One of five bridges located along the Lochindaal Way. Image Capture: Dec 2021, © 2023 Google

Potential improvements

Despite an overall positive reception of the path our interviewees did raise some issues which could be considered for future projects.

The only formal complaint raised to ICAG after the installation of the path regarded the degree of camber along one section which was deemed to be too severe. ICAG commented on this saying that the camber was included by design as a compromise to help with run-off of water but admitted the degree of camber was not strictly measured. One member of the committee, who does not have any mobility issues himself, was sympathetic to the issues some members of the public were having as he had experienced some physical discomfort after walking the route.

The path is unlit and lighting was not included in the plans due to considerations for local wildlife and a wish to limit light pollution. One female interviewee mentioned that lighting would be beneficial, however this was not an issue raised amongst other interviewees.

The path surface was found by some interviewees to have an alarming amount of weeds growing through the surface so soon after construction. The current ICAG chairman raised this issue during a walk over the site and noted that due to the recycled path material used it would be hard to limit the growth of these particularly resilient weeds.

3.3.2 Use of public space

The Lochindaal Way offers a space for members of either village to catch up with other residents, help them achieve their exercise goals and access places like Port Ban and the church as well the coastal path itself. Creating this new route for the public has been greatly appreciated by the local community who previously could not access these areas or who were put off by having to drive or go through fields with livestock. Community relations were felt to have improved due to the greater number of face-to-face interactions residents are now having with other members of the community in a safe open-air environment, an issue which post-pandemic was still at the forefront of many residents' minds.



The popular swimming bay, Port Ban, which can be accessed from the Lochindaal way.

The local primary school headteacher, commented on how invaluable the path is

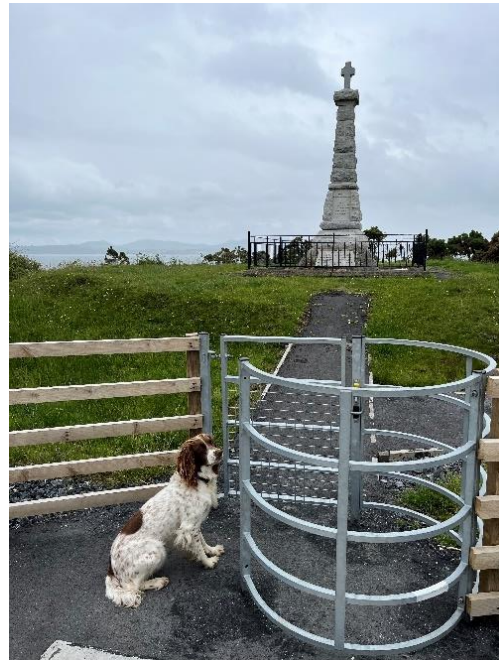
for outdoor learning and how it would not be possible to carry out the same lessons on a roadside.

One major impact residents reported on was an increase in physical activity. One interviewee mentioned that without the path she would not have been able to start the “couch to 5k”. Whilst other residents were keen to mention that as well as regularly using the path themselves they have heard from other residents how they walk the path daily or twice a day in order to improve their own health.

A local swimming bay, Port Ban, located halfway along the Lochindaal way can now be accessed by foot or cycle where previously people would have to drive or walk on the road. As driving such a small distance was off putting to some, and the walk too dangerous, it meant that people would swim much less frequently if at all. At the war memorial site, which is located just above Port Ban, steps and a ramp adjacent to a small car park were installed. However, it was acknowledged that whilst this goes some way to improving accessibility to the war memorial site, the installation of a kissing gate between the path and the memorial itself is not suitable for those in wheelchairs or with limited mobility.

In the wake of the pandemic one member of the public commented how essential it was that the path provided adequate space for multiple users to pass each other without encroaching their private space. This has enabled older people to get out and enjoy the path with the rest of the community.

There was a feeling that the path has come at a right time for the two communities as people are wanting to live a healthier lifestyle and to get out and enjoy the environment more.



Kissing gate access from the Lochindaal Way to the war memorial.

3.4 Creating an enabling environment

Outcome: Create an enabling environment for active travel that limits the speed and volume of motorised vehicles while improving the walking and cycling experience, such as traffic calming measures and implementing filtered permeability.

The Lochindaal Way was designed to offer a safe route between the two villages by offering a path which is completely separated from the road. No traffic calming measures were put in place on the A847 adjacent to the path and subsequently the speed and volume of vehicles recorded during the 2022 survey period were both slightly higher than in 2019. Most concerningly **the number of drivers breaking the 30mph speed limit at our surveying site was 80%** at post-monitoring. Whilst survey respondents and local residents agreed that the path offers a safe route from traffic, there are concerns regarding a crossing point on the path which requires crossing an A-road with a 60mph speed limit.

3.4.1 Speed and volume of motorised vehicles

The stretch of road connecting Port Charlotte to Bruichladdich, the A847, has a speed limit of 60mph outside of village settlements. At the Southern end of the Lochindaal Way (before the village of Port Charlotte) path users must cross over the road where the speed limit is 60mph. At the northern end you must cross the road to access the start of the path, where the speed limit is 30mph.

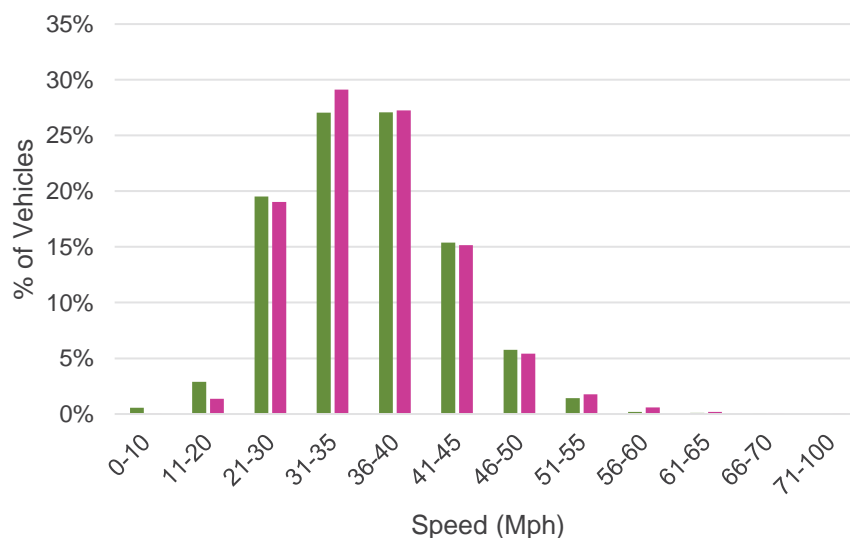


Figure 9. Speed of vehicles on the A847 before and after the construction of the Lochindaal Way.

Traffic speed and volume surveys were conducted on the A847 near Bruichladdich, within 70 metres of the road crossing entry and exit point of the Lochindaal Way (see figure below) on a 30mph section of road, specific locations of which are shown in Figure 3 of section 1.2.1.

From 2019 to 2022 the average speed of vehicles increased from **35.0 mph** to **35.6 mph**. Accordingly, **77% and 80% of vehicles were travelling over the speed limit**, at pre and post-monitoring respectively.



Path Crossing near Bruichladdich. Image Capture: Dec 2021, © 2023 Google

Figure 9 shows the distribution of vehicle speeds recorded during these surveys. **56.4%** of vehicles were travelling between 30-40mph at post-monitoring compared to **54.1%** at pre-monitoring. **23.2%** of vehicles were travelling over 40mph at post-monitoring (of which 0.9%, 66 vehicles, were travelling over 55mph) compared to **22.9%** at pre-monitoring (of which 0.3%, 22 vehicles, were travelling over 55 mph).

From our interviews it was clear that the primary expectation which residents had of the path was for it to provide a safe route for pedestrians and cyclists travelling between the two villages. In comparing the speed of vehicles on the A847 before and after the construction of the Lochindaal Way it appears that **the presence of the path has not led to a reduction in vehicle speed**. This is concerning as we know vehicles travelling at lower speeds are less likely to cause, or be involved in, a pedestrian or cyclist collision^{18,19}, and, in the unfortunate circumstance where a collision does occur, the severity of the injuries for the pedestrian/cyclist is lower and the likelihood of fatality reduced²⁰.

¹⁸ Prato, C.G., Kaplan, S., Patrier, A. and Rasmussen, T.K., 2018. Considering built environment and spatial correlation in modeling pedestrian injury severity. *Traffic injury prevention*, 19(1), pp.88-93.

¹⁹ Kaplan, S., Vavatsoulas, K. and Prato, C.G., 2014. Aggravating and mitigating factors associated with cyclist injury severity in Denmark. *Journal of safety research*, 50, pp.75-82.

²⁰ Rosen, E., Stigson, H. and Sander, U., 2011. Literature review of pedestrian fatality risk as a function of car impact speed. *Accident Analysis & Prevention*, 43(1), pp.25-33.

On the Lochindaal Way path users are required to cross the road at multiple points in order to access and use the path, these areas of high vulnerability should feature greater traffic calming measures in order to lower vehicle speeds and reduce risk for path users.

The average daily number of vehicles travelling on the A847 across a 7 day survey period increased from 900 to 1100 from 2019 to 2022, as shown in Figure 5 of 3.1.1. As previously mentioned in 3.1.1. it is thought this increase in traffic fits with the trend of increased tourism to the area.

The Lochindaal Way was included in an assessment of vehicle emissions in Places for Everyone projects. This assessment used the Emissions Factor Toolkit (ETF) from the Department for Environment, Food & Rural Affairs²¹, to estimate the levels of NO_x, PM_{2.5}, PM₁₀ and CO₂²² at the Lochindaal Way from the TSV data recorded. The results in Table 3 show that despite an increase in both vehicle speed and volume recorded at post-monitoring, there was an estimated decrease of 23% in local NO_x emissions. These estimates take into account changes in fleet composition (i.e., increasing number of electric and hybrid vehicles) and improved vehicle emission rates over time, in addition to locally recorded levels of traffic speed and volume. As such it is likely that this observed decrease in NO_x emissions was not due to the Lochindaal Way but instead a result of other external factors. All other air quality indicators show an increase in levels at post-monitoring.

Table 3. Estimated emission rates and percentage change of air quality indicators and CO₂ at the Lochindaal Way.

Air Quality Indicator	Pre	Post	% Change
	All Vehicles (g/km)	All Vehicles (g/km)	
NO _x	444	340	-23%
PM _{2.5}	24	26	9%
PM ₁₀	39	44	13%
CO ₂	247,851	289,038	17%

²¹ Department for Environment Food & Rural Affairs. Emissions Factor Toolkit. [Online] 2021. <https://laqm.defra.gov.uk/air-quality/air-quality-assessment/emissions-factors-toolkit/>

²² NO_x, nitrogen dioxide and nitrogen monoxide, are pollutants produced when fossil fuels are burned (such as in a petrol or diesel engine) which can negatively affect your health, in particular the functioning of your lungs. Particulate matter (PM) refers to compounds in the air which are not a gas, they are classified according to size, with particles less than 2.5 micrometres in diameter referred to as PM_{2.5} and particles less than 10 micrometres in diameter PM₁₀. These compounds can be toxic and, due to their small size, can enter the bloodstream and negatively affect your health. Carbon dioxide, CO₂, is a greenhouse gas which contributes to climate change.

3.4.2 Walking and cycling experience

Instead of having to walk on a 60mph A-road, residents and visitors alike now have a path which is completely separated from the road, transforming the route for many who would have not previously walked or cycled the journey.

Experience of safety

As previously mentioned in 3.2, residents and path users are very happy with how safe the new path is and, in our interviews, this factor was frequently the first benefit of the path to be raised.

From our route user survey **90%** of path users either agreed or strongly agreed that the path feels safe, whilst **10%** of users were neutral. A concern highlighted from the survey and noted previously in section 3.2.1 was that **62%** of users disagreed that the path is well lit, whilst **29%** were neutral and **10%** strongly agreed.

Before the paths construction no-one was recorded using the road to exercise on or travel by wheelchair. Both activities would have been too dangerous before the path's creation. Since its construction both these activities are now recorded in path usage.

With the construction of The Three Distilleries Pathway on the south side of Island, the locals on the north side of the island had an awareness of the quality of path which could be achieved, and this guided their expectations for the Lochindaal Way. Since it has been built, children have frequently been seen cycling up and down the path. More generally, residents reported feeling that they now have a safe alternative to driving which can be used at all times of year even when it is dark outside.

The main concern to safety made apparent through the evaluation of this project, and already mentioned at the start of this section, is the speed of vehicles at crossing points on the path. The speed limit for vehicles travelling on the A847 at the access points at either end of the path are 30mph, whilst the speed limit of vehicles at the crossing of the path near the Lochindaal Lighthouse is 60mph. Since it was known that the path would need to cross the road ICAG has been in discussion with the relevant authorities to have the speed limit reduced from 60mph to 30mph, though at the time of writing this limit remains at 60mph. Concern was reciprocated by several interviewees who thought that the speed of the vehicles and the sightlines at the crossing posed a specific danger to younger children using the path.



Lochindaal Way crossing point near the lighthouse. Image Capture: Dec 2021, © 2023 Google

Unfortunately, as shown by the majority of vehicles exceeding the 30mph speed limit at our TSV survey site, the change of the speed limit on its own is unlikely to reduce the speed of vehicles at the points of highest vulnerability for the path users. As such, additional traffic calming measures should be implemented at crossing points for paths which are located on/near roads with a speed limit of 60mph in rural areas due to the likelihood of vehicle speeds exceeding 30mph when outside of residential areas.

Comfort of the route

The quality of the path is perceived to be very high with **100%** of path users either agreeing or strongly agreeing that the path is fit for purpose and well maintained. Additionally, **90%** of path users either agreed or strongly agreed that the path is easily accessible whilst **10%** of path users were neutral.

The overall impression from our interviews was that the path was of a high quality and residents were impressed by the quality of the surface. However, there were some issues of discomfort which were raised. One resident highlighted how the lip of some bridges had a jarring effect whilst cycling and also that the finish of the surface was not as good as a sealed asphalt or bitumen surface would have been. As mentioned in section 3.3.1 there has been feedback to members of ICAG from those with limited mobility that the camber on certain stretches of the path can cause discomfort.

3.5 Innovation

Outcome: Support partner organisations in raising the standard of infrastructure for walking and cycling in Scotland.

The construction of the Lochindaal Way involved multiple stakeholders and partner organisations working together. These relationships, which ICAG facilitated, were reported to be highly effective from all parties and their success can be seen in the quality and popularity of the path.

ICAG identified that having a partner, Bruichladdich distillery, provide funding at an early stage was crucial in securing further funding and ultimately in getting the project off of the ground. Working with this partner has also helped secure the future of the path with agreements made around ongoing maintenance. ICAG also reported that securing land agreements was easier for them due to the request coming from the local community as well as their understanding of the culture and type of deal which would be most appreciated by the landowners. The delivery of these high-quality paths



Bruichladdich distillery

has ultimately raised the level of interest and demand from the local community for more routes across the island.

3.5.1 Experience of working with partner organisations

The Lochindaal way differs from many projects funded by Sustrans through Places For Everyone as ICAG had also attained investment from a local business, Bruichladdich distillery.

Whilst such a collaboration would be out of the ordinary on the mainland, members of ICAG explained how on the island it is part of the culture that the distilleries are highly involved in community projects. For a good cause they will frequently offer support, whether that be in the form of employee volunteer days or through the direct provision of resources, logistical help and financial assistance.

Despite providing the initial funds and resources which were necessary to kickstart the planning and surveying of the path, the distillery was keen to take a step back from being directly involved in the project, letting ICAG be the driver of the project and be solely responsible for its progress. The trust in this relationship was highly valued by members of ICAG and when it came to working with the distillery, they expressed the ease and good will of each interaction they had.

When it came to securing the agreements from landowners for the use of their land, it was described by members of ICAG as a request which could only be made by the local community. To have approached these negotiations through a more formal organisation, such as the council, would have been a mistake as the landowners would much rather enter into a more causal agreement with the community.

Another effective relationship which the members of ICAG were keen to highlight was that with the Strategic Transportation Delivery Officer of Argyle and Bute Council, who helped them navigate the various funding available for active transport infrastructure.

3.5.2 Raising the standard of infrastructure

The former chairman of ICAG, who was influential in the construction of The Three Distilleries Pathway, commented how his mindset has changed from focusing on specific projects across the island to now thinking about creating an interlinked island network, provided that there remains a sufficient interest from the public. A local councillor commented that due to the success of the previous two projects the appetite of the public for these schemes has increased because everyone benefits from these paths.

“It’s been done really nicely ... I think people would love to see one from Bowmore to Bridgend” – Local resident.

The support for an interlinked network was apparent at the end of our interviews when discussing the future of active travel on the island. In the local area several interviewees identified that a path which lead all the way from Port Charlotte to Bridgend would be popular amongst those who want access to a larger beach or forest for walks on windy days. This connection to Bridgend was perhaps suggested with the knowledge that planning for a path from Bowmore to Bridgend was already underway. A path from Bruichladdich to Bowmore would mean people could cycle or walk the whole journey on the Lochside without having to use the A road.

4. Barriers to active travel

In accordance with Sustrans value of “including everyone”, we have included this section of the report to highlight any barriers still present which could be preventing people from being able to access the Lochindaal Way.

After initial construction there was a snagging visit which resolved accessibility issues such as the positioning of bollards at the access points of the Lochindaal Way. Remaining barriers which could limit access onto the path were identified as part of the evaluation of this project and include: the quality of the paths surface lighting along the route and also the preference of some cyclists to continue using the road. Wider issues which could impact the uptake of active travel on the island, such as the weather conditions and distance between communities, are also discussed in this section. Finally, we reflect on the demographics of path users recorded as part of our monitoring which, if accurate, could indicate barriers to women as well as those under 18 and over 65 from accessing and using the path.

4.1.1 Resolved barriers

Immediately after construction it was recognised that the placement of The three bollards at the start and end of the route were restricting access onto the path (see picture), an issue which was quickly resolved with the staggering of the middle bollard enabling bicycles, wheelchairs and adapted cycles easier access on to the path.

As previously mentioned in section 3.2.1, access to the church directly from the path was not originally in the paths design. When concerns were raised by the public to ICAG, they were able to find a solution even though funding had already been committed. The result is a series of steps built into the dry wall which, whilst not meeting accessibility standards, do provide access to the church.



Re-positioned bollards at the entrance onto the Lochindaal Way

For future projects, the issue of access points should be raised specifically during community consultations so that ad hoc solutions need not be implemented, thereby ensuring that any necessary access points are built to a standard which is accessible for everyone.

4.1.2 Remaining barriers

There still remain some issues with regards to accessibility on the Lochindaal Way which have been made apparent over the evaluation of this project and have yet to be addressed.

The war memorial is located along the Lochindaal Way and above the popular swimming bay of Port Ban. To access the war memorial from the path it is necessary to pass through a kissing gate which, as mentioned in section 3.3.2, is not accessible for a wide range of potential path users, most notably for those in wheelchairs and others who rely on mobility aids.

The quality of the surface was reviewed positively in the RUIS, with **100%** of path users either agreeing or strongly agreeing that the path is fit for purpose and well maintained. However, over the course of this evaluation some concerns have been highlighted:

- The camber of the path on certain sections could well be causing discomfort for path users with limited mobility, as mentioned in section 3.2.1.
- The presence of weeds growing through the surface is alarming soon after completion, as mentioned in section 3.3.1.
- The smoothness of the path, whilst perceived as good, is not as good as a sealed asphalt or bitumen surface would have been, as mentioned in section 3.4.2.

Consideration should be given to these points for ongoing maintenance of the path, as well as for future projects which might be using similar materials.

In section 3.1.3 it was found that **19%** of cyclists were still choosing to travel on the road after the construction of the Lochindaal Way, compared to **0%** of pedestrians. A local club cyclist we spoke to offered an explanation for this result: the lack of a dropped kerb at the Port Charlotte access point and the requirement to cross the road at multiple points along the route make using the Lochindaal Way less appealing to cyclists as it is slower than continuing on the road.

Raised previously, in section 3.3.1, was the issue of lighting. Due to environmental concerns and a desire to keep light pollution in the area to a minimum, lighting was not considered for this project. It is known that in urban areas street lighting is a key factor for improving the

walkability of an area²³. In rural areas this topic is less researched and whilst we had one interview respondent, who was female, comment that lighting would be beneficial there is not consensus over whether lighting should be used in rural areas. This topic could be raised in community consultations and have its suitability discussed on a case-by-case basis. There are options for lighting which reduce negative effects on wildlife which could also be considered²⁴.

4.1.3 Wider issues preventing uptake of active travel on Islay

Less obvious, but equally restricting, are the wider issues which prevent inhabitants of Islay opting to travel actively for more of their everyday journeys²⁵. These include the distance between communities, inclement weather and the lack of a network of pavements suitable for walking and cycling.

In 2019 the Argyll and Bute Community Planning Partnership recorded inhabitants opinions on, among other topics, the ease of walking and cycling using good quality routes²⁶. Scoring an average of 3.3 out of 7 from 78 responses, made this topic the fourth lowest rated topic out of 14.

A common factor commented on from this survey which mirrored the concerns of residents we spoke to was the lack of pavements suitable for walking and cycling which act as a direct route to nearby bus stops and neighbouring villages and towns. Without these paths many cited the roads as being too narrow and dangerous to walk or cycle on as well as having a poor surface and no lighting.

The weather, in particular a prevailing south westerly wind, can make a bicycle ride either a quick spin or a slow slog around the Loch. When planning routes beyond the Lochindaal Way the thought of having to cycle on narrow roads with a buffeting wind does not appeal to local residents when traffic can overtake you at speeds of 60mph. From an interview with a local shop owner came the suggestion to reduce the effects of the wind whilst on the Lochindaal Way by placing hedging along the paths edge.

“I think it’s good for the whole island to join up everywhere” – Local shop owner.

²³ Rahm, J., Sternudd, C. & Johansson, M. “In the evening, I don’t walk in the park”: The interplay between street lighting and greenery in perceived safety. *Urban Des Int* **26**, 42–52 (2021).

²⁴ <https://www.bbc.co.uk/news/uk-england-hereford-worcester-49534621>

²⁵ For the purposes of monitoring this project we defined everyday journeys as those which are short, regular trips made in day-to-day life, such as when you travel to work, school or the shops.

²⁶ https://www.argyll-bute.gov.uk/sites/default/files/cpp/MAKI/isle_of_islay_responses_2019.pdf

These concerns highlight the hopes which many local residents expressed to us of an interconnected network of paths across the island. As the scope of active journeys extends beyond the nearest neighbouring village the possibility of cycling, walking and wheeling taking the place of motorised journeys in these rural settings becomes more plausible.



Bowmore distillery

4.1.4 Gender, age and path usage

The path users recorded during the manual count of the RUIS survey were predominantly male, representing 90% of path users, and all between the ages of 18-64. No path users counted as part of this survey were under 18 or over 65. The census results for the area of Islay, Jura and Colonsay have previously recorded that for the population of 3,380 48% were male and 28% of the population are over 65²⁷.

Taken on their own these results would suggest that there are considerable barriers for women and those under 18 or over 65 from using the Lochindaal Way. However, in contrast to this finding, the two key demographics identified by our interviewees as being major beneficiaries of the path include those under 18 and those over 65. The women we spoke to

²⁷ Islay, Jura and Colonsay locality profile, October 2021, NHS Scotland, <https://www.nhshighland.scot.nhs.uk/media/eyqgwqoj/islay-jura-and-colonsay-phs-short-locality-profile-v2.pdf>

as part of our qualitative data collection (four out of eleven participants) did not raise issues which would specifically indicate that women were facing any barriers to using the path. Additionally, with the weather conditions being reported over the survey period as ranging from warm and mostly dry to cold and mostly wet, we would not expect weather to have resulted in any demographic not being able to use the path.

An indication that the results from the manual count were not accurate at reporting demographics was that the survey had a more equal split between male and female respondents, with **43%** being male and **57%** being female. Of these, one respondent identified as being over 65, a further indication of the inaccuracies of the count which rely on subjective judgements of things like age.

There are two factors which may have affected the accuracy of the demographic results from this survey.

- One was that the survey was conducted on weekdays, between 7 am and 7pm, during term time for three out of the four survey days. This could have meant that school children using the path for leisure outside of school term time would have not been counted.
- The other was that the manual count was carried out using a CCTV camera to record path users, with the footage reviewed at a later period whereupon path users would be categorised according to their mode of travel and demographic profile. Depending on footage quality and whether path users are facing the camera this method can have varying results.

5. Reasons for success

The Lochindaal Way is a success primarily for the **557%** increase in levels of active travel it has encouraged between the two villages. As the second piece of active travel infrastructure on the island it has further increased the profile of walking and cycling with a high-quality path which is accessible for everyone.

Key to the projects success has been the community led nature of the project, which had the involvement and consideration of the community at its core. In addition to this, relationships were developed with different stakeholders and partners in a highly effective manner.

This section of the report takes a closer look at what made the project a success and also highlights the recommendations which could be carried forward for future projects on the island and beyond.

5.1.1 Community buy-in

A factor which members of ICAG and the local community thought helped contribute to the success of the project was community buy-in. This was indicated by a willingness to actively support and participate by local business, local landowners and the community itself. Support for grassroots community action is not unique to this project and is in fact considered a defining aspect of the island's culture. The community centre in which we conducted our interview with a local councillor is part of an 18-hectare community owned campsite, at the centre of which sits a pristine football pitch used by the local Kilchoman Football Club. It was the threat of losing this football pitch as the land came up for sale in 2001 which galvanized the community to organise a buy out of the land, ensuring the pitches preservation. This is one example of the community literally buying in to protect and promote its local assets.



Signage for the path at Port Charlotte.

For ICAG having the distillery offering investment in a good community cause as well as their presence at public meetings represented community buy in. However, community buy in does not necessarily require the transfer of money such as when the farmers and landowners volunteered stretches of their land on the understanding that the path will be for the benefit of the community. Another form of support came from the local community which voiced its enthusiasm for the project as the need for such a path had long been recognised.

Communities which have a history of getting behind initiatives for the betterment of their local area, such as the aforementioned community owned campsite, are well placed to take advantage of this communal support when it comes to attracting funding for active travel schemes.

5.1.2 Local context

On the island there is an extremely limited provision of infrastructure for walking and cycling between villages. The roads which connect the communities are A-roads with a high level of agricultural, distillery and tourist traffic. If people want to cycle or walk outside of a village on a traffic free and good quality path then their options are limited, resulting in a local community which are highly car dependent. The potential for alternatives to car travel has contributed to the excitement around this path. The local community are now able to realise a way of travelling in their area which was previously not possible.

Other rural locations which similarly have a lack of provision for active travel between communities could equally see a big impact in how they travel given similar levels of investment in infrastructure.

5.1.3 Local business funding

As previously mentioned in other areas of the report, Islay is unusual in having a major local employer which provides investment and support for local causes. This source of support has been utilised for The Three Distilleries Pathway and the Lochindaal Way and has been a key element in their success, as acknowledged by the members of ICAG. The unique setting and context for these projects mean that they do not offer an easily replicable model to other communities outside of Islay. However, they do act as case studies of what can be achieved when businesses have a community focus and are motivated to improve their local area.

The funding from private sources makes up a small percentage of the overall project cost but it was the offer of support at crucial stages such as during the initial planning, when funding is hard to attract, where they made a key contribution. If local businesses wish to effectively collaborate on similar community projects, this is an important point to consider, **when you provide funding can be more important than how much you provide.**

The distilleries help extended beyond providing initial investment as they also paid for signage as well as making a commitment to assist with the future maintenance of the path.

5.1.4 Evidence

As previously mentioned in 3.4.2 The Three Distilleries Pathway provided evidence to the residents of Islay that a high-quality path could be built and what future work could look like. The Three Distilleries Pathway also provided evidence of the impact a path could have on the local area.

“It kind of crept up on most of the community. I think they didn’t really realise how good it was going to be.” – Local Resident

For ICAG the experience gained through The Three Distilleries Pathway was of great use in navigating funding, overseeing the completion of a successful project and gaining confidence in being able to deal with the associated risks of an infrastructure project.

5.1.5 Recommendations for other community-led projects

When it came to the end of our focus group with the ICAG committee we asked them what advice they would give to a community group who are thinking about attempting a similar project.

What was initially acknowledged was the fact that Islay is a unusual setting for a community led project due to having a reliable source of investment from a local business which is integrated with the local community. Whilst acknowledging their setting the members of ICAG had the following piece of “must haves” to ensure a successful project. These included:

- **Get the local people involved early.**
- **Have evidence to submit to funding boards.**
- **Keep it local when it comes to partners and contractors involved in the project.**

6. Future Monitoring

6.1 Legacy monitoring

For this report, monitoring was conducted 6 months before construction began and 7 months after the path had been formally opened. Legacy monitoring would include monitoring of the path after a longer period of usage, the frequency and point at which this is conducted can be decided on a case-by-case basis, but generally speaking, legacy monitoring tends to occur between 2-5 years after project delivery. Legacy monitoring is useful when determining whether an area needs continued investment or for evaluating the longer-term impacts of a path beyond its initial reception.

The Lochindaal Way has funding in place for a permanent counter which will provide a source of count data for the foreseeable future and can be accessed for further evaluation of the path.

6.2 Methodology considerations

The range of monitoring tools utilised for the evaluation of this project included both quantitative and qualitative methods. Relying solely on quantitative methods would have misrepresented the success of this path. An area with a low residential population density, which can fluctuate greatly depending on the time of year due to tourism, is hard to capture using survey techniques which only provide a snapshot of the overall usage of the path. Identifying this when creating the monitoring plan for this project highlighted the need for qualitative methods to capture the greater nuance of the paths impact on the area.

Reflecting on our monitoring and evaluation for this project we have considered the following measures we would like to have incorporated:

- The RUIS would be carried out over a more equal split of term time and school holidays to ensure we are capturing all path users' views.
- A Manual Count which included demographic data such as age and gender would have been conducted at pre-construction.
- The Manual Counts would be conducted by the surveyor on site and not through reviewing video footage.
- A counter would have been installed before construction began in order to gain a more accurate count of path users and therefore a more reliable Annual Usage Estimate of path user.

- A TSV would have been conducted at the mid-way crossing point.
- There were plans to conduct a survey at the distillery in order to capture the travelling habits of employees, however this was unable to be completed. It could have had offered further insights into how the path is being used.

7. Methodology

7.1 Video Manual Count

Video monitoring was conducted to take a count of pedestrians and cyclists on the A847 for seven days over a 12-hour period, from 7am to 7pm, between the 22nd and 28th of March 2019 and the 7th and 13th of May 2022. Usually, such a count would be carried out as part of a pre-construction RUIS, however, given the lack of active travel infrastructure, a pre-RUIS would have been unsafe and likely to be ineffective given the predicted low numbers.

7.2 Traffic Speed and Volume

TSV measures the speed and volume of vehicles on the A847. While it cannot provide data on the interaction between road users, it quantifies the car usage in the area before and after construction.

Surveying took place over the course of seven days for 24-hour periods between the 22nd and 28th of March 2019 and the 7th and 13th of May 2022.

The TSV monitoring was conducted near the northern road crossing, in which pedestrians have to cross the A847 to continue using the path, and northbound cyclists have to cross the road to re-join the flow of traffic. The traffic speed and volume at this location provided an indication of the environment for active travel users at this location.

7.3 Route User Intercept Survey and Manual Count

The Route User Intercept Survey (RUIS) comprises a Manual Count of all route users alongside interviews from a convenience sample of the users over a 12-hour period, from 7am to 7pm, on the 7th, 8th, 9th and 11th of June 2022. Survey respondents were checked so they were not interviewed multiple times over the four-day period. Due to the number of responses received, survey responses have not been weighted based on observations of the Manual Count and therefore results do not mitigate against bias in the sampling strategy.

The survey data above is therefore not considered representative of all route users passing the survey location throughout the entire year. The AUE estimations however do represent all users as they are calculated from the Manual Count. Due to rounding, some totals in this report may not correspond with the sum of the separate figures.

The split of age and gender for our RUIS and Manual Count compared to the census data for the geographic area of Islay, Jura and Colonsay are shown in Figure 10 and Figure 11.

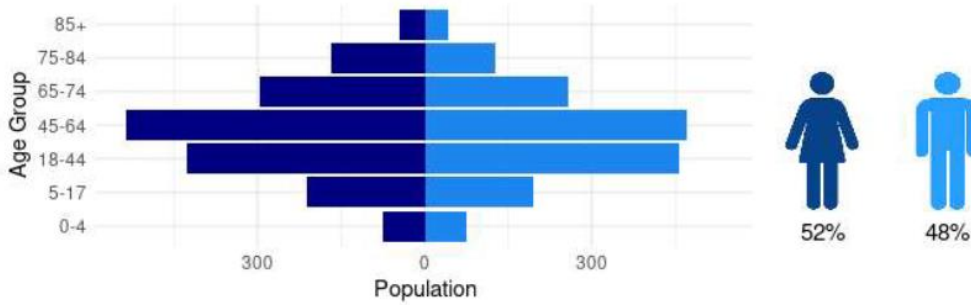


Figure 10. Age and gender of Islay, Jura and Colonsay inhabitants (total population: 3380). Figure from 2020 census data²⁸.

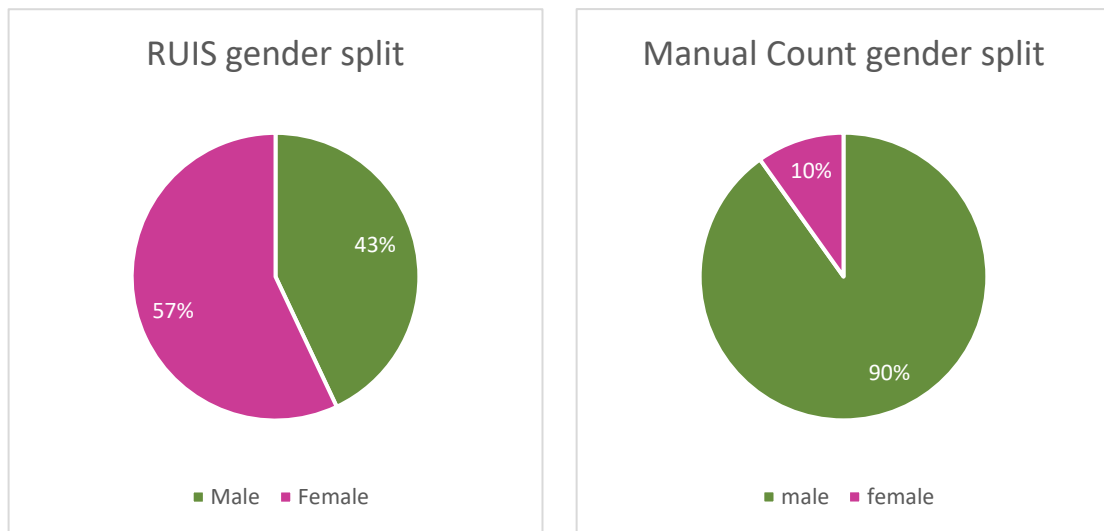


Figure 11. Gender of respondents for RUIS survey and for path users recorded during the accompanying Manual Count over the four-day surveying period in June of 2022.

²⁸ Islay, Jura and Colonsay locality profile, October 2021, NHS Scotland, <https://www.nhshighland.scot.nhs.uk/media/eyqgwoj/islay-jura-and-colonsay-phs-short-locality-profile-v2.pdf>

7.4 Focus Group and Interviews

Focus groups with community members collected in-depth qualitative feedback on the Lochindaal Way. Focus groups are widely used throughout RMU to collect qualitative data from multiple participants simultaneously, building on other group members' perceptions and experiences.

Our qualitative research was conducted as part of a site visit to Islay from the 13th to the 15th of June 2022. During this trip we interviewed nine local residents and carried out a focus group with the six ICAG committee members. Qualitative interview and focus group participant information:

- 2 x Distillery workers (Job titles: production director, operations manager)
- 9 x Local Residents (Roles in the community/job titles: café owner, store owner, local freelancer, former distillery employee, retired, local councillor, primary school headteacher, taxi driver)
- 6 x Focus group participants (ICAG committee members, roles in the community/job titles: local businessman, local freelancer, semi-retired/retired and active in the local community)

Of the local residents interviewed four out of nine were female. The distillery workers and focus group participants were all male.

7.5 Hands Up Scotland Survey

The Hands up Scotland Survey is funded by Transport Scotland and has been surveying how pupils across Scotland travel to nursery and school since 2008. Every September the pupils are asked "How do you normally travel to school?" and asked to raise their hands for the following modes: Walk, cycle, scooter/skate, park & stride, driven, bus, taxi, other.

7.6 Rounding and data presentation

Please note that percentages and numbers reported on graphs and in-text have been rounded to whole numbers in most cases. This has caused minor discrepancies between numbers reported on graphs and in-text, for example, when numbers have been added together.

8. Appendix

8.1 The Route User Intercept Survey



Sustrans Route User Intercept Survey

Data Protection

Sustrans is committed to protecting your privacy and works in full compliance with Data Protection legislation. Your answers will be used to produce (anonymous) statistical information. Your personal data will not be shared with any third party unless required by law.

In accordance with Data Protection and Privacy legislation and Sustrans' Data Protection policy we take all appropriate steps to protect any personal information we collect from you. If you have any questions about how we process your personal data, please contact: DataProtection@sustrans.org.uk or 0117 926 8893

Survey Site Number:

Interview Number:

Location:

Date (DD/MM/YY)

Time interview started:

Interviewer initials:

Day Type? (Select one choice only)
 Weekday..... Weekend..... Bank Holiday...

School holiday or term time? (Select one choice only)
 School Holidays..... Term Time.....

Q1 Activity undertaken? (Select one choice only)

Walking..... Wheelchair Use.....
 Cycling..... Roller Skating.....
 Running/Jogging..... Horse Riding.....
 Dog Walking..... Other.....
 Other (write in).....

Q2 If you are in a group how many of you are there? (Please write)

Adults.....
 Children.....

Q3 What is the purpose of your current journey?

Commuting (getting to/from work).....
 Recreation (including dog walking).....
 In course of work.....
 Education.....
 Shopping.....
 Personal business.....
 Visiting friends and family.....
 Getting to/from holiday base.....
 Escorting to school.....
 Other escort.....
 Other.....
 Other (Write in).....

Q4a Where did you start your journey today?
 Postcode, location or street name

Q4b Where will you finish your journey today?
 Postcode, location or street name

Q5 Approximately how long do you estimate your journey today will take? (Please write)

Hours.....
 Minutes.....

Q6 Approximately how far do you estimate you will travel today (Please only insert in one box)

Miles.....
 Kilometres.....

Q7 Did you or will you use any other mode of transport for part of this journey today? (Select one choice only - main type)

Car / Van.....
 Train.....
 Bus.....
 Taxi.....
 Jogging.....
 Horse riding.....
 None JUST the bike or walking.....

Q8 If you did use another mode of transport how far have you travelled by this mode to enable you to make this journey? Please include outward and return distances. (Select one choice only)

- Under 1 mile.....
- 1 - 2 miles.....
- 3 - 5 miles.....
- 6 - 10 miles.....
- 11 - 15 miles.....
- 16 - 20 miles.....
- 20+ miles.....

Q9 If you have NOT used a car, could you have used a car for this trip instead of cycling/walking? (Select one choice only)

- Yes, could have used a car but chose not to.....
- No, car was not an available option.....
- No, recreation by cycling/walking is the main purpose of this trip.....

Q10 If you selected 'could have used a car but chose not to', which of the following factors influenced your decision? (Select one choice only)

- Someone else was using the car.....
- Health benefits.....
- Environmental concerns.....
- Cost of fuel and/or running a car.....
- Other.....
- Other (Write in)

Q11 How often do you make this journey? (Select one choice only)

- Daily.....
- 2 - 5 times per week.....
- Weekly.....
- Fortnightly.....
- Monthly.....
- Yearly.....
- Less frequently.....
- First time.....
- Other.....
- Other (Write in)

Q12 If you had been unable to access this route would you still have needed to make this journey to your given destination/ wanted to make a journey for this particular purpose? (For example by another/ alternative route?)

- Yes.....
- No.....
- Don't Know.....

Q13 Which other modes of transport could you have used to make today's journey? (Tick all that apply if not on this route)

- Car / Van.....
- Taxi.....
- Bus.....
- Rail.....
- Don't know.....
- Wouldn't have made the journey.....
- Other.....
- Other (Write in)

Q14 Have you heard of Sustrans' routes, programmes, projects or schemes?

- Yes.....
- No.....

Q15 To what extent have the following factors influenced your decision to walk, cycle or use wheelchair today? (Tick the appropriate boxes)

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
I can go straight to my destination	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It's the best transport option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This is the most convenient route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I save money by using this route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I like the surroundings on this route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
This route feels safe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To get exercise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I have environmental concerns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q16 Has the presence of this route helped you to access any of the following? (please tick all that apply)

- Workplace.....
- Education.....
- Retail.....
- Health services.....
- Other public services e.g. bank, post office etc.....
- Transport e.g. train station, bus station etc.....
- Family or friends.....
- Other.....
- Other (write in)

Q17 How much do you agree or disagree with the following statements about the path? (Tick the appropriate boxes)

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Is well lit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is well maintained	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is easily accessible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It enhances the area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It feels safe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is fit for purpose	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Encourages me to walk and cycle more	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meets the needs of the community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q18 ASK CYCLISTS ONLY. What sort of cyclist would you say you were? (Select one choice only)

New to cycling.....

Starting to cycle again.....

Occasional cyclist.....

Experienced, occasional cyclist.....

Experienced, regular cyclist.....

ABOUT YOU

(Please explain that the respondent can decline to answer any or all of these questions)

Q19 Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last at least 12 months?

A) Yes, limited a lot.....

B) Yes, limited a little.....

C) No.....

D) Prefer not to say.....

Q20 Overall how would you rate your general health over the last four weeks? (Select one choice only)

A) Excellent.....

B) Very Good.....

C) Good.....

D) Fair.....

E) Poor.....

F) Very Poor.....

Q21 Has the presence of this route helped you to increase the amount of physical activity that you regularly take? (Select one choice only)

A) Yes, by a large amount.....

B) Yes, by a small amount.....

C) No.....

Q22 In the past week on how many days have you completed 30 minutes or more physical activity that was enough to raise your breathing rate? (This may include sport, exercise and brisk walking or cycling for recreation)

Days 0 1 2 3 4 5 6 7

Q23 To what extent do you agree or disagree with the following statements? (Tick the appropriate boxes)

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
A) I intend to walk more in the next 12 months	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B) I intend to cycle more in the next 12 months	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C) It is likely I will walk more in the next 12 months	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D) It is likely I will cycle more in the next 12 months	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q24 What is your gender?

A) Male (including trans male).....

B) Female (including trans female).....

C) Non-binary/third gender.....

D) Prefer not to say.....

E) I prefer to self describe.....

Self description

Q25 Is your gender identity the same gender you were assigned at birth?

A) Yes.....

B) No.....

C) Prefer not to say.....

Q26 Which age group do you fit into? (Select one choice only)

A) 16 - 24.....

B) 25 - 34.....

C) 35 - 44.....

D) 45 - 54.....

E) 55 - 64.....

F) 65+.....

G) Prefer not to say.....

Q27 Which of the following best describes your working status? (Select one choice only)

A) Employed full-time (30+ hours).....

B) Employed part-time.....

C) Looking after home/family.....

D) Unemployed/sick leave.....

E) Retired.....

F) Studying.....

G) Voluntary worker.....

H) Other.....

I) Other (write in)

Q28 To which of these groups do you consider you belong? (Go through overall category names first before listing sub-groups)

A) White

- a1) British
 - a2) Irish.....
 - a3) Polish.....
 - a4) Lithuanian.....
 - a5) Romanian.....
 - a6) Other Eastern European.....
 - a7) Any other White background.....
- Please describe

B) Mixed race

- b1) White and Black Caribbean.....
 - b2) White and Black African.....
 - b3) White and Asian.....
 - b4) Any other Mixed background.....
- Please describe

C) Asian

- c1) British.....
 - c2) Indian.....
 - c3) Pakistani.....
 - c4) Bangladeshi.....
 - c5) Sri Lankan Tamil.....
 - c6) Any other Asian background.....
- Please describe

D) Black

- d1) British
 - d2) African
 - d3) Caribbean.....
 - d4) Nigerian.....
 - d5) Somali
 - d6) Ghanaian.....
 - d7) Any other Black background
- Please describe

E) Chinese

- e1) British
 - e2) Chinese
 - e3) Any other Chinese background.....
- Please describe

F) Other ethnic group

- f1) Irish Traveller.....
 - f2) Roma Gypsy/Traveller.....
 - f3) Any other ethnic group.....
- Please describe

G) Prefer not to say.....

I hereby consent to the information provided on this questionnaire to be processed by Sustrans for the purpose of monitoring the impact of their projects.

I agree with this statement

Please Tick

8.2 Interview Topic Guide

Starter question	Follow on questions/prompts
General/About the interviewee (5 mins)	
Could you tell me a bit about yourself including your job and how long you have been a resident in Islay?*	Job title/role. General info
Could you describe your involvement/input into the Lochindaal Way?*	Have they talked to anyone before about the path, be it from Sustrans, ICAG or Bruichladdich? Examples? If little involvement, was this through choice or lack of opportunity?
Met Needs of Community (8-10mins)	
Did you have any expectations of the path the beginning of the project?	What were these? Have these been met?
Has the path met the needs of the community?*	What were these needs? Examples?

	How frequently do you use the path and has it replaced any journeys you would have made previously?
Do you think the path/the process of developing the path has had an impact on the local sense of community?	Have you talked with anyone else in the community about the path? If so what has the feedback been?
Perceptions of the path (8-10 mins)	
What do you think of the path?***	In terms of quality? How does it feel? Safe/comfortable etc? Do you use the path? Walk/cycle? For work, for leisure? If not, reasons why?
What impact do you think the path has had on the local area?***	Safety? Encourages cycle/walking? How is it being used (destinations/work/leisure)? Who uses? (adults/families/locals/tourists)? Community cohesion/boost (due to investment)?
What impact do you think the path has had on visitors to the area and Bruichladdich distillery?	i.e. numbers, type, mode of transport, enjoyment of journey, frequency of visit, general perceptions of the area
Experience of being involved in the scheme (5 mins) [only ask if relevant]	
How have you found working with/being involved with the project team?***	Highlights? Any difficulties?
Would you change anything about the process/your experience of the process?	Examples?
Covid (2 mins)	
For context, could you outline the impacts of Covid-19 on the local area	Visitor numbers now in comparison to pre-Covid times? Impacts since the first lockdown? Is Covid still having an impact?
Finish	
Do you have anything else to add about the project?	

8.3 Focus group Topic Guide

Starter question	Follow on questions/prompts
General/About the participants (5 mins 7.05-7.10)	
Could you describe ICAGs involvement with the Lochindaal way project?*	Ask this of the chair ? Or previous chair
Could you all tell me a bit about your role within ICAG. It would also be great to know how long you've lived on Islay and any other community groups you're part of/what your job is?	Job title/role. How long have you been a part of ICAG?
Met Needs of Community (15 mins 7.10-7.25)	
What were the expectations of the community at the beginning of the project?*	Have these expectations been met?
How well do you think the community were involved in the project?*	Examples? Which groups included? Any groups or people missed? What could have been done differently?
Do you think the path/the process of developing the path has had an impact on the local sense of community?	Reasons for answer? Examples? What has the feedback been from the wider community?
Perceptions of the path (15 mins 7.25-7.40)	
What do you think about the quality of the path?*	How does it feel? Safe/comfortable etc? Enough places to stop/rest?
Who do you think is using the new path?	Locals? Visitors? Has is encouraged people to walk/cycle more?
How do you think the path is being used?	Walk/cycle? For work, for leisure? If not, reasons why?
What impact do you think the path has had on the local area?*	Safety? Encourages cycle/walking? How is it being used (destinations/work/leisure)? Who uses? (adults/families/locals/tourists)? Community cohesion/boost (due to investment)?
What impact do you think the path has had on visitors to the area and Bruichladdich distillery?	i.e. numbers, type, mode of transport, enjoyment of journey, frequency of visit, general perceptions of the area

Experience of being involved in the scheme (10 mins 7.40-7.50)	
What were your expectations for the project at the beginning?*	Expectations of the process? [key focus] [Expectations of the outcome i.e. path?]
How have you found working as a partner on this project?*	As part of ICAG? As a member of the community (if relevant)?
Have there been any particular highlights of the process?	Examples?
What have been the key challenges	Would you have changed anything/done anything differently? Examples?
Covid (5 mins 7.50-7.55)	
For context, could you outline the impacts of Covid-19 on the local area	Visitor numbers now in comparison to pre-Covid times? Impacts since the first lockdown? Is Covid still having an impact?
Finish (5 mins 7.55-8.00)	
Do you have anything else to add about the project?	