

Coupar Angus Cycling and Walking Path Consultation.

Final Report

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www.scdc.org.uk/couparangus

Summary.

This report outlines and describes a consultation exercise carried out by SCDC on behalf of Forward Coupar Angus between March and May 2019. The subject of the consultation was a proposed cycling and walking path to link Coupar Angus into a wider cycling network with Alyth and Blairgowrie. The route in question was from the centre of Coupar Angus to the Couttie Bridge. Previous attempts to find a fundable route that commanded broad community support had proven unsuccessful.

The objective of the consultation was:

- To clearly identify and build support for the overall project (a cycling and walking path in Coupar Angus) and its principles.
- To help identify community priorities and solutions to challenges that have the support of the Coupar Angus community.

The consultation was intended to capture the views of all sections of the community and represent them in a fair manner. Providing firm or settled path proposals was beyond the scope of this consultation. In this report, the views of the community are presented back. Any analysis and interpretation undertaken has been done to make sense of, collate, and make legible a considerable volume of community derived data.

Key findings are:

- There is significant community support and interest in the development of a cycling and walking path in Coupar Angus: 93% of respondents thought that a cycling and walking path would benefit the community and 81% of respondents thought that they or their family would use it.
- The process canvased a fair cross section of the community and there was a deep and sustained engagement with the issue
- Two routes – with variations – have been identified by the community.
 - The most popular route leaves the centre of Coupar Angus along Causeway End, skirts the eastern flank of the woodland parallel to the core path and existing grass track before tracking adjacent to the main road towards the Couttie Bridge.
 - The second most popular route leaves the centre of Coupar Angus along Causeway End before making use of the old railway line from Caddam Road towards the Couttie Bridge.
- Coupar Angus's topography and history is a challenge. There are notable gradients to the north whilst roads towards the centre of Coupar Angus are narrow and the footpaths are of variable quality thus reducing accessibility.
- Well-designed cycling and walking infrastructure has the potential to substantially increase the independence and mobility of a wide range of users in Coupar Angus – especially disabled people and young people. It may also be worth considering extending the route to include key community sites such as Larghan Park and the Coupar Angus primary school.
- The woodland is an important and valuable community resource for many, and a great deal of community effort has gone into its creation. However, it is virtually inaccessible to some members of the community. A cycling and walking path twinned with path upgrades could lead to a net increase in accessibility and usability of the woodland.
- The contents of this report should form the basis of the next steps in Coupar Angus. Making this cycling and walking path a reality will require further consultation as the plans are developed and firmed up to ensure there is

broad community support for the project. Innovative engineering and design solutions will be needed in order to overcome identified challenges. In addition, it is likely that compromises will need to be made by all interested parties in order to identify a suitable route.

Further information, links to resources, PDF of this report and appendices are available at: www.scdc.org.uk/couparangus

1. Background.

Forward Coupar Angus (FCA) is a community-led organisation committed to the development of (amongst many other things) active and sustainable transport. A key part of this is the creation of a safe cycling and walking route between Coupar Angus, Blairgowrie and Alyth. Funding is in place for the development and local partners are in favour of the project.

However, identifying a suitable route for the cycle path as it leaves Coupar Angus has proven difficult. A total of 6 options have been appraised, but none of them are entirely satisfactory. In addition, previous consultation and engagement activity has stirred up some pockets of negativity towards some of the options.

As a result of these challenges, and to identify a positive future direction, Forward Coupar Angus appointed SCDC to undertake a community consultation on behalf of Forward Coupar Angus in February 2019.

This community consultation – the outcomes and process of which are described in this document – are as follows:

- To clearly identify and build support for the overall project and its principles.
- To help identify community priorities and a solution to the challenges outlined above that has the support of the Coupar Angus community.

Providing firm or settled path proposals was beyond the scope of this consultation. In this report, the views of the community are presented back. Any analysis and interpretation undertaken has been done to make sense of, collate, and make legible a considerable volume of community derived data.

2. Consultation process.

A consultation process was agreed with representatives of FCA in February 2019 (appendix 1) with the work scheduled to be delivered between March-May 2019. The programme was amended slightly, and the consultation was ultimately delivered as follows:

Date	Activity	Description	Purpose
27 th March	Community stakeholder event (see appendix 2)	Aimed at community representatives	Information on consultation process and opportunity for community representatives to input into the consultation (see appendix 3)
8 th – 24 th April	community consultation – survey/map (see appendix 4)	Survey/map and flyer (see appendix 5) circulated to every address in Coupar Angus. Returned to Scotmid, High Street Shop, Bits and Bobs, Town Hall (where a display was also available)	To allow a broad cross-section of the community to take part. To map community route preferences and gauge level of support Focus on breadth and reach
13 th and 20 th April	Consultation stall at Scotmid	Staffed engagement stand with consultation materials	To provide a focal point for the consultation To allow the community to ask questions To catch passing members of the community
17 th April	Coupar Angus Primary School	Workshop using survey/map (see appendix 6, 7)	To understand priorities of young people
24 th April	Focus groups with Centre for Inclusive Living Perth and Kinross (in Coupar	Workshop using survey/map (see appendix 8)	To understand priorities of disabled people

	Angus and Blairgowrie) ¹		
24 th April	Blairgowrie High School	Workshop using survey/map (see appendix 6, 9)	To understand priorities of young people
22 nd May	Site visits	Open invite opportunity to consider routes as chosen by community (see appendix 16).	To deepen insight into community priorities by visiting sites the route might use
30 th May	Community feedback event	Open community meeting (see appendix 10)	To feedback draft findings Receive comments on draft findings and community identified routes

2.1 Principles of the consultation process

The consultation was intended to capture the views of all sections of the community. Within this the views of the following were considered of particular importance:

- Young people were considered especially important given the town's increasingly active cycling culture and their engagement with the community woodland (organised through the school, and through general community activity).
- Disabled people who should have their independence enhanced by suitable active travel infrastructure.

Finally, prior to the start of this consultation, there had been disharmony and unhappiness within some sections of the community regarding previously proposed cycle routes. In particular, the use of the community woodland was an issue for many, whilst a number of residents of Grampian View were not favour of a cycling and walking path using the street. Efforts were made throughout the process to reduce direct conflict but still allow all members of the community a fair say. To an extent the consultation was an effort to go 'back to the drawing board' and build solid community support for a range of options.

¹ Despite considerable effort no community members were able to attend. However. The Centre for Inclusive Living participated in the site visits (see below) and offered their own report (see appendix 11).

2.2 Promotion of activities

Posters were used to promote the consultation activities around Coupar Angus (see appendix 5 and 10) as well as social media activity. Some of this was organic (e.g. sharing and promotion by members of the community on the Coupar Angus Facebook² page) but it also included paid promotion with a target area of 10 miles around Coupar Angus. Forward Coupar Angus were responsible for social media activity on this project. Total reach for the paid promotion was:

- 3300 for the survey and mapping period 8th-24th April
- 1200 for the final event on the 30th May

A consultation website was set up at www.scdc.org.uk/couparangus

² <https://www.facebook.com/groups/201319096549823/>

3. Community stakeholder event (27th March 2019)

18 people attended the community stakeholder event. 6 community organisations; 3 school representatives; 2 elected members and 2 agencies (young people and disabled people) were represented.

A presentation was delivered (see appendix 2) outlining the consultation process. Community representatives fed into the consultation by offering comments and completing a map in groups (see appendix 3).



Picture 1 Community stakeholder event

Community stakeholders were invited to offer comments on the potential benefits and challenges which are summarised below (see also appendix 12).

Benefits	Challenges
<ul style="list-style-type: none"> • Safer route for everyone e.g. no cycling on pavements and cyclists away from fast traffic • Health and wellbeing • Carbon footprint reduction and environmental benefits • Inclusive • Good PR – forward thinking, and works well with other cycling infrastructure in town • Health and wellbeing improvements • Improve opportunities for young people – more activities and safer independent mobility • Economic benefits e.g. free, safe travel; benefits to shops, cafes, tourism • Enhanced community spirit • Accessing leisure centre in holidays • Commuter route and mobility for agricultural workers • Links communities who are otherwise isolated 	<ul style="list-style-type: none"> • How do you get over the Couttie bridge/Isla? • Some areas prone to flooding • Gradient challenge: how to get from bottom of BATTERYBANK into town; Sustrans standards • Width of roads and streets in Coupar Angus • The importance of the community woodland and ensuring that the amenity of this is not reduced • Ensuring motorcycles do not use the path • Need for ongoing consultation e.g. on firm route proposals. • How to link to the school and LARGHAN PARK • Land ownership and access • Maintenance responsibilities • Funding • Traffic issues: Educating drivers on sharing the road - perceived inconvenience to other road users; speed of traffic. • Risk of creating discord and disharmony in the community/specific areas

4. Community Survey/Map findings

(inclusive of workshops with Coupar Angus Primary School, Blairgowrie High school, and consultation at Scotmid 8th – 24th April 2019)

The survey was open between 8th and 24th April 2019. A copy of the survey/map and a flyer was posted through the door of every house in Coupar Angus (see appendix 4 and 5). Residents were encouraged to return the survey/map to drop off points in the town. SCDC manned stalls at Scotmid on the 13th and 20th of April. SCDC carried out workshops at Coupar Angus Primary School and Blairgowrie High School on the 17th and 24th April respectively.

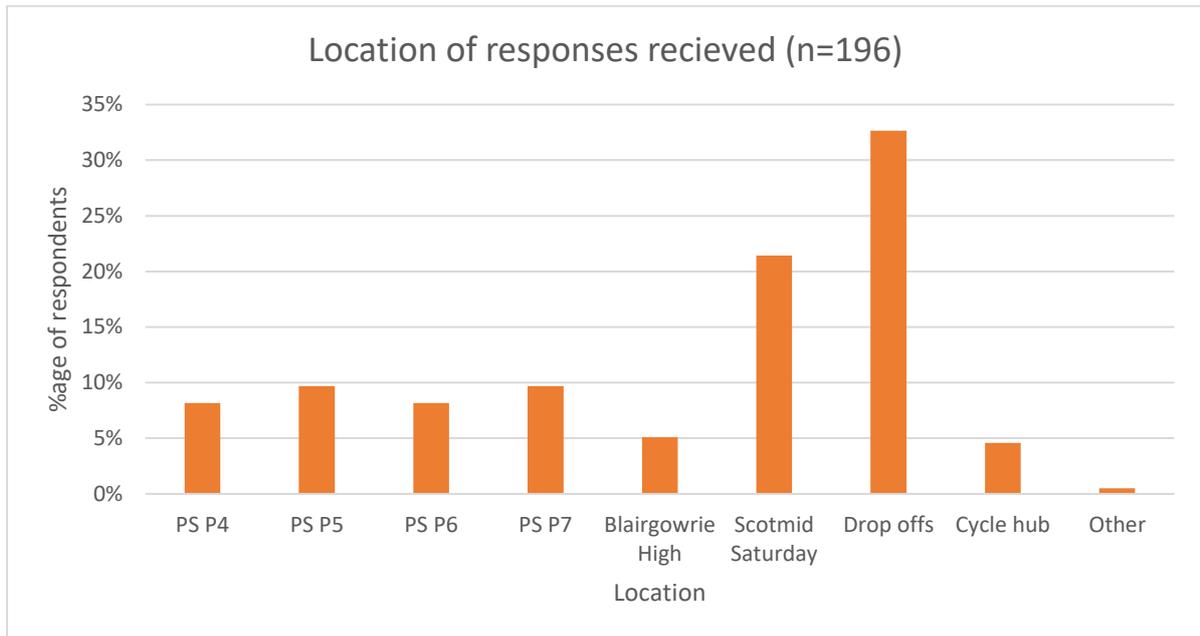
The survey element (see appendix 4) was designed to ascertain the extent to which there was an interest in a cycling and walking path, and the perception of community benefit. There were a range of demographic questions to help understand the extent to which the engagement effort succeeded in hearing the views of all sections of the community.

The mapping element (see appendix 4) was designed to allow the community to express their route preferences with the least constraints.

All previously designed routes have been considered problematic in one way or another therefore a 'back to the drawing board' approach was taken with community members asked to express their ideas by drawing a route from 'A' (centre of Coupar Angus) to 'B' (Couttie bridge over the Isla). The main A923 road to Blairgowrie was marked as 'out of bounds' due to the cost of modifications and volume of traffic. Overall, there was an effort to find an organic and authentic 'community voice' on this issue.

An electronic version of both map and survey elements was considered. Whilst the survey could simply have been made electronic by using SurveyMonkey there was no 'off the shelf' mapping package that would have provided a satisfactory user experience. Therefore, and to maximise the return rate of the relatively more important mapping exercise, a decision was made to use a paper-only approach.

Overall 196 people took part in the survey phase of the consultation.



The largest proportion of responses were received from Coupar Angus Primary School (70) followed by the drop off locations (64). 42 responses were gathered from outside Scotmid.



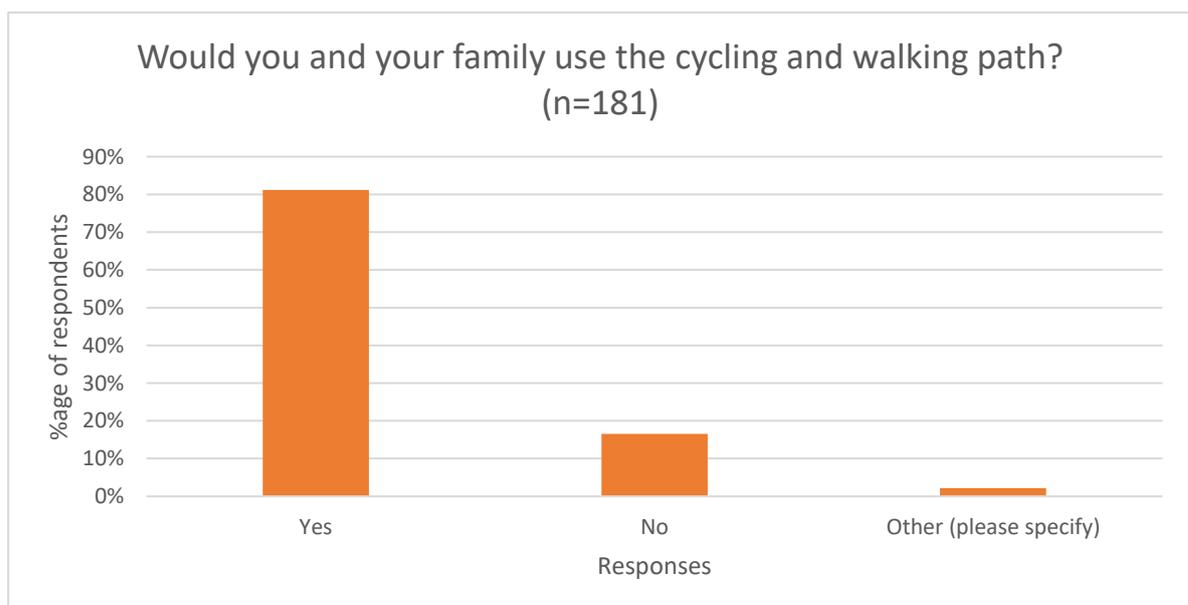
Picture 2 Consultation stall outside Scotmid

4.1 Question 1: Do you think this cycling and walking path will benefit the community as a whole?



93% of respondents told us that they thought a cycling and walking path would benefit the community.

4.2 Question 2: Would you and your family use it?



81% of respondents indicated that they and their family would use the cycling and walking path.

4.3 Question 3: Any other comments, ideas or suggestions you wish to add?

A significant number of respondents chose to make additional comments. Their responses are grouped as below with an illustrative quotation. The full list of comments is available in appendix 13

Comments
<p>Route suggestions</p> <p>17 survey respondents provided suggestions, ideas and more detail about suggested routes and some of these were entirely different route ideas (e.g. heading towards Bendochy via bridge over the Isla) and principles for the route (e.g. need for traffic free routes).</p> <p><i>“I suggest exploring an entirely different and safer route using existing rights of way and the Bendochy Road to Rosemount in Blairgowrie. It will involve the construction of a pedestrian bridge over the river Isla”</i></p>
<p>Quality of paths and infrastructure</p> <p>12 comments focused on the need for a high-quality surface suitable for multiple users and the need for adequate lighting and attractive landscaping.</p> <p><i>“Flowers and trees, LED lights”</i></p>
<p>General support for the proposals</p> <p>10 respondents noted their support for the overall project</p> <p><i>“Agree a very good idea and will benefit the local people and visitors to the area”</i></p>

Butterybank Community Woodland preservation

8 respondents recorded their view that the Butterybank woodland is of great community significance.

“Not on the woodland!! Insensitive to 20+ families and those that have donated/sponsored the site, notably the [xxxxxx’s] who paid for bottom gate/fence and who continue to support maintenance of site. Most importantly what impression does this give the school children who have planted this area for ‘adults’ to ‘overrule’ their environmental efforts, always is an example of bad planning”

Use of the former railway line

7 respondents suggested using the route of the former railway line for the path.

“By far the best route in our view would be to use the formation of the old railway line via a new pedestrian bridge over the Isla to the A984. While this would be a dearer project it is a bold, imaginative plan and avoids the cycle/pedestrian use of the Couttie bridge which even with a one way system is not going to be pleasant to use.”

Couttie bridge

3 respondents noted concerns about the use of the Couttie bridge

“Not in favour of traffic lights on Couttie Bridge as this will interfere with thousands of daily commutes and possible incur alterations to bus timetables.”

Behaviour

3 respondents recorded concerns about the behaviour of individuals

“A cycle route would be of necessity to follow farming land, all users, especially dog walkers, should be advised to treat such with respect, dogs should be kept on a lead.”

Traffic and speed of traffic

3 respondents noted concerns about the speed and volume of traffic

“Scared to go out on bike but would like to”

Parking and congestion

3 respondents highlighted local parking and congestion

“Bogside rd. and causeway end too narrow and too congested for bikes. It would be very dangerous to have extra bikes using these roads.”

Issues with the consultation

3 respondents had issues with the consultation

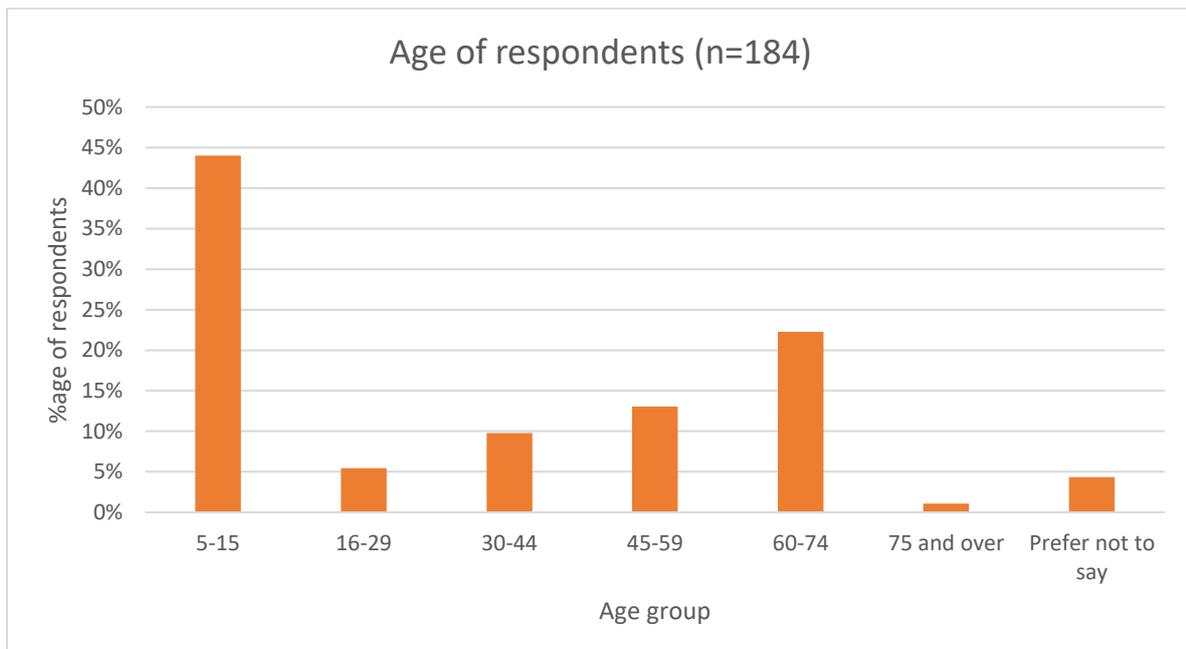
“I am not happy that my Facebook comment was deleted. (my comment was not rude nasty or offensive). I believe you are cheating the system to make it look like it’s all positive feedback :(“

Note: The author (nor SCDC) did not delete any comments on Facebook or post directly to Facebook about this project.

Other

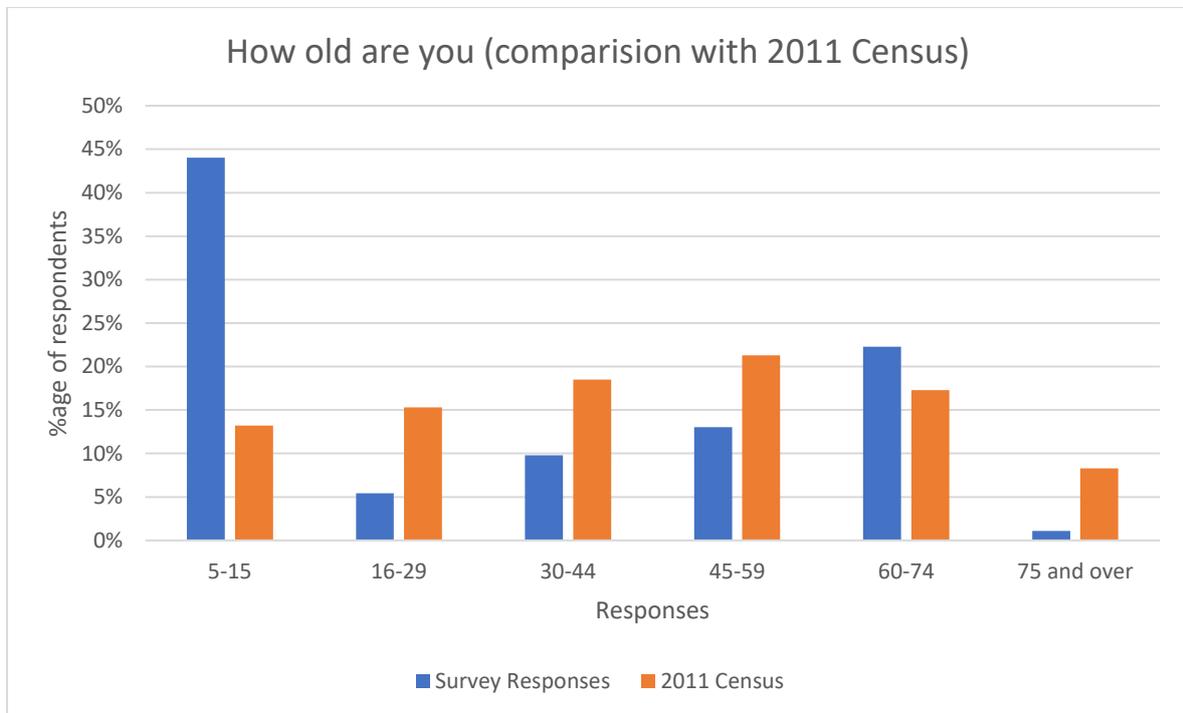
There were a range other comments and suggestions which were mentioned two or fewer times (see appendix 13 for full list)

4.4 Question 4: How old are you?



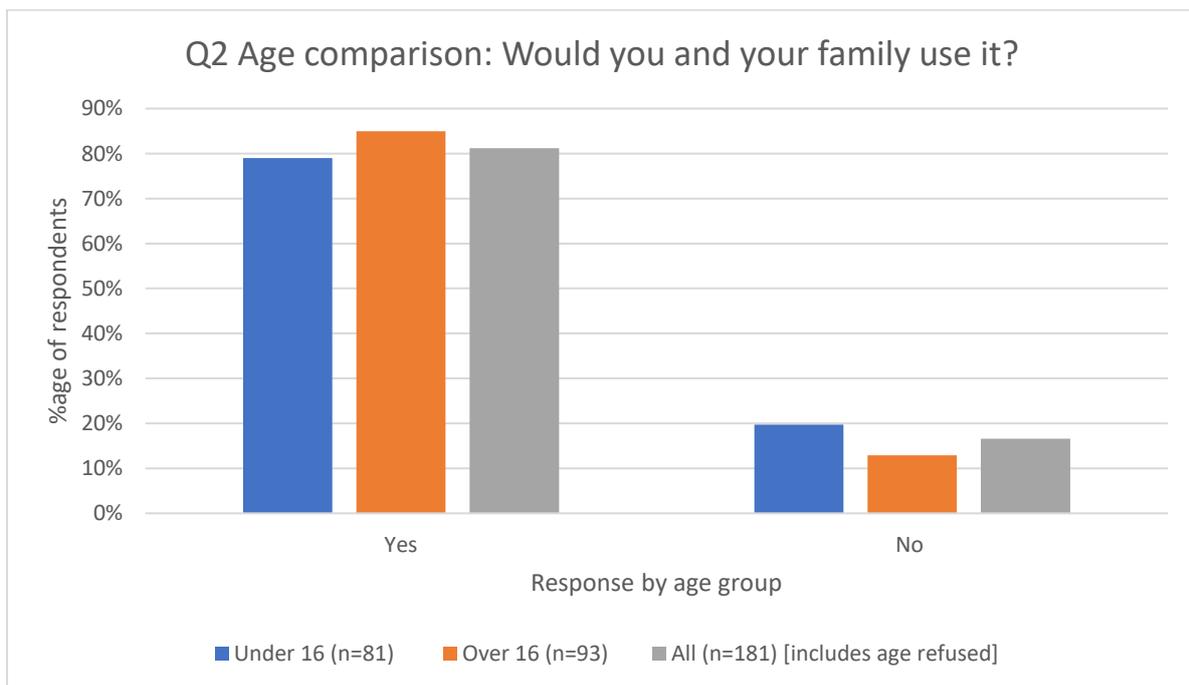
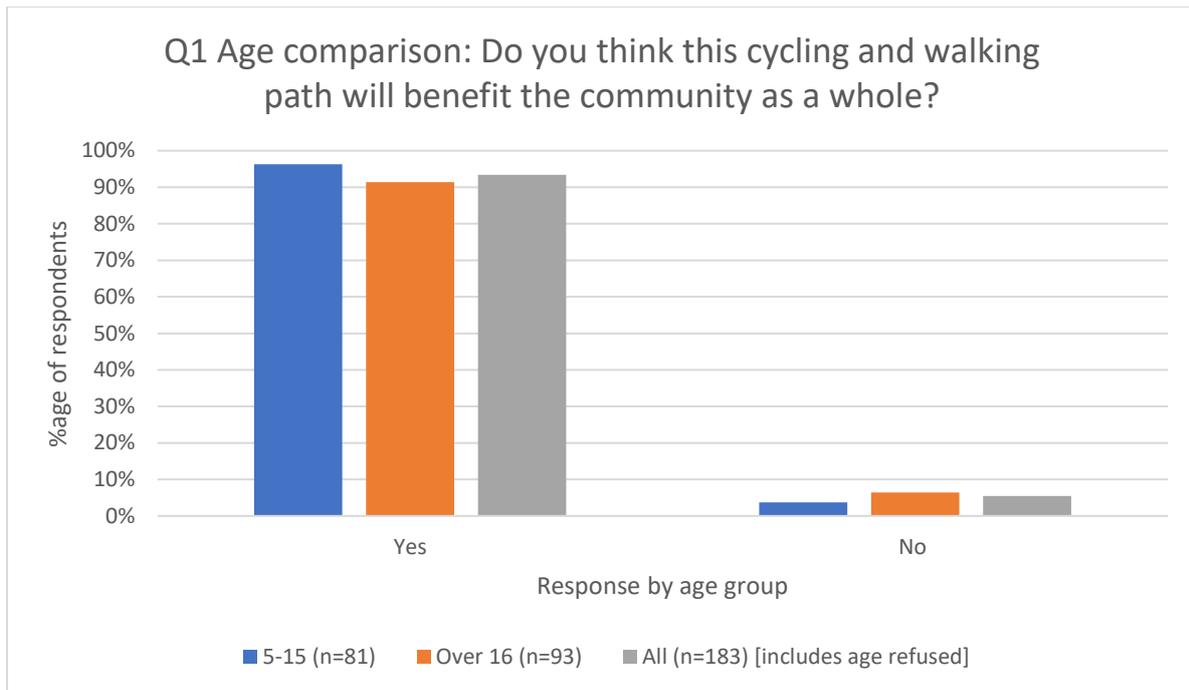
People of all ages participated in the survey/map. The age profile of the responses reflects the workshops at the schools. Response rate amongst those age 16-24 was

relatively low. This tends to be a challenging group to engage with – the lack of an electronic version of the survey/map (as described above) will have exacerbated this issue.



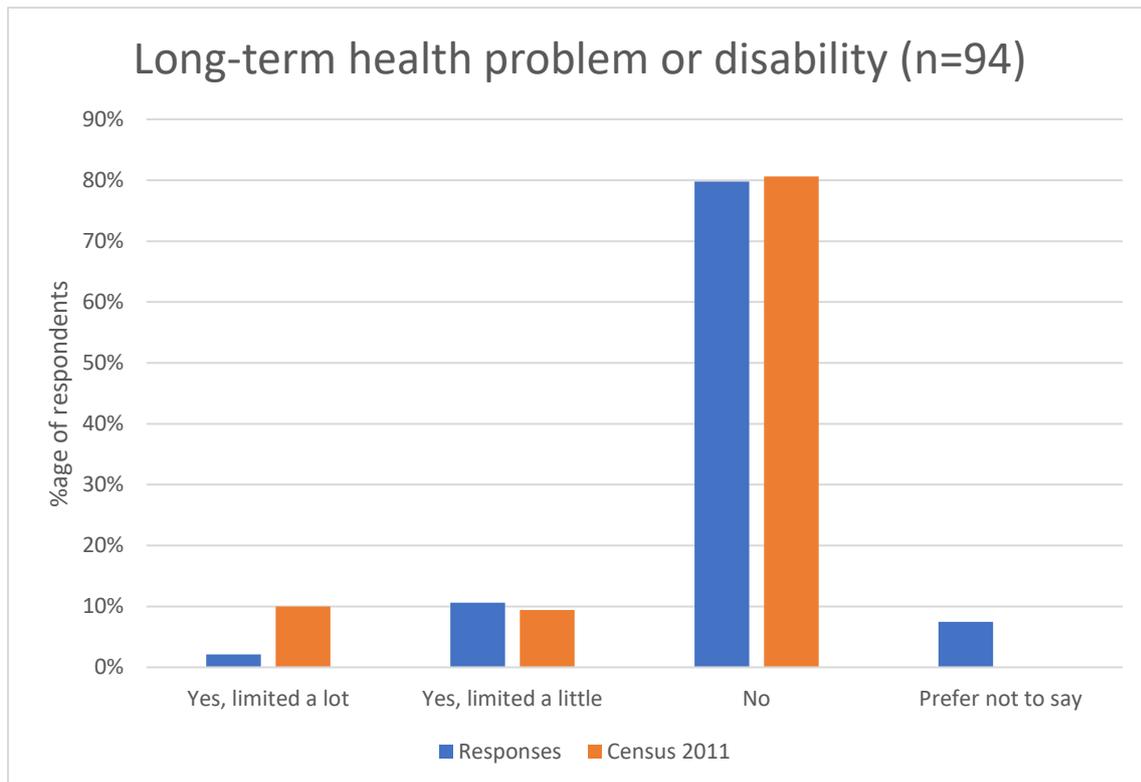
In comparison with the known community profile, those aged 5-15 and 60-74 were overrepresented. Those in other age categories were under-represented with the representation gap decreasing as age increases – until we reach 60-74.

Given the overrepresentation of young people (age 5-15) (as a result of the effort to engage with them) it is worth considering the extent to which young people’s views may or may not differ from the rest of the respondents by comparing responses for questions 1 and 2:



Overall, we see very little variation between those aged 5-15, over 16, and all responses. Younger respondents were more (4.9 percentage points) inclined to identify a community benefit than those aged over 16 but reported that they or their family would be slightly less likely (6 percentage points) to use it than those aged over 16.

4.5 Question 5: Are your day-to-day activities limited because of a health problem or disability that has lasted, or is expected to last, at least 12 months (include problems related to old age)



The health profile of respondents closely matched that of the 2011 Census.

At the last Census (2011) the population of Coupar Angus was 2262. The response rate for this survey was around 8.6% of the total population. The distribution method of the survey/map gave respondents a fair ability to have their voice heard. The survey closely matched the health profile of the community. Although the age profile of respondents over represents younger and older age groups all ages did take part. In addition, the views of young people were similar to those of adults (see also below). There are consistent patterns observable in the responses above and, as will be seen below, a clear pattern emerges from the map responses.

Overall, it is very unlikely that the received responses are not a fair reflection of the community's views.

5. Map returns

In total 155 completed maps were returned, 208 members of the community contributed to a map (the school pupils worked in groups of 2 and 3; at the community stakeholder event 18 respondents worked in groups of 4-5.).

The analysis was qualitative and interpretative in nature and involved the manual sorting and sifting of maps. Some maps had more than one clearly indicated route. Because some of these maps were submitted by young people who worked in small groups a presumption towards inclusion was made where there was a clear attempt at expressing an opinion. 6% (10) maps were received which were treated in this way. 3% (4) included alternative ideas (principally over the Isla near Bendochy) (see below). 6% (9) used or crossed Blairgowrie road.

Routes were classified as being either **east** or **west** of the cemetery. This is because no respondent (understandably) chose to route through the cemetery. The cemetery therefore provided a 'natural' separator and point of distinction between the proposed routes.

Overall (all returns)	Number	Percentage
Completed maps	155	100%
Used or crossed Blairgowrie road	9	6%
Provided an alternative map (e.g. via Bendochy)	4	3%
Hybrid maps (more than one clear choice)	10	6%
East of Cemetery	89	57%
West of Cemetery	62	42%

As the table above shows, from the returned maps, 2 clear preferences emerge both of which have substantial community support. Each of these routes has variations indicated (see below for more detail).

Younger people marginally (2 percentage points) preferred a route to the west of the woodland - although there was solid support for both options.

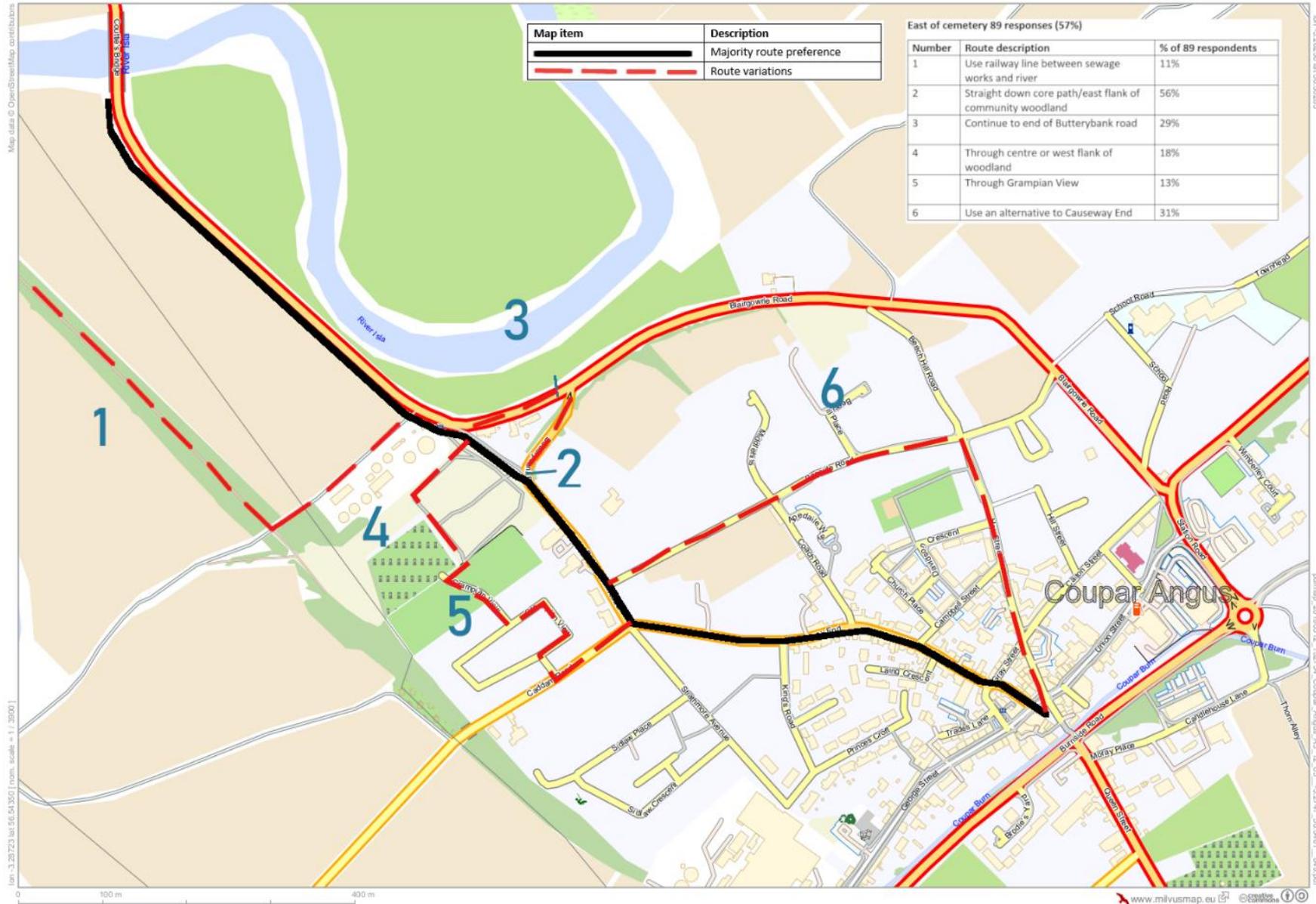
Overall (5-15)	Number	Percentage
Completed maps	43	100%
Other	2	5%
East of Cemetery	20	47%
West of Cemetery	21	49%

5.1 Map 1 – to the east of the cemetery

The majority (57% of completed maps) preferred a route which passed to the **east** of the cemetery – and the majority of those (56%) preferred a straight path to the east flank of the community woodland (utilising either the existing grass track or the core path). A minority (29%) opted to follow Butterybank road to its conclusion. Smaller proportions preferred other routes using the middle of the community woodland. Most opted for a straight route towards the Couttie bridge adjacent to the main road, with some opting to follow the line of the old railway track. Most respondents preferred the most direct route through Coupar Angus.

East of cemetery 89 responses (57%)

Route description	% of 89 respondents
Use railway line between sewage works and river	11%
Straight down core path/east flank of community woodland	56%
Continue to end of Butterybank road	29%
Through centre or west flank of woodland	18%
Through Grampian View	13%
Use an alternative to Causeway End	31%

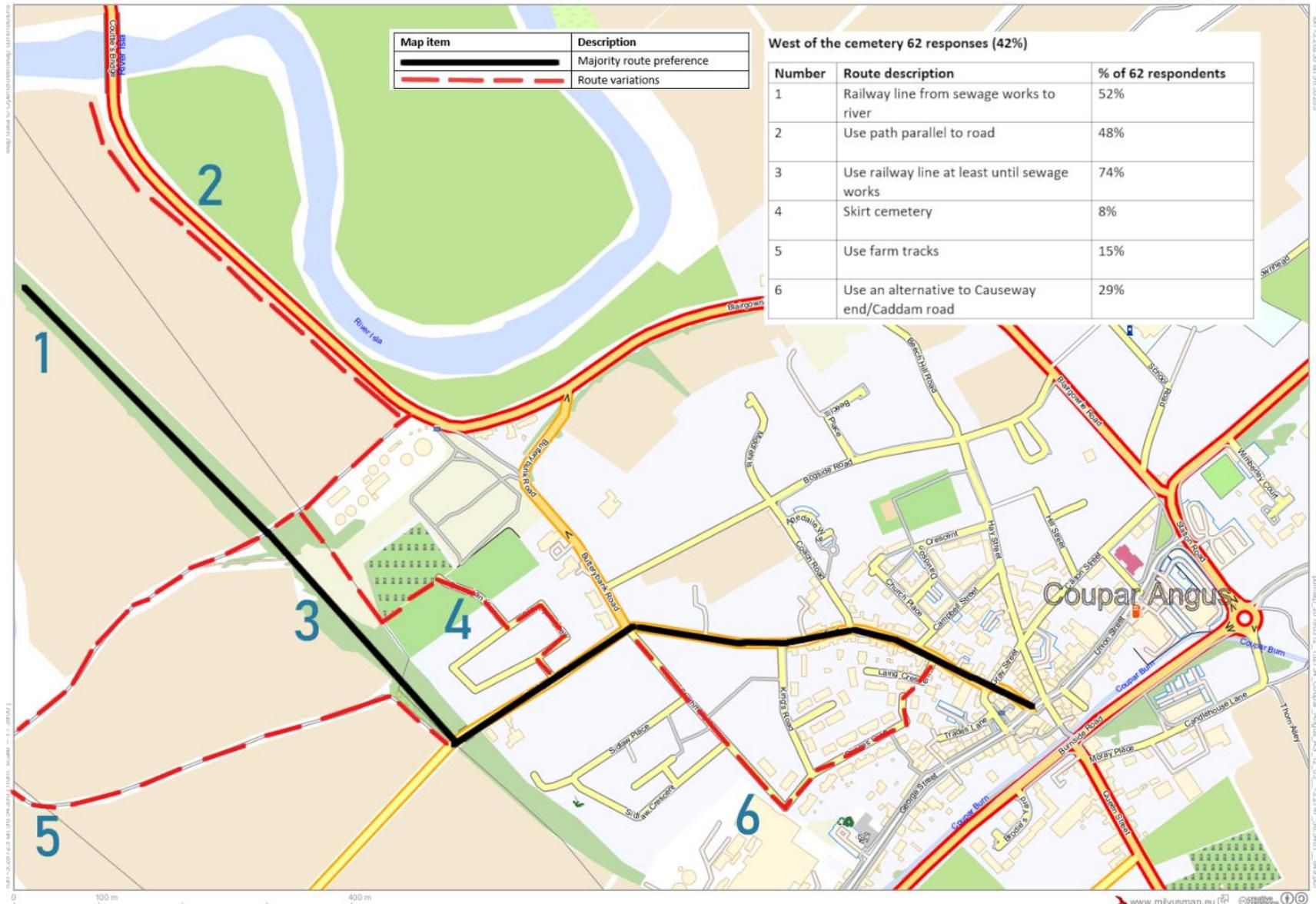


5.2 Map 2 – to the west of the cemetery

42% of respondents suggested a route to the **west** of the cemetery. The majority route in this instance followed a direct route through the streets of Coupar Angus before following the line of the disused railway track. A number suggested that the old bridge – where the supports remain – be reconstructed. Others suggested cutting across to a path adjacent the main road. Minority variations included a wide ‘bow’ using existing farm tracks.

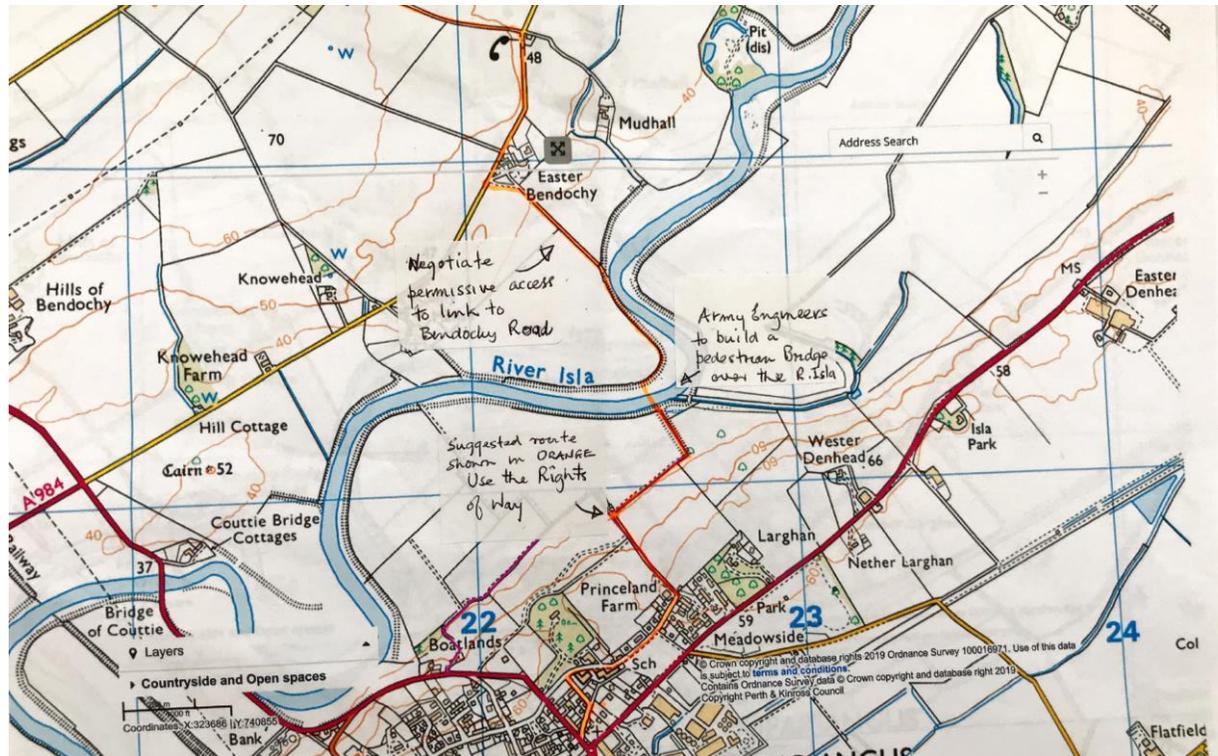
West of the cemetery 62 responses (42%)

Route description	% of 62 respondents
Railway line from sewage works to river	52%
Use path parallel to road	48%
Use railway line at least until sewage works	74%
Skirt cemetery	8%
Use farm tracks	15%
Use an alternative to Causeway end/Caddam road	29%

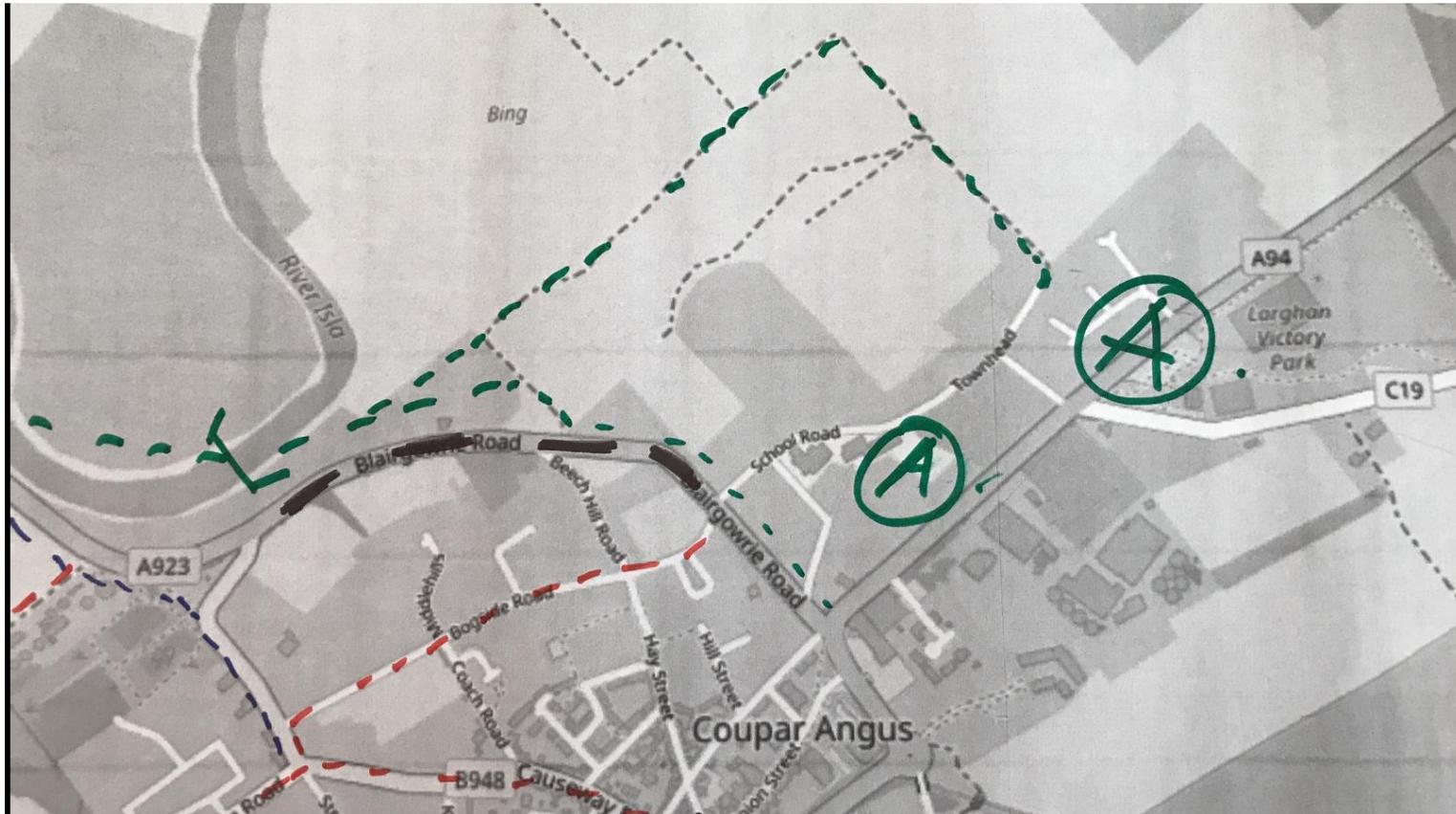


5.3 Other maps

As noted above a number of submitted maps did not conform to the two designs above. Some used or crossed the busy A923 and this had been indicated as unsuitable on the map in advance (see appendix 4). However, in the interests of completeness, two non-conforming examples will be highlighted here. Firstly a suggestion that the route heads North East out of Coupar Angus and secondly the suggestion that a path be made to link up other key community amenities and sites – notably the school and Larghan Park: Map 1 North East towards Bendochy



And, linking key sites (marked A on the map below)



Map 2 Key community sites to extend path

6. Site visits

The site visits were delivered on the 22nd May 2019. Three times were available:

- 2pm - 3.30pm
- 5pm-6.30pm
- 7pm-8.30pm

This activity was an open invite and was shared with previous participants and on social media.

These visits considered particular sites as identified by the community mapping exercise. These were:

- Bogside Road
- BATTERYBANK ROAD
- Core Path
- Community Woodland
- Grampian View
- Causeway End
- Hay Street

15 members of the community attended. 6 of those were resident in Grampian View. As described above, some residents from Grampian view had voiced concerns about previous proposals. Other participants included, local residents, local cyclists, those involved in the community woodland and representatives from the Centre for Inclusive Living Perth and Kinross (who provided an additional submission, see appendix 11). The following provides a summary of the group's thoughts. Video and audio is available here: <https://arcg.is/110Wu9>. A fuller text transcript is available in appendix 16.

6.1 Bogside Road





Pavements

“This road has always been difficult, you have to keep changing from side to side. You get cars charging along here. Especially further on.”

[...]

“A cycle pavement. They would just have to build it. It is wide enough, it’s just difficult.”

Speed was noted as an issue

“This road is more dangerous [at the moment] because cars go along here much faster than Causeway end because it is clear. Causeway End, there are cars parked and it looks much more hazardous.”

Road narrows, pavement disappears

“the difficulty here is segregating cyclists from the traffic. I don’t see how you could”

“If a car comes along here you have to get off the road because there is no pavement”

“What you would have to do here is put a cycle path on the other side of the fence”

“[...] If it was one way that would be different. Unless you put the cycle path along there [in the community garden area]”

There was a debate as to whether or not Bogside Road is better than Causeway End for a cyclepath

“This route is used highly by children, you will see there is no pavement. Of the two, Causeway End is the better road.”

[...]

“Causeway End is worse....”

“A wheelchair couldn’t pass.”

Summary

Most respondents did not feel the road was well designed or safe at present. Speed and volume of traffic were issues, the standard of the pavements is poor and in one section absent. From an accessibility point of view the situation is poor. A cycle path would improve this, but space is limited.

6.2 Butterybank Road



What happens at the bottom of the road?

“The point is where do you go from here, because it is a main road [at the bottom], the pavement is narrow and there are houses.”

Gradient and layout

“Anna [using a walker] has managed to come down there ok. The issue would be the lack of pavement and safety of being away from the traffic. But it is not an impossible gradient”

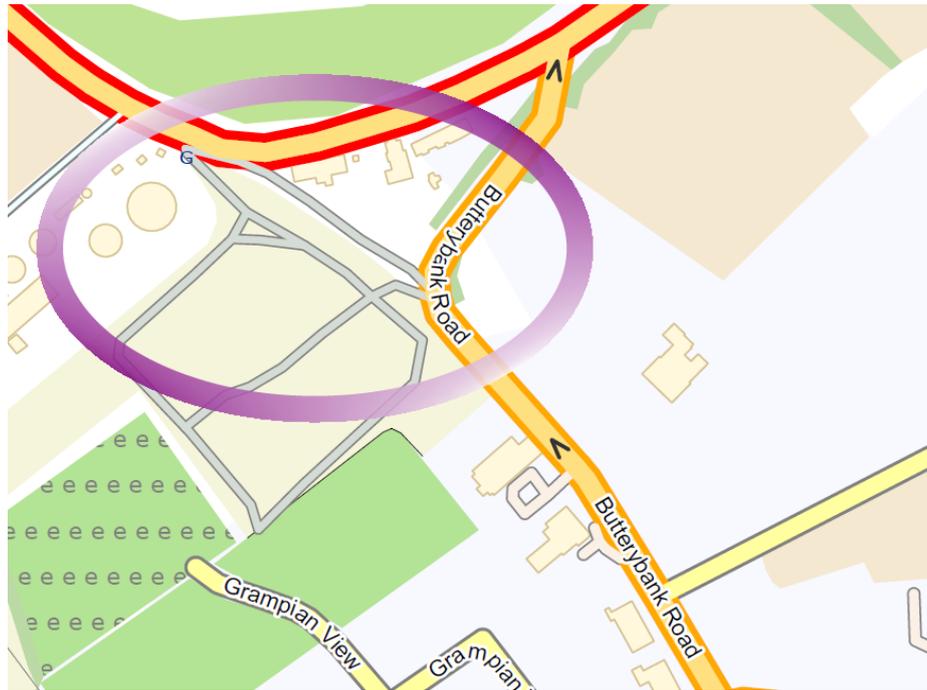
“The difficulty is where are you going to go to avoid this gradient – because you have to go from the level of the river to get into town one way or another.”

“It’s too steep, we were told its too steep. I used to cycle here.”

Summary

This route was suggested by a significant number of respondents. It has a range of challenges, but views varied about the significance and impact of these challenges – especially in relation to alternatives. The gradient is relatively less severe, but there are challenges regarding speed and volume of traffic, and how the route might work around the houses on the main road.

6.3 Core path



“There is path and bank here. Widen the path and you have a slope right down.”

“It can be widened. It could start a bit further up there.”

“The core path there, you could fill in the core path to reduce the gradient. You could cut into the side. If we lose trees more could be planted”

Summary

The core path, which runs between Butterybank road and the woodland was suggested as having potential for a path that would be off the road and avoid the woodland.

6.4 Butterybank Community Woodland



The community value of the woodland

“The schools have come in here and built this chart about the wildlife to look for. It is a beautiful place just to come and walk and enjoy nature. It is pretty safe as they can’t get out onto the road.”

“They have had concerns with vandalism with trail bikes and things. Which is why they make the gates like they are so you can’t get in. People can come in here and

walk freely with their dogs. If you are going to have cyclists in here, I don't know how you are going to sort that one out, the separation of the two."

"The school designed this, they are coming for lessons. They are safe, but open these gates and they are open. It won't be what it was before. A well-used facility."

[...]

"If it was straight line that might be more acceptable. But you've still got an open gate at the bottom."

Accessibility for disabled people

"Would you walk down there?"

"No I don't think so. But we couldn't go across there. But grass isn't a surface that would be recommended for accessibility. And it would be difficult to be anything other than tarmac. It would be dangerous to take a wheelchair user down there. They would slip in the wet. Electric or manual."

[...]

"The other way you could do it is gravel with a harder surface underneath to get traction. Because at the moment if you had a wheelchair user they couldn't visit that tree over there."

[...]

“I don’t know if that would be permitted by the woodland people, because this is not meant to be tarmacked, this is a woodland.”

The gradient

“Even if it was tarmac I would have thought that would be too steep.”

“It would yeah. It would be safer if it was tarmac.”

“Some kind of traction on it”

“For walking it wouldn’t bother me”

“I think the benefits outweigh the possibility you might have to get off [one’s bike] and walk. Everyone I know that’s not a fully-fledged cyclist in a club will not cycle along here [along the main road]. A lot of my ladies won’t cycle down the main road, it is too dangerous. But they will cycle along a cycle path, they love it.”

Summary

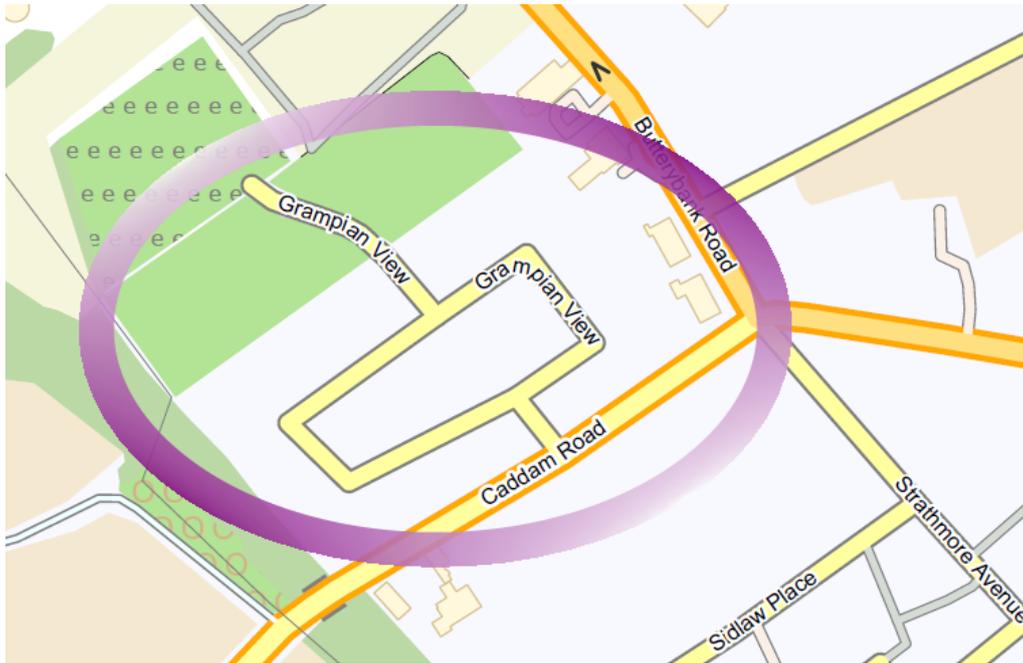
The community woodland has been a site of contention during discussions on the cycling and walking path. The key issues in the woodland are as follows:

- Community value of the woodland: the community woodland is an important local amenity and there was a worry that a cycling and walking path may adversely affect this. In addition, there was a concern that a cycle and walking path would reduce the security of the site with regards children and motorcycle access.
- Access for disabled people: the site is very difficult to access for anyone who is not able bodied. The gradient is a significant issue, but so is the off-camber,

uneven and slippery terrain. The site is not wheelchair accessible due to the gates. (see appendix 11)

- Gradient is less of an issue for walkers and cyclists – with the benefits outweighing the downsides.

6.5 Grampian View and Amenity Area



Volume of cyclists

“Plus the fact this is a cemetery here, and we don’t want people coming with bikes and motorcycles making a racket when people are in the cemetery. You get them all chat, chat, chatting when you are having a quiet moment.”

“People thought that if there was a funeral it wouldn’t be good to have bikes speeding. But if it wasn’t going to be a pile of 10 bikes at a time colliding with a hearse, the odd bike would be alright”

Motorcyclists

“...coming sitting on the walls, dropping litter. Bikers and cyclists. Someone came here with their motorbike on a trailer. Parked here and lifted it over the fence. Without a helmet, going down Butterybank and causing damage.

“[...] when you put something in for cyclists, motor cyclists will use it, they think it is for them as well.”

User conflict in the amenity/open grass area

But this amenity area is an issue as well because it is used by other people, for other things that don’t mix with cycles, horses, disabled scooters. [...] You get cyclists here and I’ll let my dog off the leash and they’ll go for them. The cyclist will end up in a heap. Because the dogs will go for them.

Safety

“¾ of the residents have asked for it not to be, have objected. Because there is a sharp bend there, a sharp bend there. There has been some damage done.”

“It’s not a case of nimbyism, it’s a case of being logical. There are cars all the way round. It is dangerous.”

But, in contrast, others felt that the corners may slow down all types of traffic

“You are not going to pick up much speed as you are going round quite a lot of corners.”

Benefits of using the area:

“I’ve walked it [over beside the cemetery] I think there is potential.”

“I think the gradient is less as you are losing height more gradually. The issue was Grampian view...”

“I don’t live in Grampian view I guess it is easy for someone who doesn’t live in Grampian view but you are not talking about hundreds and hundreds of cyclists”

“It’s not going to be an etape³.”

“I personally don’t have an issue with it although I’m not going to live with it.”

Disability access

“The pavement there is much better.”

³ A large organised cycle event attracting many riders e.g. <https://www.etapecaledonia.co.uk/>

“And Anna, how do you find here and going through the streets?”

“Much better, more dropped kerbs.”

Summary

Before this consultation process began, many residents in Grampian view expressed displeasure at the prospect of the area hosting a cycling and walking path. A significant number of those who participated in the site visits were from Grampian View and again expressed their reservations.

Recently, the area has been plagued by nearby (on the adjacent railway cutting, amenity area and woodland) illegal scrambler bike activity. There was a deep concern that should a cycling and walking path increase access then this problem would be exacerbated.

However, those who were not from Grampian View saw less of an issue and from an access point of view the current design is much better than the many other areas in Coupar Angus.

6.6 Causeway End





Volume of traffic and parking

“It is very busy, and because there are cars parked both sides sometimes you have to back up to let cars through. This road is getting more and more busy. And because they don’t have garages they have to park on the road.”

Speed of traffic

“Bogside road is the faster one.”

The tradition in Coupar Angus here is that you walk up the middle of the road and if something comes you just get out the way. Nobody is going that fast, the pavements are narrow so you walk down the road, and because it is narrow you have to go slowly because it is such a bad road to drive on.”

[...]

“Because traffic is slow because cars are parked, you can’t go fast.”

Accessibility

“This side I don’t think Anna is going to get up, I don’t think you are going to get past that pole. The other side doesn’t look as bad, but I don’t think you are going to get past that pole. It is fine if you can just step off the road but a wheelchair user can’t just do that. It would be quite dangerous at the moment.”

Strathmore avenue: an alternative

Strathmore avenue was also investigated, which is a wider road and can join Causeway End at Laing Crescent. This was seen as better by a participant:

“I think it is better than the other two.”

“Wider?”

“Yes, and you are not getting the through traffic”

Summary

Like many road in the centre of Coupar Angus this road is narrow with many cars parked. Accessibility for disabled people is very poor now. However, traffic travels slowly because of the road layout.

6.7 Hay Street



Current usage

"This is a route to school for quite a few. There are a lot of pedestrians go up and down here. There is a steady flow of cars. It is the same as causeway end."

“I’ve never seen any cars speeding on this road. I would say it is relatively safe. It is busy.”

Pavements

“The pavements are narrow, and then disappear at the end.”

“Because it is an old market town there’s very little you could do with the pavements.”

Accessibility

“If they made that the cycle path, it depends how they are going to put it in, white lines or whatever. But you are not getting a wheelchair down there on the pavement.”

“There are people who go on the road. I go up and down walking in the road.”

“I have never felt like I was going to be knocked down.”

“I suppose it matters if it is going to put people off that they are in the road. Because if I was to say to Anna on her own that she has to get to the bottom of the road she probably wouldn’t want to do it, would you?”

“No. [...] I would go on the road if I had someone else with me.”

[...]

“And you want a system so that people don’t have to ask for special favours in order to get to something. That is the problem.”

Summary

This was a popular alternative to Causeway End. Where the buildings are newer at the North end, the road and pavements are wider. But both narrow towards the centre of Coupar Angus and this presents a significant independent access problem for disabled users.

7. Final feedback event

The final feedback event was delivered on the 30th of May 2019. 26 members of the community attended. There was representation from: residents; Coupar Angus Primary School; Community Council; Pride of Place; Heritage Group; local church; an elected member; Forward Couper Angus; Blairgowrie and Rattray Development Trust; Parent Teacher Association; Coupar Angus Cycling Club.

This activity was an open invite and was shared with previous participants and on social media. A poster advertising the event was also placed around Coupar Angus (see appendix 10). The event consisted of:

- A presentation of the draft findings (see appendix 14)
- A brief Q+A
- An opportunity to feedback into the draft routes (see appendix 15)

The additional feedback highlighted issues explored in the site visits:

Summary of comments	
West of cemetery	East of Cemetery
<ul style="list-style-type: none"> • Gradient at various known points and attendant accessibility issues • Use of Causeway End and Bogside road: safety, traffic, accessibility and speed of traffic • Objection to use of amenity area 	<ul style="list-style-type: none"> • Gradient at various known points and attendant accessibility issues • Core path: both support (ability to reduce gradient, examples already exist) and objection (current use as resident's driveway; issue of road at bottom). • Positive comments on use of railway, but lack of bridge an issue • Objection to path cutting woodland in half • Use of Causeway End: safety, traffic, accessibility and speed of traffic



Picture 3 Final feedback event

Get in touch.

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