

Appendix H. Consultation Design & Mitigation Suggestions

Corridor	Suggestions	Comments	Actions
1	Tunnel the existing road - viaduct up the glen - avalanche sheds - route to A815.	The route options suggested are similar to that under consideration within Route Corridor 1.	No further actions proposed
1	New route corridor from Ardgartan/Succoth - Tunnel Glen Croe to Glen Kinglas (Butterbridge).	This would be a new route corridor in proximity to Route Corridor 1.	Assessed as Route Corridor 15 in preliminary assessment
4 & 5	Use the road to Helensburgh rather than the Ministry of Defence road.	This submission suggests upgrading the A814 from Helensburgh. This option is different to Route Option 4, however, in doing so it would also require further significant upgrades to the wider A814 between Milton and Helensburgh or the A818 between Arden and Helensburgh while putting a trunk road through the heavily constrained areas along the coast. Furthermore, the Ministry of Defence may have issues with this due to the level of traffic passing by Faslane. No clear benefit beyond assessed Route Corridors 4 & 5.	No further actions proposed
4 & 5	New route corridor through Hells Glen B839 via Drimsynie and Carrick Castle.	The submission proposes an alternative route for Route Corridor 4. The proposal would be for the route corridor to turn north (as opposed to turning south as Route Corridor 4 does presently) once it crosses Loch Long. The route corridor would run along the western bank of Loch Goil. All roads in the area are single track and would appear to be significantly sub-standard. Topography would likely be a significantly challenging factor. Likely a shorter route, but there are no other immediately obvious benefits to using this alternative route corridor over the current proposals. No clear benefit beyond assessed Route Corridors 4 & 5.	No further actions proposed Route Corridor 14 is included in preliminary assessment which includes section between Lochgoilhead and the A815, through Hells Glen.
4 & 5	New route corridor from a bridge over Loch Long direct to A815 instead of via Ardentiny.	Route corridor 4 includes for a possible alignment option which would be a more direct route towards the A815 from Loch Long. This would avoid the southern part of Glen Finart. Additionally, Route corridor 11 is a more direct route to the A815 crossing Loch Long further south, and heading west after the crossing towards the A815.	No further actions proposed

Corridor	Suggestions	Comments	Actions
		No clear benefit beyond assessed Route Corridors 4 & 5.	
4 & 5	Bridge from Coulport/Peaton Layo to Ardentinnny.	This proposal is similar to the crossing from Shandon in Route Corridors 10 and 11, however, it is assumed that it uses the same approach from the A82 Trunk Road as Route Corridors 4 and 5. Given the topographical challenges from the bridge landing in Route Corridor 10 and 11 (85m high into steep topography) it is not evident of any benefits that modelling this alternative would provide. No clear benefit beyond assessed Route Corridors 4 & 5.	No further actions proposed
4, 5 & 10	Connection to Carrick castle to join these options.	The submission proposes an additional connection from Carrick Castle to Route Corridors 4, 5 and 10. The proposal would run along the western bank of Loch Goil. All roads in the area are single track and would appear to be significantly sub-standard. Topography would likely be a significantly challenging factor. There are no other immediately obvious benefits to adding this connection to the current proposals. No clear benefit beyond assessed Route Corridors 4 & 5 & 10.	No further actions proposed Route Corridor 14 is included in preliminary assessment which includes section between Lochgoilhead and the A815, through Hells Glen.
6 & 7	Dunoon crossing further north and south - make use of Warden bank and Lunderston bay. Cross at Inverkip.	A crossing further north would likely extend the length of the structure and require it to be positioned at a skew, there is no obvious benefit to this. A southern option falls out with the current corridor extents, on the western side it is likely that the alignment would return to the A815 and go through Dunoon rather than a bypass. No clear benefit beyond assessed Route Corridors 6 & 7.	No further actions proposed.
6 & 7	Tunnel between Cloch Point/Gourock and Dunoon.	Proposal is for a tunnel to cross under the Firth of Clyde between the A78 Trunk Road and Dunoon as opposed to a bridge. As a result of the topography beyond the shores, and bathymetry of the Firth of Clyde a bridge is considered more appropriate. Landing a tunnel in the built up areas of Gourock and Dunoon likely to have more impacts than further south, outwith the built up areas. No clear benefit beyond assessed Route Corridors 6 & 7.	No further actions proposed.
6 to 11	Route improvements to east side of route options, network linking - A8 corridor through Inverclyde.	Wider improvements to the trunk road network is not covered within the scope of this project.	No further actions proposed

Corridor	Suggestions	Comments	Actions
7	Additional route south to Isle of Bute off of Route Corridor 7.	This is considered to be an extension of the route corridor with an additional component rather than an alternative route corridor. No clear benefit beyond assessed Route Corridor 7.	No further actions proposed
10 & 11	Use Route Corridor 4 & 5 up to Garelochhead instead and then connect at Roseneath.	Merges the Route Corridor 10 and 11 crossing with the A82 Trunk Road approach for Route Corridor 4 and 5. No obvious benefit to this and given the difficulties already anticipated with Corridors 10 and 11. No clear benefit beyond assessed Route Corridors 4 & 5 / 10 & 11.	No further actions proposed
New	Bridge crossing to the north of Holy Loch or using Spango valley as approach to Cloch Point	<p>The first point of in this suggestion would result in a structure approx. 4.6km long. While appreciating that this would remove landing the bridge in Dunoon, so would the current proposal for Route Corridors 6 and 7 to land south of Dunoon near Bullwood. It is not clear what additional benefit would be provided by this proposal and given the difficulties of Route Corridor 11, landing an 85m high structure on the northern bank would likely be very difficult.</p> <p>The second point suggests using Spango Valley as the approach to Cloch Point. Whilst not crossing the Firth of Clyde at Cloch Point due to its position relative to the built up area of Dunoon on the other side of the firth, Route Corridors 6 and 7 would still connect to the A78 Trunk Road at the south-west end of Spango Valley. Based on this, no further action is considered necessary. No clear benefit beyond assessed Route Corridors 6 & 7.</p>	No further actions proposed
New	Road from Inveruglas/Sloy up the valley (south of Loch Sloy) and tunnel under Beinn Ime - Butterbridge	This is a completely new route corridor suggestion.	Assessed as Route Corridor 12 in preliminary assessment.
New	Consider existing ferries at end of M8/A8	Changes to ferry services is not covered within the scope of this project.	No further actions proposed
New	Longer tunnel from Kintyre	<p>This proposes a new route corridor and suggests building a tunnel to Kintyre/Campbeltown.</p> <p>This is much further south than the other route corridors considered. There is no obvious connectivity benefits compared to</p>	No further actions proposed

Corridor	Suggestions	Comments	Actions
		the other route corridors in terms of resilient alternative to the existing road. No clear benefit beyond assessed Route Corridors.	
New	Improve route between Dunoon - Portavadie - Tarbert	Submission suggested improvements to ferry routes and bus timetables which is out with the scope of the project. Another submission suggests a bridge from Tarbert to Portavadie or bridges to Arran and then the west coast of the mainland. The topography would be challenging towards Portavadie, and crossing of Loch Fyne very long. Also this route corridor would be significantly further south so connectivity benefits not clear relative to the other corridors. No clear benefit beyond assessed Route Corridors.	No further actions proposed
New	Crossing/bridge from Cowal peninsula over to Port Bannatyne/Rothesay	Route Corridor 8b study extents would include for a bridge crossing between the Cowal peninsula and the Isle of Bute north-west of Port Bannatyne/Rothesay	No further actions proposed
New	From Arrochar follow valley off to the right and around Beinn Ime	This would be a new route corridor in proximity to Route Corridor 1.	Assessed as Route Corridor 13 in preliminary assessment.
New	Arrochar to Cairndow via Lochgoilhead using Coileissan Glen	This would be a new route corridor in proximity to Route Corridor 1.	Assessed as Route Corridor 14 in preliminary assessment.
New	Gareloch to Cairndow via Lochgoilhead (west side of loch) joining B389	Submission sets out three stages: A - Upgrade of the A82 Trunk Road from Arden to Gareloch (similar to Route Corridors 4/5. B - New Route corridor through Hells Glen B839 via Drimsynie and Carrick Castle. C - Similar to current Route Corridor 11 Generally covered by the current route corridor options, with no real benefit	No further actions proposed. Route Corridor 14 is included in preliminary assessment which includes section between Lochgoilhead and the A815, through Hells Glen.

Corridor	Suggestions	Comments	Actions
		identified by using Hells Glen/B839 given the difficulties already experienced in Route Corridor 4 & 5. No clear benefit beyond assessed Route Corridor 4 & 5.	