



Civic Engineers

HELENSBURGH TO GARELOCHHEAD

ROUTE IDENTIFICATION & CONCEPT DESIGN

Stage 2 Report

September 2021



Contents

Executive Summary	4
Introduction	5
Study Area	8
Option Analysis	10
Design Proposals	12
Consultation	66
Detail	70
Next Steps & Conclusion	78
Appendices	80



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nick wright planning
people - place - planning

EXECUTIVE SUMMARY

Civic Engineers were commissioned by Argyll and Bute Council to identify the route for an active travel route from Helensburgh to Garelochhead and develop the concept design to RIBA stage 2.

The aim of the proposed route is to provide a high quality active travel route for use by all ages and abilities. It will be a key cycle route for commuters as well as being a route for recreational cyclists and visitors.

Consultation and engagement has been undertaken with the local community, stakeholders, schools, and landowners. This was done to get a better understanding of the area and gather feedback on the concept designs.

Constraints and opportunities have been identified along the route. Constraints include locations where there is limited space for a cycle track, like through Rhu where the current route heads inland. There are opportunities along the route to include placemaking and to include infrastructure to facilitate behaviour change and encourage cycling. All of the constraints and opportunities are set out within the report.

The types of infrastructure appropriate for the route were identified. These were refined following consultation so that the route has a higher degree of continuity and legibility.

The proposals are for a bi-directional cycle track, using carriageway and verge space where possible to minimise cost. The proposed route will run on the southern side of the road heading out of Helensburgh, crossing the road just north of Rhu to continue on the northern side of the road as far as the north gate of the naval base. The section beyond this into Garelochhead is still under review, with proposals for a traffic calming solution and widening of the footway where possible.

INTRODUCTION

Brief

The Helensburgh, HMNB Clyde and Garelochhead high-quality active route will provide a dedicated, high quality, segregated walking and cycling route along the A814/ River Clyde corridor. The route will link the town of Helensburgh, the largest settlement in Argyll and Bute (population 13,660) with HMNB Clyde (approx. 8,500 employees) and Garelochhead (population 3,700) to the west. The Helensburgh, HMNB Clyde and Garelochhead walking and cycling route will be a key commuter and community link that will provide a safe active travel route to primary and secondary education establishments, places of employment, transport interchanges and a wide range of services, retail and leisure facilities.

Context

Argyll and Bute Council created a cycle route linking Helensburgh Town Centre, HMNB Clyde and Garelochhead in the early 2000's. This route utilises a combination of on-road advisory cycle lanes, shared pedestrian/cycle path, minor roads and takes a circuitous route to avoid a key pinch-point in the settlement of Rhu. The route now requires significant improvement and upgrading to be compliant with current design standards and, as such, this route is no longer considered to be suitable to encourage cycle or pedestrian use for commuting or leisure along this important corridor.

HMNB Clyde, already the largest single employer site in Scotland with around 8,500 employees, is undergoing a period of expansion as it becomes the nation's centre of submarine excellence. This expansion includes significant off-base expansion to support a significant increase in employees based at HMNB Clyde. Argyll and Bute Council and the Ministry of Defence have a joint project, the Maritime Change programme, to provide mutual support through the expansion of HMNB Clyde. The

development of high-quality walking and cycling route(s) linking Helensburgh, HMNB Clyde and Garelochhead are an important element in supporting the expansion of the number of staff at HMNB Clyde.

The Scottish Governments Vision for Transport in Scotland as set out in the National Transport Strategy (NTS2) is that 'we will have a sustainable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors'. Having a quality active travel route for commuting that can also be used for leisure, tourism, and local community can be part of this vision.

Methodology

The following tasks were undertaken to develop the concept route design proposals:

- Inception meeting and site visit
- Initial public and stakeholder consultation, including the set up of an engagement group
- Preliminary route design and typologies
- Development of route options
- Route selection through discussions with the client and consultation feedback.
- Development of concept designs
- Public and stakeholder consultation on the concept design.
- Road Safety Audit 1
- Equality Impact Assessment

Deliverables

The following list of deliverables have been included within this report and its appendices.

Deliverable	Included in Report or Appendices
<i>Design</i>	
Detailed project programme	✓
Project Risk Register	✓
Detailed budget breakdown	✓
General Arrangement drawings	✓
Options appraisal	✓
Topographic survey	✓
Updated Designer risk register	✓
Road Safety audit (stage 1)	✓
Updated Equality Impact Assessment	✓
<i>Community Engagement</i>	
Community engagement report	✓
Behaviour change plan	✓
Communications plan	✓
<i>Permissions and Obligations</i>	
Summary of required statutory permissions (planning, TRO etc.)	✓
<i>Monitoring and Evaluation</i>	
Monitoring and evaluation plan (including baseline monitoring)	✓

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STUDY AREA

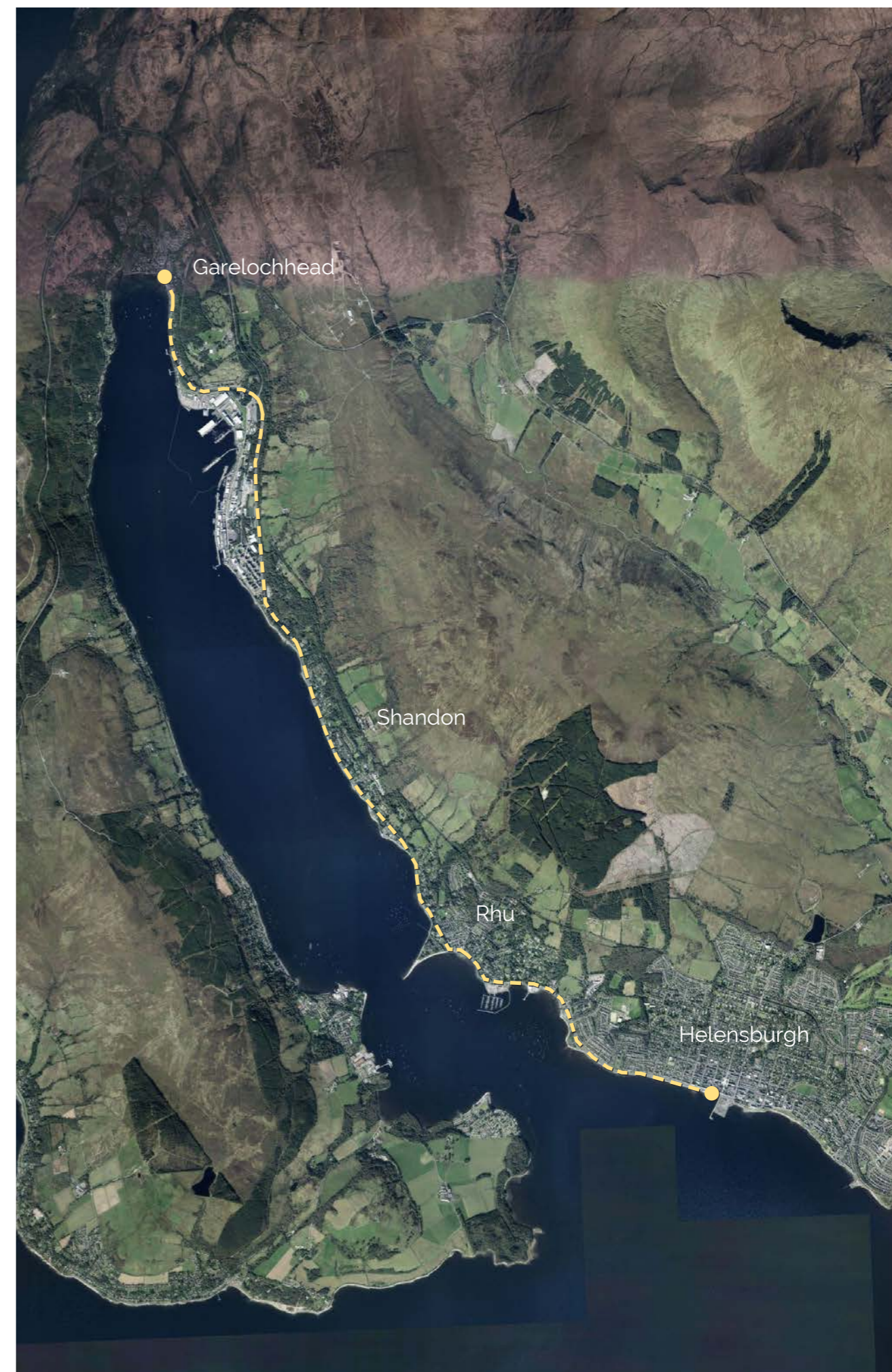
Existing route

The route (shown opposite) is approximately 12km from Helensburgh to Garelochhead. The carriageway is 2-way with the exception of a couple of turning lanes near to the naval base. From Helensburgh the route follows the A814 west towards Rhu before turning north to follow Gare Loch. At the south gate to the naval base the route heads inland to the roundabout at the north gate. From here the route follows the B872 into Garelochhead. The speed limit along the route varies between 30mph zones in Helensburgh, Rhu and Garelochhead to a 40mph zone to the north of Helensburgh, a 50mph zone to the north of Rhu and, the national speed limit (60mph) south of the Garelochhead speed limit.

The existing cycle infrastructure is of varying quality and design. The route is on carriageway heading out of Helensburgh to the north, in the town centre there are no lines painted for the cycle route and cyclists share the carriageway until Glasgow Street. From Glasgow Street to the north of Kidston Park there are painted cycle lanes on the carriageway. There is an uncontrolled crossing to the north of Kidston Park and cyclists join a path shared with pedestrians to the west of the carriageway. This design continues to the public toilets at Rhu and then the route crosses the road at a signalised crossing. The route then rejoins the carriageway going along Manse Brae and Cumbernauld Road and is linked to Aros Road by another shared path. Before Aros Road joins the A814 the cycle route turns onto a shared path heading north. This continues to Queens point where the route rejoins the carriageway. The carriageway here is an access road for the private properties and is relatively quiet compared with the nearby A814. There are several driveways that join the road that have poor visibility due to the walls surrounding the property. There is section of shared path before the route crosses the A814 and follows the path to the south gate access

road. The route then follows the A814 again sharing the footpath with pedestrians going up the hill before rejoining the carriageway where there are cycle lanes painted onto the carriageway. After about 1.3km the route moves back onto the shared path, on each side of the road for the approach to the north gate roundabout. Heading north from the roundabout the route rejoins the carriageway and continues this way until Garelochhead.

Some sections of the route are in poor condition, like the surface through Shandon, while other sections are in good condition, like the shared path to the south of Rhu. Generally the surface condition is better where the route is shared with the carriageway but this is not always the case.



OPTION ANALYSIS

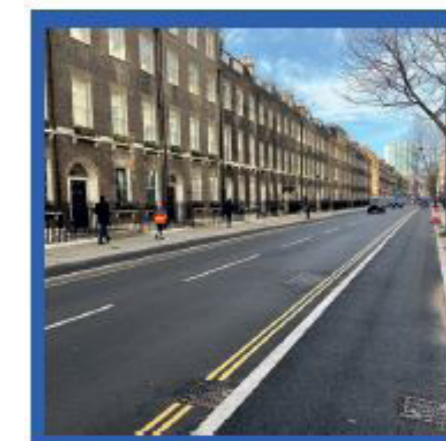
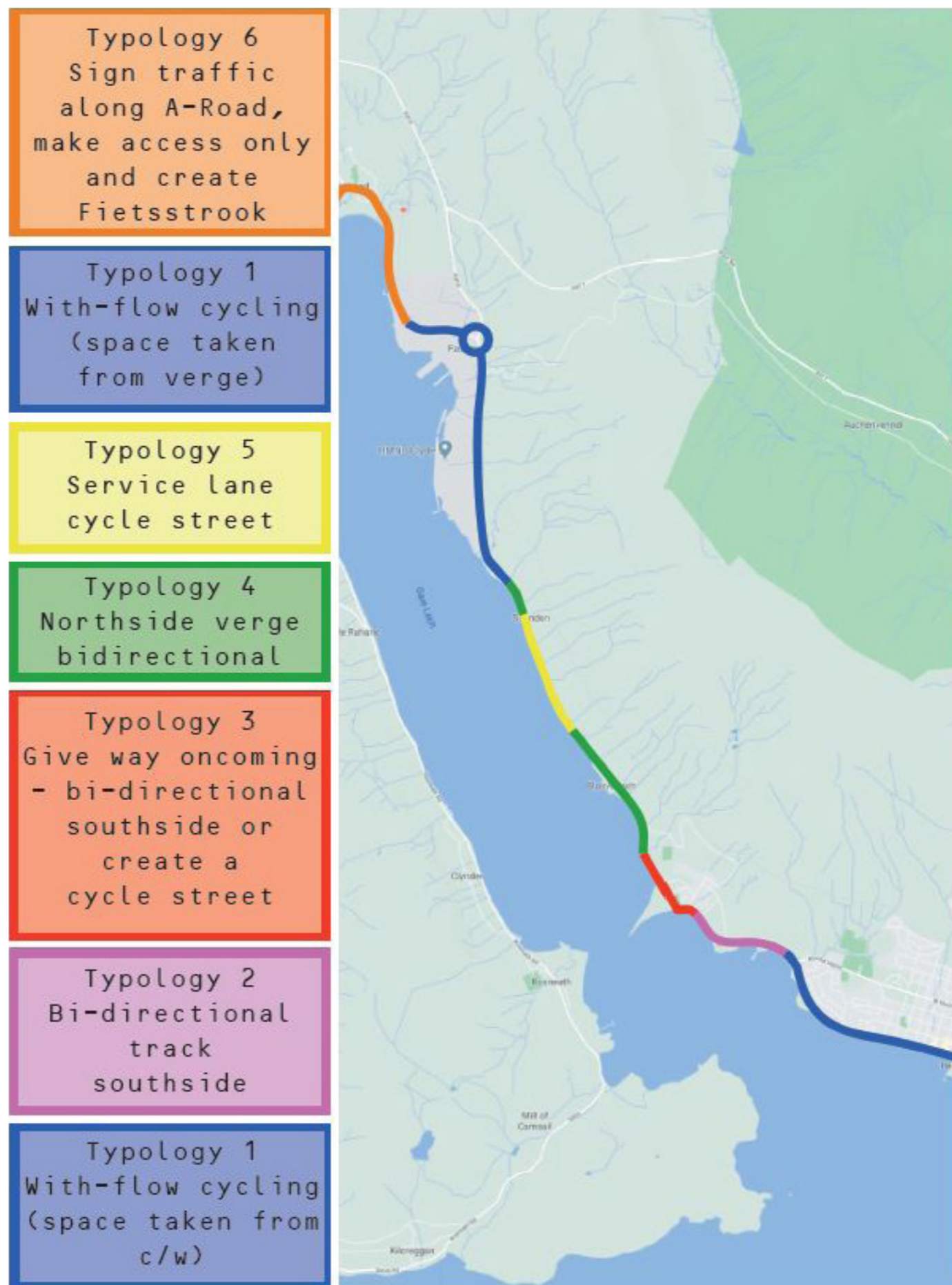
At RIBA 0 different route options were considered, like routing away from the main road. Through discussions with stakeholders and consideration of the topographical challenges presented by a route following this alignment these options were discounted in favour of following the existing route and improving it where possible.

Route optioneering

A series of options were developed for the route a RIBA 1, based on assessing a number of criteria and existing conditions.

These options were developed in isolation to ensure the route was delivering the optimum level of service for each constraint.

During RIBA 2 these options were assessed and refined to ensure that the overall level of service, legibility, and usability were maximised - delivering an easy and enjoyable route for all ages, and one which offered maximum protection and safety as well as maximum value for money.



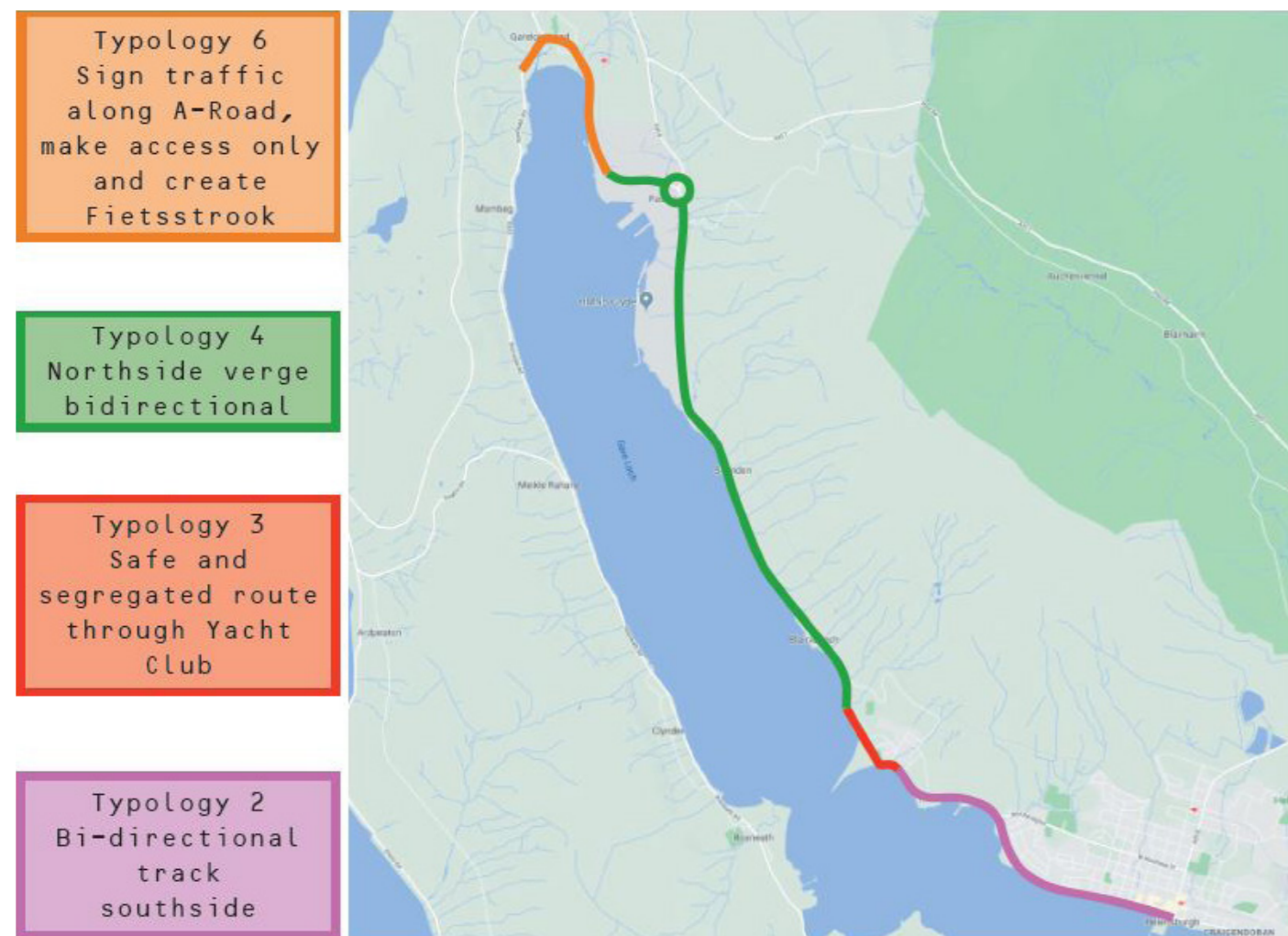
DESIGN PROPOSALS

The proposed route has been selected as a result of the public and stakeholder consultations that have taken place and with consideration to the current design guidance LTN 1/20 and all other relevant codes and standards. The recently published Cycle by Design guidance will be used in the next phases of the design development.

The chosen option is considered to be the most effective solution to meet the aims of the project. Drawings of the proposed route can be found in the appendices.

Route Refinement

Assessing the route as a whole during RIBA 2 allowed the designs to emerge as a continuous route, with typologies and subsequently the need for transitions between typologies being dramatically reduced.

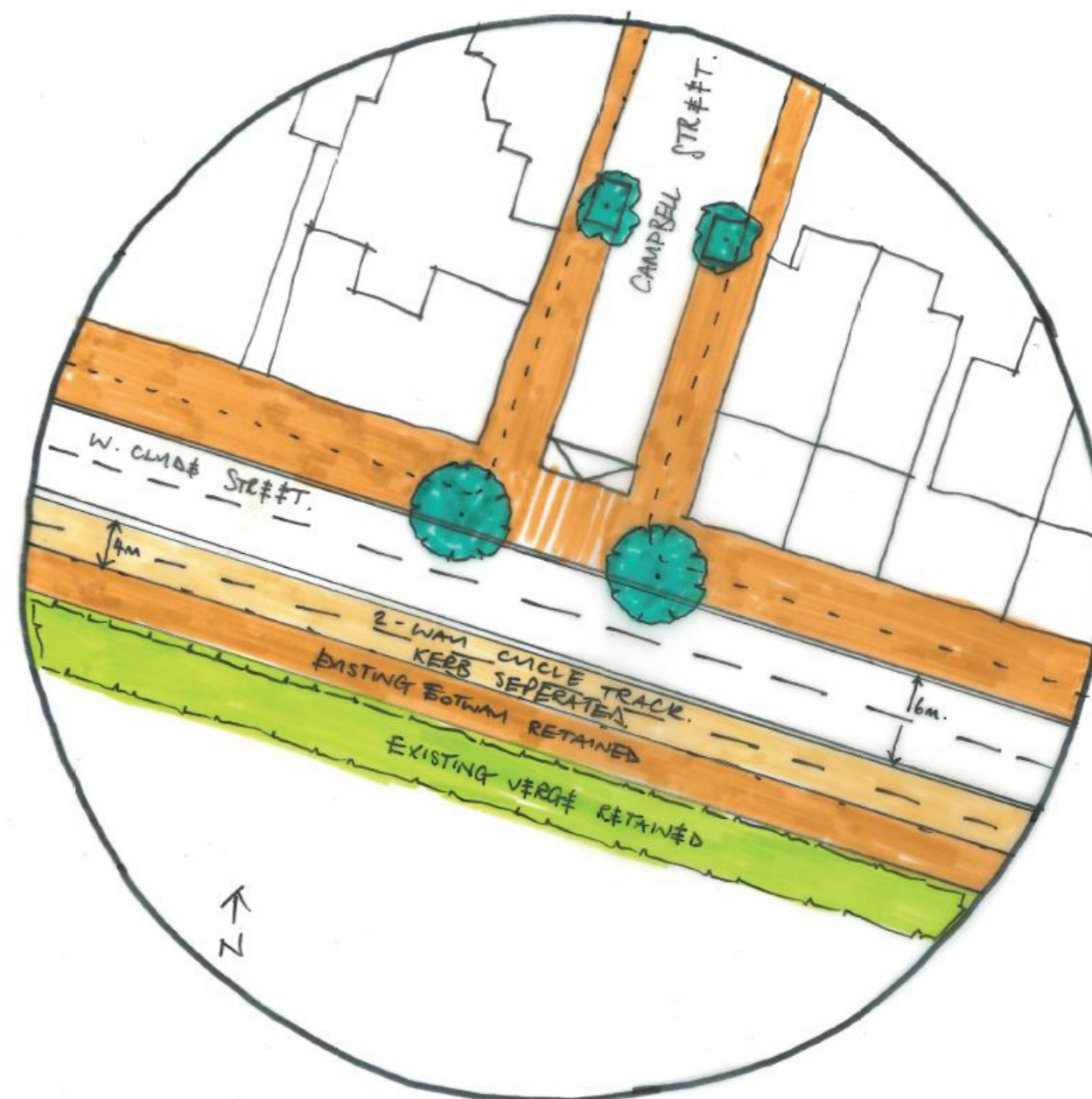


The design at Helensburgh responds to the emerging town centre cycling infrastructure with a 4m wide bi-directional track on the south side of the street - separated from moving traffic by a half metre verge/buffer. This has the added benefit of being away from almost all access points which are common on the north side of the street, and as a result conflict along the route is reduced. When connections are required back to the north side, parallel cycle / pedestrian crossings have been incorporated.

Where parking is reprovided this is done so to the north of the street, to put parking closer to

shops and amenities as well as away from cycling movements to eliminate the chance for 'dooring'. Parking is accommodated in footway level pads to widen the pedestrian environment when not in use.

Opportunity for increased tree planting is also proposed in this widened footway to the north, framing side streets as part of continuous footway crossings - slowing vehicle turning speeds and adding to the rich sense of place. These trees are proposed to form part of a SuDS network, with uncompacted rooting zones and the ability to attenuate surface water.



As part of our RIBA 2 Route Refinement, the opportunity to locate the cycling provision within an existing verge space was maximised.

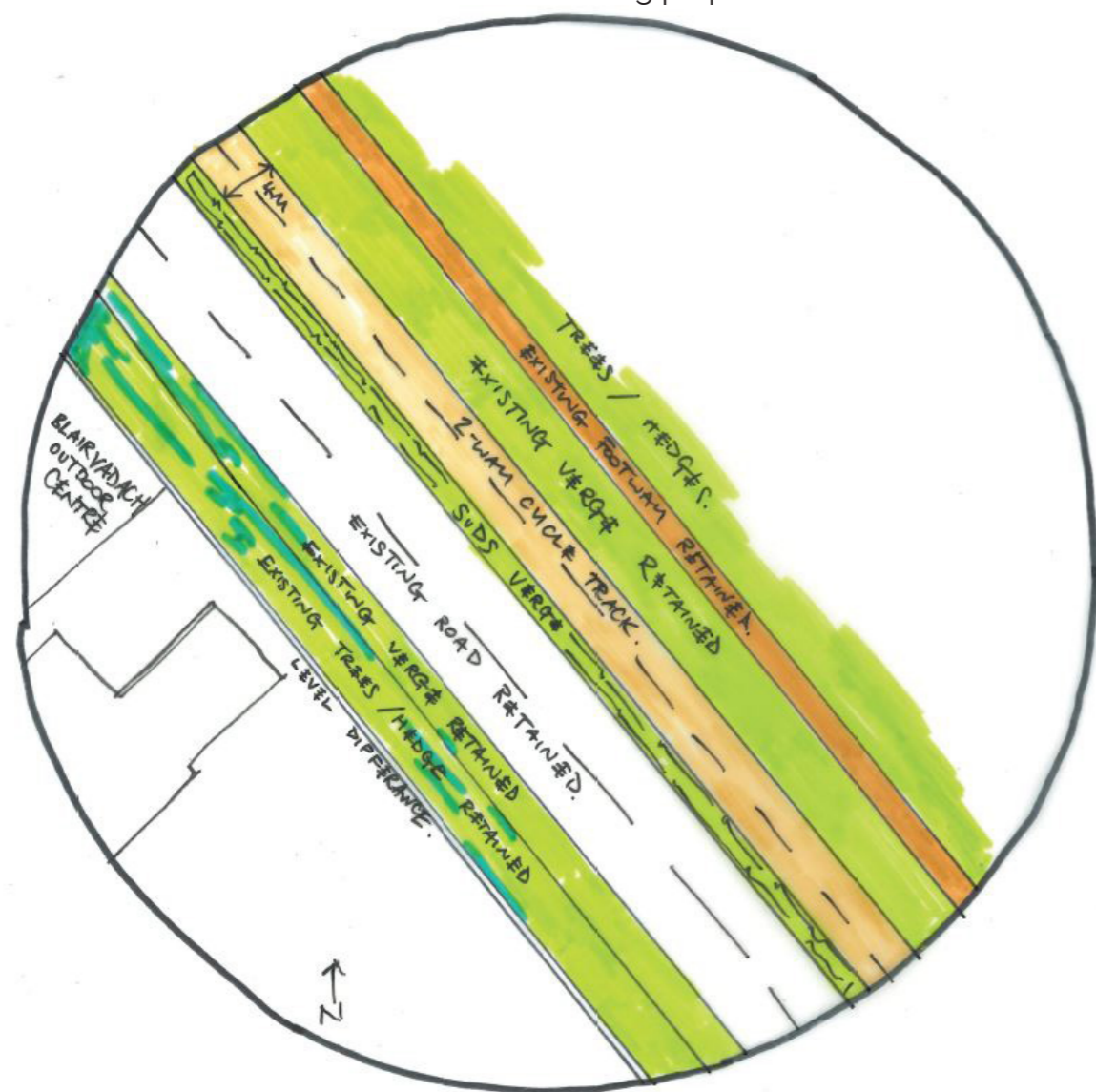
This typology offered numerous advantages to the project and the route design. Firstly cycling infrastructure could be accommodated away from vehicle and pedestrian movements (which remain as existing), creating a more enjoyable and safer cycling level of service.

This infrastructure can also be surrounded by green infrastructure and SuDS to further improve the experience of cycling along the route, and offering protection from wind and rain.

The cycle track itself is proposed to be constructed from a permeable material to ensure that surface water is managed effectively and ponding is eliminated along the route.

The ability to maintain the carriageway as existing for a large stretch of the route has an additional benefit of reducing costs and increasing the cost effectiveness of the proposals as a large portion of the route can be delivered without onerous traffic management or costly highways works.

At bus stops this typology also allows bus movements to remain unaffected with the verge acting as a bus boarding/alighting area with pedestrian priority links to the footway being proposed.



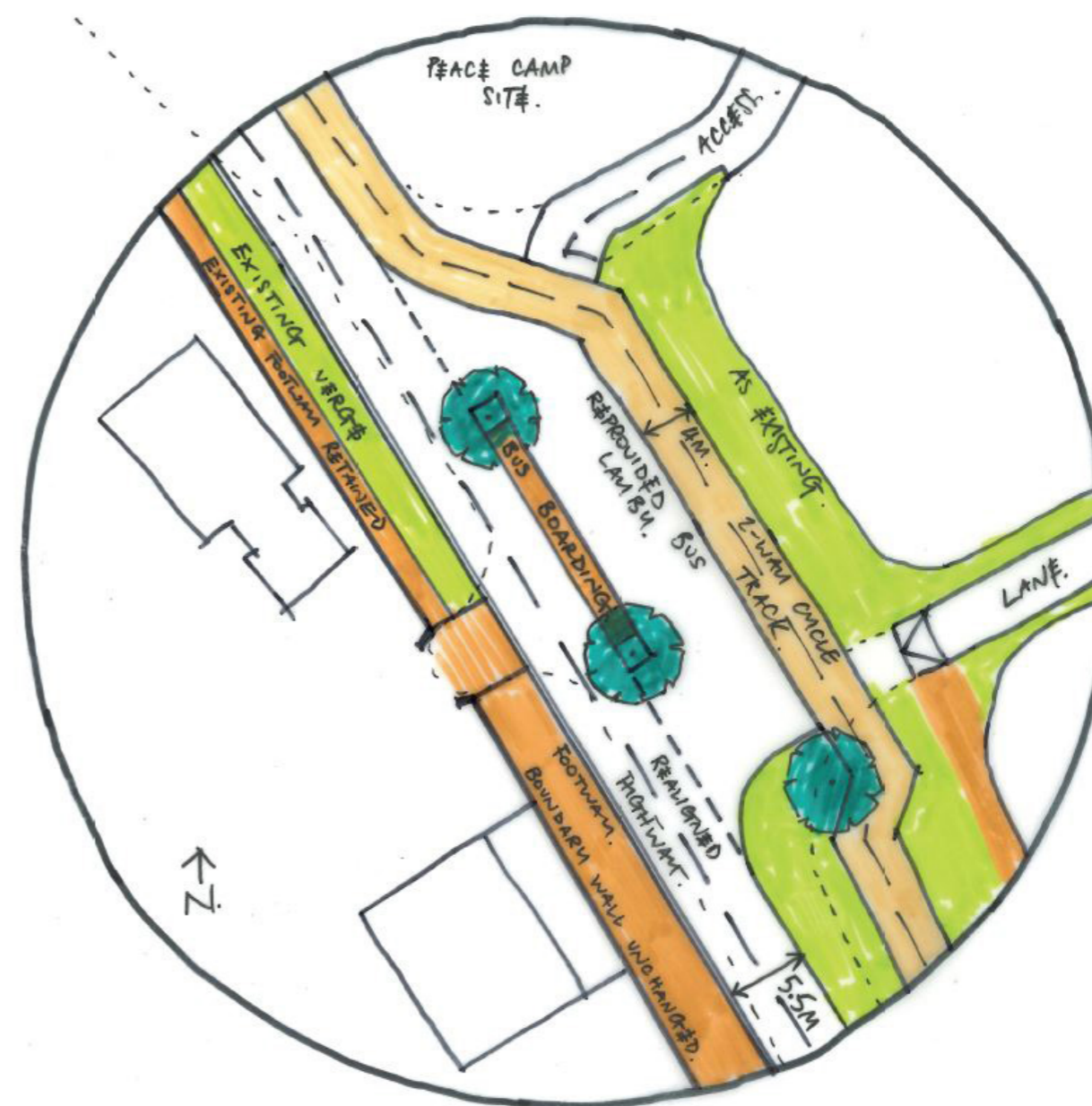
As part of our RIBA 2 Route Refinement areas requiring additional design development were identified and progressed.

The Peace Camp was one such area, with the verge space to the north-east of the street being used for the Camp, the cycling infrastructure had to move south along with the carriageway and pedestrian footways into space being used for a verge currently. This has been designed in so as not to really be noticeable for cyclists, pedestrians or vehicles however will require additional works.

As well as the site of the Peace Camp, the bus interchange along the route. immediately to

the south of the Camp also had to be reprovided. The design refinement in this area reinstated the bus interchange in a way that created safe cycling through the space, as well as an attractive boarding and alighting environment.

The cycle track would be raised throughout the space with any vehicles accessing the lanes requiring to bump up a splay kerb, to slow vehicle speeds. All such interaction have also been designed on straight sections of cycling infrastructure to increase visibility. Opportunity for extensive SuDS are proposed in the verges around the tracks.



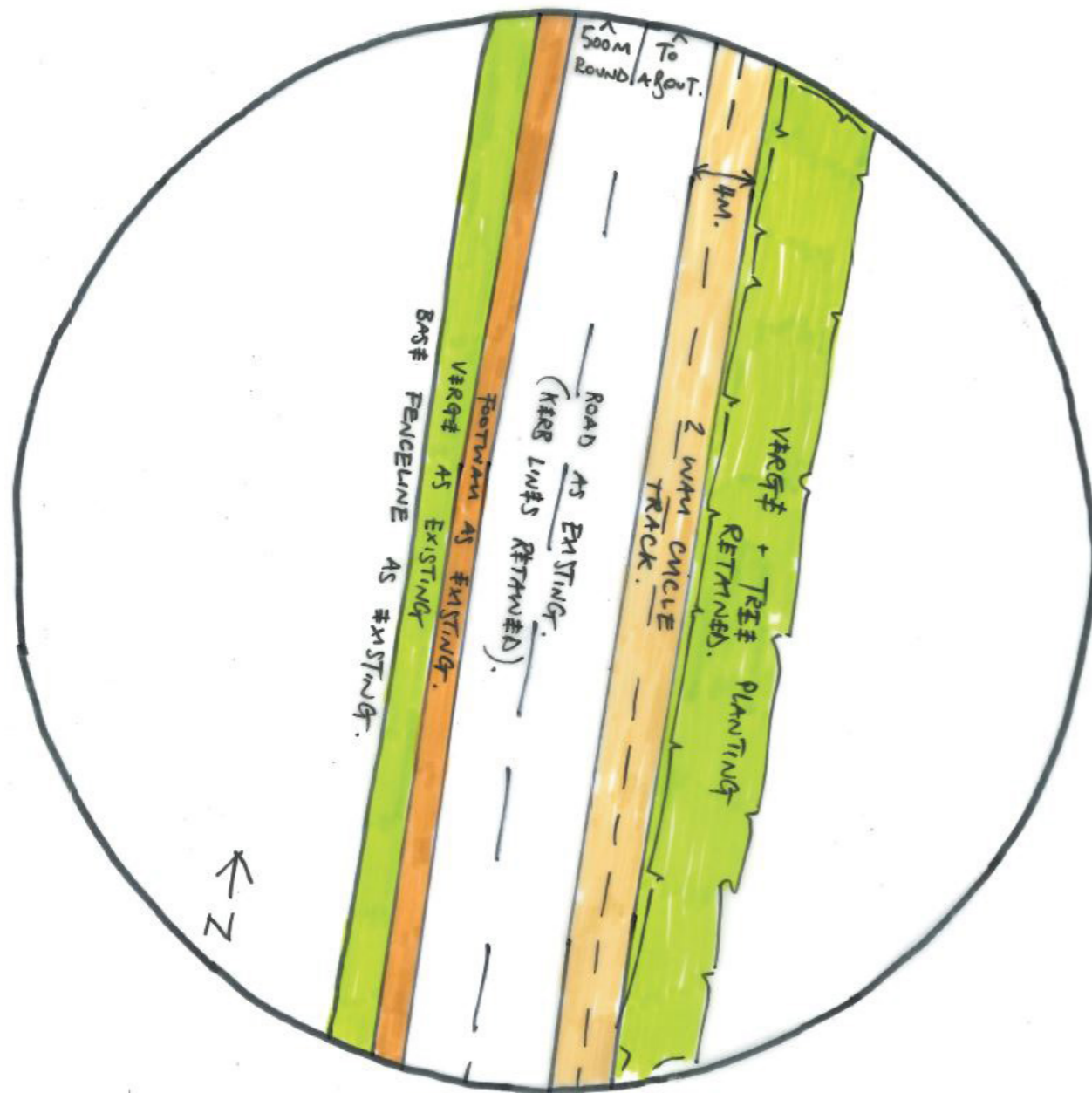
RIBA 2 Route Refinement past the base and to the north led to the simplification of the RIBA 1 concept, with the main verge typology being used.

This has the benefit of maximising value for money along the route, again reducing the need for costly traffic management during construction as well as reducing the costs of works themselves.

The 4m wide, bi-directional track, would be stepped from the carriageway and separated by a half metre kerb/buffer.

Land take considerations

Where possible the route will be located on council owned land. For locations where land take would be required, like at Rhu, initial conversations have been had and landowners (see text above in the Consultation section) are willing to enter discussions on how to proceed. These discussions will be subject to drawings being provided during the detailed design stage.



Placemaking

There is a considerable opportunity for placemaking along this route. The following pages outline where these opportunities are and what kind of installations might be most suitable.

Many of the options given here are potential opportunities that would be beneficial additions to the route. However, it should be noted that it may not be desirable to include all of them from the outset as this may impact on the construction costs. Rather, these would be 'nice to have' installations that will increase interest along the route for recreational users and visitors to the area.

Flexible Placemaking

A flexible placemaking strategy functions like a modular system, or a 'kit-of-parts'. Firstly, we've considered what types of furniture or facilities would be beneficial for inclusion:



Design Themes

From our research of the area's development, its heritage, and the people who shaped it, we propose distilling the placemaking design aesthetic into three overarching themes:

Transport

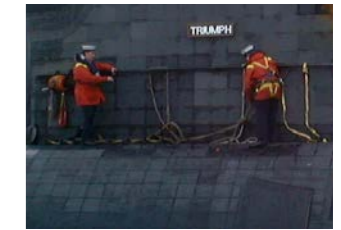
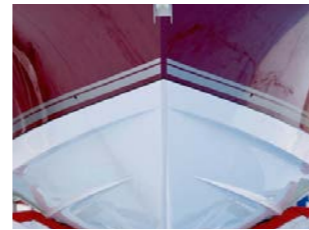
Steamer Travel

The West Highland Railway

Submarines

and the long-term presence of the Royal Navy on Gare Loch.

Yacht and Leisure Sailing



Industry & Politics

Shipbuilding

West Shandon House was constructed by Glasgow shipbuilder Robert Napier, the 'Father of Clyde Shipbuilding'.

Whisky Distillation

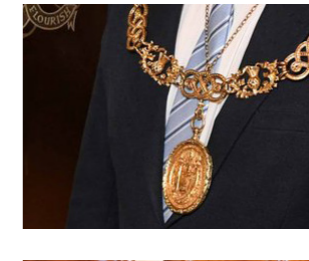
and illicit smuggling in Whistler's Glen.

Mills and Foundaries

Families representing the timber, iron, flour, and pottery trades all lived locally.

Politics

MPs and Lord Provosts were among the early settlers on Gare Loch.



Culture

Architecture

Among others, Honeyman, Adam, Leiper, and Mackintosh represent some of the great Scottish architects of the 19th and 20th centuries.

Literature

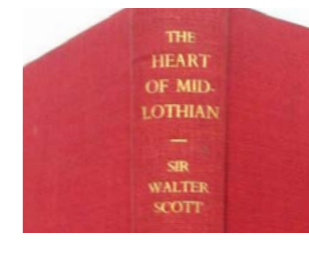
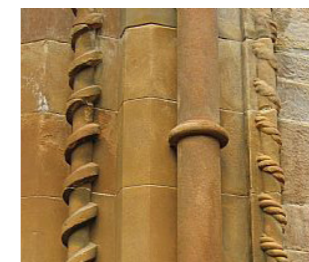
Sir Walter Scott wrote of the area in his novel 'Heart of Midlothian'.

Clans

The Clans MacAulay, Gregor and Colquhoun all have local connections, with the latter two contesting the Battle of Glen Fruin in 1603.

Tourism and Wellbeing

inc. the Victorians, trips 'doon the watter', and Hydropathic Therapy



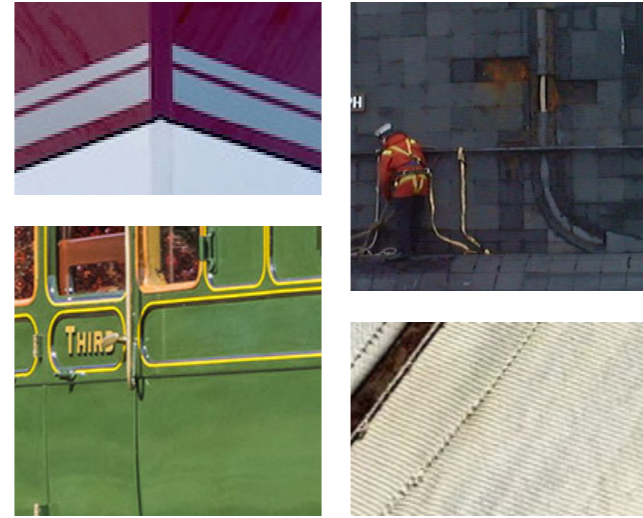
Colour, Materiality, and Pattern

Each of the three represented themes carries a distinctive characteristic.

Transport

is represented by **colour**

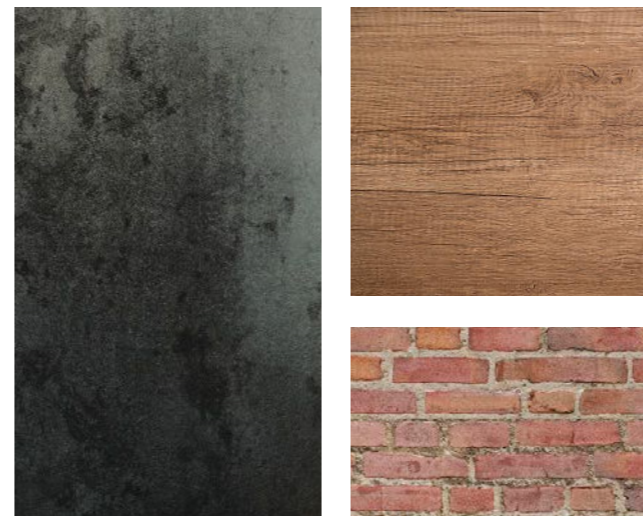
The block colours and sheen of well-maintained paint finishes, common to paddle steamers, sail boats, and steam trains. This is contrasted by the dense and dark anechoic rubbers of the submarines below the surface, and the lightness of the canvas yacht sails lofted above.



Industry & Politics

is represented by **material**

The weathered textures and pliability of sheet metals, bent, hammered and welded into ships, whisky stills, and the regalia of political office. In industrial settings it was paired with timber, as a structural, decorative, and sometimes sacrificial accompaniment, and by brick, characteristic of Scotland's mills and chimney stacks.



Culture

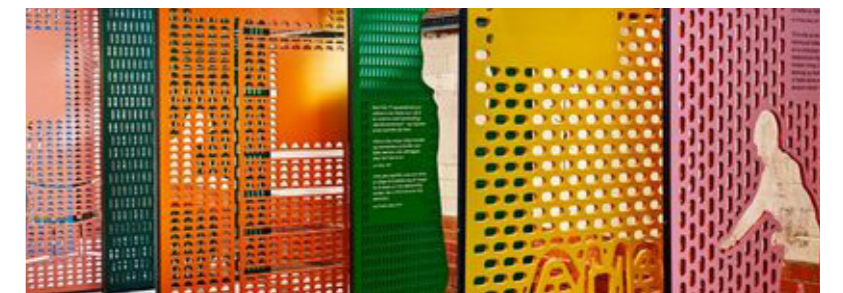
is represented by **pattern**

Whether in the delicate motifs of Victorian architecture, the words of Sir Walter Scott, or the woven fabrics that romanticise centuries of clan culture, pattern and language play their part in representing the era of Gare Loch which saw the boom of tourism, influx of wealthy families, and the most intense period of the growth in the area.



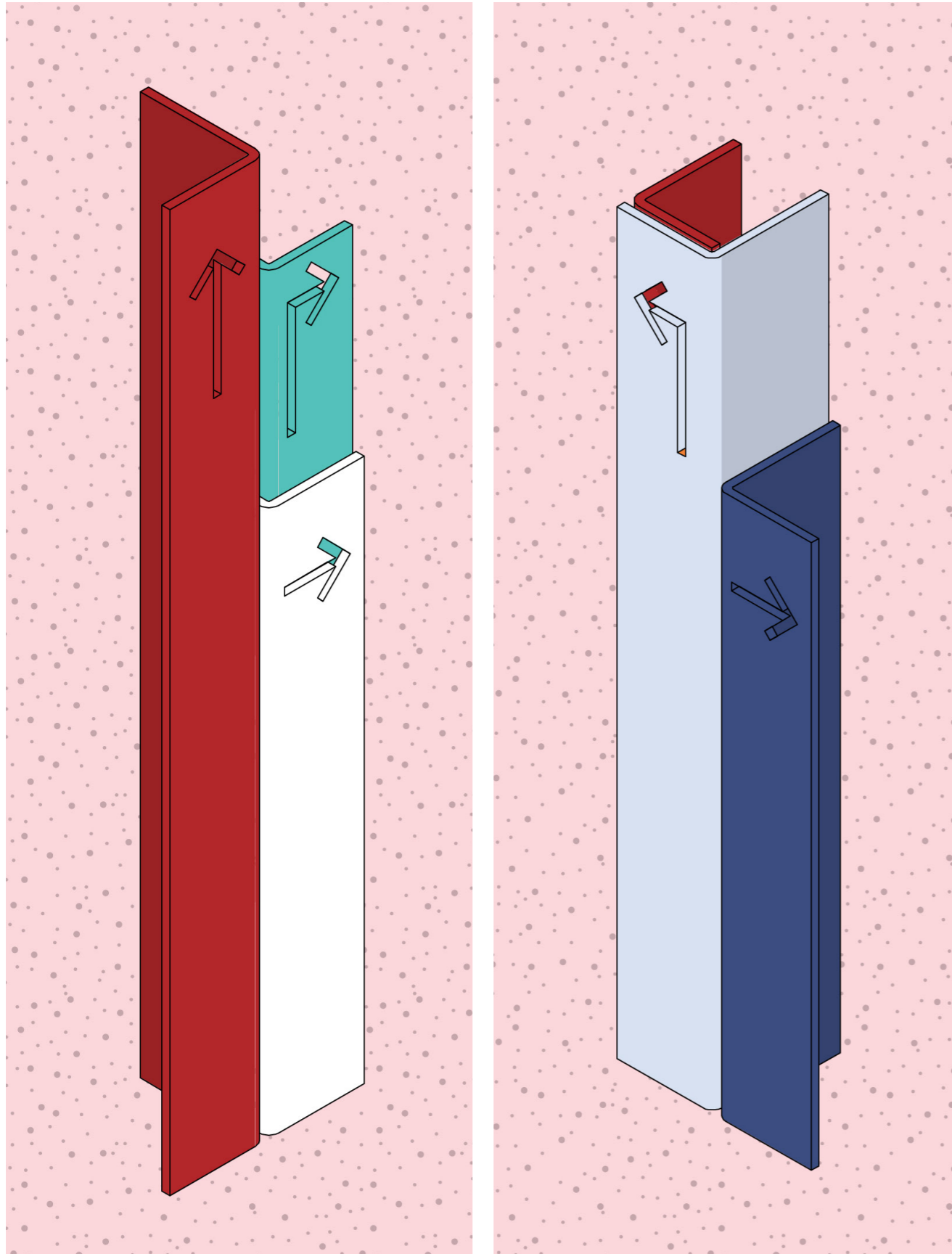
By combining and complimenting these with one another, we propose an overarching placemaking aesthetic of pliable sheet metals, finished in block colours informed by history, and richly patterned with local motifs and themes.

Timber can be selectively used to soften surfaces that will be touched and sat upon, while the metal bases offer a robust and low-maintenance solution.

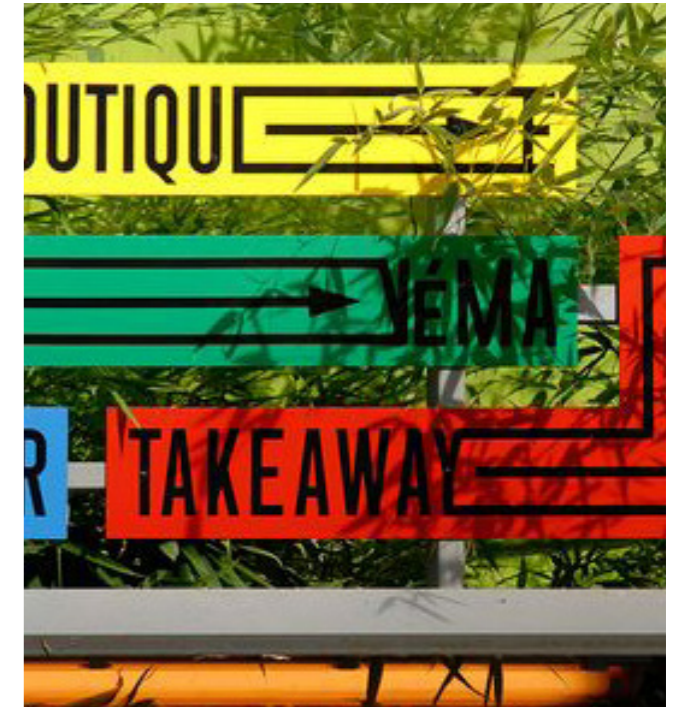


Wayfinding

Wayfinding encompasses directional signage and distance markers, for commuters on the cycleway, tourists, and locals. The system needs to have a level of adaptability (should facilities open or close, or the route be extended) and be easily interpretable travelling past by bike.



Helensburgh to Garelochhead - Placemaking Components



Interpretation

Including interpretative elements in the flexible placemaking strategy lets us embed some of the rich historical character of the area into the route. This elevates the placemaking above being purely functional, creating opportunities for educational and artistic venture, and boosting its tourism offer in the process.

Using Sculpture

Engagement with artistic collaborators and initiatives would create new destinations along the route, and reasons to pause on a journey.

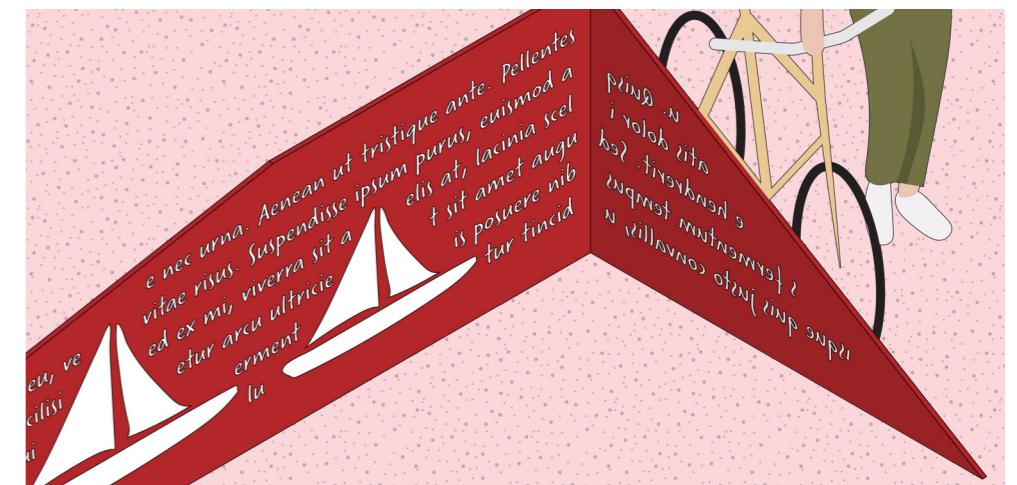
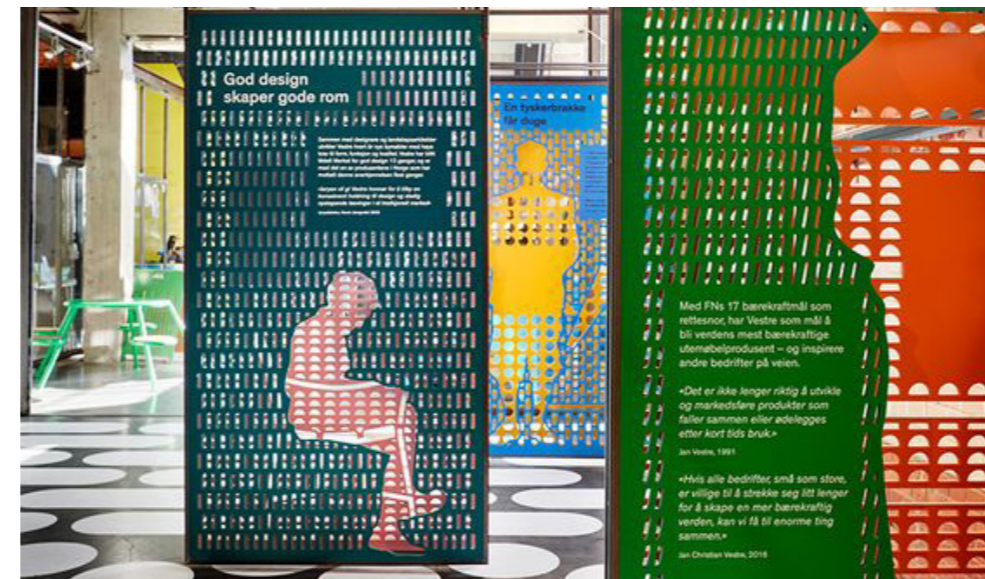
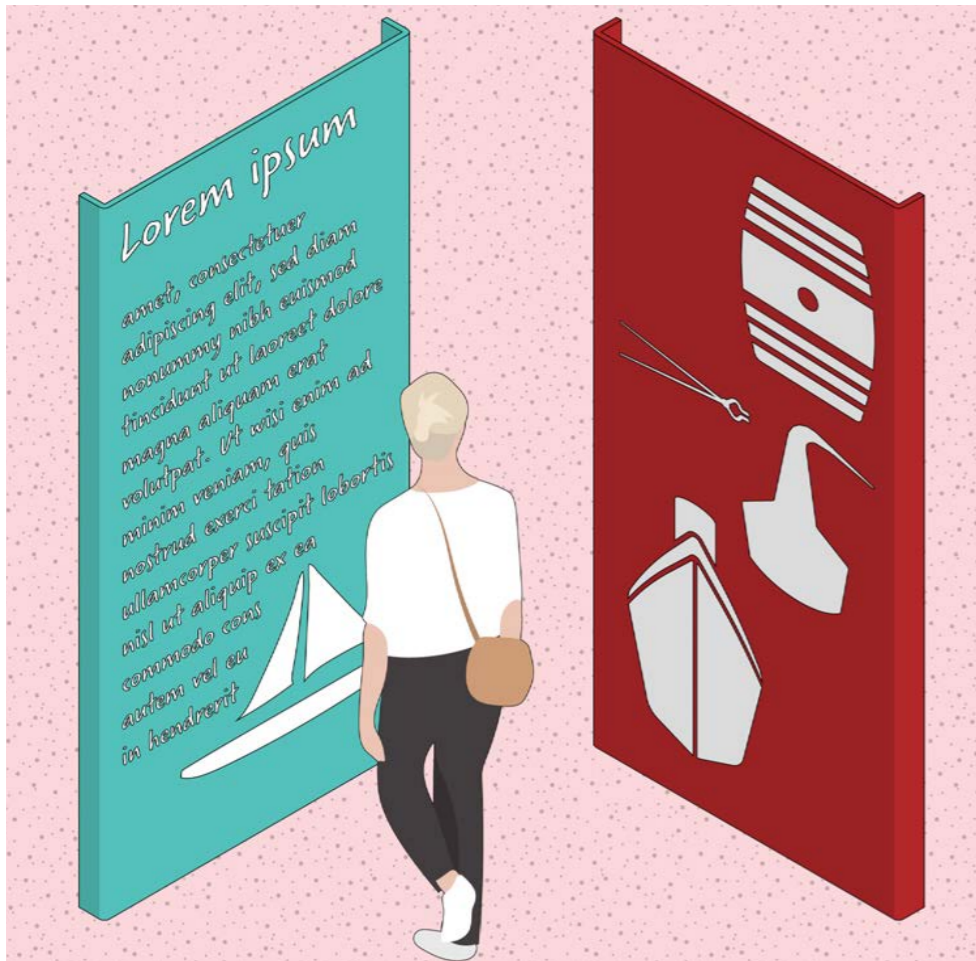


Using Road Markings

Road markings will be a functional requirement of the route. However precedent demonstrates that these might be embellished to become more interesting and attractive features. The active travel surface can also be considered as a canvas, with applied graphic interpretation for users travelling the route, but not stopping.

Using Surfaces

Free-standing or integrated panels are an effective means of interpretation. They can be carefully positioned relative to their subject, while cutting and layering can add depth and finesse to what is still a robust finish. Similarly, interpretation can be embedded into the ground plane, and we have suggested here that protective barriers along the route edge might be treated as interpretative surfaces themselves, cut and patterned to cast interesting shadows across the route in the afternoon sun.



Facilities

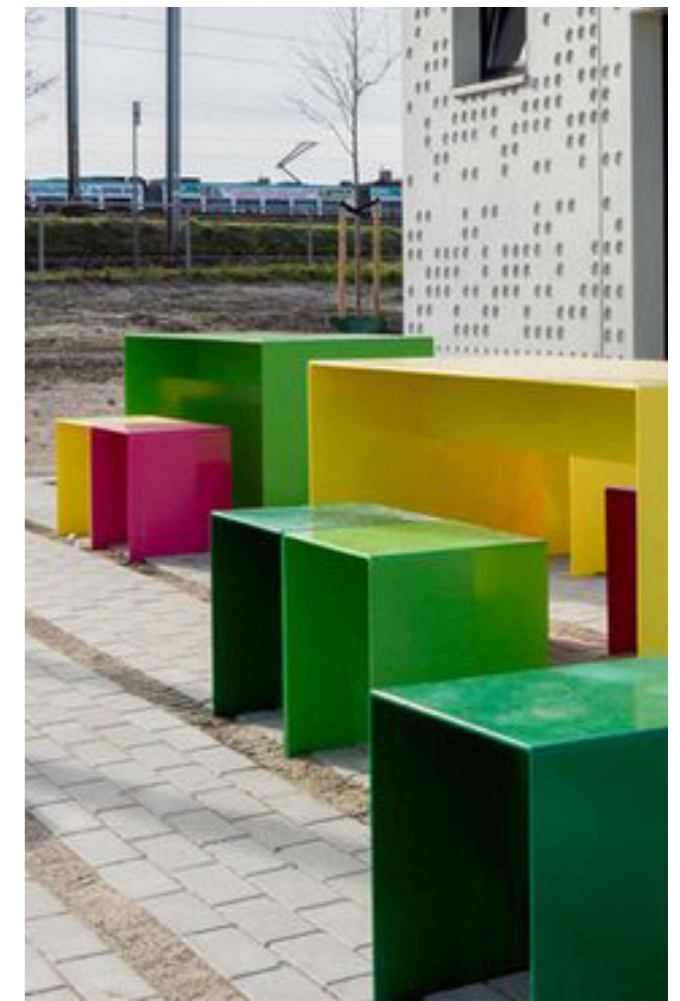
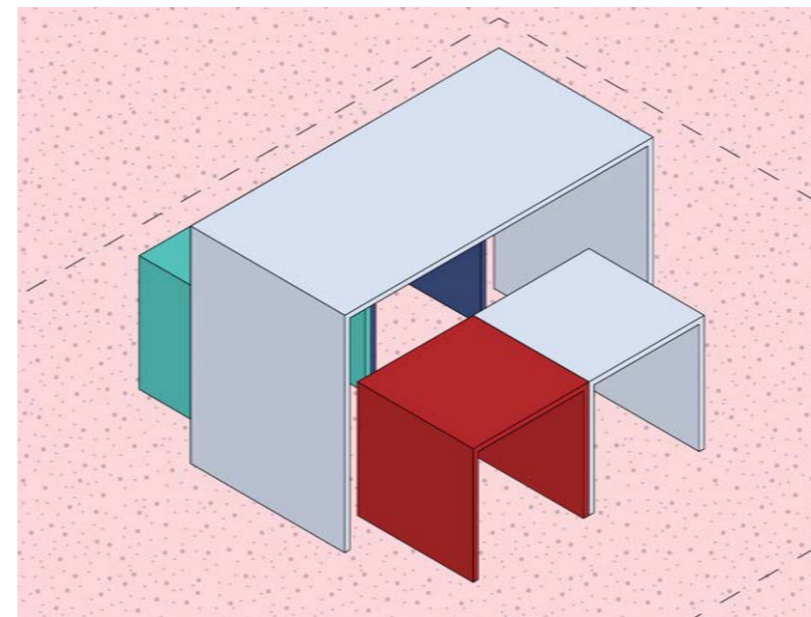
Facilities located along the route are intended for all users, bringing together commuters, tourists and locals in a shared space. They should be consistently low-maintenance and robust enough for sustained use.

Places to rest

A key component of the placemaking strategy is to create places to comfortably rest, for a variety of user profiles and groupings.

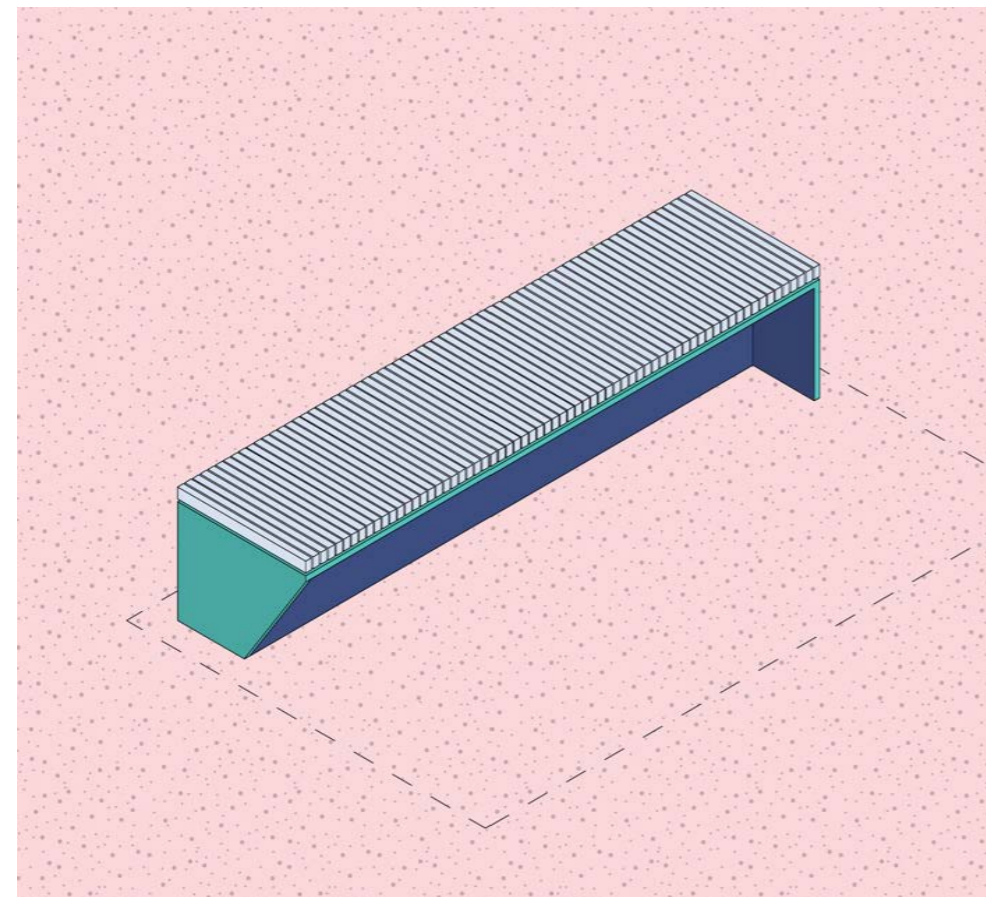
Lounger style fixed seating might be positioned in the most scenic locations, or in places where you might expect only one or two persons stopping at a time. This seating typology is more unusual in public settings, but for this reason might encourage longer dwell time.

Bench seating is more universal, but an important component of the strategy. Its design makes it easily usable for most demographics, and its shape and size makes it easier to locate in tight settings.



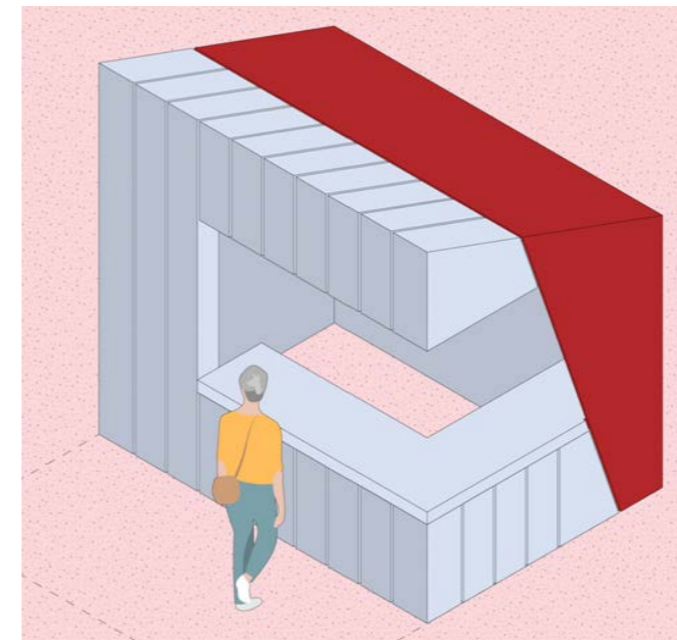
Places to gather

Group seating is another important component, as it facilitates larger groups gathering. Tables for eating might stimulate a picnic culture along the water's edge. These components can also be adapted for play, with the integration of chessboards or similar onto the table surface.



Places to recharge

Cafe kiosks, carefully located, can capitalise on any increase in usage of the route. Easy to open and close, kiosks can be designed as relatively low-tech solutions, but integrated into the wider design aesthetic.



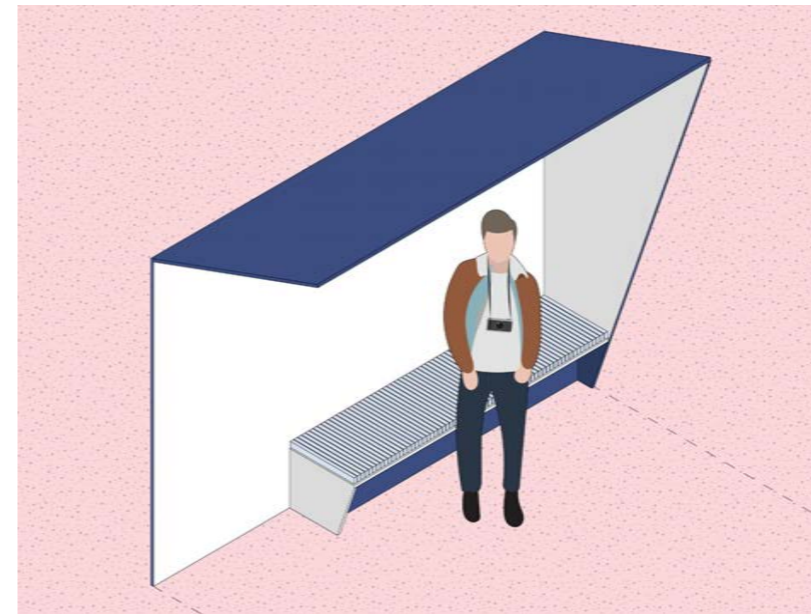
Transport Infrastructure

With the core function of the route being active travel, its important that any placemaking elevates the functionality and easy of use, of both the new and existing infrastructure.

For cyclists

For cyclists, the sensible location of bike repair and pump stands is important. This is particularly key for commuters, for whom repairing a puncture or similar in a timely fashion is key.

Similarly, bike racks located near key amenity and leisure sites enable more cyclists to stop and make use of facilities.



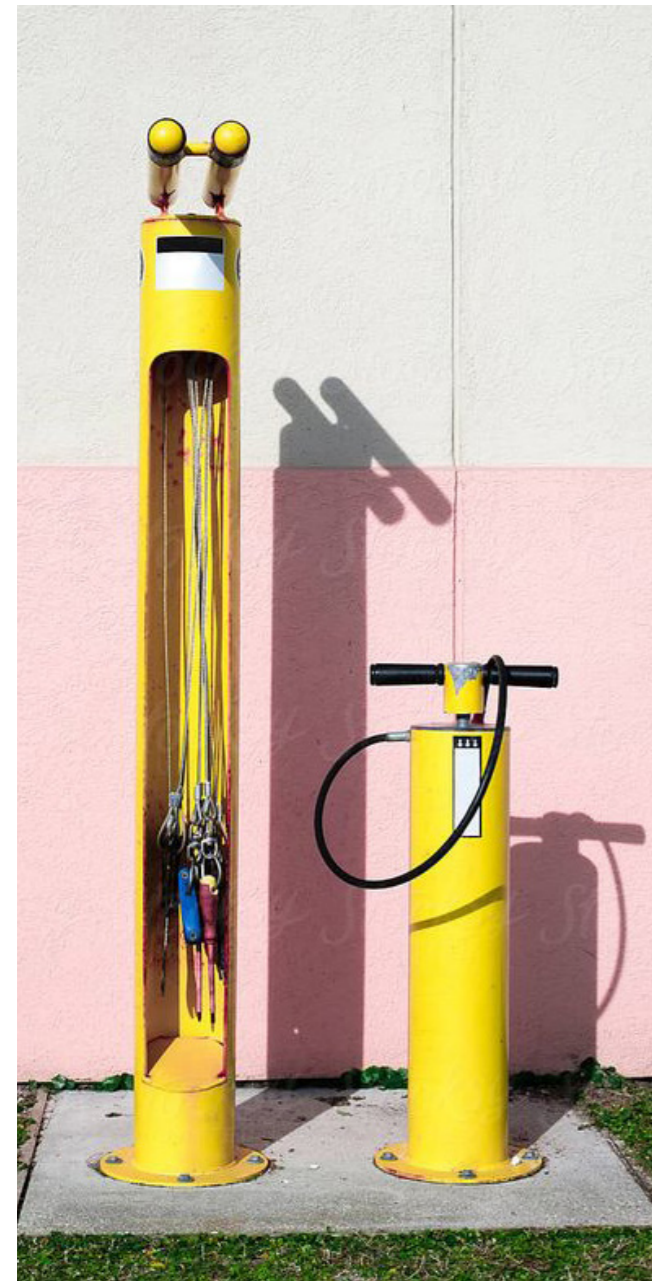
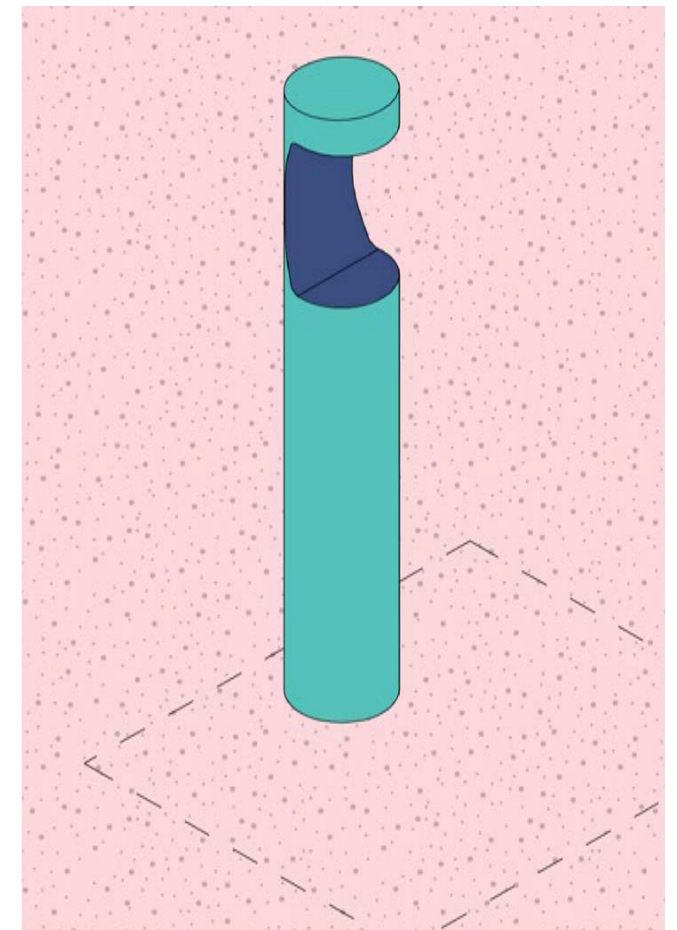
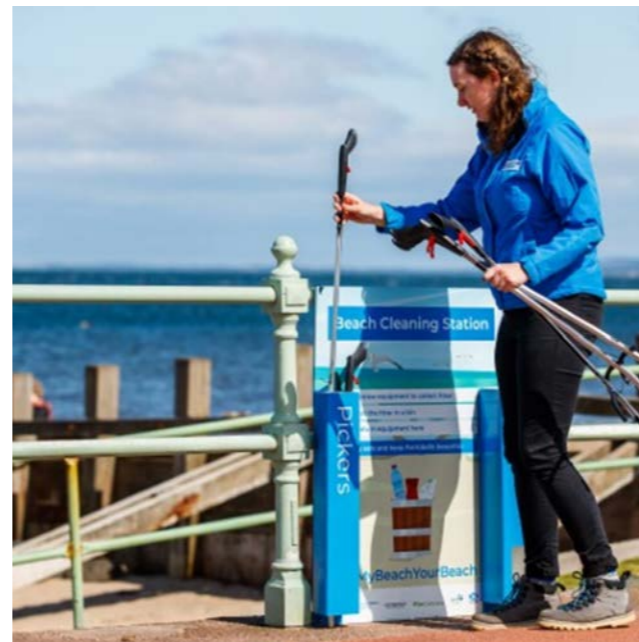
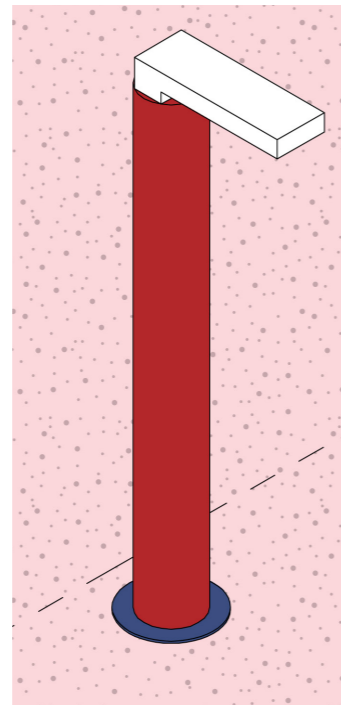
For the benefit of other public transport systems

There are a number of bus stops along the extent of the route, where the crossover which will require the careful management of users. However, there is an opportunity to integrate the bus-stop infrastructure into the aesthetic, incorporating interpretation, and creating a unified travel network.



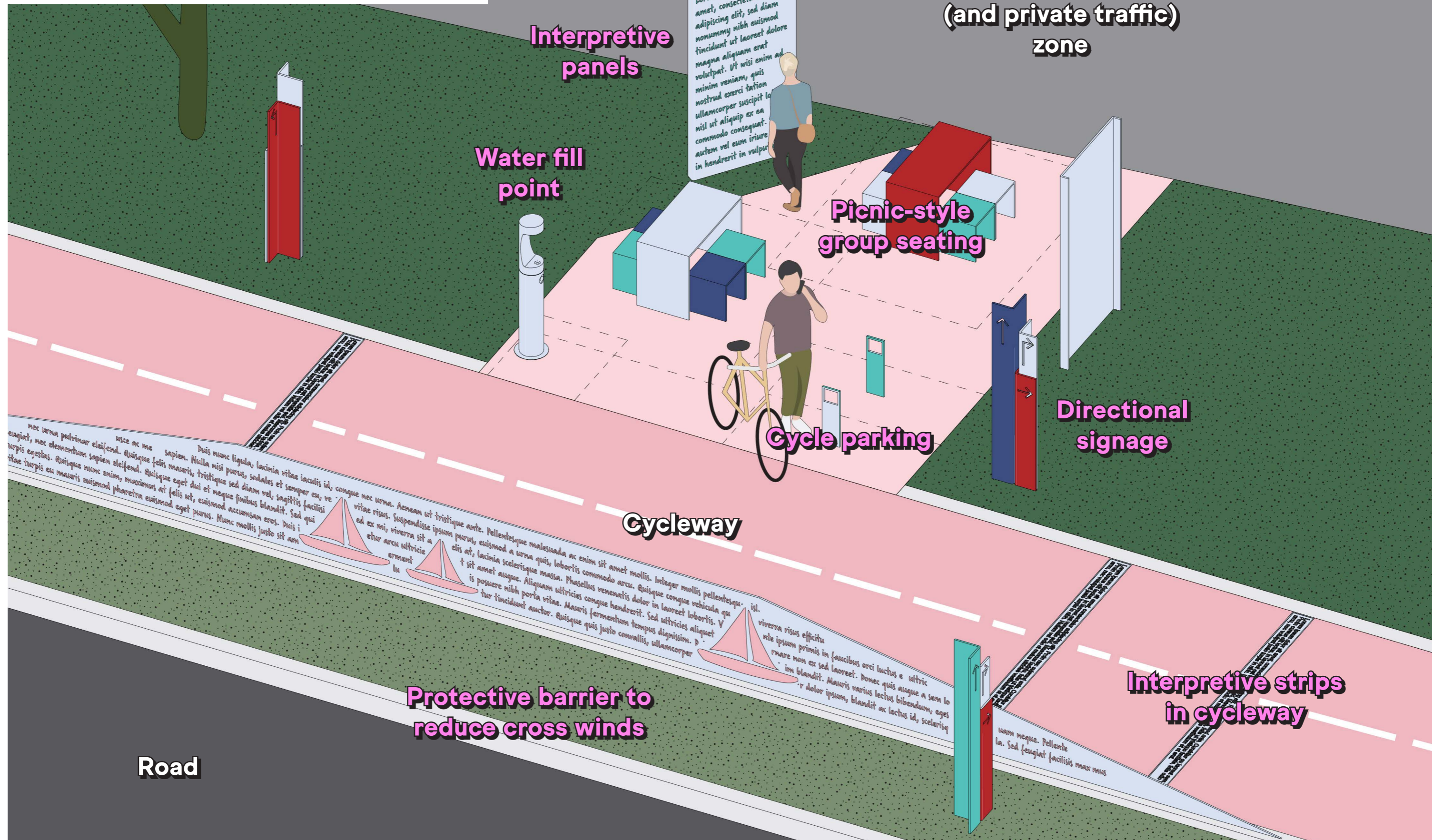
For all users

Water fill points are an increasingly common sight in towns and villages, and incorporating them here would be a sensible move to encourage use of the active travel network. Litter picking stations are also becoming more readily available at beaches and community spaces, and might be strategically utilised here



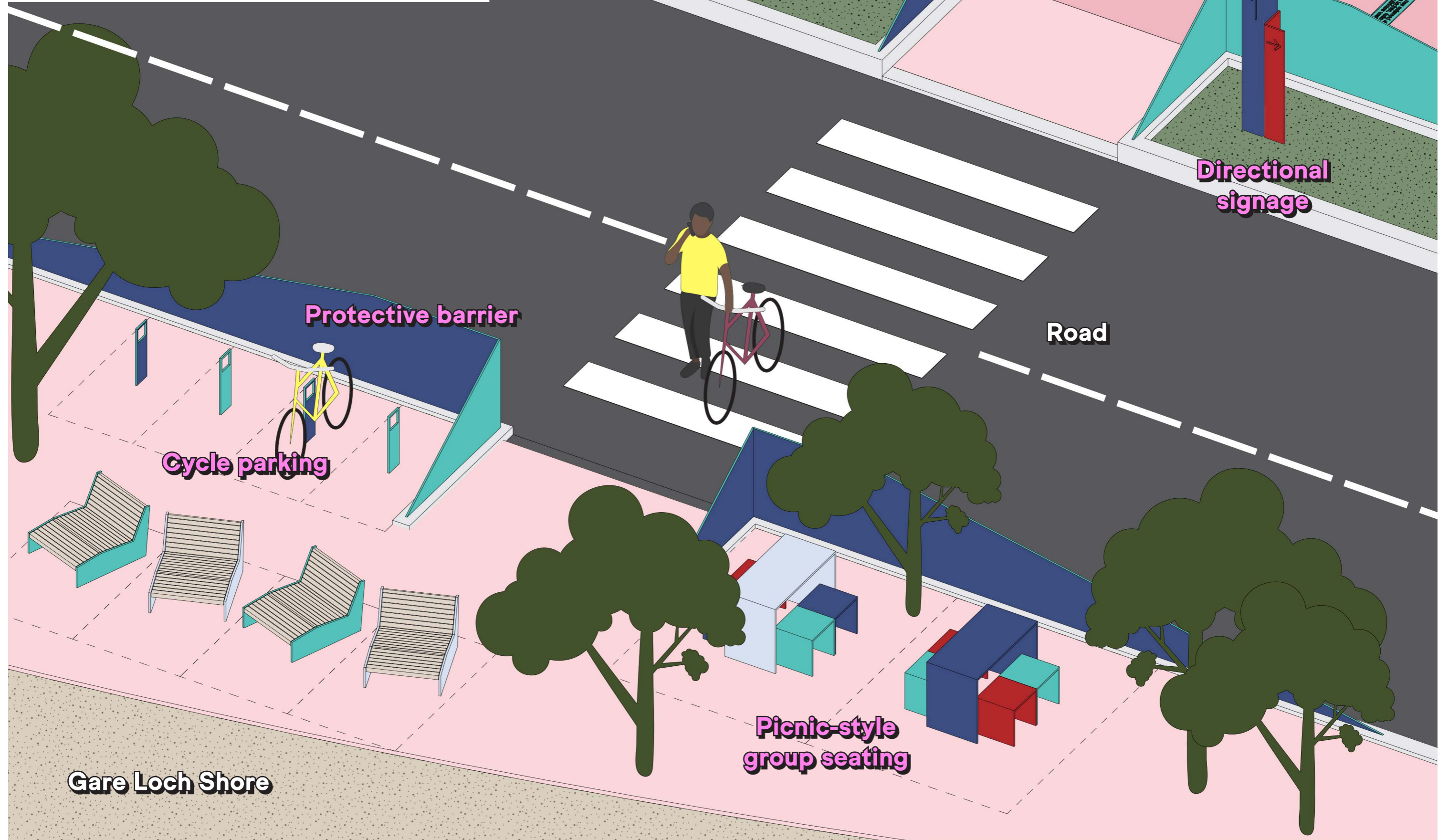
Example Configuration 1

Typical configuration of a small placemaking site adjacent to the main cycleway, connecting across the existing grass verge to the pedestrian walkway on the other side.



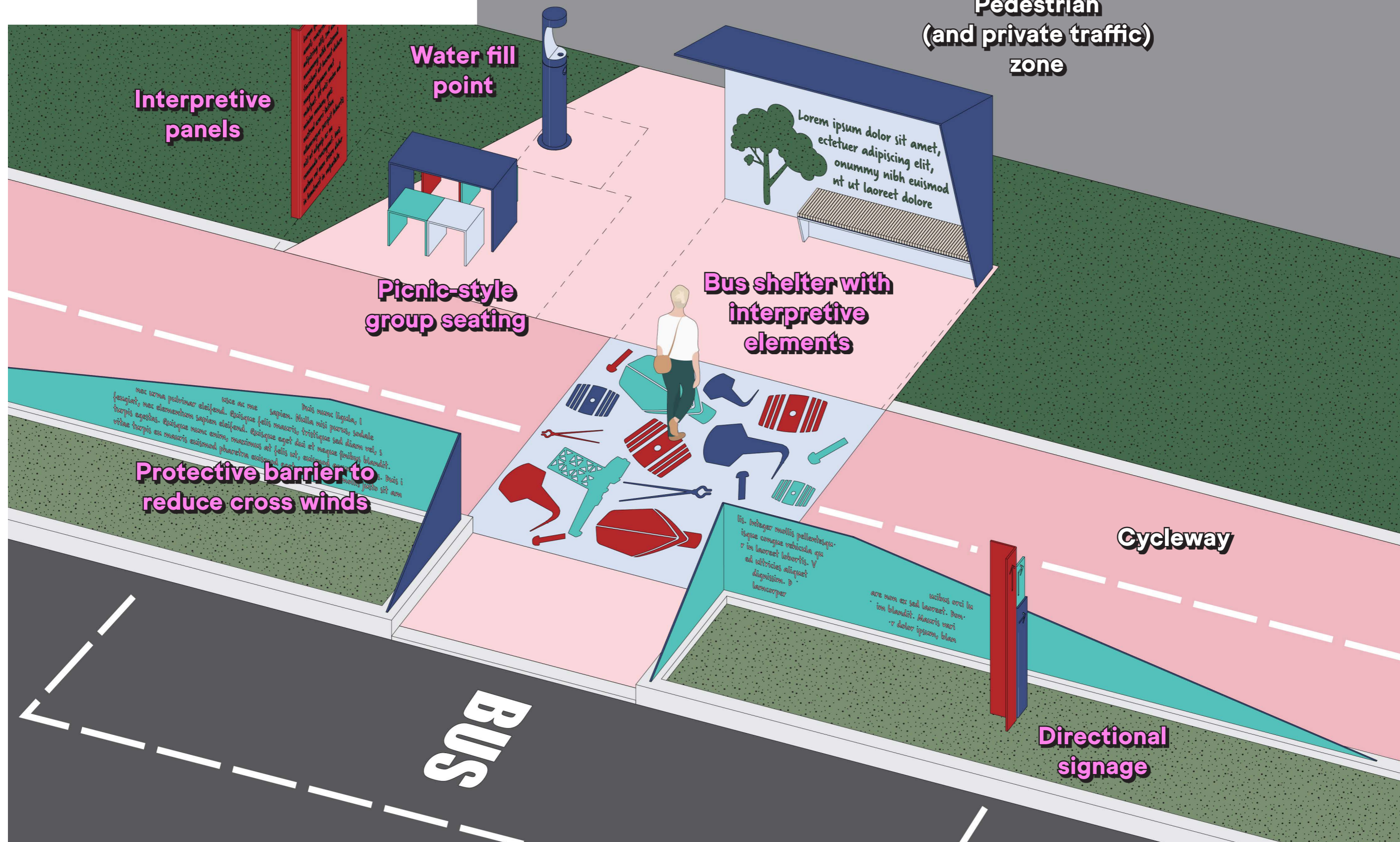
Example Configuration 2

Typical configuration of a placemaking site on the shore front, the opposite side of the carriageway from the cycle route. Aspects of this configuration are applicable also where there are existing facilities on the shore side.



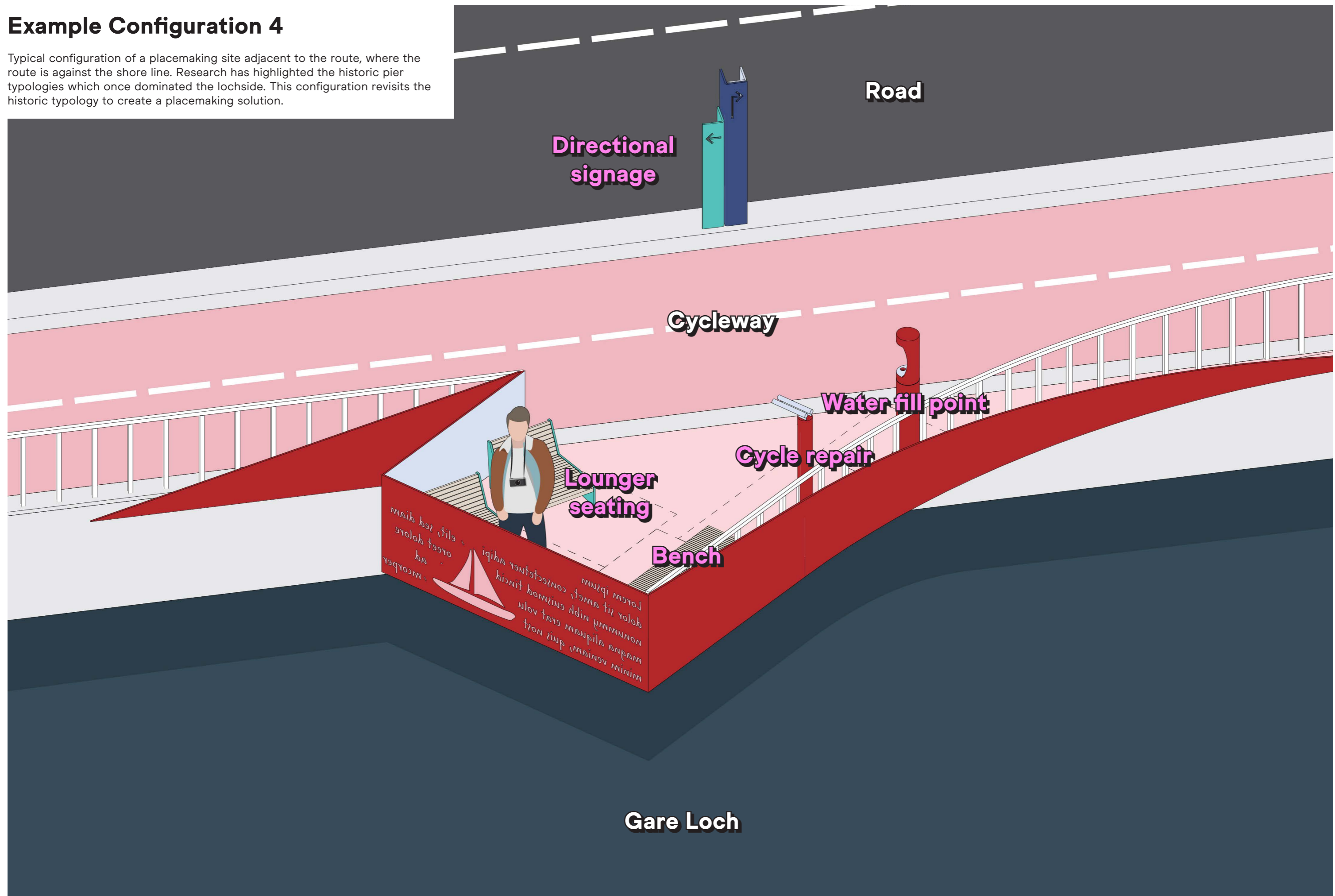
Example Configuration 3

Typical configuration of a placemaking site in the location of an existing bus stop. Where the existing shelter might require to be relocated further back from the road edge, a new shelter might form part of a placemaking solution.



Example Configuration 4

Typical configuration of a placemaking site adjacent to the route, where the route is against the shore line. Research has highlighted the historic pier typologies which once dominated the lochside. This configuration revisits the historic typology to create a placemaking solution.



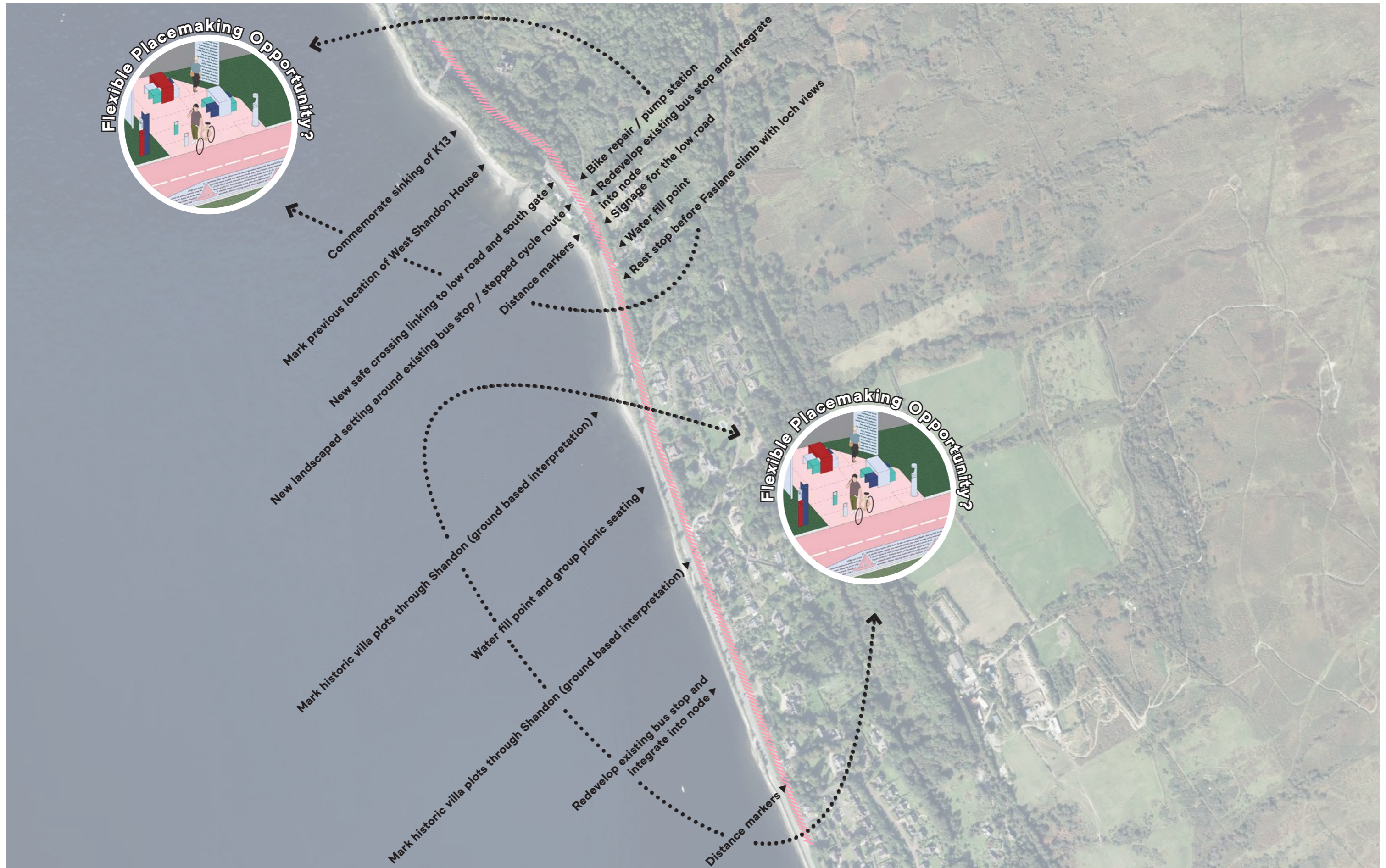
Placemaking Opportunities - Helensburgh to Rhu



Placemaking Opportunities - Rhu

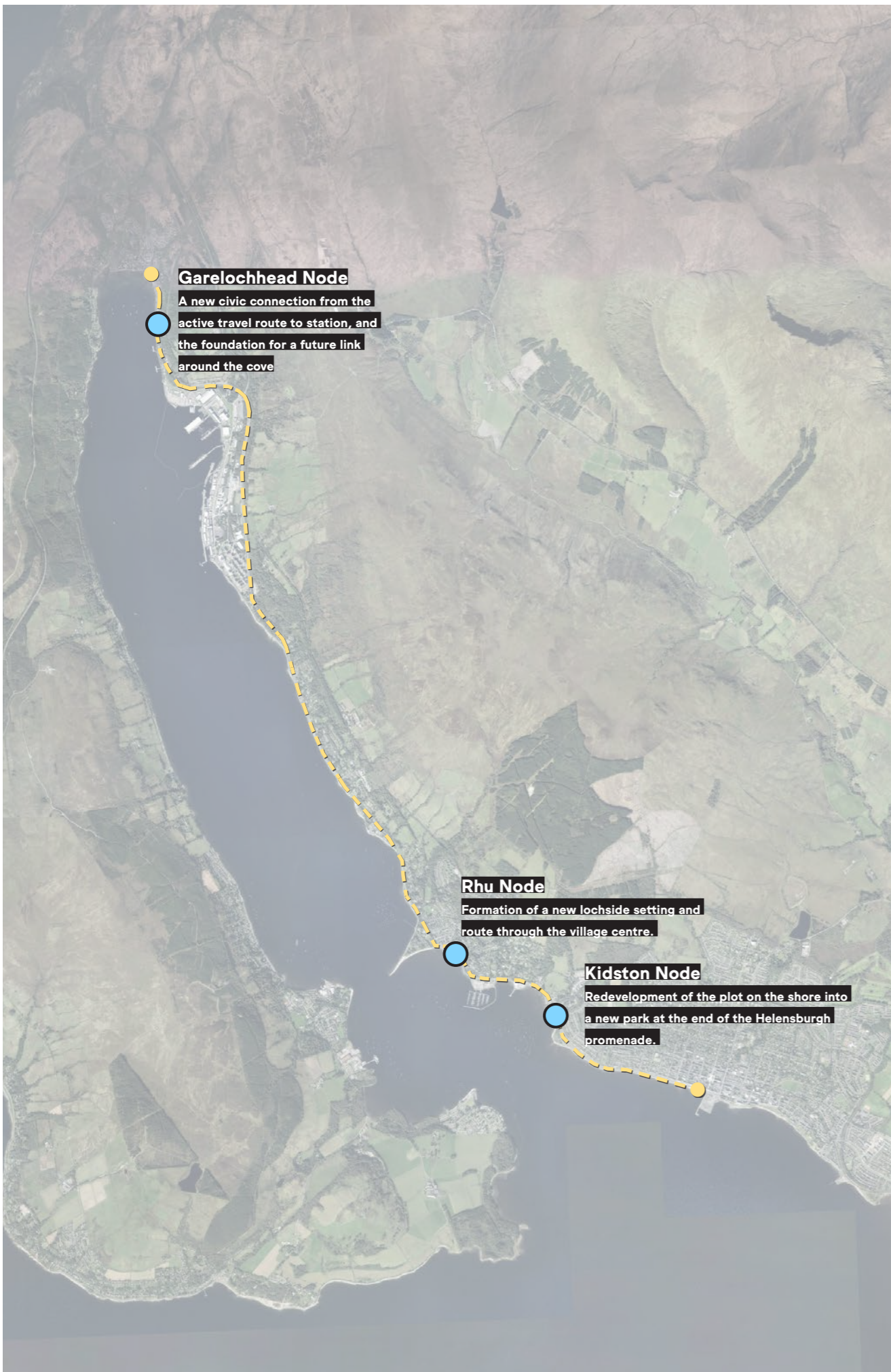


Placemaking Opportunities - Shandon to Faslane



Placemaking Opportunities - Garelochhead





Site-Specific Placemaking

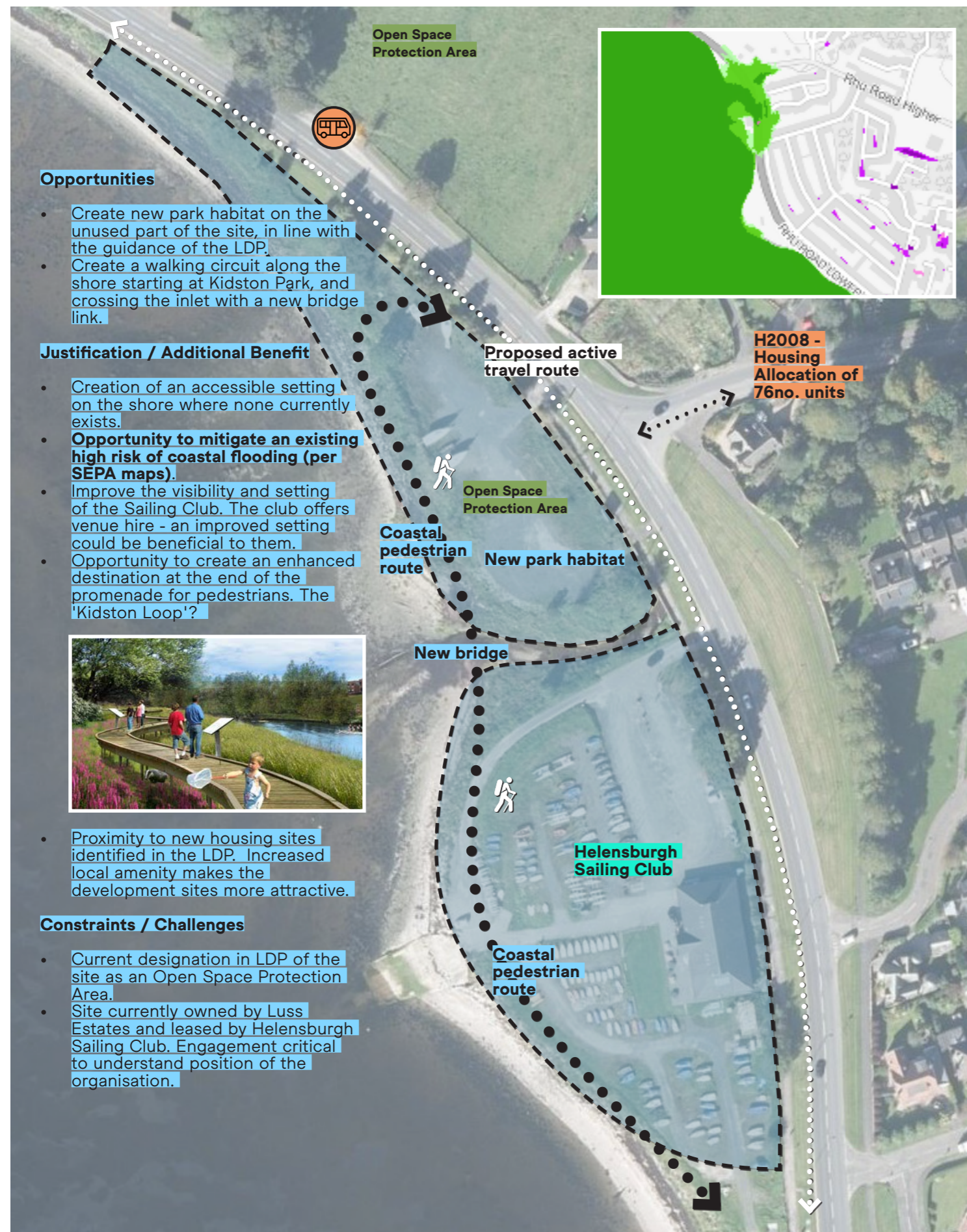
In addition to the flexible placemaking opportunities along the route, three specific sites, or 'nodes' ●, were also identified for consideration. They are discussed here for their potential short and long term opportunities, but all three include areas currently outwith the ownership of the local authority. They are:

Kidston Node - The north part of the site occupied by the Sailing Club is undeveloped, but used seasonally for boat storage. The site itself is leased from Luss Estates. Its location at a key point on the route (Rhu Road Upper meeting the active travel route), means a long-term opportunity exists to create a new public amenity on at the end of Helensburgh promenade.

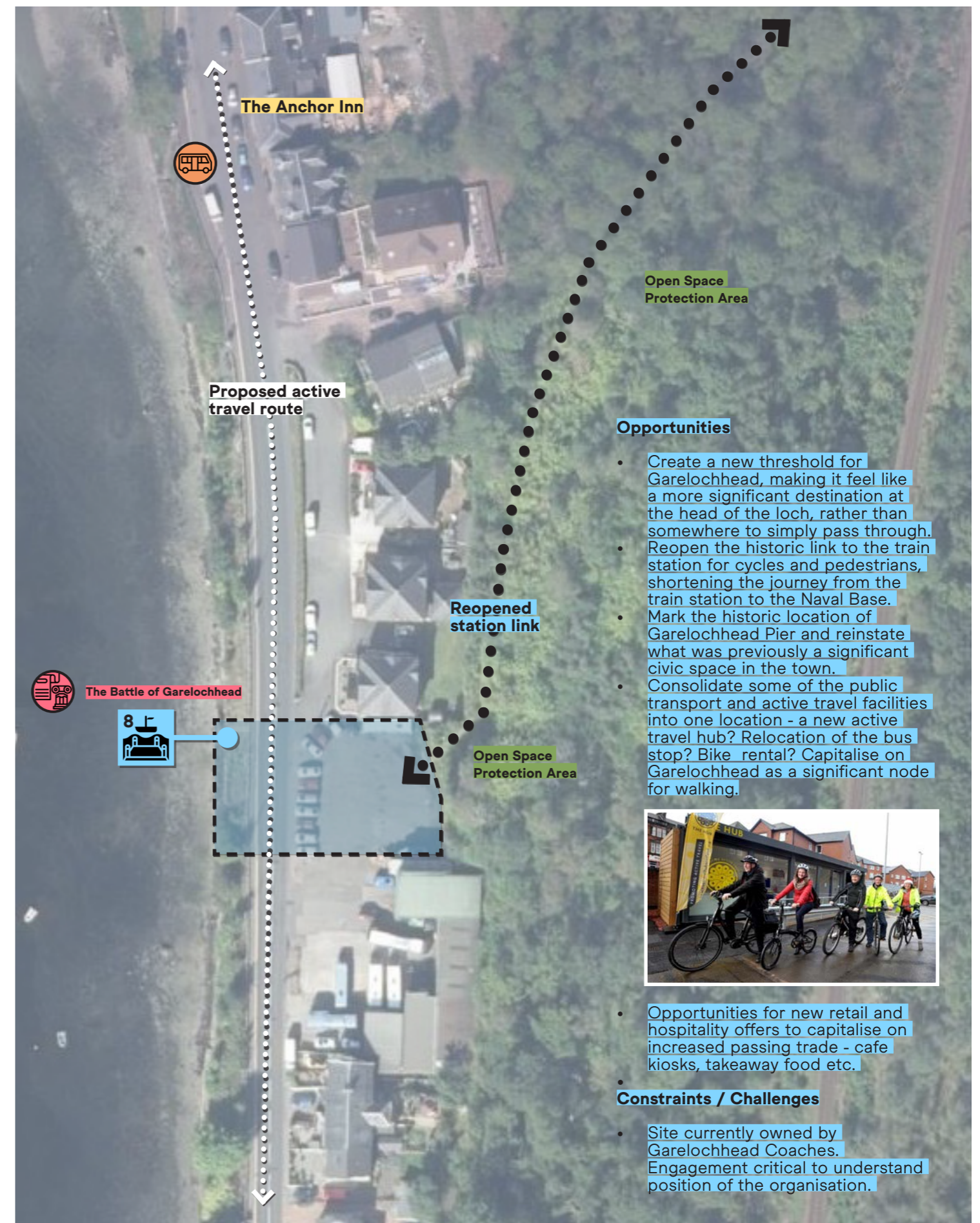
Rhu Node - Constraints passing through Rhu make the formation of a cycleway in the existing carriageway very challenging, and so, creation of a new route along the foreshore and through the existing site of the Royal Northern & Clyde Yacht Club is a desirable outcome. The preferred route line passes through land currently owned by the RNCYC, A&B Council, and the owner of the Ardenvohr Stables ruin. Engagement with all landowners is critical to the further development of this node.

Garelochhead Node - Existing access to the train station in Garelochhead is challenging, and so a more direct link into the active travel route by the disused path behind Garelochhead Coaches presents an opportunity to improve local transport links. The Garelochhead Coaches site is currently in active use, but a long-term opportunity exists for the site to be developed to create a new civic space.

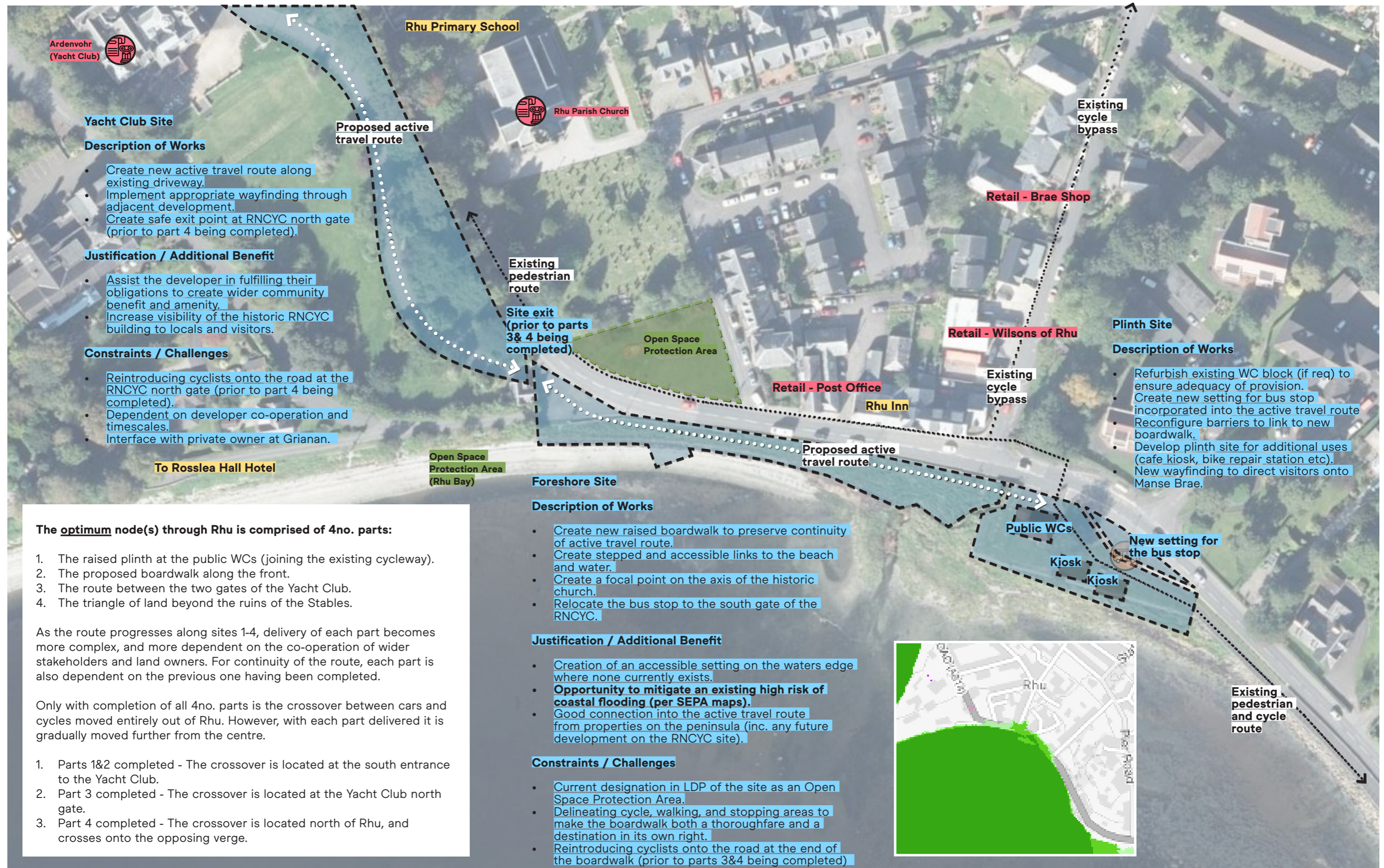
Kidston Node



Garelochhead Node



Rhu Node (South)



Yacht Club Site

Description of Works

- Create new active travel route along existing driveway.
- Implement appropriate wayfinding through adjacent development.
- Create safe exit point at RNCYC north gate (prior to part 4 being completed).

Justification / Additional Benefit

- Assist the developer in fulfilling their obligations to create wider community benefit and amenity.
- Increase visibility of the historic RNCYC building to locals and visitors.

Constraints / Challenges

- Reintroducing cyclists onto the road at the RNCYC north gate (prior to part 4 being completed).
- Dependent on developer co-operation and timescales.
- Interface with private owner at Grianan.

Plinth Site

Description of Works

- Refurbish existing WC block (if req) to ensure adequacy of provision.
- Create new setting for bus stop incorporated into the active travel route
- Reconfigure barriers to link to new boardwalk.
- Develop plinth site for additional uses (cafe kiosk, bike repair station etc).
- New wayfinding to direct visitors onto Manse Brae.

Foreshore Site

Description of Works

- Create new raised boardwalk to preserve continuity of active travel route.
- Create stepped and accessible links to the beach and water.
- Create a focal point on the axis of the historic church.
- Relocate the bus stop to the south gate of the RNCYC.

Justification / Additional Benefit

- Creation of an accessible setting on the waters edge where none currently exists.
- Opportunity to mitigate an existing high risk of coastal flooding (per SEPA maps).
- Good connection into the active travel route from properties on the peninsula (inc. any future development on the RNCYC site).

Constraints / Challenges

- Current designation in LDP of the site as an Open Space Protection Area.
- Delineating cycle, walking, and stopping areas to make the boardwalk both a thoroughfare and a destination in its own right.
- Reintroducing cyclists onto the road at the end of the boardwalk (prior to parts 3&4 being completed)

The optimum node(s) through Rhu is comprised of 4no. parts:

1. The raised plinth at the public WCs (joining the existing cycleway).
2. The proposed boardwalk along the front.
3. The route between the two gates of the Yacht Club.
4. The triangle of land beyond the ruins of the Stables.

As the route progresses along sites 1-4, delivery of each part becomes more complex, and more dependent on the co-operation of wider stakeholders and land owners. For continuity of the route, each part is also dependent on the previous one having been completed.

Only with completion of all 4no. parts is the crossover between cars and cycles moved entirely out of Rhu. However, with each part delivered it is gradually moved further from the centre.

1. Parts 1&2 completed - The crossover is located at the south entrance to the Yacht Club.
2. Part 3 completed - The crossover is located at the Yacht Club north gate.
3. Part 4 completed - The crossover is located north of Rhu, and crosses onto the opposing verge.



Rhu Node (North)



Stables Site and Beyond

Description of Works

- Create new active travel route on the other side of the wall, with partial cantilevered sections where existing ground is insufficiently stable.
- Clear undergrowth where required.
- Create crossing point at north extent connecting into cycleway (which continues to Faslane).

Justification / Additional Benefit

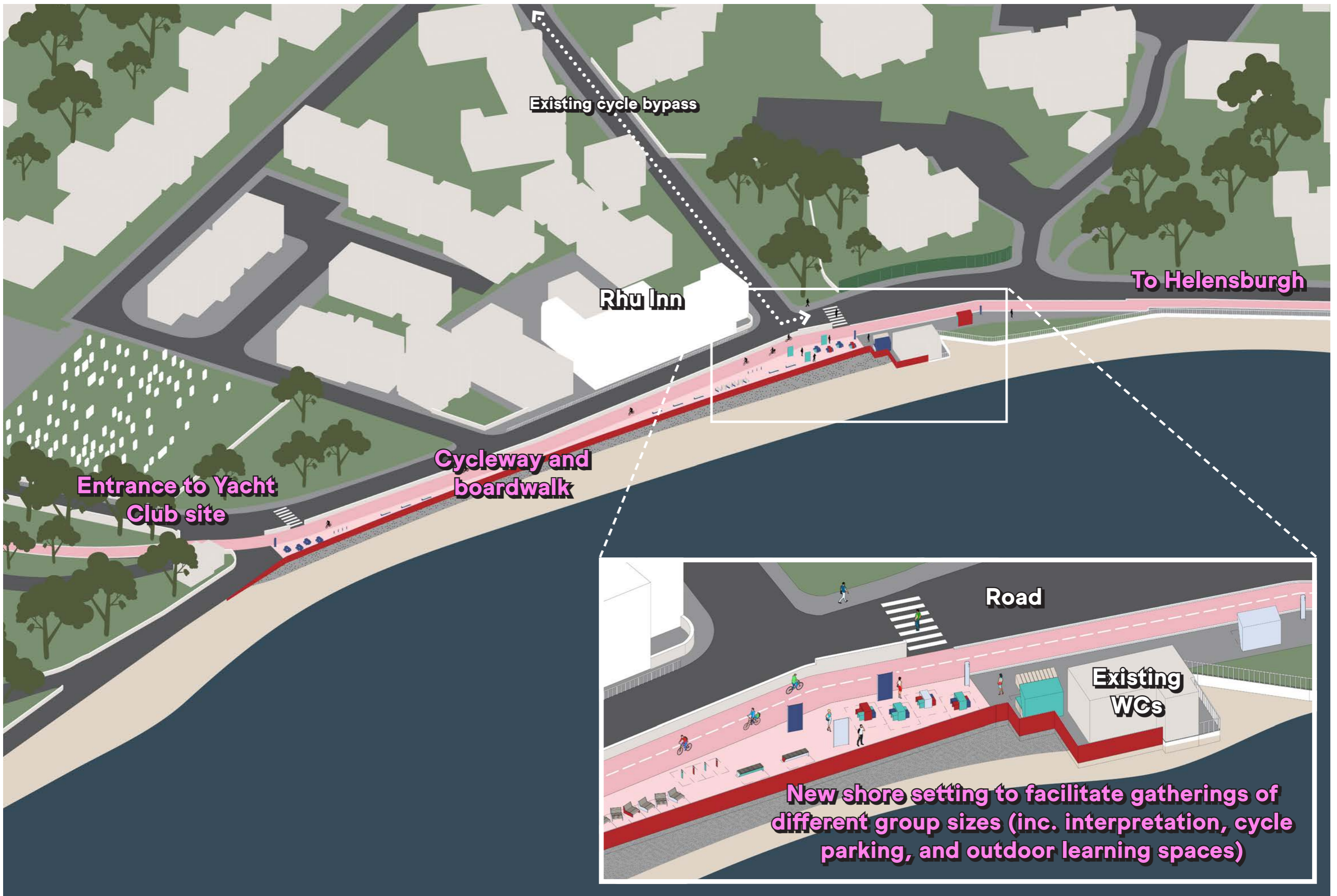
- Completes the continuous safe cycling route through Rhu.
- Gives a platform for a willing party to take on and develop the stables. (Possible amenity benefit if developer-led).

Constraints / Challenges

- Land ownership unclear on land registry.
- The proximity the route takes to stables means co-ordination with owner is critical.
- The stables are on the Buildings at Risk register, having been in a ruinous state for over 30 years. Current status of site unknown.











Helensburgh to Garelochhead - Shandon Visualisation

CONSULTATION

A public consultation event was held in September, the full consultation report can be found in the appendices, with a summary given here. Conversations have also been initiated with landowners along the route, details are given below.

Public Engagement Findings

There is general positivity for the proposals from the public across responses online and in-person. Many support the proposed improvements to the route to encourage active travel, improve access to the amenities of the area, and provide improved conditions for commuting. There are common themes emerging across the responses received which highlight desires and concerns for the route's implementation:

Behaviour change

- From responses collected to date, 59% of respondents felt they would be certain to walk, cycle or wheel more if these proposals were realized. Only 14% of respondents suggested they would not be encouraged.
- The route should make cycling a more attractive prospect than driving. Cycle paths have positive impacts only if they're actually used.
- Children in Rhu are permitted to leave school early if they cycle, which encourages many pupils to do so, but only through the village.
- Cyclists are discouraged from using the existing path due to its stop-start nature, particularly at driveways. Continuity of the route is important or cyclists will continue to choose to cycle on the road where they can move quickly without barriers.
- Currently the lack of maintenance makes it very unappealing and unsafe for people to choose active travel due to overgrown

vegetation and bad surfaces.

- Signage was suggested as a way to eliminate confusion about how to use the route and remind users to be respectful of one another.

"This is a lovely route to cycle but it's frustrating that the shared pedestrian/cycle parts are so bumpy and uncomfortable as a cyclist. There are also some quite scary parts as the road gets really narrow around Rhu with fast moving vehicles."

"The ideas presented in the proposed plans make the route much more user friendly and attractive as a leisure route but also for commuting purposes"

"A safer route would allow my family to use the area currently my wife and child would not feel safe due to speed of traffic and frequent close passes."

"I have just got an electric bike in Helensburgh and am keen to use it more. This would really encourage me"

"I am a keen cyclist from a health and fitness perspective. I mainly use the road as I am looking to make progress to sustain a certain level of effort. Mixed cycle paths compromise this objective and I tend to only use those where the road alternative is narrow and unsafe such as the Blackhill road between Helensburgh and the A82. I will continue to cycle regardless of the presence of cycle paths."

Route conflict and segregation

- A common desire is to have pedestrians and cyclists separate from one another as

narrow paths are not ideal for shared use

- Pedestrians feel scared to use a path that is shared with cyclists going fast and don't want to share the space if it can be widened. Those with prams, dogs, children, and wheelchairs would be especially apprehensive
- Solid barriers could be added at sections to make people feel safer
- Grass verges should be used to widen the paths and make more space for all
- Pedestrians want to be close to the waterfront, not looking across the road - walking groups go out by these scenic routes and moving them away would discourage them
- Cyclists are forced to cross the section between Rhu and Peace Camp which puts them off. Crossings should be minimised as it's a very busy road.

"I don't like mixing with traffic so this would make a huge difference to me in safety terms"

"Segregated cycle lanes will encourage all ages to take up cycling."

"Already cycle a lot, unlikely to do more. If route is not well laid out or impractical I would cycle less as being on the road would likely cause angry/frustrated drivers and increase the risk of accidents."

Safety and maintenance

- Vegetation must be kept trimmed back as currently low hanging branches cause danger for cyclists, forcing them on the road and reducing visibility
- The surface of the new route needs to

be smooth and bike-friendly. The existing path is bumpy and uncomfortable to use due to potholes and debris

- Comment on the need for dropped kerbs (or raised tables) at all crossings to make the route accessible. Desire for route to be suitable for all types of cycle, in particular reclined cycles with low ground clearance.
- Visibility is an increased concern when low to the ground. Having planting and height difference to segregate from vehicle traffic is beneficial when being low to the ground.
- On the Old Road, cyclists use the pavement as drivers often almost crash
- For pedestrians and cyclists both, lighting should be implemented along the full route that allows good visibility and makes it safer for families. Currently the Old Road by Shandon needs additional lighting
- Good drainage is needed so it doesn't become flooded, particularly on segregated routes in other places this has caused issues. Current path floods regularly

"People want to feel safer and the stretch of 50mph limit through Shandon is rarely adhered to, yet the current cycle path is virtually unusable on a decent bike because of the lack of maintenance. I would cycle more with my child if this infrastructure was built"

"I am keen to use the paths but they are unsafe at the moment"

"The route is not safe currently. I know personally of 1 fatality and 3 serious injuries caused to commuters on this route."

Suggestions for route and placemaking

- Improving the boundaries along the route was the highest placemaking priority, with wayfinding, feature lighting and viewpoints also a priority for respondents.
- Cycle racks and storage, cycle repair, rest stops and water stops were indicated to be important facilities for placemaking
- Improved surface and system of use from best practice
- Tie in specific amenities such as the view from top of Faslane Hill, bramble picking at Blairvadach, The Brae Shop in Rhu, a playpark, and the Peace Camp
- More facilities for all such as water fountains, toilets, and benches/shelters
- Signage will be very important for wayfinding, encouraging cyclists to use the route safely, and directing visitors to villages/businesses/attractions - currently some signage faces in the opposite direction from cyclists
- Information boards at viewpoints and other spots along the route can incorporate artwork from locals, historical knowledge, and wildlife spotting
- Alternative routes around narrow sections such as at Garelochhead, similar to the alternative route through Rhu
- Link the route to other paths such as Glen Fruin or Duchess Woods
- Make the end a "destination", perhaps a monument at the end of the route

"Use existing fields and grass verges along this route for planting native wildflowers etc. This increases biodiversity, good for bees, looks better than grass but it seems they are often treated as an 'eyesore' and cut down when they grow naturally"

"It would be good to have maps at various points along the route that show how to get to nearby places like tourist spots, villages, toilets and so on"

"I would like to see facilities like toilets, water fountains, benches that can be used by cyclists and walking groups. Some nice artwork would be nice especially if it was by local children or something but practicalities need to be dealt with first"

"Better lighting is definitely needed! I don't feel safe walking myself by the woods in the dark never mind children, and bright lights all along the route will improve visibility and safety"

Next Steps

Ongoing engagement as the project moves into the next stage will be continued in several ways:

- Continuing to meet with the Engagement Group
- Maintaining relationships with stakeholders including local groups, schools and HMNB Clyde
- Maintaining the database of email contacts to provide updates on further engagement, events, and project activities

Once the consultation concludes on the 10th October, the full results will be collated and presented with the proposals on the website.

Landowner Consultation

In addition to the public consultations, to help develop the route alignment and prepare the way for future stages, a number of key landowners along the route were consulted during the design process. These included:

Organisation	Interest	Informal response
Royal Northern and Clyde Yacht Club	Owner of land on west side of A814 near Rhu Point	Supportive of the proposals and happy to promote alignment of the route through their grounds as part of ongoing sale and redevelopment
Helensburgh Sailing Club	Lease land between shore and A814 near junction with Rhu Road Higher	Supportive of the proposals provided that the Club's operational space and access to the water are not adversely affected (as shown on proposals)
Luss Estates	Owner of various areas of land alongside the A814	Supportive of the proposals and keen to work together on implementation
Garelochhead Coaches	Owner of bus depot at bottom of historic route from A814 to station, now overgrown	Supportive of the proposals but reopening of the historic route to the section likely to be difficult because it would require land take from the bus depot, with operational and health/safety implications

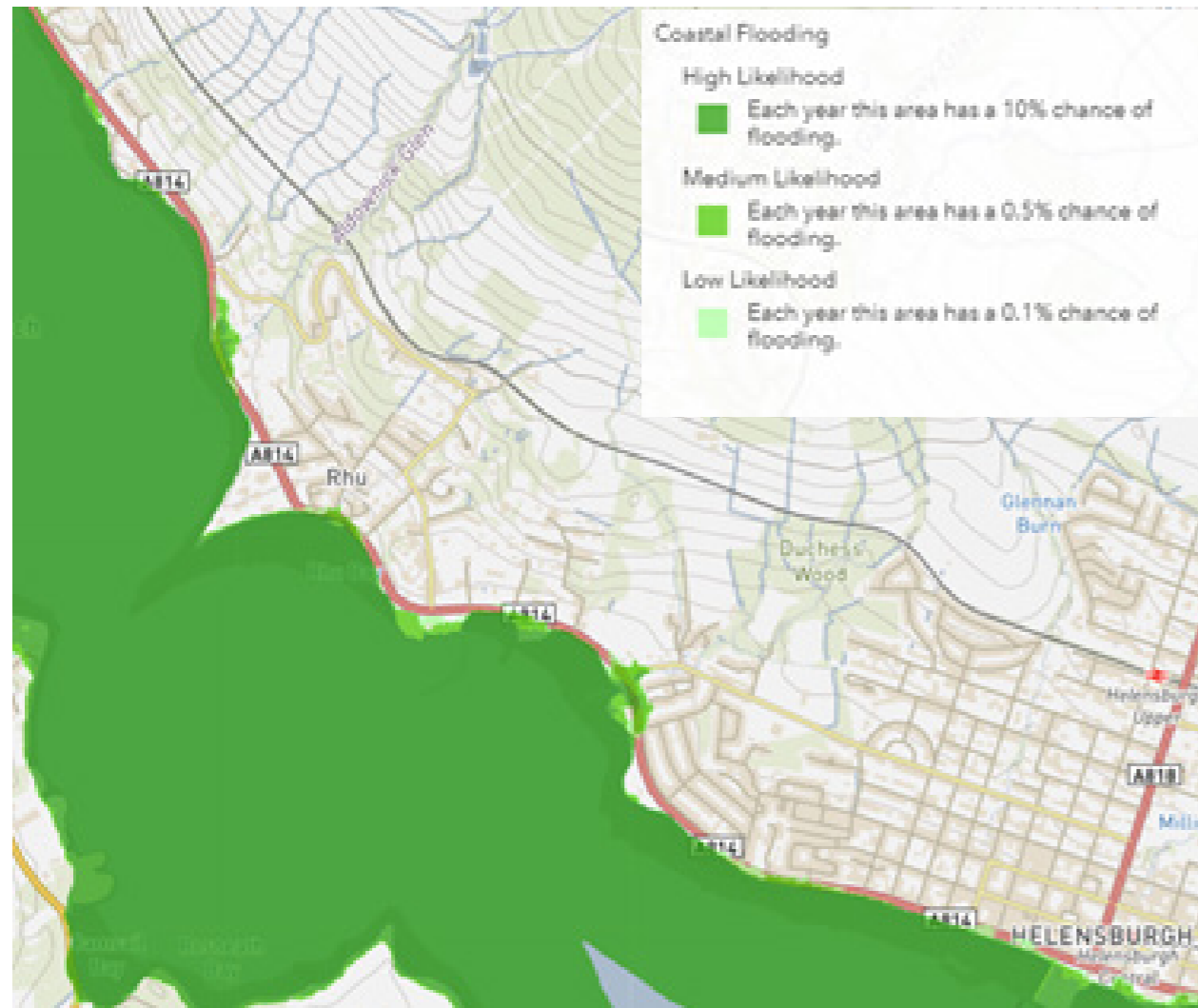
DETAIL

Drainage

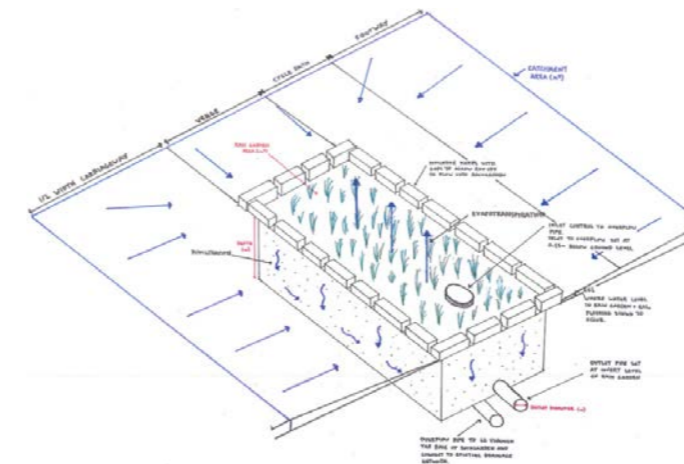
The route from Helensburgh to Garelochhead runs adjacent to Gare Loch and is crossed by several burns that discharge into the loch from nearby hills and are culverted below the road.

As seen on the extract from the SEPA coastal flood map, the route is exposed a predominantly a medium level risk (equivalent to a 1 in 200yr flood event) around the areas of Helensburgh and Rhu. The risk of coastal erosion is also pertinent and will be carefully considered at locations along the route where the design would benefit from extending the existing loch edge. This is the case at Rhu, where due to spatial constraints the existing rock armour may be moved westwards to allow for the segregated cycling route to be constructed.

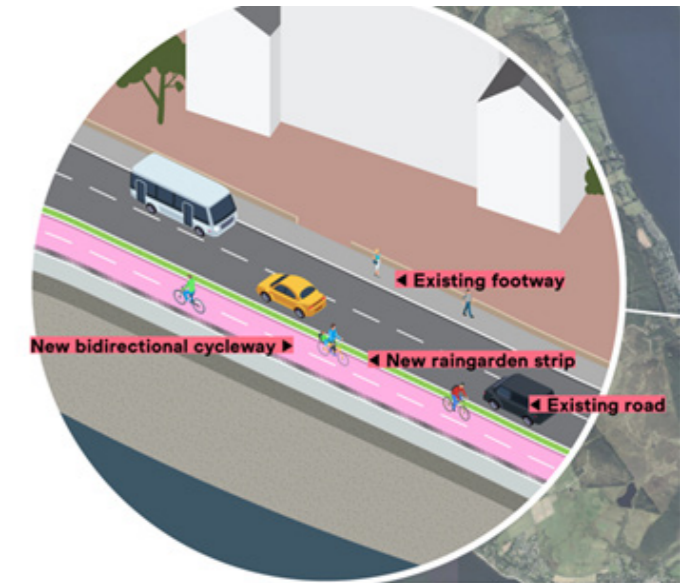
Although SEPA maps for surface water flooding do not illustrate a significant risk to the route, anecdotal evidence provided by members of the community does suggest the localised puddling does hinder the use of the existing infrastructure for cyclists. As storm events in the future will only become more frequent and of greater intensity, helping prevent surface water flooding going forward is considered a key design parameter. To help address this, a combination of re-surfacing the existing roads where appropriate and the implementation of SuDS verge where space allows is proposed across the route. SuDS are to be utilised in the form of rain gardens, which provide stormwater attenuation and treatment, whilst also adding to the amenity and biodiversity of the space. Rain gardens will reduce the reliance on ageing drainage infrastructure by providing an area for road



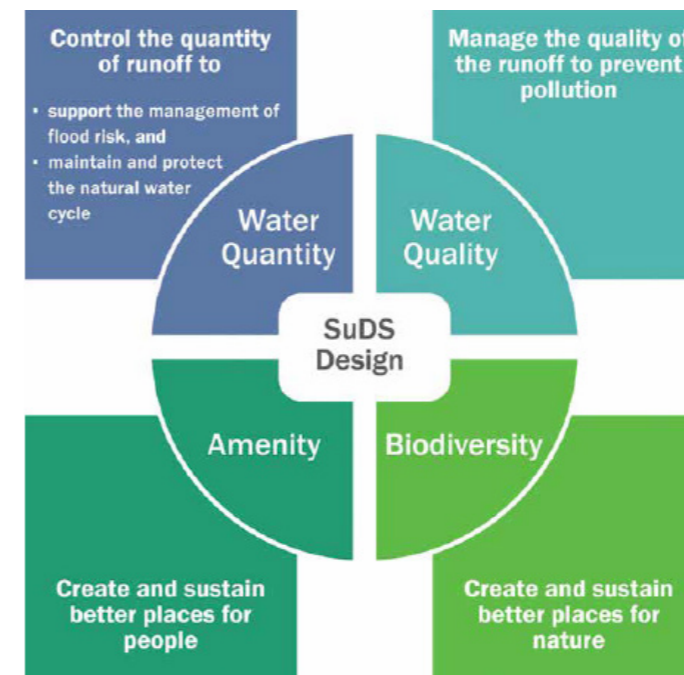
run off to temporarily ponds on its surface, before filtering through the vegetation and underlying soil mix. Depending on existing soil conditions, the runoff can then dissipate into the surrounding soil, discharge into an adjacent water body, or connect the existing surface water network.



As well significantly reducing the surface water catchment for the proposed cycle lane, the use of rain gardens along the carriageway verge also provides an effective and attractive form of segregation to traffic, as shown in the illustration below.



Further measures such as utilising proposed tree planting as additional SuDS elements will also be considered as the project progresses. As the design is developed, the frequency, positioning, and condition of the existing drainage network will be reviewed in detail, which will allow for a technical SuDS strategy to be developed.



Important considerations such as required maintenance of SuDS infrastructure will also be taken into account as the project progresses through consultations with the local authority. General required maintenance of these interventions will likely include regular inspections, litter removal, plant health reviews, minor repairs and any required remedial action over the project life cycle.

Road Safety Audit

A Road Safety Audit (stage 1) has been carried out by road safety consultants Wyllie:Lodge. The audit was carried out following the general principals and procedures set out in GG 119 of the Design Manual for Roads and Bridges (DRMB), with adaptations to meet the requirements of the local road authority.

The full report can be found in the appendices. Findings from the report will be incorporated into the next stage of the design process.

Topographic Survey

A topographic survey has been carried out in the area and is included in the appendices. Due to the length of the route a full topographic survey was not carried out as this would increase costs too much at this stage. Instead, areas where constraints are known or anticipated were chosen for a targeted survey. If the need for further surveys is identified, these can be undertaken in the following design stages.

Cost estimates

Shown here are the estimated costs for the route. It has been split into sections that will roughly coincide with the funding streams and construction timelines.

For each section the costs are shown for each stage and then the total cost is broken down into the elements of each section. The costs shown for placemaking are to give an idea of what this might include but these can be scaled back as necessary to keep to the available budget.

Helensburgh to Kidston Park	
Length	1,740
Approx Area (m2)	5,220
Construction Value (m2)	248
Total Cost	£1,294,560
Fees (at 5%)	£64,728
Stage Fees	
RIBA 1 Brief - 10%	£6,472.80
RIBA 2 Concept - 15%	£9,709.20
RIBA 3 Developed - 20%	£12,945.60
RIBA 4 Technical - 25%	£16,182.00
RIBA 5 Construction - 25%	£16,182.00
RIBA 6 Handover - 5%	£3,236.40

Element	£/m^2	Approx Costs
Site Prep Works	27	£140,940
Roads, Paths, Pavings + Surfacing	101	£527,220
Soft landscapes, planting	15	£78,300
External Drainage	26	£135,720
Facilitating	3	£15,660
Enabling	3	£15,660
Prelim	37	£193,140
OH&P	14	£73,080
Contingency	22	£114,840
Total		£1,294,560

Kidston Park to Rhu Primary	
Length	2,160
Approx Area (m2)	8,640
Construction Value (m2)	248
Total Cost	£2,142,720
Fees (at 5%)	£107,136
Stage Fees	
RIBA 1 Brief - 10%	£10,713.60
RIBA 2 Concept - 15%	£16,070.40
RIBA 3 Developed - 20%	£21,427.20
RIBA 4 Technical - 25%	£26,784.00
RIBA 5 Construction - 25%	£26,784.00
RIBA 6 Handover - 5%	£5,356.80

Element	£/m^2	Approx Costs
Site Prep Works	27	£233,280
Roads, Paths, Pavings + Surfacing	101	£872,640
Soft landscapes, planting	15	£129,600
External Drainage	26	£224,640
Facilitating	3	£25,920
Enabling	3	£25,920
Prelim	37	£319,680
OH&P	14	£120,960
Contingency	22	£190,080
Total		£2,142,720

Rhu Primary to South Gate	
Length	3,432
Approx Area (m2)	13,728
Construction Value (m2)	248
Total Cost	£3,404,544
Fees (at 5%)	£170,227
Stage Fees	
RIBA 1 Brief - 10%	£17,022.72
RIBA 2 Concept - 15%	£25,534.08
RIBA 3 Developed - 20%	£34,045.44
RIBA 4 Technical - 25%	£42,556.80
RIBA 5 Construction - 25%	£42,556.80
RIBA 6 Handover - 5%	£8,511.36

Element	£/m^2	Approx Costs
Site Prep Works	27	£370,656
Roads, Paths, Pavings + Surfacing	101	£1,386,528
Soft landscapes, planting	15	£205,920
External Drainage	26	£356,928
Facilitating	3	£41,184
Enabling	3	£41,184
Prelim	37	£507,936
OH&P	14	£192,192
Contingency	22	£302,016
Total		£3,404,544

South Gate to North Gate	
Length	2,600
Approx Area (m2)	7,800
Construction Value (m2)	233
Total Cost	£1,817,400
Fees (at 5%)	£90,870
Stage Fees	
RIBA 1 Brief - 10%	£9,087.00
RIBA 2 Concept - 15%	£13,630.50
RIBA 3 Developed - 20%	£18,174.00
RIBA 4 Technical - 25%	£22,717.50
RIBA 5 Construction - 25%	£22,717.50
RIBA 6 Handover - 5%	£4,543.50

Element	£/m ²	Approx Costs
Site Prep Works	27	£210,600
Roads, Paths, Pavings + Surfacing	101	£787,800
Soft landscapes, planting	0	£0
External Drainage	26	£202,800
Facilitating	3	£23,400
Enabling	3	£23,400
Prelim	37	£288,600
OH&P	14	£109,200
Contingency	22	£171,600
Total		£1,817,400

North Gate to Garelochhead	
Length	2,200
Approx Area (m2)	6,600
Construction Value (m2)	233
Total Cost	£1,537,800
Fees (at 5%)	£76,890
Stage Fees	
RIBA 1 Brief - 10%	£7,689.00
RIBA 2 Concept - 15%	£11,533.50
RIBA 3 Developed - 20%	£15,378.00
RIBA 4 Technical - 25%	£19,222.50
RIBA 5 Construction - 25%	£19,222.50
RIBA 6 Handover - 5%	£3,844.50

Element	£/m ²	Approx Costs
Site Prep Works	27	£178,200
Roads, Paths, Pavings + Surfacing	101	£666,600
Soft landscapes, planting	0	£0
External Drainage	26	£171,600
Facilitating	3	£19,800
Enabling	3	£19,800
Prelim	37	£244,200
OH&P	14	£92,400
Contingency	22	£145,200
Total		£1,537,800

Placemaking - Kidston Node	
Approx Area (m2)	14,000
Construction Value (/m2)	50
Total Cost	£700,000
Fees (at 5%)	£35,000
Stage Fees	
RIBA 1 Brief - 10%	£3,500.00
RIBA 2 Concept - 15%	£5,250.00
RIBA 3 Developed - 20%	£7,000.00
RIBA 4 Technical - 25%	£8,750.00
RIBA 5 Construction - 25%	£8,750.00
RIBA 6 Handover - 5%	£1,750.00

Placemaking - Rhu Node	
Approx Area (m2)	10,000
Construction Value (/m2)	200
Total Cost	£2,000,000
Fees (at 5%)	£100,000
Stage Fees	
RIBA 1 Brief - 10%	£10,000.00
RIBA 2 Concept - 15%	£15,000.00
RIBA 3 Developed - 20%	£20,000.00
RIBA 4 Technical - 25%	£25,000.00
RIBA 5 Construction - 25%	£25,000.00
RIBA 6 Handover - 5%	£5,000.00

Placemaking - Garelochhead Node	
Approx Area (m2)	1,500
Construction Value (/m2)	100
Total Cost	£150,000
Fees (at 5%)	£7,500
Stage Fees	
RIBA 1 Brief - 10%	£750.00
RIBA 2 Concept - 15%	£1,125.00
RIBA 3 Developed - 20%	£1,500.00
RIBA 4 Technical - 25%	£1,875.00
RIBA 5 Construction - 25%	£1,875.00
RIBA 6 Handover - 5%	£375.00

Risk Registers

The project risk register is provided in the appendices. This register will be reviewed and updated throughout the project as the design progresses and site constraints become more clearly understood. Risks have been split into several sections including the meeting of project objectives, technical risks, legal risks, and timescales. The level of risk is measured by a combination of predicted impact and probability, from which the degree of risk is measured as red, amber, or green using an assessment matrix. Controls and mitigation actions are set out, with the residual risks being measured using the same parameters.

The Active Travel route proposed from Helensburgh Town Centre to Garelochhead poses a variety of risks that have been identified from the inception of the project and are being continually reviewed as the design progresses.

At Stage 2, some of the key identified risks include spatial constraints (particularly coming through Rhu and between Faslane and Garelochhead), obtaining landowner consents for developing the route out with the local authority boundary and creating a direct route that people actively and frequently use. Particular focus on creating a direct route will be dependent on designing seamless 'Nodes' to help blend different road typologies along the extent of the route. Therefore, the design team will ensure care is taken in evaluating options for these areas such that a workable and sound design is achieved.

The project risk register will be continuously reviewed, and mitigation measures implemented throughout the project to ensure a successful project delivery and completion.

The Designers Risk Register is also included in the appendices.

Equality Impact Assessment

The Helensburgh to Garelochhead active travel route seeks to improve the quality of the facilities that follow the route of a core path within Argyll and Bute from Helensburgh Pier to Garelochhead via Shandon. The Local Development Plan states that by 2024 Helensburgh and Lomond will be a better connected and accessible place. As part of the section on improving connectivity, the route is identified as one where improvements can be made to long distance walking routes.

Argyll and Bute Council have supported the National Transport Strategy's commitment to an inclusive and accessible transport system to meet the Scottish Governments vision for a 'sustainable, inclusive, safe, and accessible transport system' that helps to deliver 'a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.'

This project aims to improve the accessibility of the current route, providing a key commuting and leisure route between the two settlements. The route will be designed to prioritise space for pedestrians and cyclists, making a clear, legible route that introduces sustainable green infrastructure to enhance biodiversity and public amenity space. The route will continue to accommodate important public transport links for the rural communities of Argyll and Bute while providing a more attractive route for cyclists and pedestrians. To achieve this, traffic calming design will be used where the route passes through settlements and where possible the route will be segregated from motorised traffic. The most recent Equality Impact Assessment for this project can be found in the appendices.

Softer impacts likely to accrue from the investment, such as a decrease in roadside noise, or improvement in local air quality, visual amenity and appearance, and improved street lighting, will have a comparatively

bigger effect on pedestrians than other road users.

The improvements include:

- Increased pedestrian/cycle space
- Continuous footways
- Segregated cycle lanes
- Green/Blue Infrastructure (trees and planted rain gardens)
- Signalised junction crossings and crossings with priority for pedestrians
- Reduced street clutter and furniture zones

Key outcomes include:

- To enhance the built environment
- Improve the public perception of space
- Improve transport links
- Improve community safety
- To protect and improve public health, and
- To improve climate change resilience

Other outcomes:

- To support broader policy ambitions for a low carbon, low emissions transport system.
- To enhance the amenity of the city centre as a vibrant and thriving place in which to live, visit and do business.

Supporting activities:

For the purposes of this Equality Impact Assessment, the above outcomes will be considered in terms of impact on those with Protected Characteristics, socio-economic impacts and any impact on human rights. We will look at and highlight where the project has positive impacts on groups, and we will identify where there may be negative impacts and how these have been mitigated.

The stage 1 design was undertaken January-

May 2021 and was focused on engagement with stakeholders facilitated by Icecream Architecture (IA) the design team (Page/Park, Urban Movement & Civic Engineers).

The Equality Impact Assessment Screening process identified several common criteria which apply to the protected characteristic groups as identified by The Equality Act 2010. These criteria are Safety, Road Safety, Accessibility and Connectivity and will be used throughout the following screening process.

The protected characteristics that will be considered during the stage 2 concept design will be as follows:

- age
- disability,
- race and/or ethnicity,
- religion or belief (including lack of belief),
- gender,
- gender reassignment,
- sexual orientation
- marriage and civil partnership,
- pregnancy and maternity,

Programme and Budget Plan

Shown here is a summary and the programme for stages 3&4. A detailed activity schedule and resources are included within the appendices.

	MONTH											
	1	2	3	4	5	6	7	8	9	10	11	12
Helensburgh to Garelochhead	RIBA 3						RIBA 4					
Stage 3												
Progress Meetings												
Design Meetings												
Risk Workshop (CDM 2015)												
Consult with key stakeholders & Statutory Consultees												
Project Management												
Develop project programme												
Project Executive / Expert Design Direction												
Develop Urban Design												
Develop Placemaking Design												
Ecological Survey												
Focused GPR Survey												
Traffic Modelling												
Develop Engineering												
Community Engagement												
Monitoring and Evaluation/Behaviour Change Reporting												
Costing Exercise												
Prepare Design Report and End of Stage Presentation												
Stage 4												
Progress Meetings												
Design Meetings												
Risk Workshop (CDM 2015)												
Consult with key stakeholders & Statutory Consultees												
Project Management												
Develop project programme												
Monitoring and Evaluation/Behaviour Change Reporting												
Project Executive / Expert Design Direction												
Develop Placemaking Design												
Develop Urban Design												
Develop Engineering												
TROs & Planning												
Trial Pits												
Stage 2 Road Safety Audit												
Prepare Tender Pack												

NEXT STEPS & CONCLUSION

To progress the designs to RIBA 3 is dependent on funding. If successful then the points below will need to be followed up.

Land ownership

There may be pockets of land along the route that are owned by Luss Estates. Conversations with Luss Estates have been started and they will be able to confirm what land they own by looking at the Sasine register. These details will be confirmed when the project moves to stage 3 and the conversations with Luss Estates will continue.

Statutory Permissions

Traffic Regulation Orders (TROs) and planning permissions will need to be sought.

Alongside the design progression, Statutory bodies such as SEPA, Scottish Water, Transport Scotland, and local authority Argyle and Bute Council will also be consulted on proposed designs and where necessary, construction details, methodologies, and proposed maintenance schedules.

Preliminary Ecological Appraisal

A preliminary ecological appraisal will be included in the programme for RIBA stage 3. The quote for this work comes in at £3,745.00 ex. VAT.

Conclusion

This report has considered the options for an active travel route between Helensburgh and Garelochhead. The route improvements will provide a quality active travel route that will be used by commuters and recreational users as well as visitors to the area. Public consultations have taken place with the concept designs and conversations with various landowners along the route have taken place. Consultation has shown support from the local community, landowners, and stakeholders in the area.

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APPENDICES

Appendix A - General Arrangements

Appendix B - Consultation

Appendix C - Road Safety Audit

Appendix D - Topographic Surveys

Appendix E - Risk Registers

Appendix F - Equality Impact Assessment

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Appendix A - General Arrangements



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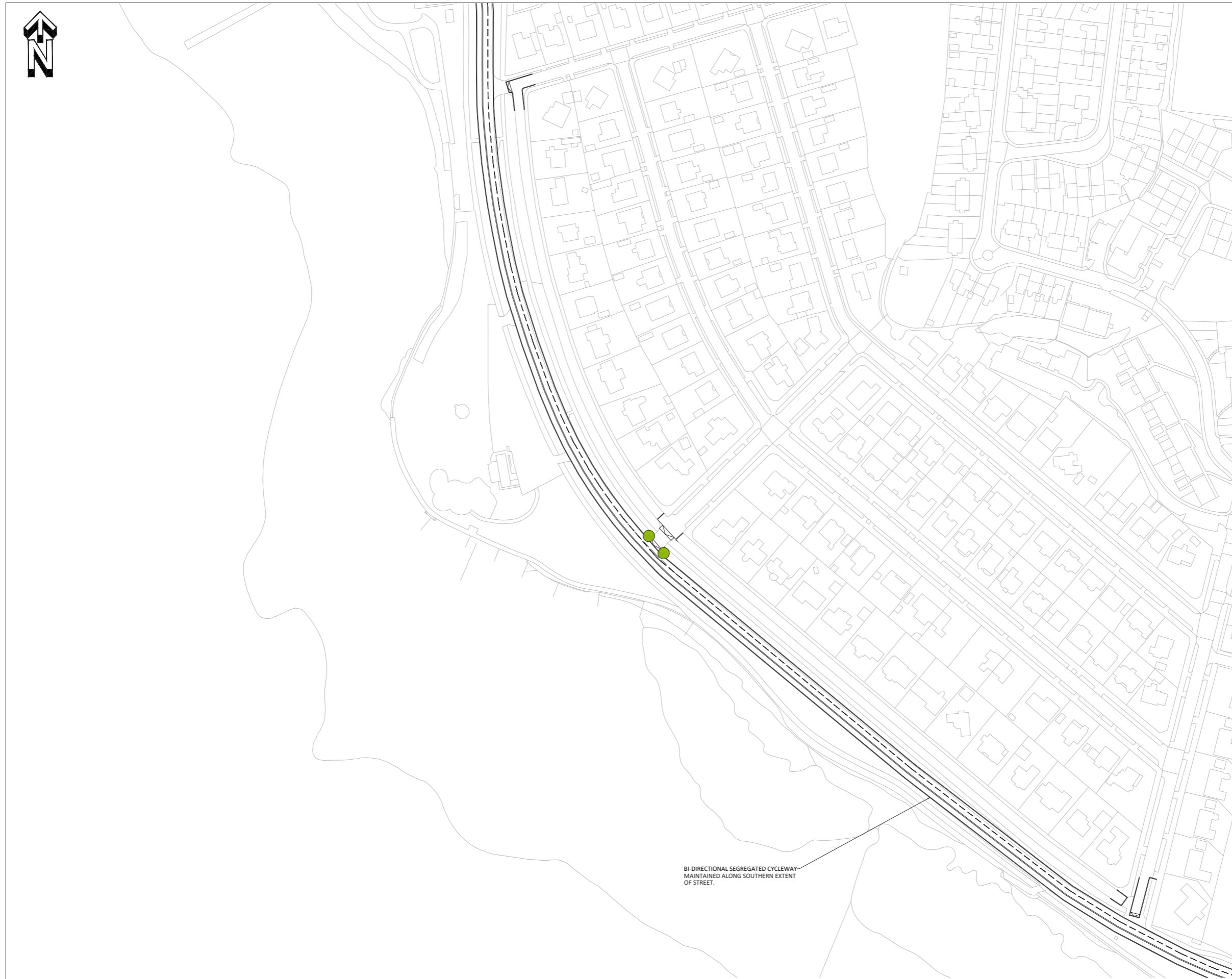
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1700-01-CIV-XX-XX-D-H-00034	P01



BI-DIRECTIONAL SEGREGATED CYCLEWAY MAINTAINED ALONG SOUTHERN EXTENT OF STREET.

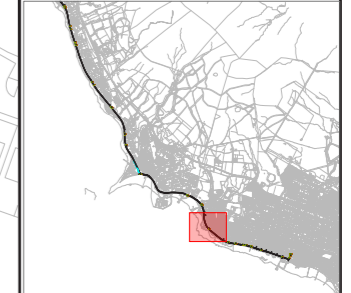
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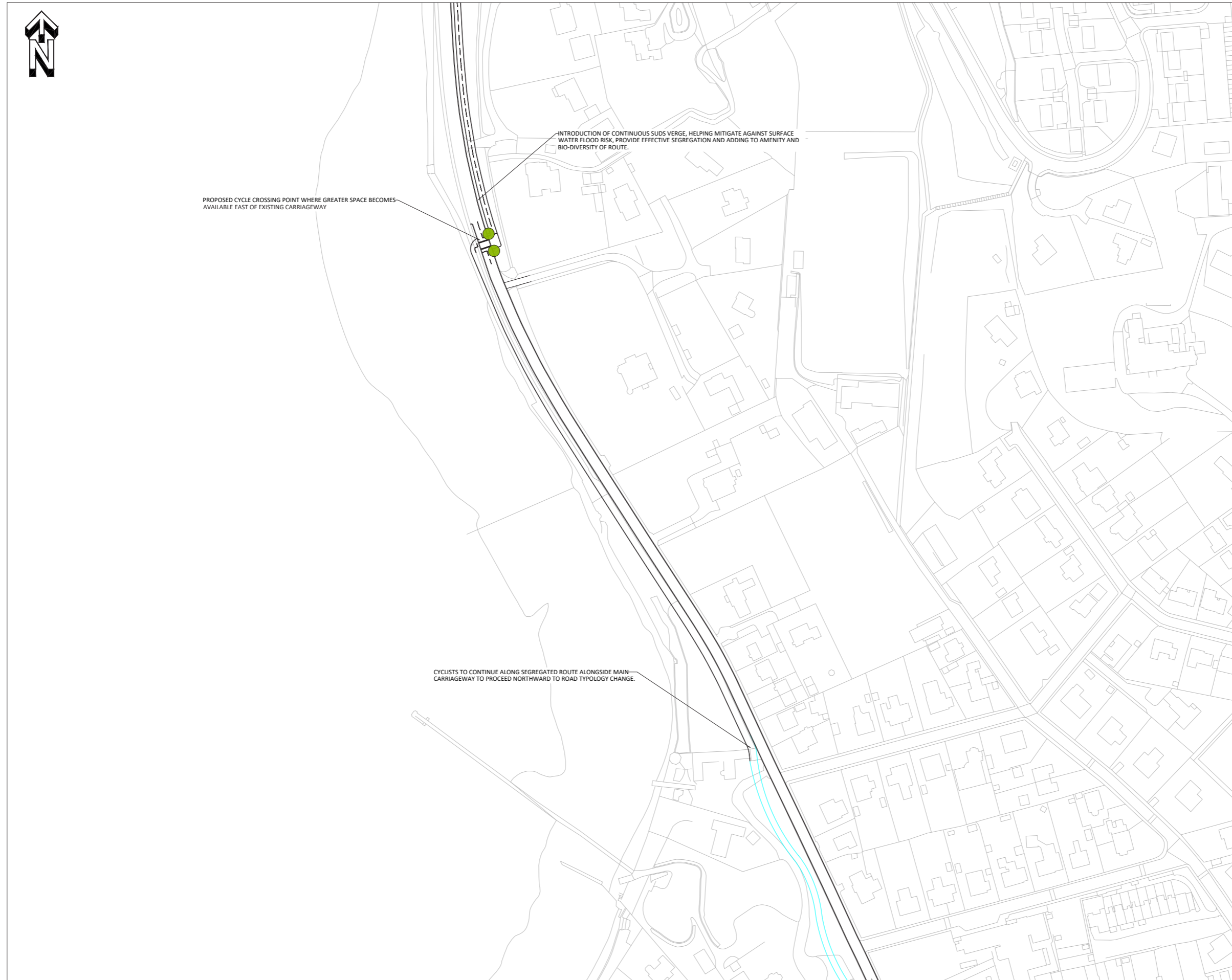
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Drawing Number					Revision
1700-01-CIV-XX-XX-D-H-00039					P01



ROUTE REMAINS CONSISTENT WITH BI-DIRECTION CYCLEWAY ON EAST SIDE OF STREET LINED PARALLEL WITH SUDS VERGE. THE CONSISTENT NATURE OF ROUTE ALLOWS IT TO BE DIRECT AND EASY TO FOLLOW.

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Drawing Number					Revision
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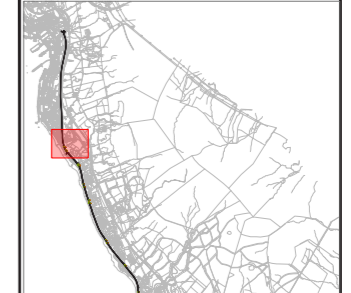
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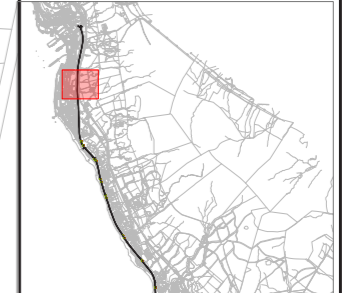
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ROUTE TO CONTINUE ALONG EAST SIDE OF EXISTING ROAD. CUTTING BACK OF EXISTING VEGETATION REQUIRED.

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 LEEDS: Power Works Limited, 45, Gilders Road, Leeds LS2 2JQ. Tel: 0113 222 1200
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Drawing Number					Revision
1700-01-CIV-XX-XX-D-H-00048					P01

Helensburgh - Garelochhead Active Travel Route

Public Engagement Report - Stage 2

Version 1: 22nd September 2021



Contents

1. Context	3
2. Key Findings	4
Engagement Activity and Reach	4
Engagement Findings	5
Next Steps	6
2. Communication	7
Promotion	7
3. Engagement Group	14
4. Route Relay	15
What was the Route Relay?	15
Key Themes from Route Relay Discussions	18
Engagement Numbers - Route Relay	24
5. Online Engagement	25
Online Feedback	27

1. Context

The Helensburgh to Garelochhead Active Travel Route is an early design project to redesign the route for walking, cycling and wheeling between the towns. The project is funded by Argyll and Bute Council, with the support of Sustrans Scotland's Places for Everyone programme, which is funded by Transport Scotland.

The aims of the project are to:

- Make it easier and safer for people of all ages to walk, cycle, and wheel for leisure and commuting, helping to reduce the local carbon footprint
- Connect local amenities such as businesses, schools, transport, and tourist spots
- Enhance and compliment the natural beauty of the area

At this stage of the project, the Design Team have undertaken a preliminary review of the route and devised a proposed strategy for how improvements can be delivered. This report details the public engagement activities undertaken to test the Design Team's initial thinking with stakeholders who live or have a connection to the route between Helensburgh and Garelochhead.

The public consultation on the Stage 2 proposals opened with the Route Relay on the 9th September 2021. This report has been compiled in the early stages of the collection of information. The consultation period will continue until 10th October 2021 when the broadest understanding of public responses will be available. The following Key Findings section gives an overview of the responses across all methods of engagement to date in this Stage and generally reflects the concerns, hopes and views that have been collected in earlier stages of the project, with particular reference to the proposals presented.

2. Key Findings

Engagement Activity and Reach

Pre-Route Relay

- Two meetings were held with the Engagement Group (formed of interested locals to help guide the engagement) prior to the Relay
- 5000 flyers were distributed throughout HMNB Clyde and posters were distributed in cafes, clubs, and centres in Helensburgh, Rhu, Shandon, and Garelochhead with assistance from the Engagement Group
- Icecream architecture's social media posts reached over 3.4k users and it's predicted many more were reached through other accounts who posted about the project; private groups within which the posts were shared; and public shares.
- The full website, helensburgh-garelochhead.info, was launched on 1st September 2021
- Articles were published about the website and Route Relay in the Community Advertiser, Helensburgh Advertiser, and Lochside Press (both print and online)

Post-Route Relay

- 57 people were actively engaged in detailed discussions with the Design Team during the Route Relay
- Over 140 people were made aware of the project and website during the Route Relay
- The website has had 858 sessions and 666 unique visitors
- 66 comments were submitted on the site's feedback form 1 (initial response to proposals), and 30 comments were submitted on feedback form 2 (placemaking suggestions)
- The longer online questionnaire linked on the site has 52 responses as of 22nd September and will remain open until 10th October

Public Engagement Findings

There is general positivity for the proposals from the public across responses online and in-person. Many support the proposed improvements to the route to encourage active travel, improve access to the amenities of the area, and provide improved conditions for commuting. There are common themes emerging across the responses received which highlight desires and concerns for the route's implementation:

Behaviour change

- From responses collected to date, 59% of respondents felt they would be certain to walk, cycle or wheel more if these proposals were realized. Only 14% of respondents suggested they would not be encouraged.
- The route should make cycling a more attractive prospect than driving. Cycle paths have positive impacts only if they're actually used.
- Children in Rhu are permitted to leave school early if they cycle, which encourages many pupils to do so, but only through the village.
- Cyclists are discouraged from using the existing path due to its stop-start nature, particularly at driveways. Continuity of the route is important or cyclists will continue to choose to cycle on the road where they can move quickly without barriers.
- Currently the lack of maintenance makes it very unappealing and unsafe for people to choose active travel due to overgrown vegetation and bad surfaces.
- Signage was suggested as a way to eliminate confusion about how to use the route and remind users to be respectful of one another.

"This is a lovely route to cycle but it's frustrating that the shared pedestrian/cycle parts are so bumpy and uncomfortable as a cyclist. There are also some quite scary parts as the road gets really narrow around Rhu with fast moving vehicles."

"The ideas presented in the proposed plans make the route much more user friendly and attractive as a leisure route but also for commuting purposes"

"A safer route would allow my family to use the area currently my wife and child would not feel safe due to speed of traffic and frequent close passes."

"I have just got an electric bike in Helensburgh and am keen to use it more. This would really encourage me"

"I am a keen cyclist from a health and fitness perspective. I mainly use the road as I am looking to make progress to sustain a certain level of effort. Mixed cycle paths compromise this objective and I tend to only use those where the road alternative is narrow and unsafe such as the the Blackhill road between Helensburgh and the A82. I will continue to cycle regardless of the presence of cycle paths."