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.

2. Communication

The promotion and communication of the Stage 2 engagement element focused on building a community of interest through the Engagement Group who steered us in the promotion of the project and assisted us to plan the Route Relay. The Route Relay was conceived as a way of kicking off the consultation related to the Stage 2 design proposals, to build awareness of the project and the website and to have detailed and qualitative conversations between the Design Team and the local public in all the localities along the proposed route.

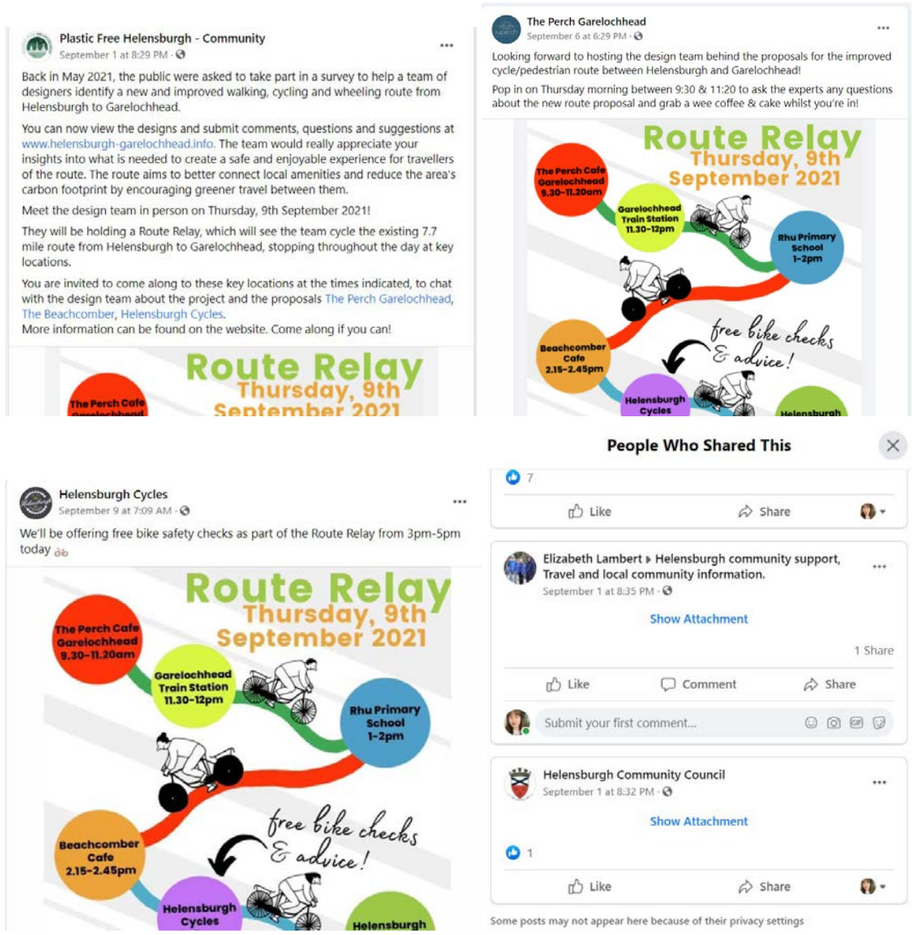
Promotion

Social media content about the Route Relay and website were circulated across Twitter, Facebook, and LinkedIn before and during the event, garnering support and engagement from the online community.

Facebook

Independent posts regarding the Relay and website were posted by icecream architecture, Argyll and Bute Council, and the group Plastic Free Helensburgh. Icecream architecture's post reached 159 people. Argyll and Bute Council issued a link to the press release.

Plastic Free Helensburgh has 729 followers. Their post was shared by Helensburgh Community Council, The Perch Cafe Garelochhead, and the 'Helensburgh community support, Travel and local community information' page with 6.1k members.



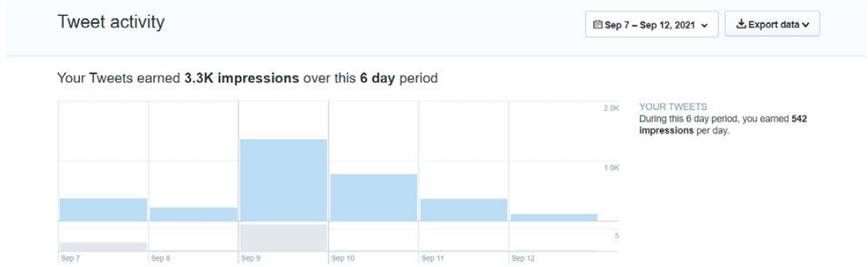
Local Facebook groups were contacted about the project and Relay:

Group	Public/Private	Action
Helensburgh Mountain Bike Meet Up	Private	Contacted, admin posted to group
Helensburgh Off Road Cycle Club	Public	Contacted twice
Helensburgh's Community Group	Private	Contacted, admin posted to group
Lomond Roads Cycling Club	Public	Contacted twice

Twitter

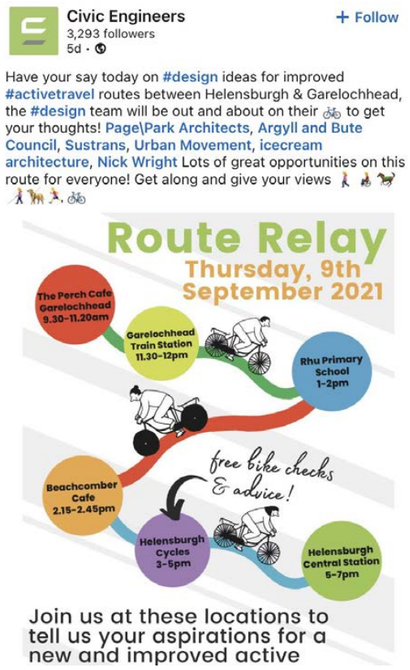
Icecream architecture (@icecreamarch), Page/Park (@pagepark), Civic Engineers (@civicengineers), and Rhu Primary (@PrimaryRhu) all independently tweeted about the Relay. These tweets all garnered likes and retweets from local accounts such as the Helensburgh Advertiser (@helensburghadv).

During the period from 7/09/21 to 12/09/21, icecream architecture's tweets concerning the Relay and website earned 3.3k impressions. The top tweets had 771 impressions and 673 impressions respectively. The top tweet to mention @icecreamarch was from Rhu Primary, which had 102 engagements.



LinkedIn

Posts regarding the Relay and website were published by Civic Engineers and Urban Movement, and shared by Nick Wright Planning, to a combined following of 5345.

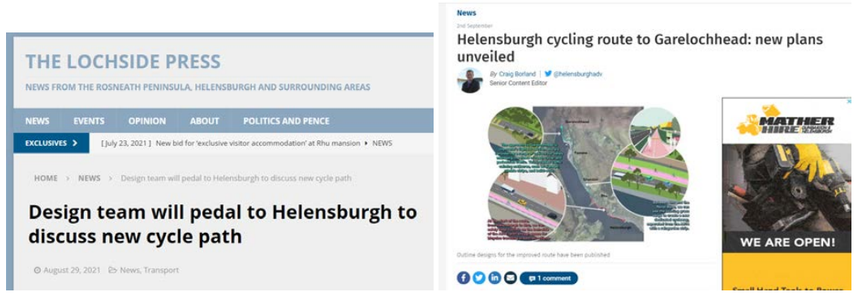


Email

A database of contacts had been established during Stage 1 of the project. Email updates were sent out to this database. Communications about the project were also sent to various local groups and clubs via email. The following organisations were specifically contacted:

- Rhu and Shandon Community Council
- Garelochhead Community Council
- Helensburgh Community Council
- Gareloch Group Riding for the Disabled Association
- Lochside Care Home
- Rhu & Shandon Parish Church
- Fun First Charity
- Helensburgh Photography Club
- Helensburgh Sailing Club
- Helensburgh Art Hub

Press/Physical Promotion



An advertisement was placed in the Community Advertiser, with a circulation of 13,000 and 45,500 potential readers. They also chose to write an article on the upcoming Route Relay and the launch of the website. Articles about the project were published in both the Helensburgh Advertiser and the Lochside Press, with follow up articles published in advance of the Route Relay and website launch.

Bike tags were attached to bikes along the route

5000 flyers and bike tags were distributed by a contact at HMNB Clyde that advertised the Route Relay and website. Information was shared on screens around HMNB Clyde. Bike tags were attached to bikes locked at key locations. Posters were placed in key locations

including the Brae Shop, Rhu; Craighelen Lawn Tennis and Squash Club; and The Perch Cafe.

During the Route Relay, it was noted that there was good general awareness of the project due to previous advertising in local press and through social media.

3. Engagement Group

The Engagement Group was formed of local people who were interested in helping steer the project and team in the right direction. Two meetings have been held so far: an introductory meeting on 7th July 2021, and a second meeting on 18th August 2021.

The first meeting was an introduction to the project, the team from icecream architecture, and the role that the Engagement Group would play in the project. The results from the initial surveys were discussed and prompted the following points to be made on the existing route by the group. These are summarised below:

- There's a need for lighting along the route to make these conditions safer. The headlights from cars when cycling the route in the dark can be dazzling and more segregation and separation is required in any improvements
- Maintenance of the existing route is poor, with overgrown foliage in places. In wet weather and particularly in late Autumn, drainage is a particular issue with areas becoming waterlogged. This would be an important concern for any new route.
- Give way signs at gates and driveways, and the number of road crossings, are problematic for the flow of cycling. Could these be re-prioritised in favour of cyclists?
- The difficult route through Rhu will be of particular interest to cyclists and attendees were interested to hear that options were being considered in detail
- The approach road from the south gate in southbound direction is a blind corner and cars coming along at 50mph makes it dangerous for cyclists
- Pedestrians don't realise the road past the marina is a cycle path. More signage is needed to communicate purpose and for safety

The meeting ended with a discussion of the proposed Route Relay event, during which a member of the group offered their establishment, The Perch cafe, to be one of the stops.

The second meeting focused on discussion of the next steps in the project's engagement, primarily the Route Relay. The proposed schedule was shared and discussed amongst the group, one of whom is the owner of The Perch cafe and was a host on the day. The group were able to offer assistance in various other ways for the event:

- The group put up posters at local places such as the tennis club
- The Perch cafe put up posters and shared information about the event on their social media channels
- We were provided with a contact for the Community Advertiser to get an article on the event published
- A member of the group shared the event through his partner's Facebook group, *Plastic Free Helensburgh*
- A member of the group agreed to join the design team on the Relay for a section of the route

Further meetings and updates are being planned to discuss the response to the design proposals and the Group are eager to stay updated and involved as the project progresses.

4. Route Relay

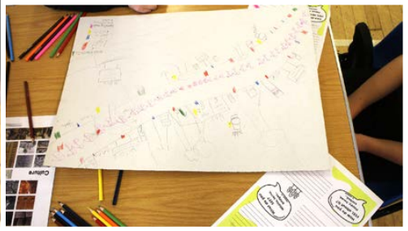
What was the Route Relay?

As part of the Fact Finding stage the Design Team spent Thursday 9th September 2021 cycling along the route from Garelochhead to Helensburgh, setting up at key locations to engage the community and gain an insight into the challenges and perception of the local population towards the current cycle route improvement options and the need for interventions along the route. Promotional materials such as posters and flyers directing people to the project website and encouraging them to leave feedback were also distributed.

The Route Relay began at the top of Garelochhead with a wet morning at the Perch Cafe. Despite the weather, several members of the community made their way over specifically to chat with us, including some key figures such as the Head of Transport for Faslane Navy Base. It was clear that news of the project had already sparked interest in the community, and many were keen to hear about the proposals in more detail, as well as leave us their own feedback about opportunities and points of contention along the route.

With the rain mostly cleared a quick stop was made at Garelochhead Train Station to meet the incoming train and hand out flyers before continuing on to Rhu Primary School. On the way to Rhu the Team was joined by a local cycling enthusiast, Rob, who guided us along the current cycle route to the school and shared his local insights about the various sections of path.

Much of what the Team had observed on the ground was echoed by the children at the school; that the current path has sections where maintenance has been a long-term issue; that the path is indirect, and has some inclines which are challenging for children to cycle.



At the school, the pupils had the opportunity to meet with some of the design team and ask lots of questions. One of the architects, Fraser, was able to provide detailed answers to all of their queries, as well as sparking their imagination by sharing various things it may be possible to do, such as adding colour to the path or interesting stories from the history of the area. The pupils also took part in activities, such as creating posters to show us what they would like from a new cycle route.The response from the young pupils was overwhelmingly

positive and comments came from both pupils and teachers asking to be kept informed and engaged as the project progressed.

After the school the Team made their way to the Beachcomber Cafe where, despite the wind, there were members of the community who were keen to find out about the proposals in more detail.

The next stop was Helensburgh Cycles, who had kindly offered to perform free bike checks to anybody who dropped in on the Route Relay. Great conversations were had with some particularly enthusiastic locals who were able to give us invaluable insights into the road and how people use it, all of which was keenly noted by the design team.

The final stop of the day was Helensburgh Central Station. With the evening coming on and the weather taking another turn for the worse, engaging people in the street became more of a challenge. Despite the rain, detailed conversations were had with some road cyclists, discussing with the design team at length about the need for a more consistent, less fragmented route—a sentiment which was echoed by many cyclists throughout the day.

Key Themes from Route Relay Discussions

Behaviour Change / Increasing Usage	No. of Mentions
• Going through Rhu the back way (through the village) is difficult as it's up a steep incline. • User teaching his children to cycle in the area. • "Cycling is the main way we get around, I welcome anything you can do to improve it." • The route should make cycling more attractive than driving. • Significant number of children cycle to school, some accompanied. The school allows cycling children to leave earlier. • Scepticism over whether 'serious cyclists' would use the route. Needs to be direct for commuters. Needs to be appropriate quality for a 'road-type' bike. • Comments from 2 cyclists: "[The current set-up] is a classic half arsed British cycle path." • A need for cycle parking noted at Kidston Park - café would like this. • Commuter Cyclists don't use the official cycling route through Rhu - also note that Commuter Cyclists tend to be going very quickly, around 25mph. • At Rhu, locals will generally go through the back road through the village when cycling. However, non-locals will come off at the junction near the public toilets where there is a bottle-neck. This area is very dangerous, particularly when cycling with children. He felt it would be good to make people (especially non-locals) aware that there is a safer route through the village at Rhu. (Not using official section of route) • [On the current path] "I just don't use it. The potholes are a nightmare, it's easier to just use the road." • The road between Rhu and Peace Camp - there are 3 intersections where cyclists have to cross or give way: this will put people off. • Speed of cars puts people off. • The school uses the shore at Rhu regularly as a teaching resource. Take classes of approx. 30 down for outdoor learning on a daily basis. • Comments on the importance of the continuity of the route, would prefer the route all on the same side of the street but an understanding that it is not possible here.	**x17**

• Comments about the connection east from Helensburgh town centre and how important it is to link well with that route. Also, how the route could connect regionally. • Roundabout near Faslane - how to join on the road?	

Route Conflict and Segregation	No. of Mentions
• Segregation of vehicles / bikes / pedestrians is best where it can be achieved. • Narrow paths make it difficult to share with pedestrians. • Finds that too often, cyclists have to cross over the road to get to the cycle path again. • Can horse-riders use the route? • More lighting as well as finding that they would prefer cyclists to be separated from pedestrians as they feel unsafe when walking their dog, as many cyclists pass by very close and quickly, without warning from a bell, etc. • Lots of drives etc open onto the old road. Cyclists don't give way. Cycle route should be on the opposite side of the old road from the driveways. • Inclines for reduced mobility cyclists need to be taken at slower speeds - other road users can be impatient. • Narrow paths make it difficult to share with pedestrians. • Asked about Horses being incorporated into the route. • Regarding the alignment of the route at this location, as near to the carriageway and away from the properties/walls is better as it gives more visibility out of the driveways – also commented that this alignment would be preferable heading north through Shandon to avoid driveways. • Comment that route along the waterfront is not really central to the town and the suggestion that instead the route should utilise a quieter street through town. W Argyle St for example is a quieter street with access to the primary school and could connect to the main route when leaving town heading north.	**x11**

Safety and Maintenance	No. of Mentions
• The existing route regularly floods - need to ensure this one will not. • Would like to see: really good surface, like in Holland. • Maintenance needs to be consistent and regular. • Cycle paths need maintenance and cleaning, ones along and to Loch Lomond are covered in leaves. • Badly maintained culverts on the railway means water washes debris down onto the old road. • Drainage is an issue, especially after rain. • Often waterlogged around Shandon, at the bottom of the hill past Blairvadach and by the Peace Camp. • Importance of maintenance and keeping the route free of potholes. • Surface at Faslane could be improved, though he said he still cycles it often and doesn't have too much issue. • Positive reactions to aim to make the route safer. Several comments on unsafe sections of route and speeding motorists. • Concerned about a corner in Rhu near Rosslea Hotel. Keen on the idea of a path on the west side of the road that avoids cyclists using the road. • Ramps and no drop kerbs to pathways can make it very tricky and uncomfortable to use. • Narrow spacings between bollards or at point closures (e.g Bowling) can make it impossible to pass. • Having planting and height difference to segregate from vehicle traffic is beneficial when being low to the ground. • Visibility is an increased concern when low to the ground. • Regarding the priority of cyclists at junctions there was a comment that the handling of the existing crossings is not intuitive or easy to use. Supportive of the LTN 1/20 design guidance that gives cycle tracks priority at side roads. • Comment on the need for dropped kerbs (or raised tables) at all crossings to make the route accessible, some locations in the town centre lack dropped kerbs due to the patchwork of footway ownership within the town. Desire for route to be suitable for all types of cycle, in particular reclined cycles with low ground clearance. • Route at Faslane is tricky as motorists drive very quickly here, around 80mph. There are often accidents here, and the pavement (which you have to cycle on as a cyclist, as the road is far too fast) is uneven and full of potholes. • Issues with lighting around Shandon, specifically the Old Road.	**x43**

• Concerns around driver sightlines emerging from side roads. • On the old road, cyclists use the pavement, drivers often almost crash. • Signage and awareness needs to remind / warn users to be considerate of others. In Rhu, current signage faces the wrong way for cyclists to see. • Lots of bushes and foliage along Old Road reduce visibility. • It's extremely busy and hazardous at peak times and there is conflict between cars/bikes/pedestrians. • On Old Road, move the cycle path away from the wall with driveways opening, danger of crashes. • In Rhu, the section between the bottom of Manse Brae and the corner (going North) is difficult. Pavements are very narrow. • Heavy vegetation near the crossing by Peace Camp reduces visibility and makes people lean out dangerously into the road. • Some find the crossing at Shandon very nerve-wracking/tricky. • Rhu Bottleneck is a problem. • Glass is on the John Muir Road that the council won't clear. This area is currently causing burst bike tyres, etc. • Comments on dangerous cross winds for cyclists on the road. Felt moving route in-land would make an improvement. • The bottleneck around Rhu also came up multiple times. • The existing route regularly floods - need to ensure this one will not. • After Aros Rd, Old Road has a very poor surface. • Positive reactions to aim to make the route safer. Several comments on unsafe sections of route and speeding motorists. • Narrow spacings between bollards or at point closures (e.g Bowling) can make it impossible to pass. • Questions about the alignment of the route along the front in Helensburgh, will the pedestrian refuge that is between W Clyde Street and the promenade be retained? Will space for the cycle lane come from the carriageway or greenspace? Need for crossing points for pedestrians at key locations to access the waterfront, otherwise the cycle track may present a barrier to access for those with limited mobility. • Comments on conflict between cyclists and pedestrians – near collisions. • Concern about vehicle speed in the area near the speed limit signs to the north of Rhu, vehicles heading north often speed up well before the signs and those going south slow down after the signs. For this reason, there is also concern about the location and type of crossing required, space is limited by the first set of driveways here, particularly the gated drives where cars must stop before entering the private properties.	

• Entrance to Rhu coming south, speed limit changes from 50 to 30. Many drivers don't slow down until they reach the 30 sign.This change is near a crossing point that is very busy. • Service Road crossing at South Gate of Faslane - dangerous as it is at the bottom of a hill descent with cars going fast. • Near Peace Camp there is a permanent puddle. Cyclists come to the edge of the cycle lane to avoid it which annoys drivers. • Top of the hairpin road near Garelochhead train station, need to balance safety and viewpoints.	

Placemaking	**No. of Mentions**
• How to make the end a "destination", perhaps a monument at the end of the route. Any such thing would need to be resilient and maintainable. • Issues of traffic congestion at drop off and pick up because of the large catchment area reduce the quality of the space. • Placemaking: good locations: view of subs top of Faslane Hill, bramble picking at Blairvadach, tie in The Brae Shop in Rhu, playpark, the Peace Camp could use it to promote themselves. • Feels that Glen Fruin could be integrated with the current route as it's both scenic and safe. He commented that he chooses to use it to teach his young children to cycle due to the safety of this area. • Comment on the importance of linking to single track Glen Friun road, and utilising this as a leisure asset. • Feel that there should be facilities along the route such as public toilets, cafes and sweet and ice-cream shops, as well as water stations. • That the route should be bright and colourful. Some said a rainbow road, others wanted one or two bright colours. • Easier access from the route to the beach. • That the route should go through the Duchess Woods. • There could be games on the route, maybe painted onto the floor for those on foot. One mentioned letters so walkers could spell out words/their name. Others thought of interactive games for younger children. • Paddleboarding should be included in the route. • Geographic markers, waymarkers with distance to X & Y, viewpoints over the water.	**x14**

• Things they would find useful infrastructure: litter picking stations, shelter, dog poo-bag dispensers, a storage locker, picnic table seating. • Should also signpost and promote cycling routes to Arrochar, in Glen Fruin and Glen Douglas.	

Comments on Proposed Route Designs	**No. of Mentions**
• Cyclists commuting to the Faslane Navy Base enter through the South Gate. • Concerns about viability of the route as shown in the diagrams at certain points. Felt the existing width was not sufficient. • Route separated by the grass verge looks good. • Overall positive about the likelihood of the investment and improvements. • Would welcome a system similar to Holland. • He was also concerned that further changes would only narrow the roads more, and that some areas through Helensburgh have already been narrowed quite a bit. • Importance of making all the wider connections work. • Several comments on the uncompleted Cardross cycle scheme. • Question about alignment of route opposite The Rhu Inn and how this will interact with the shore and existing wall. • Questions about where the route will go at Rhu if the route through the yacht club is not possible. • Scepticism over whether 'serious cyclists' would use the route. Needs to be direct for commuters. Needs to be appropriate quality for a 'road-type' bike. • Importance of making all the wider connections work. • Local man commented that he was concerned that further changes would only narrow the roads more, and that some areas through Helensburgh have already been narrowed quite a bit. • 'That'd be brilliant!' (Commenting on current designs and prospect of improvements.) • Nothing should be too colorful or out of character as Rhu is a conservation area. • It's already a great area to walk, but a cycle lane would be an improvement • Solutions to narrowness of Rhu Road: signage that says: "Give way to cyclists for X metres."	**x20**

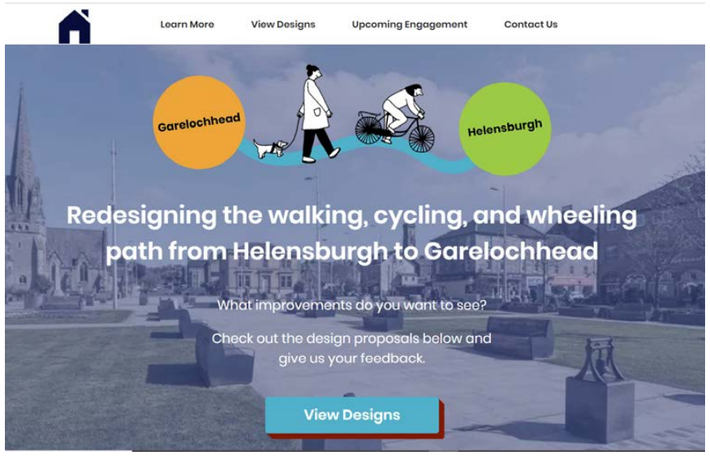
• Felt that the Old Road should be redirected to Rosslea Road. • This man also thought there was more need for a route from Moss Road - Dumbarton. • Should market the route as an extension of Route 7 from Balloch	

Engagement Numbers - Route Relay

Location	Time	Number actively engaged in detailed conversation	Number who were made aware of the project and website
Pier Cafe, Garelochhead	09:30-11.20	3	15
Train Station, Garelochhead	11:30-12:00	0	0
Peace Camp	12:30-12:45	3	10
Rhu Primary	13:00-02:20	17	6
Beachcomber	14:15-14:45	6	4
Helensburgh Cycles	15:00-17:00	9	40+
Colquhoun Square	15:00-17:00	16	45+
Helensburgh Central	17:00-19:00	3	20+
Total		**57**	**140+**

5. Online Engagement

The full website for viewing and giving feedback on the proposed designs went live on 1st September 2021 at helensburgh-garelochhead.info.



The below images demonstrate details of the ideas and proposals so far. To see more detail, click the CLOSER LOOK button above each image to open a PDF in a new tab. Then use your browser to zoom in and out.

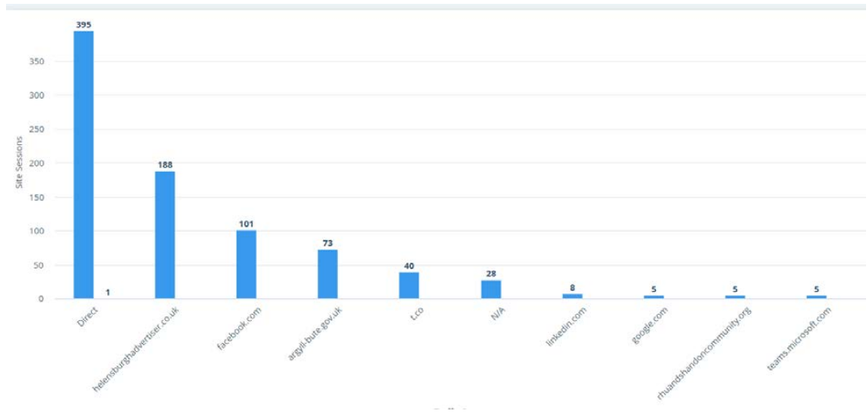
Leave your comments and suggestions in the feedback boxes under images 2 and 4. After viewing the designs, **please complete our short questionnaire.** You will find the link at the bottom of this page.

1. The proposed active travel route connects Helensburgh with Garelochhead, passing through a number of settlements along the way. The aim of the project is to create a safer and more joined up travel facility for both locals and commuters, with improved connections into the community.

CLOSER LOOK

There have been 858 site sessions and 666 unique visitors so far. *View Designs* is the most visited page.

Activity peaked around September 2nd, when the Community Advertiser and Helensburgh Advertiser articles were published and again on the 9th September during the Route Relay. As shown below, there is a high number of direct traffic to the site. The Helensburgh Advertiser's website drove the second highest number of visitors to the website.



Online Feedback

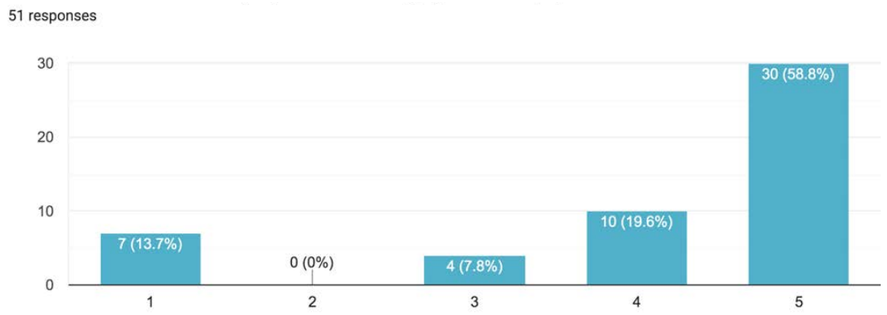
Feedback is being gathered on the initial design ideas and proposals on the website helensburgh-garelochhead.info. There are three ways that users can share their thoughts: two feedback forms on the *View Designs* page of the website, and a questionnaire that is linked at the bottom of the *View Designs* page. The first feedback form, which asks for users' initial thoughts on the proposals, has 66 responses. The second feedback form, which asks for placemaking suggestions, has 30 responses. The questionnaire has 52 responses so far. The deadline for responses is 10th October 2021.

Comments, suggestions, and concerns have been categorised into emerging and overlapping themes below, accompanied by the main points being made by the public.

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.
- An important factor for many is how to get cyclists using the new route. Cycle paths have positive impacts only if used
- Cyclists are discouraged from using the existing path due to it's stop-start nature, particularly at driveways, and the safety of using the path
- Continuity of the route is important or it will frustrate cyclists and they will choose to cycle on the road where they can move quickly without barriers
- The surface of the new route needs to be smooth and bike-friendly. The existing path is bumpy and uncomfortable for bikes and wheelchairs
- Maintenance is vital - currently the lack of maintenance makes it very unappealing and unsafe for cyclists due to overgrown vegetation and bad surfaces
- Pedestrians and cyclists should have segregated routes as pedestrians are unsafe mixing with cyclists who want to travel at speed

Respondents were asked "How much would these proposals encourage you to walk, cycle or wheel more?" with 1 being "Not at all" and 5 being "I would be certain to walk, cycle or wheel more". The responses are shown below:



Route conflict and segregation

- A common desire is to have pedestrians and cyclists separate from one another
- Many cyclists currently use the road so if they used the new route, shared areas would be too dangerous
- Pedestrians feel scared to use a path that is shared with cyclists going fast - don't want to share the space if it can be widened
- Those with prams, dogs, children, and wheelchairs would be especially apprehensive
- 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 pedestrians
- Solid barriers could be added at sections to make people feel safer rather than painted lines
- Grass verges should be used to widen the paths and make more space for all

Safety and maintenance

- Vegetation must be kept trimmed back as currently low hanging branches cause danger for cyclists, forcing them on the road
- The amount of times needed to cross the road, particularly the A814, should be minimal as it's a very busy road. Some suggested imposing lower speed limits
- For pedestrians and cyclists both, lighting should be implemented along the full route that allows good visibility and makes it safer for families
- Good drainage needed so the surface doesn't become flooded, particularly on segregated routes in other places this has caused issues
- More than just painted lines needed to separate the main road from cyclists and the cyclists from pedestrians as these can be ignored

How they would use the route

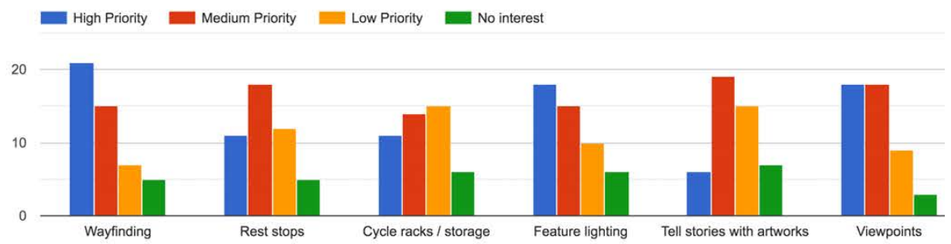
- For leisure, primarily on evenings and weekends
- For commuting to places of work
- Visiting cafes, beauty spots, and other attractions in the area
- As a place to teach children to ride bikes
- For exercise/training purposes
- To visit locations along the route like Garelochhead
- To get to the train station

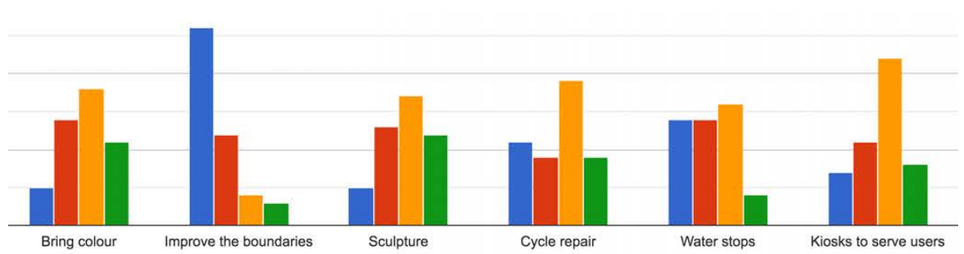
Suggestions for route

- More facilities for all such as water fountains, toilets, and benches/shelters
- More facilities for bikes such as tyre pumps and racks with covers
- Signage will be very important for wayfinding, encouraging cyclists to use the route safely, and directing visitors to villages/businesses/attractions
- Information boards at viewpoints and other spots along the route can incorporate artwork from locals and schoolchildren, historical knowledge, and wildlife spotting
- These could incorporate QR codes that link to more information or podcasts
- Alternative routes around narrow sections such as at Garelochhead, similar to the alternative route through Rhu
- Preserve some green space and flora if grass verges are used
- Additional trees, such as cherry trees, on the approach to Helensburgh

Placemaking

Respondents were asked ‘What Interventions would you like to see being prioritised along the route?’ Their priorities are shown below:





Page intentionally left blank

Helensburgh to Garelochhead

Wyllie:Lodge
ROAD SAFETY CONSULTANTS

STAGE 1 ROAD SAFETY AUDIT REPORT FOR HELENSBURGH TO GARELOCHHEAD ACTIVE TRAVEL ROUTE.

Report Ref 110521(1)

Issue Date 17-Sep-21

Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

CONTENTS

Issue / Revision	Issue 1	Revision A	Revision B	Revision C
Report Title	Stage 1 Road Safety Audit Report for Helensburgh to Garelochhead Active Travel Route.			
Document Ref	110521(1)			
Document Status/Remarks	Final			
Prepared by	Wyllie Lodge Ltd, Road Safety Consultants.			
Prepared for	Argyll and Bute Council (Overseeing Organisation).			
Report Author	D. Lodge			
Signature				
Checked by	B. Wyllie			
Signature				
Issued by	D. Lodge			
Signature				
Date Issued	17/09/21			

Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

1. INTRODUCTION.

1.1. The objective of a Road Safety Audit (RSA) is to identify any aspects of a road design or construction scheme that could give rise to road safety concerns and, where possible, to suggest modifications that would improve the road safety of the resultant scheme. This report results from a Stage 1 RSA carried out on the Active Travel Route between Helensburgh and Garelochhead. The audit was instructed by Civic Engineers Limited and was carried out by Wyllie Lodge Ltd, Independent Road Safety Consultants.

1.2. The Audit Team members were;

Audit Team Leader	David Lodge, BSc, MSc, CMILT, MCIHT, MSoRSA.
Audit Team Member	Blair Wyllie, I Eng, MCIHT, MSoRSA.

Both audit team members hold the Transport Scotland / Highways Agency Certificate of Competence in Road Safety Auditing.

2. PROJECT DETAILS.

2.1. The project consists of the conceptual design of a segregated walking and cycling route linking the centre of Helensburgh, HMNB Clyde and Garelochhead.

2.2. 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.

2.3. The proposed upgraded Helensburgh, HMNB Clyde and Garelochhead active travel 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 northwest. 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.

2.4. Between Helensburgh and Rhu it is proposed to convert part of the existing wide carriageway to a two way cycle route. The existing footways will be retained for pedestrian use.

2.5. Between Rhu, Shandon and north of Faslane a segregated off-road two way route is proposed with a grass verge or footway separating the shared use route from the A814 carriageway.

Plans of the proposed active travel route are shown in appendix A.

Helensburgh to Garelochhead

Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

2.6. The information made available for the audit is listed below;

Drawing Ref.	Title
1700-01-CIV-XX-XX-D-H-0009 Rev P01	Concept Plan Sheet 1.
1700-01-CIV-XX-XX-D-H-0010 Rev P01	Concept Plan Sheet 2.
1700-01-CIV-XX-XX-D-H-0011 Rev P01	Concept Plan Sheet 3.
1700-01-CIV-XX-XX-D-H-0012 Rev P01	Concept Plan Sheet 4.
1700-01-CIV-XX-XX-D-H-0013 Rev P01	Concept Plan Sheet 5.
1700-01-CIV-XX-XX-D-H-0014 Rev P01	Concept Plan Sheet 6.
1700-01-CIV-XX-XX-D-H-0015 Rev P01	Concept Plan Sheet 7.
1700-01-CIV-XX-XX-D-H-0016 Rev P01	Concept Plan Sheet 8.
1700-01-CIV-XX-XX-D-H-0017 Rev P01	Concept Plan Sheet 1.
1700-01-CIV-XX-XX-D-H-0018 Rev P01	Concept Plan Sheet 2.
1700-01-CIV-XX-XX-D-H-0019 Rev P01	Concept Plan Sheet 3.
1700-01-CIV-XX-XX-D-H-0020 Rev P01	Concept Plan Sheet 4.
1700-01-CIV-XX-XX-D-H-0021 Rev P01	Concept Plan Sheet 5.
1700-01-CIV-XX-XX-D-H-0022 Rev P01	Concept Plan Sheet 6.
1700-01-CIV-XX-XX-D-H-0023 Rev P01	Concept Plan Sheet 7.
1700-01-CIV-XX-XX-D-H-0024 Rev P01	Concept Plan Sheet 8.
1700-01-CIV-XX-XX-D-H-0025 Rev P01	Concept Plan Sheet 9.
1700-01-CIV-XX-XX-D-H-0026 Rev P01	Concept Plan Sheet 10.
1700-01-CIV-XX-XX-D-H-0027 Rev P01	Concept Plan Sheet 11.
1700-01-CIV-XX-XX-D-H-0028 Rev P01	Concept Plan Sheet 12.
1700-01-CIV-XX-XX-D-H-0029 Rev P01	Concept Plan Sheet 13.
1700-01-CIV-XX-XX-D-H-0030 Rev P01	Concept Plan Sheet 14.
1700-01-CIV-XX-XX-D-H-0031 Rev P01	Concept Plan Sheet 15.
Document Ref.	**Title**
N/A	Plan of route showing basic layout.
	Concept Route Plan.

2.7. Road traffic collision information has also been retrieved from Crashmap.co.uk . See appendix B.

3. PROCEDURE.

3.1. The audit was carried out following the general principles and procedures set out in GG 119 of the Design Manual for Roads and Bridges (DMRB), with adaptions to meet the requirements of the local road authority (Overseeing Organisation). The Road Safety Audit procedure is not an examination or verification of compliance to a design standard. Any notified departures from the design standard have been referenced within the report. The recommendations in this report are considered by the audit team to be appropriate and proportionate to the concerns and problems identified.

3.2. The audit was carried out between the 10th and 17th September 2021 at the offices of Wyllie Lodge and on site. A daytime site visit was carried out between 11:30 and 14:30 hours by both audit team members on Tuesday, 14 September 2021.

3.3. During the site visit traffic flows were moderate and flowed without interruption. The weather was cloudy and showery and the road surface was wet.

3.4. In accordance with GG 119, the Overseeing Organisation should consider the recommendations contained within this audit. In doing so, the Overseeing Organisation shall consult with the Design Team. The design team shall prepare a road safety audit response report that has been agreed with the Overseeing Organisation and signed by both parties indicating their agreement on the RSA actions.

3.5. For the purposes of this audit the following are defined as:

Organisation	Contact
Overseeing Organisation	Argyll and Bute Council.
3rd Party Organisation /Project Promoter	Argyll and Bute Council.
Design Organisation	Civic Engineers Limited.
Road Safety Audit Organisation	Wyllie Lodge Limited.

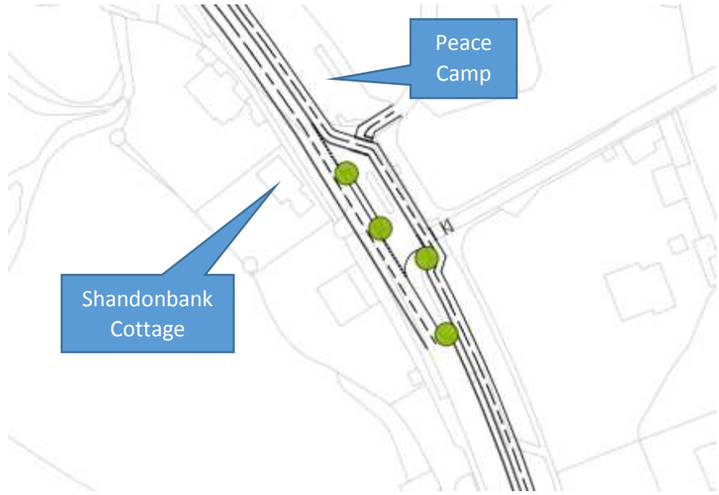
4. PREVIOUS ROAD SAFETY AUDITS.

4.1. No previous road safety audit has been carried out for this proposal.

5. IDENTIFIED PROBLEMS

Local Alignment.[1]

5.1	PROBLEM	
	Location	A814, at Peace Camp, opposite Shandonbank Cottage.
	Summary	Risk of vehicles over-running kerbs and head-on collisions.
	The A814 is to be realigned westwards at this location and a buildout constructed on the east side of the carriageway. Larger vehicles exiting the lane southbound on the east side of the A814 may over-run the kerb at the buildout or have to drive into the northbound carriageway to avoid the kerb, which may result in head on vehicle collisions. In addition the south end of the buildout ends abruptly and this may lead to northbound overtaking vehicles striking the buildout whilst carrying out this manoeuvre.	
	Recommendation	
	It is recommended that a swept path vehicle tracking study is carried out at this junction. and that the buildout is tapered gradually southwards towards the existing kerb line.	



[1] DMRB GG-119 standard list

Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

General.

5.2	PROBLEM	
	Location	A814 near to Queens Point.
	Summary	Risk of cyclists being struck by passing vehicles.

At this location there is a vehicle restraint barrier running along the east verge due to the height difference between the A814 and Queens Point. There is insufficient verge width between the A814 and barrier to provide a footway and/or cycle route. No cycle route here may lead to cyclists entering the carriageway and being struck by passing vehicles.

Recommendation

It is recommended that the route is relocated along a section of Queens Point.

Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

5.3	PROBLEM	
	Location	Perpendicular parking on West Clyde Street, Helensburgh.
	Summary	Risk of damage to vehicles.

12 parking bays are proposed at this location. Access is required to the two residential properties behind the parking bays and the location of the bays will prevent safe access and egress. This may result in damage to vehicles if residents try to enter or exit their driveways.

Recommendation

It is recommended that sufficient space is left to allow safe entry to, and exit from, the residential driveways.

Junctions.

5.4	PROBLEM	
	Location	A814 north of roundabout junction with B782.
	Summary	Risk of rear end shunt or overshooting collisions.

Drawings indicate that a signalised pedestrian and cycle crossing is proposed at this location. The crossing is very close to the roundabout and there is a risk of rear end shunt type collisions with stationary vehicles as drivers turn north onto the A814 from the roundabout.

In addition the southbound approach to the crossing is downhill and has a speed limit of 60mph and there is a risk of southbound heavy or late braking which may lead to overshooting collisions on the crossing.

Recommendation

It is recommended that the uncontrolled crossing is retained with the addition of a central refuge island on the A814 north of the roundabout.

5.5	PROBLEM	
	Location	A814 north of roundabout junction with B782.
	Summary	Risk of vehicles over-running foot/cycleway.

Drawings indicate the reduction in the carriageway radius on the north side of the roundabout. This may lead to larger vehicles over-running the footway risking collision with pedestrians or cyclists.

Recommendation

It is recommended that a swept path vehicle tracking study is carried out of the junction.

5.6	PROBLEM	
	Location	Various side road junction locations.
	Summary	Risk of side swipe vehicle collisions.

Trees are shown within the sightline visibility splays at various junction locations. Poor sightlines may lead to vehicles exiting the junction onto the A814 when it is not safe to do so and this may result in side swipe type collisions.

Recommendation

It is recommended that no trees or street furniture are located within junction visibility splays.

5.7	PROBLEM	
	Location	A814 – Station Road junction.
	Summary	Risk of vehicles over-running the foot/cycleway.

Drawings indicate the reduction in the radii at this junction. This may lead to larger vehicles over-running the foot/cycleway risking collision with pedestrians or cyclists.

Recommendation

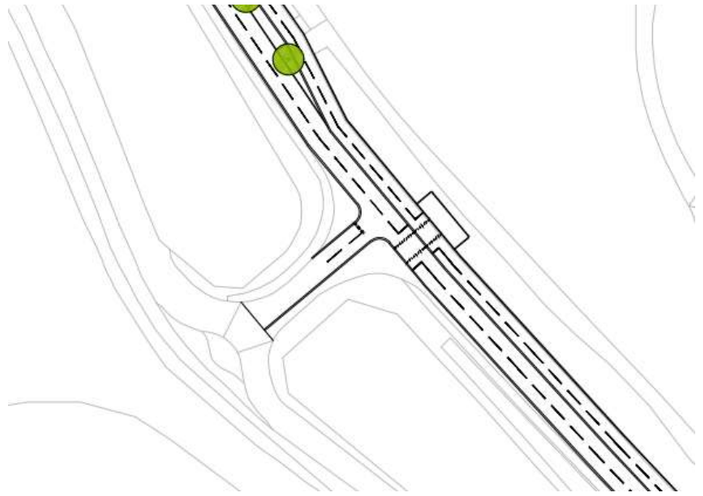
It is recommended that a swept path vehicle tracking study is carried out at this junction.

5.8	PROBLEM	
	Location	A814 – Maidstone Road junction.
	Summary	Risk of vehicles over-running the kerbs and verge.

The proposal is to reduce the junction width and kerb radii on Maidstone Road. This may lead to larger vehicles either being unable to access the junction when there is a vehicle waiting to exit Maidstone Road or larger vehicles over-running the kerb and verge when exiting the junction.

Recommendation

It is recommended that the proposed signalised crossing is moved further from the junction and that a swept path vehicle tracking study is carried out at this junction.

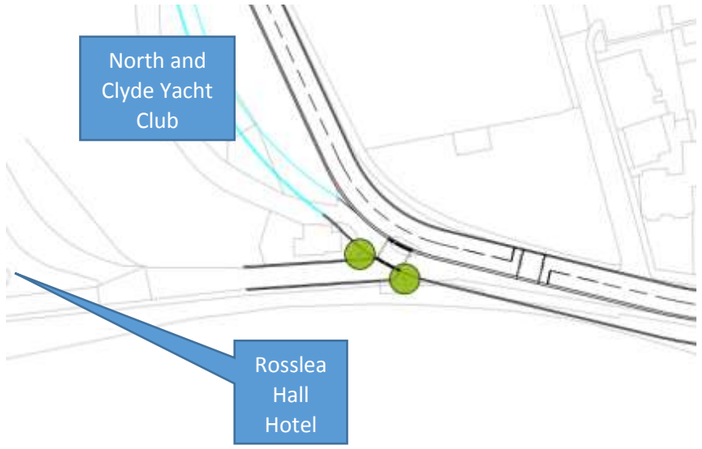


5.9	PROBLEM	
	Location	Access to North and Clyde Yacht Club and Rosslea Hall Hotel.
	Summary	Risk of vehicle collisions at the junction.

There is a currently a double junction to the Yacht Club and Hotel which is wide and allows access directly to both properties. The proposed design removes the access to the Yacht Club and narrows the junction. This may lead to vehicle collisions at the junction or over-running of the foot / cycleway.

Recommendation

It is recommended that the Yacht Club access is included in the proposed design and that a swept path vehicle tracking study is carried out of the access junction.



Walking, Cycling and Horse Riding.

5.10	PROBLEM	
	Location	Walking and cycle route adjacent to the A814 carriageway.
	Summary	Risk of cyclists colliding with vehicles on the carriageway.

The drawings issued are not clear on the buffer/separation between the cycle route and the A814 carriageway near to the south end of the Faslane base. If the cycleway is next to the carriageway there is a risk that cyclists may inadvertently drift onto the carriageway, particularly at night where they may be dazzled by the headlights of oncoming vehicles. This may lead to them being struck by passing vehicles.

Recommendation

It is recommended that a footway or verge is provided along the entire route as a buffer/separation strip between the cycle route and A814 carriageway.

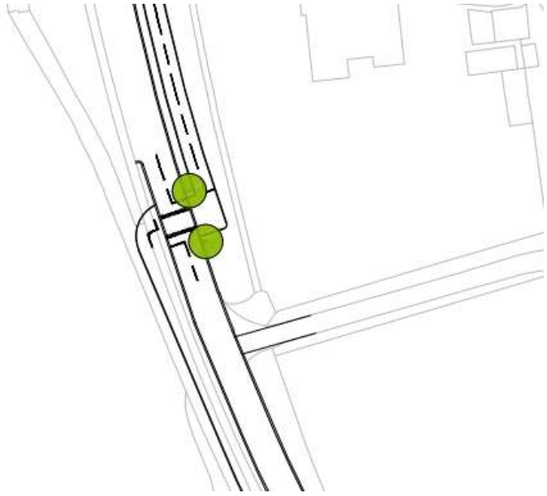
5.11	PROBLEM	
	Location	Signalised pedestrian /cycle crossing south of junction with Maidstone Road.
	Summary	Risk of rear end shunt or vehicle overshooting collisions.

The proposed signalised crossing will be located within a 50mph section of the A814. When approaching the crossing at this speed drivers may have to brake heavily to stop. This may lead to rear end shunt type collisions or vehicles overshooting the stop line and colliding with pedestrians or cyclists on the crossing.

Recommendation

It is recommended that the speed limit in the vicinity of the crossing is reduced to 40mph and high friction surfacing is provided on both approaches to the crossing.

5.12	PROBLEM	
	Location	Signalised crossing on A814 at Gareloch Road.
	Summary	Risk of pedestrians / cyclist being struck by vehicles.
	Trees are proposed on the east side of the A814 at the crossing. These may obscure the signal heads to approaching drivers which may lead to late braking and vehicles overshooting the stop line. This may result in pedestrians and cyclists being struck on the crossing.	
	Recommendation	
	It is recommended that the trees are relocated away from the signalised crossing.	



Traffic Signs, Carriageway Markings and Lighting.

No traffic signs, carriageway markings and lighting road safety problems have been identified.

6. AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

HELENSBURGH TO GARELOCHHEAD ACTIVE TRAVEL ROUTE.

ROAD SAFETY AUDIT STAGE 1

We certify that we have examined the works listed in this report. The examination has been carried out with the sole purpose of identifying any features of design or construction that can be modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations, which should be studied for implementation.

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

Signed.....David J Lodge.....Audit Team Leader Date 17 September 2021.

David Lodge, BSc, MSc, CMILT, MCIHT, MSoRSA.

Signed.....Blair Wyllie.....Audit Team Member Date 17 September 2021.

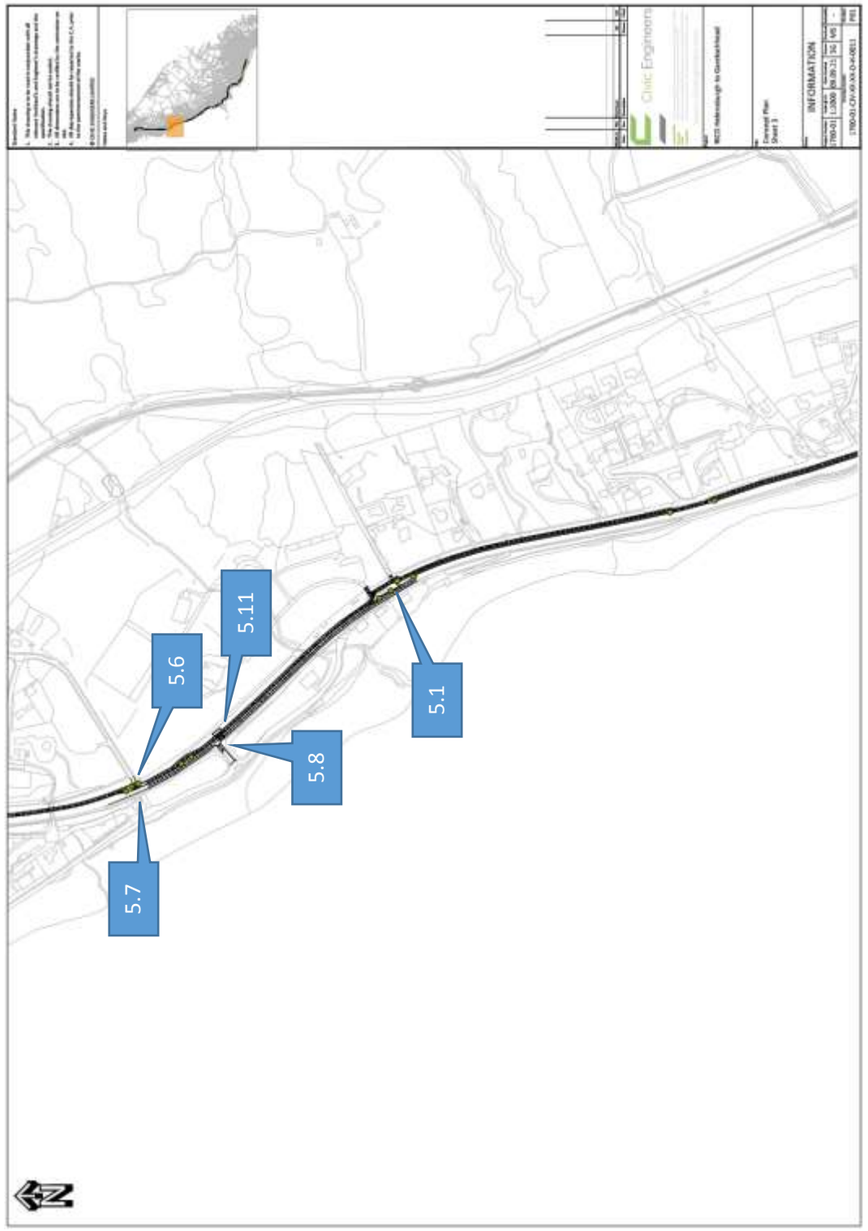
Blair Wyllie, I Eng, MCIHT, MSoRSA.

Wyllie Lodge Road Safety Consultants		T 08450 944512
Blair Wyllie	Blair@wyllielodge.co.uk	M 07952269914
David Lodge	David@wyllielodge.co.uk	M 07999 957344
WYLLIE LODGE Limited. 23 St Andrew's Street Ayr KA7 3BT.		

Appendix A. Location Plans of Problems

Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1



Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

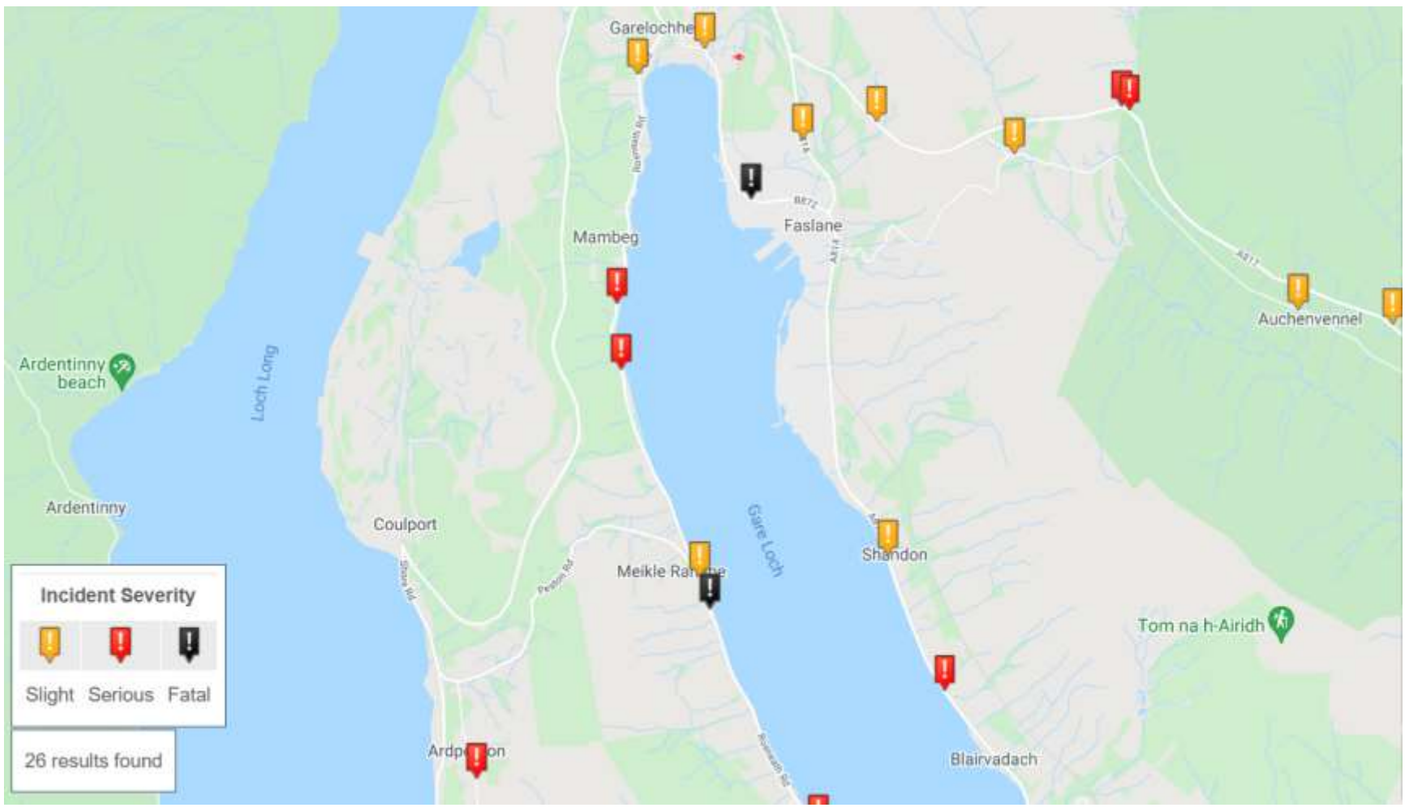
Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

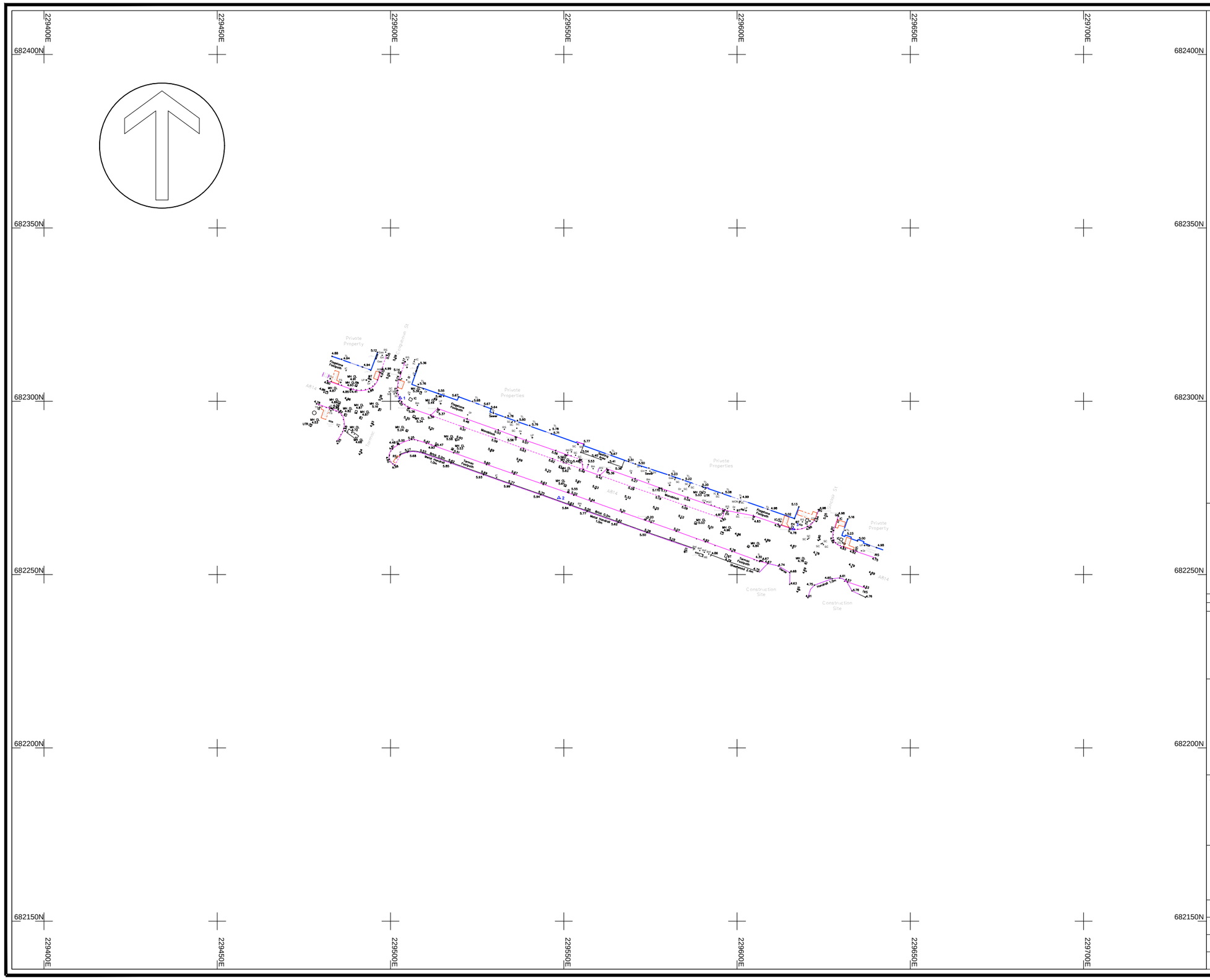
Helensburgh to Garelochhead Active Travel Route.
Road Safety Audit Stage 1

Appendix B. Location of Recorded Collisions.



Helensburgh to Garelochhead

Appendix D - Topographic Surveys



Notes:

Horizontal Control points are relative to the NATIONAL GRID.

All levels are relative to ORDNANCE DATUM.

RTK corrections were obtained using the Trimble VRS Active Network.

CONTROL STATION COORDINATES

STN	EASTING	NORTHING	LEVEL
1	229502.777	682300.953	5.237
2	229548.594	682272.105	5.662
3	229616.217	682263.155	4.867

Aspect
Land + Hydrographic Surveys
CHARTERED SURVEYORS
Thornhouse Business Centre
Ballot Road
Irvine
KA12 OHW
Tel : 01294 313399 Fax : 01294 313389
E-mail: mail@aspectsurveys.com
Web: www.aspectsurveys.com

Client :

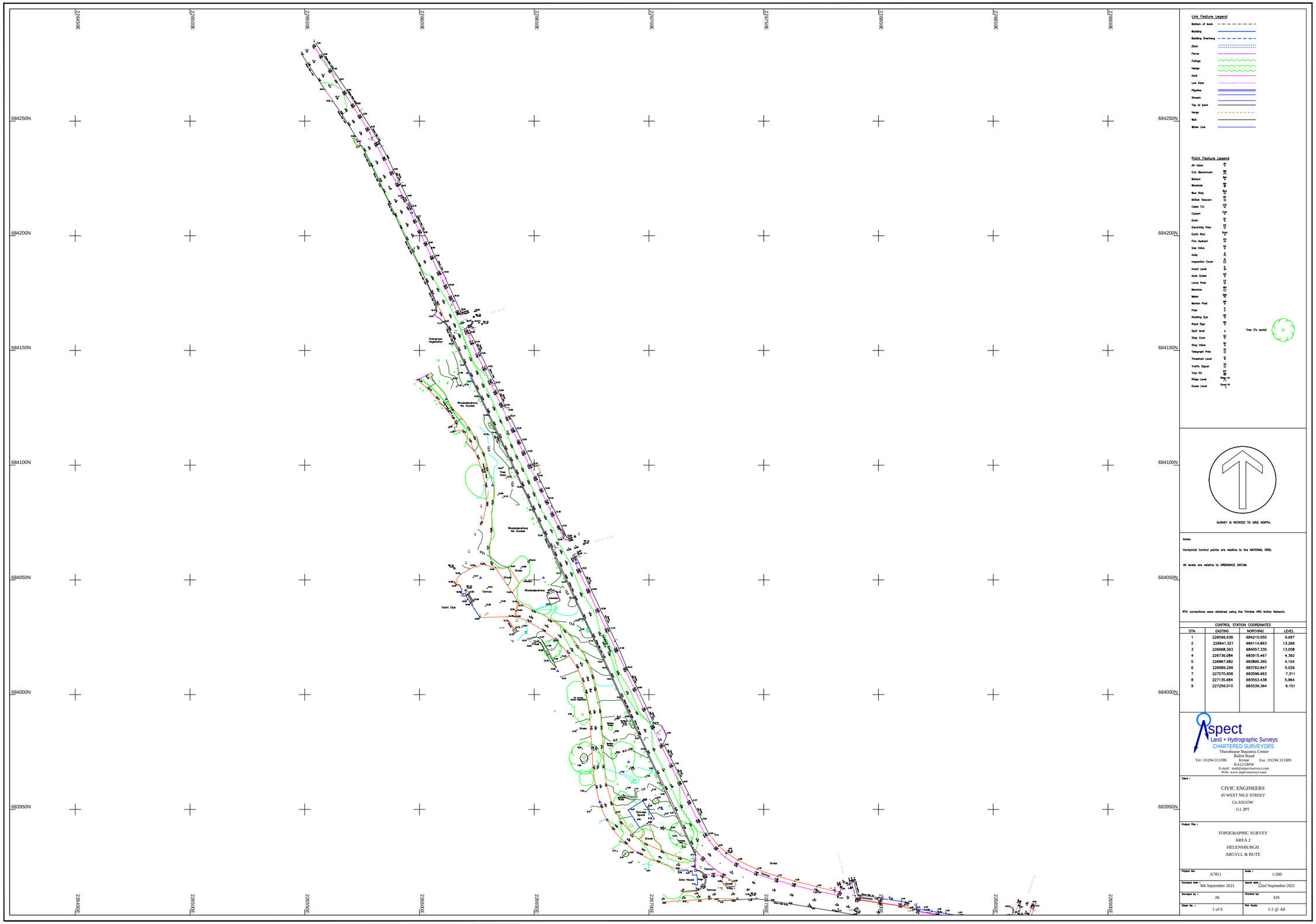
CIVIC ENGINEERS
45 WEST NILE STREET
GLASGOW
G1 2PT

Project Title :

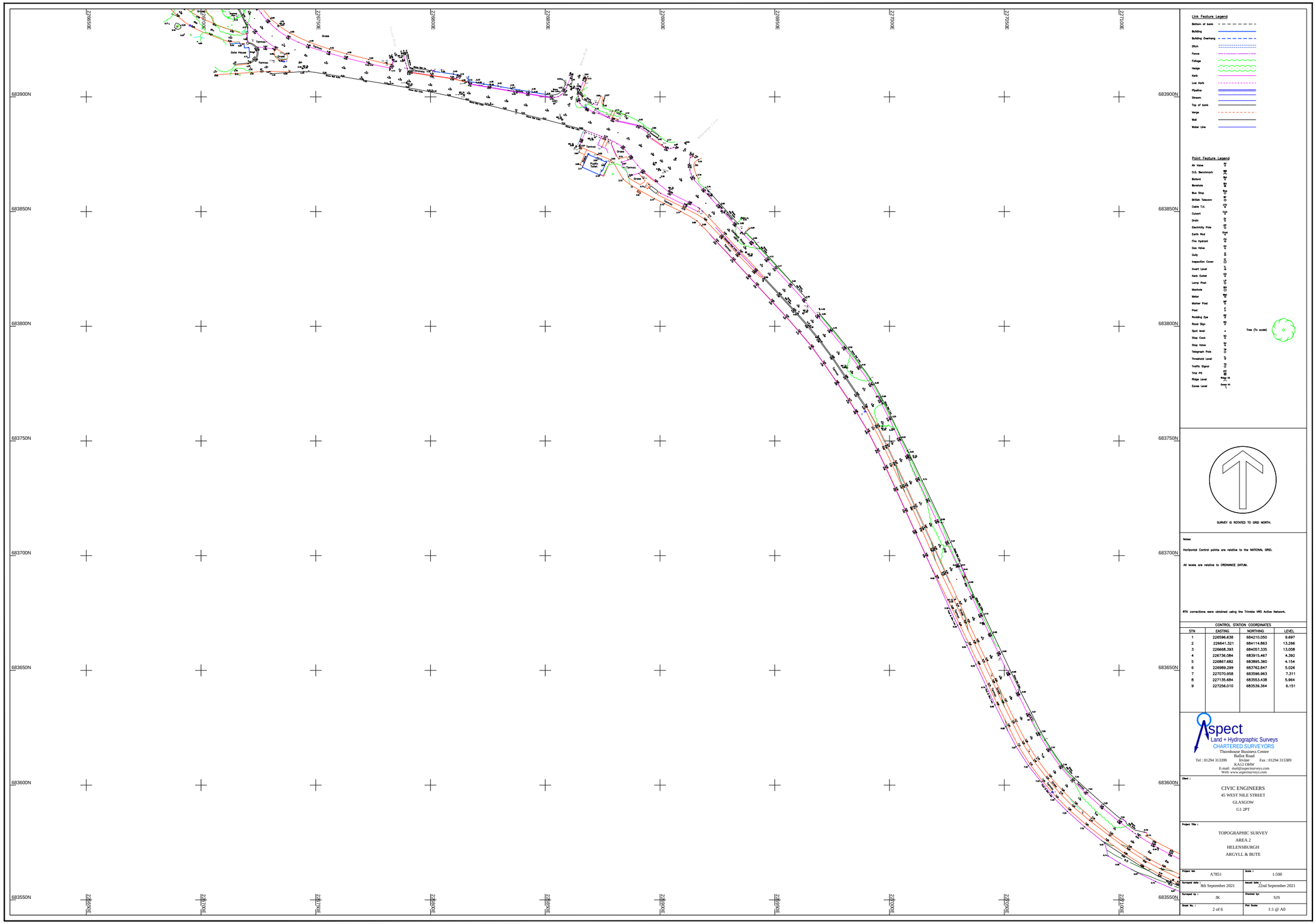
TOPOGRAPHIC SURVEY
HELENSBURGH
ARGYLL & BUTE

Project No: A7851	Scale : 1:500
Surveyed date : 14th September 2021	Issued date : 20th September 2021
Surveyed by : LD	Checked by : SJS
Sheet No. : 1 of 1	Plot Scale: 1:1 @ A1

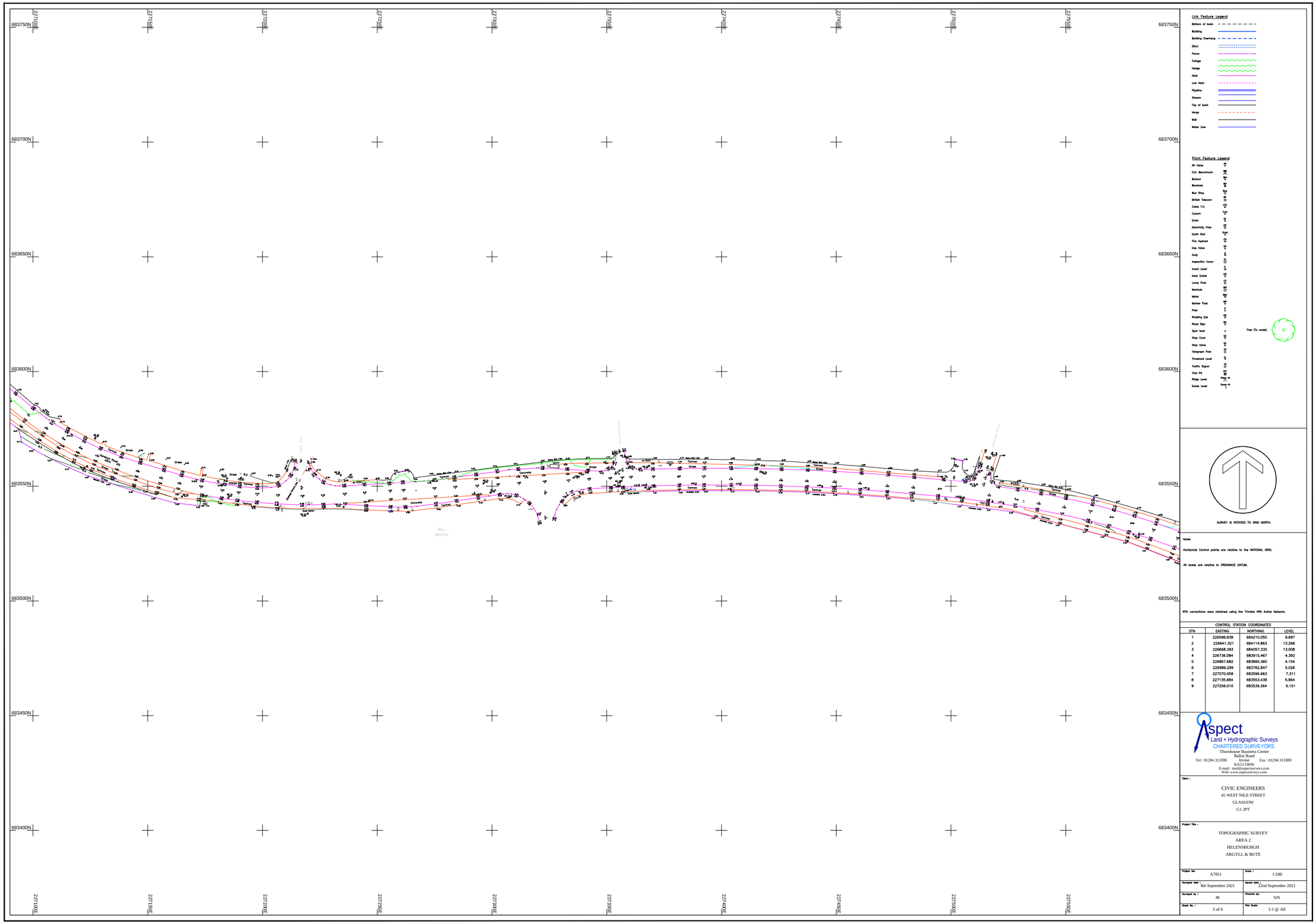
Helensburgh to Garelochhead



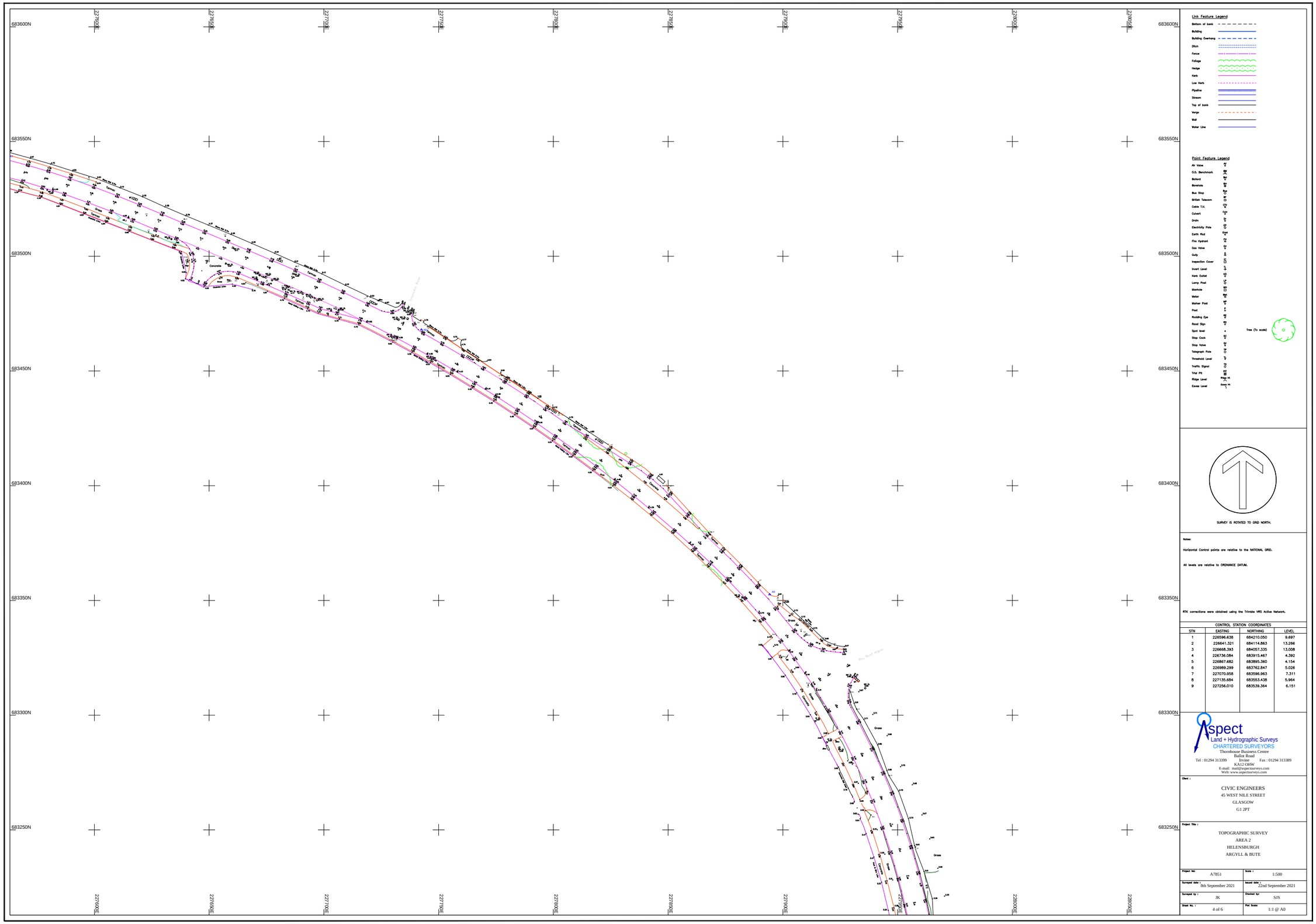
Helensburgh to Garelochhead



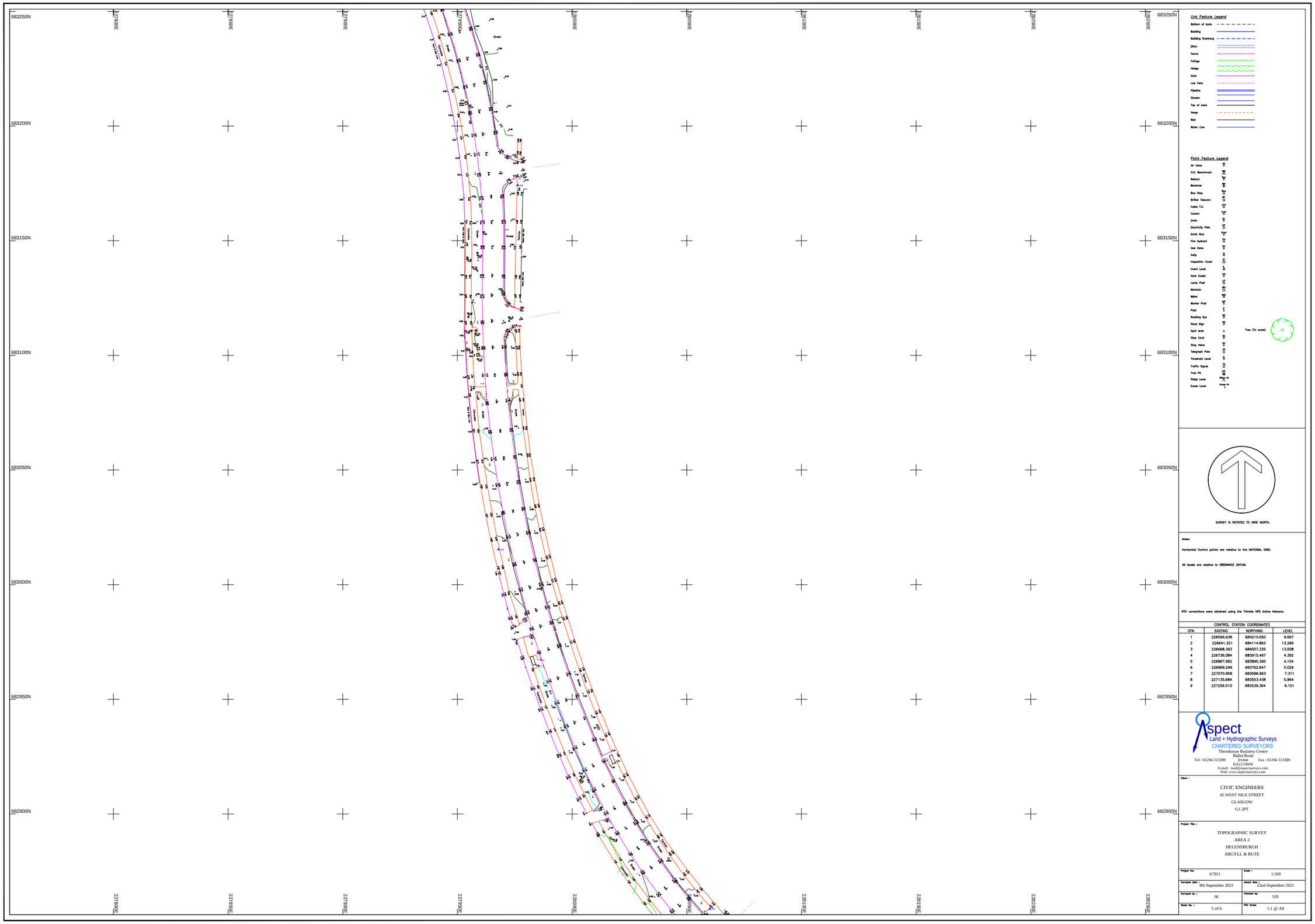
Helensburgh to Garelochhead



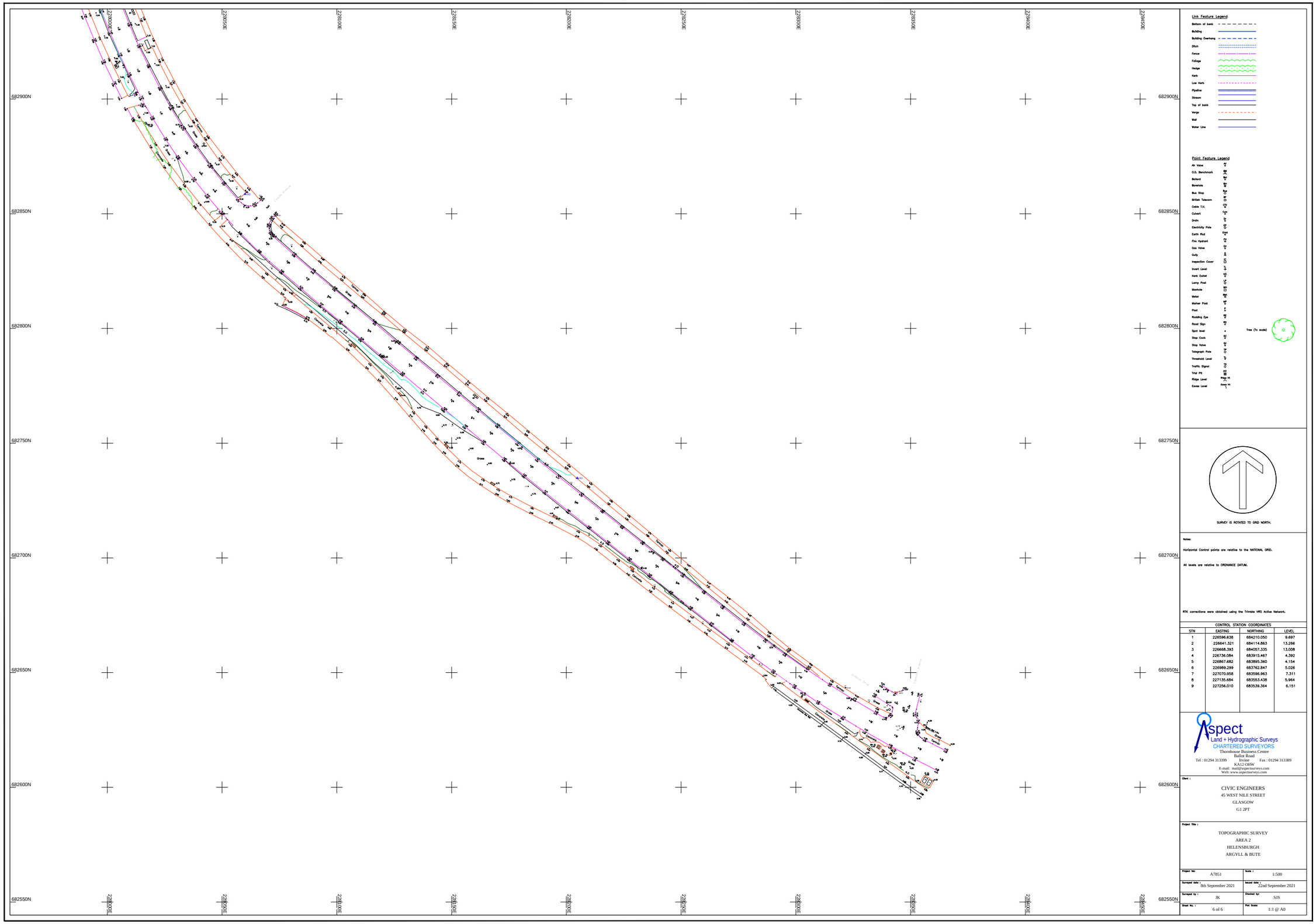
Helensburgh to Garelochhead



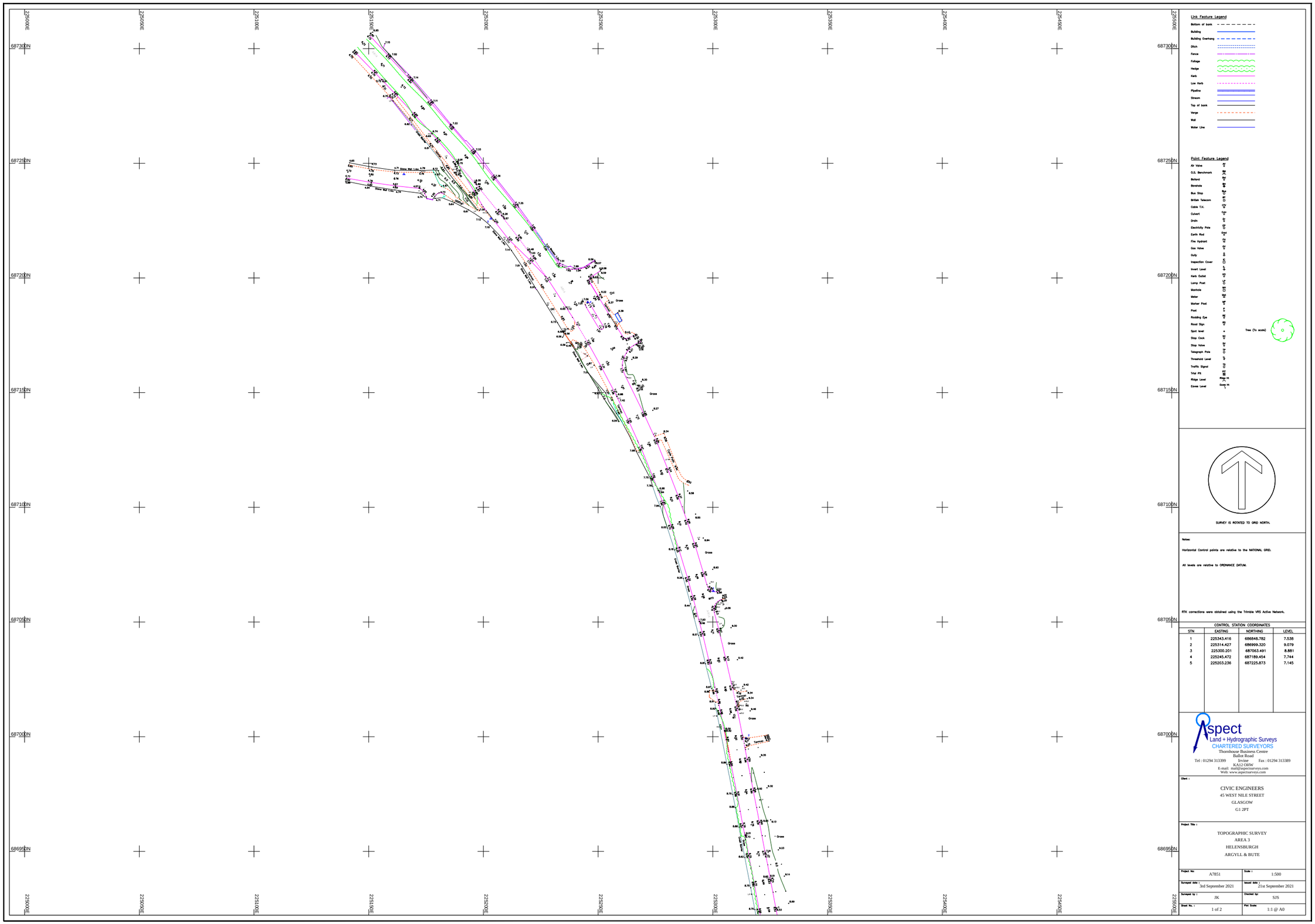
Helensburgh to Garelochhead



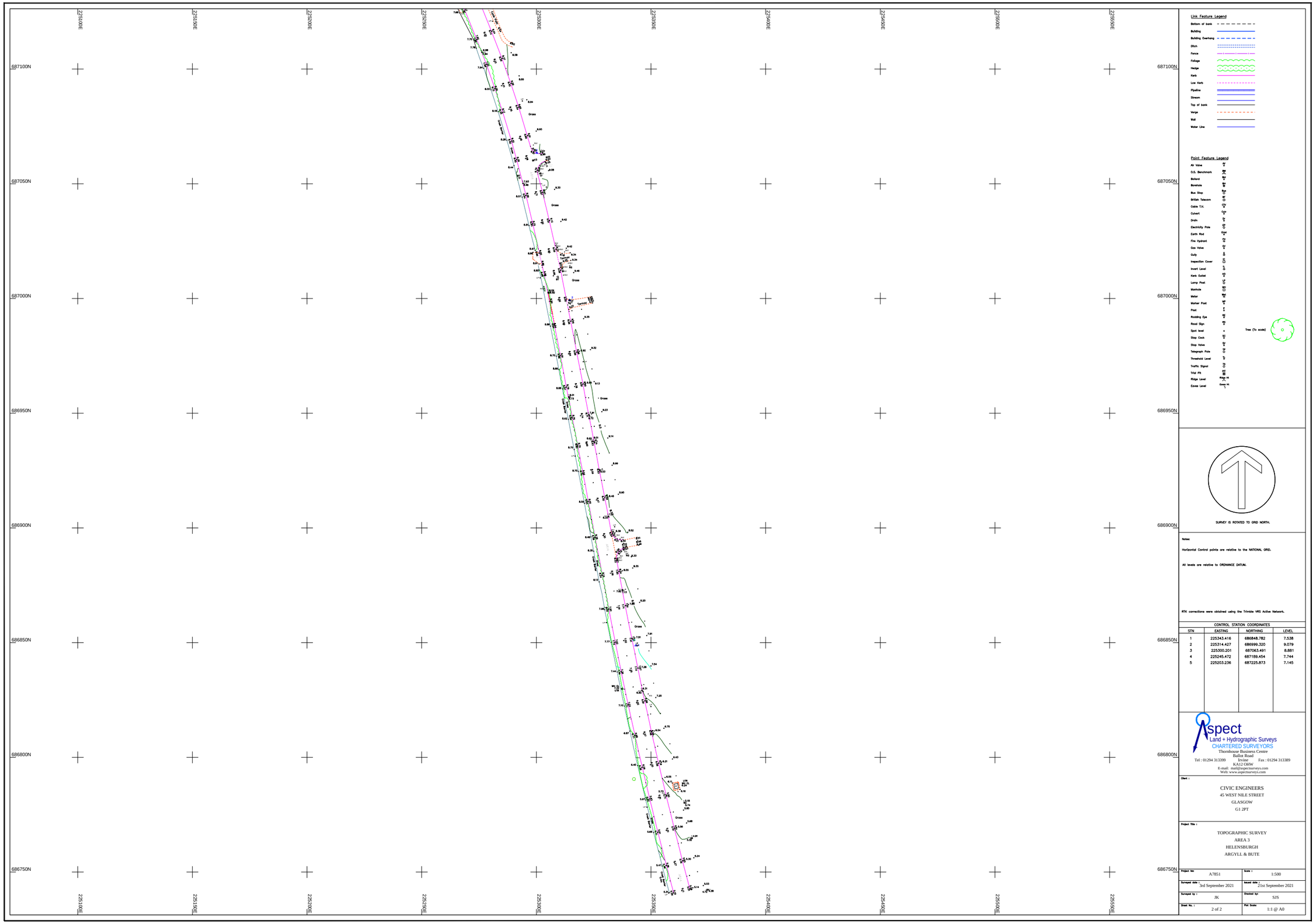
Helensburgh to Garelochhead



Helensburgh to Garelochhead



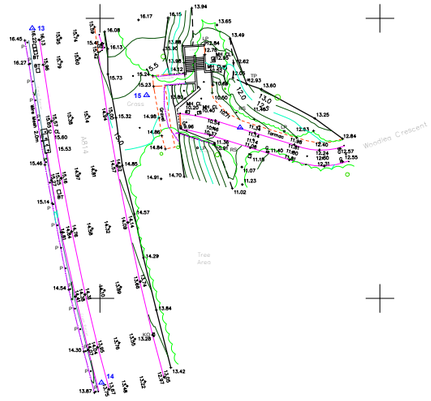
Helensburgh to Garelochhead



Helensburgh to Garelochhead

224800E 224850E 224900E 224950E 225000E 225050E 225100E

687750N
687700N
687650N
687600N
687550N
687500N



Link Feature Legend

- Bottom of bank
- Building
- Building Overhang
- Ditch
- Fence
- Foliage
- Hedge
- Kerb
- Low Kerb
- Pipeline
- Stream
- Top of bank
- Verge
- Wall
- Water Line

Point Feature Legend

- Air Valve (AV)
- O.S. Benchmark (BM)
- Bollard (Bol)
- Borehole (BH)
- Bus Stop (BusS)
- British Telecom (BT)
- Cable T.V. (CTV)
- Culvert (Culv)
- Drain (Dr)
- Electricity Pole (EP)
- Earth Rod (Erod)
- Fire Hydrant (FH)
- Gas Valve (GV)
- Gully (G)
- Inspection Cover (IC)
- Invert Level (IL)
- Kerb Outlet (KO)
- Lamp Post (LP)
- Manhole (MH)
- Meter (ME)
- Marker Post (MP)
- Post (P)
- Rodding Eye (RE)
- Road Sign (RS)
- Spot level (+)
- Stop Cock (SC)
- Stop Valve (SV)
- Telegraph Pole (TP)
- Threshold Level (TL)
- Traffic Signal (TS)
- Trial Pit (TP)
- Ridge Level (Ridge Ht)
- Eaves Level (Eaves Ht)

Tree (To scale)

Notes:

Horizontal Control points are relative to the NATIONAL GRID.

All levels are relative to ORDNANCE DATUM.

RTK corrections were obtained using the Trimble VRS Active Network.

CONTROL STATION COORDINATES

STN	EASTING	NORTHING	LEVEL
13	224937.910	687648.228	16.322
14	224950.280	687584.940	13.810
15	224958.316	687636.277	15.444

Aspect
Land + Hydrographic Surveys
CHARTERED SURVEYORS
Thornhouse Business Centre
Ballot Road
Irvine
KA12 OHW
Tel : 01294 313399 Fax : 01294 313389
E-mail: mail@aspectsurveys.com
Web: www.aspectsurveys.com

Client :

CIVIC ENGINEERS
45 WEST NILE STREET
GLASGOW
G1 2PT

Project Title :

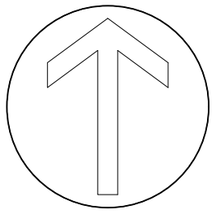
TOPOGRAPHIC SURVEY
AREA 4
HELENSBURGH
ARGYLL & BUTE

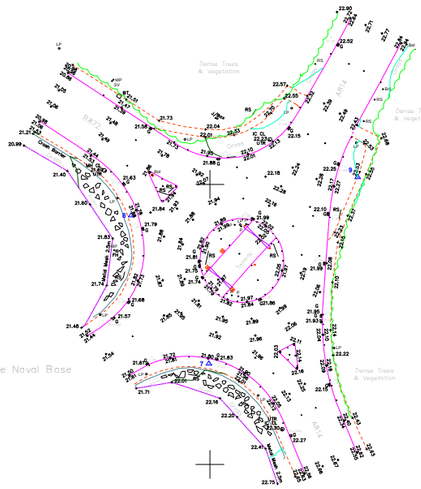
Project No: A7851_Area4	Scale : 1:500
Surveyed date : 3rd September 2021	Issued date : 9th September 2021
Surveyed by : DM	Checked by : RM
Sheet No. : 1 of 1	Plot Scale: 1:1 @ A1

Helensburgh to Garelochhead

224800E 224850E 224900E 224950E 225000E 225050E 225100E

689850N
689800N
689750N
689700N
689650N
689600N





Link Feature Legend

- Bottom of bank
- Building
- Building Overhang
- Ditch
- Fence
- Foliage
- Hedge
- Kerb
- Low Kerb
- Pipeline
- Stream
- Top of bank
- Verge
- Wall
- Water Line

Point Feature Legend

Air Valve	AV	Spot level	+
O.S. Benchmark	BM	Stop Cock	SC
Bollard	Bol	Stop Valve	SV
Borehole	BH	Telegraph Pole	TP
Bus Stop	Bus	Threshold Level	TH
British Telecom	BT	Traffic Signal	TS
Cable T.V.	CTV	Trial Pit	PIT
Culvert	Culv	Ridge Level	Ridge Ht
Drain	Dr	Eaves Level	Eaves Ht
Electricity Pole	EP		
Earth Rod	Erod		
Fire Hydrant	FH		
Gas Valve	GV		
Gully	G		
Inspection Cover	IC		
Invert Level	I.L.		
Kerb Outlet	KO		
Lamp Post	LP		
Manhole	MH		
Meter	Met		
Marker Post	MP		
Post	P		
Rodding Eye	RE		
Road Sign	RS		

Tree (To scale)

Notes:

Horizontal Control points are relative to the NATIONAL GRID.

All levels are relative to ORDNANCE DATUM.

RTK corrections were obtained using the Trimble VRS Active Network.

CONTROL STATION COORDINATES

STN	EASTING	NORTHING	LEVEL
7	224949.820	689717.989	21.933
8	224935.957	689744.457	21.927
9	224976.405	689751.281	22.502

Aspect
Land + Hydrographic Surveys
CHARTERED SURVEYORS
Thornhouse Business Centre
Ballot Road
Irvine
KA12 OHW
Tel : 01294 313399
Fax : 01294 313389
E-mail: mail@aspectsurveys.com
Web: www.aspectsurveys.com

Client :

CIVIC ENGINEERS
45 WEST NILE STREET
GLASGOW
G1 2PT

Project Title :

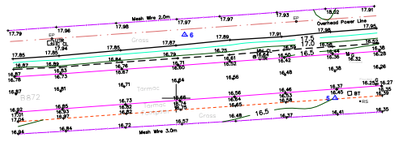
TOPOGRAPHIC SURVEY
AREA 5
HELENSBURGH
ARGYLL & BUTE

Project No: A7851_Area5	Scale : 1:500
Surveyed date : 1st September 2021	Issued date : 9th September 2021
Surveyed by : DM	Checked by : RM
Sheet No. : 1 of 1	Plot Scale: 1:1 @ A1

Helensburgh to Garelochhead

224350E 224400E 224450E 224500E 224550E 224600E 224650E

689950N 689900N 689850N 689800N 689750N



△4 △5 △6

Link Feature Legend

- Bottom of bank
- Building
- Building Overhang
- Ditch
- Fence
- Foliage
- Hedge
- Kerb
- Low Kerb
- Pipeline
- Stream
- Top of bank
- Verge
- Wall
- Water Line

Point Feature Legend

- Air Valve (AV)
- O.S. Benchmark (BM)
- Bollard (Bol)
- Borehole (BH)
- Bus Stop (Bus)
- British Telecom (BT)
- Cable T.V. (CTV)
- Culvert (Culv)
- Drain (D)
- Electricity Pole (EP)
- Earth Rod (Erod)
- Fire Hydrant (FH)
- Gas Valve (GV)
- Gully (G)
- Inspection Cover (IC)
- Invert Level (IL)
- Kerb Outlet (KO)
- Lamp Post (LP)
- Manhole (MH)
- Meter (M)
- Marker Post (MP)
- Post (P)
- Rodding Eye (RE)
- Road Sign (RS)
- Spot level (+)
- Stop Cock (SC)
- Stop Valve (SV)
- Telegraph Pole (TP)
- Threshold Level (TH)
- Traffic Signal (TS)
- Trial Pit (TP)
- Ridge Level (Ridge Ht)
- Eaves Level (Eaves Ht)

Tree (To scale)

Notes:

Horizontal Control points are relative to the NATIONAL GRID.

All levels are relative to ORDNANCE DATUM.

RTK corrections were obtained using the Trimble VRS Active Network.

CONTROL STATION COORDINATES

STN	EASTING	NORTHING	LEVEL
4	224455.626	689844.821	17.240
5	224528.375	689850.019	16.511
6	224501.512	689861.345	17.995

Aspect
Land + Hydrographic Surveys
CHARTERED SURVEYORS
Thornhouse Business Centre
Ballot Road
Irvine
KA12 OHW
Tel : 01294 313399
Fax : 01294 313389
E-mail: mail@aspectsurveys.com
Web: www.aspectsurveys.com

Client :

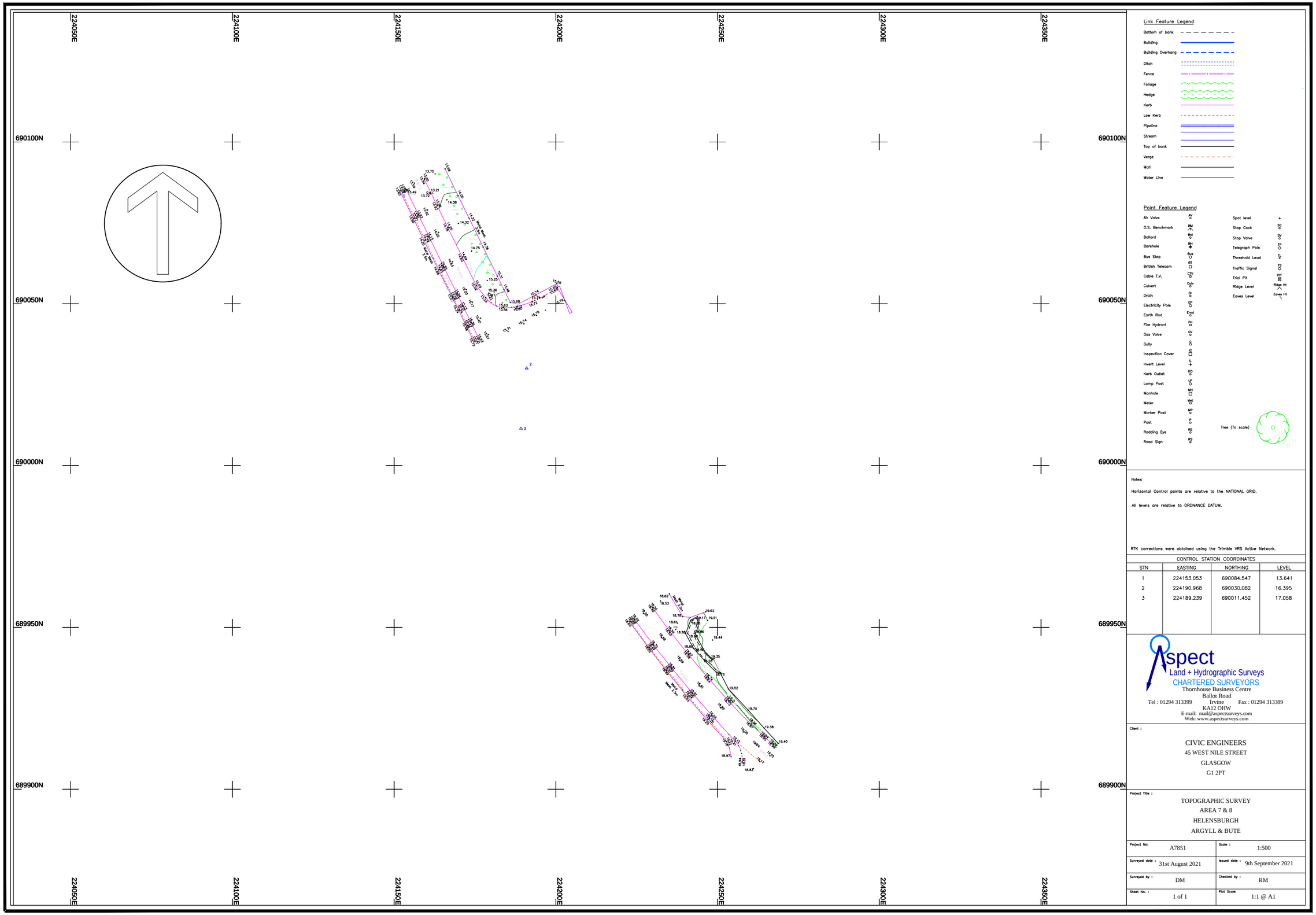
CIVIC ENGINEERS
45 WEST NILE STREET
GLASGOW
G1 2PT

Project Title :

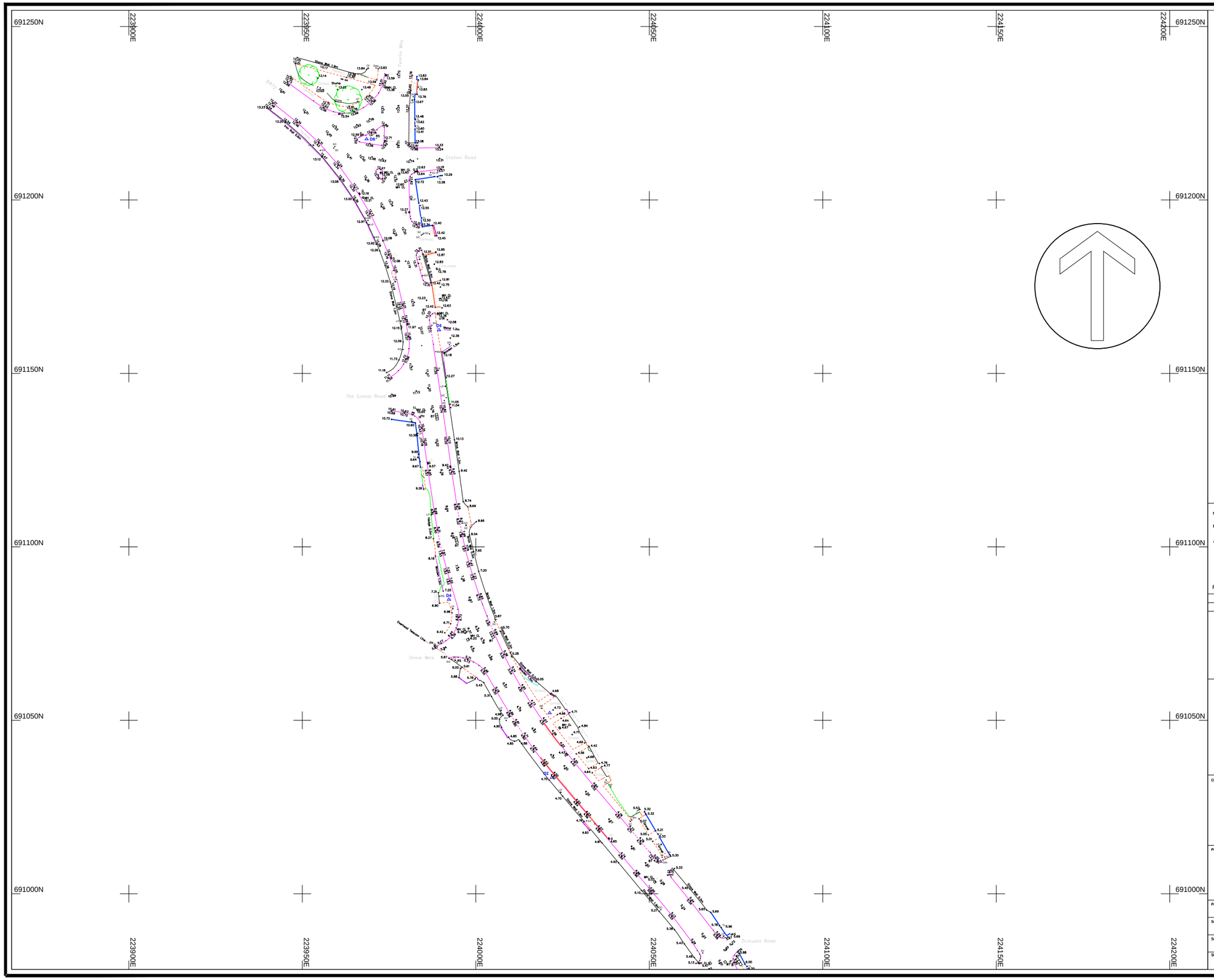
TOPOGRAPHIC SURVEY
AREA 6
HELENSBURGH
ARGYLL & BUTE

Project No: A7851	Scale : 1:500
Surveyed date : 30th August 2021	Issued date : 9th September 2021
Surveyed by : DM	Checked by : RM
Sheet No. : 1 of 1	Plot Scale: 1:1 @ A1

Helensburgh to Garelochhead



Helensburgh to Garelochhead



Link Feature Legend

- Bottom of bank
- Building
- Building Overhang
- Ditch
- Fence
- Foliage
- Hedge
- Kerb
- Low Kerb
- Pipeline
- Stream
- Top of bank
- Verge
- Wall
- Water Line

Point Feature Legend

- Air Valve (AV)
- O.S. Benchmark (BM)
- Bollard (Bol)
- Borehole (BH)
- Bus Stop (Bus)
- British Telecom (BT)
- Cable T.V. (CTV)
- Culvert (Culv)
- Drain (Dr)
- Electricity Pole (EP)
- Earth Rod (Erod)
- Fire Hydrant (FH)
- Gas Valve (GV)
- Gully (G)
- Inspection Cover (IC)
- Invert Level (+)
- Kerb Outlet (KO)
- Lamp Post (LP)
- Manhole (MH)
- Meter (Met)
- Marker Post (MP)
- Post (P)
- Rodding Eye (RE)
- Road Sign (RS)
- Spot level (+)
- Stop Cock (SC)
- Stop Valve (SV)
- Telegraph Pole (TP)
- Threshold Level (TH)
- Traffic Signal (TS)
- Trial Pit (TP)
- Ridge Level (Ridge Ht)
- Eaves Level (Eaves Ht)

Tree (To scale)

Notes:

Horizontal Control points are relative to the NATIONAL GRID.

All levels are relative to ORDNANCE DATUM.

RTK corrections were obtained using the Trimble VRS Active Network

CONTROL STATION COORDINATES

STN	EASTING	NORTHING	LEVEL
D1	224080.549	690941.651	6.531
D2	224021.926	691033.507	4.636
D4	223992.266	691084.840	7.079
D5	223989.413	691162.505	12.339
D6	223968.537	691217.545	12.726
M1	224094.739	690772.437	6.533

Aspect
Land + Hydrographic Surveys
CHARTERED SURVEYORS
Thornhouse Business Centre
Ballot Road
Irvine
KA12 OHW
Tel : 01294 313399
Fax : 01294 313389
E-mail: mail@aspectsurveys.com
Web: www.aspectsurveys.com

Client :

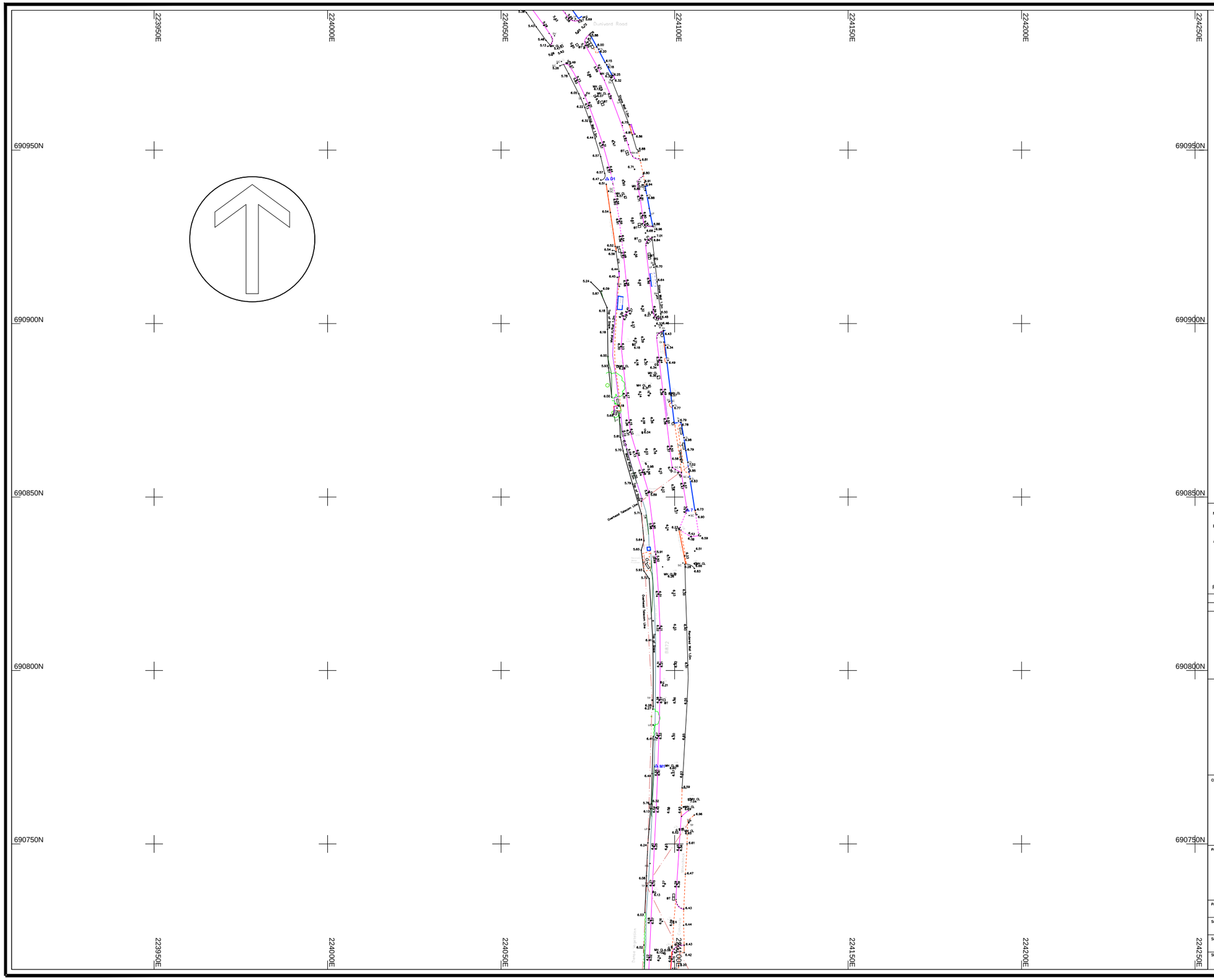
CIVIC ENGINEERS
45 WEST NILE STREET
GLASGOW
G1 2PT

Project Title :

TOPOGRAPHIC SURVEY
AREA 9
HELENSBURGH
ARGYLL & BUTE

Project No: A7851_Area9	Scale : 1:500
Surveyed date : 1st September 2021	Issued date : 9th September 2021
Surveyed by : DM	Checked by : RM
Sheet No. : 2 of 3	Plot Scale: 1:1 @ A1

Helensburgh to Garelochhead



Link Feature Legend

- Bottom of bank
- Building
- Building Overhang
- Ditch
- Fence
- Foliage
- Hedge
- Kerb
- Low Kerb
- Pipeline
- Stream
- Top of bank
- Verge
- Wall
- Water Line

Point Feature Legend

Air Valve	AV	Spot level	+
O.S. Benchmark	BM	Stop Cock	SC
Bollard	Bol	Stop Valve	SV
Borehole	BH	Telegraph Pole	TP
Bus Stop	Bus	Threshold Level	FF
British Telecom	BT	Traffic Signal	TSO
Cable T.V.	CTV	Trial Pit	TP 88
Culvert	Culv	Ridge Level	Ridge Ht
Drain	Dr	Eaves Level	Eaves Ht
Electricity Pole	EP		
Earth Rod	Erod		
Fire Hydrant	FH		
Gas Valve	GV		
Gully	G		
Inspection Cover	IC		
Invert Level	+		
Kerb Outlet	KO		
Lamp Post	LP		
Manhole	MH		
Meter	Met		
Marker Post	MP		
Post	P		
Rodding Eye	RE		
Road Sign	RS		

Tree (To scale)

Notes:

Horizontal Control points are relative to the NATIONAL GRID.

All levels are relative to ORDNANCE DATUM.

RTK corrections were obtained using the Trimble VRS Active Network.

CONTROL STATION COORDINATES

STN	EASTING	NORTHING	LEVEL
D1	224080.549	690941.651	6.531
D2	224021.926	691033.507	4.636
D4	223992.266	691084.840	7.079
D5	223989.413	691162.505	12.339
D6	223968.537	691217.545	12.726
M1	224094.739	690772.437	6.533

Aspect
Land + Hydrographic Surveys
CHARTERED SURVEYORS
Thornhouse Business Centre
Ballot Road
Irvine
KA12 OHW
Tel : 01294 313399 Fax : 01294 313389
E-mail: mail@aspectsurveys.com
Web: www.aspectsurveys.com

Client :

CIVIC ENGINEERS
45 WEST NILE STREET
GLASGOW
G1 2PT

Project Title :

TOPOGRAPHIC SURVEY
AREA 9
HELENSBURGH
ARGYLL & BUTE

Project No: A7851_Area9	Scale : 1:500
Surveyed date : 1st September 2021	Issued date : 9th September 2021
Surveyed by : DM	Checked by : RM
Sheet No. : 1 of 3	Plot Scale: 1:1 @ A1

Helensburgh to Garelochhead

Appendix E - Risk Registers

Project Tite: RCID Helensburgh to Garelochhead
Revision: Rev C
Date Updated : 02.09.21

Last Reporting Period : Sep-21

Risk Ref No	Status	Risk Category	Risk Description : Challenge	Risk Description : Impact	Inherent Impact	Inherent Probability	Inherent Risk	Inherant Rank	Owner	Control Actions	Residual Impact	Residual Probability	Residual Risk	Rank	Date Checked	Movement in Period	Comments
1.0 OBJECTIVES & GENERAL																	
1.01	Open		Identify opportunities and rationalise how spaces are currently controlled and managed throughout the route extent.	Not achieving objective of improving connectivity and public safety along the route extent.	4	4	16	High	CE/UM	Evidence based approach to be followed through design development in the analysing of information obtained from sources such as public consultations and the gathering of data from parking surveys, traffic levels etc.	2	2	4	Medium			
1.02	Open		Improving climate resiliance through identifying opportunities to effectively implement SuDS in the design.	Failing to mitigate against climate change the development of biodiversity of the area.	4	4	16	High	CE	Design team to use precedent examples to illustrate effectiveness and full life costs benefits of SuDS to client and engage from an early stage with Scottish Water and utlity asset owners. SuDS positioning and type to consider existing drainage networks, watercourses, existing and proposed topography and all identified underground constraints.	2	2	4	Medium			
1.03	Open		Creating a direct route that people will willingly and frequently use.	Users will continue to use dangerous route on road instead of new cycleway, failing to provide a used, safe and accessible route through the site.	4	4	16	High	CE	Design team to consult frequently and efffectively with the public to understand required and common movements for road users. Design team to consult up to date guidance on cylcing infrastructure design to ensure route is designed in favour of all types of road users (i.e. unbroken desire lines, coherent and logical cycling route layouts etc.).	2	2	4	Medium			
1.04	Open		Creating an inclusive design that meets the requests made by the community.	Failure to implement measures that are important to the community and failure to improve the experience of disabled and vulnerable users.	4	4	16	High	CE/UM	Consultation with the community throughout the design process. Project website has been set up to keep the public informed and encourage community input. Community consultation event held 09.09.21 with a community cycle along the route extent, engaging with key stakeholders and public. Vulnerable users groups have also been contacted for input into proposed design measures. Detailed assessment documented in an Equality Impact Assessment will ensure identified groups are considered and benefitted from design. Negative impacts will be assessed to be mitigated as far as possible.	2	2	4	Medium			
1.05	Open		Developing a co-ordinated effort in managing the design development under one management system.	Lack of cohesion in joining up the design of interdependent aspects of the landscape thus creating a less efficient design development process and a final product that does not achieve the best possible solution.	4	4	16	High	CE/UM	Regular meetings to be set up and a constant dialogue developed between the design team, client and major stakeholders.	2	2	4	Medium			
1.06	Open		Considering project life costs, particularly in the maintenance of rain gardens and trees. Also, the maintenance of roads on the route.	Potential loss of drainage function, amenity and biodiversity offered by green infrastructure. Potential risk to safety in terms of visiblity if trees are also not appropriately pruned.	4	4	16	High	CE/UM	Through consultation with A&B Council, an appropraite maintenance program for green infrastructure shall be developed and put in place before technical design stage.	2	2	4	Medium			
2.0 TECHNICAL																	
2.01	Open		Encountering and or damaging of underground utilities that prevent the construction of the proposed design layout.	Financial implications for any damages, potential cut of supply to homes and required re-design which would compromise project budget and benefits. Further risk of injury to construction personnel.	4	4	16	High	CE	GPR surveys and targeted trial pits where deemed appropriate to be carried out in advance of site start. Principal contractor to submit RAMS following results for review by design team. Key engagement and information to be sourced from the Naval Base as far as possible regarding site details.	2	2	4	Medium			
2.02	Open		Encountering of buried obstructions, remnants or contaminants from historical developments	Required project re-design which would compromise project budget and benefits as well increased risk to public safety in the mobilising of potential contaminants. Further risk of injury to construction personnel.	4	3	12	High	CE	Old site maps to be reviewed as part of developing finalised site constraints plans. Trial pits to investigate presence of historical foundations to be dug if deemed necessary.	2	2	4	Medium			
2.03	Open		Unplanned infiltration of run off into existing ground from proposed SuDS,	Potentially mobilising contaminants and/or impacting on the integrity of nearby structures.	4	2	8	High	CE	Infiltration only to be proposed where testing has been carried out as part of site investigatory works and the SuDS element is of a required distance from existing structures. Most if not all SuDS elements will be sealed with impermeable membranes.	2	2	4	Medium			
2.05	Open		Potential contamination of Gareloch due to project activities	Potentially mobilising contaminants and spoiling the local watercourse in the area.	4	4	16	High	CE	Site Investigation to be procured where necessary and SEPA to be consulted when necessary.	2	2	4	Medium			

Helensburgh to Garelochhead

2.05	Open		Potential contamination of Gareloch due to project activities	Potentially mobilising contaminants and spoiling the local watercourse in the area.	4	4	16	High	CE	Site Investigation to be procured where necessary and SEPA to be consulted when necessary.	2	2	4	Medium			
2.06	Open		Listed buildings along route	Potentially damaging listed building identified at Rhu or other locations.	4	4	16	High	CE	Design to be mindful of the locations of listed buildings and avoid them where possible.	2	2	4	Medium			
2.07	Open		Conservation area at Rhu	limitations to design caused by presence of conservation area.	4	4	16	High	CE	Design to be sensitive to the conservation status of the area and not detract from it.	2	2	4	Medium			
2.08	Open		Reduction in available parking in Helensburgh Town Centre	Restricting people from visiting town centre if no parking facilities are located in Town Centre	3	3	9	Medium	CE	Further consultation to be carried out in Stage 3 of design to address limitations and provide adequate parking facilties	2	2	4	Medium			
2.09	Open		Placement of nodes along the route to cause areas of conflict along route.	Node locations are not apprpriately placed along route leading to conflict and cyclists are detracted from wanting to use the route. Further risk of injury to road users in road layout changes are unclear/poorly designed.	4	4	16	High	CE/UM	Node locations to be analysed early on in design in conjuction to constraints and opportunities plan. Open communication between design teams to be maintained in order to develop locations and the designs of nodes for the benefit of all road users. Consultation with community and cyclists key in mitigating risk of areas of conflict.	2	2	4	Medium			
2.10	Open		Privately owned land being constructed on along route extent.	Limiting design caused by privately owned land, leading to design being denied by external parties. All three identified node locations lie within areas currently outwith the ownership of the local authority.	4	4	16	High	CE/UM	All relevant landowners to be consulted and agreements made through necessary negotiations.	2	2	4	Medium			
2.11	Open		Maintaing a direct/safe route	Unable to complete proposed route due to spatial constraints that prove unable to be removed/combatted. Failure to meet design brief of providing an active trael route from Helensburgh to Garelochhead.	4	4	16	High	CE/UM	Proposed route from Faslane northward to Garelochhead to be thoroughly assessed to determine a possible, effective and accessible route that combats spacial constraints and fulfil brief.	3	2	6	Medium			
3.0 CONTRACTUAL																	
3.01	Open		Failure to achieve programme	The project fails to deliver within the published programme and affects construction commencement dates	3	2	6	Medium	CE/UM	Meetings to assess the activity schedule progress arranged in consultation programme, set out in manageable stages. Identify early warnings to the client team for external factors such as delivery of site investigations to enable design to be commenced in line with the programme.	2	1	2	Low			
3.02	Open		Potential greater tender return quotes as a direct result of contractors having to manage working with additional Covid 19 related safety measures.	Operational costs are unsustainable	4	4	16	High	CE/UM	Pre Construction Plan (PCP) to include recommended safety measures to help minimise inclusion for risk in tender quotes.	3	3	9	Medium			
4.0 SOCIETAL & FUNDING																	
4.01	Open		Stakeholder Engagement by schools/businesses	Schools/businesses in the area do not understand the benefits or lose revenue as a result of the project.	3	3	9	Medium	CE/UM	Consultation with schools/businesses throughout the process. Consultation with Rhu Primary School conducted 09.09.21 at Route Relay public consultation event.	2	2	4	Medium			
4.02	Open		Engagement with A&B Council Roads, Scottish Water, SEPA etc	The potential for added knowledge, buy in and funding in order to meet shared objectives is lost. Buy in particular important with A&B for design approvals and for an understanding of operational and maintenance needs to be agreed.	3	3	9	Medium	CE/UM	Scottish Water to be contacted for input, from which an effective working relationship will be established. Consultation at regular intervals throughout the design process with A&B to be organised to address any concerns with new or innovative techniques.	2	2	4	Medium			
4.03	Open		Stakeholder engagement by general public	General public stop using the street due to lack of engagement or due to safety concerns as a result of the project.	3	3	9	Medium	CE/ERZ/ICA/NWP	Consultation with the general public and community throughout the process.	2	2	4	Medium			
4.04	Open		Stakeholder engagement by vulnerable user groups	Disabled users do not use the street due to a lack of understanding by the project design team as to their needs and concerns such as saftey for various groups	3	3	9	Medium	CE/ERZ/ICA/NWP	Disability groups to be included and engaged in consultation.	2	2	4	Medium			

Helensburgh to Garelochhead

5.0 REPUTATION																		
5.01	Open		Reduction in perceived safety	Reputational damage to A&B Council as a result of increased collisions or safety concerns as a result of the project	5	2	10	High	CE/UM	Road safety audit to be undertaken at key design stages. Best practice and evidence based design will be implemented to reduce the likelyhood of increased collisons as a result of any changes made by the project.	3	3	9	Medium			
5.02	Open		Failure of green infrastructure as a result of lack of maintenance or inadequate reinstatement by utility providers.	Reputational damage to A&B Council as a result of the aesthetic and health and safety impact.	4	3	12	High	CE/UM	Maintenance program for all green infrastructure is to be developed and put in place post construction.	2	2	4	Medium			
6.0 SCHEDULE/TIMESCALES																		
6.01	Open		TRO's	Agreeing TRO's with A&B Council within the programme timetable.	3	3	9	Medium	CE/UM/A&BC	Early engagement with A&B Council roads department to be made.	2	2	4	Medium			
6.02	Open		Planning	Agreeing planning within the programme timetable	3	2	6	Medium	CE/UM/A&BC	Early planning is key	2	2	4	Medium			
6.03	Open		Covid 19	Difficulties in appointing contractor and greater projected project completion timescales due to required additional measures on site.	3	3	9	Medium	CE/UM/A&BC	Planning and early contractor consultation is key.	2	2	4	Medium			

Civic Engineers

Helensburgh to Garelochhead

CDM (2015) RISK REGISTER

Definitions

Owner The person or persons with direct responsibility for managing and therefore control of the risk
Risk Rating The assumed scoring applied to the named hazard based on likelihood and severity before the control measures have been implemented
Control Measure The action or actions taken to reduce the likelihood and severity.
Residual Risk The assumed scoring applied to the named hazard based on likelihood and severity after the control measures have been implemented

Risk Ratings

To assist in the assessment of the level of risk a 5 x 5 calculation is applied to both the risk and the severity, this is shown in the table below:

Likelihood	
Very unlikely to happen	1
Unlikely to happen	2
Likely to happen	3
Very likely to happen	4
Almost certain to happen	5

Severity	
No injury or damage	1
Minor injury or damage	2
RIDDOR reportable injury or occurrence	3
Major injury or damage	4
Danger of death or catastrophic damage	5

These scores are then multiplied to give the risk rating.

For example, a falls from height hazard might be scored as likelihood 3 x severity 5 giving a risk rating of 15, however once a control measure of restricting access to the area and installing fixed edge protection in the form of guard rails have been implemented the residual risk might be scored as likelihood 1 x severity 5 giving a risk rating of 5.

To determine if the applied risk rating provides a low, medium or high score the following table is used,

5	10	15	20	25
4	8	12	16	20
3	6	9	12	15
2	4	6	8	10
1	2	3	4	5

	LOW
	MEDIUM
	HIGH

All residual risk rating scores above ten will require immediate additional action

The HSE's CDM Red, Amber and Green (RAG) list guide used as a practical aid in determining what to eliminate/avoid, and what to encourage

Helensburgh to Garelochhead

Civic Engineers

CDM (2015) RISK REGISTER

Project: 1700-01 RICD Helensburgh to Garelochhead Active Travel Route

RISK								CURRENT CONTROL MEASURES					ADDITIONAL CONTROLS		
										Residual Risk					
Risk No.	Date Raised	Last Updated	Risk Likelihood 1-5	Risk Severity 1-5	Risk Rating Likelihood x Severity	Risk Description	Risk Owner	Control Measures	Owner	Risk Likelihood 1-5	Risk Severity 1-5	Risk Rating Likelihood x Severity	Additional Control Measure	Owner	Target Date
1.	Sept 21		5	2	10	Traffic management during surveys and construction An accident occurs to either a member of the public and/or the construction team due to inadequate management	Principal Contractor	Risk assessments and method statements to be approved prior to any works taking place and specific to each individual location	Principle Contractor	3	2	6			
2.	Sept 21		4	2	8	Plant interface with traffic and general public Injury to either general public or construction personnel.	Principal Contractor	Pre-construction Plan (PCP) to include sequencing information along length of route. Design team to review RAMS submitted by principal contractor.	Principal Contractor	2	2	4			
3.	Sept 21		3	3	9	Unrecorded services, culverts or other structures. Damage to existing services and risk of injury to construction personnel	Principal Contractor	GPR surveys and targeted trial pits to be carried out in advance of site start if required. Principal contractor to submit RAMS following results for review by design team.	Principal Contractor	2	2	4			
4.	Sept 21		3	2	6	Contaminated ground conditions	Principal Contractor	Site Investigation to include contamination testing where relevant.	Principal Contractor	2	1	2			
5.	Sept 21		5	2	10	Exposure and contracting of Covid 19 during construction Significant health implications for construction workers and associated communities	Principal Contractor	Social distancing to be adhered to on site in line with latest government and construction industry guidance. Guidance and best practice to be reviewed on a regular basis as it is updated.	Principal Contractor	2	1	2			
6.	Sept 21		3	3	9	Poor condition or unanticipated alignment of existing drainage network	Principal Contractor	All existing drainage to which new drainage infrastructure is to be connected must be investigated to ensure that it is fully operational, free of excess debris and silt and all identified faults rectified. If existing gully tails are encountered at a level or location that does facilitate a connection as shown on the site drainage plans the Project Manager must be informed to allow for design layout to be rectified.	Principal Contractor	2	2	4			
7.	Sept 21		3	2	6	Working adjacent to water body	Principle Contractor	Risk assessments and method statements to be approved prior to any works taking place adjacent to any water body. All personnel briefed on contents of risk assessments and method statements with regards to working adjacent to water body.	Principle Contractor	3	2	6			

Civic Engineers

Equality Impact Assessment

RICD Helensburgh to Garelochhead

EQUALITY IMPACT ASSESSMENT (EQIA): SCREENING FORM

Introduction to the EQIA screening process

A successful EQIA screening will look at 5 key areas:

1. **Identify the Policy, Project, Service Reform or Budget Option to be assessed**
   A clear definition of what is being screened and its aims

2. **Gathering Evidence & Stakeholder Engagement**
   Collect data to evidence the type of barriers people face to accessing services (research, consultations, complaints and/or consult with equality groups)

3. **Assessment & Differential Impacts**
   Reaching an informed decision on whether or not there is a differential impact on equality groups, and at what level

4. **Outcomes, Action & Public Reporting**
   Develop an action plan to make changes where a negative impact has been assessed. Ensure that both the assessment outcomes and the actions taken to address negative impacts are publicly reported

5. **Monitoring, Evaluation & Review**
   Stating how you will monitor and evaluate the **Policy, Project, Service Reform or Budget Option** to ensure that you are continuing to achieve the expected outcomes for all groups.

1. IDENTIFY THE POLICY, PROJECT, SERVICE REFORM OR BUDGET OPTION:

a) Name of the Policy, Project, Service Reform or Budget Option to be screened

RICD Helensburgh to Garelochhead

b) Reason for Change in Policy or Policy Development

This EQIA relates to improvement of the Helensburgh to Garelochhead active travel route for pedestrians and cyclists, the majority of the route is segregated from vehicular traffic though there may be some stretches where the cycle infrastructure is shared with motor vehicles.

Argyll and Bute Council are working with Sustrans and Transport Scotland in order to fund the development. The Local Development Plan (LDP) for Argyll and Bute recognises that Helensburgh and Garelochhead are needing to be better connected – such that by 2024, it is proposed that they will be more accessible with a revitalised Town Centre and Waterfront in Helensburgh. Primarily, the LDP seeks to enhance and protect core and other active travel routes and therefore, is driving this active travel route to be implemented with a bettered cycle network through it.

Argyll and Bute Council created a cycle route linking Helensburgh Town Centre, HMNB Clyde and Garelochhead in the early 2000's. 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.

Furthermore, this development aligns with the Scottish Government's Vision for Transport in Scotland as set out in the National Transport Strategy (NTS2) – 'we will have a suitable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.'

c) List main outcome focus and supporting activities of the Policy, Project, Service Reform or Budget Option

The improvements to the Helensburgh to Garelochhead active travel route will provide an attractive leisure route between the two settlements that will act as a gateway to the long-distance routes throughout Argyll and Bute as well as providing a high-quality commuting route, particularly but not exclusively, to the Naval Base at Faslane. Opportunities along the route to provide places to stop and rest, to take in the scenery, and to learn about local history will be incorporated where possible.

The improvements include:

- Increased pedestrian / cycle space
- Plentiful and frequent seats with backs and arm rests
- Segregated cycle lanes
- Green/Blue Infrastructure (trees and planted rain gardens)
- Reduced street clutter

Key outcomes include:

- To enhance the built environment
- 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 route 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 route identification is underway with concept design development to follow, an engagement strategy has been drawn up. The engagement will include key stakeholders (Rhu Primary School, Royal Northern and Clyde Yacht Club, Rhu and Shandon Church, Blairvadach Outdoor Education Centre, and businesses along the route), the local community, and an engagement group made up of community council members, local interest groups, and young people that will be engaged with throughout the project. Self-led activities encouraging the community to walk the route (or part of) and log their experience will also take place. There will be door to door

engagement with residents as well as specific engagement with HMNB Clyde.

The Equality Impact Assessment Screening process identified a number of 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.

d) Name of person completing assessment (signed and date)

e) Assessment Verified by (signed and date)

2. GATHERING EVIDENCE & STAKEHOLDER ENGAGEMENT

The best approach to find out if a policy, etc is likely to impact positively or negatively on equality groups is to look at existing research, previous consultation recommendations, studies or consult with representatives of those groups. You should list below any data, consultations (previous relevant or future planned), or any relevant research or analysis that supports the Policy, Project, Service Reform or Budget Option being undertaken.

Please name any research, data, consultation or studies referred to for this assessment:	Please state if this reference refers to one or more of the protected characteristics: ➢ 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,	Do you intend to set up your own consultation? If so, please list the main issues that you wish to address if the consultation is planned; or if consultation has been completed, please note the outcome(s) of consultation.
An Engagement Group was set up to be engaged with for the entirety of the project. - Introduction meeting 7/7/21. - Meeting 2 18/8/21		Introduction meeting- Key issues of current route discussed and recorded for further design development. Group established and agreed to be involved with project lifetime. Next meeting scheduled for late July/early August. Meeting 2 – Main discussion surrounding Route Relay Consultation Event and best way

		to organise. Main comments on existing route: concern raised over blind corner at South Gate of HMNB Clyde, pedestrians unaware of path shared by cyclists past the marina, more signage to be installed for clarity along route.
Four online surveys - One open to the public. - Second exclusively for employees of HMNB Clyde - Third for the parents and children of Garelochhead Primary School - Fourth for parents and children of Hermitage Academy	All	Public: - Challenges acknowledged with Active Travel Route (ATR) were weather conditions, lack of bike racks at bothends of the route, safety of use particularly at Rhu with narrow and busy roads. HMNB: - 29% said they did not cycle, walk or wheel between two locations. - Main concerns – safety, bike storage, narrow roads at Rhu. School: - Request for Lollipop person to be positioned at school noted. - Concerns: lack of bike facilities at school, lack of access to bikes.
Business Proprietors (face to face sessions)	All	
Yacht/Sailing Clubs	All	
Rhu Primary School,	Young people	
Office for National Statistics Nomis (2019) Mid-2019 population estimate (2020)	All	Argyll and Bute: There are 85,900 people 42,700 Male 43,100 Female 50,800 (59.1%) are 16-64 85,870 (est.)
National Records of Scotland Estimates 2019 and National Records of Scotland 2011	All	Argyll and Bute data

Scottish Index of Multiple Deprivation 2020		Gender: 49.8% male 50.2% female Age: In terms of overall size, the 45 to 64 age group was the largest in 2019, with a population of 25,868. In contrast, the 16 to 24 age group was the smallest, with a population of 8,181. Ethnicity: 98.6% of the population are white in Helensburgh, Rhu and Shandon, and 99.5% in Garelochhead. The highest non-white ethnicity in Helensburgh is Chinese at 0.4%. In Garelochhead the highest non-white ethnicity is Pakistani at 0.3%. Households: The most common number of people to reside in the household was two people (44%) followed by single adults (27%) and three people in the household (16%). 14% of respondents lived in a household comprising of four or more people. Economic activity: The percent of economic active people is 77.5% SIMD, the data zones that the route passes through vary from central Helensburgh which is within the 20% (2nd decile) most deprived areas in Scotland through to the area north of Shandon which is one of the least deprived in the country, sitting within the least deprived 10% (10th decile).

		All other data zones along the route are in the 6th, 7trh and 8th deciles. In terms of geographic access, central Helensburgh scores the highest and that score decreases towards Garelochhead.
Disabilities: Overcoming barriers and identifying opportunities for everyday walking for disabled people Link Living Streets	Disabled	The most common physical barrier to walking identified by the participants was crossing the road. This should not be surprising because crossings connect pedestrian routes, they intersect with vehicular traffic and are the point at which pedestrians are most vulnerable walking. Adaptations to make the pedestrian environment more accessible can also be problematic. For example, tactile paving helps blind and partially sighted people to navigate but is a trip-hazard for stroke survivors who have problems lifting their feet. Similarly, the lack of colour contrast in seemingly accessible places can create hazards only a partially sighted person can see. This demonstrates the need to consider the accessibility of pedestrian environment while avoiding a focus on any one disability.
	Age (Older people 60+)	Adequate seating and smooth pavements may influence an older person's decision to go on a journey.
Similar EQIA for public realm or road improvement projects across the UK indicate little adverse impacts on people with protected characteristics. Other road improvement and public realm	All	Reviewing many other EQIAs there were no significant negative equality impacts on protected characteristics. These were outweighed by the positive

improvement EQIAs looked at include: • City Centre Enabling Infrastructure Integrated Public Realm – Sauchiehall Street Avenue • EQIA South City Way Glasgow • EQIA Final Report: Glasgow City Centre Transport Strategy 2014-24 • EQIA Tree Planting on Sauchiehall St Link • Orkney Islands Council, Kirkwall Placemaking Proposals Public Realm Improvements - Broad Street, Kirkwall, 2015 • Cambridge City Council: Environmental Improvement Programme, 2017 • Stratford on Avon District Council, Site Allocations Plan, 2017 • Kent County Council, Bullockstone Road Improvements, 2018 • The Nottinghamshire County Council (Century Road, Grace Road, Ordsall Road, Newlands, Ollerton Road, West Hill Road, Ordsall, Retford), 2017 • Haringey County Council, Holcombe Road Public Realm Scheme (Growth on The High Road (GoTHR).2015		impacts on safety, community cohesion, improved air quality and improved perception of the area by the community.
Made in Sauchiehall St and Garnethill – Regeneration Framework Link	All	
Scottish Government Equality Outcomes: Gender Evidence Review Link	All	
Scottish Government Equality Outcomes: Age Evidence Review Link	All	
Scottish Government Equality Outcomes: Disability Evidence Review Link	Disabled	
Scottish Crime and Justice Survey 2014/15: Main	All	

Findings Link		
RTPI - Dementia and Town Planning Creating better environments for people living with dementia Link	All	
Equality and Human Rights – Publication library and research – General research covering all protected characteristics Link	All	
Equality Network – publications on LGBT community Link	LGBT	
Your space or Mine – The role of public space in the lives of young people	Age – young people	
Age UK – reports and briefing relating to Age including Age Friendly Places - Making our community a great place to grow older	Aged (Older)	
RTPI - Dementia and Town Planning Creating better environments for people living with dementia Link	Aged (Older people)	
Engender – reports and publications on gender Link	Gender	
Joseph Rowntree Foundation - reports on gender, children, older people, ethnicity, disability Link	All	
Traveller Movement – reports on traveller community Link	Travellers	
An environmental justice analysis of British air quality, G Mitchell & D Dorling (2003) Link	All	Research on environmental justice suggests two main mechanisms by which disadvantaged groups are adversely affected in an unequal manner by air pollution by: 1. being more exposed to air pollution (differential exposure) and 2. through being more likely to suffer ill effects (differential
Investigating environmental justice in Scotland: links between measures of environmental quality and social deprivation, SNIFFER (2005) Link	All	
Emissions vs Exposure: Increasing injustice for road traffic related air pollution in the UK, J Barnes & T Chatterton (2017) Link	All	susceptibility), particularly because of prior high levels of childhood asthma, adult respiratory illness and smoking.

Scottish Household annual report (2019) Link	All	
Scottish Index of Multiple Deprivation (2020) Link	All	
Transport Scotland – Developing an Active Nation Link	All	
The following guidelines were also considered in this assessment: • Scottish Government Designing Street Policy Statement Link • Development Plan policies Link • Cycling by Design Link • TfL Streetscape Guidance 2016 Link • London Cycling Design Standards Link • Cycle Infrastructure Design LTN 1/20 Link • TfL International Cycling Infrastructure Best practice Study Link	All	

3. ASSESSMENT & DIFFERENTIAL IMPACTS

Use the table below to provide some **narrative** where you think the **Policy, Project, Service Reform or Budget Option** has either a positive impact (contributes to promoting equality or improving relations within an equality group) or a negative impact (could disadvantage them) and note the reason for the change in policy or the reason for policy development, based on the evidence you have collated.

Protected Characteristic	Specific Characteristics	Positive Impact (it could benefit an equality group)	Negative Impact – (it could disadvantage an equality group)	Socio Economic / Human Rights Impacts
SEX/ GENDER	Women	No discrimination will be made on women. A number of public realm improvements will have the potential to make the area safer for users. Specifically, these include creating a more open environment via extensions of the pavement area, removal of existing street clutter and improved lighting. Scottish Crime and Justice Survey indicate that women feel less safe than men when walking alone after dark. Therefore, a positive impact for women is expected from an improved and safer environment.	No impact	Women across Scotland are more likely to use buses than men (by 55% to 45% overall).

		They will feel safer and less stressful.		
	Men	Positive impact. Scottish Crime and Justice Survey indicate that men are more likely to be a victim of crime with men in the 16 – 24 age group particularly vulnerable. Therefore, a positive impact for men is expected from an improved and safer environment.	No impact	Young people will benefit from the safer environment.
	Transgender	No impact.	No impact	There is currently no Scottish data on travel issues specific to the transgender community. No change required as impact is considered to be neutral.
RACE*	White	No impact	No impact	No change required as impact is considered to be neutral
Further information on the breakdown below each of these headings, as per census, is available here. *For example Asian includes Chinese, Pakistani and Indian etc*	Mixed or Multiple Ethnic Groups	The design aims to create an improved segregated cycle way between Helensburgh and Garelochhead. The widening of the footway in places will improve the pedestrian environment. This will impact on residents	No impact	Ethnic minority groups across Scotland are less likely to hold a driving licence than white ethnic groups therefore improved pedestrian and cycle access is advantageous.
	Asian		No impact	
	African		No impact	African heritage community members in Scotland have the lowest level of access to a car of all BME groups

		within the local area and aid social cohesion.		therefore improved access will be beneficial to them.
	Caribbean or Black		No impact	
	Other Ethnic Group		No impact	
DISABILITY	Physical disability	The design of the route could have positive impacts on people with disabilities. By separating pedestrians from cyclists and cars and making the street more accessible with larger sections of dropped kerbs and wider areas of paving, and by reducing the speed of other road users, the proposals should provide a safer environment, particularly along the sections of the route that are within the populated areas such as Rhu, Helensburgh and Garelochhead. Scottish Crime and Justice Survey indicate that disabled people feel less safe than non-disabled people when walking alone after dark. No distinction	Design considerations intended to help people with one type of sensory impairment may conflict with the needs of people with other types of impairment. Tactile paving, for example, is known to cause discomfort for those with arthritis. The raised blisters on steps and at crossings can potentially cause trips and falls (for stroke victims) too, but their need is accepted for visually impaired. The route will require road crossings, either of the main road or side roads, and these introduce conflict points that may create barriers for certain users.	More visits by disabled people to the waterfront will benefit social inclusion and integration. The design should incorporate coloured tactile paving parallel to crossing points, in tandem with a change in asphalt colour. Additionally, tactile paving strips will be located across the cycle way entering and exiting junctions. This will alert cyclists to the possibility of people crossing, as well as provide visual/ sensory/ audible cues to pedestrians. Corduroy strips should be specified to align with kerb detail across side street junctions, ensuring that there is a consistent sensory and visual cue for users to differentiate between footway and carriageway. Crossings on the main road that are signal controlled will benefit users, the chosen route should aim to minimise the number of main road crossings.

		between types of disability is available. Therefore, a positive impact is expected for disabled people from an improved and safer environment.		
A definition of disability under the Equality Act 2010 is available here.	Sensory Impairment (sight, hearing,)	The design of the route could potentially have positive impacts on people with disabilities. By making the area more accessible with larger sections of dropped kerbs and wider areas of paving, and by reducing the speed of other road users, the proposals should provide a safer environment. And colour contrast could make it easier to detect uneven surfaces.	Through consultation, the potential for some issues for blind, deaf and autistic road users will be identified and is something that we will continue to engage and work with the disability groups on. These matters have been carefully examined in the preparation of the proposed design solution.	
	Mental Health	Active travel (including cycling) has been shown to have a significant benefit to those with mental health issues, and it may encourage greater levels of activity in the general public and improve health.	No impact - Additional consultation with disability support groups would suggest that there are no apparent limitations or issues faced by those with mental health issues that either impact upon their use of the cycling infrastructure or would need to be addressed to facilitate their uptake of this.	

	Learning Disability	No impact. No discrimination will be made on the basis of people with learning disabilities. No measures have been taken to directly address learning disability issues for people with a learning disability in the proposals	No impact	
LGBT	Lesbians	Fear of safety being in non-LGB&T social environments. The improved lighting will mean safer streets.	No impact.	There is currently no Scottish data on travel issues specific to the LGBT community. 35% of transgender people have had a negative experience when using parks and open spaces which they felt was related to their gender identity. (Links to behavioural changes among public) No change required as impact is considered to be neutral.
	Gay Men		No impact.	
	Bisexual		No impact.	
AGE	Older People (60 +)	Improving infrastructure will help older people participate actively. Scottish Government research indicates that being a victim of crime reduces with age; however, older people have a greater fear of crime. Therefore, a positive impact is	The need to cross the cycle path may have more of an impact on older people particularly those experiencing reduced mobility and using mobility aids. Concerns relating to collision with cyclists and pedestrians could potentially impact more on older people, particularly those with mobility issues. There will be	Elderly people can be victims of "hate crime" just as much as those of different races and religions. Recent reports have highlighted older people are often seen as an easy target by street muggers. Although the proportion of adults who feel unsafe being alone at home at night or walking alone is the local area after dark also fell. Older people were all more likely

		expected for older people from an improved and safer environment. Seats installed. Older people can experience reduced mobility and be more likely to rely on mobility aids such as motorised scooters and walking aids as they age. Therefore, a positive impact is expected for older people from accessibility improvements. Easier road crossing will improve safety for older people.	marked crossing areas and improved behaviour is needed and expected of all road users.	than other to feel unsafe. (Equalities Impact Assessment)
	Younger People (16-25)	People will be encouraged to engage in active travel. Scottish Government research indicates that young people aged 16 – 22 were twice as likely as the population as a whole to be injured on the roads. Therefore, a positive impact is expected for younger people from	No impact.	28% of children in Scotland are overweight or obese.

		improved access and road safety.		
	Children (0-16)	If the route has to mix on streets with traffic it is the intention to have a 20mph limit. Reduced traffic flow and more greenery so children who are at higher risk from traffic related poor air quality than other groups (as they are closer to the ground where pollution gathers) will benefit.	No impact.	Improved health due to reduced emissions.
MARRIAGE & CIVIL PARTNERSHIP	Women	No impact. No discrimination will be made on the basis of a marriage or a civil partnership. No measures have been taken to directly address equalities issues for married people or those in a civil partnership in the proposals	No impact.	No change required as impact is considered to be neutral.
	Men	No impact.	No impact.	
	Lesbians	No impact.	No impact.	
	Gay Men	No impact.	No impact.	

PREGNANCY & MATERNITY	Women	Public Realm improvements such as those proposed in this project aim to provide equal opportunities for all road users by making streets more accessible. The design of the route could have a positive impact on people pushing prams etc, by making the waterfront more accessible with larger sections of dropped kerbs and wider areas of paving. Public seating will also have provision for parking buggies. Mobility may be an issue for some women particularly in the later stages of pregnancy. Therefore, a positive impact is expected for pregnancy and maternity from improved accessibility and easier road crossings.	No negative impact.	There is some evidence to suggest that exposure to poor air quality in the early stages of pregnancy can contribute to negative birth outcomes
RELIGION & BELIEF** A list of religions used in the census is available here.	See note	No impact.	No impact.	No change required as impact is considered to be neutral.

For reasons

of brevity race is not an exhaustive list, and therefore please feel free to augment the list above where appropriate; to reflect the complexity of other racial identities

** There are too many faith groups to provide a list, therefore, please input the faith group e.g. Muslims, Buddhists, Jews, Christians, Hindus, etc. Consider the different faith groups individually when considering positive or negative impacts. A list of religions used in the census is available here.

3.1 Summary of Protected Characteristics Most Impacted

The evidence suggests that an improved physical layout, improved surfaces and visual amenity of the Helensburgh to Garelochhead active travel route will have a positive outcome for Protected Characteristics groups. The implementation of the improved route has the potential to be positive for all users travelling between the two settlements and for access within them and the others along the route, particularly for the disabled and elderly, but also for all racial and religious groups and sexual orientations, all ages and all genders. The route will increase accessibility and usability of the area. It will improve the visual amenity. The project will increase the vibrancy of the immediate locality.

The project will address the negatives of the current route by creating greater visibility. This will make the route safer for all sections of the community to use. It will decrease the incidence of crime particularly for young men 16-25 who are often most involved in incidents and improve the perception of crime (especially for women through improved lighting).

The proposals apply street design methods which have been adopted elsewhere in the design and implementation of similar initiatives. Therefore, there is good evidence that they are effective and that any potential negative impacts (such as those identified in this report can be addressed at the detailed design and construction stages.)

3.2 Summary of Socio-Economic Impacts

The Helensburgh to Garelochhead project fits with the purpose of the Scottish Government National Performance Framework. It meets national outcomes of helping people:

- live in communities that are inclusive, empowered, resilient and safe
- value, enjoy, protect, and enhance their environment, and
- are healthy and active.

And the project fits with the Local Policy with the aim of providing a better connected and accessible place in both Helensburgh and Garelochhead. It helps meet the Local Development Plan aims by striving to improve accessibility to key services and facilities through better integration of land use and transport infrastructure, including active travel routes such as the core path network.

The project will increase access to the main employment opportunities in the area for those in walking and cycling distance. It will create a high-quality leisure route for locals, commuters, and tourists. The completed project will encourage more visits along the route and positively impact on the settlements like Rhu, bringing economic benefits to local business, in turn increasing the opportunities for

employment in the area.

The project supports the promotion of active travel uptake which in turn will have positive benefits to all sections of the public who will be more likely to walk or cycle for commuting or for leisure.

It will bring social benefits by improving peoples' perception of the area and the quality of life of people within the area. This will increase the public satisfaction of their communities. Reduced carbon emissions and more green space will bring benefits to all protected characteristics.

The project will increase access to the main employment opportunities in the area, improve the active travel links from the north into Helensburgh.

The completed project will encourage more trips along the route, so bringing economic benefits to local business along the route.

The completed project will bring cultural benefits to the wider community as the improved, safer public space and environmental improvements will encourage use by more people for various community-based events and individual pursuits. Younger people will be more inclined to visit a more pleasant, safer environment.

There will be temporary upheaval during the construction phase, although this will be planned and phased to minimise disruption.

Summary of Human Rights Impacts 3.3

We considered what extent the project impacted on absolute rights: limited rights and qualified rights. We considered the FAIR approach (Facts, Analyse, Identify and Review) shown in the flowchart (Scottish Human Rights Commission) and are satisfied that no rights are being infringed. On balance, feedback from engaged local people is that this project will have a positive impact. Taking a human rights-based approach is about making sure that people's rights are put at the centre of policies and practices, the PANEL principles are one way of breaking down what this means in practice (Participation, Accountability, Non-discrimination, Empowerment and Legality). Having a means, after implementation, of monitoring the benefits to people and responding to any issues from the community will ensure that there is continued accountability
There is no restriction of qualified rights and removing barriers to active travel will improve health to all residents. Action to improve air quality will protect the fundamental human right to good health.

The United Nations Sustainable Development Goals are the blueprint to achieve a better and more sustainable future for all. This project positively impacts on Sustainable Development Goals 3 (Good Health and Wellbeing) and Goal 11 (Sustainable Cities and Communities).

4. OUTCOMES, ACTION & PUBLIC REPORTING

Screening Outcome	Yes / No Or / Not at This Stage
Was a significant level of negative impact arising from the project, policy or strategy identified?	No
Does the project, policy or strategy require to be amended to have a positive impact?	No
Does a Full Impact Assessment need to be undertaken?	No

Actions: Next Steps

(i.e. is there a strategic group that can monitor any future actions)

Further Action Required/ Action to Be Undertaken	Lead Officer and/or Lead Strategic Group	Timescale for Resolution of Negative Impact (s) / Delivery of Positive Impact (s)
The project steering group will contact Protected Characteristics groups to specifically ensure that all concerns if any can be addressed. These include: • LGBTIQ groups • Women's Groups • Age Concern/Age Age UK EQIA monitoring to become an agenda item Project to nominate an EQIA champion.	Design Team	1. Assess delivery of project against protected characteristics within the first 6 months of opening 2. Assess programming of activities / collaboration work with groups from protected characteristic categories. 3. Gauge reaction and develop further programming with and for these groups. 4. Assess 1 year after opening.

5. MONITORING OUTCOMES, EVALUATION & REVIEW

The Equalities Impact Assessment (EQIA) screening is not an end in itself but the start of a continuous monitoring and review process. The relevant Strategic, Policy, or Operational Group responsible for the delivery of the Policy, Project, Service Reform or Budget Option, is also responsible for monitoring and reviewing the EQIA Screening and any actions that may have been taken to mitigate impacts.

Individual services are responsible for conducting the impact assessment for their area, staff from **Corporate Strategic Policy and Planning** will be available to provide support and guidance.

Faceperrorum quiam aceptat us-
anitas et exerum et alic tendant
ra sitam exero consequi sinciurit
atem invendit ut alitatius eicto
volorrovid quas sinum que dit
autatem voluptate pra simus, qui
vendiaes dolorestium est accae
pratus quatus, sinvellabor seque
cores quatibustis rent et aut aut
magnimi, quae in renditia sunt
es eumet qui resed ut volent mi,
culliam ut aut quaessequi voleseq
uistem sit assim re dolecest, ip-
sandi piderro mi, voluptam aut
facestium rentia dolenda nonse-
qui dita volescium, si bere veris si
nos sequibusdame niatur, ommodi
dolo maximi, consequi omnis
atem velenihitio. Ferupisciis dolor
alia quodit, quunt odi invent, te
maiori consequibus, tem ipsandu-
ci totatus est, sustiunt elenimet,
in perepra enit moluptam ad ut
eatur, sit ad elis ut rem eiusa quat
omnis abo. Cea dit eaquo eveles-
cid quiam quae im faci que cum
fuga. Rature ipides enimi ipsunto
blaut ullis idipsae maxima qua-
mendam expe sint as as aut odis
am inullat iandige nihitio nectem.
Apis dolo cum aspis aut ut que
sequis ea ad ent, sequae nim
accullab ilitatu samusam, sit vo-
luptatio eum et labor sitatur? Pel
etuscimus voluptur secuptatiam,
ommolupta volum labo. Feratiati

Civic Engineers