

Helensburgh to Garelochhead Walking, Cycling, and Wheeling Path

Report of survey results, May-June 2021

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1 INTRODUCTION

This report is a brief summary of responses to four online surveys: the first being open to responses from the public, the second being exclusively for employees of HMNB Clyde at Faslane, the third for the children and parents of Garelochhead Primary School and the fourth for children and parents of Hermitage Academy.

These surveys formed part of the initial engagement with regards to the proposed walking, cycling, and wheeling route from Helensburgh to Garelochhead. You can view the surveys in full using the links below:

- Public survey: <https://www.surveymonkey.co.uk/r/8NKFGBF>
- HMNB Clyde survey: <https://www.surveymonkey.co.uk/r/8XWLN8H>
- Garelochhead Primary survey: <https://www.surveymonkey.co.uk/r/VC2FHCM>
- Hermitage Academy: <https://forms.gle/ZEa7BQ2rThs4dPhP9>

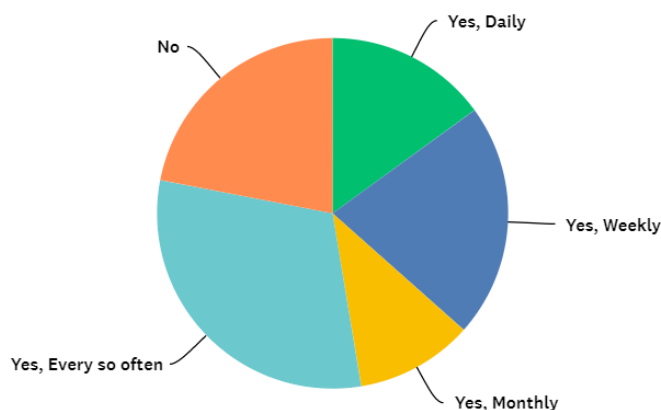
2 PUBLIC SURVEY RESULTS

287 participants completed this survey and the average time taken was 2 minutes and 43 seconds.

The graph below shows how frequently respondents walk, wheel, or cycle currently between the two locations. The most popular response was 'Yes, every so often' with 31%. 22% of respondents claimed not to travel in this way, closely followed by 21% of respondents who travel this way on a weekly basis. 15% travel this way daily, and 11%, monthly.

Do you currently walk, wheel or cycle on any route between Garelochhead and Helensburgh?

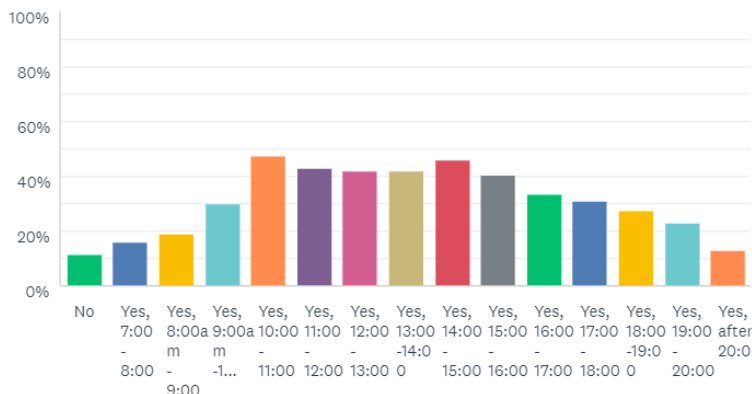
Answered: 287 Skipped: 0



The graph below shows times chosen by respondents during which they would use a new active travel path for leisure purposes. The response was very positive, with only 12% indicating that 'No', they wouldn't use the path for leisure. The most popular times chosen were 10am-11am with 47% of respondents selecting this hour, and 2pm-3pm, with 46% selecting this hour. The least popular times were before 9am and after 6pm.

Would you use a new active travel path between Helensburgh and Garelochhead for leisure purposes?

Answered: 285 Skipped: 2

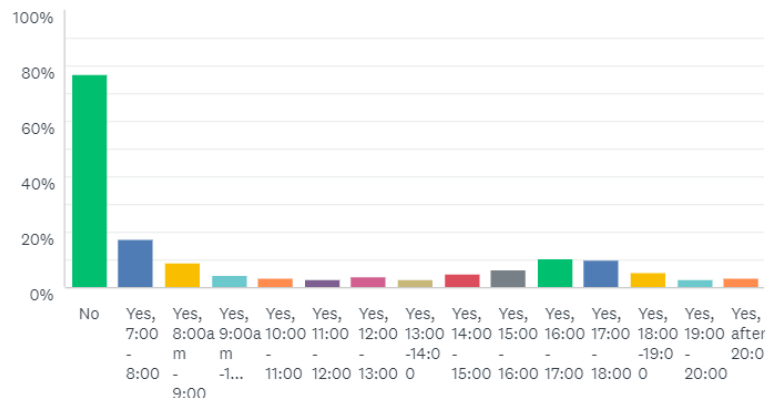


The graph below shows times chosen by respondents during which they would use a new active travel path to commute. In contrast to the previous question, the majority of respondents would not use the path to

commute at all (77%). The most popular times chosen were 7am-9am and 4pm-6pm; common times to start/finish work.

Would you use a new active travel path between Helensburgh and Garelochhead to commute?

Answered: 285 Skipped: 2



ANALYSIS

Around 75% of respondents chose to answer question 5, 'Are there any barriers that would prevent you from using a high-quality active travel path if one existed between Helensburgh and Garelochhead?'

Many of these answers were a simple 'No'. Some of the barriers that were mentioned more than once included weather conditions; lack of bike racks at both ends of the route; and safety of use, particularly at the Rhu area where the road was called 'narrow' and 'busy'. Several respondents noted the dangers of using the route along such a busy road, where there is no segregated cycle path or barriers. The noted dangers were not limited to motorists - several mentioned they would like pedestrians and cyclists to have segregated paths as they can be hazardous to one another and limit disabled access when shared.

Around 85% of respondents chose to answer question 6, 'What changes would encourage you to walk, cycle or wheel between Garelochhead and Helensburgh more often?'

Safety was the most common theme once again in these responses. Many suggested that a segregated path would be safer as current traffic levels and driving habits (such as speeding) discourage active travel. Several noted that such a path would have to have a high quality surface that was well maintained, as it is currently hazardous to cycle on and disjointed at many points along the route. The Rhu area was again highlighted by multiple respondents as a zone that particularly needs to be made 'safer' for cycling and walking.

Around 57% of respondents chose to answer question 7, 'Is there anything else you would like to add?'

Several responses pointed to the fact that traffic is further delayed at peak times due to cyclists using the main road. This is due to the current cycle paths being 'unfit for purpose' due to lack of maintenance or continuity along parts of the route. Some respondents expressed frustration at cyclists for these issues and are keen for them to have a segregated route. Appropriate signage to encourage pedestrians, cyclists, and motorists to observe traffic laws and safety rules was brought up several times. Many respondents expressed enthusiasm for the idea of a new, improved route and its potential to decrease motor traffic whilst increasing usability for others.

All comments in response to questions 5-7 can be viewed in Appendix A.

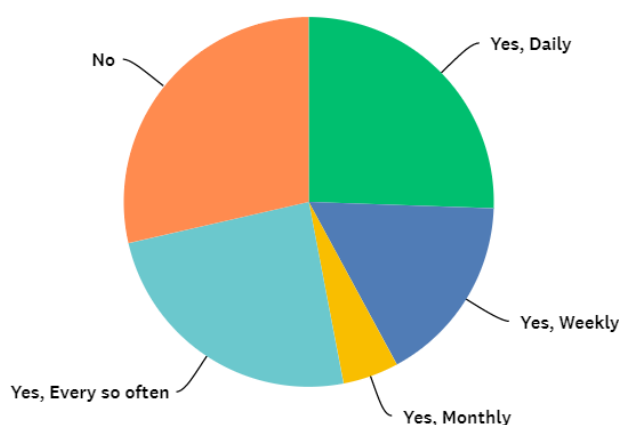
3 HMNB CLYDE SURVEY RESULTS

266 participants from HMNB Clyde completed this survey and the average time taken was 4 minutes and 10 seconds.

The graph below shows how frequently respondents walk, wheel, or cycle currently between the two locations. The most popular response was 'No' with 29%. 26% of respondents claim to travel this way every day, closely followed by 24% of respondents who travel this way 'every so often'. 17% travel this way weekly, and 5%, monthly.

Do you currently walk, wheel or cycle on any route between Garelochhead and Helensburgh?

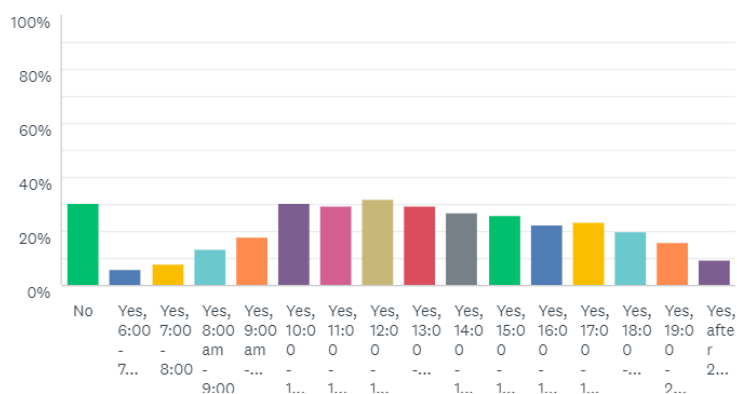
Answered: 266 Skipped: 0



The graph below shows times chosen by respondents during which they would use a new active travel path for leisure purposes. The response was positive, with only 31% indicating that 'No', they wouldn't use the path for leisure. The hours of 10am through 3pm had the steadiest, most popular response, with each hour being selected by between 28% and 31% of all respondents. The least popular times were before 9am and after 6pm.

Would you use a new active travel path between Helensburgh and Garelochhead for leisure purposes?

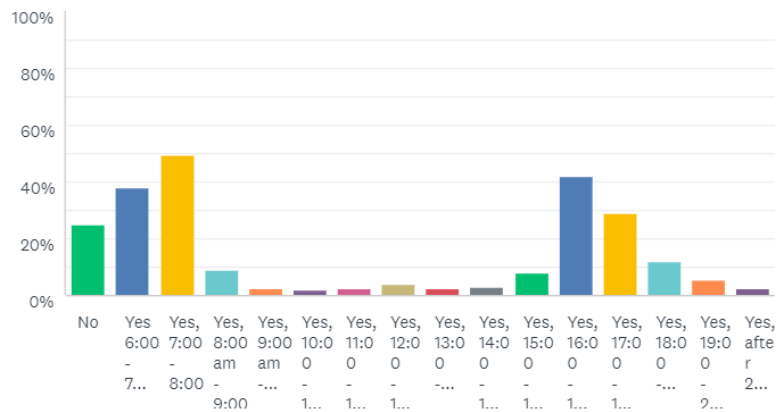
Answered: 255 Skipped: 11



The graph below shows times chosen by respondents during which they would use a new active travel path to commute. Many employees at the base indicated that they would use the path to commute, with only 25% answering 'No'. The majority of respondents would use it for this purpose between 6am-7am (38%) and 7am-8am (50%), and again from 4pm-5pm (42%) and 5pm-6pm (29%).

Would you use a new active travel path between Helensburgh and Garelochhead to commute?

Answered: 262 Skipped: 4



ANALYSIS

Around 91% of respondents chose to answer question 3, 'If only one improvement could be made along the route what would it be?'

Several respondents made reference to a particular location along the proposed route, near the peace camp at Faslane, where there is a blind bend in the road and fast traffic, calling it 'dangerous', 'very dangerous' etc. A pedestrian crossing was given as an example of how to improve this spot. Another location made reference to by many was Rhu, which is narrow in sections and also 'dangerous'. The most common suggestion for improvement was to make a segregated cycle path, away from traffic.

Around 91% of respondents chose to answer question 4, 'What changes would encourage you to walk, wheel or cycle between Garelochhead and Helensburgh more often?'

Safety was, again, the priority in most responses. A new path away from traffic and pedestrians would be safer but upkeep and maintenance would be vital. A need for bike racks and better shower facilities at the base was highlighted.

Around 79% of respondents chose to answer question 7, 'Are there any barriers that would prevent you from using a high-quality active travel path if one existed between Helensburgh and Garelochhead?'

Many of the respondents answered with a simple 'No'. Many again highlighted the need for somewhere to store bikes and shower at the base. A few respondents do not own a bike at present. There is interest in a 'cycle to work' scheme being implemented at HMNB Clyde.

Around 60% of respondents chose to answer question 8, 'Is there anything else you would like to add?'

Some expressed concern that cyclists and pedestrians should not have to share this path as it would not be safe. Water fill points, signage, and education around using the path were all pointed to as potential safety measures. Many are excited at the prospect of being able to cycle safely to and from these locations.

All comments in response to questions 3,4,7 and 8 can be viewed in Appendix B.

4 SCHOOL SURVEYS

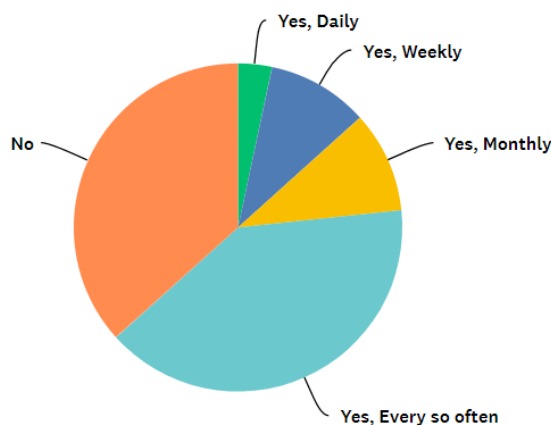
GARELOCHHEAD PRIMARY SCHOOL

30 participants from Garelochhead Primary School completed this survey and the average time taken was 12 minutes and 29 seconds. 40% of responses were from children between the ages of 10 and 12. 50% were from children aged 9 and below. 10% were adults - parents or grandparents of the children.

The graph below shows how frequently respondents walk, wheel, or cycle currently between the two locations. The most popular response was 'Yes, every so often' with 40%. 37% of respondents do not currently travel this way. 10% of respondents travel this way weekly, and another 10% travel this way monthly. One student travels daily this way.

Do you currently walk, wheel or cycle on any route between Garelochhead and Helensburgh?

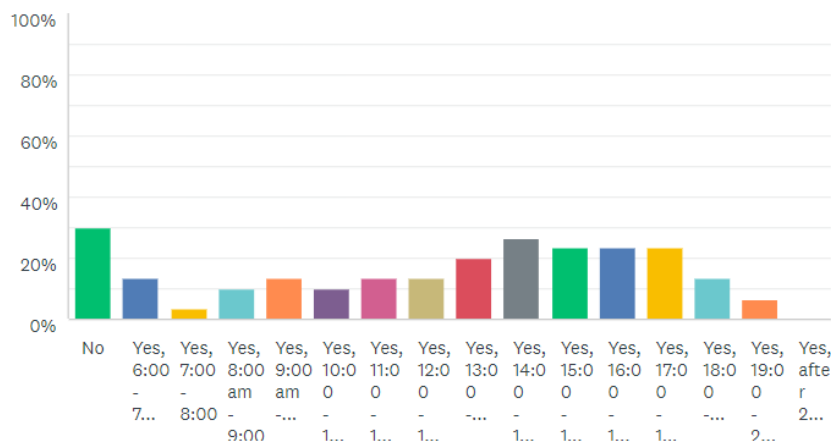
Answered: 30 Skipped: 0



The graph below shows times chosen by respondents during which they would use a new active travel path for leisure purposes. The response was positive, with only 30% indicating that 'No', they wouldn't use the path for leisure. The hours of 1pm through 6pm had the steadiest, most popular response, with each hour being selected by between 20% and 27% of all respondents. The least popular times were 7am-8am and after 6pm.

Would you use a new active travel path between Helensburgh and Garelochhead for leisure purposes?

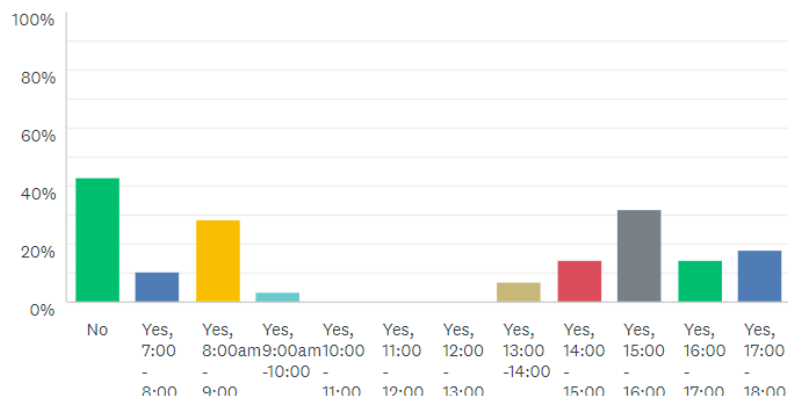
Answered: 30 Skipped: 0



The graph below shows times chosen by respondents during which they would use a new active travel path to travel to or from school. 43% of respondents indicated 'No', they would not use the path to travel to or from school. The majority of respondents would use it for this purpose between 8am-9am (31%) and 3pm-4pm (33%), which aligns with school day start and end times.

Would you use a new active travel path between Helensburgh and Garelochhead to get to or from school? If so, what times would you use it?

Answered: 28 Skipped: 2



ANALYSIS

100% of respondents chose to answer question 4, 'If only one improvement could be made along the route what would it be?'

Many indicated that the addition of a 'lollipop person' would make it safer for children. Maintaining the route was also a popular answer amongst respondents. Several students highlighted the need for publicity to make people aware of the route and encourage them to use it.

Around 93% of respondents chose to answer question 5, 'What changes would encourage you to walk, wheel or cycle between Garelochhead and Helensburgh more often?'

'Better' routes for cycling and walking would encourage many respondents to travel this way. Again, the importance of maintenance was highlighted. It is important to a lot of respondents that they can access a route that is away from the main road. Some children would like their siblings or family members to cycle or walk with them.

Around 96% of respondents chose to answer question 8, 'Are there any barriers that would prevent you from using a high-quality active travel path if one existed between Helensburgh and Garelochhead?'

Some respondents answered 'No', there are no barriers to them using a high quality path. A common barrier mentioned was a lack of bike facilities at the school and in Helensburgh town. 5 children indicated they do not have access to a bike. 3 respondents said they would walk on the path instead of cycling.

Around 86% of respondents chose to answer question 9, 'Is there anything else you would like to add?'

Many simply answered 'no'. A few respondents indicated that the new path is a good idea, although two worried that people may not use it. It was also proposed that the money be used to improve existing routes rather than build a new one.

HERMITAGE ACADEMY

5 respondents from Hermitage Academy completed the same survey as Garelochhead Primary. Due to the small number, key results are listed below without graphical representation.

When asked 'Do you currently walk, wheel or cycle or cycle on any route between Garelochhead and Helensburgh?' 3 selected 'Yes, every so often' and 2 respondents selected 'Yes, monthly'.

2 respondents indicated that they would use a new active travel path to commute to school between the hours of 7-8am, whilst another indicated that they would use it from 3-4pm for this purpose. The respondents would use the path for leisure purposes between the hours of 10am and 7pm.

The shortage of bike stands in the centre of Helensburgh was a barrier for one respondent. Changes they would like to see included better maintenance of any route or path and that it be segregated from the road. One respondent suffers from Chronic Fatigue Syndrome and indicated the hills would be a challenge for her when cycling. Two respondents expressed their enthusiasm for the proposed path when asked if they had anything to add.

All comments in response to questions 4,5,8 and 9 for both Garelochhead Primary and Hermitage Academy can be viewed in Appendix C.

4 KEY THEMES

Across all three surveys, certain areas of concern or barriers to active travel were repeated. These have been grouped under general themes below and bullet points highlight the main areas of overlap.

BARRIERS TO ACTIVE TRAVEL

- The most common issue was a lack of facilities for bicycles - secure storage, bike racks etc
- Lack of access to a bike would prevent some from cycling
- Cardross to Helensburgh was a section of the route highlighted as dangerous
- Having to cross the road at all puts people off - dangerous levels of traffic etc
- Lack of street lighting, especially in winter.

PROXIMITY TO MAIN ROAD

- The main road is busy and dangerous
- Cars speeding make people uneasy
- Cyclists on road increase traffic issues
- Traffic lights or additional signage may help
- New path needs to be away from the main road

PATH SEGREGATION

- Cyclists can be a danger to pedestrians
- Can cause accessibility issues if not wide enough for wheelchair users and bikes to pass safely
- Many would like segregated walking AND cycling paths
- If not cyclists may continue to use main road
- Give way signs at gateways are tricky / can priority be reconsidered.

MAINTENANCE

- Current paths disused due to maintenance issues
- Flooding/overgrown trees/uneven surface
- Even more dangerous to cycle on when wet
- New path must be well maintained

PROBLEM AREAS

- Blind bend on road near Faslane peace camp
- Rhu area - particularly narrow part past Rhu Primary
- These areas need additional intervention to be safe to cross

APPENDIX A
COMMENTS ON PUBLIC SURVEY (ORGANISED BY QUESTION)

Q5.Are there any barriers that would prevent you from using a high-quality active travel path if one existed between Helensburgh and Garelochhead (i.e lack of access to a bike, shortage of bike stands in the location you would visit, a disability)?
Problem crossing road to bus stop on Gareloch Road (Hall Road end) It gets extremely busy from 6am with people driving to the base. They go fast and will not let people cross the road. I asked the council to consider safety measures such as speed bumps or even better lights and a crossing at the bus stop.
Non
No
Narrow road at Rhu
The weather
No it would be most welcome .
Danger of cycling from kilcreggan to garelochhead.
No would be good to help keep you safe but needs to be easy to use
No
No
Better it went from Helensburgh to Cardross
Rain and wind
No
No
lack of bike racks or railings to which a bike can be locked - at both ends of the route
Cycle path too close to busy road I.e in Rhu
N/A
No
No
No
No
Not safe to get to the start of the path in Garelochhead
No
No
No
No
Bike stowage within the base
No
No
No barriers

We already have a perfectly good system. I don't think it possible to make this any easier. Road is already very busy.
The road from Clynder to Garelochhead
No
Cyclists currently using the route from Rhu Marina to Manse Brae do not slow down for pedestrians or give them space. Shared spaces for bikes and walkers are dangerous. (I have almost been knocked over twice this last week (and I am in my 70s). There needs to be a speed limit for cyclists
Lack of bike!
No
No
No
No
No
No, providing the travel path is off the main road.
the volume of traffic and lack of a continuous cycle path.
No
Any discontinuity, or requirement to dismount to cross main carriageway of A814.
I use the road as an access route.
The leak in the walls where there is a build up of water along the road is a very big nuisance that should be dealt with. Identify the source and stop it from draining onto the path and soil there.
No
If it was full of dogs and dog walkers I would probably just use the road instead as dogs are a hazard
No
no
No, so long as access points are obvious
No
No
No
Feeling safe ie would wish for good visibility (female training alone)
No
No toilet facilities in Garelochhead, required because of a disability.
No
Poor road surface, lack of segregation/protection from vehicles
Sections on main road. Steep hills.
No barriers
Danger of cycling on the road
No
Lack of maintenance, how close to the road for children.

No
None
no
There is no cycle path route from Cardross I would need risk life and limb on the A814 to pick up the cycle path at Craigandoran or get on a train and off at Helensburgh to pick up the cycle path.
Fix the link between Cardross first!
No
No
If the path is not continuous or safe from traffic then it would dissuade me from its use
Lack of lighting
Poor surface
No
No but present cycle route Helensburgh needs updated. Far too narrow, please use grass verges on Sinclair Street.
Lack of ability to keep flowing, e.g. stop at roads etc. where using the road would give me priority.
Dog walkers on the path
None
None
Bike stands with secure facilities and monitored by CCTV. The speed of drivers on the A814 and residents in Shanndon not stopping at the end of their driveways and undertaking dangerous vehicle manoeuvres close to cyclists and runners.
No
No
No
None that I know off
No
No
No
No
No
Safe parking along the route that is away from traffic and room to unload bikes and family from car.
Need to feel safe
No
No.
No
No
Lack of bike stand
There are not may bike stands that I know of in Garelochhead.

Fact you have to give way at every drive does not make sense. It just makes me want to go on the road
No
No
No.
Only if the path was narrow and too congested to get past one another.
No
No
Disability dependant on how well it is used & it being abused by others on motorised scooters or bikes.
Lack of toilet facilities at the moment
If there were large amounts of pedestrians then I would not like to cycle on the path. It would be much better if the cycle and walking path were separate.
No
No
Getting there 1st. Get path from Dumbarton to Helensburgh complete first. And maintain existing cycle paths to a reasonable standard
I cycle this route at an average of 24mph and do so several times a week.
I don't feel safe on a cycle path given their dreadful maintenance. I feel that the road here is wide and straight enough to allow cycling and motorised vehicles to coexist safely with the short exception of Rhu post office to Aldonaig.
No
No
No.
No bike
Lack of charging facilities for e-bikes.
None
None.
No
No
No
No
No
N/A
Debris on existing cycle paths
Usually walk this route with my disabled grandfather in a wheelchair, no appropriate pathing, access would prevent us from using it. It is increasingly difficult to utilise this route at the moment due to the state of the old road between HMNB and Queens point just before Blairvadach.
no
No

Disability, need smooth path low edges and safe resting spots
No
No
Poor quality road surface Lack of bike storage at HMMB Clyde
Bike stands, health issues
No
No
No
Nil
No barriers
I would not favour a shared use path. Doesn't work for anyone - pedestrians or cyclists, and creates conflict where there does need to be any.
secure bike stands. safety on mixed use path. e.g. dogs on leads or walking group obstructing path
no seating along route
No bike storage along route
Have bikes main obstacle is road from kilcreggan down mill brae not safe for bikes
No
At the moment of I cycle it of Helensburgh I use the sea front as the cycle path in the road is dangerous. Cars park on the cycle path, and due to the lines on the road cars don't slow down or give adequate room. The cycle paths needs to be separated from the road.
No bike, nothing to do in Garelochhead, is there public toilets?
Disability
No
No
The road is too dangerous between where I live in Cove and Garelochhead
No
No
Lack of safe places to keep the bike.
No however the path must be suitable for road bikes
Lack of good lighting and feeling safe.
Speeding cars , lack of bike stands
Level of fitness
Walkers and especially Dog walkers - a segregated route would work
Nope
No
No

Not too hilly
Poor maintenance of bike path, CANNOT be a fit and forget job!
No
No
Lack of access to public toilets on the route.
No, as long as it really is high quality and properly maintained I.e. free from piles of leaves and dirt
Yes. Until the Dumbarton to Helensburgh link is completed it is far too dangerous to cycle into Helensburgh to make use of this proposal. This has already had Government funding and we're being told that completion won't be until 2027!!! Why start planning a new route when such an important section looks like never being finished. Cyclists enter Argyle & Bute along a death trap, I work in Dumbarton but cannot commute due to the danger of the A814. We already have a little used cycle route from Loch Lomond to Helensburgh which is only used for pleasure.
no
I have a disability. Also concerns about the road/route etc especially if my child were to be using this.
No
Nil
Cycling on streets where there is traffic is just waiting for an accident to happen, and its not going to happen to me
No
No
Rain.
Somewhere to get changed out of wet clothes for train to Glasgow. Train toilets are often broken and nowhere to change in the station
no
Lack of safety for adult and children cyclists .. make our roads and cycle paths safe and we will use them .. half measures and they won't and ensure council maintains them if they in turn take ownership
DISABLED
THERE IS ALREADY A BIKE PATH, INCLUDING PART ON RECLAIMED LAND BY RHU MARINA, THAT IS RARELY USED. BUILDING MORE CYCLE PATHS WILL NOT STOP CYCLISTS USING THE ROAD
No
no
no
Flat wheelchair accessible kerbs. Where possible path not to slope to either side as this makes wheelchair steering difficult.
Not that I can think of...
No
No

No, I would be walking.
No
No
No
Ni
No
The quality of onward paths from garelochhead might put me off
No
No
No bike
More bike stands in Helensburgh would be good. I currently lock my bike at the pool.
Shortage of bike stands in Helensburgh
No, I currently use the existing shared path / cycle lane / road sections that form the existing cycle route from Helensburgh to HMNB Clyde. Only section that is not cycle friendly is down into Garelochhead
Speed of cyclist not taking account of walkers
No
N/A
No
Not comfortable cycling from Rosneath to Garelochhead when the road is busy
No
Lack of bike
The current path is too close to the road for walking, it needs a barrier for safety
As a cyclist, I travel at relatively high speed so would wish that any path for cycle use was not accessed by pedestrians.
No safe off-road passage through Rhu
None
I'm planning to get a bike. Main barrier would be the quality of the track surface.
Currently poor lighting at the north gate to South Gate. Pitch black so would feel unsafe unless this is addressed
None
Needs a clear route well signed that ALL cyclists would be on away from cars.
No

Q6. What changes would encourage you to walk, cycle or wheel between Garelochhead and Helensburgh more often?

Much less traffic on the road. The number of cars has increased. It's dangerous and noisy.

Awareness and availability of a safe route

Awareness and availability of a safe route to use.

Better quality cycle path especially past narrow choke points
Improve the Rhu narrows
Dedicated cycle path that is safe
Less 'Base' traffic
Less speeding cars
Less HGVs trundling through a village road at high speed. The traffic noise is becoming unbearable.
Easier access to current path and better surface as the surface is the reason I often opt to move to ge road
Traffic free route
The walkway
None
See below
And better weather
Improved path
Make the cycle route more appealing to get cyclists off the main road
Improved safety for those using pathway and more consideration is given to residents in design to avoid accidents.
a clear and safe route past Rhu spit off or adjacent to the main roadway
Safer route along Rhu
Better maintained route, the surface of the old road at shandon is really poor and the roads too fast.
Safe path with enough distance from cars
Resurfacing of rough sections of path. Better route to keep bikes off road and make it able to cycle.
Safer cycle path
A safe route further from the traffic.
A link beyond Garelochhead
Extending it to the Rosneath Peninsula
No crossing needed of the road
Separate paths for pedestrians and cycles
Not sure
Not mixing bikes and pedestrians. Bikes often careless and aggressive.
Segregated route from road
Have the cycle path lit in certain areas and kept clean.
Off road route - three lochs way?
Access to a e bike /mobility scooter charging point (but thinking more for people cycling/travelling from further afield to get to Garelohead)
Clean public toilets
Safer routes away from the road or at least obviously separated from the road and well tracked and well kept.
None

See above!
Better surface as existing is poor. Existing is also a bit disjointed in places. This should also help take cyclists off the road who don't use the path
Cyclists and pedestrians not sharing the space. There should be a barrier in between the 2
Bikes being a bit cheaper
Cycle path
Resurfacing of the old road through Shandon - it is in a dreadful state for bikes, and dangerous when it's dark or wet.
A walking, cycling path.
A designated cycle path that wasn't also the pavement and one which cars couldn't drive or park in.
A safe route away from the main road particularly where it narrows in Rhu at the busy turn beside Rhu Church.
A dedicated route not shared with road traffic
The path would need to be of high quality and good size - enough for folk to pass side by side with space between - to make the user feel safe
Enforced cycle path, clearly marked and mandatory for all cyclists.
A more sensible way of crossing the cycle path next to the peace camp, it's on a fast bend and the trees are over grown.
Proper maintenance and upkeep of proposed route. Not allowing it to become overgrown, and cleared of debris, glass, stones and damage particularly after storms or flooding.
Make the road bigger for cyclists to use. Or make the road slower.
Car parking
The leak near the wall where there is a massive puddle of water that never disappears is a real nuisance and should be dealt with.
Safety of distance between us and cars
Smooth path, off road all the way, path big enough for cyclists and pedestrians
Safe path away from traffic for the family
More safer path for walkers.
Better policing of drivers who are often driving while on phones, not giving cyclists enough space, and/or speeding
A safe, clean and well maintained route without worrying about traffic
traffic free routes
Safer off road option
I Walk everyday would be happy to have separate path to walk on away from traffic .
A safe path
A complete pathway with good visibility.
Yes, we frequently take the ferry over to Kilcreggan (restrictions permitte) and cycle round to Helensburgh and back. (Visit with family) We did it a couple of weeks ago and found the traffic busier than normal.
A complete, well maintained cyclepath.

Dangerous to cycle from base to garelochhead at present
A safe route removed from lunatic car drivers
The weather.
Dedicated pathways, flat even surfaces, segregation from vehicles
Off road. Scenic.
The completion of the Cardross to Helensburgh cycle path.
path away from the road
A fit for purpose cycle route
Safe path to do so.
Same facility to Dumbarton
Segregation from the traffic
Good pathway with space for walkers and cyclists
don't know
Finish the Dunbarton to Helensburgh Cycle Path
A paved route away from traffic (i.e. don't just widen the pavement alongside the A814)
A complete Clyde cycle route
None
Better cycle path
A continuous and safe route - no entry/exit pints from houses - no direct contact with the road traffic -
Totally segregated from cars/buses/hgvs
Good quality, safe track
Dedicated cycle path.
Cycle route Helensburgh needs attention. Also proper maintenance.
Flat route (OK that's impossible). free-flowing high speed cycling route without conflict with cars of pedestrians (now that's possible).
Walkers and dog walkers. Poor surface on old road at Shandon.
Cyclists to be kept separate from walkers and cars with fines applied if cycle path not used
Path suitable for families on b their bikes that did not involve a big hill climb or busy road.
A safe route away from traffic
A safe barriered route with clear signs that it is a cycle/walking/running route. Education for residents in Shanndon on how to safely drive near to this type of proposed facility.
Good signage
A dedicated cycle path, with a link up to the three Lochs way at Garelochhead
A safe route that was not too close to traffic, was clearly signposted and was on fairly level ground.
Separation from traffic
Traffic free
More separation from motor vehicles
Safe path or track all the way avoiding traffic.

Better surface for cycling
A safe traffic free route.
Safety and security - no gangs of teenagers camping
Access to other routes or longer distance path or ability to create a circuit for a day out with family and friends. Passing via place of interest always adds to the route/ day out.
I already do this and am quite happy with the present route
A better path passed the base, away from the side of the main road.
Increased safety
Segregation from traffic, particularly for using with kids.
Route away from the road
Bench to rest
A suitable clear path/cycle way
Better surface and lightning
A larger safer route between Garelochhead and the start of the Naval base (peace Camp area). At the moment I don't feel its safe to take my kids on there bikes out of Garelochhead. The pavements are very narrow and the corners on the road with the cars going at full speed I feel is too dangerous.
Off road section between faslan roundabout and Garelochhead.. then I could take my children
Speed camera to stop all navy dickheads passing to close to you
A decent road surface for cyclists
The improved cycle route that you are proposing.
A safer cycle lane without pot holes and scree
A safer path with no cars or other vehicles
A safe path
Cycle path
A designated cycle lane (on the road or separate). The current cycle lane section (Helensburgh - HMNB Clyde) jumps from road to pavement and when on pavement there are junctions which make you stop/start and lights to cross the road at rhu. cycle route rhu to base is bad.
Safety & security, good well lite walk ways.
Exercise
A specialist cycle path, the current one is not fit for purpose. The old road parallel to the a814 is unusable for a road bike.
None
/A
Routes to them
Better road surface, especially going past Rhu Kirk
A designated cycle path
Safer seperation from cars
The path would have to be totally segregated from other road traffic, have good surface and be cleaned regularly.

Safe route
Regular maintenance and management of route. Current route problems are overhanging tree branches, worse when laden with leaf canopy; Outwash of debris from side roads & tracks; build up of debris and litter along kerbs. Reduced number of crossings of main roads. Traffic calming measures on approaches to crossings.
A cycle path away from traffic.
A decent path, wide enough for walkers, joggers and cyclists.
Away from road traffic to cycle
More clear signs at to walking and cycling areas on paths
Dedicated cycle path with a good surface. Regular Cleaning of section in Rhu where mussel shells can cause punctures.
Better connection between Shandon and Garelohead
Good road crossings, paths wide enough for bikes and pedestrians
A path away from the road
The path could be wider in places to allow cyclists to overtake walkers more safely
Dedicated zones
Ideally, a cycle and walking path that also connects with the rest of the peninsula would encourage more use. There are many cyclist and walkers on the road which is challenging when the road is busy with cars. It would be amazing to see this joined up.
Well maintained and appropriate surface for use of wheelchairs. A widened path with Designated cycle lanes on the new route to separate cyclists from pedestrians.
Safe free flowing route
Quieter safer access all the way not just in parts
A better surfaced route for cycling on that is still reasonably direct
The path being cleaned of debris regularly.
Safety from cars
Better quality road surface Better policing of offenders driving too close to cyclists
Good, safe cycle path
A dedicated and well maintained cycle path
Safer, better maintained, smoother bike paths
Clearly signed, minimum steep climbs, spots to sit and enjoy the countryside.
Nothing
Preferably a segregated cycle path that offers safety from cars and where cars cannot park on forcing you onto the road. The surface of the cycle path must be good quality and keep clean to avoid punctures.
designated cycle path away from traffic
safer straight forward route

Better road / cycle / pedestrian segregation.
Clearly marked cycle paths
Additional lighting on off road sections
If the path started near the forestry road from kilcreggan so I didn't have to cycle on mill brae as it's very narrow and speed of cars is intimidating
Away from the main road
Cycle path not on the road
More safe route
Somewhere nice to sit, public toilets.
Improvements in my disability
A safe route that doesn't involve cycling on a road.
Safety from traffic
IF I could get to Garelochhead safety on a bike.
Segregation from the fast traffic. Vehicles at 60mph giving you very little space is not an enjoyable feeling. Cars regularly go above the speed limit there as well.
Better cycle path
Would be easier to not have to cross roads lots of times or change terrains
A better quality cycle path with no pot holes, separate from the traffic and wide enough to pass pedestrians and other users safely which is looked after with bushes and trees cut back etc when required.
Far better quality cycle paths. At present the issue is that in some parts the path is a narrow pavement and at the other extreme a small road off the main one running to Garelochhead forms part of the track. The road is in terrible condition which forces most people on to the main road (which defeats the purpose) and runs next to many driveways and offshoot roads which can also make it dangerous. Given the grass area opposite this road, there isn't a good reason for this risk.
Safe path away from cars.
Good path away from busy road. At the moment I only use the path as far as Rhu.
A roadside cycle path
Linking it up with Cardross (where I live) by building the long-planned cycle path from Helensburgh to Dumbarton would make it more accessible.
Better provision of cycle path, i.e. not the pavement and not the road
Not having to cycle on a busy road
Improved surface on section from Rhu to Faslane. Better quality crossing points on the A814 (especially at Faslane, the crossing by the Peace Camp is dangerous, especially coming north to south)
Safer route away from cars
Safe from traffic
Safe from vehicles
Safe, purpose built cycle path, properly maintained on a regular basis.
Having a designated walking/ cycling path away from traffic

Finishing the half finished route between Dumbarton & Helensburgh.
better route, safer paths, segregated routes
A good safe route for all.
Cycling away from the main road
More dedicated sections off-road; I. E. They should not be on the main road.
Nothing, I hate walking, and why would I would want to walk alongside traffic
Better surface - more segregation from vehicle traffic
Well kept path, that doesn't get left unswept, with minimal disruption from cars, passing, parking or crossing pathway. Some shielding from traffic such as shrubs.
None - I commute further than that.
Safe cycle route for children. Separate space for walkers with buggies than cyclists. I've been both the person with the buggy and the person on a bike and they don't mix well
Safety fir cyclists
More off road
Safe passage for adult and young cyclists; make it safe and we will use it .. half measures and lack of maintenance will be a negative
Better cycle lanes
TO HAVE CYCLISTS CROSSING ROAD AT PEACE CAMP IS DANGEROUS. THIS CYCLE PATH SHOULD'VE CONTINUED THROUGH THE LAND THAT ILLEGAL PEACE CAMP IS ON MAKING IT SAFER FOR ALL
Safe route
a path away from the road
a good route that wouldn't put you in the path of cars travelling fast
Proper dedicated path wide enough for shared use. Path from Rhu Marina to Kidstone car park is an example of a token effort and forces bikes and pedestrians into conflict.
Slower traffic, the traffic to and from the base travels at very high speed most of the time.
A good cycle path with smooth surface would encourage us massively.
A sage route Good lighting Smooth path Wide enough for pedestrians too.
Either the cycling track to kept apart from the walking route and not communal, or cyclists obliged to have a bell on their cycles, and cycle single-file of there are pedestians on the route.
Away from the main road as much as possible. It won't work as a leisure/recreation route if it's immediately adjacent to the Helensburgh/Faslane road - it's too busy, with too much (very) fast traffic, in particular, no-one with dogs or children will use it. It should be wide - definitely wide enough for two bikes to pass with a comfortable distance between them. Ideally it would have separate bike and pedestrian lanes. There should be some priority where the path crosses roads joining the main road - it shouldn't just be the responsibility of the Walker/cyclist to look out for, and give way to, any vehicle on a side road. There's presumably some standard methods for doing this, but pedestrian crossings and/or stop signs and double white lines on the side roads before they cross the cycle/walking path. It should stay on one side of the main road, or definitely no more than two crossings between

Helensburgh and Garelochhead. Any crossings should be lights with a immediate priority (I.e.a very quick response time) for anyone wanting to cross.
A good path away from traffic
Better footpath and feeling safe from fast traffic
Better surface for cycling and running on ie no potholes for a start. Better signage. Motivation as to who else is using the path and how much carbon we are saving with a calculator en route.
Better road or path surface, segregated route
Well lit dry populated path
Safer route as don't feel comfortable cycling on road
I'd cycle that way much more regularly on a good quality safe path, it would be great for the children too. There aren't very many places they can safely cycle to from Helensburgh
If it was a safer road/path with which you don't create a tail back of traffic trying to pass you.
Better junctions, away from fast cars from the Base, good maintenance
Bike
No hills and dry weather! I know I'm asking a lot and your not in control of them.
Better lighting and smoother paths
More protection from road, wider paths so walkers and cyclists can safely use together
A route away from traffic and all the way from Dumbarton
Not having to share a narrow pavement between Sailing Club and Rhu Marina would be an improvement, but unless you have £Ms that's never going to happen. The crossing point at the Peace Camp is nightmare, I'm amazed no one has been killed there yet.
Just the segregated, safer route being planned.
Nothing, the route is fine for walking/running at the moment
A route away from the road (fumes, noise, safety). If it is next to the road trees/hedges planted between would help
More courteous drivers
Better kept pavement
Proper path & facilities
Better surface with wider biking lanes
Knowing that it's safe and well lit at night
Walking on the opposite side of the Base , safe crossings if you must cross the road, not on a corner like the current crossing at the peace camp. Coming from the base and going towards Shandon on the current cycle path is so dangerous
A better cycle path that was not used by road vehicles or pedestrians.
A safe, segregated, off road passage through Rhu
None
Safer access routes and pathways
Traffic from base makes me feel unsafe to cycle on the road. My husband hs already been hurt in 3 bike accidents due to Impatient & careless drivers

More time! I'm limited by my work schedule. I'd be happier to bike or walk more often if an option was available to be away from the road.

Some benches every so often for people to sit

A safe road

Needs a clear route well signed that ALL cyclists would be on away from cars.

Better safe route from Helensburgh Town centre (preferably off road) and (less importantly) at Garelochhead

Q7. What changes would encourage you to walk, cycle or wheel between Garelochhead and Helensburgh more often?

Much less traffic on the road. The number of cars has increased. It's dangerous and noisy.

Awareness and availability of a safe route

Awareness and availability of a safe route to use.

Better quality cycle path especially past narrow choke points

Improve the Rhu narrows

Dedicated cycle path that is safe

Less 'Base' traffic

Less speeding cars

Less HGVs trundling through a village road at high speed. The traffic noise is becoming unbearable.

Easier access to current path and better surface as the surface is the reason I often opt to move to go road

Traffic free route

The walkway

None

See below

And better weather

Improved path

Make the cycle route more appealing to get cyclists off the main road

Improved safety for those using pathway and more consideration is given to residents in design to avoid accidents.

a clear and safe route past Rhu spit off or adjacent to the main roadway

Safer route along Rhu

Better maintained route, the surface of the old road at shandon is really poor and the roads too fast.

Safe path with enough distance from cars

Resurfacing of rough sections of path. Better route to keep bikes off road and make it able to cycle.

Safer cycle path

A safe route further from the traffic.

A link beyond Garelochhead

Extending it to the Rosneath Peninsula

No crossing needed of the road
Separate paths for pedestrians and cycles
Not sure
Not mixing bikes and pedestrians. Bikes often careless and aggressive.
Segregated route from road
Have the cycle path lit in certain areas and kept clean.
Off road route - three lochs way?
Access to a e bike /mobility scooter charging point (but thinking more for people cycling/travelling from further afield to get to Garelochhead)
Clean public toilets
Safer routes away from the road or at least obviously separated from the road and well tracked and well kept.
None
See above!
Better surface as existing is poor. Existing is also a bit disjointed in places. This should also help take cyclists off the road who don't use the path
Cyclists and pedestrians not sharing the space. There should be a barrier in between the 2
Bikes being a bit cheaper
Cycle path
Resurfacing of the old road through Shandon - it is in a dreadful state for bikes, and dangerous when it's dark or wet.
A walking, cycling path.
A designated cycle path that wasn't also the pavement and one which cars couldn't drive or park in.
A safe route away from the main road particularly where it narrows in Rhu at the busy turn beside Rhu Church.
A dedicated route not shared with road traffic
The path would need to be of high quality and good size - enough for folk to pass side by side with space between - to make the user feel safe
Enforced cycle path, clearly marked and mandatory for all cyclists.
A more sensible way of crossing the cycle path next to the peace camp, it's on a fast bend and the trees are over grown.
Proper maintenance and upkeep of proposed route. Not allowing it to become overgrown, and cleared of debris, glass, stones and damage particularly after storms or flooding.
Make the road bigger for cyclists to use. Or make the road slower.
Car parking
The leak near the wall where there is a massive puddle of water that never disappears is a real nuisance and should be dealt with.
Safety of distance between us and cars
Smooth path, off road all the way, path big enough for cyclists and pedestrians
Safe path away from traffic for the family

More safer path for walkers.
Better policing of drivers who are often driving while on phones, not giving cyclists enough space, and/or speeding
A safe, clean and well maintained route without worrying about traffic
traffic free routes
Safer off road option
I Walk everyday would be happy to have separate path to walk on away from traffic .
A safe path
A complete pathway with good visibility.
Yes, we frequently take the ferry over to Kilcreggan (restrictions permitted) and cycle round to Helensburgh and back. (Visit with family) We did it a couple of weeks ago and found the traffic busier than normal.
A complete, well maintained cyclepath.
Dangerous to cycle from base to garelochhead at present
A safe route removed from lunatic car drivers
The weather.
Dedicated pathways, flat even surfaces, segregation from vehicles
Off road. Scenic.
The completion of the Cardross to Helensburgh cycle path.
path away from the road
A fit for purpose cycle route
Safe path to do so.
Same facility to Dumbarton
Segregation from the traffic
Good pathway with space for walkers and cyclists
don't know
Finish the Dunbarton to Helensburgh Cycle Path
A paved route away from traffic (i.e. don't just widen the pavement alongside the A814)
A complete Clyde cycle route
None
Better cycle path
A continuous and safe route - no entry/exit pints from houses - no direct contact with the road traffic -
Totally segregated from cars/buses/hgvs
Good quality, safe track
Dedicated cycle path.
Cycle route Helensburgh needs attention. Also proper maintenance.
Flat route (OK that's impossible). free-flowing high speed cycling route without conflict with cars of pedestrians (now that's possible).

Walkers and dog walkers. Poor surface on old road at Shandon.
Cyclists to be kept separate from walkers and cars with fines applied if cycle path not used
Path suitable for families on b their bikes that did not involve a big hill climb or busy road.
A safe route away from traffic
A safe barriered route with clear signs that it is a cycle/walking/running route. Education for residents in Shanndon on how to safely drive near to this type of proposed facility.
Good signage
A dedicated cycle path, with a link up to the three Lochs way at Garelochhead
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Traffic free
More separation from motor vehicles
Safe path or track all the way avoiding traffic.
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Cycle path
A designated cycle lane (on the road or separate). The current cycle lane section (Helensburgh - HMNB Clyde) jumps from road to pavement and when on pavement there are junctions which make

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A better surfaced route for cycling on that is still reasonably direct
The path being cleaned of debris regularly.
Safety from cars

Better quality road surface
Better policing of offenders driving too close to cyclists
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Clearly signed, minimum steep climbs, spots to sit and enjoy the countryside.
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Away from the main road
Cycle path not on the road
More safe route
Somewhere nice to sit, public toilets.
Improvements in my disability
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More dedicated sections off-road; I. E. They should not be on the main road.
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More off road
Safe passage for adult and young cyclists; make it safe and we will use it .. half measures and lack of maintenance will be a negative
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TO HAVE CYCLISTS CROSSING ROAD AT PEACE CAMP IS DANGEROUS. THIS CYCLE PATH SHOULD'VE CONTINUED THROUGH THE LAND THAT ILLEGAL PEACE CAMP IS ON MAKING IT SAFER FOR ALL
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Slower traffic, the traffic to and from the base travels at very high speed most of the time.
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A sage route Good lighting Smooth path Wide enough for pedestrians too.
Either the cycling track to kept apart from the walking route and not communal, or cyclists obliged to have a bell on their cycles, and cycle single-file of there are pedestians on the route.
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Better footpath and feeling safe from fast traffic
Better surface for cycling and running on ie no potholes for a start. Better signage. Motivation as to who else is using the path and how much carbon we are saving with a calculator en route.
Better road or path surface, segregated route
Well lit dry populated path
Safer route as don't feel comfortable cycling on road
I'd cycle that way much more regularly on a good quality safe path, it would be great for the children too. There aren't very many places they can safely cycle to from Helensburgh
If it was a safer road/path with which you don't create a tail back of traffic trying to pass you.
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Bike
No hills and dry weather! I know I'm asking a lot and your not in control of them.
Better lighting and smoother paths
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Just the segregated, safer route being planned.
Nothing, the route is fine for walking/running at the moment
A route away from the road (fumes, noise, safety). If it is next to the road trees/hedges planted between would help
More courteous drivers
Better kept pavement

Proper path & facilities
Better surface with wider biking lanes
Knowing that it's safe and well lit at night
Walking on the opposite side of the Base , safe crossings if you must cross the road, not on a corner like the current crossing at the peace camp. Coming from the base and going towards Shandon on the current cycle path is so dangerous
A better cycle path that was not used by road vehicles or pedestrians.
A safe, segregated, off road passage through Rhu
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Safer access routes and pathways
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More time! I'm limited by my work schedule. I'd one happier to bike or walk more often if an option was available to be away from the road.
Some benches every so often for people to sit
A safe road
Needs a clear route well signed that ALL cyclists would be on away from cars.
Better safe route from Helensburgh Town centre (preferably off road) and (less importantly) at Garelochhead

APPENDIX B

COMMENTS ON HMNB CLYDE SURVEY (ORGANISED BY QUESTION)

Q3. If only one improvement could be made along the route what would it be?
The bend prior to entering Garelochhead where cars travel at speed needs to be made safer
A fully functional cycle path not used by pedestrians
Safe crossing of the road near the peace camp. Currently we cross the road on a bend in the road which obscures your view of fast traffic from the south side of the A814. Its very dangerous.
Safer place to cross Garelochhead Rd. The current crossing in vicinity of Faslane peace camp is obscured and therefore dangerous. An increase in cycle commuters will require a controlled crossing point.
Crossing put in near to the peace camp to allow people to cross safely from one side of the road to another (in heavy traffic this is really difficult and over hanging trees means that pedestrians need to lean out onto the road to see if there are any vehicles approaching from Helensburgh before they try and cross
Clear cycle route through Rhu. Cycle path comes to an end at the traffic lights and road narrows past Rhu Primary.
Road Surface
Decent cycleway between Rhu and Faslane
use the lower road at rhu past the rhu inn, rather than going past football pitch
Better surfaces on the roads and paths
Path away from the Road
A perfect surfaced cycling path adjacent to the busy road
Wider road
Avoid traffic
Safety
A designated route generated that keeps you away from the road.
The Cycle path.
Safe, tarmac cycle path or lane along the entire route - current path is not suitable or level for cycling and road is not wide enough to be safe without disrupting traffic
slow drivers down, I always use the cycle paths and avoid the roads because of it
proper protected and segregated cycle lanes which are not shared use with pedestrians along the whole route
Cycle Path condition
Full cycle path through Rhu.
eradicate give way markings at driveways on cycle path and bring the right of way in line with the A814.
Improved signage and demarcation of the cycle way and footpath.
Improve the access in RHU on the route past the RNYC / church

A wider pathway, separate bike lane
less requirement to cross the roads (the cycle path moves from one side of the road to another in a few different places).
The crossing at the Peace Camp. Very Dangerous
Parking of cars along side of road in Garelochhead village.
The road at Shandon is in a terrible state and has been for years. This makes people use the main road which then causes delays as cars wait to pass cyclists (especially in morning / evening).
Sufficient lighting
Better path at Rhu.
Smoother pavements
Better segregation from cars. For both cycling and pedestrians especially in Garelochhead.
Keep cyclists off the main A814 as much as possible for their own safety
pedestrian crossing for cyclists just before peace camp as this would encourage cyclists to use the cycle path more
Add cycle path on the Rhu Narrows corner (that stays with main carriageway) to stop traffic build up/danger to cyclists.
Many cyclists prefer to use the road rather than the cycle path which runs alongside it, and cite its poor layout and lack of maintenance as the reasons why they don't use it. A route that doesn't criss-cross the roads, and doesn't cause the cyclists to have to slow to make manoeuvres, and which is kept free of the debris likely to cause punctures, is what is needed.
Cycle/Walk Path
proper paving/tarmac of cycle route.
Better maintained roads, and the crossing from the base just slightly down from the peace camp (towards RHU) wasn't so sharp on your right, you are effectively blind.
No changes needed.
wide fast cycle lane
Better road surface
That it is not part of road that is fine for experienced cyclists but not for walkers a footpath is fine but a white line on the road is not
Better quality cycle path
Proper cycle lane away from road
More space for cyclists and not having to cycle over drains etc.
It's a pain having to cross the road at traffic lights in rhu and then cross back over at Rosslea hall to go down the spit as pavement ends Lochside.
Proper cycle path
Keep cyclists out of the main traffic flow
To relay all concrete on the side road between Rhu and Garelochhead. As it stands, there is a huge amount of pot holes leading to punctures. This results in me using the road as oppose to the cycle route.
Segregated route of suitable terrain with appropriate road crossing points incorporated.
separation of bicycles and pedestrians.

Either better cycle path eg clear of potholes, leaves gravel etc or better road surfaces
Better cycle route, surface, vegetation and lighting
none
Wider pavements through Rhu to Shannon for pedestrians / prams
Make the bit through Rhu safer. There is only a narrow pavement and it's too dangerous to cycle on the main road.
Resurfacing road section from Shandon to faslane
nil
Maintaining the cycle route so as all cyclist will use it instead of the road particularly through Rhu and on the main road from there on.
Provide a dedicated cycle route
Resurfacing.
Dedicated cycle lane that cyclists use
A new dedicated cycle path with good surface
improve road surface of The Briars road
Proper road crossing, like a zebra crossing or traffic lights.
Better footpaths properly maintained
Better cycle route - currently loads of potholes, narrow at points, unsafe at points.
designated cycle path.
Improve cycle path surfaces they are very dangeours and damaging, also they need to be made more prominent. The is lengths missing through the RHU spit corner where it is the most dangerous for cars and bikes. There are parts which are not protected from road users and or need white lines to show cycle lanes
Hill at Rhu
Single track path
SEPERATE CYCLE ROUTES FROM THE MAIN VEHICLE ROADS
Better road surface
Continuous protected cycle path not mixed with walkers, wide enough for two bikes in oppositedirections and suitable for road bikes
Get cycles off the roads!
I use the road as I do not trust the path to be clear of debris and the road alongside the A814 is in a terrible state and requires resurfacing.
Please see below.
a dedicated cycle path from Helensburgh.
a proper cycle path rather than using pavement and road
Pavement all the way.
A dedicated cycle path and not a footpath/cycle path
Improve the cycle track to take cyclists off the main road
A totally designated cycle and walking path

A decent surfaced cycle track separate from the main road
a dedicated cycle path in good condition separated from the main road, IOT improve cyclist safety.
A cycle route away from the road to keep cyclists off the road.
to keep to cyclists off the main road during busy commute
A crossing point from the cycle path to the other side of the road near to the Faslane Peace Camp. This can be particularly dangerous trying to cross the road during peak times.
Cycle path to have less pot holes. Less give way sections for drive ways to houses
Garelochhead to North gate cycle path and smoother surface on Shandon bottom road
traffic seperation
Improve the ride quality between Blairvadach and Faslane.
Continuous cycle route without the requirement to cycle on the road
I walk a lot from Garelochhead to the North Gate at Faslane and the path is just too narrow which is dangerous so close to the road where cars and vehicles can be doing 60mph. I have kids that want to go the walk but feel it is too unsafe which is a shame.
Consistent Paths and Road maintenance
Improve the pavement surface along the east side of gare loch
PROPERLY MAINTAINED CYCLE PATHS, FIT FOR PURPOSE
Better surface to ride on
Full route cycle path
Improve the route through Rhu.
Cycle Path should be separate from the road at all times
Make it an uninterrupted, continuous & safe walking/cycling lane.
designated lane away from traffic without needing to cross driveways / t junctions
Keep it off the roads
Cyclists actually use cycle path
wider cycle path
well managed, and lit, cycle path
Clear route without the need to block traffic / cause problems for riders.
a decent continuous cycle path
Improve the surface
Continuous route with cyclists and traffic separated
a proper footpath from Portincaple to Garelochhead
A designated multi use path so that the route is safe and off the roads
That the cycle path is clearly marked.
The resurfacing and maintenance of the Shandon road adjacent to the A814 between Rhu and the Naval Base - I cycle on the main road because the standard of the side road in dangerous, particularly in the dark.
More cycle paths along the route, particularly on narrower stretches of road around central Helensburgh

Continuous cycle lane.
Cycle path completely separate to the road that families can use.
A proper cycle lane like the one at Kidston. Mixed travel routes don't work for me when I'm cycling at 20mph.
road surface
separate cycles and cars especially at Rhu
Re-surface the section of the old A814 between Rhu and Shandon
Better paths giving pedestrians and cycles space
The road crossing beside Faslane Peace Camp is on a blind bend due to being obscured by vegetation. This crossing point needs to be much safer.
Remove all cyclists from road.
Improve the quality of the road surface between Rhu and Shandon. Currently this stretch comprises mainly uneven surface, lots of pot holes and the loose gravel from filling pot holes is a real hazard to cyclists
Keep the bikes off the road
A purpose built cycling infrastructure akin to dutch design
More defined cycling/walking lane.
Better cycle path for bike users.
Improve the cycle route that runs alongside A814 from Rhu to Peace Camp
Have a cycle path that circumvents Rhu.
Seems fine to me. Sort the Helensburgh > Cardross > Dumbarton route.
Passing through Rhu
more defined cyclist areas
Pedestrian/ Cycle crossing with traffic lights at the existing crossing next to the peace camp as it is very dangerous and partly concealed
a proper dedicated cycle route not a mixture of footpath, pavement and road.
Fill the pot holes in on the road
Better lighting and pathing.
a cycle path through Rhu rather than having to cycle on the road which is particularly dangerous where the road bends at the Royal Northern Yacht Club
Maintain the route to ensure it's suitable for all bikes.
A cycle lane (Lane painted on the road surface) for the whole route.
Make Cyclists use the dedicated cycle path instead of main road. Passing in a car, especially cycle clubs is a nightmare.
bike lane on the road
A separate cycle path away from the main road.
Dedicated cycle route.
Remove cyclist from the main road.
Better paving on service road parallel to A814 past Shandon

Cycle path through Rhu
Dedicated cycle lane
Resurfacing the road adjacent to the A814 to improve the cycle path and give cyclists a better option off the main road.
Get rid of pot holes on the current cycle path
Separated from traffic
Safer
Additional lighting to make it a little bit more palatable in the winter (seeing as nothing can be done about the weather!)
Separation of walking route from driveways and access roads
Improve the current cycle lanes
cycle path painted onto the road which will reduce the large tail backs that build up with egress from CLYDE at the end of the working day.
Less road crossings with the requirement to stop and dismount.
Renew and engineer new cycle only safe areas that allow cyclists to use all year round. Ensure they are clean and well kept.
Wider pavements and a speed limit sign/ clearer signs when coming out of garelochhead and going south
Wider tarmac designated cycle / runners lane
Improve the surface of the cycle/footpath (specifically between Rhu and HMNB CLYDE). Current surface is in v poor condition which forces cyclists to use the road.
one continuous route without having to cross roads
Clearly signposted Cycle Route between Rhu and Faslane
Better path or cycling lane
To get as many cyclists as possible completely off a very dangerous and busy road and onto their own 'protected' cycle path, allowing them to cycle in safety.
Make it suitable for walking all the way
Lighting
Bespoke path between the base and Garelochhead
More cycling paths for family use
Don't know as have never walked it.
Re-surface the existing cycle path
No cycle paths. wider roads
a safe crossing from the one cycle path to the continuation on the other side just prior to the peace camp. Currently this sits on a bend in the road and makes it unsafe to cross.
Isolation from traffic, surface of road that runs parallel to A814 (Shandon) requires resurface if to be utilised.
Improvements to the cycle path. Currently it is not useable for a road bike at all.
The state of the surface it is currently full of pot holes and broken up surface finish.
provide a more stable/smooth surface to cycle on, off the main coast road. the current surface of the

road (The Briars) adjacent to A814 Gareloch Rd is very uneven in places. Given a better surface would reduce the stress on cycles and perhaps encourage those with Road Bikes to utilise this route instead of the A814 (at present The Briars is only really suitable for those with a MTB), improving general traffic flow and offering increased protection to cyclists.
No requirement to cross road between Helensburgh and HMNB Clyde
Improve the condition of the cycle path as currently cyclists use the road instead of the cycle path and it is frustrating for drivers especially in summer when the number of cyclists is increased.
Road crossing point at the peace camp
A designated cycle lane.
protected cycle lane
Give cycle path right of way rather than individual driveways
A decent, maintained cycle path
A more consistent and better made route providing space/separation for both pedestrian and wheel-bound users
more affordable public transport - extended to the peninsula
Better surface
re surface road in Shandon adjacent to the A814 from queens point to the path at the briars end for cycling
the route that passes the mnc is contained by a wall. An alternative route potentially the other side of the wall would make the whole more appealing. I would consider this part of the route to be the most dangerous for cyclists.
Wider Pavements
Better access for bikes in bad weather
Cycle paths maintained and pot holes fixed on the road
Cycle/pedestrian path
Bike route
An actual dedicated cycle route, not a pavement/footpath suddenly deemed a cycle path.
The route is broken down into various stretches that should be linked up to remove the requirement to cycle on the roadways thus preventing the build up of un-necessary traffic.
Dedicated free parking for those living outside Helensburgh where a car could be left to then cycle or walk the rest of the way.
A Complete designated cycle route that doesn't require crossing the main road at various points and using back roads.
Improve cycle path lighting
a proper dedicated clean cycle/ walkway
There is no route between GLH and Faslane, thus it is scarily dangerous, so I would drive to start a route for safety reasons
Maintain the standard of the Foot & Cycle Paths that currently exist
Wider and better maintained pavements and cycleways
SAFETY OF ROUTE.
Improved the condition of the cycle path

Take the cyclists safely off the main road along the entire distance
Separate lane for Pedestrians and Cyclist etc
Separate cyclists from vehicles safely.
Resurface it.
Better surface for cycling
re-surface the section parallel to the main road between Rhu and the base where the footpath ends.
Wider for bikes
continuous cycle path away from the road safer crossing point at the entrance to HMNB Clyde /peace camp wider road to incorporate road cyclists
Cycle lane on the road. The one on the pavement is fraught with danger: Pot holes, cars pulling out of drives, people walking in the way, high kerbs. Using brakes on a windy day is a real frustration.
CYCLE PATH
Dedicated and maintained cycle route - swept of debris and treated for ice in winter
A safer, off-road transit through Rhu
stop criss cross of main roads
To effectively de-conflict cycles and cars through the narrow section of the A814 in Rhu.
walking
Cycle paths
Identify it correctly as a cycle path and ensure it's fit for purpose.
Road surface improvements / dedicated unbroken cycle path between Helensburgh and the base.
Better safer cycle route/path which doesn't involve crossing over main road on bends (peace Camp) having to cycle up through wooded area which is not maintained in winter, (wet leaves and ice make cycle path dangerous) forcing you to use the A814.
Make the route traffic free! Failing that, make the whole route fully compliant with the regulations for cycle paths/ shared use.
Have separate pedestrian and cycling paths, that are wide. Enforce speed limits for cars on narrower roads where there are no cycle paths Have safe junctions for cyclists to cross over
A well maintained path the whole length
A proper crossing space when changing sides of the road
A train linking Helensburgh to the Submarine base and Garelohead.
N/A
dedicated safe path along the shoreline - especially near Garelohead
Wider route
Through Rhu a Wider road or pavement
Take Cyclists off the road
Improved cycle lanes
A better route through Rhu.
One continues path away from the road

Repair the road part by King's Point turn off

Q4. What changes would encourage you to walk, wheel or cycle between Garelochhead and Helensburgh more often?
--

SAFEPATHS

separate wider paths to traffic to avoid contact
--

safer travel to work using a bike and better facilities to stow a bike in work
--

Safer road crossings/tunnels on A814 near to peace camp and at Blairvadach for the children crossing to the outdoor centre.

For the current route to be safer and better controlled by formal crossing points.
--

As smentioned above, a safer way to cross the road
--

Better quality of cycle path. Less pot holes.

Better changing and showering facilities at the base.

The cycleway between Rhu and Faslane has numerous driveways opening directly on to it (some unsighted). I actually feel safer on the road at this point. If the cycleway could be moved away from the driveways with priority given to cyclists this would help.
--

As above. Old road a tshandon could be doing with getting resurfaced
--

Better surfaces and lighting for paths and roads
--

Having the pathway cleaned more regularly to clear away the debris
--

A perfect surfaced cycling path adjacent to the busy road

To far to walk

A cycle to work scheme.

Safer, better maintained dedicated cycle path.
--

Better public or service transport between The surrounding area and helensburgh.
--

A proper cycle path that runs continuously.

Safer route for cycling

south gate open for bikes at all times
--

proper protected and segregated cycle lanes which are not shared use with pedestrians along the whole route

Cycle Path condition improved to the state where it could actually be used for cycles

Safer route.

Improve surface, lighting and drainage along the route.

Creation of a cycleway between Cardross and Helensburgh that would allow me to cycle to work in relative safety.
--

More cyclists on the road

living there

Full designated bike lane

As above

Routing through Rhu is very bad

Segregation, i.e. separation from main vehicular traffic for safety / potential pollution reasons.
Repair the road at Shandon.
Places to park in Helensburgh to allow walk/cycle through to HMNB Clyde
Improved shower facilities at work.
Paths away from busy roads
I cycle and walk regularly so not much, but for less experienced riders if the current cycle route out of Garelochhead were improved it would help.
Better road surfaces, currently some are only suitable for mountain bikes due to potholes gravel and broken surfaces etc
as above, I have spent many minutes waiting for a gap in the traffic to cross the road from just before the peace camp. Cars are not very courteous to bikers!!
better path surface between Rhu and Faslane - the sideroad is shocking.
Cycle/Walk Path
Route through Rhu which follows the main road.
Barriers and smoother roads for bikes.
None.
sunshine !
I don't cycle and it's too far to walk but at present it's too dangerous to let my 11 year old cycle
A single path possibly along the upper train line.
Safer route from main traffic
Wider cycle roads similar to ones in Germany
Safer cycling route from Helensburgh to the base
Improve cycle path
More regular trains from Glasgow to Helensburgh, or a station nearer to the base.
Better weather! Realising that that is out of your control, smooth riding conditions under the wheels would definitely make it more enjoyable.
Segregated route of suitable terrain with appropriate road crossing points incorporated.
Fewer potholes, and a wider path for cyclists and pedestrians to pass with ease.
None
Better and safer cycle route
A usable cycle route...without steps in it
none
I want to be able to take my kids along this route - but as above the part through Rhu is too dangerous for their age group.
Better lighting on Rhu to Faslane section. Planting bushes or trees to act as a windbreak on exposed sections
nil
A more accessible route
better standard of footpaths and crossing points

Resurfaced and upgrading to the markings.
walking not practice from address, would consider periodic cycle/ train; currently don't have a bicycle.
A dedicated cycle path
Full non road access
Wider foot paths and cycle paths, with trees planted along the grass verges between Rhu and the Peace camp.
None
Separate cycle route, not shared with cars!
no dog walkers on the path with very long leads that wont move! cycle path at shandon not lit and full of potholes
Improve exsisting pathways and put a constant cycle lane in the whole length.
Hill at Rhu
A direct path not on the road
SEPERATE CYCLE PATHS AS ROADS ARE FAR TOO NARROW AND BUSY
Safe and useable cycle way
the above
Safer, well maintained path/road
I cycle daily from Cardross.
I would like to cycle more often but do not feel safe on the road. I would like to see a dedicated cycle path for the entire route as well as a separate pedestrian/wheelchair accessible route.
Cycle - A cycle path with no significant deviations or merging on to side roads or mixed cycle/pedestrian sections. Also, reduced/ no requirement to cross main roads to continue on cycle path. Note: sides roads on this route can be unlit, in poor condition and untreated in winter.
the above
A better designated route.
would prefer to use rather than the main road
Moving to helensburgh
As above
A decent surfaced cycle track separate from the main road
as above
See Question 3.
a flat maintained Path kept clear of all debris (trees, branches and leaves) suitable lighting and minimal use of road and crossing it. defibrillator suitable positioned.
Better path condition, less potholes and uneven surfaces.
a barrier between the road and cycle path
Nil
improved safety
Safe cycle path without traffic (not part of the road with cycle lane)
As above

A dedicated path away from the dangers of a main road and was safe but still central.
better transport links with Glasgow
More maintenance and winter protection on the paths
Better train times from Glasgow to Helensburgh in the morning
DESIGNATED CYCLE PATHS, WIDE ENOUGH FOR BIKES/WALKERS
A safe cycle route
Clear constant path with no requirement to cycle on road.
Separate cycle path from vehicles
Improving the route through Rhu and more places to safely lock a cycle in Helensburgh.
A cycle/walking lane that is actually connected up and continuous.
as above
Sheltering and shower facilities at work
Not mixing the cycle path with the road
separate cycle path
good advertisement of cycle to work schemes
Safer route without having to ride on the busy road in the morning / evenings.
Proper road crossings
Move to a position which does not require the people on the path to cross driveways
Less conflict between Cyclists and vehicles - reduce issues where traffic harasses cyclists on the route and feel safe to cycle
as above and a bus service that links Portincaple to Garelochhead
A better path with clear connections
The cycle path being maintained correctly.
NA
Improved road surface on cycle paths
Parking at Helensburgh to allow cycle use for people travelling in from further afield.
A completely separate cycle path from the road
I'm going to do it anyway.
route segregated from road traffic
lochside path nearer the water
to ability to cycle off road on good paths
Having a segregated route that does not require one to cross and re-cross the A814. Having a route that does not require the rider to pass blind vehicle exits.
Much of the path often becomes waterlogged in wet weather and I often get wet feet. A drier path would make the experience much more pleasant.
Arrange better weather.
A traffic free route
Not having to cycle on the road

A purpose built cycling lane infrastructure that doesn't cross drive ways or curb stones frequently.
As above.
Improve the route that runs alongside A814 from Rhu to Peace camp
None, because I use the old road for walking and cycling.
Upgrades to passing through Rhu
It's got pavement in good condition; it's fine
more defined cyclist areas
Properly maintained cycle path (it is in very poor condition with pot holes +++ and as above it requires a proper crossing. There is overgrowth of plants etc that hides the crossing, but even if cut back it still needs a safe crossing
the quality of the road/cycle surface
better paths and lighting
see response to 3
A dedicated, well maintained, and suitable sized path.
Installation of cycle facilities that prioritise the cyclist not the motorist. i.e. not having give way lines on the cycle path at side roads, not having to cross the main road unnecessarily. making the cycle path segregated from pedestrians.
N/A
a segregated bike lane away from the pedestrian path
None, I live in Dumbarton.
Dedicated cycle route.
Install lights to allow cyclist to cross over the road safely (At Faslane). Currently part of the cycle path slopes the wrong way as it turns round the corner at Rhu (ie the camber has been set the wrong way round), this requires to be corrected to make it safer for cyclist to use the path at speed. All the paths need to be smoothed of. Presently there are too many pot holes.
Better weather!
Cycle path through Rhu
A separate cycle path along the front
As above, plus a signal controlled crossing on the A814 at the Peace Camp to make it easier to follow the cycle path at peak times.
The state of the path. Safer to cycle
SAFETY
Improved surfacing, seperated from traffic, better crossing for base access, lanes that do not keep crossing the road
Cycle route separate from the road
GYH travel paid at an identical rate as a car user (or greater to incentivise the bike?)
Better lighting
Better surfaces and water drainage
Separate road and pathway
Separate cycle and walking paths
Improve the current cycle lanes,(dedicated cycling route would be ideal) eg: drainage and lighting issues

in winter
better weather
Good road surface and well maintained vegetation which doesn't hit head or eyes while cycling.
Better/safer means of cycling in this area. Current cycle path is totally unfit for purpose and is unusable for road bikes
Bike route and speed limit on road
Designated cycling / running route
Improved cycle path - surface quality and size (wide enough to accommodate two cyclist and pedestrians)
Separation of cycle path from pavement/road.
Improved route
standard of path, lighting
Separate from traffic and a smooth surface.
Dislocating the cycle/wheeling route from a road where HGVs, vans and cars travel along significant stretches of the road at between 50-60 mph.
Bespoke path between base and Garelohead
Off road paths, flat and family friendly.
N/K
A fit for purpose cycle path without the need to travel through the back of Rhu
the climate
continuation of a safe cycle path past the roundabout at the north gate.
The smoothing of the cycle path between the two locations.
Improvement in the surface.
Improved surface of The Briars, or a dedicated (and separated from the A814) cycle path with a suitable surface.
N/A
cycle path extended from Aros Road to the pelican crossing in Rhu
As above.
i would be encouraged to cycle if there was less physical risk to being knocked off my bicycle by traffic
Proper cycle path segregated from traffic and driveway accesses
Proper cycle path
Separate dedicated, uninterrupted cycle route between Helensburgh and HMNB Clyde, away from the main road.
Regretfully as this is only part of my route, could not achieve without extension to the peninsula which seems always to be forgotten in these surveys
as in point 3 and improve the lighting .
Not withstanding my comments to Q3 the provision of bike repair stands on route would be beneficial
Better and safer walking paths or pavements
Better pavement on garelohead end. You have to walk on road in some places.

Pot holes fixed on the road and designated cycle route from Faslane to Garelochhead
As above
Safe bike route
As above
one linked up cycle path.
I do it daily, so just upgrading the road what be an improvement.
A route that lacked the need to cross over the road at any point.
Improve cycle path lighting and path flooding prevention
a dedicated clean cycle/ walkway
Any route needs to be removed from vehicular traffic.
Better maintenance to cycleway
CONDITION OF ROUTE.
Regular bus times often and later for travelling back.
Add safer crossing points, some on the current cycle path are on blind corners with high speed traffic.
Fast roads make it dangerous.
Safer cycle paths
Route more clearly defined and additional street lighting
Resurface existing route.
Dedicated cycle lane
Better road surface.
dedicated marked cycle lane.
A
safer cycle path/ improved road surface on current cycle path safer crossing point at the entrance to HMNB Clyde /peace camp
Dedicated lane as above. If it is on the pavement, the quality of the path needs to improve.
A walking/cycling path
THE CROSSING POINT AT THE BOTTOM OF ST ANDREWS SCHOOL ITS NOT SAFE CARS REGULARLY SPEED ON THE A814
Dedicated and maintained cycle route - swept of debris and treated for ice in winter
A dedicated cycle path
none
A well maintained cycle path that avoids significant usage of the A814.
pathway/cycle track
Safe cycle paths and paid to use bike for maintenance.
A dedicated cycle path.
Road surface improvements / dedicated unbroken cycle path between Helensburgh and the base.
Currently cycle 5 days a week from home to work (Faslane) having to leave early mornings when there is little traffic on the A 814. The current cycle path/route is not safe and has already damaged my bike

numerous times due to poor condition.
Less traffic and better weather. Maybe just proper separation on the parts of the cycle route that are 'on road'. Also resurfacing the area between Rhu and Faslane would help a lot.
Fewer inclines Slower vehicles that don't pass dangerously close Fewer heavy vehicles
already commute helensburgh to the base daily by cycle
Better cycle track (not on the road) and lights
Cycle lanes, more street lighting.
N/A
cycle scheme that allows funding towards pushbike
Wider route with dedicated pathways
As Above
None
Designated cycle lanes, better lighting (some parts of the journey are very dark at night).
A better dedicated cycle path that is cleaned regularly with improvements through Rhu.
Cycle route away from the road
The above

Q7. Are there any barriers that would prevent you from using a high-quality active travel path if one existed between Helensburgh and Garelochhead (i.e lack of access to a bike, shortage of bike stands in the location you would visit, a disability)?

security of bike storage in Helensburgh
shortage of secure stowages at workplace
No
No
No
No
Only the lack of decent changing and showering facilities at faslane.
no
no
No
So long as it wasn't part of the busy road but was a separate path entirely, I would have no problem
Need to transport heavy or bulky items
Not enough bike storage areas in valiant jetty, faslane.
No
I dont believe there are enough bike stands on the base should there be a large uptake in this active travel path.

If it was not a continuous route. Changing over to the other side of the road and back is not a good solution.
No
a cycle to work scheme would be beneficial
No
No
No
No
The biggest barrier to me using the active travel path to commute to work is the non-existence of one between Cardross and Helensburgh. Untill then I will have to continue commuting via private car between Helensburgh and Garelohead.
Bike storage at destinations and at key commuter hubs such ss the station
don't have a bike
no
Lack of bike currently and secure bike storage.
Lack of shower / changing facilities at work.
No
No
No
None
More bike stands
None
NO
No - only work barriers - Lack of changing facilities and storage in HMNB Clyde.
Lack of access to a bike
no
No.
No
Weather
I do believe a cycle stand in Helensburgh and garelohead would aid those travelling between the two.
No
Lack of road cycling awareness.
Would need to be smooth enough and wide enough for a double pram
No
Lack of trains to Helensburgh from Glasgow that align with the start of working day
No.
No.
No

No
no
Distance, it's too far and too hilly to be a good recreational route as far as garelochhead
nil
No
only myself
Currently no option of bike to work scheme for military personnel.
no bicycle, actively progressing cycle to work scheme
No
no proper road crossings
No
No
No
NO
Bike stands with safe and storage
No
A disability
No
Shortage of bike stands and if the active travel path wasn't wheelchair accessible for family members (sloped kerbs, enough space etc.)
No
currently have no storage for a bike but moving house soon so will be able to keep them here
no
distance to work
no
Shortage of bike stands
N/A
Lack of proper secure bike stowage at HMNB clyde
None
Nil
no
None
Better/any bike storage at the destination.
No
Completion of the path between Cardross and Helensburgh, this road is dangerous to cycle on. Also the route through Rhu adds a good mile onto the journey
Better train times from Glasgow to Helensburgh in the morning
NO

NO
I would need to purchase a proper bike.
no barriers
No
N/A
no
Sheltering and shower facilities at work
Lack of access to a bike
lack of access to a bike.
more / better cycle parks
The only problem is the ability to lock my bike up on base at the north end.
No
Lack of secure stands at Helensburgh
Shortage of shelters along route
I live in Portincaple, so need access from there to Garelochhead first
No
No
No
No
No
More bike stands in helensburgh by the swimming pool
Again, mixed forms of active travel don't work for me if I'm cycling at 20mph.
nil
Flatter the better
none
no
No
no
N/A
Bike stands or lockers could be better provisioned for in Helensburgh.
No.
No
There is nothing that goes through Rhu. That stretch of road is not safe for cyclists.
None
It doesn't need anything else
N/A
I have a bike trailer for the kids who I drop in nursery first. Nowhere safe to store it

no
No
If the cycle facility disadvantaged the cyclist i.e. if it took a convoluted route, or gave priority to motorists or pedestrians. Equally pedestrians need a safe environment to walk in without being buzzed by cyclists.
N/A
if it was probably linked in to other networks or other urban areas that would assist
No
No
No
Excessive breaks in cycle path
Better bike facilities on base, pump stations and more lock ups
No
Nope
NO
No
No
No
shortage of secure and dry storage facilities.
How well it was maintained throughout the year. Given how vegetation has encroached into the front of road signs and been allowed to grow unchecked, it doesn't fill me with hope that any new cycle route would be well maintained.
No, however if it wasn't maintained and leaned regularly I wouldn't use it as this can be very dangerous for Christ's especially over autumn/winter months
wider bike lane (if possible) clearly marked and slower traffic
No
If the path is too narrow I would not use it as a cyclist. For example, the path should be wide enough to accommodate 2 people (walking a dog), plus a cyclist coming the other direction without anyone having to step off path.
No
no
Quality of path is uneven and unable to avoid main road at times.
Not that I'm currently aware of.
No
No
No.
Do not live in the area.
No
No
No.

No
No
No
No.
no
No
More facilities within the base for secure stowage of bikes
Bike stands in Garelochhead village in vicinity of café/shop facilities
No
no
The provision of good quality and secure bike storage stands at bus stops and rails stations would enable personnel to mix and match active travel and public transport post - i.e. train to garelochhead / cycle to work. Cycle to helenensburgh station and catch bus / train to garelochhead etc.
Not enough bike stands on base and in Helensburgh
No
No
Nil
As detailed above
lack of the existence of a high-quality, continuous cycle/travel path.
The additional time it would add to the commute and a lack of facilities at HMNB Clyde to get freshened up before starting work.
No
Lack of a cycle path between Cardross and Helensburgh
no
It would only be occasional if at all.
Bike access and storage.
ACCESS TO A BIKE.
More bike stands would be appreciated.
No
No
Access to bike and inclement weather.
Lack of secure area/space to leave bike.
no
No
n/a
Bike racks with covers are required at the destinations.
PROPER BIKE LOCKS
Just needs to be off-road; the 'on-road' cycle paths provide a space but don't remove the risk

A break in the route e.g. crossings, poor surface quality
no
No
No
There is a shortage of secure covered bike stowage around the FOST building.
No it would be the best thing ever to get a safe high quality travel path.
Shortage of sheltered bike stands
No. None.
no
No
No
NO
lack of access to bike
No
No
Live too far
Shortage of bike stands is an issue in the base (particularly next to office blocks in HMNB CLYDE).
Lack of maintenance and cleaning to reduce the risk of punctures and improved safety.
As long as there is access for bikes
No

Q8. Is there anything else you would like to add ?
Water fill points might be good.
Improved signage and better considered crossing points.
No
No
no
No
once the separate path is built and connected, make the A814 road cycle free to avoid accidents or traffic jams
No.
Do not make it a shared use path for pedestrians and cyclists as this will actively deter use by experienced cyclists
An offroad cycle path around the Rosneath peninsula would be more beneficial
No
Make it safer to cross the A814. The current arrangement is on a bend which is blind when coming from the North with traffic approaching at high speed.
Great sceme

no
No
Keep cyclists and walkers separated. As a keen walker there are too many cyclist on the pavements, travelling too quickly with no regard for the pedestrians.
No
I hope it takes less time than the 25 years for the dead end path in the direction of cardross
Please let this happen, and save some potential lives which are in danger everyday on this route because of careless and impatient car drivers.
No
This is an extremetly positive step - the main area of concern is between Rhu and Faslane, where there is no safe space for cyclists to ride near the road (the cycle path up through Rhu is rubbish) and then the path surface past Rhu is horrendous.
no
No
It would be great if it was safe enough for kids to cycle to Hermitage academy don't in now if lockable bike stands available at the school
I commute daily and this path would be a god send, at present the existing cycle path/Road is so bad that it's nearly impossible to cycle across it.
No
The road near rhu primary school is a very dangerous pinch point. With drivers often getting annoyed with cyclists. As it's uphill as well.
Very much like the idea of this project. We live on new persimmon estate off rhu higher road and only have one car so ability to cycle to base would be excellent.
This must happen the current path is not fit for use and the roads are dangerous
With the extensive hours of darkness in the colder months, there needs to be added street lighting on the cycle routes - particularly between Rhu and Garelochhead.
No.
No
already have a cycle path which majority do not use, so why waste money
An improved section from garelochhead to faslane would be welcome for commuter traffic. As ebikes come down in price it may make more sense
nil
No
I drive this route twice a day and it concerns me greatly the lack of dedicated safe pedestrian, suitable cycle arrangements on this route (that are being used by Cyclists even when part of the route has a safer cycle route on it but they insist of usign the main road) on this route and
Funding for personal bikes or for renting bikes, would encourage personnel to get out and enjoy some physical activity on the safe bike paths, if they were upgraded and in good condition.
No thanks
A proper bikeway would also allow traffic to flow more feely to and from the Base. Currently, cyclists

cause frequent traffic jams
At the moment I do a lot of walking to my work. as I have said there is no proper road crossing between Rhu and the base. I have to cross the road at the peace camp and at times I could have to wait for ages to get a break in the traffic to cross the road and if I am crossing from the shore side to the peace camp side you can't see the traffic coming from the right, if the traffic is travelling at any speed it will run you down. I gave so many near misses lately, you look to the right and it will be clear but by the time you have stepped onto the road a car is speeding at you.
Improving cycle routes would definitely encourage me to cycle more. At present, I don't feel safe enough cycling on the road so this type of investment means I would definitely get out on my bike more, thank you!
upkeep of the current path is very poor with cars parking on it constantly along the seafront
Educate drivers more about overtaking cyclists
No
COUNCIL HAS A RESPONSIBILITY TO MAKE A SAFE ROUTE FOR LEISURE USERS AND TO ENCOURAGE LESS CAR USAGE
Carry it on towards Cardross. The road between Cardross and Helensburgh is dangerous. Put money into finishing that cycle path, which I would definitely use.
Cycle - A cycle path with no significant deviations or merging on to side roads or mixed cycle/pedestrian sections. Also, reduced frequency / no requirement to cross main roads to continue on cycle path. Note: side roads on this route can be unlit, in poor condition and untreated in winter.
np
N/A
I think this is a great idea, and should encourage all cyclists to use it, having a good surface should allow all bike types to be used on it and not the main road
No
Train station in rhu to Gareloch head would be great
No
no
wide enough to pass without the need to go onto grass etc, clear signage and possibly lighting
No
No, other than it would be a welcome addition and much needed.
With a better cycle route it would reduce traffic coming to and from the base and would make the roads safer.
NO
essential to have cars and bikes separate
No thanks
Please create a proper cycle / walking lane that is safe for cyclists to use.
Could it be policed to keep cyclists on the expensive path and off the road?
Yes, I know civilian companies run a cycle to work scheme and I think this would very much encourage more people to cycle.
Please get a safer route from Helensburgh to HMNB Clyde and further up the road.

No
Currently the route is discontinuous - if a continuous route was established it needs to be segregated from current traffic lanes
as above
Connection of this proposed path to the cycle path to Dumbarton/Glasgow would make sense and improve access/tourism fir the area
NO
No
No
I think a high quality travel path would benefit cyclists, pedestrians and motorists because the current arrangements lead to motorists becoming very frustrated due to cyclists not using the current cycle path due to its condition and causing obstructions and delays on the road. If we segregate motorists, pedestrians and cyclists it would certainly be a safer and more enjoyable commute.
Try make cyclists use path rather than road
it would also be nice to extend the cycle path from Helensburgh to Cardross
A new cycle/running/walking path between Helensburgh and Garelochhead is a great idea. I hope this will also help reduce the traffic between Helensburgh and Faslane.
Many thanks for considering this initiative in the first place!
The cycling infrastructure is poor quality in the local area. Please look at places like Bristol / Amsterdam for inspiration.
N/A
No.
The bike crossing at the peace camp requires that the tree be cut back as it blocks the view to the road, decreasing the vision to high speed vehicular traffic.
Enforce the use of the current, (old shore road), cycle path/road, and not let cyclists use the new shore road between Rhu and Faslane.
Why is this being considered when you've still not advanced the mess of a path in Cardross? Still not advanced the route Helensburgh > Cardross > Dumbarton. That's far more of a priority!
A designated path would reduce the risk during base in and out muster
N/A
PLEASE put in a safe crossing before someone is killed
It would make more sense to have roads similar to those in Europe whereas they have dedicated cycle lanes that are separated from the road by either white lines or kerbs. Most cycle paths around here are not adequately kept free of hazards such as broken glass and litter, also overgrown in places.
Linkage to the loch Lomond cycle path would be a significant benefit.
There needs to be better education of motorists and an improvement of the attitude of motor vehicle drivers towards cyclists. They need to understand that cyclists are legally allowed to use the roads and are entitled to be safe whilst doing so. There is a universal misunderstanding over road funding: we all pay for the roads via council tax, motorists do not pay road tax, they pay car tax. Also, cyclists need to obey the rules and laws and behave responsibly i.e. not running red lights which I see regularly.

so the Helensburgh to Garlochhead is currently not the worst part of the journey if travelling from Glasgow, the worst part of the journey is Dumbarton to Helensburgh, neither route (dual carriageway or the cardross road) are suitable for cyclists.
No
No
No
Link it into the other cycle and walking paths
No
Thus would dramatically improve the area. Safety is so important. Everyone goes on the road as the path is so unsafe
Can the Naval base be engaged with to encourage help in perhaps the costs or solutions, as it brings benefits to them in reduced parking and congestion during inflow and outflow times.
NO
No
Current cycle path has multiple drainage and lighting issues. The path is shared with dog walkers and cyclists, not ideal for commuters. Dedicated cycling zone / Lane would encourage more cycling along this route.
nothing has mentioned lighting options so far.
What would be really good would be if the track bed from the West Highland Railway spur that went into the ship-breakers in Faslane Bay could be utilised as part of the new route. This would take the path away from the road, enhancing its safety and thus its appeal, and it could easily provide access to the Naval Base. There is a wide area at the side of the road from High Balernoeh farm down to Faslane cemetery which before tree growth was allowed to take hold, was set aside for the road to be dualled should the need ever arise. This would be an ideal area to continue a travel path which is separate from the road.
No
it would be amazing to have an active travel path from Cardross to Garelochhead and beyond
No
the hedges need trimmed as it is dangerous crossing the road near clyde naval base and the traveller camp
This needs a joined up approach we have been campaigning for years for a route between cardross & helensburgh. Should be looked at nationally.
No
No
I think this is a good idea
N/A
Light paths.
Crossing at Faslane to join the on-road bike path is particularly busy during commute hours. An alternative would be preferable i.e. the current off-road path to be extended and access base via existing tunnel.
No
Just the quality of the path/road surface needs to improve

No.
No
N/A
It's a really good cycle path as it is, but there are a couple of 'bottlenecks' as noted, and too many cyclists use the road instead, causing unnecessary traffic hold ups at times.
No.
The volume of traffic on this route and the very poor quality of road surface in some sections, particularly in Rhu Village, make it an unsafe journey for me at present.
No
Doing nothing must not be an option. The limited extant facilities between Rhu and the Naval Base are of limited viability for road bike riders causing them to default to using the road. Motorists regularly leave minimal distance when overtaking cyclists.
Can we please look at how to connect the peninsula rather than stop at Garelochhead. The latter is already well served with additional public transport which does not go all the way round. Peninsula residents have no alternative but to use own vehicles
where cycle path crosses A814 at the peace camp is dangerous when travelling towards Helensburgh as you cant see if it is fully safe to cross due reduced visibility caused by the bend and the hedges /trees. at this point motor vehicles are travelling approx 50mph
This is a great initiative which will benefit the whole area. There neds to be a similar drive to wards the provision of betwer integrated public transport both rail and bus to service the area.
It would also need to be well lit for the winter evenings to be safe
Be good if there was a designated cycle path all the way from Garelochhead to Cardross & Dumbarton.
Has to be a designated cycle path/route not a footpath/pavement/bridle path or running track.
The inclusion of Armed Forces personnel to the government 'Cycle to Work Scheme' would make the prospect a realistic and attractive alternative to the regular commute by car.
No
As stated previously, a direct route, without using backroads, would be very helpful.
No
Maintenance of a dedicated path/cycleway would be important i.e roadsweeper monthly and hedges/verges cut back when overgrown
There are other options for spending this money - upgrading paths/travel through and around 3 Lochs Way; Garelochhead to Glen Fruin; H'burgh to Fruin etc, ie pure leisure rather than commuting for people living in H'burgh; routes around the peninsula.
Very few cyclists appear to use the existing Cycle Path between the Ardencaple Hotel and the Base. Possibly because of the high risk for punctures?
NO.
n/a
Please consider extending it round the Penninsula as there is danger to cyclists aling this tretch as well
Public Toilet
NSTR

the crossing before the south gate is quite unsafe when travelling southwards as you cannot see sufficiently far around the corner if someone is travelling quickly on the road
Seriously invest in cycling infrastructure instead of paying lip service to it
Improved roads and parking would be preferred.
No
Signs to help users
More secure covered bike storage across the base.
Great idea as long as it is maintained and is wide enough to allow bikes and pedestrians to pass safely
must be funded and remain pothole free unlike the current section between rhu and the base
No
No
N.A
No
No
no
The cycle to work scheme is utilised across other government departments; why hasn't the MOD elected to join the scheme?
Shared paths for cyclists and walkers are a poor idea unless they are wide enough and clearly marked for safety separation.
Thw little junctions on the cycle path before faslane (from rhu) at the end of people's drives should be a junction on the driveways so you don't have to stop/start..... Could also widen this area for safer as cars come out.

APPENDIX C COMMENTS ON SCHOOL SURVEY

GARELOCHHEAD PRIMARY

Q4. If only one improvement could be made along the route what would it be?
That the speed limit between Garelochhead and HMNB Clydes North Gate be reduced to 30 mph instead of the existing national speed limit.
Better paths and lighting
Wider foot paths
better roads
safer paths
cars not spedng
Cars not crashing
speeds bumps
longer
long ride
lollipop person
a cycle path
A lolly pop person
nothing
a lollipop person
Pavements and cycle lanes.
the hill could be straightened out
connect the whole thing as you have to cross a main walk
more publicity
keeping it clean and tidy
more publicity
more publicity letting people know its there.
more publiciiy
maintain it
maintain the bike/walk path
maintain it
maintain it
to not be as curvey
more cycle paths along the way so bikers don't get in any cars way
bus stops

Q5. What changes would encourage you to walk, wheel or cycle between Garelochhead and Helensburgh more often?

None as I am happy using the existing path.

The state of the pavements possibly have some rest points along the way

Better routes away from busy roads but need to safe and not out the way

better cycle path

better cycle and walking routes

Lots of cars

more trees

it would be a shorter route

if there was speed cameras

if my famlie walked with me.

if my brothers would ride there bike whith me

if brother walked with me

put speed cameras so that people can see if there was a fast car

food

Better facilities for cyclists and pedestrians - pavements and cycle lanes.

more trees

if it was away from the main road

getting away from the very busy, fast road.

away from main road

do not know enough

mantin it makit none kepit nice exser sise

make it safe not too close to the road so that its dangerous.

more publicity

away from main road

away from the main road

less cars and wider roads so no traffic will disturb people

if it was more smoth and if i was safe

make it faster to get there

Q8. Are there any barriers that would prevent you from using a high-quality active travel path if one existed between Helensburgh and Garelochhead (i.e lack of access to a bike, shortage of bike stands in the location you would visit, a disability)?

No

Lack of access to a bike prob but I'd still use it walking but would use it more if I had a bike .

No
no
nothing
elechrick bicks
shortage of bike stands
shortage of bike stands
shortage bike stands.
lack of a bike
I wouldn't because my mum can't walk very far
I don't enjoy cycling, but I would use it to walk
shortage of bike stands
no
lack of acces for a bike
yes
i dont go into Helensburgh
no barriers
If it wasn't maintained properly
bike stands in the location you would visit
no barriers
no
lack of access to bike.
my bike is at my grandparents house
lack of access to a bike
lack of access
the people who speed and the people who don't wait for people to get by them
just not beeing aloud
acididints

Q9. Is there anything else you would like to add ?

There is currently a path linking Garelochhead to Helensburgh which travels directly past both North & South gates of HMNB Clyde. Most cyclists remain on the road rather than using this. There is also a walking path from the top of Helensburgh to Garelochhead via parts of the 3 Lochs Way path. Perhaps the money being used for a new path would be better directed in maintaining the already existing routes!

It would be good!

no

no

no

ramps
nope
no
my bike is broke
No
I think there should be traffic lights
no
no
No
no
no
wider
no
its a good idea but i don't know how many people would use it and if lots of people it might get to crowded.
i think dog walkers would use it more. i think children learn on it and adults prefer the road as they can go faster.
no
its an good idea but not really for me
it's a good idea but most people probably won't use it
no
i would like to add a path for only scooters and bikes so their could be ramps
no

HERMITAGE ACADEMY

Q6. Are there any barriers that would prevent you from using a high-quality active travel path if one existed between Helensburgh and Garelochhead (eg lack of access to a bike, shortage of bike stands in the location you would visit, a disability)?
As long as it was fairly direct route
no
Shortage of bike stands in Helensburgh centre.
No
I have ME/ CFS and so, although I would like to cycle, the hills are too much for me. I also have an 8 year old who has not yet learned to ride as our house is fairly inaccessible. We currently live in Garelochhead. If we ever moved to Helensburgh, we would be more likely to use it and then we would need more access to bike stands in the town centre.

Q7. What changes would encourage you to walk, cycle or wheel between Garelochhead and Helensburgh more often?
--

If the path or route was maintained more than the existing routes
off road cycle path between Helensburgh and Kidston park
Im not keen on cycling on a Road. If the cycle route was not on a road I could also take my children with me.
A direct pedestrian path
A flatter route, safe access completely away from roads, better quality track, right of way past driveways instead of having to stop at each driveway you pass.

Q8. Is there anything else you would like to add?
No
no
I love cycling and so do my kids. It would be nice to go for a bike ride from my house to Rhu play park and Helensburgh.
Please make this possible ! Hiking routes are very popular with young people and older taking you away from traffic and pollution into nature, not to disturb but to admire.
N/A