
Helensburgh and Lomond Active Travel Update

1.0 ACTIVE TRAVEL OVERVIEW

- 1.1. Active Travel is an overarching term covering journeys made by a physically active means, for example walking, wheelchair, cycling or scooting.
- 1.2. The purpose of infrastructure development and delivery is to provide high-quality, accessible routes for people to walk/wheelchair and, in the case of cycleways/cyclepaths to cycle or scoot, thereby enabling and encouraging them to travel actively. Research has identified that a lack of suitable and safe routes are one of the most frequently cited reasons for not travelling more actively. These physical barriers can be relatively minor items, for example lack of dropped kerbs, or larger, for example the lack of an off-carriageway route. This is particularly notable within Argyll and Bute where the majority of walking and/or cycling provision is limited or non-existent out with the built up areas, forcing users to walk/cycle on national speed limit carriageways.
- 1.3. Behaviour Change projects are designed to overcome challenges to give people the confidence or incentive to travel more actively, for example by providing walking or cycle training, by providing individualized travel plans to demonstrate the viability of travelling more actively within their life or providing activities which encourage active travel.
- 1.4. Research has demonstrated that increased activity, including travelling actively, has significant physical and mental health benefits, reduces inequality, creates a healthier and more productive workforce, reduces congestion and transport related pollution (e.g. air, noise and visual) and reduces land take required for parking thereby enabling spaces to be returned to community use or redeveloped commercially. As such, promotion of active travel delivers benefits and savings across both the public and private sectors while supporting economic development and healthier, happier lives.

2.0 FUNDING SOURCES

- 2.1. The Scottish Government committed a total of £80M funding for active travel per annum over the 3 year period 2018/19, 2019/20 and 2020/21. The majority of the Scottish Government's active travel funding is distributed via Sustrans (2018/19: £56.8M), Paths for All (Smarter Choices Smarter Places, SCSP) (2018/19: £7.3M) and Cycling Scotland (2018/19: £4.7M).

- 2.2. The majority of Scottish Government active travel funding requires to be match funded by the Council/Community Group delivering the project.

3.0 ACTIVE TRAVEL IN HELENSBURGH AND LOMOND AREA

- 3.1. This briefing note provides an update to the Helensburgh and Lomond Community Planning Group on the active travel infrastructure development and behaviour change schemes undertaken in the Helensburgh and Lomond (H&L) area in 2018/19 and a preview of work being developed in 2019/20.

- 3.2. Within the H&L area the main existing active travel routes are the:

3.2.1. Regional Cycle Route 40 (West Loch Lomond Cycleway) route which links Balloch to Tarbet along with west side of Loch Lomond, using a combination of path and quiet on-road sections. The quiet on-road sections are mainly section of the old A82, while off-road paths mirroring the newer main A82 road are provided where the old road no longer exists or is not suitable for pedestrians or cyclists.

3.2.2. Arden to Helensburgh route links Arden and Regional Cycle Route 40 on Loch Lomond to Helensburgh over the Blackhill via a shared-use walking and cycling path which follows the A818.

3.2.3. Helensburgh to Garelochhead links the centre of Helensburgh to Rhu, Shandon, HMNB Clyde and Garelochhead using a mix of quiet roads, on-road advisory cycleways and off-road path.

3.2.4. 3 Lochs Way is a predominantly leisure walking route linking Balloch, Helensburgh, Garelochhead, Tarbet, Arrochar and Inveruglas, where it connects with the Cowal Way.

3.2.5. West Highland Way is a predominantly leisure walking route linking Milngavie to Fort William, briefly entering the Helensburgh and Lomond area at Inverarnan.

3.2.6. John Muir Way is a predominantly leisure walking route which links the terminus points at Helensburgh and Dunbar.

- 3.3. In addition to these recognised longer-distance routes there are numerous short, local routes which are used on a daily basis by residents and visitors across the H&L area. Some of these routes are pavements used by pedestrians, some off-road recognised paths, some are quiet roads and others are 'desire lines' which are not currently supported by any recognised infrastructure.

4.0 2018/19 PROJECTS

- 4.1. Design and Development Projects:

4.1.1. A&B Active Travel Routes Audit (A&BC & Sustrans)

Audit of the existing active travel network, on and off carriageway, to identify locations on the existing network which are sub-standard or pose a barrier to the use of a longer route, for example steps or lack of a dropped-kerb.

4.1.2. A&B Active Travel Route Development Plan (A&BC & Sustrans)

This work identified a future inter-urban active travel network in order to help direct future investment with the long-term aim of connecting key settlements and facilities within Argyll & Bute. In the H&L area, the key routes identified were Helensburgh – Cardross – Dumbarton, Helensburgh – HMNB Clyde – Garelochhead, Routes within Helensburgh, Garelochhead – Rosneath – Kilcreggan – Cove, Tarbet – Inverarnan (– Crianlarich), Tarbet – Arrochar – Rest and be thankful.

4.1.3. Travel Survey & Diary of Helensburgh residents (A&BC & SCSP)

A door-to-door survey of Helensburgh residents was undertaken to identify travel behaviour and gain an understanding of the travel undertaken, including reasons for mode choice and reasons for the journeys made.

4.1.4. A&B Council Staff Travel Plan (A&BC & SCSP)

A draft staff travel plan has been developed to support Council staff to travel more actively and sustainably both in commuting to work and also within work.

4.2. Delivery projects:

4.2.1. Rosneath to Camsail Bay, Phase 1 (A&BC & Sustrans)

Construction of a shared use (walk & cycle) route alongside the B833 from the southern edge of Rosneath for approximately 450m to Raymond Grieve Builders Merchants. This is approximately half of the distance of the full route to Camsail Bay.

4.2.2. Cycle & Scooter Storage, Arrochar and Colgrain Primary Schools (A&BC & Sustrans)

New cycle and scooter storage facilities were installed at Arrochar and Colgrain Primary schools to enable more pupils to cycle or scoot to school. These facilities were provided following requests from the schools.

4.2.3. Automated Pedestrian and Cycle Counters (A&BC & SCSP)

Argyll & Bute Council have a number of automated pedestrian and cycle counters within the Helensburgh and Lomond area, located around Helensburgh, Blackhill and Loch Lomondside. These counters provide information on the number of pedestrians and cyclists who pass these locations, thereby enabling an estimation of the changes in walking and cycling within the wider Helensburgh and Lomond area.

5.0 2019/20 PLANNED PROJECTS

5.1. The list below provides an overview of the key projects currently in progress.

5.2. Design and Development Projects:

5.2.1. Helensburgh, Cardross and Dumbarton Cyclepath (A&BC, SPT & Sustrans)

Following community consultation in Apr/May 2019, the preferred route for Helensburgh to Cardross has been changed in line with the community's preferred route and a preferred route has been identified for the section between Cardross and Dumbarton. This design work will develop the designs for the identified route to enable the Council to progress this important project.

5.2.2. Helensburgh to Garelochhead High Quality Cycle Route (A&BC & Sustrans)

Initial work is being undertaken to identify opportunities to improve the route of the existing Helensburgh to Garelochhead cycle route which currently consists of mainly on-road sections, including on busy main roads, and in places follows a circuitous and therefore unattractive route.

5.2.3. Rosneath to Camsail Bay Phase 2 & Phase 3 (A&BC & Sustrans)

Design work is ongoing for the remainder of the route from Rosneath to Camsail Bay (Phase 2, approx. 450m) and from the southern edge of Rosneath into the village centre (Phase 3, approx. 300m). This design work will identify the preferred route for each phase of the route and undertake initial design development for the identified route(s).

5.2.4. Helensburgh Waterfront (A&BC)

Design work is ongoing to advance options to increase the accessibility to and within the Helensburgh Waterfront development by active travel modes. The Helensburgh Waterfront site is also the terminus for the trans-Scotland John Muir Way

5.2.5. Automated Pedestrian and Cycle Counters Data Analysis (A&BC & SCSP)

It is planned to commission research into the data which has been accumulated from the Council's network of automated pedestrian and cycle counters in order to help identify changes in active travel use and potential opportunities moving forward.

5.3. Delivery Projects

5.3.1. Helensburgh, Cardross & Dumbarton Cyclepath: Cardross Station to Geilston Burn (A&BC, SPT & Sustrans)

Construction commenced in January 2020 on the approx. 285m section of the cyclepath linking Cardross Station to the Geilston Burn, including construction of the bridge required over the Geilston Burn. This will complete the route within Cardross.

6.0 JOINT WORKING

- 6.1. As noted above, there have been significant steps forward with Active Travel in the area over recent years and there are significant benefits to other organisations from the promotion and increase in active travel.
- 6.2. Argyll & Bute Council, and our existing partners, continue to seek opportunities to work jointly with others to deliver improved active travel opportunities to residents, visitors and businesses with in the Helensburgh and Lomond area and wider Argyll & Bute Council area. We would welcome opportunities to work with members of the Community Planning Group on the development and delivery of future active travel initiatives and projects.

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