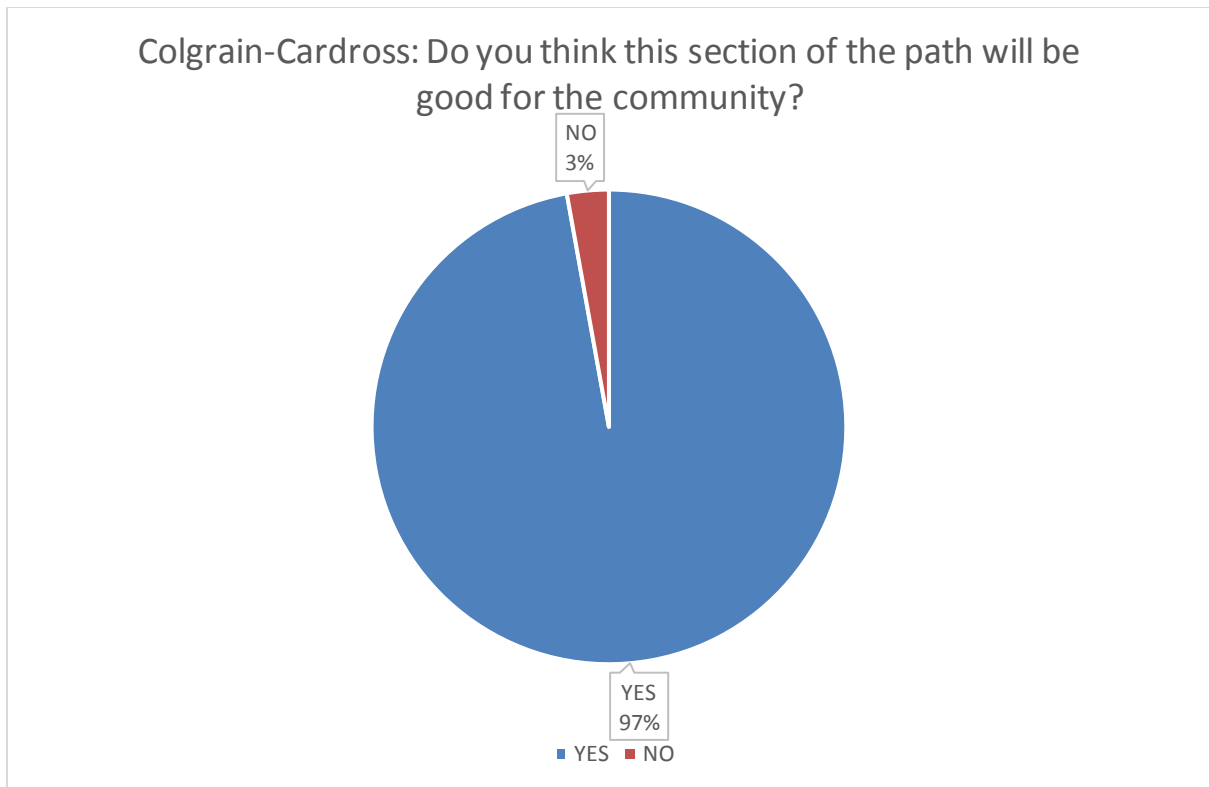


Appendix 1: Helensburgh – Cardross – Dumbarton Cyclepath – Developed Design Consultation Results

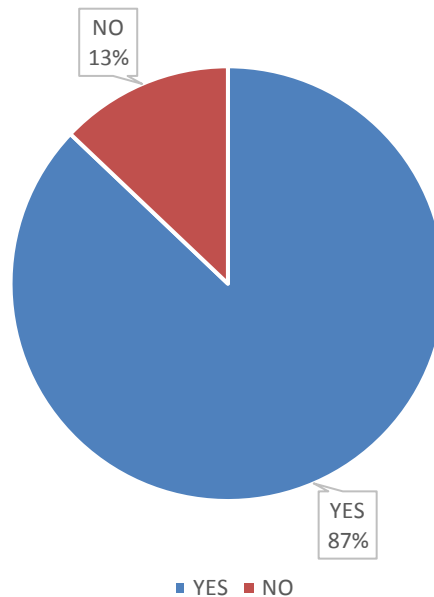
- 1.1. As part of the ongoing (at Jan 22) design development for the preferred route of the Helensburgh – Cardross – Dumbarton Cyclepath, an on-line public consultation was undertaken in order to gather feedback from local resident and community organisations on the designs. The consultation was available on the Council's consultation webpage for 45 days (09 Dec 21 to 23 Jan 22). The consultation was promoted via a press release, social media posts and emails to Helensburgh Community Council, Cardross Community Council, Cardross Community Action Network, Oban and District Disability Forum and Access Panel, and West Dunbartonshire Access Panel. West Dunbartonshire Council assisted with promoting the consultation.
- 1.2. A total of 464 responses were received. The majority (457 / 98.5%) were from individuals, with 5 (1%) from community organisations and 2 (0.4%) from businesses.
- 1.3. Community organisations who responded were Cardross Community Council, West Dunbartonshire Access Panel, West Dunbartonshire LAF, Drumchapel Cycle Hub and GoBike-Strathclyde Cycle Campaign. The businesses who submitted a response were Craigend Nursery, Cardross and Taylor Wimpey Strategic Land.
- 1.4. Individuals who responded were asked to provide postcode information to enable an understanding of the geographical spread of respondents. A total of 164 respondents provided postcode information. The full postcode information provided by respondents is provided in Appendix 1. The main areas respondents were from are Cardross (G82 5) with 69 respondents; Helensburgh East, Craigendoran & Colgrain (G84 7) with 22 respondents; Helensburgh North (G84 9) with 22 respondents; and, Helensburgh West, Rhu and Shandon (G84 8) with 20 respondents.
- 1.5. All respondents were provided with layout plans for the section of the cyclepath linking Moss Road, Colgrain to the Geilston Burn Bridge at Cardross. Additionally, a composition image showing how the path could look once constructed was provided. Respondents were asked if they thought the section of the path will be good for the community. Of the 457 individual respondents, 444 (97%) answered Yes and 13 (3%) answered No. All 5 Community Organisations and both business respondents answered Yes.



- 1.6. All respondents were asked to provide any suggestions they had for how we could further improve the designs for the section of cyclepath linking Colgrain and Cardross. A total of 154 comments were provided (appendix 2). The main themes of the comments were urges to complete the path, requests for seating, lighting or segregation and comments on the route, of which 10 supported the preferred route and 4 noted preference for previous route alongside A814.

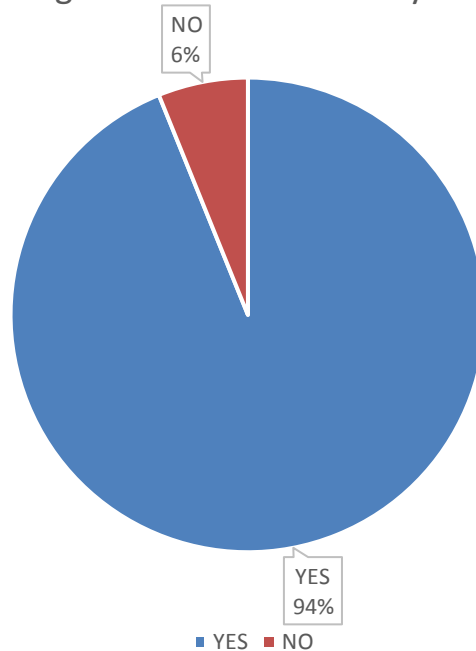
- 1.7. All respondents were provided with layout plans for the signalization of the junction between Ferry Road and A814 in Cardross. Additionally, two composition images showing how the signals could look once installed were provided. Respondents were asked if they thought the section of the path will be good for the community. Of the 457 individual respondents, 398 (87%) answered Yes and 59 (13%) answered No. All 5 Community Organisations and both business respondents answered Yes.

Do you think installing traffic signals and a pedestrian crossing at Ferry Road / A814, Cardross will be good for the community?

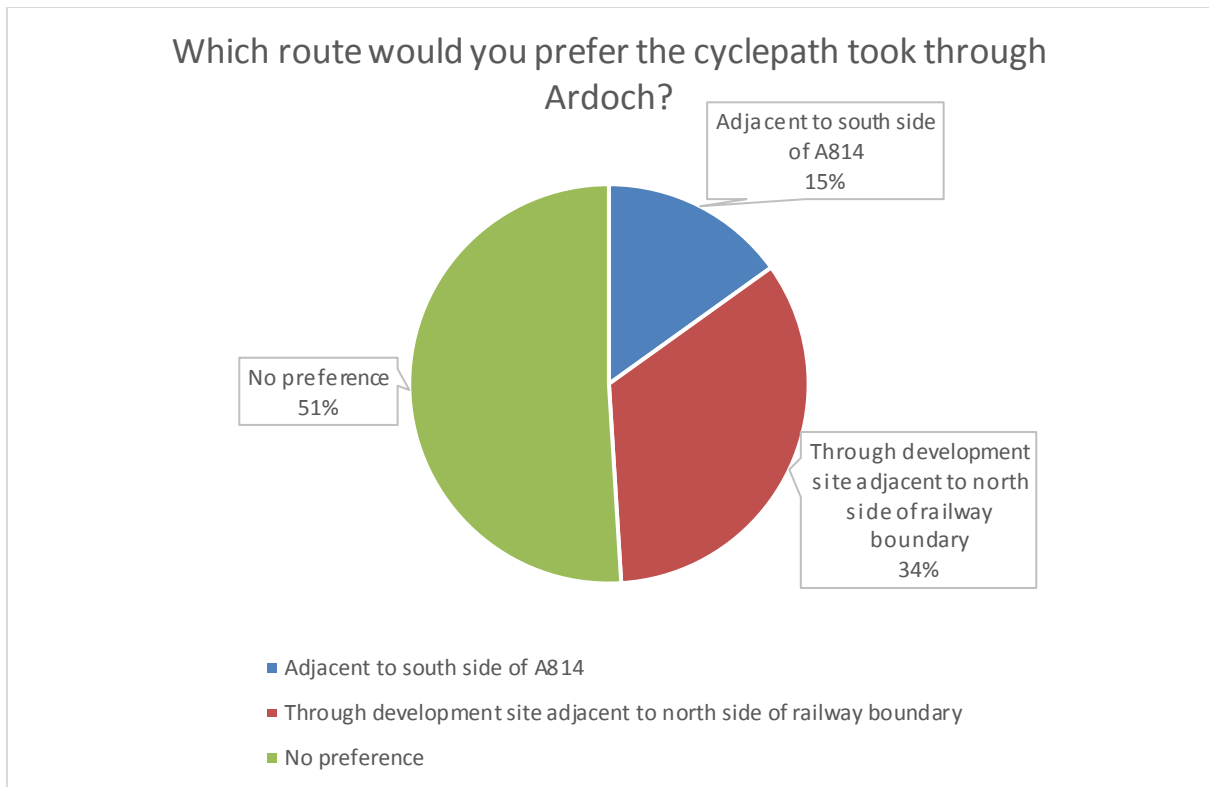


- 1.8. All respondents were asked to provide any suggestions they had for how we could further improve the designs for signalling the junction of Ferry Road / A814, Cardross. A total of 139 comments were provided (appendix 3). The main themes of the comments were the need to reduce traffic speeds, support for installation of traffic signals to assist crossing A814 and a preference for a route which avoided any crossings of the A814.
- 1.9. All respondents were provided with layout plans for the section of the cyclepath linking Ferry Road, Cardross and Ardoch. Respondents were asked if they thought the section of the path will be good for the community. Of the 457 individual respondents, 429 (94%) answered Yes and 28 (6%) answered No. All 5 Community Organisations and both business respondents answered Yes.

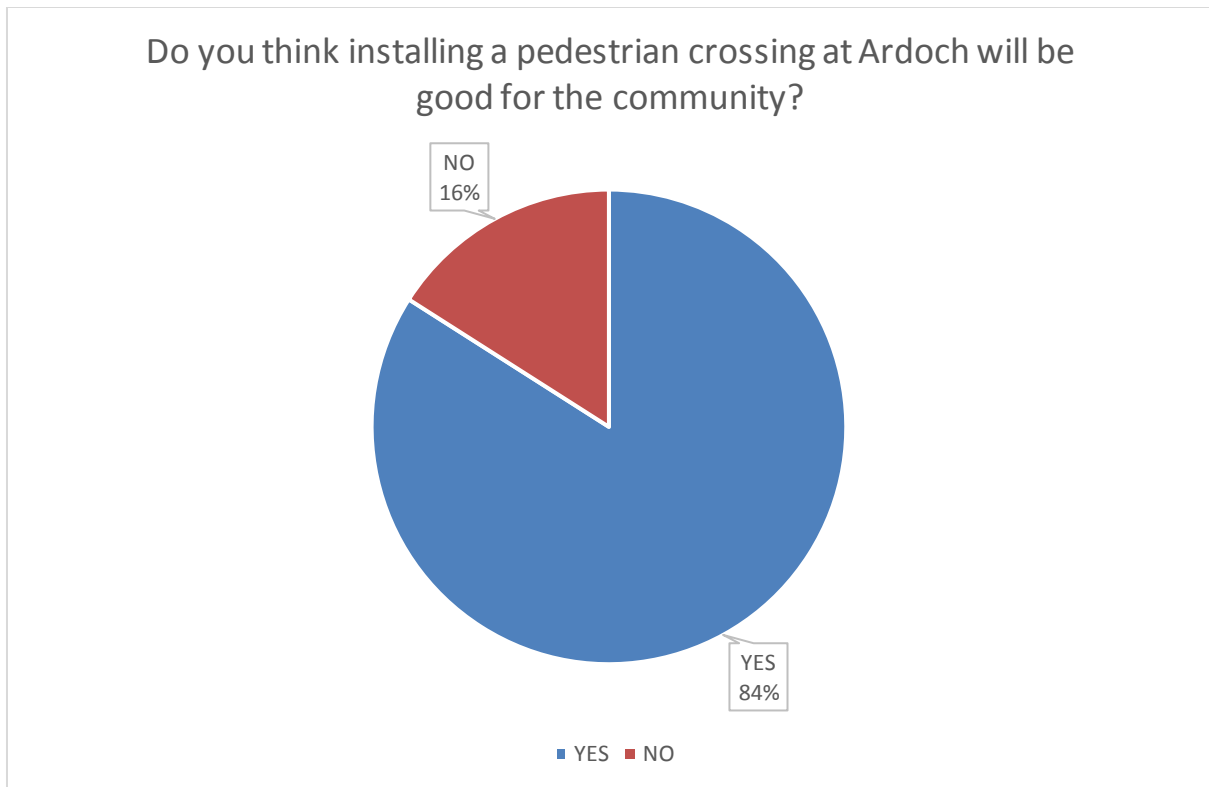
Cardross-Ardoch: Do you think this section of the path will be good for the community?



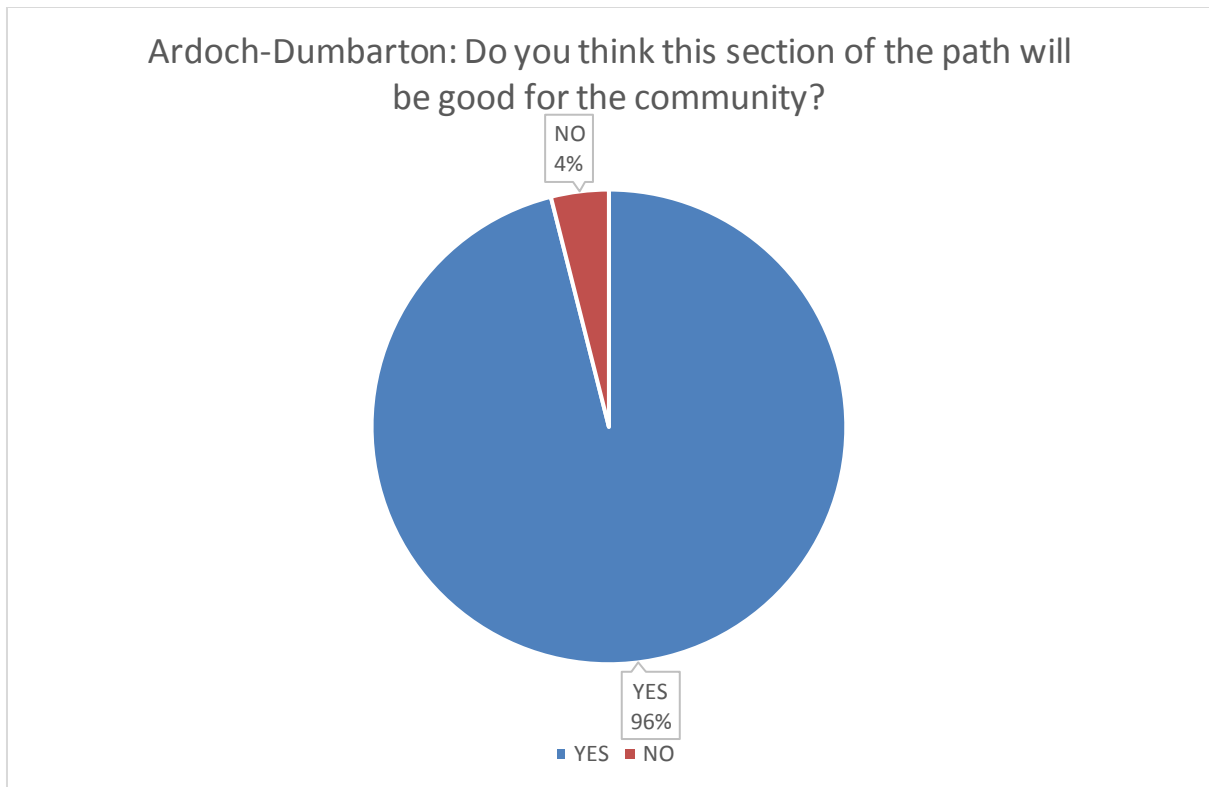
1.10. Additionally, all respondents were provided with layout plans for the two route options for the short section of the cyclepath linking through Ardoch, which is the only section of the route where a final alignment was still to be confirmed. Respondents were asked for their preference for this short section of the route. Of the 457 individual respondents, 69 (15%) answered Adjacent to the south side of the A814 road, 155 (34%) answered Through the development site, adjacent to the north side of the railway boundary, and 233 (51%) answered that they had no route preference. Of the Community Organisations one preferred adjacent to the south side of A814, one preferred through development site adjacent to north side of railway boundary and 3 expressed no preference. Of the business respondents one preferred through development site adjacent to north side of railway boundary and one expressed no preference.



- 1.11. All respondents were asked to provide any suggestions they had for how we could further improve the designs for the section of cyclepath linking Cardross and Ardoch. A total of 84 comments were provided (appendix 4). The main themes of the comments were a preference for a route which avoided any crossings of the A814 and urges to complete the path.
- 1.12. All respondents were provided with layout plans for a pedestrian and cycle crossing of the A814 in Ardoch. Additionally, a composition image showing how the signalised crossing could look once installed was provided. Respondents were asked if they thought the section of the path will be good for the community. Of the 457 individual respondents, 384 (84%) answered Yes and 73 (16%) answered No. All 5 Community Organisations and both business respondents answered Yes.



- 1.13. All respondents were asked to provide any suggestions they had for how we could further improve the designs for a pedestrian crossing of the A814 in Ardoch. A total of 104 comments were provided (appendix 5). The main themes of the comments were traffic speeds through Ardoch, visibility of crossing point for traffic and preferences for a route which avoided any crossings of the A814.
- 1.14. All respondents were provided with images showing the rail underbridge which the cyclepath plans to pass under, the existing foreshore area at Ardoch and initial designs for the necessary c.120m of sea defences required at Ardoch. All respondents were asked to provide any suggested they had for how we could further improve the designs for the sea defences. A total of 73 comments were received (appendix 6). The main themes of the comments were a desire to see path completed, request for seating, and concerns about the maintenance of the path particularly in terms of flotsam and jetsam debris and water/puddling on the path.
- 1.15. All respondents were provided with layout plans for the section of the cyclepath linking Ardoch and Havoc Park, Dumbarton. Respondents were asked if they thought the section of the path will be good for the community. Of the 457 individual respondents, 439 (96%) answered Yes and 18 (4%) answered No. All 5 Community Organisations and both business respondents answered Yes.

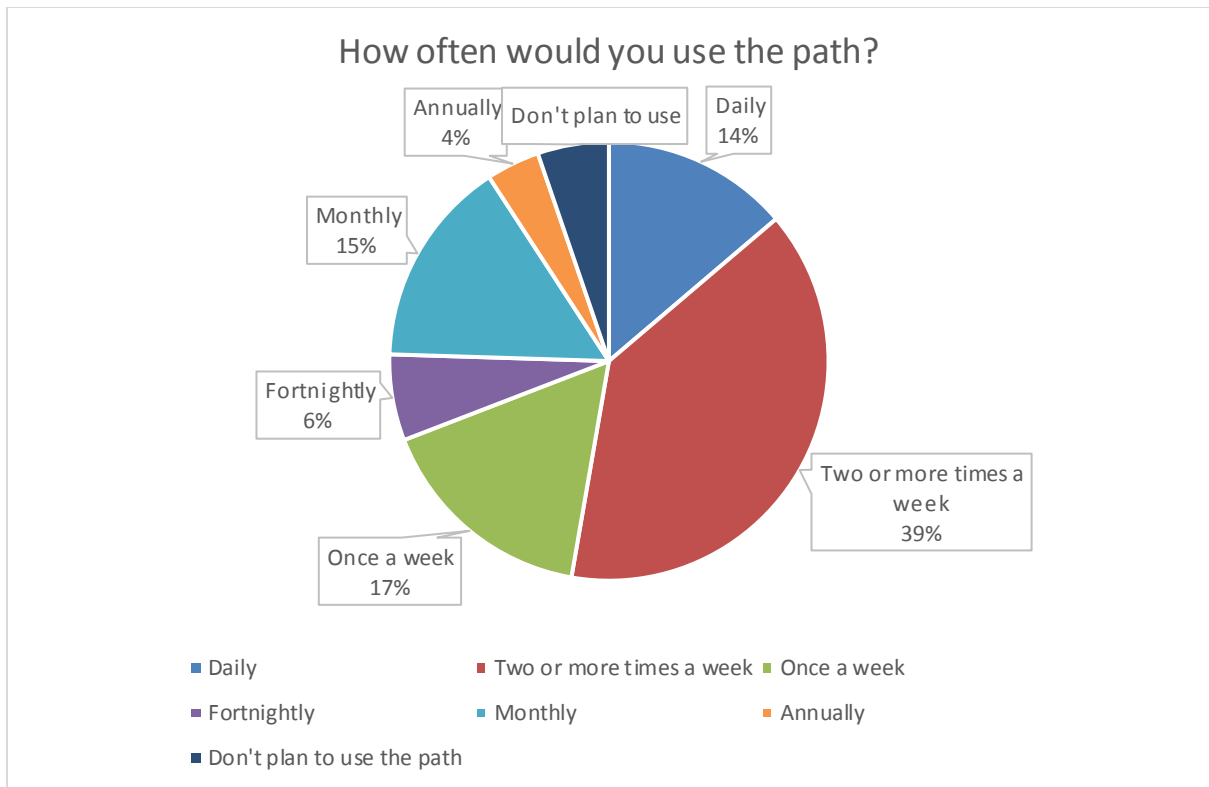


1.16. All respondents were asked to provide any suggestions they had for how we could further improve the designs for the section of cyclepath linking Ardoch and Havoc Park, Dumbarton. A total of 63 comments were provided (appendix 5). The main themes of the comments were support for completion of the path, concerns around security including lighting, requests for landscaping to obscure the Havoc Sewage Works and suggestions to route away from the foreshore.

1.17. Finally, all respondents were given the opportunity to provide any further comments. A total of 220 comments were provided (appendix 6). The main themes of the comments were overwhelmingly being urged to complete the path, followed by the importance of good maintenance, suggestions for alternative routings and points around the two proposed crossings over the A814.

Usage

1.18. Individual respondents were asked how often they thought they would use the cyclepath once constructed.

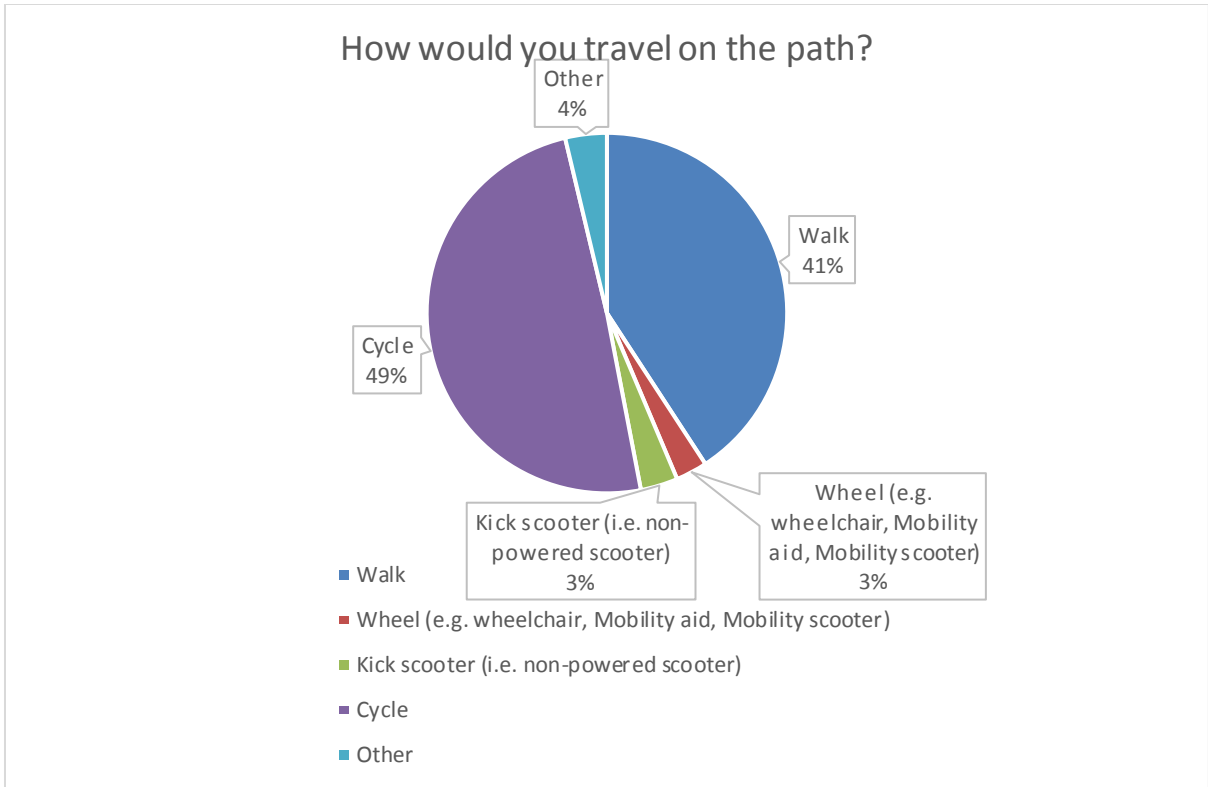


1.19. Individual respondents who responded that they didn't plan to use the path were asked for their reasons not to use the path, once constructed, to enable a better understanding around the choices made by local residents. A total of 20 comments were received.

Although I keep fit with other sports, I don't cycle (far too unsafe) or walk (boring), but it'll be good to get the cyclists safe off the main A814 car/lorry/bus traffic highway
Getting a bit old now! By the time it is finished we may not be agile enough, but must think of the grandchildren.
I don't feel safe on main road and there is no way to get to it currently other than the main road!
As I said in the comments, I would not use it as a solo cyclist as most of the route is too remote - therefore dangerous. I'd rather take my chances on the scary A814. Make the whole path run alongside the main road and people will use it. If not it'll end being just a summer weekend charity ride route and not an alternative to the car.
Cycle routes can cause antisocial behaviour and end up poorly maintained.
Do not stay local. Interested due to our family trauma last year. Don't want anyone else to go through this
Don't waste money on this, spend the money fixing the potholes in the road, this will be more beneficial as the cyclists don't use cycle paths
Helensburgh to Cardross route should follow the road for personal safety. If someone was to come off a bike down by the railway who is going to find them/see them on a cold dark winter's night. Stupid idea putting a path so far away from the road

I already walk using the recognised walk scotland paths. Cycle paths are not for all and investment in better footway within the community would be more appropriate use of short funding.
I don't own a bicycle but fully support a cycle path for others.
I have no interest in walking to Dumbarton or Cardross there is nothing of interest there.
I start work early and itd be to do remote and dark.
I travel to work by train or car. I walk for leisure and utilise the surrounding farm roads and countryside on my door step. The poorest part of my local walks are the footway in the village of Cardross.
I will use the section between cardross & helensburgh daily. I am very unlikely to use the proposed alignment towards Ardoch - too many road crossings to make it practical for dog walking, and too many stops & starts to make me likely to cycle it.
It will only create anti social behaviour, unnessary accidents for walkers and dog walkers , encourage people to drop litter which in turn eill attract vermin.
Not so much don't plan to use it but it would be occasionally used but that wasn't an option to select
Probably by the time the cycle path is completed I would be too old for using the path, if not then I could use once as trial
Rural community being disrupted by far more visitors. It can also invite antisocial behaviour.
The path is too close to the shore. Flooding will get worse due to climate change and affect the path with increasing frequency. Much of the route will be severely affected by 2045.
This is a dangerous route, merely following a busy road does not make it safe, if there is a road accident then anyone on the cycle path will be injured look how many cars end up in the fields summer or winter. I believe this track is not fit for purpose and it is simply a political decision and not in the best interest for the users following the railway would be much safer and it would seem that this has been discounted as a route even though it was the most popular in the previous survey, but like many surveys if the answer you wish is not there try again. I will be writing to my MSP in relation to my safety concerns.

- 1.20. All individual respondents were asked what mode(s) of transport they would use on the path.



1.21. Those who included 'Other' in their answer were asked to elaborate to enable a better understanding of the potential uses for the path. The main responses were running/jogging, walking, equestrian and on rollerblades.

Jogging
Run
GARELOCH RDA would possibly use the path for carriage driving.
Run
Run
Run
Run
Running
Running
Buggy
Would get a bike when complete as the safety implication on A814 is a significant issue now.
Run
Horse riding
Run
Run
Walk
Walk
My children would cycle
Run
Run
run

I would also use it for walking the dog, running and my kids would use it on their bikes and scooters. I can't wait!
Run
Running route to stay away from extremely busy roadway
walk
Running
Walking alone and with children.
My main use would be to commute to work at Inchinnan, but have to meet my wife in Dumbarton for a lift home at night as its so b
Run, rollerboot.
Dog walking (if allowed and if I considered it safe for my dogs)
Tandem!
Running
N/A
The path passes equestrian centres.It would have made sense to have an "On horseback" option on several questions.
Pram
For running
Walk
run
Run
Horse (depending on seeing it in real life/how busy it gets), Roller blading
On horseback
Walk
Walk
Run
Run
Walk
Walk dog
Roller blades
The children love roller blading on the current Cardross path so would do this too. They have also skateboarded.
Running/Jogging
Walk
Walk
Rollerblade
Walking
I'll travel by car to visit friends that stay in the area. I'll also stop from trips to Glasgow.
Run
Jogging
Horse
Run - currently running circa 35k a week on existing limited routes

- 1.22. Individual respondents were asked the approximate origin/destination of journeys they expected to make using the cyclepath once completed. The majority of journeys (58%) would be within the extent of the Helensburgh – Cardross – Dumbarton path, with the most popular journeys being between Helensburgh and Cardross, Helensburgh and Dumbarton and Cardross and

Dumbarton. A significant number of respondents expected to use the cyclepath as part of a longer journey (40%) which started/ended beyond the extent of the cyclepath (e.g. Rhu or Glasgow).

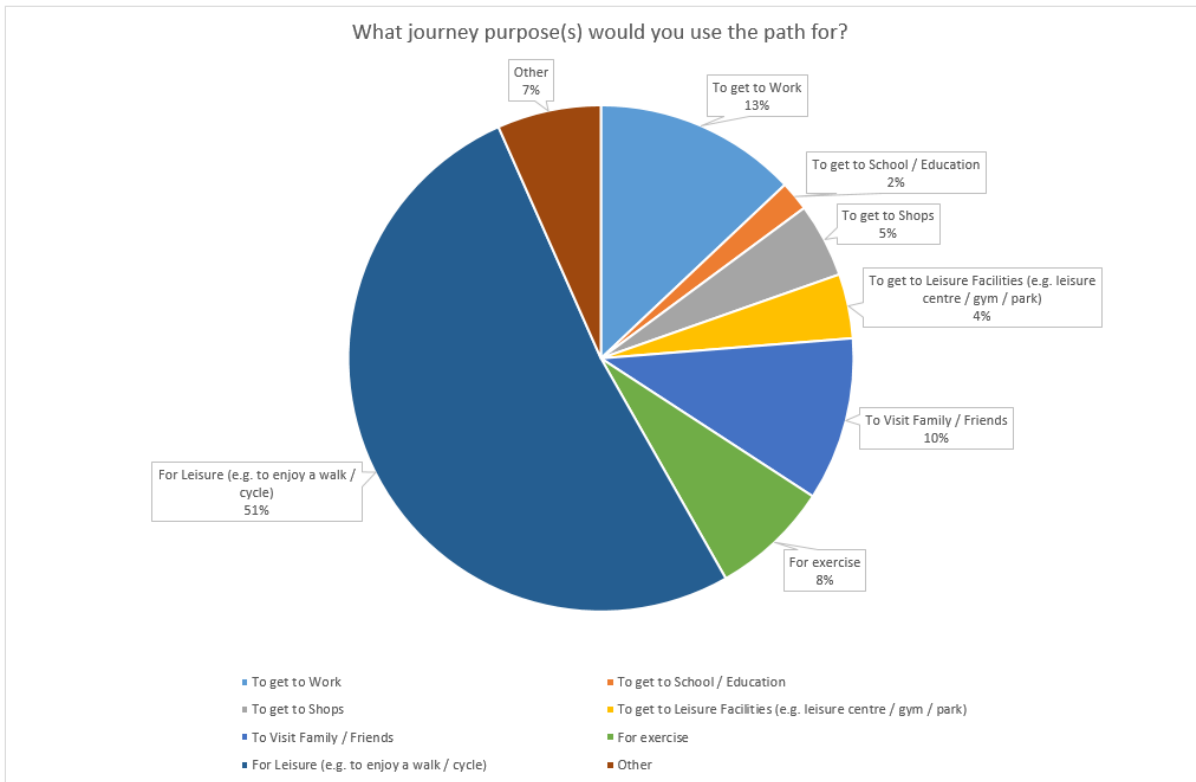


1.23. Those who included 'Other' in their answer were asked to elaborate to enable a better understanding of the potential origin/destinations for journeys using the path.

Loch Lomond etc.
General connection to cycle tracks weather permitting.
in all county
Bowling
Helensburgh - beyond Dumbarton to Balloch
Balloch and then back to Helensburgh
Glasgow
From our farm outside Cardross to village.
Balloch as part of a local loop
Houston to Faslane
within Cardross
To link to Dumbarton or Helensburgh to get to Balloch where I work. Or Helensburgh for facilities.
Circular route Helensburgh-Dumbarton-Vale of Leven
Cardross to Balloch
Use the path for running and with longer distances can avoid roadway.
Through connection to national cycle network, would travel across Scotland starting from Cardross

Loch Lomond
I also cycle into Dumbarton from home then join the cycle path to Loch Lomond
John Muir Way at Colgrain up Ben Bouie
The path proposed does not connect to Helensburgh!! It only connects as far as Morrisons. To call it a Helensburgh link is a lie
I already cycle from Cardross to Glasgow, over to Drymen or into Helensburgh and Rhu
Oban
glasgow balloch drymen
All of it
Would use all at times
To Balloch and N7 (avoiding Sinclair street).
Starting in Cardross and 3/4 times a week picking one of the routes and going one way or other. At weekends going further.
All of the above if I have a safe place to cycle on .
Beyond Glasgow, eg Clyde Valley path for a cycling day out.
Helensburgh to Ardmore point (I would expect this, Ardmore to be a popular destination from both directions)
Ardmore - Cardross & Ardmore - Helensburgh
Milngavie - Helensburgh
Milngavie to Helensburgh
As much as possible
On to either John muir or leven tow path to balloch
Cardross - Helensburgh
Loch Lomond, national long distance routes ie West Highland Way
Ardmore, Red Road, Geilston, Ardardan, Dalreoch.
Alexandria
Glasgow to Helensburgh becomes possible.

- 1.24. Individual respondents were asked the journey purpose they would use the path for. The response option for this question was incorrectly set to only allow a single answer. Therefore it is expected that most respondents will have provided the main purpose of journeys they expect to use the path for.
- 1.25. The main journey purpose selected for planned journeys using the cyclepath were for leisure (51%), Commuting (15%) (to work 13% and school/education 2%), and to visit family/friends (10%). This range of journey purposes largely aligns with similar paths elsewhere in Argyll and Bute.



1.26. Respondents who selected the 'Other' option for journey purpose were provided with a free text box to provide details of their journey purpose. As the response option only allowed a single answer to be selected while the question wording allowed for multiple answers, a number of respondents used the 'Other' option to enable them to provide multiple journey purposes and/or to highlight the error in the response setup.

Only able to select one option...
Also for Exercise and Leisure - only 1 option allowed above!
This question doesn't work because you can't select more than one option without it deselecting the one before.
to all
wont accept more than one selection. I would use path for shopping, exercise, leisure, socialising
RDA
Only one option is selectable!
Multiple selection above not working!!!!
Visit friends
It won't let you select more than one option. Work, shops, leisure, friends and family
It says select all that apply but you can only select one option!
The survey is setup incorrectly and I can only click one - but I will use it for everything and so will my family.
I cannot seem to tick more than one but we use path for: school, shops/post office, work, sports and clubs, visiting friends
From home to horses
Also to get to shops, for exercise. (Unable to select more than one option)
Exercise and work

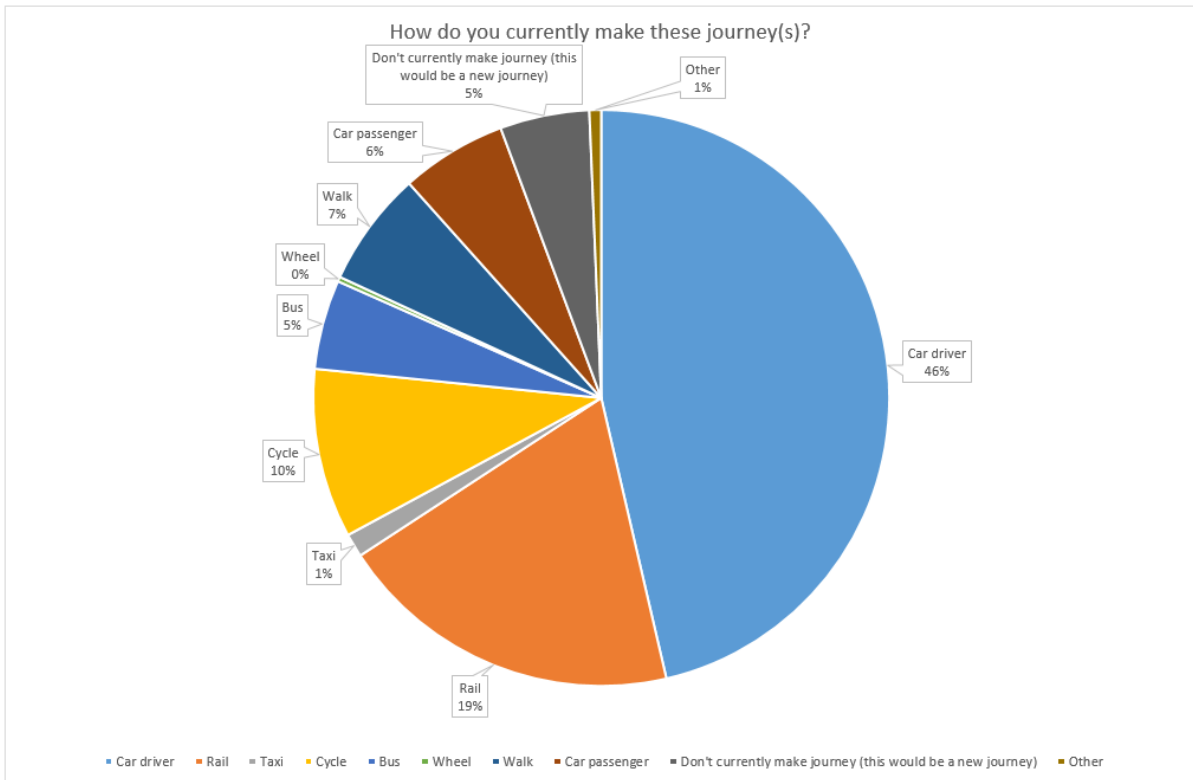
Exercise
Will only allow one choice? Will use it for many purposes.
Leisure/training
Could not select all that apply.
All bar work/education
to church on Sundays
1,2,3,5 & 6
Couldn't select all that would apply but it would be all of them.
only allows me to choose one - so for exercises/leisure also
Exercise, Leisure, Shops
Can't select multiple, leisure, to get to leisure facilities to get to shops and to visit friends
It would only let me select one although I would have ticked more than one
Won't allow me to select more than 1
exercise, visit friends, work, shop (question formatted as bullets instead of checkboxes)
It's inly letting me chose one option
Only allows me to select one.
Exercise/visit family
Only able to select one option, I would use it to get to shops, work, leisure facilities and I would use it for leisure/exercise
Shops, leisure, exercise
Football training/games
Visit family
Unable to select more than one: all except to get to school/education
All of the above
Excercise,get to leisure facilities
for workout exercise - access to old Kilpatrick trails
Unable to select more than one above...exercise and leisure
Cycle to work
Commute and leisure (can't select multiples)
There is a fault, cannot select multiple options
Wouldn't let me select more then one - would also use to visit family and friends and for exercise
Shops, for leisure
As an alternative to driving from place to place
Shops, exercise
Ugh! Can't select multiple on this question --- would also use for leisure
Exercise, leisure, getting to work, shopping, visiting friends
Work and shops
Multiple uses
The question will only let us select one purpose. I would also use it for the first 3 options.
I can't seem to choose more than one option above but I would use the path for all of the reasons above.
Only one can be selected on above menu, so for leisure, shopping, seeing friends, exercise
Both leisure and exercise (wouldn't let me select both)

Unable to select all that apply (not working) Visit family & Friends/get to leisure facilities(pool) / Exercise / Leisure
Leisure
Unable to choose multiple options - also: to get to shops; to visit family/friends; for leisure
Would love to select all the reasons but your site isn't working
Options not working properly. Also use for exercise and leisure
Selection tool not working. Select - ALL above
for a variety of the above.
To get to work, for exercise, to visit family/friends, to get to the shops and for Leisure.
And leisure
Not allowing me to select more than one so visit family and friends, exercise and get to the shops should be added.
form does not allow me to specify multiple purposes: I would have selected exercise, friends, leisure as well as shops
The "select all that apply" function is not functioning.
Visit family, take children to school, leisure
Family, leisure, shops, exercise, school (kids)Multi choice above only allows one selection!
Exercise and to Be able to plan a longer distance cycle from Helensburgh
The above list does not allow to select all that apply - would use for exercise, access to leisure facilities and to shop
Couldn't select multiple options here. Would also use for exercise and leisure.
(Only allowed to select one option) To get to work, for exercise, to get to school, for leisure
Exercise, school, leisure
All of the above
As well as exercise, to visit family and shopping.
Can only select one above. I'd use it for exercise, cycling to gym, cycling to visit friends.
The survey won't allow me to select more than one, but several apply: shops, leisure facilities, leisure, work, visit friends.
This won't let me select multiple options
Could not select more than one
Leisure, exercise,shopping, swimming pool
Won't let me select more than one but essentially would use it for all reasons listed
(Site only lets you select one) Leisure, visit friends, gym, shopping
Would not let me select multiple - all of the above apply
Form not correctly set up for multi answer. Exercise, leisure, go to shops, visit friends
Only allowing to select 1 option. Would use for all
I would use it for all of the above, but the "select all that apply" function is not working
All of the above journey reasons. The push should be, to replace the motorcar
Can only select one but all of the above

Won't allow multi selections: to go to leisure facilities, shops, exercise, visiting friends
The above does not allow selection of more than one option despite inviting as many ticks as required!!
Poorly set up question!!!! All of the above
Could not select multiple options but they are:visit friends, exercise, shops and leisure.
To get to shops, school, for leisure and exercise.
You can only click one way to use the path on your survey
To get to work
All of the above if I can do it safely
Can't select more than 1 option on form... In order top-bottom I would choose options 1,2,3,5,7
It wouldn't let me select multiple. But I would use for both exercise and leisure plus to get to other facilities
Exercise, walk kids to school, go to shops
It's not letting me click more than one so: Visit family, visit leisure facilities, school, exercise
Can only give one answer!
Visit friends. Visit local businesses safely without car, for exercise
For Leisure and visit family friends
you say select all that apply - it only allows one selection.
For exercise, To get to work
For leisure
Recreation and exercise
To get to shops, school, for exercise, to visit friends
I could only select one option rather than 'all that apply' - other purposes: Visit family/friends, for exercise
All of the above except education
Note this question is incorrectly set up - only allows a single selection not multiple
All of the above
It will only allow you to tick one option, but I would use it for shopping and leisure as well.
only one answer accepted, leisure, shops, exercise would have been ticked
All of those above - it wouldn't let me select more than one option!
Survey not letting me select all. Please note I would use it for all of the above purposes
Leisure (park), Shops, Work, Exercise,
As this section doesn't work, also to get to shops, for leisure, for exercise, to get to leisure facilities
Also exercise and leisure... could only select one option.
And to visit friends

- 1.27. Individual respondents were asked how they currently make these journeys to enable understanding of the potential modal shift created by providing the option of a suitable and attractive walking and cycling path. The largest modal shift forecast was from private cars (52%), with 46% of planned journeys being previously made as a car driver and 6% as a car passenger. The next highest

modal shift was from Rail (19%) and existing Cycle journeys (10%). Only 5% of journeys were generated demand, i.e. new journeys not currently being made.

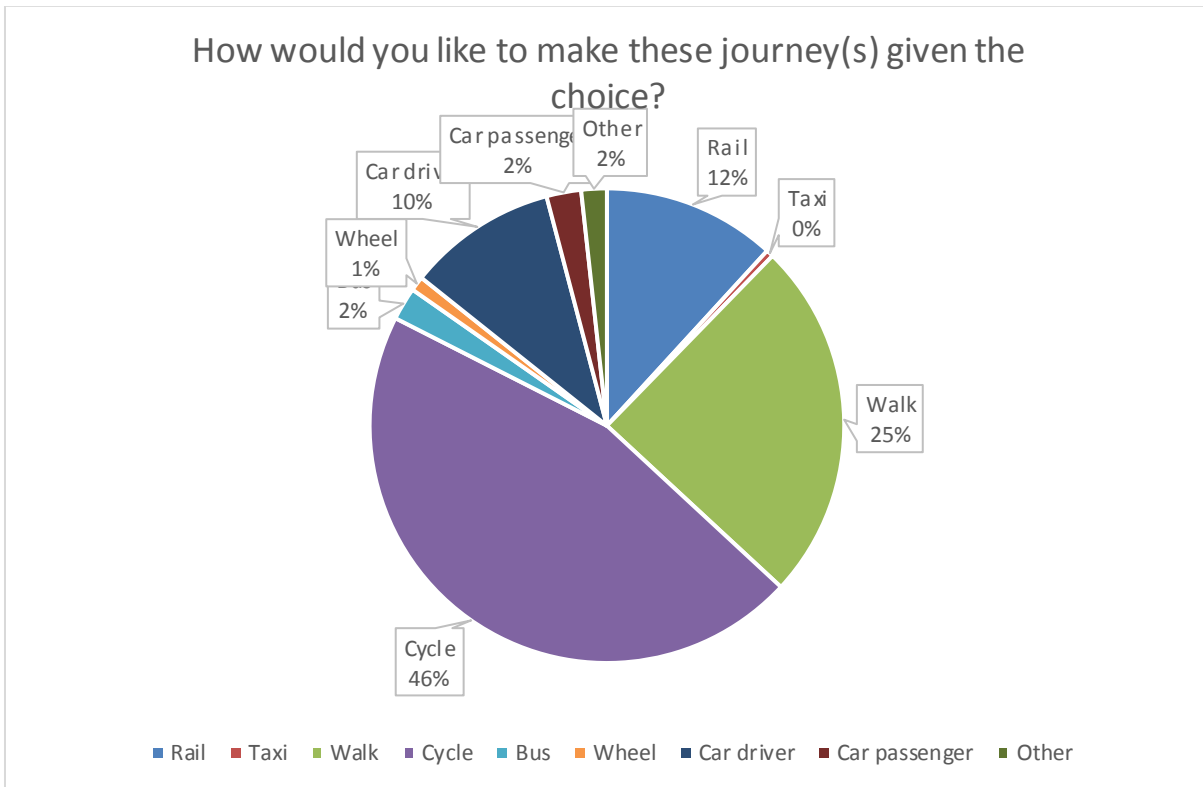


1.28. Respondents who selected the 'Other' option were provided with a free text box to provide details.

Car passenger train
Currently when cycling use path via Balloch from Helensburgh to Dumbarton, far too dangerous to cycle on road esp in winter
Currently won't cycle to Dumbarton from Helensburgh along the main road.
Cycle on the road - not with ease
Have tried cycling, but it is too dangerous to cycle at commuting times on A814
I currently make the journey to Dumbarton via the cycle path from helensburgh to baloch and then down the river leven cycle path
I usually pass by this area however I would stop, my family would stop, we would spend money ...
Motorbike
No
No choice as the foot paths are lethal and the traffic speed some is too fast!
Often run on the path, it isn't very safe
Road in my car
Run
This path will allow us to visit family in dumbarton and access wider ATR to glasgow/ beyond. Not daily journeys.
Walk

We can currently only cycle within Cardross, otherwise we use the train or car.

1.29. Individual respondents were asked how they would like to make their journey(s) given the choice. Notably, there was a particularly significant shift from car driver to cycling or walking which indicates there is opportunity to create significant modal shift through the provision of the path, thereby generating benefits through the reduction in road traffic as well as to users of the path.

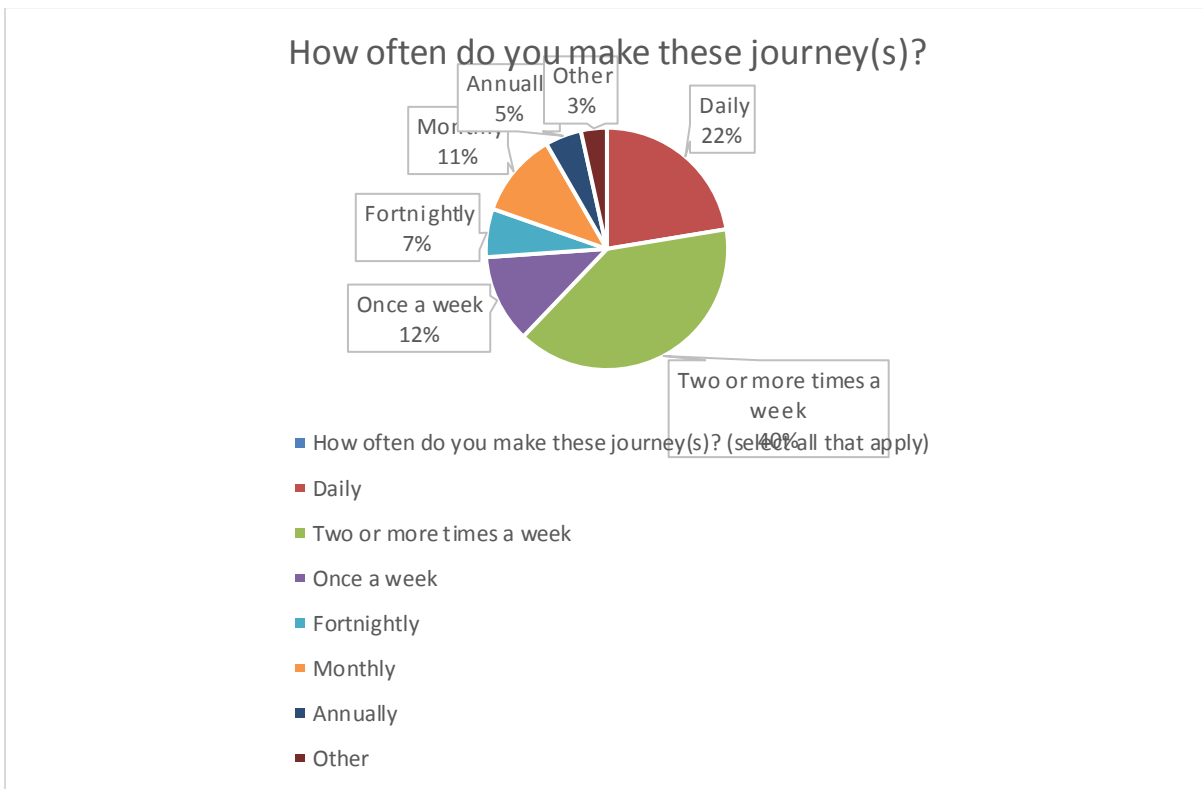


1.30. Respondents who selected the 'Other' option were provided with a free text box to provide details.

As above
Electric car user currently.
Horse
Horse / Horse and Carriage
Horse, roller blades
I'd like to add "cycle" as a personal option; despite years of experience I do not believe the A814 is a safe choice for cycling
If it is safe to do so .. I would do all the above
Jogging
Motorbike
N/a
On horseback
or walk one way and use public transport to get back.
Roller blades, scooter
Run
Run

Run
Run
Run
Run
Run
Run
Running
Running
Would still have to make some journeys by car, eg out of hours oncall.

1.31. Individual respondents were asked how frequently they made these journeys, with the majority making the journeys two or more times a week (40%), daily (22%) or once a week (12%) indicating the path is likely to be regularly used and will make a noticeable difference to modal choices.

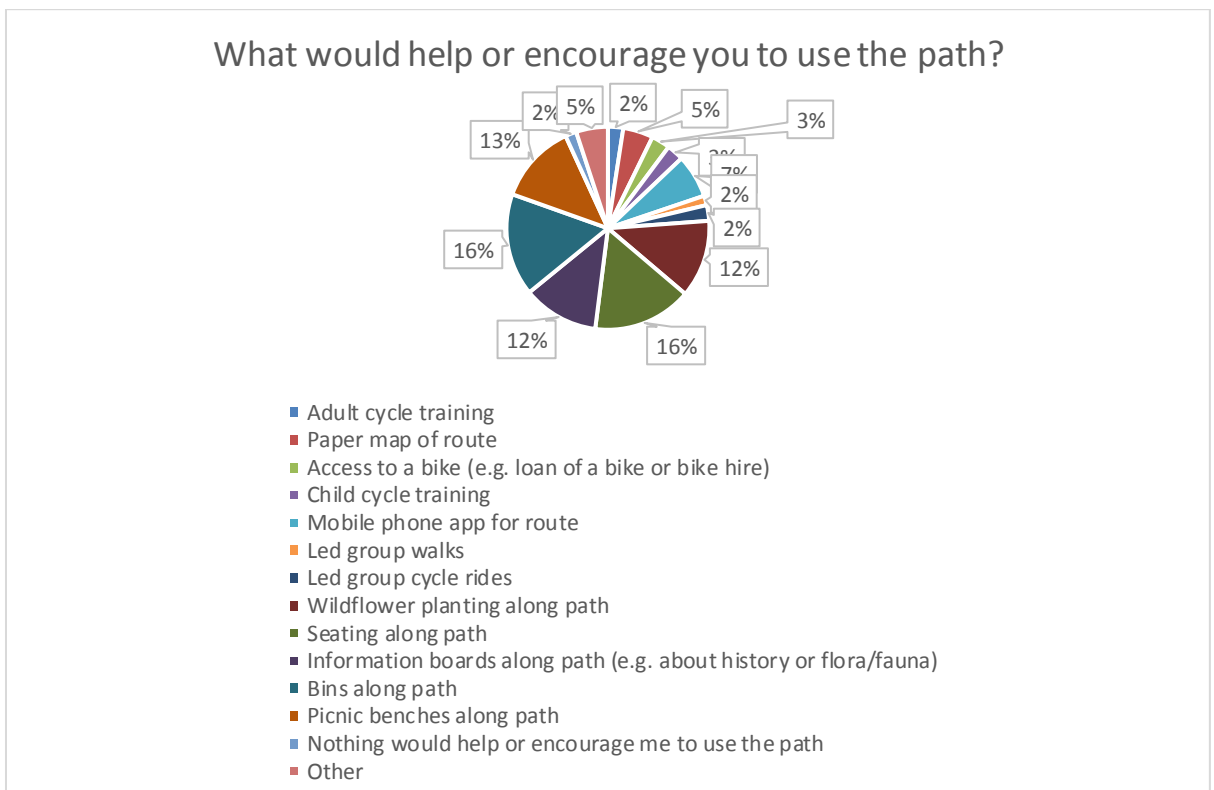


1.32. Respondents who selected the 'Other' option were provided with a free text box to provide details.

2
6 to 8 times a year
Bi annual
Cannot select more than one option.
cycle more often if it was safer
Depends
Different times for leisure.
Do not at present
Don't really since I no longer drive
every day

I do not make this journey as there is no cycle path
I don't yet. Will when/ if path is made
Infrequently
More frequently when on holiday
N/A
normally every couple of weeks. Limited journeys due to covid. Would have cycle once a week or fortnight if path was complete
Not able just now due to pandemic
We would use the cycle path most days.
Weather dependant maybe twice a year but could be more
Would go out of my way to use it more frequently if built

1.33. Individual respondents were asked what other interventions could help or encourage them to make use of the path once constructed. The most popular responses were the provision of seating (16%), bins (16%) and picnic benches (13%) on the path, followed by the provision of information boards (12%) and wildflower planting (12%) along the path. These responses indicated a focus on the facilities provided as part of the path versus support to use the path, for example the provision of a mobile phone app for the path (7%), paper route maps (5%), access to a bike (3%), child cycle training (3%), adult cycle training (2%), led walks (2%) or led cycles (2%).



1.34. Respondents who selected the 'Other' option were provided with a free text box to provide details. Of the 119 respondents who provided additional comments, by far the largest encouragement identified was the provision of a path linking Helensburgh, Cardross and Dumbarton. Following this ensuring the path is maintained and the provision of lighting were the next most comment responses.

Just build it and I will use it every day.
We just want a path! Forget the embellishments!
Just the safe path.
The path itself would be enough as currently having ridden a bike on the dumbarton - cardross - helensburgh road, I refuse to do so again as it is lethal. The road and lack of cycle path is actually discouraging to cyclists both young and older.
Appropriate lighting/safety measures.
Some of the options not ticked would be good i.e. wildflower planting, seats etc but not essential. More important to get path put in place.
Yes-by to change the attitude of the people
Marker points for running
I will use the path if it exists before I die. I'm 60 now. The path has been mooted since I was 40. If it's done before I'm 80 I might even get some use out of it. Frankly I cannot wait to be able to cycle to Levensgrove Park and beyond without risking my life on the main road.
Clear robust signage
Lighting
Keeping the path clear of vegetation and not overgrown. Ensuring surface was smooth and well maintained. Being able to cycle at a reasonable speed for most of the journey
I play football & tennis, but I do not enjoy walking (boring) or cycling (unsafe with all the other traffic) at all. I will never use this or any other cycling/walking route.
Views of the scenery. It needs to ensure the views over the water are visible
I just want the path please! No encouragement needed!
Lighting during winter months
I am a regular cyclist and would use the path if it was there
Links to coffee shops. Occasional bike maintenance stations.
A well kept path
Path kept in good state of repair
No encouragement needed, just the path!
Building the path would be a great start
Would be good if it could be linked to forest road which starts at the Red Road (currently with a locked gate) - circular tours become possible
I am going to use it, I am certain of it but if it becomes vandalised with broken glass and gangs hanging about then that is the only thing that would put me off. All the things above sound fantastic to encourage those who are less active to get out and use it and visitors to use it so I am all for all the suggestions.
Adequate lighting.
The path being maintained after completion. The poor state of the shared path across to Arden is an example.
I would use it regardless but some of these things would be nice
well signposted route and distance sign posts along the route
Also just promoting the completion of the route would hopefully get people using it
I just want to be able to use my car less

Street lights for night time safety.
Just having it is all the encouragement you need
Just having the path (finally) in place
Just having the path would be encouragement enough, but the ticked items would be appreciated
Bins along path for taking the dog.
Street lighting would help for winter months and increase safe use throughout the year.
Would not use it if there isn't a separate walking and cycling area. Some of these questions have the wrong input type. Should be check boxes not radio buttons
Make it a direct easy to ride cycle route. Minimal stops and remove pedestrians. Would you have any of those options above on a road? No!
Clean, well-maintained route (e.g. gritted during icy conditions)
Police patrols
My knowledge of the paths existence would encourage me to use it.
Short, direct route and well-maintained. (Glass on shared-use paths is a particular problem, and if they are not kept clear then many cyclists will avoid them).
If not linked with Dumbarton
Toilets and Coffee / Tea Room
As explained in the last question
Lighting
If it existed I would use it.
Would horses be allowed to use the path? - prefer that they are not. Bins to include dog poo bins
Small kiosk selling snacks / local arts and crafts businesses
cycling safety
Lighting, as a woman alone there are quite a few sections of the path where I wouldn't feel comfortable, especially if it is dark
Safe links from Helensburgh Town centre to the start of the path. East Clyde Street is currently unsafe for children. A safe link between Kidston Park along East Clyde Street connecting to the Morrisons is essential for any active travel network.
If it is properly maintained
there is no existing section of path between Colgrain Steading and Helensburgh on the south side of the A814 as depicted in your plan
Lighting would be a huge benefit to all, people need to feel safe in remote areas
Building the path please. None of the other things, nice though they might be, are necessary.
I'll use it
Occasional shelters.
I would support all of the above, but would anyway wish to use the path.
the creation of the path would be sufficient for walking
Don't waste money on this, spend the money fixing the potholes in the road, this will be more beneficial as the cyclists don't use cycle paths
Knowing that police cyclists occasionally patrol the path. Knowing cyclists are aware this is not a cyclists only route. Not having to avoid piles of horse

shit every few hundred metres. Knowing a cyclist will ring a warning bell before making me emulate the horses.
Plant brambles for brambling
The section of cycle path next to the River Leven is littered with dog poo, broken glass and drug taking paraphernalia. Clean paths without antisocial behaviour are essential to encourage use.
Simply having the path would encourage me to use it. The additional options listed would all be great but the actual path itself would be the important thing.
I'd be delighted to use the path from day 1. My kids have just asked if they can be the first to cycle on it. Let's get it built!
Building the path would help
Again, wider path to separate pedestrian and cycling particularly if it is to be used for club cycling.
Now that Governments are encouraging people to get on their bikes to reduce their carbon footprint, and also to prevent obesity etc etc, now is the time for Argyll & Bute to play their part and get this path built a.s.a.p. It's what this area has been needing for years and years. Walkers and cyclists are isolated in Helensburgh and Cardross unless they are fit enough to take on steep hills and roads. I know Helensburgh to Rhu is flat but that's the only level walk you have.
Maintenance of path including sweeping and gritting. Neither are essential but make it safer particularly in winter months for cycling as frost and ice prevent safe use of cycle path.
I will use this path from the day it is installed without needing any help or encouragement. Bins will help keep it clean though, particularly given dog walkers are likely to use it.
I wouldn't need encouragement as I would see this as a major benefit. I think for other people seating and bins would help with taking families from one town to the other, stopping at facilities en route.
I have seen bike repair tool points on Moray coastal path which were useful. Also that path has colourful recycled plastic benches which look great. Kids nature activities, are good, spotting birds, plants etc
The maintenance is of even more importance than the build. Please don't supply and fit anything you cannot maintain.
If it actually existed.
Having the cycle path
Having the cycle path would be encouragement enough, but the boxes ticked would make for a better path.
Lighting
Toilets & coffee van
Not overgrown by vegetation which causes anxiety for women and children using paths. Needs to be well lit for winter
Maintenance of existing path
Dog waste bins, dog secure fencing between path and road
I want to use the path. I don't need any encouragement to use the path
Mobile phone app wouldn't necessarily encourage me to use, but it would be very interesting!

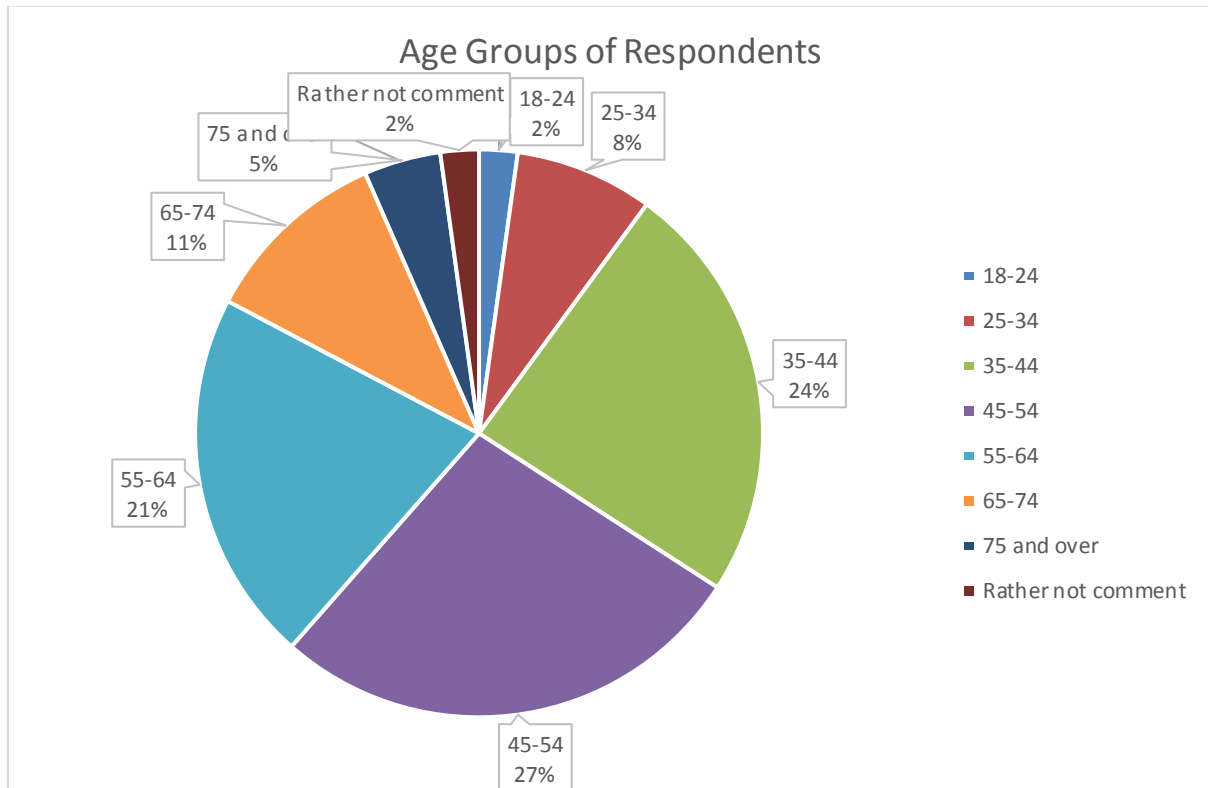
Don't need encouragement to use it. The road is lethal for cyclists. More traffic patrols/speed cameras needed in the interim before the cycle path is completed.
That it is done to a good standard
No encouragement required other than it being in place and the surface appropriately maintained.
That the path was well lit and safe
Regular maintenance
A completed path.
Safety
Just having a path is enough incentive to use it
Slow driving at points of conflict
Having the path completed. Part of a cycle path doesn't work
The seating / picnic benches wouldn't encourage us, as we already use the Cardross cycle path allot, but the seats there are helpful for the children / for us sometimes to sit down and jus enjoy the view. Going further afield, the seating would be nice to eat our snacks / picnic but not a necessity.
If the path was cleaned say 3 or 4 times a year with the small brushing machine lorry. This cycle path is great as well go to with inline skaters, for people with prams but if the path is full of dirt, DOG POO!! and split/pebbles, then it wont be used. Every plan is only as good as their maintenance so the upkeep of this path should be cemented into any future budgets.
Look at the European model, they have been doing this the right way for many many years. Time we caught up .
I would use it if is build while I am able to walk and cycle. I hope to be fit enough for the next 10 years my husband cycles two or three times a week but at 80 sees little chance of the build being delivered in time for him to enjoy it. The consultation was very depressing and everyone I know who discussed it that there was no will to deliver this and the consultation was a tick box. I sincerely hope that this is mistaken or that there will be a shift in enthusiasm from officials. Some frills would be welcome. Not sure if bins would cause litter in isolated areas.
Regular cleaning and maintenance of the path
I'm looking forward to myself and others being able to use this path for leisure and commuting
Connecting it to Cardross The cycle path in the village I use daily. If there was more to it extending to either H'burgh D'ton I would use those sections every day too.
No road crossings.
public toilet facilities - eg. Ardmore, Cardross station, Havoc Sewage works(that should be easy!).
Lighting at some sections of the route
Lighting for winter months
N/A
Secure bike parking facilities at typical destinations, eg Helensburgh gym/pool, main supermarkets in Helensburgh/Dumbarton

Cycle appropriate facilities with employer (showers for staff who cycle to work) though this is not an Argyle and Bute council issue.
Lighting
It's existence would be all that is required.
High quality design and build. If it is not enjoyable why would you?
Good lighting and maintenance.
Jogging group
Having an actual path
completion of path to garden centre. Completion of path through Helensburgh
Would use it anyway!
Signage about route links to other places.
Good lighting at more isolated parts away from road.
It's completion. All Talk. No action.
The path being built in the first place
Good visible signage at junctions

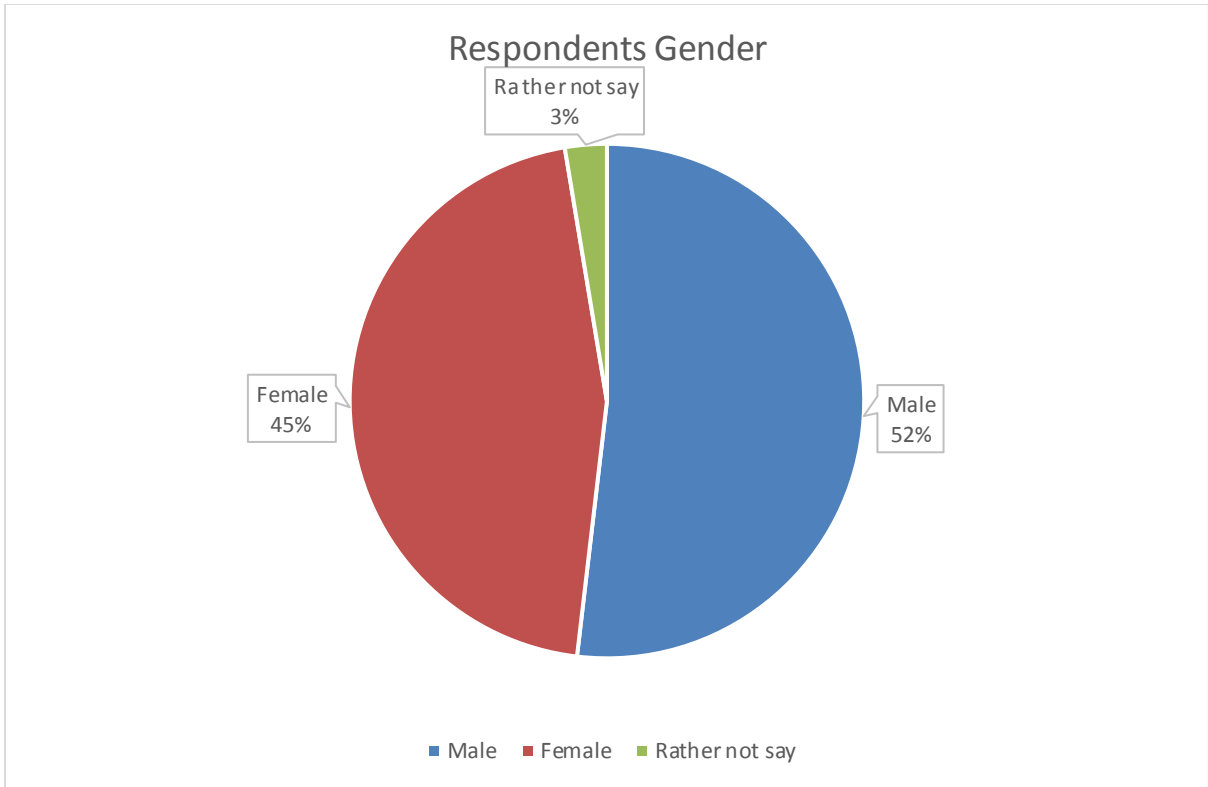
Demographics

1.35. Individual respondents were asked some demographic questions to provide an understanding of the demographic of respondents to the questionnaire.

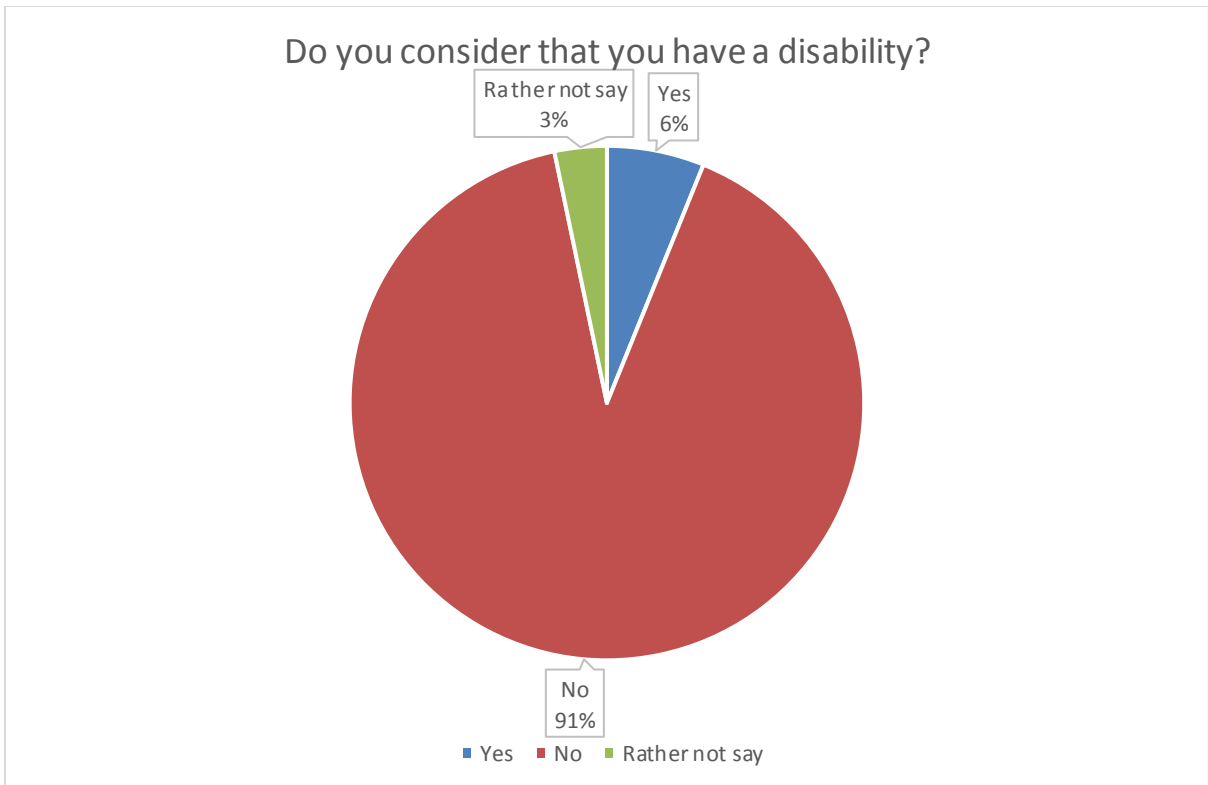
1.36. Individual respondents were asked to indicate their age group.



1.37. Individual respondents were asked their gender.



1.38. Individual respondents were asked if they considered themselves to have a disability. No further questions were asked about their disability if respondents answered 'Yes' to this question.



1.39. H

APPENDICES

Appendix 1: Individual Respondents Postcode Sectors

Appendix 2: Responses to question “Colgrain to Cardross: Do you have any suggestions for how we could further improve the designs for this section of the cyclepath?”

Appendix 3: Responses to question “Do you have any suggestions for how we could further improve the designs for signalling the junction of Ferry Road / A814, Cardross?”

Appendix 4: Responses to question “Cardross to Ardoch: Do you have any suggestions for how we could further improve the designs for this section of the cyclepath?”

Appendix 5: Responses to question “Do you have any suggestions for how we could further improve the designs for a pedestrian crossing of the A814 in Ardoch?”

Appendix 6: Response to question “Do you have any suggestions for how we could further improve the design for the Sea Defences in Ardoch?”

Appendix 7: Responses to question “Ardoch to Dumbarton: Do you have any suggestions for how we could further improve the designs for this section of the cyclepath?”

Appendix 8: Responses to question “Do you have any other comments?”

Appendix 1: Individual Respondents Postcode Sectors

Postcode Sector	Description	No. of Respondents
G82 5	Cardross	69
G84 7	Helensburgh East, Craigendoran & Colgrain	22
G84 9	Helensburgh North	22
G84 8	Helensburgh West, Rhu & Shandon	20
G82	Dumbarton, Cardross & Colgrain	3
G84	Helensburgh & Rosneath Peninsula Area	3
G82 1	Dumbarton Town	2
G83 8	Balloch & West Loch Lomond	2
G11 5	Partick, Glasgow	1
G11 7	Broomhill, Glasgow	1
G12 9	Kelvinside, Glasgow	1
G3 8	Finnieston, Glasgow	1
G31	Dennistoun, Haghill & Parkhead, Glasgow	1
G41 2	Pollockshields, Glasgow	1
G61 1	Bearsden, Glasgow	1
G61 3	Bearsden, Glasgow	1
G62 7	Milngavie, Glasgow	1
G81 4	Dalmuir	1
G82 4	Westbridgend, Brucehill and Renton	1
G84 5	Postcode does not exist	1
G87	Postcode does not exist	1
G89	Postcode does not exist	1
PA23 7	Dunoon & South Cowal	1
PA30 8	Ardrishaig	1
PA34 4	Oban South & Slate Isles	1

Appendix 2: Responses to question “Colgrain to Cardross: Do you have any suggestions for how we could further improve the designs for this section of the cyclepath?”

Community Organisations

The short section from Geilston Burn to Murrays crossing needs to be completed as soon as possible. The section from Ferry Road to the Geilston Burn via the station level crossing is well used already with walkers and child cyclists. The usual route to Murrays crossing via the footpath along the shoe past the sawmill is very well used by slippery and muddy. It also entails crossing the rail line which is hazardous for children.

Path lighting, such as inlaid into the path, as many NCR sections currently have, would be beneficial. Cyclists in the evenings are generally not concerned with the dark (if they are already experienced at cycling at night) so much as being able to clearly see the path outline. Surface of the path should be solid, smooth tarmac (not loose or harder packed gravel) which means that all types of wheeling vehicles can use it safely).

Businesses

I would like to make representation on behalf of Taylor Wimpey Strategic Land. We have an option over land at Geilston Farm, Cardross, which is owned by the Laird family.

It is our intention to promote this land through the next review of the LDP. Land at Geilston Farm has been included within the Council’s preferred route for the pedestrian/cycle path linking Cardross to Helensburgh, Dumbarton and further afield. Taylor Wimpey support the implementation of a pedestrian/cycle path however we are of the view that an alternative route closer towards Cardross Road would be a safer route, leading to it being more frequently used. We believe the current route proposed is isolated, unsafe for pedestrians and cyclists, and will potentially attract anti-social behaviour.

Our proposed alternative route would provide a much safer route and would provide opportunity to create a formalised path set back from Cardross Road, in turn reducing road accident risk and significantly improving walking and cycling conditions for the local community. Our preference would be for the route to be considered in the context of a new local development plan and any proposals for new housing that may emerge at Geilston Farm following a review of the Green Belt.

We note at this stage that agreement has not yet been reached with other landowners about the purchase of their land and the delivery timescales are towards the end of the decade. On that basis, we believe that there is an opportunity to facilitate the two together, bringing synergies and better outcomes for the local community. We would like to work with Argyll and Bute Council to help facilitate a safer agreed route and we would welcome the opportunity to continue dialogue with the Council.

Individuals

I understood that consultations on the design had already taken place. All I want is the path to be completed ASAP somnhan get my bike on it before I am too old!

Good idea re traffic lights at Ferry Road.

litter bins and benches along the way please!

Just build it!

As long as it is away from the main road.....

The whole project is a major waste of money as cyclists do not use the latest path from the stables to Morrison's in Helensburgh and still continue to use the road

This section has been the subject of extensive consultation years ago and the "railway route" selected to avoid unnecessary gradients.. I have struggled to understand why there has been so little progress since then. Is it because the local landowners have been trying to extort more money for use of the small strip of land at the edge of their fields?

Overall my comment is that it is just fine as proposed now so PLEASE get on with it have no no more prevarication!

You have to decide if this is a cycle path, a walking route or a dual purpose path. If, as your impression shows, it is to be a dual purpose path, inevitably you will need some form of segregation, or demarkation, possibly done with simple signage. Even in your impression above, you have walkers and cyclists using both sides of the path so there is huge potential for conflict.

While it is not the responsibility of the Council, it will still have to be accepted, and made clear, that cyclists who continue to use the A814 will not be breaking the law. Perhaps some regular signage with the bylaws applicable to the path should be put in place.

One other possible suggestion is slightly larger open areas at regular intervals for people who wish to stop on the route, thereby allowing through travel by others without any restriction.

Have markers every 250 metres for runners/cyclists.

The design looks fine to me. It'll be nice to see it built.

Lighting would be needed for safe commuting

No

Lighting and seating.

Reduce the foliage looking across the Clyde for better views (as it will only grow more and more and reduce visibility south

Ensure views to the water are not obscured. There is very little benefit in a scenic route taking a new route which obscures the view over the water.

No

It's perfect - just get on with it and build it now!

Deliver it quicker before another cyclist dies between Helensburgh and Cardross. A design on paper is worthless until its been implemented. The local community want the council to quit the jabber and give us the route.

This would give the children of Cardross the opportunity to cycle to Hermitage Academy, their local secondary school, which is currently completely impossible to do safely.

Lighting during winter months

It looks good, and should have been progressed years ago
Please build this as soon as possible!
Ensure appropriate drainage to avoid flooding issues.
Clear signposting. A water bottle refill station/bike maintenance station. And clear indication of which side pedestrians should walk, and cyclists can ride to avoid collisions.
Seating area for a break people with kids can use.
Get it built sooner rather than later!
The design for this section looks great. A level route beside the railway will make it easier and more appealing to potential users. A previous consultation, from memory, contained an option for the route to follow the A814 which may have deterred some users, glad to see that option is no longer being considered.
I think the design looks good. My children and I will certainly use it for walking and cycling safely.
None, Excellent so far. This route will be more pleasant than following the road. Some careful landscaping with wild flowers etc looks good.
Just do it, please consider flooding, Cat's eyes for dark days/evenings cyclists and good line painting
The cycle path will be a fantastic asset to the community and I think lots of people will use it from the village to get to Helensburgh - the school, shops, swimming and such things but also a great asset for visitors to the area. In terms of other things that could be an improvement, if there was the money, then benches, bins etc would be fantastic and a link path down to Ardmore beach and walk at the point. Also I love the idea of trees, bushes and wildflowers to help create a wildlife corridor and nature network for all the animals and plants as well as the benefits the trees have for climate change.
Solar lighting and shrub and greenery would improve the environment.
There should be a centreline so that pedestrians and cyclists can both use it. I say this due to "road" cyclists not using the current sections of cycle path between Cardross and Helensburgh maybe it's unclear but I'm sure they are aware. Maybe some obvious signage. Also dogs on leads as last year a dog jumped out and I chopped it in half and fell off my bike. Please take my suggestions into consideration.
I would suggest the path needs to be as flat as possible if following the rail track route.
Some of these drawings tell very little without points of reference I can't believe 10+ years on we are still at the point of discussions with landowners I know some are abroad but 10 years!! I'll be happy when we get a safe path. This seems to have dragged and dragged.
It could possibly use directional segregation to try and make it safer for cyclists and pedestrians alike.
the addition of a few park and/or picnic benches
A section that connects to the beach in Cardross would be good for the community
Connection to the beach at Cardross
Would love to see this finished soon. It's been a long wait

As a project professional my self , It appears the route is only in proposal stage . This appears to look like tarmac finish , which is good for disabled access, and wild flowers . The negotiations with landowners will be the biggest challenge ,they will be worried about it being abused by accessing their land for job vandalism Or theft . So cctv would be good . The negotiations could ask landowners that own farms producing produce, so set up honesty boxes / small stalls selling produce to the visitors using the paths as a suggestion. The reduction of any gates that cyclists or wheelchair users would have to open / close would be handy .
The inclusion of street lights for nighttime safety.
Just get it done, your are putting peoples lives at risk without it. We don't need anyone else to lose their life!
No, it looks good
If it will be next to the train track, trains should not use their horns as much as they are quite loud.
Should have stuck to the original route close to the A814 as designated by Argyll & Bute Council engineers. It would have been easier, quicker and cheaper to deliver.
Run along the railway not A814
No suggestions. I hope Argyll and Bute are in a position to get the work in place for a completion ASAP. The main path on the cardross road is dangerous for pedestrians it's too narrow and uneven. This project should be a priority.
No but this is a well needed route that people from cardross on the summer could walk into helensburgh and back therefore cutting down on carbon footprint
Just hope it is done before I am in the ground as I've had a few close calls with cars on road from Cardross to helensburgh as there isnt even a footpath to walk it either which I fund scandalous
N/A
Access for all please. Wheelchairs and adapted bikes
No suggestions , other than please don't remove any existing trees . Thanks
Divine walking and cycling lanes as higher speed cyclist meeting walkers with children and dogs will be dangerous
Just get it built.
Make it as straight as possible.
Need to have segregated cycling and walking area
For a long term cycle path to be effective and used by actual cyclists it needs to be maintained and provide a direct route between locations. If it twists and turns and advises you to constantly stop and give way, it will not provide a good solution. You would not build a new road which is not by the most direct route and car drivers are not expected to stop and give way all the time. If we are serious about alternatives to driving then we need to provide effective cycle routes that people can use to commute and travel as opposed to a leisure track. It is also preferable to have a dedicated cycle route not mixed with pedestrians. The average cyclist travels at 15mph and a pedestrian at 2 mph. Why put them in conflict?
Ensure correct width for bikes going in opposite directions to pass safely.
I'm not sure how wide it will be, I hope it will be wide enough for walkers to use it safely with cyclists able to pass freely
Stop consulting -- get out there and build it!
No dog walkers or horse riders
Street lighting, cctv, bins and benches.

Whilst I think that this path would represent a significant investment and improvement for all in the community, including drivers, I still think that we need a reduction in the speed limit on the same stretch of road to make further improvements for all residents.

Design looks really good, let get it done

I'm afraid I'm not knowledgeable enough to make technical suggestions on the exact route design. Personally, I think it is a pity that the choice of route seems to make the path longer and less easy to access than if it had followed the original plan to run beside the A814/Cardross Road. I think the current design is more suitable for walking/dog exercising/leisure cycling than practical commuting. It is also unfortunate that the route change seems to have led to delays due to necessary redesign work, although we were assured by WSP during the previous consultation (2019) that that would not be the case. Given the delays that have already occurred however a further change of route is not a real option, but I think the emphasis on design has to be on minimising further delays and keeping the route as direct and short as possible.

No suggestions, I think this looks like a good suggestion. Makes sense and in many places already tracks present.

Bins

Keep it as a natural footway not a cuclepath

The route proposed is by far the safest as it keeps all users well away from the main road traffic. I would like to be assured that vegetation on both sides of the path are kept wide and low growth height low enough to avoid creating places where anyone intent on mischief can hide.

Water fountains may be a nice addition to the path

.Yes, of course it will be a huge benefit for the community and - in answer to your second question -

No! To be honest I have waited so long for this path to be completed I would accept almost anything and, after so many years of consultations and surveys surely the design must be as good as it is going to get. My granddaughter was born in 2007 and I was so excited then thinking I would be able to walk or cycle to Colgrain from Cardross - she is now 14 yrs old and I shall be lucky to see the day that this path is finished if progress continues at current pace. It will be marvellous,I am sure - just hope I get to use it - even in a bath-chair.

Seriously - this path is so long overdue and desperately needed as the main Cardross Rd is so dangerous for walkers and cyclists alike and will help to encourage local residents to take more exercise safely ,and increase the fitness levels of fitness and mental well-being of all concerned. Please press on as quickly as you can to complete this long overdue project.

no

No it looks fine

To make the route safe for my family to use we need to get onto the new path. We are in Colgrain and the main issue is the dual carriageway and vehicles speeds and safety for Pedestrains along east clyde Street from colgrain. Whilst the new route will allow active travel between helensburgh and dumbarton without safe links into the town it will not realise its full potential.

There is also the new route to Garelochhead being created on the other side of helensburgh - the more important and bigger impact element would be linking between the two projects and then making the connections into the town, schools and residential areas of helensburgh safe and accessible for all.

ardmore point and the walk around the headland is a significant local greens pace and well used by local families and dog walkers - however everyone has to currently drive there! the destination should be emphasised and celebrated - is there opportunity to signpost and enhance the crossing to draw attention to the ability to access via cycle.

what are the proposals for landscape enhancements? There should also be Benches, signposts and planting. Tree planting is an excellent alternative to traditional way markers and assist with climate emergency and carbon offsetting. Ardmore point would be a good location for this. Mixed native hedges and wildflower meadows would improve habitat.

Ensure landscaping is undertaken and finished upon completion of track surfacing not just left to grow back on its own.

Use the quickest means of delivering

It is not lit and you have failed to show how any maintenance vehicles gain access. The current section by the shore in Cardross is not well maintained nor is the Ardmore to Morrissons section. If poorly maintained it rapidly becomes unsafe for non-expert cyclists and falls into disrepute

It would be great if the path way had solar powered lighting so that it could be safely accessed in all seasons

Very few people appear to use the existing path - and NO cyclists. An expensive white elephant in my view. If it goes ahead it would need MASSIVE cycle signs to shame cyclists into actually using it as they certainly don't use it at present, nor do they use (the well signposted) cycle path over the black hill from Helensburgh, alongside the A818. Waste of taxpayers money.

Please get on and built it. The new route beside the railway is much better than the old route beside the road that you previously asked us about. Being beside the railway avoids the hill by Cardross Crematorium that is quite steep for cycling over, and the railway doesn't create air pollution or the same constant traffic noise as the road which means it will be much more pleasant to walk or cycle beside. It also makes accessing the paths around the Ardmore Peninsula much easier than being at the main road.

Please ensure that sufficient signage advises all users that this is a dual use pathway....not just for pedestrians. Cycling on the route from Helensburgh to Rhu, I have encountered pedestrians who claimed that I should be on the road!!!

Try to minimise crossing the main road if at all possible.

The addition of street lighting, the occasional bench to enjoy the view, the occasional shelter to hide from the wind/rain.
No. Looks good.
This part of the route appears excellent - scenic and set away from the A814. It might be worth thinking about how best to harmoniously accommodate both cyclists and walkers eg whether to mark one side for cyclists. As well as leisure cycling the route would be attractive for commuter cyclists. Are there any plans for lighting - particularly relevant for the winter months.
Only that it be completed as soon as possible.
No obvious comments
Please don't waste money on a cycle path that won't be used by the majority of cyclists
Just get on with it!
The existing section of the path from Ferry Road, Cardross to Cardross Railway Station is well used, mainly by walkers, but very narrow when cyclists and walkers meet on the path which is obviously not to scale in the above illustration. It doesn't help that the bicycle bell seems to have been de-invented and cyclists suddenly appear from behind. Dog walkers are very good at cleaning up after their dogs on the path. Horse riders are not so good and don't seem to carry poop bags. When I was a child our milkman cleaned up after his horse (he used a horse and cart after losing his driving licence for drinking something stronger than Gold Top). Could signs encouraging, or better still by-laws enforcing, cyclists to use bells on their bikes and horse riders to carry a sack and a shovel be introduced to protect users of the path? I see your artist has created a hedge to block the view over the Clyde. Port Glasgow and Greenock are not that bad a sight.
Ensure they're is some viewpoints along the way with some seating benches.
It looks fantastic, it will be brilliant to be able use active transport to exit Cardross village to go to Helensburgh. We have friends outside the village, it will be lovely to be able to cycle to visit them and for the children to visit their friends independently and safely.
Tree planting between railway line & path Areas for biodiversity
No. Planned route appears reasonable and with minimal earthworks (cut/fill) so should be straightforward to construct.
Having a section for bikes and section for walking
Include some benches for kids to rest and snack.
This an essential development for Cardross. The village currently feels closed off towards Helensburgh and Dumbarton and a paved route would open up opportunities for recreation and active travel for a significant number of people. If the route opens it could get quite busy so suitable demarcations to separate walkers and cyclists would be required.
Just to make it wide enough for both walkers and cyclists to enjoy.
Occasional bins
Width of the path is extremely important such that walkers can use at the same time as cyclists who are travelling at pace. It would be a great failing if competent and swift moving cyclists did not feel they could move the main road to the path due to fears of a collision with a pedestrian.
Regular benches for less fit or mobile individuals to rest along the route.

Possibly include a suitable car park for people to park their cars to commute to Dumbarton
No
To be honest it is not a cycle path when there are pedestrians. As a cyclist I like to work hard for cardio vascular exercise which means keeping up a good speed. What the picture shows are people meandering no doubt plugged into music dogs wandering about which is fine. But nightmare for any serious cycling. One is up against people not hearing the (old fashion loud bell) dogs running in front, basically a nightmare.
Paint a white line down the middle, and a sign at beginning of path, both ends, requesting cyclists and pedestrians, to keep to one half. This will help prevent pedestrians walking without constantly looking back over their shoulder to avoid cyclists. This would be especially important in today's e-bike culture where there is now the added danger of serious injury or possibly fatalities.
This route looks really attractive, avoiding the noise and the uphill sections that a route next to the road would involve. I would expect to use it frequently to travel from Cardross to Helensburgh for shopping or to use the leisure centre. I hope that the crossing over Moss road will be clearly marked so that drivers entering Moss road take care.
Due to the dangers to cycling on the A814 and the many injuries and recent death last year. I think this path is a much needed addition to cycle infrastructure in the area. Especially linking a major town (Dumbarton) with the single biggest workforce concentration in Scotland (the naval bases).
It should be wide enough to accommodate cyclists and pedestrians
It looks amazing and I can't wait until it is completed, although it shouldn't stray too far from the route the road takes or certainly be as direct as possible. Also there should be a number of spurs to allow cyclists options for access and egress at multiple points.
Regular benches and/or picnic tables
Build it !!
The inclusion of some lighting for the winter months, even just in areas of poor visibility of the track ahead.
I know this is difficult but is there any way that some access to the shore could be incorporated into the scheme at various points. Appreciate this involves going over or under the rail line and doubtless will increase costs.
Stop stalling and please just get it completed
A shared safe path for everyone
Designated 'lane' marked for cyclists to encourage better sharing of the route. Native species planting along route at strategic points to improve biodiversity and enhance wildlife corridors.
No
Ensure it is lit
Just get it built. Either this route or the one by the road. Interested to know the maintenance of the path, esp if near trees/vegetation as can be very slippery. No maintenance of path the shore side of railway in Cardross, already getting overgrown. Best to promote as an access path - Clyde coastal path? as won't really remove cyclists commuting from the roads, but will be used for leisure cycling, walking, running, horses.

Just get on with building it. We have been waiting long enough!!
There is a definite need to keep pedestrians & cyclists safe. Dog waste bins would be good too.
No. It would be best to get it done ASAP.
No
It sounds good just need to get it done!
Start it and finish it would be good.
Ensure it is wide enough for contraflow foot and bike traffic. Some benches for rest stops, information boards on views out over the estuary/bay/ ardrmore point, detailing points of interest/history/ wild life
No
What is already in place in Cardross is amazing, not only for the cyclists but skateboarders and roller bladers. If it is continued to Helensburgh, I could see some pupils of Hermitage Academy opting to cycle safely there instead of waiting on the trains. A win, win for the young people's health, getting them to exercise.
I would favour a middle line to make clear where people walk and where bikes ride, otherwise everyone will be all over the place and both parties will get upset. Also I would suggest plenty of bins along the way, double ones, recycling & landfill waste.
Designated 'stations' for cyclists with tyre inflation hoses/cycle mounts (for repairs etc)
Please just get on with it. Keep it a safe distance from the road so that children can ride ahead safely, same with the water .. reduce the speed limit on the road which would keep the noise level down. But a cycle path is needed sooner rather than later
Benches/picnic benches
As long as it takes cyclists away from the main road A814, and gets done sooner rather than later, any path is welcome.
No it looks great and will greatly benefit lots of people.
signage for overtaking and passing. If it is dual use dogs should be on short leads. At 3m there should be room for a segregation line, Provision of route on into Helensburgh.
I support building a cycle path Helensburgh to Cardross and on to Dumbarton but would rather leave the details to the experts
By having sanitisation facilities along the route. By occasional benches. By interesting local artists participating in showcasing local history.
Much of the area is low lying and subject to flooding - need to make sure that there is good drainage and run off to avoid large puddles forming.
This looks like such a useful resource for the community. It would be great to see some bike maintenance stations along the path and some benches.
No
Community gardening spaces on the route closer to towns. New allotment sites along the verges. Access points to the foreshore where adjacent.
if people are you make good use of this path there will need to be lighting as it will be very dark to use in the evenings especially in winter

It will be good to add benches along the way and to split the path into cycling and pedestrians use.
Expedite. Commence works before 2023, completion by 2024 latest.
Ensuring access to Ardarden from the cycle path might help to reduce the number of car journeys on Cardross Rd. Also providing easy access to Ardmore point might increase the opportunities for people to visit this location.
cyclepath ideally should be as straight as possible(!) but with as few stops/give ways as possible. like other countries do them...
Any spaces for pedestrians and cycles is of benefit. Just make sure it's wide enough to be useful. Also, don't give access to cars or they will just park on it.
I wonder what infrastructure (if any) will be in place where the cyclepath crosses Ardmore Road. Given the proximity to the level crossing, will there be suitable infrastructure to ensure that a queue of vehicles on Ardmore Road won't block the cyclepath crossing?
Social safety is important. It should be as open as possible, it will require maintenance to ensure vegetation overgrowth does not compromise function or perception of safety. Consideration to lighting if there are to be excavations to form cuttings.
Just build it already. Build anything. The fact that there isn't a separated cycle path along this route already is a total embarrassment.
Picnic area with view of the Clyde.
Add signage (with distances) for connecting routes, landmarks and refreshment stops e.g. Ardmore peninsula, Ardardan farm/tearoom, Geilston Garden, Red Road (connects eventually with John Muir way).
Looks great on paper, my only concern will be the ongoing maintenance of it, because the existing path going out from Morrisons is always becoming littered and totally overgrown both at ground level, where the grass verge has encroached on the tarmac so much already, we have lost at least 6inches each side, and the sides have totally overgrown with dangerous bramble bushes, that can take your eye out or like my daughter the other day, rip your clothing when passing other pedestrians or cyclists!! Will the council have extra money in their annual budgets to maintain it?
Use existing hedgerows where possible to shelter path from the wind. Consider raised road table where path crosses roads to help slow down motor vehicles..
Please progress with it...

Appendix 3: Responses to question “Do you have any suggestions for how we could further improve the designs for signalling the junction of Ferry Road / A814, Cardross?”

Community Organisations

Signage and road markings have to be clear. There should be no raised areas.
will the signal be automatic for cars on Ferry Road? Will cyclists have a button to press?
Separate signal lights for vehicular traffic, bike and pedestrian traffic would be best.
It would be good for traffic lights connecting the cycle route to have low level cycle lights to allow easier visibility for more people and to highlight it's a cycle route.

Individual Comments

I think traffic lights are a good idea as it will help to slow the traffic coming into the village which at times can be pretty fast.
Lights should be intelligent and work on demand only.
This will just cause queues of cars. Ferry road is a very minor road which does not require traffic lights and as previously mentioned not enough people will use the proposed cycle track to make it worth the delays on the main road which traffic lights would cause
This signalised crossing is clearly essential. However the design as proposed is at best clumsy. The need for cyclists (in particular) to divert away from Dumbarton to cross the A814 will mean that mny/most will ignore it.
A FAR neater solution is for the Cycle Route to turn right halfway along Ferry Road onto the existing access route to a few houses and then continue between the last ones to reach the open field. Then turn left to meet the A814 more of less where there is an informal layby at the eastern edge of the built up area. Then a simple two phase traffic signal will allow and easy crossing of the main road to reach the Cycle Route on the north side of the A814 towards Ardoch.
This solution will undoubtedly require some land purchase from the garden ground of either Pillar Bank or Clydeview, but this is a small price to pay for a massively superior solution. I commend it to you - even if it results in the need for a small amount of compulsory purchase of the strip of land.
There will also be a need to put up warning signs on approach from both directions saying that there are traffic lights ahead. Having motor vehicles entering a 30mph zone from a 60 mph zone and immediately being presented with a red stop light will inevitably cause some to drive straight through the stop sign, thereby endangering life.
Yes
Easier and more cost effective to keep to the river side of the main road
Why does the path not remain on ther south side of the A814? Logically this will avoid a need to cross the A814. Already there are issues with traffic management with Ferry Road and Bainfield road, and the road entering /exiting on the north side of the A814. There are already in place crossings over the railway at Ferry Road and and back to the south side of the railway at Ardoch. Why complicate things by crossing the A814?
Path for walkers

Start the 30mph earlier as cars are still flying past at this point coming into the village
The crossing is a must particularly if the path is to be used by children.
Set the traffic lights to have a priority (not just a time share split) for the through traffic on the A814, otherwise you're going to get horrendous traffic backlog on the A814
I think other traffic calming measures would need to be implemented on the approach to these lights from Dumbarton, people drive too fast on the bend. It just takes one driver to not anticipate the lights being Red around the bend and a cyclist or pedestrian being killed
I think consideration of visibility to approaching cars from Dumbarton needs to be considered along with how much traffic could build up. That being said something would be needed to ensure safe crossing
I think being forced to cross the road twice is a poor solution - the council should have had the courage to continue the route along the seaward side of the road here, however the solution proposed is much better than the daft, dangerous solution of squeezing the route in with the road previously proposed. I think people forget this is meant to be a way to actually travel - each time the route does something like this it adds real, measurable time onto people's everyday journey (both active travel and car travel) and risk. But all in all it's better than I feared.
This section looks awkward. No chance of a more direct route?
Will also have benefit of slowing traffic on entrance to Cardross.
too complex for the volume of traffic on A814
Install a speed camera too
Reduce the speed limit on the A814 through Cardross to 20mph, as has been done in many villages in other parts of Scotland.
This could prove hard on Friday afternoon traffic as anytime lights are put in place along this road from Faslane, traffic is held up.
Clear and enforced speed limit for motor vehicles within the vicinity. Suitable lighting.
The walls need to be cut back for people with kids approaching that looks very narrow.
It would serve as useful traffic calming on the entry to the village, but having the cycle path cross the main road twice between Cardross & Ardoch seems unduly cumbersome. It will be disruptive for users and will ultimately limit use of the cycle path.
It is not clear from the composite image above, but will the proposed traffic lights also control vehicles heading South West on Craigend Road towards the A814? As a resident of Ferry Road, traffic lights at this junction will make it much easier to exit Ferry Road onto the A814. With the current configuration of the junction, vehicles leaving Ferry Rd have to carefully edge out into the north west bound lane to see whether there is traffic approaching from Ardoch.
A pedestrian crossing on the main road would be very good as it will allow people to cross safely.
Cycle first lights at Ferry Road so they can go before any cars are given the green light. Also a no-dismount system if possible. Difficult to see exactly what is planned but looks sensible.

Restricted visibility on the approach of road traffic from Dumbarton, and indeed of traffic from Ferry Road seem like an avoidable risk. Suggest the route be adjusted such that the crossing is away from visibility restrictions
keep the cycle path on the same side of the A814 as the railway line.
Bit of a black spot already so anything would need to be well lit and easy to see
This looks like a fab idea. I cross here a lot when I come up Ferry Road and cross to go up the Carman Hill, the traffic is fast coming into the village and sometimes I am waiting a while to cross. It needs this when it becomes a cycle track because of increased numbers. It does appear however very close to the 30 signs and maybe the 30 sign could be move further back from the edge.
There are examples of busier roads with corssings not requiring lights such as the A83 at Ardgarten and A82 between Crainlarich and Tyndrum.
As long as signals are 'Smart' and dont result in congestion and delays to public transport. Evening phasing of pedestrian phase to slow traffic would be beneficial in hours of darkness.
There needs to be appropriate sensors on the lights that work with all users of the shared path; however also having a push button - like a pedestrian crossing - would be ideal.
We don't need traffic signals a sign will be sufficient the traffic is never that bad that you can't cross I live there
Cars have to take some precedence, us cyclists are often in the minority
I don't understand why the junction & crossing are so spread out, and apparently separated? I think the 30mph speed limit will have to be moved further east of Cardross to ensure slow speeds on reaching the traffic lights.
I think it'll slow traffic. However it will cause delays both ways when red. Unless this is a sensor light and only used if needed
This would be safe for the cycle path , however The road is an accident black spot and visibility of stationary traffic would need considered
Yeah no enough traffic lights through the village.
No, it looks good
This will help in slowing vehicles as they enter the village and assist with crossing for all road users.
Move the 30 mile restriction further back and the signal away from houses
No suggestions
Traffic lights entirely controlled by pedestrians (eg only ever go red when a pedestrian/user of the cycle path presses the button and is waiting to cross).
Ensure buttons are pressable without dismounting from horse
It will also stop people speeding into cardross
Help reduce speeding traffic through the village and safeguard cyclist and walkers
Traffic cameras to ensure vehicle speed and all users follow road traffic regulations. No running the lights
It is always good to manage the speed of vehicles to their environment, however an underpass with access to the main road would be a preferred option
Don't think traffic lights are necessary. Relevant signage should be adequate.

Keep cars, pedestrians and cyclists apart.
No suggestions for improvement, but I think it would be welcome as it will help to slow down traffic entering cardross from the east.
This is tricky as at the peak traffic volume times, cars towards Dumbarton from Cardross will back up to the Carman Road junction when stopped at the lights and block exit from the Bainfield estate. But I can't see a solution except another set of traffic signals at the Cardross Rd/Bainfield junction which are synchronised with the proposed lights at the Ferry Lane junction
Reduce the speed limit across the entire route from Helensburgh to Dumbarton to 40 mph which is more than sufficient for drivers to make progress and will make it much more likely that they are travelling at a safe speed going through the village.
No
No suggestions
We have been very concerned about speeding through the village for many years now and putting traffic signals and a pedestrian crossing would be a key measure to help prevent speeding through the village. This point at Ferry Road is a popular crossing area for dog walkers/ children/ members of the community and we have been concerned about the safety of crossing here due to speeding cars coming into the village. This would make our village a safer place and facilitate bikes crossing the main road to access the rest of the bike path. It would be helpful to have a traffic light sign on approach to the village so that car drivers know to slow down on approach.
No, this looks great. I live at this part of the village and have kids, and have thought that we need a safe crossing here for many years. We have a huge issue with cars spending in and out of the village at this point, so this crossing would be hugely welcomed and would be much safer for the kids to cross.
If pedestrian lights are situated at location in plan this will restrict access to driveways. They could be located east of ferry road. The west bound footway is most used and few people cross here as majority of houses are in the built up area going towards the railway.
Concern regarding cyclists utilising pavements which are for pedestrians. No need for pedestrian crossing near to houses. Reduced traffic speed is enough.
Make the crossing diagonal from Ferry Road to Craigend Road. Widen the footway East of Ferry Road and move the 30mph signs back to Craigend Nursery
I would hope that the traffic lights will be "on demand" for people needing to use the crossing or traffic exiting Ferry Road as this will minimise journey time for traffic on the main road. I would apply the sme comments to the proposed crossing at Ardoch.
Inherently dangerous. Limited sight lines and traffic ALWAYS exceeds the speed limit 40-50mph is typical, not less than 30mph. Sending bicycles across this is stretch is idiotic.
At certain times of the day this road is incredibly busy and would need traffic control for safety of people crossing over.
no
As the owner of the house where the crossing is going to be () I would think it would have been courteous of the council to let us know of the plans personally not to happen upon them by accident!
Signalised Junction is required to ensure safe to cross.

The issue of traffic & farm vehicles coming down the hill past Craigmere entering A814 could be removed by re-routing the road down the hill to the left entering A814 further along towards Ardoch side. ALL farm traffic joining A814 from that road enters the village and then turns at the Bainfield Road junction if heading to Dumbarton. Cannot turn immediately left due to tight bend! This could reduce the complexity of the signaling required and reduce traffic build up when vehicles are turning.

It is unclear from the drawing how the traffic control will work in reality as what's shown works for cars not bikes and pedestrians. It needs a clear bike waiting area where those on foot/bikes can see the traffic to ensure it has stopped before they cross. White line is quite far back and works for cars but won't for cyclists or dog walkers as they are unlikely to stop that far back.

The additional crossing would only be used occasionally so would not have a huge impact on adjacent properties, it would reduce the speed of the traffic entering the village which would be a great benefit

As an owner a few yards from this proposal I think it is over complicated and potentially causing more cosmetic impact and expenditure than is required. I also believe there are safety issues. There are much lower impact and more rural options being overlooked (on previous A&B outline plans some were covered but seem to have been dropped without explanation at this stage) for example there is a low impact path option parallel to the railway on the Ferry road side of the railway running to the field on the Dumbarton side of the village. Combined with a path through the field to the layby on the main road it cuts out all of the proposals impacting the village and allows one safe crossing with far superior line of sight for cars approaching. As an alternative with the new highway code laws being reinforced/updated (Jan 2022) cyclists and pedestrians have right of way across the top of ferry road towards Dumbarton and could access a short path towards the same layby again offering significant savings and less cosmetic upheaval as visitors and residents arrive towards the Cardross conservation area. (the path can then stay on the garden centre side of the road towards Dumbarton or the crossing can be made past the Craigmere Farm access near the safer layby area as stated). In my view there are more viable, cheaper and lower social impact options being overlooked. If you briefly look at the proposals, sending the path in the wrong direction involves buying a residents land while heading the wrong direction! It involves a change of bus stop location, more lights than are needed and it assumes the new path will run over the main Craigmere farm access road opposite Ferry road (50 metres). This access is used by large farming machinery and milk tankers and will have a very significant effect on the maintenance of a soon eroded area of cycle path over many years. In terms of my neighbours who would be encompassed into the proposed lights I see this as a major safety issue which is not easy to outline in this paragraphed format. By way of an outline when arriving from the village centre we all have to swing out onto the opposite side of the road to access driveways on what is a very busy road. To have cars stopped at lights going to Dumbarton means we need to swing out with the cars arriving from Dumbarton not able to see from distance what we are doing. Further we can't see clearly if it is safe to do so as we arrive home. If we wait correctly in the row of cars at the lights in our own lane we do not have an angle to cut in. In the summer months there could be a very long row of cars at these lights and entering a number of houses in cars could be badly compromised. It is also worth noting that the pavement is the only option for delivery vans on a major road and

a cycle path would take away this unloading option from these drivers for certain houses. It would further impact bin pick ups by A&B council. In summary I think there are a number of options as stated with less cost, less social impact and safer in terms of line of sight and recognition that this historic part of the village already makes adjustments every day to cope with 100+ year old houses and access arrangements, bordering a road which has a reputation for traffic speed issues. (most recently highlighted by the shortlisting of the village for new superior speed cameras) I hope this input is helpful and would confirm as it stands I think the proposals would be to the detriment of the village and the user experience of the visiting cyclists. In my view there are far superior solutions on the edge of the village requiring much closer scrutiny.

Will Ferry Road have cycle lanes marked on road?

Complex signal system to cross a road.

It can be difficult to cross the A814 due to the speed and amount of traffic so having a pedestrian crossing would be a big improvement. If the traffic lights also help to encourage drivers to slow down as they come into Cardross that would help road safety, and feeling safe when crossing or walking next to the road.

Not for cyclists. Maybe for community.

Lights are the only way to cross that busy road safely.

This has to be one of the worst suggestions I could ever imagine, the cycle track is up an extremely steep hill leading onto a farm road. The cycle track below Ferry Road has a slight gradient which on icy conditions is extremely dangerous the council do not salt or grit the cycle paths. This proposed hill is far too steep and the farm road is regularly used by farm lorries, farm machinery and vehicle traffic onto which you seem to think is a good idea to just bring a cycle onto without any safety considerations. Why would any cycle track cross the A814 twice in a short distance and what safety considerations are you putting in place for not only the path users but the vehicles using the A814 and the private Farm road. I am also concerned as I live close to the proposed route of home security as it is well known cycle tracks become thief's highways when linking two towns like Cardross and Dumbarton together. I also note there are unlike the Ardoch section no alternative routes at this part of the cycle track have some routes already been ruled out. This seems a great waste of agricultural farm land and I oppose this cycle track.

Seems ideal

While any action to reduce traffic speed is most welcome, the use of the pedestrian crossing by cyclists must be questioned. Are they likely to follow the route of the crossing or are they more likely to cross directly to/from Ferry Rd?

Don't waste money on this, spend the money fixing the potholes in the road, this will be more beneficial as the cyclist's don't use cycle paths

There are already a plethora of signs as you approach Cardross from the east and both pavements are very narrow as you approach Ferry Road from the west. Care will have to be taken to ensure sign posts do not force pedestrians onto the road.

Nothing apart from clear signage of the route.

This section of road needs to be slowed as often trucks are going faster than 30 miles per hour. Having signals here would slow this traffic making the road safer for all road users.

Ferry Road will have a relatively variable flow of traffic/cyclists. The traffic lights out of Ferry Road will presumably be operated by detector rather than timer- this needs to be able to pick up solo cyclists.
Refuse the size of walls
Some lighting at night for safe usage. Perhaps solar charged lights along the pathway. Make it safe for females to cycle who tend to be more concerned about safety.
No suggestions but I'm very pleased to see this is part of the proposal.
It is important to consider the sight line for the traffic lights as when entering Cardross the road turns sharply to the right, concern is if the sight lines are poor then a motorist is on the traffic lights / crossing before they have time to react. Consider moving the traffic lights back further along the main road to give better line of sight for motorists, even if this means the traffic stops well before the actual crossing
Traffic lights would suffice.
I welcome the installation of traffic signals. Living in Cardross I'm concerned about drivers regularly speeding through this end of town, and this will make it safer. However I think it might be worth considering whether a different solution to an above ground thermal detector could be used to trigger the signals on ferry road. In my experience most of the 'traffic' on Ferry Road is people walking dogs. As there aren't pavements, I'd be concerned that they would frequently trigger a thermal detector unnecessarily. A sensor which detects only cars and larger vehicles, combined with a push button for cycle path users, may work better.
No
no
I understand how it would be hoped that this would encourage drivers to drive to the appropriate speed but I think there are far too many different speed limits between Helensburgh and Dumbarton and you should now make the entire route a maximum of 40 mph, except within the boundary of Cardross which should remain at a maximum of 30 mph to make it safer for everyone living next to the main road. Anything less would be an opportunity missed.
This seems like far too much given the number of people/cyclists that will be crossing the road. I know from experience that any traffic management on this road causes back ups of long lines of cars that then make it impossible for traffic to get out onto the main road further into the village. This will also cause issues with access to the houses around the traffic lights on the main road and seems unnecessary.
Thank you for doing this as it will slow the traffic right down and make it easier for pedestrians to cross at that point
Not really, but I'm struggling to see where the cycle path is on the diagrams and therefore the route taken as cyclists/pedestrians cross. It would have been helpful to include a simpler diagram for non-engineers in addition to these drafts!
Make them suitable for horse riders too.
Why make the cycle path go up Craigend Road to come back down again? Why would cyclists not just go straight along the roadside? That road is a working farm road with significantly large milk tankers, livestock wagons. Not sure this part has been properly thought through. That road is NOT just domestic cars. Is caution this approach.

<p>Whilst speeding through the village is an issue, I do not believe traffic lights will change this for vehicles entering from the east, clearly it will have little bearing on vehicles entering from the west. Further more I think it will have a negative effect on flow of traffic through the village and on the environment if vehicles are idling at the lights. I believe a speed camera is to be installed, but in my experience people only slow down when they go past the camera. I regularly walk a loop through the village, crossing the main road at ferry road, and there is never an issue finding a safe time to cross the road, as such I believe the inclusion of traffics lights is not only detrimental but a waste of money. Aside from this it makes little sense to me as to why the cycle path has been routed to cross the main road - hopefully there is good reason.</p>
<p>Hopefully the traffic lights will be arranged so that traffic does not queue back through the village on the main road without a need.</p>
<p>For safety measures yes. Please stop stalling and just complete it</p>
<p>No</p>
<p>Traffic signals and ped crossing would be more beneficial before entering Cardross and the Ferry Rd junction.</p>
<p>Will slow traffic down on entry to village, but high risk of accidents due to the speed of traffic</p>
<p>Are you seriously proposing a pedestrian crossing and a separate cycle crossing within 20 metres of each other?</p>
<p>It will slow down the traffic into the village which continually remains unmonitored by the police. Also the A814 should not be a 60mph road. It's too narrow and has too many bends and junctions to side roads. Ardardan not to mention the state of the footpaths that are promoted in tourism websites etc. They are lethal in terms of condition and on top of the road and shouldnt be used.</p>
<p>No</p>
<p>I think the cyclists will manage just fine with give way signs on Ferry Road. I can't see a need for traffic lights. As a pedestrian (as a family) we can always cross the road to the wider pavement on the other side without waiting too long.</p>
<p>Hopefully the system can recognize when a bike arrives as a bike is so much lighter than a car and often there are sensors in the ground to tell the traffic light that someone is waiting (in a car).</p>
<p>There are already two traffic lights in this small village</p>
<p>No but we would love to see a speed camera being put up on entering cardross</p>
<p>Lights lights and more lights. Drivers are the danger here .. not the pedestrian or the cyclist. So reduction of speed, lights and signs everywhere reminding drivers of their responsibility especially with the implementation of new Highway code rules.</p>
<p>I'm not sure there is enough traffic from Ferry Road onto the main road to justify/warrant traffic lights. A pedestrian and bicycle crossing at the path would be a great idea.</p>
<p>Yes it will slow the traffic down and make it safer.</p>
<p>essential if cycle path needs to cross road. Moving 30 mph sign towards Dumbarton and reducing the speed through Cardross would improve safety. The speed reduction through the village from 30 to 20 mph approximate distance 1 miles with no other encumbrance would</p>

increase through time from 2 minutes to 3 minutes. Given the number of junctions , crossing etc I feel it would not slow overall traffic flow and may indeed improve traffic flow and pollution with less starting and stopping.
I support building a cycle path Helensburgh to Cardross and on to Dumbarton but would rather leave the details to the experts
I think this will jam traffic in a generous way. I don't see why it can't just remain as it is.
Cyclists should not be required to cross the road at all on this route - it should stay to the seaward side of the road throughout and then no crossings would be necessary. Requiring cyclists to cross the road (even at signed crossings) makes this a dangerous route - as indicated in the picture above, the crossing would be immediately after the 60->30mph speed reduction, and the risk of a motorist not being able to stop for the crossing is too high. The route should be replanned to not require any road crossings.
This would be fantastic! It's a nightmare trying to cross with little people.Cant imagine trying to do it on a family bike ride without this crossing.
At the bottom of ferry road, after crossing the railway bridge, an immediate right turn would allow the path to continue to follow the railway and negate 2 costly traffic signals. It is obviously currently the bottom of someone's garden so would have to be purchased.
Give plenty of warning to drivers approaching Cardross from Dumbarton that there are traffic lights ahead especially when approaching the Craigend Garden Centre bend in the road.
I think that crossing the A814 at all is a bad idea and should be avoided. The A814 is already a bottleneck at busy times and additional crossings will make this worse. I realis there are cost implications but if it has to be crossed an overpass would be preferable.
No
Incorporate traffic cameras to catch drivers speeding or ignoring the redlights
Stopped HGVs on that road will put out many fumes into the village as they slow down / speed up. Better solution will be to keep the cycle way south of the A814 and eliminate need for crossing
Road should be widened at the bottom of Craigend Road to take the cycle path along the side of the A814. Instead of routing the path up Craigend Rd and then into the fields along the A814. Simply move the field walls back and take the cycle path along side the A814. The 30 MPH signs as you enter the village need to be moved back to Craigend Nursery.
bike boxes in junction. enforcement for speeders, red light jumpers etc
Why not a raised pavement and zebra crossing. Any way to slow down cars and not run over pedestrians is a positive. Also, it is less hostile for pedestrians when the space is designed around them and cars are treated as guests. If you want people to walk and cycle, the environment has to reflect that.
Demand activation could be useful
priority should be given to pedestrians and cycles at the crossing
Make sure there's suitable priority for cyclists to pass, not the usual waiting ten minutes for ten seconds of crossing time.
Slow down traffic through 30mph zones - safety measures are vital,

I think a signalled crossing at the Ferry Road Junction, is an excellent idea. It will not only improve safety for the cycle path users, but pedestrians using other footpaths in the village. At times it is difficult to cross the A814 and many vehicles do not reduce their speed to 30mph making it more difficult. A crossing will enable safer crossing of the A814 and will ensure vehicles slow down upon entry to the village.

Making absolute sure cars know to slow down to 30 when entering the village of Cardross

Mirrors to see round blind corner

Move the 30 limit back another 50 yards from the junction with Ferry Road. As presented the 60-30 decrease is very close to the proposed traffic lights

Any further traffic calming would be welcome. The lights alone would be positive for Cardross, slowing vehicles and improving safety of pedestrians and residents. Better also for farm traffic and animals on this road.

Swedish style visual cues. Narrow road to reduce speeds. Dutch Kerbs

Proposed speed camera will also help this to be safer

It's a complicated junction with restricted sightlines so lights should help people to cross. Obviously, the sensors will need to work well – may need to have a 'beg' button on all arms of junction in case they aren't 100% reliable. Resurfacing would improve Craigend Rd.

Appendix 4: Responses to question “Cardross to Ardoch: Do you have any suggestions for how we could further improve the designs for this section of the cyclepath?”

Community Organisation

Either route but needs to have only one crossing of A814
We would think it's important for route to either connect or go via Ardoch to allow easy access to the route for people cycling to/fro Ardoch. If possible, the route can stay near the railway, but have arm to connect into community at Ardoch.

Business Responses

An access at our nursery would be good as many of my customers walk however the pavement and road are currently unsafe also I could then allow my children to walk to the village safely if I see them across the road
--

Individual Responses

Again waste of taxpayers money putting in a cycle track
The preferable route at Ardoch is close to the railway line. This avoids the (fairly) sharp speed restricted bend at the foot of the hill when it is much better to keep cyclists and pedestrians as far away as possible from road traffic. It also takes less land from the development site [if that were ever to happen!]
Make Ardoch a 30mph zone instead of 40mph as at present.
Yes
The path should be kept away from the main road
There's too much crossing of the A814. Keep the path to the river side of the road to avoid this.
Yes! As previously stated WHY WOULD ANYONE WANT TO CROSS THE A814 AND THEN WITHIN 1/4 OF A MILE CROSS BACK AGAIN? It will be a recipe for accidents through impatient pedestrians or motorists chancing their passage when others are actively passing through. Craigend Road is also used by large vehicles accessing the farming community. To direct pedestrians / cyclists into this passage will be dangerous as will traffic entering / exiting Craigend Road. There seems to be a lack of awareness of the traffic levels, speed, and already issues for pedestrians in this part of Cardross. Please try exiting from Bainfield Road, at present, to experience the issues of traffic volumes and speeding in both directions.
Generally keep the path away from road as much as possible and provide some lighting and seating
For better air quality of the cyclepath, keep as far from the A814 as possible, so run adjacent to north side of rail
Away from the main road is always better but in reality either would be fine.
Beware of what is under the Paddock!!
Reduce speed limit from 40 to 30mph - esp with new housing development to come
Picnic benches/viewing points?
Crossing the main road twice is not my preferred option. It requires multiple interfaces with access roads & utilities, plus 2 road crossings. It will be inherently less safe and will not be used as much as it might. My strong preference is to not

cross the road. Appreciate there is a problem with the nursery land but surely there are engineering options which could be explored.
As a resident of Cardross, not Ardoch, I cannot comment on the best route through Ardoch.
keep the path south of the A814 for the complete length of Cardross to Dumbarton
I would prefer to cross and go along the railway line as it is flatter and away from the traffic. Also away from all the junctions into the houses which would slow you down on a bike. I know someone who was hit with a car coming out a driveway on the Helensburgh to Balloch cycle track and it would be dangerous along there so definitely prefer to be away from traffic, also the noise and pollution from the cars.
Re "no preference" - the solution that can be done the quickest, 2028 is too far away! If going for the railway side there needs to be appropriate sensors on lights crossing the A814 that work with all users of the shared path; however also having a push button - like a pedestrian crossing - would be ideal.
As long as there is a path
No they look good
The route through the development site will remove a hill and assist kids/people with mobility issues. I have no preference, just the easiest/quickest to build.
Keep to the shore as much as possible to reduce the amount of hills. Cycle path will be used far more if it keeps the best views and the easiest route
Direct, dedicated cycle lane to promote cycling as an alternative to driving as opposed to a leisure path
Move it south of the A814, preferably aligned with the railway
Cyclists only. No dog walkers or horse riders
Lighting, cctv, bins and benches
Do not allow discussion around options bog down progress.
No suggestions
Bins
It's only going to create an accident black spot.
The sooner the cycle path crosses the A814 back to the protection of the railway the better.
As at ferry road, crossing the A814 on a bike will be dangerous, traffic lights or not. Cars SPEED. Everywhere. And your design, repeatedly crossing the busy road is the wrong one.
no
Cycle path should follow the railway line otherwise there will be a conflict with road and cycle users when the development site is completed.
Use quickest to build route
Keeping people away from moving traffic and the pollution they create would be my preference
Don't build it.
Exit Cardross path runs over Gas Main. Show Gas line and boundary. Runs through gas meter.
Where is the water main?
Have an exit to cross A814 to Colgrain vegetable garden.
We need to built the route to both Helensburgh and Dumbarton to really connect Cardross and the surrounding area, so I'm really glad to see the Council are now working on both parts of the path.

Street lights, occasional benches, occasional shelters
No.
Need to consider the danger of increased flooding and potential mitigation
Yet again this is not a good idea crossing the A814 at one of the most dangerous parts of the Cardross Dumbarton road. Clearly little to no thought put in to design of this part of the cycle track.
Don't waste money on this, spend the money fixing the pothole's in the road, this will be more beneficial as the cyclist's don't use cycle paths
Just get on with it!
No
Just good signage and maybe even some view points of interesting features along the way.
No further suggestions, this looks like a safe way to use active transport. Please build this as quickly as possible!
If possible try and avoid crossing the A814 again. Although I can understand the reasons for it, these conflict with the Cycling by Design designers key messages (page 9, item 6), which aims to try and reduce the number of stops for cyclists. I note also that Main draw back for continuing adjacent to the A814 is the large hill to the east of Ardoch, but think the alternative route is too awkward and time consuming, and regular users will just take the road in to Dumbarton. I'd also have security concerns with the railway side path.
If the route moves away from the road (next to the railway line) it will be harder for people to join the cycle path coming from the western side of Dumbarton, it looks like they'd have to cycle East in towards the centre of Dumbarton first before picking up the cycle path and then heading West. Also, if the cycle path has too many crossings over the road where you have to stop and wait at lights it will be less convenient and cyclist may therefore just choose to use the road instead.
Physical separation from the A814 is a big advantage.
No
Again as previously stated, white line down middle of cycle path.
Both route options in Ardoch look good - I would happily use either.
no
Please don't make it so convoluted that using the road remains a viable option for some.
I am amazed that the decision has be made to cross the A814 on the west side of Cardross, only to cross it again at Ardoch, surely there was some other option??? Aside from this, the level of pollution adjacent to main roads can be quite noticeable, if the aim is to promote healthy (and safe) lifestyles should the path not be routed as far from the road as practical.
I wonder if adopting the route beside the road may afford slightly more protection from elements during inclement weather??
Please just complete it
No
Traffic does not obey the 40mph signage in Ardoch and, as a result any crossing installed needs further protection to avoid accidents. I would be worried at the position of the crossing in existing traffic arrangements. All cyclists are vulnerable but young users may cross the road without understanding the speed of approaching

<p>traffic. Further speed restrictions/ road design and enforcement would be needed to make the crossing safe in my opinion. Even a car pulling out of the lay-by at Ardoch has difficulty joining the traffic never mind crossing it.</p>
<p>The line adjacent to the A814 will help improve the sightline around the bend.</p>
<p>All this was done ages ago. Please get on with it.</p>
<p>As before. Rest bench, information boards on wildlife , history, view.</p>
<p>No</p>
<p>I would prefer the most cost efficient route through Ardoch to be chosen.</p>
<p>When cycle paths are parallel to roads, they get very dirty from dirt flying over from the car tyres so if the path was too near to the street, there should be budget planned it for the brushing machine to run along it a few times per year. I take my example from the bike path parallel to the road from cross keys to Cameron house, a very dirty path and apparently no budget to send the brushing machine along it.</p>
<p>Through fields by railway would mean you wouldn't need more traffic lights</p>
<p>no preference just want a safe journey on my bike but I will say I do not want to have to cross the railway line so please avoid this at all costs.</p>
<p>The further away from the road the better.</p>
<p>prefer railway side as leisure cyclist. Roadside maybe better for commuters.</p>
<p>I support building a cycle path Helensburgh to Cardross and on to Dumbarton but would rather leave the details to the experts</p>
<p>As previously commented, the route should stay to the seaward side of the road and not require any crossings.</p>
<p>Being away from the main road would be much more beneficial for the path use. Much more opportunity to spot wildlife/ cleaner air</p>
<p>See my earlier comments about flooding and A814 crossings. I would prefer to stay on the seaward side of the A814 at all times.</p>
<p>No</p>
<p>I don't know the area very well so I would prefer the option that can be put in place sooner.</p>
<p>The route is long term infrastructure, it needs to follow the best practical route (ie minimising crossing of the main road). This means that if the cycleway is coming out of Cardross on the south side (by existing path) the route needs to continue on the south side of the A814 into Dumbarton (or by the railway line) to join with existing infrastructure.</p>
<p>It's hard to tell from these urban planning sketches. They don't mean anything to real people without engineering degrees. Just make the ones that you think are the fastest and most inviting to use.</p>
<p>Hard to say. Would have useful to have pros and cons</p>
<p>Either option would be great. Preference towards sticking to the road to make the route safer at night for vulnerable people cycling alone etc.</p>
<p>I believe it essential to continue the route from Cardross to Dumbarton. Given the current climate emergency, we should be providing alternative carbon neutral transport options which allow people to make an informed choice and without a cycle/pathway there is no viable alternative for active/safe travel. I think the route north of the railway line would be preferable, as if it's a flatter route. There is a steep climb out of Ardoch towards Dumbarton and it may discourage</p>

users from travelling from Helensburgh/cardross towards Dumbarton.

I have chosen the Adjacent to south side of A814 option not because I particularly favour it but because I know that section near the railway is prone to flooding. This is likely to get worse with climate change.

There have been multiple instances of cars driving into or through walls on this road in recent year e.g. at Ardoch and a few incidents with animals as well as multiple crashes at junctions. Anything that slows vehicle traffic down would be welcome here.

The A814 hasn't many streetlights so there's not much difference between an on-road and off-road path. Not sure if the road route would be slightly more likely to be gritted in winter (maybe neither would be?). Route near the railway would have a slightly better view of the Clyde and may be more attractive to local residents.

Appendix 5: Responses to question “Do you have any suggestions for how we could further improve the designs for a pedestrian crossing of the A814 in Ardoch?”

Community Organisations

Ensure barriers on cycle path are wide enough apart to allow people with mobility needs to go through them easily.
Separate lights for pedestrians/bikes and traffic. Great idea, thank you
We would not be supportive of the use of chicanes which can be seen in the sketch as they effect accessible access for all.

Individual Responses

Lights to be intelligent and work on demand only.
Leave road as is there is very little pedestrian traffic in the area
The imposition of speed limit of 30 mph through Ardoch would be very desirable to improve safety. In passing, adopting a 40 mph limit for all of the rest of the route between Westcliff (Argull & Bute boundary) and Cardross would also be a big improvement.
Yes
The path should be kept to the river/railway side of the main road to avoid unnecessary costs I'm traffic calming measures
Stay south of the A814 to avoid the need for this crossing, and consider the impact of vehicles entering into the properties on the north of the A814 at this section.
I would prefer no road crossings but it may make area more accessible and less dangerous for community
As long as the traffic lights are set to prioritise (ie not 50/50 share time split) the A814 or you'll get bad traffic backlog.
Again these lights appear to be very close to a bend! Will the speed limit be reduced
It's in danger of having too many crossings
Pity it's needed. But if this is the route the cycle path will take it's essential.
Will help with reducing traffic speeding through Ardoch
Note the stone wall has been removed to improve line of sight to crossing to comply with current regulations. Currently does not for the first 3 residential access points
Install a speed camera too
If something like this is required a bridge would be more beneficial. The traffic along this road on Friday afternoon is high
opens up the area to not being a fast drive through
As prev reduce speed limit to encourage usage and decrease road noise/ emissions etc. Active travel has to be seen as safe travel -esp for young/ inexperienced users
Enforced speed limit for motorists. Suitable lighting for winter use.
See previous comments. Think this is a bad idea.
keep the path on the south side of the A814.
I think this needs a crossing but for some reason I'm not so sure about the lights. I like the idea of them in the village setting but here it just seems strange as it is out in the countryside and as long as there is good visibility, and clear road markings then I think there is less need for lights. This would be less used by residents as it

is remoter from the village. But I'm not against lights.
There is no reason for a signal controlled crossing. The A83 at Ardgarten and A82 between Tydrum and Crainlarich are both busier A roads with crossings that are not signal controlled.
As long as smart signals and on request during the day. Evening phasing to slow traffic would also be good.
Cars speed down this road from Dumbarton into Ardoch - warning signs of pedestrian crossing as well as reviewing speed limit (perhaps 40 from exiting Dumbarton through to the pedestrian crossing, as opposed to briefly being at national speed limit).
Lines of visibility for the lights need to be considered & maintained, the traffic coming onto Ardoch from Cardross is rarely doing the signposted speed limit. Suggest cutting the limit to 30mph. There needs to be appropriate sensors on the lights that work with all users of the shared path; however also having a push button - like a pedestrian crossing - would be ideal.
particularly when approaching from the east, there will need to be plenty of advanced warning signs along the A814, as drivers typically speed up coming down the hill through Ardoch onto the long open flat stretch into Cardross.
Plenty of advance signage. Traffic does go too fast in this stretch of road. Could lead to accident if traffic too fast and can't stop in time
Again with lights ahead coming up to Cardross this will cause tailbacks. Unless these are sensor lights and only used as and when
Again stops speeding and keeps people safe
No, they look good
Better to have realigned this section of road to iron out the bend and give better sightlines for traffic and the houses on the north side of the road.
Foot path improvement is required and would be better for the community
Speed cameras will be required as west bound traffic comes through Ardoch at excess speed and down hill. Install average speed cameras at Ardoch and Cardross to keep speed to safe level at both crossing. They will generate plenty of money
I think it's a good idea though drivers do come of the hill at speed so a crossing will anger people
However an underpass would be safer
Don't think traffic lights are necessary. Relevant signage should be adequate.
A direct cycle path. No lights . Frustrating for both drivers and cyclists. Does not allow continuity . When you are riding your bike you want to keep going and maintain your cadence, not start and stop all the time.
Could you add traffic calming so that drivers need to slow down
There would be no need of a crossing if the entirety of the route was south of the A814.
Cars coming down the Lea Brae are travelling far too fast - well in excess of the 40mph limit. I propose a reduction to 30mph would make this section much safer.
No, but as my previous answer it will be a good traffic calming installation.
Not for the pedestrian crossing itself , but as a frequent user of the road the standardisation of the speed limit at 40 all the way from Cardross to Dumbarton (ie the removal of the currently unlimited stretch) would encourage better driving as at

the moment many cars do not respect the 40 limit through Ardoch
I love any and all traffic calming measures but at the risk of labouring the point, a maximum speed limit needs to be introduced across the entire route.
No suggestions
Put the path under the road
Composite image shows a good image of the new crossing. My comments on the prioritising of the lights for main road traffic are valid for this crossing.
Traffic here should be limited to 40mph, 50-60mph is more normal. Again, forcing bikes to cross this busy road is the wrong choice. Either keep North or South of the road and railway and stick to it.
A hazard warning light system with a pedestrian crossing may be more effective.
Yes this is definitely required. I would not let my 12 year old cross here unsupervised.
Again as long as the crossing is well lit I'm 100% sure it would be used, this would also reduce the speed of traffic passing through the village
It would cause congestion on the road by stopping traffic unnecessarily.
Runs straight over the Gas main to Cardross and Helensburgh. Map required for gas main, its boundaries and housing isolation valves. Non starter. Regulations and safety Shift the whole crossing to the Cardross end of the layby as this will avoid any contact with the gas main and meter shifting. Road and domestic drains cross to field and under the railway. Path construction will dump tons of gravel and asphalt on the drain lines. Any damage to drains will be the responsibility of the council to repair and maintain in working order.
Traffic through Ardoch travels far too fast for the bend and adjacent houses/driveways, so anything that helps pedestrians cross the road (once there is a path to cross the road to) and maybe helps drivers think about slowing down a bit would be most welcomed.
Prefer not to cross road on a bike.
No
Putting lights across this the most dangerous parts of the road simply is ridiculous, pedestrian/cycle users would be well advised to steer clear of this, my child would never be allowed to cross so near a bend in the road. Who designed this ??
Good warning signs for the traffic lights will be required both sides of the crossing. Again care must be taken to avoid any narrowing of the footpath to accommodate the poles for the warning signs and the traffic lights.
Nil
Again the traffic using this section needs slowed and hopefully this crossing will aid that.
See my responses to previous question. Could the path potentially be routed behind the houses at Ardoch to avoid the crossing here?
Although there is 40mph zone here it appears it is often viewed as a country road and many drivers will exceed this. There are also a couple of bends in the road so it would be hard to get a good sight of upcoming vehicles. A signaled crossing would hopefully be a much safer option.
The road has a poor reputation for people observing the speed limit, I would have concerns allowing children to cycle across that crossing. Consideration should be given to providing a route under the road.

No
My experience is that this road has a fairly constant stream of traffic, and a crossing will be really beneficial for slower path users e.g. young families.
People can cross the road without the need for traffic lights
Consider how to slow traffic prior to crossing
A Pelican crossing with permanent flashing light with an override red light crossing if traffic too dense
Enforce the current 40 mph or even consider reducing the speed limit to 30 mph.
Make it suitable for horse riders
Thoughts as per the proposal to install lights at the entrance to Cardross.
For safety needs a crossing. Stop stalling and please complete
Would be safer
Plenty of lead in signs and perhaps lowering the speed limit to 30? Several blind bends around here and cars don't always slow down even to the current 40mph
No
See previous comments on road design and speed restrictions.
This is the most dangerous part of the project in my opinion.
Lower the speed limit of the road.
With so many new traffic lights and bends with poor visibility, accidents will happen.
Install average speed cameras Dumbarton to Helensburgh inclusive
No
My worry is that cars will be coming too fast out of Cardross / Dumbarton (down the hill to Ardoch) and not see the cyclists / pedestrians (hidden by wall?) and therefore not be expecting lights to turn to red and not be able to stop on time.. Care would need to be taken that the wall / shrubbery is low enough to see round the corners.
no.
It would slow traffic down which would be a good idea
Lights. Reduction of speed. Speed cameras. Lights. Reduction of speed. Speed cameras.
Drivers need reminding of their responsibilities.
I think signage warnings would need to be placed well in advance and perhaps the speed reduced to 30 mph as it is a residential area.
This will be a death trap if the speed limit remains as in the illustration on the Dumbarton side of the lights. Again the speed limit through Arden must be reduced, This is currently an accident area.
Underpass or bridge
I support building a cycle path Helensburgh to Cardross and on to Dumbarton but would rather leave the details to the experts
The route should not require any road crossings.
This road is so fast!! Again I can't imagine trying to Cross it with young kids without a safe crossing option
I think it will be good for the community but I fear that road users can often approach Ardoch at speed. Lots of advance warning / safety measures would be advisable I feel.
I am against all crossings of the A814 and would like to remain on the seaward side of the road at all times.

<p>This Ardoch crossing is in a quiet area (apart from road traffic) and I worry about young people crossing against the lights especially since there are nearby corners in both directions on the main road.</p>
<p>This may need a reduction in speed limit.</p>
<p>No</p>
<p>A speed camera to clearly demark the faster section of the road (past Geilston, Ardardan etc) from the slower residential section from Ardoch into Dumbarton.</p>
<p>The proposed barriers on the cycle path need to be placed in such a way to allow mobility aids and non standard cycles to pass though unhindered</p>
<p>The cycle path exits Cardross on the south side of the A814. It has crossed to the north side, and now back to the at this point. A better proposal would be to keep the cycle path to the south side of the A814/by the railway to avoid road crossings all together.</p>
<p>Crossing must follow the guidance in Cycling by Design 2021. The picture shows barriers on the path which must be wide enough to allow the easy passage of an adaptive bike or double buggy. Prefer no barriers.</p>
<p>bike boxes painted on road at junction</p>
<p>Make it a zebra crossing. It slows down traffic, making things safer, and encourages walking since you don't have to wait next to dangerous traffic, holding your children's hands, all while waiting in the rain for a light to change.</p>
<p>It's seems these signals may be missed on a fast piece of road, with the result that vehicles steam through on red. This change may present a risk to users who should not have to be vigilant. Would an additional elevated perhaps central signal increase visibility, perhaps even elevated road surface.</p>
<p>priority should be given to pedestrians and cycles at crossing</p>
<p>Ensure there's suitable priority for users crossing so that waits aren't too long.</p>
<p>It is essential to have a signalled crossing at Ardoch, vehicle speeds through then village are usually in excess of the 40mph speed limit. It will reduce vehicle speed on then road and provide a safe location to cross for cycle path and village users alike.</p>
<p>A said earlier, here have been multiple instances of cars driving into or through walls on this road in recent year e.g. at Ardoch. Anything that calms the traffic on this stretch and makes it less hostile to pedestrians in particular is welcome.</p>
<p>Dutch kerbs on crossing and at either end of settlement. Reduce to single track. Zebra markings.</p>
<p>I think too many pedestrian crossing are going to be quite infuriating for the motorists but this stretch of road can be quite fast</p>
<p>A slightly wider turn on the northern side (you may be trying to slow people down – it would still do that even if it was less tight). Remove the chicane gates in visual – there's no need to create a 2-stage turn that could be difficult/impossible for a trike user like the one pictured. See 'Manoeuvres' in Wheels for Wellbeing's guide: https://wheelsforwellbeing.org.uk/campaigning/guide/</p>

Appendix 6: Responses to question “Do you have any suggestions for how we could further improve the designs for the Sea Defences in Ardoch?”

Community Organisations

It would be good have stopping space here to allow people to enjoy the area.
--

Individual Responses

I'm pretty sure that note should read that the existing bridge under the railway is in the top LEFT of the drawing! Was that a deliberate mistake to see if I was paying attention?!!

The solution looks fine to me.

A historical note Did you know that this underpass was originally constructed when the line was doubled to provide access to a future station at Ardoch once the (then) planned development had been built?

Yes

No! Ensure sea defences are robust enough to do the job, as there is no alternative route available to this proposal.

No

!no

No

Needs a high friction surface. It will be constantly wet and will be prone to algae

So the prediction of a 0.6m rise in water level from 2021 to 2072, interesting.

Certainly this protection needed to be implemented whether the cyclepath project happens or not to protect the rail underbridge system
--

Appreciate this is a complex part of the route but it's key - for the route to be adopted widely for active travel (rather than just for leisure use) it needs to avoid the hill the the main road uses (and which is genuinely off putting at 0700 on a long cycle commute). Well done for embracing this route.

Seems to follow the requirement as used in Cardross. The photos are very old as the area is now covered with massive amount of tree cutting being dumped on the public footpath.
--

No

use recycled materials

Barriers to reduce surface water/flooding in adverse weather conditions.
--

Buy large rock from glensanda quarry less road use brought in by barge. Unlike that waste at Helensburgh pier very inefficient
--

Looks very expensive but if not other option it seems like a sensible approach.

So the sea defences are required irrespective of cycle path

If that were the case £120m is not attributable to cycle path.
--

It would be an ideal location, with the uninterrupted Clyde views and as the approximate mid-point between Cardross & Dumbarton, to expand the sea defence, or nearby land just to the east, to including seating and/or picnic benches.
--

No

No, it looks good

No

Why can't the cycle path continue up Lea Brae? Surely it would be more cost effective?
Only that sacrificial sand dunes have been successful as coastal defences but I am not aware of the relative financial and ecological costs of sand and stone for this purpose - obviously both would require maintenance
No
Sea defence requires improvement all along shore
It would need to be able to withstand tidal surges and not cause flooding
No comment on this section.
Copy what works for the railway. Seems to work fine.
rock armour is sufficient
Please make sure you retain access to the beach here so we can stop for a picnic with the kids!!
Being remote I feel this section of the walk way would need a series of PV powered lights to ensure people feel safe using it in all seasons. Keeping cyclists off the main road would be a huge benefit to the safety of the cyclists and drivers on this busy route
None
Please build the sea defences to keep the path usable as much as possible. Being able to get along the front to Dumbarton on the flat would be much better than having to walk (I can't cycle, it's too steep) up the steep hill out of Ardoch to Dumbarton.
No
Addition of benches and shelters
This section would combine with rest of the route to make a wonderful ride from Helensburgh to Dumbarton. However this section also strikes me as the most vulnerable and could end up being a constant drain on council resource to keep it open. Look how often the train is disrupted during winter storms. No matter how robust the sea defences the sea will find a way through eventually.
No this looks well thought out.
Sea defences seem likely to be necessary here to defend the rail line against increased flooding due to anthropic warming. Nonetheless, the cycle path is urgently needed, and could be installed before the sea defences
No
Will the underpass be high enough to accommodate mounted cyclists or will dismount warning signs be required? As it is only a matter of time before erosion and rising tide levels threatens the railway line perhaps Network Rail would help with the cost of the sea defences? Perhaps the sea defences could incorporate a view point and picnic area?
Include view point stops.
No further suggestions. This will a beautiful stretch of track by the beach.
Not specifically, but I have concerns that sea defences are required for a cyclepath that is already tight on budget. Even with sea defences this is still likely vulnerable to debris being flung over from storms at high tide which will require regular maintenance. This section of the route should go adjacent to the A814 - perhaps to the rear of the houses at Ardoch. Rail bridge crossing is a security issue.
Input a timber retaining wall as it is carbon negative. Or at least some seating so there can be 'view' stations perhaps with some history to attract users.

Is the sea defence purely for the cycle path or is it envisioned as a mixed use item, i.e. fishing from the sea defences. This is common on the Forth and Clyde Canal cycle path and requires "bays" to allow all uses to pursue their activities without impinging on each other. Basically make sure there is somewhere for anyone fishing to stand instead of blocking the path
No
Looks good.
Lights under bridge
Consider a boardwalk to lift path over area of erosion
no
No, sorry.
No issues with this area.
Footpath along the top if enough space? Engineered sand dunes could provide additional habitats not currently present
No
Will be impassable at times, so what's the safe alternative? Down the A road?
No more delays or global warming will have submerged the whole project.
DON'T USE THIS ROUTE! WITH SEA LEVELS EXPECTED TO RISE AND MORE EXTREME WEATHER EVENTS FORECAST, A ROUTE SO CLOSE TO THE SEA IS NOT WISE.
No
don't know enough about sea defences to comment.
I am not qualified enough to comment but I am sure you will do it properly and safely.
No sounds like a good idea.
sea defences and raised pathway. They are likely to collect marine litter and there should be some way to access for clearing.
I support building a cycle path Helensburgh to Cardross and on to Dumbarton but would rather leave the details to the experts
Obviously some sort of defence is required but I am not qualified to comment on this. My concern would be to avoid a large and semi-permanent puddle under the bridge.
This seems like a great idea!
No
Create steps for people to sit on.
I will prefer an alternative path (on the other side of the railway?).
Is the design Climate resilient?
Nope.
Does it have to be there? Never mind the risk of standing or flooded water (with eventual mud surface), the silt and storm debris thrown onto the route would never be cleared.
Sea defences will ensure the cycle path remains viable, whilst also providing protection to the existing railway infrastructure.
No real suggestions but having walked this way to reach Levensgrove Park before I know that it isn't currently a very comfortable walk even for a fit person.
Tetrapods – not everyone's cup of tea but they'd hold better than rocks.

Appendix 7: Responses to question “Ardoch to Dumbarton: Do you have any suggestions for how we could further improve the designs for this section of the cyclepath?”

Individual Responses

Waste of taxpayers money
That all looks excellent and will make for a MUCH safer cycling route avoiding the steep Lea Brae and bends on the relatively narrow road.
I do wonder, particularly at this point in the path, how the council intends to police and maintain safe passage. If the path is frequented by loiterers and drinkers, and the path is strewn with broken glass, it will be worse than useless.
I'm sure this has been considered, even though it's not necessarily the council's responsibility to keep the route safe, but it would be good to know what plans are in place to provide safe access and passage. Will the path also be lit and will the council have a cleaning regime in place?
Yes
Sensible approach already taken.
No
No
No. Fantastic.
Walk this route every day. Might not be as close to the treatment works. Add some trees to make feel more rural.
appropriate lighting
Clear signposting/visible cycle maps for users to understand how the routes link and possible routes they can take.
I think all sections of the cycle path should have lighting. As people are being encouraged to use alternative ways to travel, as promoted through cop 26. However with recent campaigns in Glasgow for more lighting in parks, there should the same rule for cycle paths. People will not feel safe using paths if not properly lit, especially in winter with shorter daylight times.
No suggestions on this section.
would it be possible to stay on the North side of the railway track from Ardoch to Dumbarton and would this save time and money on the flood defences?
The cycle path as a whole will be good for the community as it should hopefully take cyclists off the road when there have been accidents and some fatalities.
Again just having it done will save life's and get people out walking & cycling with is better for mental health & people's well-being
No
Have access to end of Ardoch / beginning of Dumbarton rather than having to cycle to havoc park and cycle back , especially when it's dark
We have an aging community and investment in foot path would be much more favourable
No
A direct cycle path. You wouldn't put a road twisting all over the place so why do that for bikes?
Going up Lea Brae instead.

No
No looking good
Again, my feeling is that the path would have been more useful if it had followed the A814 into Dumbarton. There would then have been the option of accessing the existing paths along the bank of the Clyde River via Havoc Road or of continuing on the A814 into Dalreoch and Dumbarton Centre where Route 7 of the national cycle network passes. This would follow the principle that the greatest need for a cycle path is adjacent to 60mph country roads as opposed to well-lit lower speed town roads. I think the current route is suitable for leisure purposes and dog walking. It does look as though it would be a significant detour for those using it for transport/commuting and seeking to link up with Route 7, although it is difficult to measure the exact distances on the maps and I might be mistaken. It is clearly too late to change the overall route, but I think in the detailed design you need to make connection with Route 7 as direct and short as possible to maximise the chance of daily commuters using the new path as opposed to the existing roads.
Dont build it
No comments on this section.
no
Getting people into the countryside and let them appreciate the nature we have on our door steps is always a positive! We need to ensure there are native trees and shrubs included in the design to attract bees and insects to support the natural woodlands
Swage works are not pleasant to be around - I doubt anyone would volunteer to get close to them.
Implant a hedge around the waterworks for visual improvement.
We need to built the route to both Helensburgh and Dumbarton to really connect Cardross and the surrounding area, so I'm really glad to see the Council are now working on both parts of the path.
No further suggestions
No
Don't waste money on this, spend the money fixing the pothole's in the road, this will be more beneficial as the cyclist's don't use cycle paths
Just get on with it!
Supply cyclists with nose clips when passing the sewage treatment plant.
Nil, apart from good signage.
No further suggestions, this looks like a safe way to get from Ardoch to Dumbarton.
I'm all for the cyclepath, but this route alignment is too complicated. Align adjacent to the A814- see earlier comments.
It seems like the path is quite a distance from housing and roads, it might be quite difficult for local people to join the path? Additionally it might be that the path is quite isolated away from the public eye. It could be that the path would not be good to use in the dark. While I think off the road cycle paths are in general better than a cycle lane in a road, there are times when I don't like using them in the dark because you can feel isolated,
In terms of anti social behaviour this part of the path gives concern. Is there a proposal for lighting / CCTV in this section?

No
May be worth considering Street lighting if not already in this area
Would path be above the high tide line
no
Pedestrian section to be made clear on path allowing people to walk also.
Please just complete this
No
As before
No
As the area is dug up anyway to flatten the path for tarmacking, I wonder if street lights every now and then would be good so the path could be used better at night time and winter time and its not becoming a risk for crime.
Again, if there are any crossings over roads provide adequate signage, lights ... it is the drivers of cars that need to be reminded of their responsibility towards pedestrians and bikes.
This is often flooded and rubbish strewn, dark and isolated. Some measures assuring safety would be welcome. Low energy solar lights, drainage etc.
I support building a cycle path Helensburgh to Cardross and on to Dumbarton but would rather leave the details to the experts
no
No
Lighting
Hard to say from these drawings but should adhere to safe, convenient, direct, continuous, connected principles.
Will need to be well lit and well maintained due to relative isolation of this section and lack of visibility to houses etc. for vulnerable users at night.
This section should be well lit as it is concealed from the road and could feel unsafe for lone females in particular.
Dumbarton to Ardoch should have features to allow on road cycling. Speed limit drop. Dutch sine wave speed humps.
For both the community and visitors it will be important to mitigate the smell from the sewage works. In Spain and elsewhere they plant fragrant plants along the edge of the site to help mask the smell. It's not always going to do the trick but it does help and you've got a lot of space for it at the southern end. Western section of path could be moved further from the works or may need creepers/hedges that can go along the boundary fence.

Appendix 8: Responses to question “Do you have any other comments?”

Community Organisations

Would like to ensure these paths are fully accessible for all needs of disabled people, no matter their capabilities. Is there going to be any seating areas on the paths where people can take a break. This would suit elderly and young as well as disabled people.

We hope this project will be progressed as a matter of urgency as it has taken too long to get the current very short section finished

All sections of this path should be full accessible to all potential users, eg cyclists, horse riders, walkers, users of mobility aids.

Thank you for sharing the plans, we will be delighted to use the infrastructure which means we can take our groups out safely. We dearly hope all goes ahead as planned.

We don't have any more comments, but will be happy for you to directly send us links for consultations etc, and we can share them via our media and members.

Businesses

I would like to make representation on behalf of Taylor Wimpey Strategic Land. We have an option over land at Geilston Farm, Cardross, which is owned by the Laird family.

It is our intention to promote this land through the next review of the LDP. Land at Geilston Farm has been included within the Council's preferred route for the pedestrian/cycle path linking Cardross to Helensburgh, Dumbarton and further afield. Taylor Wimpey support the implementation of a pedestrian/cycle path however we are of the view that an alternative route closer towards Cardross Road would be a safer route, leading to it being more frequently used. We believe the current route proposed is isolated, unsafe for pedestrians and cyclists, and will potentially attract anti-social behaviour.

Our proposed alternative route would provide a much safer route and would provide opportunity to create a formalised path set back from Cardross Road, in turn reducing road accident risk and significantly improving walking and cycling conditions for the local community. Our preference would be for the route to be considered in the context of a new local development plan and any proposals for new housing that may emerge at Geilston Farm following a review of the Green Belt.

We note at this stage that agreement has not yet been reached with other landowners about the purchase of their land and the delivery timescales are towards the end of the decade. On that basis, we believe that there is an opportunity to facilitate the two together, bringing synergies and better outcomes for the local community. We would like to work with Argyll and Bute Council to help facilitate a safer agreed route and we would welcome the opportunity to continue dialogue with the Council.

Individual Responses

No
Please get it done ASAP !
Just that it will be good to get this done after so long.
A cycle path for this area is long overdue and the quicker it is built the better. Currently there is no way I would walk or cycle any of this route.
The only place where I have adverse comments is the clumsy junction at the north end of Ferry Road in Cardross. It may - probably will - be resisted by the occupants of [REDACTED] and/or [REDACTED] but a MUCH better and safer solution is clearly to go around the southern and eastern edges of Clydeview before a stright crossing over A814. But please get on with ar least the Helensburgh to Cardross section at once. There has already been far too much delay in progressing a simple scheme. And I write having had a career at senior levels in transportaion in local authorities
Again, while this is an important community resource, as a club cyclist I will still be cycling on the A814 but now there will be even more abuse thrown at me because I'm not using the cycle path. I accept that road rage from drivers who are unaware of the law, and road rage in general, is not the responsibility of the Council but it's something that actually affects us all and while the path will be very useful for families, dog walkers and walkers, it does increase the abuse levelled at cyclists who legally continue to use the A814.
Another thought for the length of the route...regular waste bins where people can deposit rubbish and dog waste rather than throw it into the fields on either side. Of course, this presents the problem of how the council will maintain such services as having the path blocked by a motor vehicle will be quite ironic...perhaps a new council cargo-bike fleet to increase Argyll and Bute's environmental credentials.
Yes-more cyclepath in Scotland please...
only to say this will be a most welcome improvement. I like to walk wherever I go. Currently don't feel safe walking to the cemetery, Ardardan or Cardross as the pavements are too narrow or don't exist and the volume of traffic is immense. this makes for a precarious journey. I have friends in Dumbarton whom I would walk to if the route was safe and know they would cycle to see me here in Helensburgh. I look forward to its completion and walking the route.
As parts of the cycle path are completed I think it's important to include those sections in the ongoing maintenance plan. The section between the new bridge at Kilmahew Burn and Ferry Road is barely 2 feet wide in places. There is a distinct lack of maintenance which renders the path almost unusable and unsafe for pedestrians and cyclist to mix. Horse riders also use the path and there should be signage reminding riders to clear up after their horses.
Important that pedestrians / cyclists are separated wherever possible. The days of co-existence have long gone..Traffic levels are now such that constant interruptions in traffic flow are resulting in backlogs (traffic Jams). Witness Ardoch to Dalreoch Toll at certain times of the day and during summer evenings.

Please get on and deliver the project asap. The design of your consultation could have been better!

I fully support this

Keep the cycle path near to the railway with as few crossings of the main road as possible

We need this now, not in 7 years!

This is so vital. There have been deaths on the road. Serious cyclist won't use if quality is less than the road. Runners, local cyclists and families have been waiting so long we are getting to old to use it. Project should be given more priority due to amount of accidents on this road and affect to this road and community when there are accidents on A82. Train fares are so expensive cancellations high so a safe, active travel option should be also make this a higher priority to start all stages sooner.

Just get it built...we have been waiting too long for this....

For the safety of cyclists, this whole project needs to be actioned soonest. Need to include ongoing route maintenance into budgets (not like the Colquhoun square in the 'chord' project which now relies on volunteers to upkeep it)

2028 is far too late. Funds were made available to improve such projects during the pandemic and we're not fully utilised. I have cycled to Glasgow and back using the A814 and I find the road very dangerous to cycle on. This project needs accelerated as fundamentally, the proposed route is not complicated. This needs completed before further loss of life

Brilliant to finally see some real progress. Just build it. Right now! It will be transformational for the area!

Speed is needed

This cycle path is extremely important for the communities along it. Currently there is no safe option for active travel between Helensburgh and Dumbarton and the settlements between. This not a theoretical risk; an experienced cyclist has been killed a short distance from our home. My husband, also an experienced cyclist, has luckily survived a number of near misses. For children and inexperienced cyclists the current road route is not to be contemplated. We live outside Cardross. In theory we live within walking and/or cycling distance to the village, as are a high number of houses, but currently school run/clubs/quick shopping trips all have to be undertaken by car as the pavement alongside the A road is simply unsafe for buggies, bikes and actually even small pedestrians who could easily be at risk from the draught from passing lorries. This is not laziness on our part, indeed we currently park on the edge of the village and walk the remaining way to school to reduce traffic in the village. We are hoping that our daughter would be able to cycle to her secondary school, so very much hoping that the path can be completed as soon as possible (not least because this has been in the planning since she was a baby and we thought that at least it would be completed before she got to secondary! Not looking likely currently). It is extremely sad that we currently have zero options for accessing local facilities without using motorised transport.

I understand that this is a challenging project, but I was extremely disappointed at a recent meeting with the Cardross residents, where the council representative spent almost all the allotted time on apology and excuse, rather than solutions. We are where we are; there is considerable public will locally, and I feel the focus should be on moving forward and finding solutions to the issues. I am sure the

community, who are not without resource and transferable skills, would be only too happy to assist with.
When? Note the budget for 2022-23 has £150 m for cycle paths etc. Has A&B applied for these funds to complete the path in a couple of years. It has only been 20+ years upto now.
I would use the path to be able to walk from my house in Cardross to my horses in craigendoran safely with my dog. I would also like to be able to ride my horse along path
The sooner there is a full cycleway from Dumbarton to Faslane, with lighting during winter months, the sooner it will be safer for commuters to cycle in safety.
For goodness sake just get it done. We have waited far too many years already. Has there ever been a minor infrastructure project that has taken so long to deliver.
From design to actual path being used, do you have a time frame?
I would love this path to happen. I occasionally use the existing roadside paths for running between Helensburgh and Dumbarton. They're dangerous; narrow, uneven, unlit. A lot of road users don't take any notice of pavement users. What is being proposed would be a massive improvement, and I'd hope would have a lot of support and users once it's done. There is a generation (at least) of people who won't have benefitted from this due to the time taken until now.
Good lighting and bins along the path
No. This is great to see
Move this along. Cyclists regularly slow down the traffic on the current vehicle road as this is their only route leading to frustration with drivers and putting cyclists in danger.
Would be great to integrate local coffee shops - perhaps they could be indicated en route for pit stops?
Let's get this done Argyll and bute are so slow react to anything.
Would be good to see more progress on this! Please just make a decision & get it done.
That said, as previously noted, I strongly disagree with the proposed cardross - Ardoch route. It will be impractical, unsafe and less used as a result. Pedestrians & horse riders will not want to have to cross a busy main road twice, cyclists will not like the disruption to their progress and will be less inclined to use the path, and drivers will hate the multiple sets of lights. Repeated interfaces with roads & driveways will add to the dissatisfaction which the community will feel.
Completing the Cardross to Helensburgh section sooner than 2029 would be nice. Note that later on in the survey it has a "radio button" for "What journey purpose(s) would you use the path for? (select all that apply)" This means that multiple answers to "select all that apply" is impossible.
This route is as good as any, in some ways ideal as stays away from the noisy and busy road. Will be good to get it built.
I think this is such a great initiative. I just want it finished ASAP. Thanks
Just that it's long over due and will be a valuable resource for the community.
The Cycle path will be a welcome addition to the area and will be well used, but it needs to be maintained. The current section in Cardross is overgrown in the summer and therefore cyclists and walkers find it difficult to pass each other in

sections of it. Thought and funding must be considered on how this will be kept and repaired as necessary.

Please do this quicker

Really looking forward to having a cycle track. Please please get it done!!!

I think this is an excellent - and long, long overdue - proposal. I would be very keen to see this implemented as soon as possible as it would encourage amateur cyclists like myself to use it as a means to commute to work. It obviously makes good links with the cycle network beyond Network and over to Balloch / Loch Lomond.

This needs to be completed to a better timescale than 2028, a date I assume is deterministic which makes me wonder what the P50/P90 dates will be.

I hope that when these plans are approved that the work is progressed. I was engaged in the consultation 20 years ago and nothing happened. Whilst I appreciate it is a costly investment it is required in the area. Having been at a recent meeting with the Head of infrastructure I was dismayed to hear that there is no focus on the route from Cardross to Dumbarton but Garelochhead to Helensburgh is being prioritised instead. If that is the case why is the route our for consultation? Will I be filling in the survey in another 20 years time?

The Cycle path from Dumbarton to Helensburgh would be a fantastic initiative linking the communities of Helensburgh, Cardross, Ardoch and Dumbarton. This would not only bring environmental and economic benefits, it would reduce the possibilities of more fatalities on the A814 to all road users by installing the cycle track and pedestrian crossings. Opening up a safe cycling route from Dumbarton to Helensburgh would also link into current cycling infrastructure into Glasgow, Loch Lomond and beyond. I foresee this being a well used investment that will benefit these communities for years to come.

We need this route as possible.

The inclusion of a couple of locations for benches and/or picnic benches would really help add to the utility of the route for families & other leisure cyclists.

Although a cycle path is in theory a good idea the plan increases stop \ start traffic with more lighted crossings, as always you will not get all cyclists to use the path, causing a lot of people to ask why bother? Make it law and perhaps id back it. The path is reasonably remote in places which I'd not be happy on on my own. I also think it opens a slightly higher risk for crime as it supplies a great escape path!

Please get this underway asap. My brother was the cyclist killed last November. I don't drive this road much but when I do it is so dangerous seen so many near misses with drivers not driving appropriately

Please get this built. I moved here in 1999 and it was being discussed then! This would be good for community and environment and allow those who wish to cycle or walk a safe way to do so.

It might help to begin the compulsory purchase process at the same time as engaging with landowners with regardless to voluntary sale. This may allow a swifter purchase, encourages owners to engage meaningfully and means if an owner pulls out of voluntary sale the compulsory purchase process is already in motion.

I would much rather have it next to the railway line than the road

These plans seem easily implemented and will provide health and mobility improvements to many in the community and increase tourism to Dumbarton, Cardross and Helensburgh and beyond.

On the section from Colgrain to Cardross it would have been better to have stuck to the original route close to the A814 as designated by Argyll & Bute Council engineers. It would have been easier, quicker and cheaper to deliver.

An overhead foot bridge rather than traffic lights is much more environmental. Traffic lights can create noise and delay traffic causing more Co2 emissions. Not beneficial to any community or future generations.

Please commence work to complete cycle/pedestrian path connecting Helensburgh-cardross-Dumbarton Soon!

Currently there is a bridge leading to nowhere in cardross. I hope the path from this bridge to Helensburgh is a priority for A&B council

I think the cycle path will be a very positive thing, provide *safe* and *enjoyable* ways for people to walk, cycle and ride between these three towns, reduce reliance on cars for short journeys and even bring people into the area (family days out) and provide support to local businesses (as per Bowling Harbour highline). As a resident who lives close to the proposed route I know I would use it to get to both Cardross and Helensburgh on a weekly basis. I just wish it would hurry up!! I fear I will be unable to ride a bike by the time it is finished!!

This will transform the village.

Looking forward to using the cycle path when it is completed, or using sections as they are finished. Any action to slow down road traffic between Dumbarton and Helensburgh on the A814 is welcome.

I feel the cycle path will be an excellent way to promote healthier lifestyles for the whole community especially in the summer months and I would frequently use this route with my children.

Please progress with speed. A cycle route that will link with existing routes can only be a good thing.

It all looks great and I believe that it would be well used by cyclists, walkers and runners. Thanks, good luck.

No

I think it is a good idea, a long awaited and needed path. I would like all the landowners who will have to give up their land to be paid a market rate a fair and honest payment for their land. Also with businesses, payment that will reflect any future losses from the loss of land.

Please do this as quickly as humanly possible, in order to gain credibility in the community, promote its use as a means of commuting, healthy exercise, & engage with stakeholders to have an integrated transport plan

I think it will be a great addition to the cycle/walking routes already available. Please make the surface smooth enough for bikes with smooth tyres, as rough surfaces stop some cyclists being able to use them. Also what provision has made for their upkeep? If budget allows, additional points of interest could be added such as picnic areas. All in all massively in favour of this. I cycle often from Helensburgh to Dumbarton and vice versa and the road is dangerous for cyclists.

Cycling needs to be promoted as an alternative to driving therefore you need to be able to cycle reasonable distances on direct routes that facilitate cycling. Treat a cycle route like a road but on a smaller scale. As a cyclist who has cycled on many 'cycling' routes, they go up and down and all over the place instead of using the most direct and easiest to cycle route. They are often not maintained and are obviously designed by people who do not ride. Whilst I fully encourage everyone to cycle, leisure cycling for a few miles in the local area is not what we should be focussing on if we want to get people out of cars.

I'm very pleased to see proposals for the cycle path and will use it for both cycling and walking.

As a long term resident of Ardoch I must express concern that there is still no decision regarding the preferred optional route via Ardoch .

I consider the route bordering the railway line is the safer of the two options, and it is also the route less likely to adversely effect the day to day lives of the owners of the three properties in the lane.

I sincerely hope that these concerns will be taken into account prior to a final decision being reached.

Thank you.

Will be wonderful for community holistic well being

Beautiful, thoughtful survey layout

Festive wishes to all

Please build this.

If there's any more delay, please immediately clear the overhanging shrubs and improve the existing pavement on the A814. I fear my life every time I walk this road between Helensburgh and Cardross (3-4 times a week).

I worry that the cycle path has to be tucked away from the main road. Many of my cycling friends would feel safer if the path was parallel where possible to the main road. A solo cyclist on a remote path is extremely vulnerable. It's different cycling in a group but imagine you are a lone female travelling on the coastal sections at night. Too dangerous. She is going to use another form of transport instead. Which surely isn't the point of this project.

Thank you.

There are clearly a number of challenges but anything which encourages cyclists off a busy and frequently narrow road with heavy vehicle use is a clear benefit for vehicle users and a clear benefit for both commuting and touring cyclists as well as walkers on a road where pavements can be worryingly narrow for significant stretches.

Please can this cyclepath be built as soon as possible?

This is a safety critical project that has the potential to improve the every day lives of the entire community and whilst I understand that the level of investment required is not insignificant, road safety will be improved overnight on completion of the project. The added speed limit to the entire route will enhance this improvement exponentially for the benefit to all.

Need to be completed much quicker than current plan, this would have huge revenue generation opportunities for Helensburgh shopping and cafe, facilities to park securely bike in Helensburgh.

It is difficult for a single path to do everything that different people might want, and there will be different requirements for those who will use it for leisure (who will want a completely off-road route that is scenic) and those who will use it for daily commuting (who will want a short, direct route but will have less issue with stretches running on existing 30mph urban roads). It strikes me that the emphasis in planning this route has been very much on the former. Personally, I think that is a pity as there are already many paths in the area that are suitable for leisure and dog walking. I think the biggest need had been for a direct link between Helensburgh and Route 7 of the National Cycle Network in Dumbarton to avoid the need to cycle on 60mph roads. I think too that a path following the A814 but using existing roads in Cardross, Ardoch and Dumbarton could have been

substantially simpler, quicker and cheaper to build. That of course reflects my own potential use of the path.

The biggest issue however probably relates to how quickly the project can now be implemented. Given the considerable delays even from what we were promised in the 2019 consultation (I think an opening date of 2020-21 for the Helensburgh to Cardross section was quoted), it is in danger of losing its remaining credibility if it is not delivered within the next year or two.

Thank you very much for taking the time to try and bring about the Helensburgh to Dumbarton path, and I do wish you all the very best in this!

We would like to stress the importance of this cycle path to the community in Cardross. I am a mother of 2 children who live in Cardross and currently we are only able to cycle within the village due to the dangers of cycling on the A814. Being able to cycle with our children to Helensburgh and Dumbarton would increase opportunities for exercise and mean that we can use a more sustainable method of transport than taking the car. We wholeheartedly support the cycle path and would like to see it completed as soon as possible so our children can take advantage of it. Thank you.

We really need this cycle path for the community and the environment. There is such a strong community of support for this. Please please try your best to get this done before both my children are adults.

Traffic speeds entering Cardross can be reduced by moving 30m signage back towards Craigend Nursery and possible use is speed bumps before Ferry Rd.

Why traffic lights rather than other options

The installation of multiple sets of traffic lights will increase O2 emissions due to idling cars.

Proposing a pedestrian crossing West along from Ferry Road will only encourage cyclists to use the footway endangering people walking on the footway also creating hazards for cars trying to exit their drives onto the A814.

There is no need to put in a pedestrian crossing West of Ferry Road as the plans are for a cycle path not an unnecessary pedestrian crossing.

Safety of the cycle path users is of utmost priority in all aspects of the routing.

Moved to Cardross in 1996 and the first thing I did at the Geilston Hall was fill in a survey about the cycle path. You, I and the whole world know that this path will NEVER be built and this is yet another cynical waste of time and precious money.

Very exciting but please note previous comments. It will be great for future generations to be able to access the cycle path network through Dumbarton to Glasgow .Wishing you the best of Luck.

I would be beneficial for small businesses if you were to provide small kiosk type shops/outlets along the route at appropriate locations.Also, I trust there will be separate lanes divided for cyclists and pedestrians? Defibrillators en route would also make sense.Broken glass is often a problem on cycle paths. How do you plan on deterring this?

Project credibility is at stake with this proposal. It is important to move it on to completion as a matter of urgency.

I was Argyll & Bute engineer who did earlier design proposals for this route. New route proposals seem excellent. As part of our design we negotiated permission from the " railway" to use the Ardoch underside, this will still be valid and should be on file with Argyll & Bute.

I am 72 years old and cycle that road quite regularly. Is it possible I will cycle new path before I die?

This will be an immensely welcome and positive development in the area which will lead to people living more active lives and utilising more environmentally friendly forms of travel. The path will increase the safety for cyclists and walkers. For example, I live in Cardross and do not cycle to nearby towns as I find the A814 to be far too dangerous.

to get cyclists off the main road is a good thing for safety

I would like someone to contact us directly with information on how the crossing at Ferry Road is going to impact on our land. Here are contact details

██████████ or ██████████.

The cycle path needs to be completed in full, if only part done it will not give any benefit. If possible, there should be segregation between pedestrians and cyclists. Otherwise faster sports cyclists might end up still using the road

This path should be created and maintained without the use of pesticides. I have now noticed that argyll and bute Council use pesticides on paths in Helensburgh and this is not good practice and is contributing to ecological damage and killing bees.

Protect and enhance biodiversity and habitat corridor along railway

Please just get this built using quickest options, we have waited far too long. My kids are now grown up while waiting for this, lives have been lost on this road, the delay is a disgrace.

I believe a clear upkeep programme with costings needs to be articulated before this can be fully supported. Making trains bike friendly would be a better investment and easier way to link great cycling areas. Most people want a 'loop' so the ability to take a train and cycle back or vice versa is important

Good proposals and designs which need to be implemented and expedited to complete this long overdue cycle and footpath

I look forward to finally seeing the project move forward, it's been talked about for years and nothing has ever progressed. People eventually give up and lose heart in these projects, if we really want to make a difference for generations to come this needs to happen.

Don't waste public money on this - it won't be well used.

I hope new consideration can be given to the Ferry Road area.

Needs more care with regards to gas, water and drains. Underground maps will be very important.

We need to build the route to both Helensburgh and Dumbarton to really connect Cardross and the surrounding area, so I'm really glad to see the Council are now working on both parts of the path.

All of this path is long overdue, please get on and build it as soon as possible - the community and area really need it as at the moment it isn't safe, and definitely doesn't feel safe, to walk or cycle along the A814 with all the fast moving traffic and large HGVs on the road.

the sooner you start the better

When laying the pathway in the vicinity of large trees, be aware that the roots of such trees can damage the pathway surface over time. Note the surface of the so called cycle path from the Arden roundabout in the direction of Luss. I buckled a front wheel on my bike whilst doing this route.

No.

I am looking forward to cycling it!
The cyclepath will provide a major benefit to cyclists and walkers. It would be great to have it completed as soon as possible.
This route has been in the planning stage for a very long time. It would be appreciated if it could now be completed as soon as possible for both the safety and benefit of the community. In a time of Climate Emergency anything we can do to encourage active travel for both leisure and commuting is essential.
This cycleway would be a huge win for active transport on the north side of the Clyde. It has been a saga of delay and inaction thus far, and should have been completed long ago.
This entire cycle path is extremely poorly thought through, crossing the A814 twice, as it enters Cardross a steep incline only the fittest of cyclists would attempt this leads onto a bust farm road with all the dangers associated with this, Articulated lorries, tractors, machinery and vehicular traffic, who will be at fault if a cyclists or path user is injured? I feel very strongly this track is complete folly, and very poorly thought through, both road crossing points proposed within this route are close to bends on the road and I wonder have the roads policing unit been asked what their opinion would be.
Considering the cycle path that is available between Balloch to Dumbarton, and for miles on other side of these towns, it's a disgrace that there is no safe route between two of the main towns in the area. A favourite route is from Dumbarton to Craigendoran, via Arden R/a & The Black Hill, I stop at Craigendoran, and get a train because I don't feel safe between Craigendoran & Dumbarton
Don't waste money on this, spend the money fixing the pothole's in the road, this will be more beneficial as the cyclist's don't use cycle paths
Just get on with it!
The cycle path will pass two or three uncontrolled pedestrian rail crossings. For safety reasons Network Rail should be encouraged to install the "train approaching" warning light system at these crossings as cyclists/walkers may use them to access the shore. They promised to install such lights at Bainfield Pedestrian Crossing and Right of Way some years ago. With any luck they might arrive before the cycle path is completed or washed away due to global warming.
A long awaited project which will benefit everyone from Helensburgh to Dumbarton. It will ensure a safe passage for cyclists and pedestrians which is very much needed on this busy route. Thanks to all who are involved in creating this project.
I am delighted to see the basic route alignment of the path, and would encourage the team to move onto the technical design of this as promptly as possible to enable them to stick to the timeline for completion that they have set as there are many people eagerly awaiting the completion of this track.
This will be a fantastic addition to the area for walkers, prams & cyclists, improving safety very much
Drawings were difficult to follow- base maps need to be clearer and with more extent with surrounding geography (eg properties etc) shown.
Please just get it built as soon as possible, we've waited too long. It will be beneficial to so many people, and obviously to the environment. Secondary school children will have a safe route from Cardross to either Dumbarton or Helensburgh to school, something which my now 16 year old son had been looking forward to since he was in P3 and it still hasn't happened. I would love it

to take my younger children on outings locally without having to drive. And if we can encourage people to use the cycle path rather than the road it will be safer for all users too. The A814 is such a dangerous road for cars/trucks etc even without bikes, bikes just add a whole new level of danger to themselves and others.

The cycle path will be a great asset for people cycling both locally for getting from a to b. But also to attract people to come in to the area. One thing to be considered is use of the path at night. Design it with a female head on and consider female safety and that of children throughout. Places to stop, solar powered lights in key areas so in winter it can be used after school and in evening perhaps.

I think creating this route would be beneficial to all communities involved - aiding tourism and improving ability for green travel (safely).

Linking cycle networks safely and keeping cyclists away from busy roads is crucial for safe use by families.

The cycle path next to the A82 both South and North of Luss is not safely removed from the A82 and urgently needs attention. There are some beautiful, safe sections but use of it by cyclists is limited by the dangerous narrow cycle path in places.

Cannot begin to tell you how delighted i am about this. The cycle path will bring a much safer alternative for cyclists of all ages.

A cycle path in any form would be great. I often cycle from Helensburgh to Glasgow and my least favourite section is between Helensburgh and Dumbarton. This is on unlit narrow country roads where traffic can go at 60mph. The rest of the journey is a combination of cycle paths or 30mph street lit roads which feels much safer. I would love to have an alternative for the Helensburgh Dumbarton section. Unfortunately I would not let my children cycle on this stretch of road so they're is no option for them to cycle through to Cardross even though the distance isn't that great.

The path has been talked about fir a long time. It would be good to see it actually built so that we had a safe way to cycle between Helensburgh, Cardross and Dumbarton.

This is a very valuable resource for Cardross and the wider community. I'm an experienced road and city cyclist, but I am not prepared to cycle on the A814 between Dunbarton and Helensburgh. I certain it is not safe to allow children to cycle on it and leaves Cardross dependant on cars or increasingly unreliable rail service . As a motorist I find the section of the A814 increasingly stressful to drive following the tragic fatal accident between a cyclist and a car in 2020.

I think the plans look fantastic and will really improve the safety, health and well-being of the community and open up much of the area to walkers and cyclists from further out.

A cycle path/ walking route will be a fantastic boost to both towns and the villages along the route.

This is a much needed path for walkers, cyclists and families. This will benefit the community immensely and allow the possibility of more people commuting to Dumbarton or to helensburgh via greener travel methods. It also opens up the poss2of people doing the John muir way to extend their journey to Dumbarton which can only benefit the local economy. I look forward to using it as a cyclist and also with my family.

Get on with it!

<p>Personally it would better if the path was wider so that cyclist and pedestrian could be separated</p>
<p>Should have been built many years ago. I used to cycle from Cardross to Faslane, where I worked. However after about 3 weeks cycling from Cardross to Helensburgh I had to give up as was just far too dangerous for cyclist. Those who are still brave enough to cycle the A814, through no fault of their own, cause frustrating traffic queues. This again causes frustration to drivers who risk overtaking when unsafe to do so. Was the reason I gave up cycling on this road. I was clipped by a drivers wing mirror when there wasn't enough room to get pass due to oncoming traffic.</p>
<p>The road between Helensburgh and Cardross is dangerous for cyclists. So this will be a huge benefit to the community, to people - and to local businesses like the Ardarndan Farm shop! It will also be a huge benefit to the council, to see them investing and promoting healthy life styles and green thinking. Can't wait to use the oath.</p>
<p>It would be good to see the planned completion date brought forward to as soon as possible.</p>
<p>I believe this path will have a really positive impact for people living in the community, and will also increase visitor numbers. I moved to Cardross from Glasgow a year ago. I frequently travel to Helensburgh for shopping and leisure, and after a few attempts I have just given up trying to do this by bike as the road are so busy and there are few places for drivers to pass safely. Instead I add to the traffic by going by car. Also as a Glasgow resident, I made frequent trips out the cycle path to Dumbarton and balloch with friends, as it's a traffic free route within the capabilities of a casual cyclist. We generally ended up somewhere serving food and drink. Helensburgh is an attractive destination, and if this path existed we'd definitely have been spending our money there.</p>
<p>This has been 20 years in the making and I can't understand why it has taken so long. As a commuter using the road for cycling and having close calls on nearly every use, this has made me acutely aware of the need for this payh. I can cycle from Tarbet to Edinburgh all on cycle paths, but not from Dumbarton to Helensburgh. This can't be complete quick enough for me. Especially as this would encourage many other people to explore the area.</p>
<p>none</p>
<p>The final section of the cycle path needs to have an option to get back on the road if cyclists want to rejoin the road to go to Alexandria without having to go near the centre of Dumbarton and also an easy option to join the existing path at the underpass opposite the council building to join the path to Glasgow. Good luck.</p>
<p>No</p>
<p>I think think this cycle path is long overdue and much needed. I think it will get a lot of use for both cyclists and walkers and it will be a very welcome project for all of the communities involved. I just hope it progresses at a reasonable pace now!</p>
<p>I think this cycle path will good for the communities throughout its length. Cyclists, walkers, runners etc can travel along it's length without having to use the A814 , which is fast, dangerous and unpleasant.</p>
<p>Joining up the current cycle paths in Helensburgh, Cardross and Dumbarton will help improve the options for safe active travel. Currently walking/running/cycling these routes feels dangerous.</p>
<p>It will be great for the community both for safety & health once complete.</p>

The main area which hasn't been well planned is at top of Ferry Road to connect to the path at north side of dyke. Not sure that road Craigend is even owned by Council so need to carry out works that meet existing businesses requirements. can hardly accommodate cyclists and put daily working requirements for a business at risk.

I would suggest that if you're going to build this path that money is set aside for maintenance and upgrade, new right of way laws come into effect 2022 and cycle pedestrians have the right of way along the existing cycle path yet your road markings are yet to be changed, accidents along the existing path will probably increase.

Please can this be finished as soon as possible.

Suggest overall the placing of traffic lights on the main road will be beneficial to the communities. Currently very difficult to cross an exceptionally busy road.

Opportunity to engage local communities along route to include tree planting beside route.

Encourage placement of signage at junctions of route with communities to explain local amenities

Investigate possibilities of providing access to shore from the route. But understand not easy and likely to be costly to traverse railway.

Even if both main sections cannot be completed as a whole, the Helensburgh to cardross section should be undertaken asap to join these tightly linked local communities.

Yes can you please stop stalling and have this completed for all now!! It is ridiculous the length of time (years) this has taken with excuse after excuse. Or get the roads in better condition. When I was younger I used to regularly cycle between Cardross and Helensburgh no way would I do it now far too dangerous. Full of potholes

I think it's a great idea and will allow off road cyclist to go from Dumbarton to Helensburgh rtn safely.

This path is well overdue, it will be used, give cyclists options.

Although labelled as a cycle path, need to take into consideration multi-use by walkers, prams, wheelchairs and dogs, and try and promote harmony between all of these groups. Designated 'lane' marked for cyclists to encourage better sharing of the route.

Native species planting along route at strategic points to improve biodiversity and enhance wildlife corridors should also be put in place. The more people are exposed to positive nature enhancement, the more they are likely to take this on board themselves. Also great for mental health.

I can't wait until this is completed and will use it regularly.

As well as moving more folks out of cars for short journeys between Dumbarton and Helensburgh, promoting active travel and reducing our carb footprint, it ill also become a great asset for the community to get out and be active while being traffic safe. I have moved to Cardross in the last 4 yrs and prior to living in Cardross I cycled 2-3 times per week on safe cycle paths... but I have not felt safe enough doing that once I moved to Cardross given how busy the roads are and how little space there is for cyclists. As a result my fitness levels have declined!

PLEASE JUST GET THE JOB DONE. WE HAVE BEEN WAITING FOR YEARS FOR THIS AND THE PROSPECT OF HAVING TO WAIT SEVERAL MORE IS EXTREMELY FRUSTRATING AND DISAPPOINTING.

I really hope this happens I have been in cardross all my life and it has always been something that is going to happen and it still has never happend I think it would be great for families and community's please make this happen

Firstly I am of the opinion that the picture of the Ferry Rd ped crossing is not accurate as the crossing is not at the junction. This is not a true reflection and most people will not look at the plan which will show the expected positioning of the crossing. Therefore very misleading!

The junction of ferry rd and farm road would not be a good option as this can be busy with HGV accessing the farm. This will require constant repair at expense. Is this also not a private road....further expense? We already have poorly maintained roads and footways and this will require constant repair to ensure the safety of cyclists and other users.

I note that other options previously considered are no longer detailed. The preferred option would be to run along the railway after Craigend Nursery to prevent constant disruption to the Cardross village.

The built up area of Cardross is beyond Ferry Road and towards the railway line. The proposed route will be detrimental to the 100+ year old houses not to mention access to driveways. Access to drives will become more difficult and most already have to swing out over white lines to access drive.

The council's RCV even utilises the bottom of the farm road to be able to reverse down Ferry Rd to empty bins.

Again I would like to stress that the ped crossing should be before the village.

Most people within the village who pass here utilise the footway at the bainfield side as there are fewer houses the opposite side. Those who do use the other footway are dog walkers who would also be at risk if bikes speeding along. Will the very little footway here become a cycle path ?

Cyclists hardly ever dismount even when asked. Dog walkers and pedestrians will be at risk.

When will nearby house owners and land owners be contacted / consulted ?

I look forward to seeing this being progressed

Please just get on with it, we have waited far too long!

Please let's just do it!

This cycle path is long overdue. It's a priority.

THE ROUTE UNDER THE RAILWAY AT ARDOCH SEEMS UNWISE.

IT WOULD BE BETTER TO ROUTE THE PATH UP ADJACENT TO THE A814.

Please make it happen, it is too dangerous for anyone but high level road cyclists to cycle from Helensburgh to Dumbarton currently. This would fix that and encourage so many more people to cycle.

This cycle path is of vital importance to the communities that it links. It is imperative that it is completed to make our area greener/ eco friendly/ promote tourism/ local

Economy and businesses. To promote healthy living/mental health - an issue that the council is supposed to be working on! It's embarrassing to say the least when one reads the councils comments over the 20 years this project has been on the agenda. Stop the bull talk and make it happen. It's our money and this is how we want it spent. Listen to the people and act.

The cycle path has been planned for many years now. It would be good to see it finally completed as soon as possible. Just get on with it please!!

Just do it!!!! It has taken far to long.

Having cycled with our older children from Helensburgh up Loch Lomondside (and back!), I would never have believed how busy the cycle path was if I hadn't seen it for myself. Having always driven the route I thought it was rarely used. How wrong I was. In this instance, we had put our bikes in the car and driven them to Helenbsurgh, with the cycle path extended to Cardross there would be no need. The sooner the path is constructed the better. Secure bike storage at the Academy and I really do think some of the young people from Cardross will cycle as it will be quicker than the train / more reliable.

The sooner the cycle path is completed the better, we have been waiting way to long.

A cycle path in general is more than welcome, traffic in Helensburgh town is chaos as people make their own rules. Traffic between Helensburgh and Cardross and then Dumbarton is chaos as the roads are narrow and tight, up and down and people race as if there was no tomorrow. I am so, so looking forward to be able to ride a bike along that way, the view out to the Clyde is beautiful and its a nice way to do sports and for the kids its a nice way to get to their friends on the bikes, also perhaps riding a bike will become "cool" again and kids could bike over to the Academy.

Why has this been talked for years yet there is still so much to do to finish the path. Other communities have all this already.

Hopefully we won't have to wait to long.

1. The cycle path is a priority.
2. Keep it a comfortable distance from the main road, or [or] have enforceable reduction in speed.
3. Safe crossings where applicable; lights lights and more lights; signage etc
4. Please avoid having to cross the railway line unless it is a bridge [no steps of course .. it would have to be ramp style]
5. Signs signs signs, lights lights lights and safe crossing areas. It is quite simple really.

The project will make an important contribution to physical and mental well-being by enabling children to cycle safely to school in Helensburgh.

I think this a vital link for all the communities and should be given priority with the appropriate budget to proceed in phases as quickly as possible.

As a community we have been waiting a very long time for this. The stretch in Cardross is so well used & I have no doubt the whole cycle path will be once completed. It has been a great way to bring the community together especially the past 2 years.

<p>Please just get it done as soon as possible. We could cycle to Glasgow with very little traffic exposure. My children can cycle from Cardross to school in Helensburgh. It will be glorious. Good luck and godspeed.</p>
<p>I think the new cycle path will open up so many more opportunities for the community and make the roads safer.</p>
<p>It is pitiful that this long delayed path has low priority and will unlikely be completed during my cycling lifetime. It has a high potential to encourage low carbon outdoor leisure and tourism. It provides a circular route with the A82 route and train connect at both ends and potentially a ferry connection Helensburgh to Gourock and paths beyond. As an alternative route to Dumbarton onto Edinburgh and North Berwick. Cardross residents have been cut out from these possibilities for too long.</p>
<p>It is essential that actions are taken to ensure that cyclists do use the path. Those who refuse to do so, like those who don't use the Helensburgh to Arden cycle path put themselves and other road users at risk. Police should be asked to speak to them in road safety grounds. Secondly there must be a programme for regular cleaning and maintenance of all the paths i.e suitable sweeping machine at least monthly and surface inspected at the same time for any repairs.</p>
<p>I support building a cycle path Helensburgh to Cardross and on to Dumbarton but would rather leave the details to the experts</p>
<p>The main point I would like to make is that this project has been in discussion phase since my children were at primary. They are now nearly finished university!! It's utterly ridiculous and laughable how we claim that we're interested in going green and being healthy but unwilling to create something as simple as a cycle path. At what point is anyone going to take this seriously and turn this discussion into a reality. It's tragic it's not been done as yet.</p>
<p>It is essential that this route is not created with road crossings - there is no need for the route to go to the landward side of the road and, with any crossings, the route will continue to be dangerous for cyclists.</p>
<p>Please get this sorted ASAP. We moved here 10 years ago and thought this would've been complete by now. The upgrades so far in Cardross have been massively beneficial to local residents & are well used by all ages & abilities. Extending this path would be a huge benefit to all local communities</p>
<p>I am desperate for this to actually be completed... or even started. I think most people aren't that bothered about the exact route but would prefer any route and quicker!</p>
<p>I think the Helensburgh to Dumbarton cycle path will promote healthy lifestyle / free travel for school children who wish to cycle to school / free travel and health benefits to commuters who work in Helensburgh Cardross and Dumbarton. Encourage boost to local economy from cyclists who are travelling for leisure purposes.</p>
<p>I found it very difficult to follow even the enlarged plans as the drawing and text was very faint.</p>
<p>I fully support this proposal. It will contribute to the communities along the route, creating links and will be a valuable leisure asset, encouraging exercise. It will also be useful for commuters.</p>
<p>Please prioritise this</p>
<p>No</p>

We long to have a cycle path and safe walking route linking where we live, outside Cardross, into the village and also into Helensburgh and Dumbarton. This path is so important to the community. Please please make it happen.

To use verges as green spaces and allotments along as much of the route as possible. They will be easily accessible by bike and will address a significant community need.

Thank you for producing these plans. I strongly support the development of the Helensburgh to Cardross to Dumbarton Cyclepath. Biking is a brilliant family outing, which benefits health and doesn't involve having to buy things - we need free, sustainable leisure options in the time of a climate crisis. Having a safe route will make cycling, rather than taking the car, a serious travel option. For people travelling to Helensburgh for work and education, a cycle ride will be a commute that's good for mind and body.

Support for families who cannot afford to buy bikes will need to be considered, plus training, in order to make the cycle path more available to all. Schools and workplaces will require facilities to make commuting by bike attractive.

Will there be dedicated areas for benches along the way? Some cyclists may need to take rest breaks during their outings.

I look forward to cycling the route in due course!

This is a great initiative and will bring more people to the towns and villages along the way. Lighting is important to make the route viable for commuters and ensure year round use. New traffic regulations must be enforced to ensure that drivers obey signals and reduce speed. Walking, wheeling and cycling need to be priorities to get people out of cars to ease the climate crisis. Our roads need to make driving inconvenient, expensive and time consuming to help people make the transition to other forms of transport

my initial concern is to choose the simplest design to be in place in the shortest possible time.

Cardross to Ardoch section seems poorly thought out - why not avoid crossing the main road all together here / investigate keeping cycle path by the railway? As a cyclist, I want to be as far away from polluting traffic as possible and as a resident I want to avoid traffic coming to a stop and causing pollution by building up speed again in these villages.

The plans must be in alignment with Cycling by Design 2021. If not there must be a very good reason why this cannot be done.

As a keen cyclist I use many of the existing cycle paths on a regular basis. I feel the current coastal route from Helensburgh to Dumbarton is a no go area due to the dangers of cycling on the A814. An alternative route, which in the main is away from the road, would be great for all potential users. Consideration should also be given in planning to equestrian users with many stables on route this will give them safer access to other areas rather than running the gauntlet along the main road.

We need a cycle path as it benefits the community greatly and encourages people to exercise which is good for their own health and the environment.

tbh you have a tricky job, numerous landowners, squashed road, railway into a narrow bit of land etc. after the recent death of a Dumbarton cyclist W of Cardross, the cyclepath cannot come quick enough. however an alternative would be to make the "low road" i.e. coastal road from Helensburgh to Dumbarton a 20mph limit for vehicular traffic - would make more folk go the back/high road, and there's a ready made (and cheap) cyclepath, after all the law does say cars

and cycles should be able to coexist on the road. (and other vulnerable groups). the proposed cycle path would be good for beginners, children etc, but most road bike will struggle to use it, with all the stops, starts, turns etc, the road is better for them "club cyclists" or whatever you want to call them.

Please please please make these things properly and safe. Make them so parents and kids can use them without fear of death from reckless motorists. Things like this are what makes communities great, and anything that removes dependency from cars is a bonus.

I think this is a great plan - for all cyclists, whether as commuters or cycling for fun and exercise. It will mean that it will be possible to cycle from Glasgow to Helensburgh.

Any active travel route needs to be direct, as free as possible from sharp corners, unnecessary give way signs, well lit and well maintained (including snow/ice clearance when necessary).

Good luck and well done for bringing this forward. The success depends on the quality.

About time this got built!

Proper long term maintenance budget will be essential - many cyclists do not use the cycle track from the top of Helensburgh to Loch Lomond because it is so poorly maintained; parts are overgrown with grass & leaves, most is covered in gravel & stones thrown off the road.

We are all facing a climate emergency and local authorities and residents alike have a responsibility to reduce their carbon footprint. A key part of this is having the option to use active/safe travel for shorter journeys made on a regular basis. The cycle path will give local residents of all ages and abilities a safe option for walking, cycling, scooting etc between the local towns and villages along the Clyde Estuary.

Personally I feel the important bit is getting the path as soon as possible, the 120M of sea defence should be designed to be fit for purpose and nothing fancy. I think it would be beneficial to get the path extended from Helensburgh to the garden centre in the first instance.

The benefits to my family with this path would be numerous as my wife is a disabled cyclist using a trike, the roads through Helensburgh can be very dangerous for her and very other cyclist.

I look forward to seeing it completed. I hope we are still fit enough to use it

I would definitely use the cycle path and look forward to seeing plans progressing.

If(!) anyone can make this happen the benefits to the area will be huge. Cardross is effectively cut off at present, with only 60mph A roads and very hilly B / unclassified roads as the only active travel routes. Having safe multi use travel paths will connect the village to the wider local area and beyond. My young family and I would use it all the time, and I would commute to work in Clydebank on my bike. Please make this happen!

Thankyou for taking this task seriously.

As a Helensburgh resident who does not drive but is a keen walker I feel this gap in the walking network keenly. It is not safe to walk between Helensburgh and Cardross even as the road is too busy and the pavement too narrow. The alternative route over the hill via the Red Road is too much of a diversion time and distance-wise and not suitable for less mobile people.

This stretch is also a key missing link in the active travel network in the west of Scotland. There is currently no safe way to link up to the national cycle network by cycling from Helensburgh, which is surely adding to unnecessary car journeys. I have avoided using my bike since I arrived in Helensburgh apart from a few times that I have taken the bike on the train to Dalreoch then ridden on route 7 to Loch Lomond. This should not be necessary.

If the path existed I would visit places in the area more including: Ardardan farm/shop/tearoom, Cardross, Geilston Garden and Dumbarton. I would also receive more visitors from those places and from further away e.g. many Glasgow/Clydebank friends would be keen to cycle to Helensburgh but do not at present due to the lack of a complete safe route.

When the path is built would use my bike more and get my partner to learn also. It's not a safe environment in which to learn right now.

I can also see that car traffic will decrease as kids from the area will be more able to go to school by bike.

Please, please build this path. It is needed for safety and health reasons and also to ensure the successful economy of our area.

To be honest it's almost getting to the stage where A814 needs downgraded to 30 MPH between settlements - 20mph in settlements. It is going to become more settled in future. The offroad path is great for leisure use, but maybe not so good for commuting or going to school or the shops. Vehicles are killing a lot of people on this road. The speeds I was trained at here by Olly Ross in the 1990s, when learning to drive are no longer appropriate. We would do overtakes! The Ardoch Bends were done at posted limit which has since been substantially reduced! To get used by commuters I think it needs to follow close to the roadline. If it goes away from the road then we need lighting and escape routes back to the road clearly marked to account for punctures, breakdowns.

Cant wait to see the progress of the cyclepath and just hope that once it is in place the council will work hard to maintain it.

Some drive to see this through to the end is much needed. The community wants it.

It is crucial that the cycleway/path connects communities within the Council area, as well as connecting the council area to neighbouring West Dunbartonshire Council area so that travel can be made both towards Helensburgh and towards Dumbarton. Connected communities will help them thrive.

On a return trip past Gare Loch last year my partner and I both wondered why there wasn't a path right the way along from Dumbarton. The sea defence issue partly explains that but the rest is long overdue. So, it's good to see this connection being made, especially as a Helensburgh-Garelochhead path is also being planned. If these both link up and complete a route all the way from Glasgow it could obviously be very popular for walking and cycling. It would also reduce car dependence in communities along the route with knock-on benefits for congestion, emissions and noise pollution.

Looking forward to seeing this initiative complete!