

Helensburgh, Cardross and Dumbarton Cycleway Update

1.0 EXECUTIVE SUMMARY

- 1.1. This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 13 June 2017 in relation to the delivery of Argyll and Bute Council's long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 1.2. In 2017/18 it is planned to extend the route through Cardross Village from Station Road to the eastern edge of Cardross on the A814. The public consultation event held in Cardross on Monday 19 June 2017 identified a preferred route for this phase. This was supported by Cardross Community Council at their meeting on Monday 19 June 2017.
- 1.3. Negotiations are ongoing with the relevant landowners to gain the necessary permissions / ownership to construct the preferred route in 2017/18.
- 1.4. The construction of the 2017/18 phase will be funded by successful grant applications to Strathclyde Partnership for Transport (SPT) and SUSTRANS.
- 1.5. Council Officers continue to work toward purchasing the necessary land to allow further phases of the route to be constructed in 2018/19 onwards. Depending on progress of these negotiations with landowners, a recommendation will be submitted to the March 2018 Helensburgh and Lomond Area Committee on the requirement for a new Compulsory Purchase Order (CPO).
- 1.6. Planning has been initiated for an extensive consultation within Helensburgh to identify a preferred route and design for the Cycleway within Helensburgh, linking Waitrose/Hermitage Academy to Helensburgh Town Centre and the cycle routes to Rhu/HMNB Clyde/Garelochhead and via Blackhill to Arden. The consultation process will endeavor to be inclusive and seek input from a wide a range of residents, visitors, businesses and significant employers, including under-18s.
- 1.7. It is recommended that the Helensburgh and Lomond members:
 - 1.7.1. Note the contents of this update report including the progress reported since the last report to the Helensburgh and Lomond Area Committee on 13 June 2017.

1.7.2. Endorse the identification of a preferred route for the phase planned for construction in 2017/18 following public consultation and consultation with Cardross Community Council.

1.7.3. To deliver the decision of Members at Helensburgh and Lomond Area Committee on 13 June 2017, note the Council's continued commitment to seek to purchase the necessary land by negotiation with relevant landowners between Cardross and Helensburgh prior to making a recommendation to the March 2018 Helensburgh and Lomond Area Committee as to the requirement for a new Compulsory Purchase Order.

1.7.4. Support the commitment to consultation on the route within Helensburgh, including efforts to ensure a wide range of stakeholders are involved in the process.

Helensburgh, Cardross and Dumbarton Cycleway Update

2.0 INTRODUCTION

- 2.1. Argyll and Bute Council has a long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 2.2. In 2017/18 it is planned to extend the route through Cardross Village from Station Road to the eastern edge of Cardross on the A814. The public consultation event held in Cardross on Monday 19 June 2017 identified a preferred route for this phase.
- 2.3. The construction of the 2017/18 phase will be funded by successful grant applications to Strathclyde Partnership for Transport (SPT) and Sustrans.

3.0 RECOMMENDATIONS

It is recommended that the Helensburgh and Lomond members:

- 3.1. Note the contents of this update report including the progress reported since the last report to the Helensburgh and Lomond Area Committee on 13 June 2017.
- 3.2. Endorse the identification of a preferred route for the phase planned for construction in 2017/18 following public consultation and consultation with Cardross Community Council.
- 3.3. To deliver the decision of members at Helensburgh and Lomond Area Committee on 13 June 2017, note the Council's continued commitment to seek to purchase the necessary land by negotiation with relevant landowners between Cardross and Helensburgh prior to making a recommendation to the March 2018 Helensburgh and Lomond Area Committee as to the requirement for a new Compulsory Purchase Order.
- 3.4. Support the commitment to consultation on the route within Helensburgh, including efforts to ensure a wide range of stakeholders are involved in the process.

4.0 DETAIL

- 4.1. The provision of a safe and attractive walking and cycling route linking Helensburgh, Cardross and Dumbarton will close a gap in the active travel network in Argyll and Bute. The route will provide residents and visitors to Helensburgh and Cardross with a safe and convenient walking and cycling route within and between these settlements, including school pupils attending Hermitage Academy. Extending the route to Dumbarton links into the National Cycle Network (NCN) which signs walking and cycling routes to Loch Lomond, Glasgow, Edinburgh and destinations further afield including elsewhere in Argyll & Bute. West Dunbartonshire Council (WDC) confirm they have constructed the element of the Cycleway within their boundary to link the route into the wider NCN.
- 4.2. In 2017/18 it is planned to construct the phase linking from Cardross Railway Station to the junction with the A814 opposite the Geilston Gardens access road.
- 4.3. A public consultation event was held in the Geilston Hall, Cardross on Monday 19 June 2017. Approximately 90 members of the public attended. Four route options were presented as a map to the attendees, see Appendix 1 of this report.
- 4.4. Attendees to the public consultation were offered the opportunity to complete a short questionnaire to provide their views on the routes. A total of 56 completed questionnaires were received, with Route Option A being the preferred route for over 75% of respondents. Full analysis of the questionnaire results is provided in Appendix 2 to this report.
- 4.5. In order to provide the most direct route, the preferred route identified includes seeking to access the private Geilston Park Road between Station Road and the playing fields. From Geilston Park Road the preferred route follows the south side of the playing fields and Cardross Park, crosses Geilston Burn in the vicinity of the railway and follows the north side of the railway to Murray's Crossing. Between Murray's Crossing and the A814 at the junction opposite the Geilston Gardens access road the route will follow the existing farm access road which will be upgraded to provide a suitable walking and cycling route.
- 4.6. Construction of the 2017/18 phase of the route is reliant on the cooperation of the landowners, with whom the Council has initiated negotiations based on the preferred route. It is not anticipated there will be a need for CPO powers to undertake this work in 2017/18. However, the exact route of this phase will be subject to the outcome of the ongoing negotiation with landowners.
- 4.7. Construction costs of the phase to be constructed in 2017/18 are covered by successful grant fund applications to Strathclyde Partnership for Transport (SPT) for £75,000 and Sustrans for £75,000, providing a total budget of £150,000. In order to draw on these funds all work must be complete by 31 March 2018.
- 4.8. The designs for the phases of construction planned from 2017/18 onwards have been updated to a minimum 2.5m wide shared-use walking and cycling path, referred to as a cycleway. This change is to allow the Council to access Sustrans funding as the previously proposed 2m wide shared-use path would

not meet the minimum standards required by Sustrans to access funding. Widening the planned cycleway also improves accessibility to a safe route removed from the busy A814 for those with mobility aids including wheelchairs and to parents/guardians with a child's pram or buggy. The work to update the design has taken longer than anticipated and subsequently has extended the timescale for completion of land purchase negotiations with landowners between Cardross and Helensburgh.

- 4.9. Phases of the Cycleway planned for construction from 2018/19 onwards require the Council to obtain the necessary land and future grant funding agreements to deliver these phases of the route. Council Officers continue to seek to engage with the relevant landowners and a final offer will be submitted to landowners and their agent when details of the land-take of the route have been fully determined. The progress of these negotiations will directly influence any decision to progress a Compulsory Purchase Order (CPO). An update on the land negotiations and a recommendation on the requirement for a new CPO will be presented to the Helensburgh and Lomond Area Committee on Thursday 22 March 2018.
- 4.10. Should a CPO be required to purchase any of the land required for the cycleway between Cardross and Helensburgh, a new CPO will require to be approved by the Council as design updates, such as widening the cycleway, have resulted in minor changes to the land required. The CPO approved by the Council in 2015 does not specify the land required for the updated design.
- 4.11. Consultation is planned to start in late 2017 and conclude in 2018/19 on the preferred route and design of the Cycleway between the edge of Helensburgh at Waitrose/Hermitage Academy and Helensburgh Town Centre/Sinclair St, including linking into the existing cycle routes to Rhu/HMNB Clyde/Garelochhead and via Blackhill to Arden. Holding the consultation over an extended period will allow engagement with a wide range of stakeholders including schools, community groups, community councils and significant employers in addition to traditional public consultation events. This will allow a deeper involvement with the public and key stakeholders to produce a design which will serve the needs of residents, visitors and businesses while commanding demonstrable public support.

5. CONCLUSION

- 5.1. The Helensburgh, Cardross and Dumbarton Cycleway is an important piece of active travel infrastructure for Argyll & Bute that will link the settlements of Cardross and Helensburgh to a wider active travel network in the Helensburgh and Lomond area and to the central belt.
- 5.2. The identification of a preferred route between Cardross Station and the junction with the A814 opposite the Geilston Gardens access road has enabled detailed discussions with the relevant landowners and design work to progress. This supports the delivery of this phase of the Cycleway in 2017/18.

- 5.3. Progress continues to be made towards the phased implementation of this project, with future phases reliant on acquisition of the necessary land and the securing of additional external funding. A final offer will be submitted to landowners and their agent when details of the land-take of the route have been fully determined.
- 5.4. The Council will continue to seek opportunities to maximise public input to the project to ensure the Cycleway serves the needs of residents, visitors and businesses within Argyll & Bute. The plan to undertake consultation on the route within Helensburgh will progress this.

6.0 IMPLICATIONS

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|-----|------------|--|
| 6.1 | Policy | Completion of this project will support the Council's SOA outcomes 2: We have infrastructure that supports sustainable growth and 5: People live active, healthier and independent lives. The project also supports achievement of the Scottish Government's objectives set out in the Cycling Action Plan for Scotland (CAPS) and Let's Get Scotland Walking - The National Walking Strategy. |
| 6.2 | Financial | The construction and land purchase planned for 2017/18 will be funded by grant fund awards from SPT and Sustrans.
There is evidence to indicate that people who are more active, for example by walking or cycling, are less likely to require social care services in later life which could result in a future saving to the Council although the value of this would be difficult to quantify. |
| 6.3 | Legal | Continued input will be required from Legal Services to support contractual agreements and land purchase, including a CPO should one be deemed necessary. |
| 6.4 | HR | None |
| 6.5 | Equalities | Completion of this project will provide opportunities for all in the Helensburgh – Cardross – Dumbarton corridor to travel more sustainably and actively by walking and cycling. The route has been designed to be DDA compliant and will provide a safe route removed from the A814 accessible to those with mobility aids including wheelchairs and to parents/guardians with a child's pram or buggy. |
| 6.6 | Risk | There is a reputational risk to the Council if the project is not completed within a reasonable timeframe. |

6.7 Customer Services None.

Pippa Milne, Executive Director, Development and Infrastructure
Councillor Aileen Morton, Policy Lead Economic Development and Strategic
Transportation

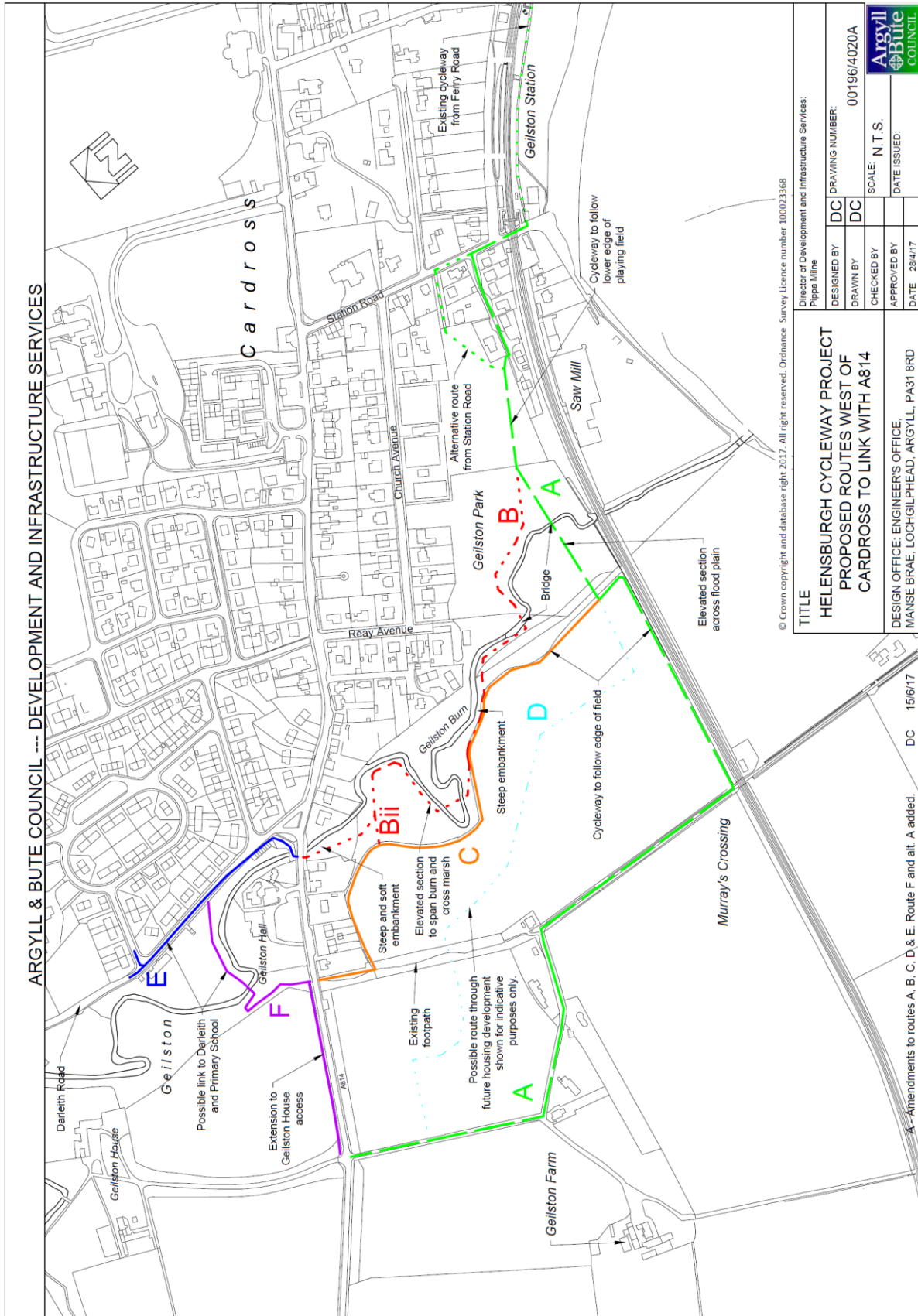
04 August 2017

For further information contact: Colin Young
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APPENDICES

- Appendix 1: Cardross Station to Geilston Route Options Map
- Appendix 2: Cardross Consultation Questionnaire Analysis
- Appendix 3: Cardross Station to Geilston Preferred Route Map

Appendix 1: Cardross Station to Geilston Route Options Map



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Director of Development and Infrastructure Services: Pippa Milne		DESIGNED BY	DC	DRAWING NUMBER:	00196/4020A
DRAWN BY		DC	CHECKED BY	SCALE	N.T.S.
APPROVED BY			DATE	28/4/17	
DATE		28/4/17	ARGYLL & BUTE COUNCIL		

TITLE
HELENSBURGH CYCLEWAY PROJECT
PROPOSED ROUTES WEST OF
CARDROSS TO LINK WITH A814

DESIGN OFFICE: ENGINEER'S OFFICE,
 MANSE BRAE, LOCHGILPHEAD, ARGYLL, PA31 8RD

DC 15/6/17

A - Amendments to routes A, B, C, D & E. Route F and alt. A added.

Appendix 2: Cardross Consultation Questionnaire Analysis

A total of 56 questionnaires were returned. Analysis of the results is presented below.

Section 1: Cardross Station to Playing Fields

There was no clear preference between the two route options presented for this section of the cycleway. The two options presented were routing the cycleway via Geilston Park Road or routing the cycleway via the unnamed lane between Geilston Park Road and Church Avenue. Both of these are private roads and therefore any work on these sections would require approval of the relevant residents.

There may have been some confusion as to the sections referred to, as the two options were not particularly clear on the map and an error was made when compiling the questionnaire which resulted in the symbols for the two options being transposed on the questionnaire. This is supported by a number of the respondents stating a preference for the “most direct route” but selecting the alternative route via the unnamed lane as their first preference. Given this, it is recommended that the results for this question are treated with an appropriate level of caution.

Section 2: Playing Fields to A814

There was a very clear preference for Option A which was the first preference for over 75% of respondents. This option would route the cycleway along the bottom of the park, across Geilston Burn and adjacent to the railway line to Murray’s Crossing where it would then follow the existing access track to the A814.

Section 3: A814 to Darleith Road / Cardross Primary School

Two options were presented to link Cardross Primary School and the significant number of dwellings accessed off Darleith Road to the cycleway. It was highlighted verbally to respondents that these were unlikely to be delivered in 2017/18 and should be regarded as future options to increase the areas of Cardross linked to the cycleway.

From the survey responses a clear preference was expressed for Option F, with over 70% of responses to this question selecting this route as their first preference.

Demographic Information

The questionnaire also asked for some high level demographic information to assist the Council to understand how effective the event had been in reaching a wide range of age groups. As with many consultations, the younger and older ends of the age spectrum were underrepresented, with no questionnaire respondents identifying themselves as over 75 and only one from each of the under 18 and 18-24 age groups. Three responses were received from the 25-34 age group, 10 from the 35-44, 14 from 45-54, 10 from 55-64 and 13 from 64-74.

Within the gender split there was a slight bias towards females with 57% of

respondents who answered this question identifying themselves as female and 43% as male.

Home postcodes

Of the respondents who answered this question, over 98% were from the G82 5** postcode area which covers Cardross and Colgrain. The remaining respondents who answered this question had postcodes within the G84 7** postcode area which covers the eastern part of Helensburgh.

Current Travel Preferences

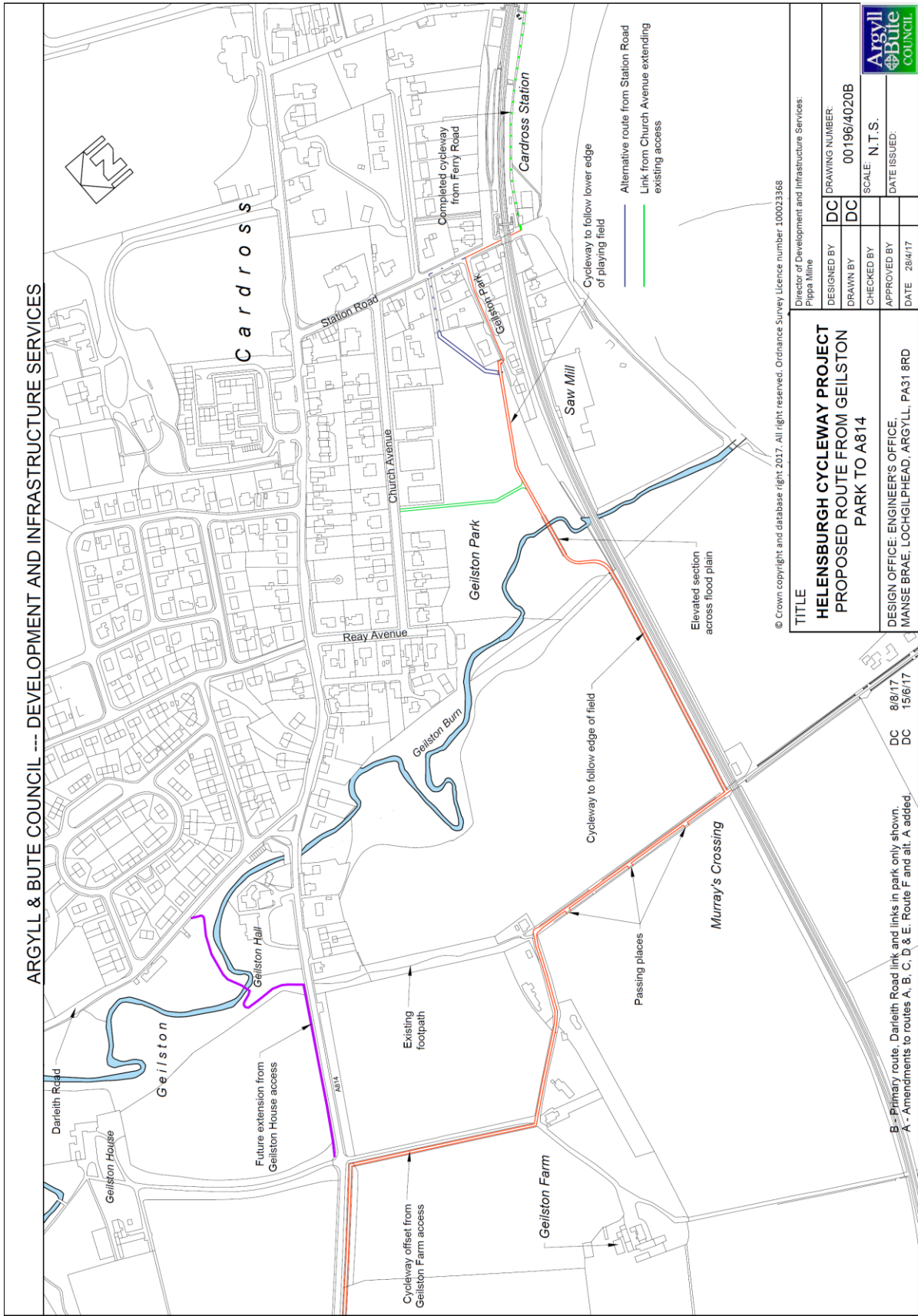
Respondents to the questionnaire were asked to indicate how they travelled to work/school and how they travelled for leisure purposes. Each respondent was free to select as many options as appropriate to their circumstances.

Mode	Work / School	Leisure
Car Driver	27	34
Car Passenger	2	14
Rail	9	28
Bus	4	2
Cycle	14	29
Walk	15	32

Potential to use new section of cycleway

Of the respondents who answered this question, 3 indicated that they would not use this section of the cycleway – two of who stated this was because they lived further out of Cardross so would not be able to safely access this section until the rest of the route to Helensburgh was constructed. Five respondents indicated they would only use the section as pedestrians, 7 only as cyclists and 35 as both pedestrians and cyclists.

Appendix 3: Cardross Station to Geilston Preferred Route Map



Director of Development and Infrastructure Services: Pippa Milne	
DESIGNED BY	DC
DRAWN BY	DC
CHECKED BY	
APPROVED BY	
DATE	28/4/17
DRAWING NUMBER: 00196/4020B	
SCALE: N.T.S.	
DATE ISSUED:	

TITLE	
HELENSBURGH CYCLEWAY PROJECT	
PROPOSED ROUTE FROM GEILSTON	
PARK TO A814	
DESIGN OFFICE: ENGINEER'S OFFICE	8/8/17
MANSE BRAE, LOCHGILPHEAD, ARGYLL, PA31 8RD	DC
	DC
	15/6/17

B - Primary route, Darleith Road link, and links in park only shown.
A - Amendments to routes A, B, C, D & E. Route F and alt. A added.

