

**Argyll and Bute Council**  
**Comhairle Earra-Ghàidheal Agus Bhòid**

*Customer Services*  
*Executive Director: Douglas Hendry*



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19 June 2019

**SUPPLEMENTARY PACK 1**

**HELENSBURGH & LOMOND AREA COMMITTEE - HELENSBURGH AND LOMOND CIVIC CENTRE on THURSDAY, 20 JUNE 2019 at 9:30 AM**

I enclose herewith **item 12 (FOOTWAY ADOPTION IN HELENSBURGH)** and **item 13 (HELENSBURGH, CARDROSS AND DUMBARTON CYCLEWAY UPDATE)** which were marked to follow on the Agenda for the above meeting.

Douglas Hendry  
Executive Director of Customer Services

**ITEMS TO FOLLOW**

- 12. FOOTWAY ADOPTION IN HELENSBURGH** (Pages 3 - 12)  
Report by Executive Director of Development and Infrastructure Services
  
- 13. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEWAY UPDATE** (Pages 13 - 28)  
Report by Executive Director of Development and Infrastructure Services

**Helensburgh & Lomond Area Committee**

Councillor Lorna Douglas	Councillor George Freeman
Councillor Graham Hardie	Councillor David Kinniburgh
Councillor Barbara Morgan (Vice-Chair)	
Councillor Aileen Morton	Councillor Ellen Morton (Chair)
Councillor Gary Mulvaney	Councillor Iain Paterson
Councillor Richard Trail	

Contact: Adele Price-Williams - 01546 604480

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**ARGYLL AND BUTE COUNCIL****HELENSBURGH AND LOMOND AREA  
COMMITTEE****DEVELOPMENT AND  
INFRASTRUCTURE SERVICES****20 JUNE 2019**

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**UNADOPTED FOOTWAYS IN HELENSBURGH**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 As roads authority the Council has responsibility to maintain streets that are included in its list of public roads. The list of public roads is a requirement of the Roads (Scotland) Act 1984. The Council requires to manage and maintain all roads in its area that are entered on its list of public roads. As a general rule the extent of an adopted road includes the carriageway, footways, adjacent verges, bridges, retaining structures, roads drainage systems, lighting and culverts within the adopted corridor.
- 1.2 Roads authorities have responsibility for streets included in the list of public roads. The responsibility extends to maintain in a safe condition, coordinate roadworks carried out by utility companies and generally manage the network in a safe and proportionate condition.
- 1.3 There are a number of streets within Helensburgh where only the carriageways are adopted. The verges and footways, whilst being available for public access, are in private ownership. It is understood that landowners of these privately owned footways and verges have imposed financial charges to utility companies in order that the utility companies may install their cables, pipes and conduits below the surfaces of these areas. It is also understood that landowners have imposed charges on individual frontages in return for permission to build vehicular accesses across the verges and footways to connect their domestic drives to the adopted roads.
- 1.4 Whilst the council does not have details of legal agreements in place it is further understood that in some instances landowners have transferred liabilities normally associated with roads authorities or landowners to individual frontages.
- 1.5 The above results in a network of carriageways that the council has responsibility to manage and maintain as well as having the associated liability for. Adjacent to these adopted carriageways is a network of unadopted footways and verges. The liabilities for these footways and verges rests with the landowner.
- 1.6 The above results in a maintenance and inspection regime being in place for the carriageways but not for the footways and verges which remain private.

- 1.7 In 2001, the Helensburgh and Lomond Area Committee agreed for these private footways to be upgraded and adopted upon completion. The formal adoption of these footways has not been concluded due to resistance at the time from the landowner.
- 1.8 It is recommended that the Area Committee:
  - i. Note the report.
  - ii. Agree that Officers make further contact with the landowner and consideration be given to the next steps should the landowners not agree adoption.

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ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND  
AREA COMMITTEE

DEVELOPMENT AND  
INFRASTRUCTURE SERVICES

20 JUNE 2019

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## UNADOPTED FOOTWAYS IN HELENSBURGH

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### 2.0 INTRODUCTION

2.1 This report details anomalies where carriageways were adopted by virtue of being included on the list of public roads but verges and footways have remained in private ownership and control.

### 3.0 RECOMMENDATIONS

3.1 It is recommended that the Area Committee:

- i. Note the report.
- ii. Agree that Officers make further contact with the landowner and consideration be given to the next steps should the landowners not agree adoption.

### 4.0 DETAILS

4.1 The Councils list of public roads includes several streets in Helensburgh where only the carriageways are adopted and maintained by the Council as roads authority, at public expense. Appendix 1, by way of a plan, details the locations where carriageways are adopted but verges and footways remain private. There are a number of these footways which have had works carried out as detailed in Appendix 2.

4.2 It is unusual for such an extensive road network to have adopted carriageways but privately owned, controlled, and maintained footways and verges. In practice this means that the council is responsible for the maintenance and management (including coordinating utility company's installation and maintenance of their pipes, cables and conduits) of the carriageways but not for the footways and verges.

4.3 As a general rule, roads authorities do not hold title for the land on which roads are built. The sub soil generally being owned by adjacent landowner. Under the Roads (Scotland) Act 1984 every road which is entered in the list of public roads kept by the roads authority vests in the authority for the purposes of their functions as roads authority. A landowner has no authority to interfere with adopted roads and is

unable to prevent access or carry out any development within the road corridor without the permission of the roads authority.

4.4 Privately owned roads, including footways and verges are available for the public to use. The fundamental difference being the liability for maintenance rests with the landowner.

4.5 In May 2001, Helensburgh and Lomond Area Committee agreed for the upgrade of private footways and for these to be adopted upon completion of the works. The adoption has not been concluded due to resistance at the time from the landowner. The list of streets in question are detailed in Appendix 2 below and where works have been satisfactorily carried out it is proposed that further contact is made with the landowner with a view to adopting the footways. It is only proposed that footways/verges that have been brought up to the correct standard are considered for adoption. Some of these works were carried out a significant time ago and as part of the assessment, a pragmatic approach will be made regarding fair wear and tear that could be expected over this period of time.

4.6 It should also be noted that before adding a road to its list of public roads the roads authority require to follow the statutory procedure set out in the Roads (Scotland) Act 1984. The statutory procedure requires the roads authority to give notice of its intention to adopt a footway to the frontages (being the owners of any land fronting or abutting the footway). If the majority of frontages are in agreement with the adoption the roads authority may adopt the footways without having to first obtain the landowners consent. This process will be carried out within existing resources.

## 5.0 CONCLUSION

5.1 This report details anomalies where carriageways were adopted by virtue of being included on the list of public roads but verges and footways have remained in private ownership and control. In practical effect this means that the council as roads authority is responsible for the maintenance and management (including coordinating utility company's installation and maintenance of their pipes, cables and conduits) of the carriageways but not for the footways and verges.

## 6.0 IMPLICATIONS

6.1	Policy	Adoption Policy for private roads was approved by Council in 2012
6.2	Financial	No budget available for private areas
6.3	Legal	As per report and appendix
6.4	HR	None known
6.5	Equalities/Fairer Scotland Duty	None known

6.6	Risk	None known
6.7	Customer Services	None known

**Executive Director of Development and Infrastructure** Pippa Milne  
**Policy Lead** Councillor Roddy McCuish  
June 2019

**For further information contact:** Jim Smith, Head of Roads and Amenity Services

## **APPENDICES**

Appendix 1 – Plan of adopted carriageways where verges and footways remain private

Appendix 2 – Report to H&L Area Committee in May 2001



Appendix 2 – Report to H&L Area Committee in May 2001

**ARGYLL AND BUTE COUNCIL**

**AREA COMMITTEE  
HELENSBURGH & LOMOND**

**TRANSPORTATION AND PROPERTY  
HELENSBURGH FOOTWAYS – UPGRADING PROGRAMME**

**1<sup>st</sup> MAY 2001**

**1. SUMMARY**

- 1.1 The purpose of this report is to update Members on the locations of the footway upgrades already completed under Phases 1, 2 and 3 and seek approval for the sections to be upgraded under Phase 4 during the 2001/02 financial year.

**2. RECOMMENDATION**

- 2.1 The Committee is asked to approve the locations listed for footway upgrades under Phase 4 of the programme.

**3. BACKGROUND**

**General**

- 3.1 The aim of the programme of footway upgrading in Helensburgh is to provide a network of surfaced footways in and around the town centre with links to outlying housing estates.
- 3.2 The capital allocation is to be used for the upgrading of the private, un-surfaced sections of footway and on completion, the Council adopts the footways and verges for maintenance purposes. The money cannot be used for upgrading public footways, this work being paid for from the Revenue budget.

**Funding**

- 3.3 Monies have been allocated in the Capital Budget for the upgrading of Helensburgh Footways since the 1997/98 financial year. Phase 1 was completed in 1997 (£100,000), Phase 2 in 1998 (£100,000). In 1999 no works were carried out due to budget cut-backs and Phase 3 was completed during 2000.
- 3.4 £100,000 has been set aside for the next three financial years with Phase 4 planned for this year.

**Works Completed (see attached sheet)**

- 3.5 Phase 1 (1997)

This phase was designed to provide an East-West link between the town centre and the outlying areas.

- 3.6 Phase 2 (1998)

This phase was designed to provide North-South links from the outlying housing estates into the town centre.

## 3.7 Phase 3 (2000)

This phase was designed to fill in as many short 'missing links' in the surfaced footway routes around the town centre.

### **Works Proposed (see attached sheet)**

## 3.8 Phase 4 (2001)

This years works are designed to:

- (a) Upgrade the footways in the vicinity of schools to improve road safety;
- (b) Upgrade the footway to the cemetery;
- (c) Complete an East-West link to the Ferniegair estate;
- (d) Complete more missing links in the footway network;

## 3.9 Phases 5 and 6 (2002-2004)

It is proposed to bring the proposals for each phase before the Area Committee for approval.

## 4. **IMPLICATIONS**

4.1 Policy – None

4.2 Financial – Monies allocated in the Capital Budget.

4.3 Personnel – None

4.4 Equal Opportunities – None

4.5 Legal - None

For further information, please contact Craig Moir, Design Services, Helensburgh (01436 658850)

**HELENSBURGH FOOTWAYS – UPGRADE PROGRAMME****List of Completed and Proposed Works**

Phase 1 (1997) To provide East-West links to Town Centre.

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>
West King Street	Glasgow Street	Coulport Place	South
Granville Street	Adelaide Street	Henry Bell Street	South
Henry Bell Street	Granville Street	Old Luss Road	North
West Montrose Street (Revenue Funding)	Sinclair Street	John Street	South

Phase 2 (1998) To provide North-South links to Town Centre.

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>
West King Street (Postponed Phase 1)	William Street	Glasgow Street	South
Charlotte Street	Argyle Street East	Abercromby Street East	East
Abercromby Street East	Charlotte Street	Railway Bridge	South
West Montrose Street (Revenue Funding)	John Street	Glasgow Street	South

Phase 3 (2000) To construct 'missing links' around the Town Centre.

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>
West Princes Street	William Street	Glasgow Street	South
West Princes Street	At Bonar Law Avenue		South
Easterhill Road	Abercromby Street	Bain Crescent	East
East Princes Street	Hanover Street	Glenfinlas Street	South
East Princes Street	George Street	Lomond Street	South
East Princes Street	At No. 91		North
West Argyle Street	Sinclair Street	7 West Argyle Street	South
A814 Rhu Road Lower	Dalmore Crescent	Rhu Road Higher	North
West Montrose Street (Revenue Funding)	Glasgow Street	Suffolk Street	South

Phase 4 (2001)

To improve footways near schools, upgrade the footway to the cemetery, complete an East-West link to Ferniegair estate plus some 'missing links' around the town centre.

<i>Street</i>	<i>From</i>	<i>To</i>	<i>Side of Street</i>
Grant Street	East boundary of Hermitage Primary School		West
East Montrose Street	Frontage of Parklands School		North
Old Luss Road	East King Street	Cemetery	West
West Princes Street	Glasgow Street	Ferniegair	South
East Abercromby Street	Golfhill Drive	Sannox Place	East
Henry Bell Street	East Clyde Street	East Princes Street	West
Glasgow Street	Commodore Hotel	West Princes Street	West
East Princes Street	At Charlotte Street		North
Woodend Street	West King Street	Bannachra Drive	West
East Princes Street	Lomond Street	George Street	North

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ARGYLL AND BUTE COUNCIL

Helensburgh and Lomond Area  
Committee

DEVELOPMENT AND  
INFRASTRUCTURE

20 June 2019

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### Helensburgh, Cardross and Dumbarton Cycleway Update

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#### 1.0 EXECUTIVE SUMMARY

- 1.1. This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 21 March 2019 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. The Council and the Cardross Trust have agreed the land agreement to allow the construction of the 285m section of the route, linking Cardross Station to the Geilston Burn. This section will be routed via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park. Officers are working to finalise the detailed plan for construction of the section of the route linking Cardross Station to the Geilston Burn, for summer 2019, including de-conflicting with the planned work by Network Rail in the Cardross Park/Geilston Burn from 03 June for approximately 6 weeks.
- 1.3. In April / May 2019, an extensive community and landowner engagement exercise was undertaken looking at the route of the cycleway between Colgrain, Helensburgh to Cardross (phase 1) and Cardross to Dumbarton (phase 2). A postal questionnaire was sent to 1,124 residential addresses in the G82 5 postcode area within Argyll and Bute, between Helensburgh and the Council boundary with West Dunbartonshire. 237 postal surveys (21%) and 89 online surveys were received. A public drop-in event was held on Thursday 16 May 2019 in the Geilston Hall, Cardross, with 109 individuals attending. Targeted consultation with the landowners identified on the route options was undertaken via post and in person.
- 1.4. The consultation on phase 1 (Helensburgh to Cardross), required by our funding partner Sustrans, identified a community preference for the alternative route along the north (inland) side of the railway (option 2), despite the additional time required for development of designs, while the landowners were split equally in support for the existing (A814) route and alternative (railway) route.
- 1.5. The consultation on phase 2 (Cardross to Dumbarton) identified a community preference for the route options which kept the route away from the A814 and which minimised any interaction with the A814. The community preferred route was adjacent to the north (inland) side of the railway from Ferry Road to Ardoch (option 3), to remain on the south side of the A814 through Ardoch (option 4) and

crossing under the railway and along the south (seaward) side of the Railway from Ardoch to Havoc, Dumbarton (option 7). The landowner consultation identified opposition from the majority of landowners against route options which impacted upon their property, particularly on the section from Ferry Road, Cardross to Ardoch and on residential properties on the north side of the A814 in Ardoch.

- 1.6. As previously instructed by the Helensburgh and Lomond Area Committee that sections of the cycleway were to be progressed when possible, Officers have continued to work to identify sections of the route where progress can be made in the near future, identifying Cardross Station to the Geilston Burn (planned for summer 2019) and, subject further design work, potentially Havoc, Dumbarton to Ardoch. Additionally, Officers have continued to ensure that all proposed routes would provide a continuous route linking Helensburgh, Cardross and Dumbarton.

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**ARGYLL AND BUTE COUNCIL**

**Helensburgh and Lomond Area  
Committee**

**DEVELOPMENT AND  
INFRASTRUCTURE**

**20 June 2019**

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**Helensburgh, Cardross and Dumbarton Cycleway Update**

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**2.0 INTRODUCTION**

- 2.1. This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 21 March 2019 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.
- 2.2. Full details of the project, including progress to date, is available in the project update reports previously presented to this Committee, most recently on 21 March 2019.

**3.0 RECOMMENDATIONS**

- 3.1. It is recommended that the Helensburgh and Lomond members:
- 3.1.1. Support the construction of the approx. 285m section of the route linking Cardross Station and the Geilson Burn in summer 2019.
- 3.1.2. Note the outcomes of the community and landowner consultation undertaken on the route of the cycleway linking Helensburgh to Cardross (phase 1) and Cardross to Dumbarton (phase 2).
- 3.1.3. Instruct Council Officers to engage with Sustrans and landowners in relation to phase 1 (Colgrain to Cardross) in order to identify if further agreement can be gained in relation to the alternative route, on the north side of the railway (option 2).
- 3.1.4. Instruct Council Officers to further engage with Sustrans and landowners to undertake necessary land investigation, design and road safety audits to identify a deliverable route for the cycleway from Ferry Road, Cardross to the eastern edge of Cardross, and subsequently to Ardoch. This section of route should be designed to avoid land take from residential gardens where possible.
- 3.1.5. Instruct Council Officers to progress land investigation, design development and landowner engagement to develop a fully deliverable route on the south side of the A814 through Ardoch (option 4) and under the railway line at Ardoch along the seaward side of the railway line to the boundary with West

Dunbartonshire Council at Havoc (option 7). The delivery of this section of route will provide an alternative to the A814 Lea Brae, thereby increasing safety for pedestrian and cyclists. This route will link into the existing section constructed by West Dunbartonshire Council from Dumbarton to Havoc, will keep this section of the route away from the A814 road and will not impact on any existing residential gardens.

## **4.0 DETAIL**

### **Finances**

- 4.1. At time of writing a total of £100,000 committed funding is available to the project, this consists of £100,000 committed 2019/20 funding from SPT. In addition, funding applications have been made to Sustrans for £150,000 2019/20 construction funding and £60,000 2019/20 design funding to progress the phase 2 designs. This is in line with the requirement to submit annual applications for external funding to fund the design and delivery of the cycleway.

### **Community Engagement**

- 4.2. In April / May 2019, a community engagement exercise was undertaken in relation to the route of the cycleway between Helensburgh to Cardross (phase 1) and Cardross to Dumbarton (phase 2). A postal questionnaire was sent to 1,124 residential addresses in the G82 5 postcode area within Argyll and Bute, between Helensburgh and the Council boundary with West Dunbartonshire. A public drop-in event was held in the Geilston Hall, Cardross on Thursday 16 May 2019. Targeted consultation was undertaken by post and in person with the landowners identified on the route options.
- 4.3. A total of 237 postal questionnaires (21% return rate) and 89 online questionnaires were submitted during the consultation. A total of 109 individuals attended the drop-in event in the Geilston Hall on 16 May. All of the postal questionnaires who provided postcode information (229) were from residents in the G82 5 postcode area (between Colgrain and Dumbarton). Of the 75 online questionnaire returns who provided postcode information, 68 were from residents in the G82 5 postcode area, 3 from the G84 7 postcode area (Craigendoran/Helensburgh South-East), one from G84 8 postcode area (Rhu/Helensburgh South-West), 2 from the G84 9 postcode area (Helensburgh Upper) and one from the G83 8 postcode area (Balloch).
- 4.4. Details of the community engagement questionnaire feedback in relation to Phase 1 (Helensburgh to Cardross) is provided below. The preferred route for the cycleway identified by the community consultation was Option 2, on the north side of the Railway Line, despite the additional time which will be taken to develop the necessary designs. This is in contrast to the route (option 1) on the south side of the A814, which the Council has been working to progress.

4.5. Map of route options for consultation (Colgrain to Cardross)



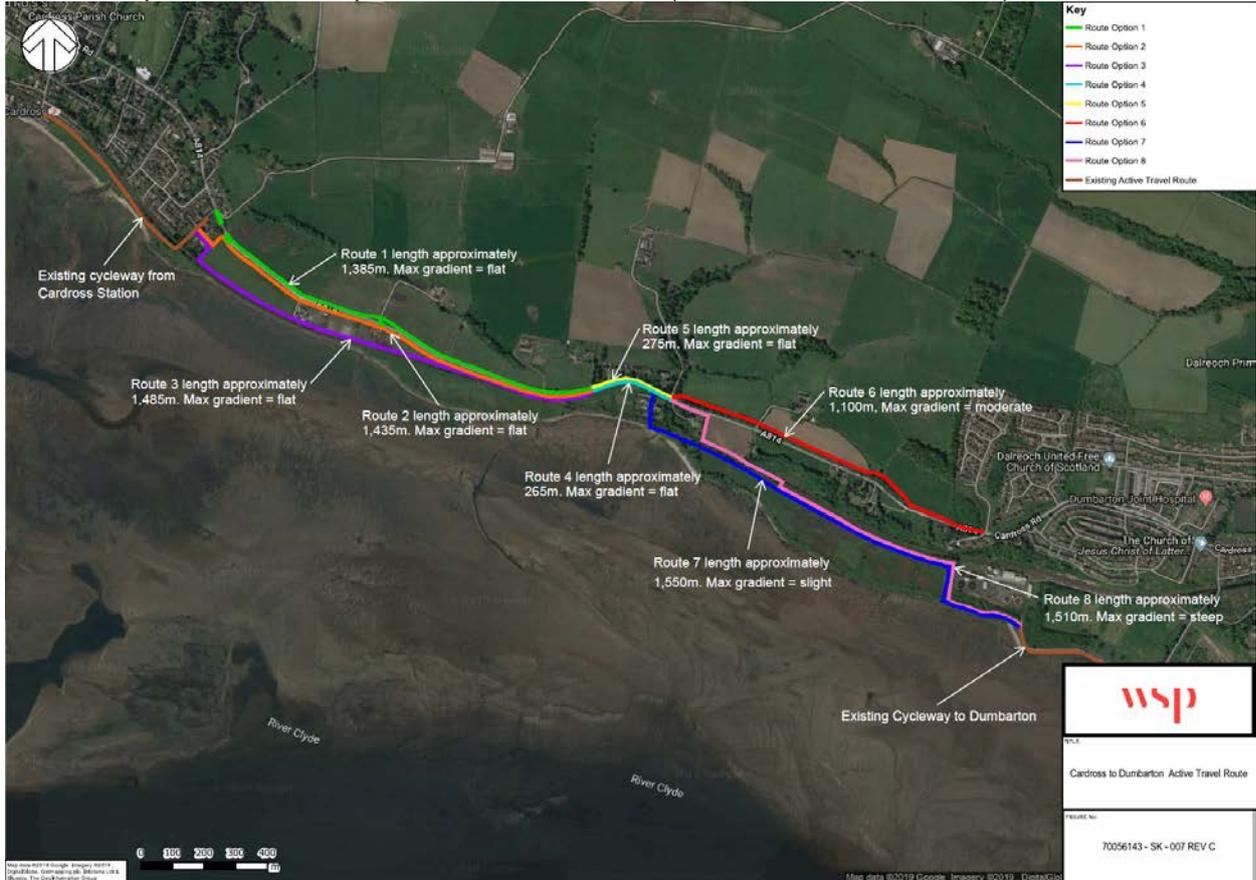
4.6. Phase 1: Colgrain to Cardross

Preferred route option for section of planned cycleway linking Colgrain to Cardross?						
Options	Postal Survey		Online Survey		Overall	
	Total	Percentage	Total	Percentage	Total	Percentage
Route Option 1 (south of A814)	88	37%	24	27%	112	34%
Route Option 2 (north of Railway)	131	55%	61	69%	192	59%
Did not answer	18	8%	4	4%	22	7%

4.7. Details of the community engagement questionnaire feedback for phase 2 (Cardross to Dumbarton) is displayed below. The preferred route for the cycleway identified by the community consultation was:

- Section 1 (Cardross to Ardoch): Route Option 3, inland of Railway Line
- Section 2 (through Ardoch): Route Option 4, south side of the A814
- Section 3 (Ardoch to Dumbarton): Route Option 7, shore side of Railway Line

4.8. Map of the route options for consultation (Cardross to Dumbarton)



4.9. Phase 2, Section 1: Cardross to Ardoch

Preferred route option for the cycleway between Cardross & Ardoch (1st choice)						
Options	Postal Survey		Online Survey		Overall	
	Total	Percentage	Total	Percentage	Total	Percentage
Route Option 1 (north of A814)	37	16%	24	27%	61	19%
Route Option 2 (south of A814)	49	21%	7	8%	56	17%
Route Option 3 (north of railway)	123	52%	48	54%	171	52%
Did not answer	28	12%	10	11%	38	12%

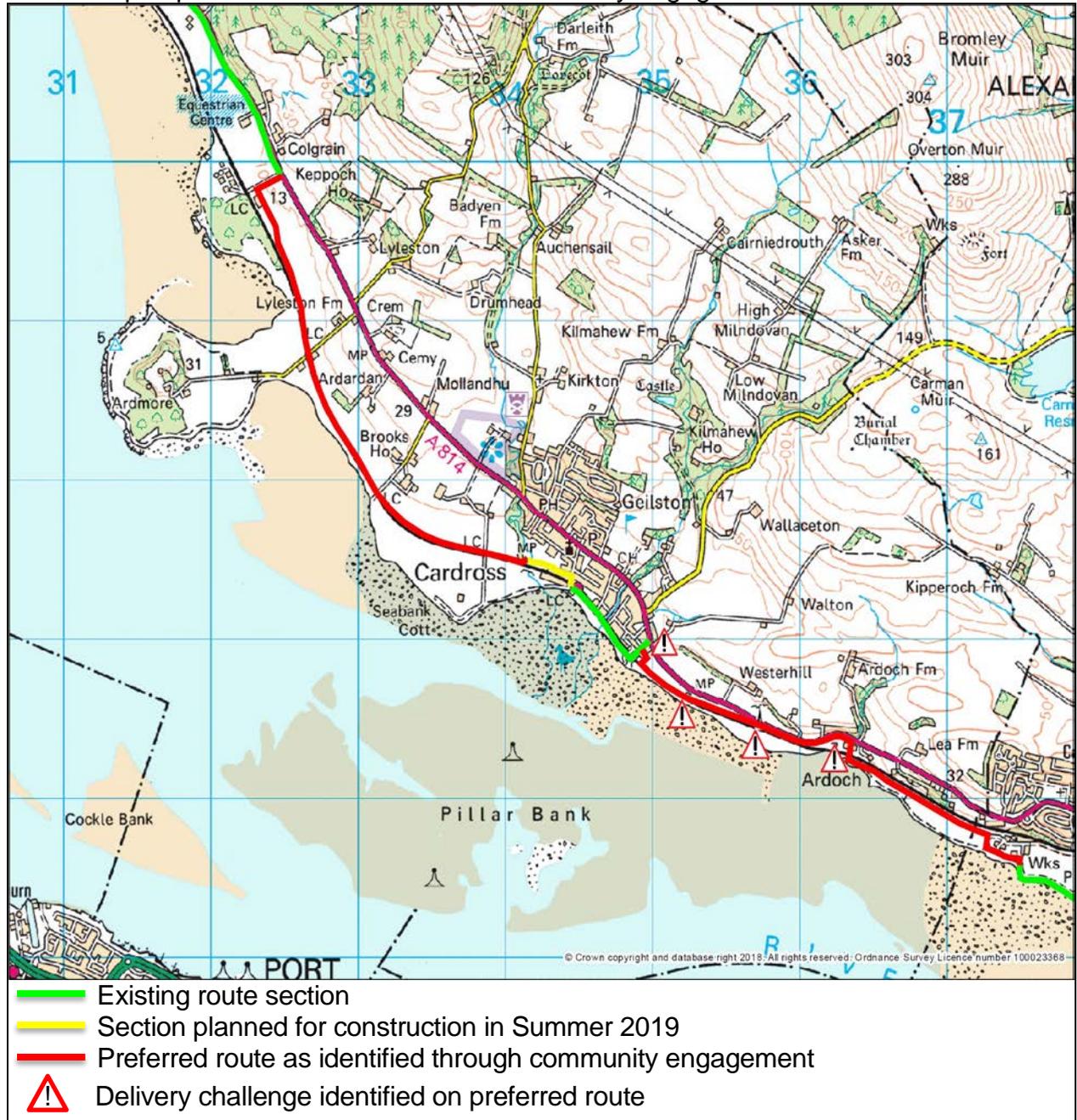
4.10. Phase 2, Section 2: through Ardoch

Preferred route option for the cycleway through Ardoch (1st choice)						
Options	Postal Survey		Online Survey		Overall	
	Total	Percentage	Total	Percentage	Total	Percentage
Route Option 4 (south of A814)	167	70%	45	51%	212	65%
Route Option 5 (north of A814)	32	14%	12	13%	44	13%
Did not answer	38	16%	32	36%	70	21%

4.11. Phase 2, Section 3: Ardoch to Dumbarton

Preferred route option for the cycleway from Ardoch to Dumbarton (1st choice)						
Options	Postal Survey		Online Survey		Overall	
	Total	Percentage	Total	Percentage	Total	Percentage
Route Option 6 (north of A814)	41	17%	15	17%	56	17%
Route Option 7 (shore side of railway)	117	49%	33	37%	150	46%
Route Option 8 (south of A814 + shoreline)	46	19%	13	15%	59	18%
Did not answer	33	14%	28	31%	0	19%

4.12. Map of preferred route identified in community engagement



4.13. The deliver challenges identified on the preferred route in map 4.12 are, from west to east:

- Ferry Road, Cardross to fields on eastern edge of Cardross
- Craigend Nursery
- Pinch point between railway and A814
- Requirement for sea defenses under bridge at Ardoch

### Landowner Engagement

4.14. Alongside the community consultation, engagement with landowners identified as potentially affected by the proposed route options for the cycleway has been undertaken.

4.15. Phase 1: Colgrain to Cardross Landowner Engagement

		No. of Landowners	Approx. length of owners	Approx. % of route distance	Comments
<b>Route Option 1 (beside A814)</b>	Identified as preferred route	2	1,728m	54%	Lot of time, care and attention taken to confirm the design of this route and progress agreement.
	Identified another route as preferred option	2	1,380m	43%	
	<i>TOTAL</i>	<i>4</i>	<i>3,108m (+90m already controlled by A&amp;BC)</i>	<i>97% (+3% already controlled by A&amp;BC)</i>	
<b>Route Option 2 (beside Railway)</b>	Identified as preferred route	2	1,787m	53%	Previously preferred route. Much safer route for cyclists as avoids the level of interaction with agricultural livestock or equipment which would have to cross the cycleway on Option 1. Offers a more deliverable scheme in terms of the corridor that would have to be taken to facilitate the construction and accommodation works necessary to deliver the scheme.
	Identified another route as preferred option	2	1,574m	47%	Concern route cuts through farm. Negative implications for security and proximity to buildings. May limit new development opportunities. Already use route alongside railway for farm vehicles getting to different parts of the farm, including the level

					crossing and fields on the other side of the railway.
	<i>TOTAL</i>	<i>4</i>	<i>3,360m</i>	<i>100%</i>	

## 4.16. Phase 2, Section 1: Cardross to Ardoch Landowner Engagement

Route Option	Comments in Support	Comments against
Option 1: north of A814	<ul style="list-style-type: none"> <li>Preference indicated by landowners who alternative options would directly impact on.</li> </ul>	<ul style="list-style-type: none"> <li>area at junction of Ferry Road/A814 and exit along A814 from Cardross could potentially be dangerous and may need traffic calming.</li> <li>concerns regarding anti-social behaviour.</li> </ul>
Option 2: south of A814		<p>Access from Ferry Road to fields beyond:</p> <ul style="list-style-type: none"> <li>concerns about lack of privacy and increased congestion.</li> <li>concerns regarding security, anti-social behaviour, loss of amenity, litter and animal mess from horses on path.</li> <li>the principle of using access between properties in Ferry Road had been decided against 18 years ago by Argyll &amp; Bute Council.</li> </ul> <p>Remainder of route:</p> <ul style="list-style-type: none"> <li>loss of land would have a negative impact on business.</li> <li>concerned about security and anti-social behaviour.</li> </ul>
Option 3: north side of Railway		<ul style="list-style-type: none"> <li>loss of land would have a negative impact on business.</li> <li>concerned that the relocation of outbuildings would be expensive.</li> <li>concerned about security and anti-social behaviour.</li> </ul>

## 4.17. Phase 2, Section 2: through Ardoch Landowner Engagement

Route Option	Comments in Support	Comments against
Option 4: south of A814	<ul style="list-style-type: none"> <li>condition regarding the route of the cycle path attached to the planning consent (16/03231/PPP) on the south side of the A814.</li> <li>Residents on the north side of the A814 would welcome a cycle path located to the south of the A814.</li> </ul>	None received
Option 5: north of A814	None received	<ul style="list-style-type: none"> <li>concern about safety, sight lines, volume / speed of traffic on the A814, road accidents and near misses, drainage, loss of land, impact on setting, impact on property, impact on historic boundary walls, loss of mature</li> </ul>

		trees, loss of hedges and disruption to services.
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#### 4.18. Phase 2, Section 3: Ardoch to Dumbarton Landowner Engagement

Route Option	Comments in Support	Comments against
Option 6: north of A814	None received	None received
Option 7: shore side of railway line	None received	<ul style="list-style-type: none"> <li>• anti-social behaviour on route which is not overlooked/very remote.</li> </ul>
Option 8: south of A814 & onto shore side of railway line	None received	<ul style="list-style-type: none"> <li>• viability of the option due to a steep change in ground levels on route.</li> <li>• concerns regarding privacy, anti-social behaviour, impact on property value, setting and viability of farm due to loss of land.</li> </ul>

#### Overall Engagement Outcomes

- 4.19. Phase 1: Colgrain to Cardross. The community consultation outcomes demonstrate a clear preference for the alternative route along the north side of the railway, despite the additional time required to develop a design for this route. The landowner preference is split equally between the 2 route options.
- 4.20. Phase 2, Section 1: Cardross to Ardoch. The community consultation demonstrated a clear preference for the route along the north side of the railway (option 3), however, this route has the strongest opposition from affected landowners due to the impact on residential gardens and on land available to Craigend Nursery. It has been identified that to achieve the necessary route width alongside the railway boundary in the vicinity of the Craigend Nursery would require relocation of buildings on the Nursery site, which would significantly add to the cost of the project. The second most popular route, on the south side of the A814 (option 2), was also strongly opposed by landowners due to the impact on residential gardens and on land available to Craigend Nursery. It may be possible to amend the route on the south side of the A814 to exit Cardross alongside the A814, thereby not requiring the acquisition of land from residential gardens. However, it should be noted that the A814 at Ferry Road is a clear pinch-point with very limited width available which significantly reduces the design options possible without impact on the gardens of the residential properties adjoining the A814 corridor. One resident opposing the routing of the cycleway in the vicinity of their property boundaries cited a historic agreement in relation to a previously proposed route for the cycleway that it would not be constructed within 15m of the resident's property boundary. While the least popular option with the community was a route on the north side of the A814 (option 1), it was the least opposed by landowners, although again this route would require to negotiate the pinch-point of the A814 at Ferry Road.
- 4.21. Phase 2, Section 2: through Ardoch. A clear preference was expressed in both the community consultation and landowner consultation for a route on the south

side of the A814 (option 5). While the route shown was adjacent to the A814, in order to offer a link to any of the Section 3 (Ardoch to Dumbarton) routes, it has been identified that there may be potential to route this section of the route through the proposed development at The Paddock, Ardoch (16/03231/PPP), where the planning conditions (5f) require the developer to undertake “*The provision of a cycle track constructed to an adoptable standard along the length of the full development site and connecting to the existing layby on the A 814 at the west end of the site is required.*” The routing of the cycleway through the development, away from the A814, would be in keeping with the preference expressed throughout the community consultation for the route to be away from the A814 as much as practicable.

- 4.22. Phase 2, Section 3: Ardoch to Dumbarton. The community consultation identified a clear preference for the route option which crossed under the railway at Ardoch and followed the seaward side of the railway line from Ardoch to the boundary with West Dunbartonshire Council at Havoc (option 7). This was despite the challenges in relation to the need for sea defenses in the vicinity of the rail underbridge at Ardoch and potential for the route not to be passable at all states of the tide/weather.
- 4.23. From the community consultation, it is clear that the community preference is for a route which, as far as possible, maximises the distance separation from the A814 road and which minimises the need to cross the A814. It is therefore recommended that the design development aims to:
- Maximise horizontal separation from the A814 within available land, while avoiding the subdivision of land plots (i.e. as far as possible mirroring existing boundaries).
  - Minimise the need to cross the A814. Where this is unavoidable, crossing facilities should be of a high quality, providing an environment which promotes safety and perceived safety for pedestrians, cyclists and other users of the cycleway, including, where appropriate, provision of signalised crossings and reduced traffic speeds.
  - As far as possible, minimises need for land take from residential gardens.
- 4.24. General comments. During the engagement there were a number of commonly expressed views from both landowners and residents:
- Majority of landowners would welcome a cycleway, albeit the majority expressed a preference for a route which was not over their land.
  - Talks to deliver the cycleway have been going on for too long.
  - A route away from road traffic noise and pollution would provide a more attractive and better used route.
  - Concern that cycleways can attract anti-social behaviour.
  - If the cycleway were to meet/cross the A814, traffic calming measures would be necessary.
  - Future maintenance of any cycleway would need to be ensured by Argyll & Bute Council.

### **Delivery of Phase 1: Helensburgh to Cardross**

- 1.1. Preparations are underway for the construction of a 285m section of the route within Cardross from Cardross Station to the Geilston Burn in summer 2019. This section will route via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park. Work is ongoing to ensure this work is deconflicted with other works being undertaken by Network Rail within the Cardross Park / Geilston Burn area from 03 June for a period of approximately 6 weeks.
- 1.2. The Council and the Cardross Trust have agreed the land agreement necessary to allow the construction of the 285m section of the route, linking Cardross Station to the Geilston Burn. This section will be routed via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park.

## **Delivery Programme**

- 1.3. As instructed by this Committee on 21 March 2019, officers have worked to develop documents for a Compulsory Purchase Order (CPO) in relation to the existing design for Phase 1 of the project, adjacent to the A814. However, in light of the community preference for an alternative route adjacent to the railway and no clear agreement between landowners, it is necessary to confirm the route which the Council wishes to progress prior to commencement of a CPO.
- 1.4. Appendix 1 provides an outline programme of the key stages and forecast timescales for each section of the Phase 1: Helensburgh to Cardross section of the cycleway, Phase 2: Cardross to Dumbarton and Helensburgh: Hermitage Academy to Town Centre.

## **2.0 CONCLUSION**

- 2.1. Completion of the Helensburgh, Cardross and Dumbarton Cycleway will provide a dedicated, high quality, accessible walking and cycle route linking Helensburgh, Cardross and Dumbarton. This route will provide opportunities for all in the Helensburgh – Cardross – Dumbarton corridor to travel more sustainably and actively by walking and cycling.

## **3.0 IMPLICATIONS**

### **3.1. 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.

### **3.2. Financial**

The construction and land acquisition will be funded by grant fund applications to 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.

- 3.3. Legal** Continued input will be required from Legal Services to support contractual agreements and land purchase including a CPO should this be deemed necessary.
- 3.4. HR** None.
- 3.5. 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.
- 3.6. Risk** There is a reputational risk to the Council if the project is not completed within a reasonable timeframe
- 3.7. Customer Services** None.

**Executive Director of Development and Infrastructure, Pippa Milne**  
**Policy Lead Councillor Aileen Morton**

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**Appendix 1: Helensburgh, Cardross & Dumbarton Cycleway Programme**

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# Appendix 1: Helensburgh, Cardross & Dumbarton Cycleway Programme

Activity	2017/18				2018/19				2019/20				2020/21				2021/22				2022/23				2023/24			
	Q1	Q2	Q3	Q4																								
<b>Funding Applications</b>				Green																								
<b>Phase 1: Helensburgh to Cardross</b>	Green	Green	Green	Green																								
<b>Route Design: Helensburgh to Cardross</b>	Blue	Blue	Blue	Blue					Green	Green	Green	Green																
<b>Land Purchase Negotiations: Helensburgh to Cardross</b>		Orange	Orange	Orange	Orange	Orange	Orange	Orange																				
CPO Process (if required):																												
- Provide CPO recommendation to H&L Area Committee									Green	Green	Green	Green																
- Develop CPO									Orange	Orange	Orange	Orange																
- Gain Full Council approval for CPO									Green	Green	Green	Green																
- Advertise CPO									Red	Red	Red	Red																
- Lodge CPO with Scottish Government									Red	Red	Red	Red																
- CPO Process									Green	Green	Green	Green																
<b>Construction: Helensburgh to Cardross</b>																												
Construction of Helensburgh to Cardross Part 1 (Cardross Station to Geilston Burn)									Green	Green	Green	Green																
Construction of Helensburgh to Cardross Part 2 (assuming negotiated purchase)													Green	Green	Green	Green												
Construction of Helensburgh to Cardross Part 3 (assuming Compulsory purchase required)																					Green	Green	Green	Green				
Construction of Helensburgh to Cardross Part 4 (assuming Compulsory purchase required)																									Green	Green	Green	Green
<b>Phase 2: Cardross to Dumbarton</b>					Green	Green	Green	Green																				
<b>Route Design: Cardross to Dumbarton</b>					Green	Green	Green	Green	Green	Green	Green	Green																
<b>Land Purchase Negotiations: Cardross to Dumbarton</b>													Orange	Orange	Orange	Orange												
CPO Process (if required):																												
- Provide CPO recommendation to H&L Area Committee													Green	Green	Green	Green												
- Develop CPO													Orange	Orange	Orange	Orange												
- Gain Full Council approval for CPO													Green	Green	Green	Green												
- Advertise CPO													Red	Red	Red	Red												
- Lodge CPO with Scottish Government													Red	Red	Red	Red												
- CPO Process									Green	Green	Green	Green																
<b>Construction: Cardross to Dumbarton</b>																												
Construction of Cardross to Dumbarton Part 1 (assuming negotiated purchase)													Green	Green	Green	Green												
Construction of Cardross to Dumbarton Part 2 (assuming negotiated purchase)																	Green	Green	Green	Green								
Construction of Cardross to Dumbarton Part 3 (assuming Compulsory purchase required)																					Green	Green	Green	Green				
Construction of Cardross to Dumbarton Part 4 (assuming Compulsory purchase required)																									Green	Green	Green	Green
<b>Helensburgh: Hermitage Academy to Town Centre</b>																												
Community Consultation & Route Identification									Green	Green	Green	Green																
Route Design													Green	Green	Green	Green	Green	Green	Green	Green								
Land Access Negotiations																	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange				
Construction of Route from Waitrose to Helensburgh Town Centre Phase 1																					Green	Green	Green	Green				
Construction of Route from Waitrose to Helensburgh Town Centre Phase 2																									Green	Green	Green	Green

**Colour Key (Responsibilities / Lead):**  
**Green:** Strategic Transportation  
**Blue:** Road Service  
**Orange:** Estates Service  
**Red:** Legal  
**Purple:** External to Council (e.g. Scottish Government)

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