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**ARGYLL AND BUTE COUNCIL**

**Helensburgh and Lomond Area  
Committee**

**DEVELOPMENT AND  
INFRASTRUCTURE**

**21 June 2018**

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**Helensburgh, Cardross and Dumbarton Cycleway**

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**1.0 EXECUTIVE SUMMARY**

- 1.1. This paper updates Members on the background of, progress to date and future programme for the delivery of the Helensburgh, Cardross and Dumbarton Cycleway, further to the previous reports to the Helensburgh & Lomond Area Committee, most recently on 21 December 2017.
- 1.2. It is recommended that Members note progress to date and future programme for the delivery of the Helensburgh, Cardross and Dumbarton Cycleway.

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**Helensburgh, Cardross and Dumbarton Cycleway**

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**2.0 INTRODUCTION**

- 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. The route has been designed to be DDA compliant and will provide a safe route segregated from the A814 accessible to those with mobility aids including wheelchairs and to parents/guardians with a child's pram or buggy.
- 2.2. The benefits of travelling actively (e.g. walking or cycling) include reduced air and noise pollution, reduced vehicle traffic and therefore reduced roads maintenance requirements, reduced car parking demand thereby freeing valuable space in key locations for other uses, increased work productivity/academic achievement, increased social interaction, community spirit and a longer healthy life. There is evidence to indicate that people who are more active 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 at this time.
- 2.3 The project has a long history, with reports to the Helensburgh and Lomond Area Committee on the project as early as 2002. Due to a range of factors, in particular difficulties in obtaining the land required and changes in Council staff, progress to date has been slow. To date 1.6km of Phase 1, out of a total distance of 5.2km, linking Helensburgh and Cardross has been constructed. Within Cardross, a further 785m section has been constructed linking Cardross Railway Station to Ferry Road. To date, none of the 2.9km of phase 2, linking Cardross with Dumbarton has been constructed, although West Dunbartonshire Council (WDC) confirm they have completed construction of the section of the route up to their boundary.

**3.0 RECOMMENDATIONS**

- 3.1 It is recommended that Members note progress to date and future programme for the delivery of the Helensburgh, Cardross and Dumbarton Cycleway.

## 4.0 DETAIL

### Programme Management

- 4.1. Strategic Transportation took the lead programme management responsibility for the Helensburgh, Cardross and Dumbarton Cycleway from the Roads Service in early 2017. Since then, progress has been made on the following:
- i. **Community Consultation:** Community consultation event held in Cardross on 19 June 2017 and consultation with Cardross Community Council.
  - ii. **Design:** design updated to provide a 2.5m wide cyclepath to allow Sustrans funding to be accessed and ensure the route is accessible to cyclists, pedestrians, those with mobility aids and individuals with children/buggies/prams. Work has been ongoing with SEPA in relation to landowner concerns raised in regard to the potential drainage implications of the cycleway and the options available, within the established water/drainage legislation, to the Council to alleviate the potential impact and the landowner's concerns.
  - iii. **Land Acquisition:** Agreement reached with one landowner on purchase of section of land required from them. Financial offers of purchase have been made to two other landowners. Path agreements signed with 7 residents in Geilston Park to allow the Cycleway to be routed along their private road.
  - iv. **Funding:** Successful funding applications made in 2017/18 and 2018/19 to SPT and Sustrans for funding to support delivery of the cycleway.
- 4.2. A calendar of monthly project meetings has been established. These meetings include representation from all of the core project team, including Strategic Transportation, Roads Design, Roads Operations, Estates and Legal. The purpose in the monthly project meetings is to ensure that, out with the normal daily communication, all members of the project have a common understanding of progress, key priorities and actions in order to progress the project.

### Finances

- 4.3. To date a total of £547,804 has been spent on the constructed sections of the Cycleway within and between Cardross and Helensburgh and in design and land acquisition fees for future sections. This has been funded by £341,804 from SPT, £30,000 from Sustrans and £175,000 residual funding from the Helensburgh & Lomond Cycleways project.
- 4.4. At time of writing a total of £200,000 committed funding is available to the project, this consists of £50,000 Section 75 monies, £100,000 committed 2018/19 funding from SPT and £50,000 committed 2018/19 Sustrans design funding for phase 2. In addition, a 2018/19 funding applications submitted to Sustrans for £100,000 towards land purchase and construction costs has been provisionally awarded subject to final agreement of the detailed design.
- 4.5. Historically, Argyll & Bute Council received a joint award with West Dunbartonshire Council of £1.3M for cycleway development within the

Helensburgh and Lomond area. This funding was largely expended on the development and construction of the cycle routes linking Helensburgh to Loch Lomond (Arden) and Helensburgh to Garelochhead. A residual sum of £175,000 which remained following construction of the above two routes was allocated to the development of the Helensburgh, Cardross and Dumbarton cycleway. This funding was fully expended prior to 2015 on developing designs, land investigation and supporting the construction of the section between the Waitrose Supermarket Site and Moss Road, Colgrain.

Table 1: Spend on Cycleway, 2012/13 to date:

<b>Year</b>	<b>Section</b>	<b>Spend</b>	<b>Source(s)</b>
2012/13	Design costs	£ 20,000	SPT
2013/14	Land Acquisition Waitrose to Moss Road Construction	£ 25,858 £248,142	Helensburgh & Lomond Cycleway £ 99,000 SPT £149,142 Helensburgh & Lomond Cycleway
2014/15	Design costs	£ 21,454	SPT
2015/16	Ferry Road to Cardross Station	£175,000	SPT
2016/17	Land Acquisition	£ 1,000	Strategic Transportation
2017/18	Design costs	£ 26,350	SPT
2018/19	Land Acquisition	£ 30,000 (estimate)	SUSTRANS (for land purchase agreed in 2017/18)
<b>Total spend to date: £398,662</b>			

- 4.6. Future funding for the project, committed or applied for is laid out in Table 2 below.

Table 2: Future funding committed / applications submitted:

<b>Year</b>	<b>Source</b>	<b>Value</b>	<b>Funding Stage</b>
Spend by 2023	Section 75 (Waitrose Development) [for section between Waitrose & Helensburgh Town Centre]	£50,000	Committed
2018/19	Strathclyde Partnership for Transport (SPT)	£100,000	Committed
2018/19	SUSTRANS Community Links (Phase 1, Construction & Land Purchase)	£100,000	Provisional award
2018/19	SUSTRANS Community Links (Phase 2, Design & Land Negotiations)	£50,000	Committed

- 4.7. Estimated future construction cost, at 2017 values, including Scottish Transport Appraisal Guidance (STAG) recommended 15% Optimism Bias, are laid out in Table 3 (Cardross to Helensburgh) and Table 4 (Cardross to Dumbarton).

Table 3: Estimated construction cost of Cycleway Phase 1 (Helensburgh - Cardross):

<b>Section</b>	<b>Approx. Length</b>	<b>Est. Cost</b>
Cardross Station to Murray's Crossing	598m	£264,906
Murray's Crossing to A814 Geilston	660m	£185,625

A814 Geilston to Brooks Road	451m	£162,078
Brooks Road to Ardardan Access Road	377m	£135,484
Ardardan Access Road to Ardmore Road	429m	£154,172
Ardmore Road to Moss Road	1,069m	£384,172
<b>TOTAL</b>	<b>3,584m</b>	<b>£1,286,438</b>

Table 4: Estimated construction cost of Cycleway Phase 2 (Cardross - Dumbarton):

<b>Section</b>	<b>Approx. Length</b>	<b>Est. Cost</b>
Ferry Road to Old Road/Layby	1,350m	£485,156
Old Road/Layby to Ardoch Cottages	380m	£136,563
Ardoch to Council boundary	1,200m	£431,250
<b>TOTAL</b>	<b>2,930m</b>	<b>£1,052,969</b>

- 4.8. Based on the estimated costs laid out in Tables 3 and 4 above, the estimated cost of completing the outstanding 6.5km of the full route linking Helensburgh, Cardross and Dumbarton is £2.3 million, including appropriate optimism bias. It is proposed funding will be sought from external funding partners to cover these costs with the objective of completing the route by 2023.

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

- 4.9. The route linking the edge of Helensburgh at Hermitage Academy / Waitrose to Cardross Station has a total length of 5.2km, of which a total of 1.6km has been constructed.
- 4.10. Within Cardross, a 785m section linking Cardross Railway Station to Ferry Road, Cardross was constructed in 2015/16. This section is well used by local residents for leisure purposes.

#### **Phase 2: Cardross to Dumbarton**

- 4.11. In order to derive the full benefits to residents, visitors, businesses and the local economy of phase 1 of the route, linking Cardross and Helensburgh, it is necessary to deliver the full route linking Helensburgh, Cardross and Dumbarton. The delivery of the full route will also enhance options for residents of Helensburgh and Cardross by providing a convenient route linking to the wider walking and cycling network in Scotland, the higher-frequency rail services from Dalreoch and Dumbarton Centre rail stations and provide a triangular leisure route via Dumbarton, Loch Lomond and the existing route linking Helensburgh to Loch Lomond.
- 4.12. A £50,000 funding application for 2018/19 has been approved by Sustrans to allow the Council to engage external design consultants and land agents to progress design and land negotiations for the section of the route linking Cardross with Dumbarton. Utilising external consultancy assets for this work will ensure that this does not impact on internal Council resources required to and focused on progressing and delivering the Phase 1 Helensburgh to Cardross section of the cycleway.

- 4.13. As this funding is from the Sustrans design funding stream which for 2018/19 Sustrans are 100% funding, it is not eligible for use against land purchase or construction.
- 4.14. In future years, further applications will be made to Sustrans / SPT for funding to support land purchase and construction. As outlined in the future delivery programme (section 8), construction on the Cardross to Dumbarton section will be phased to ensure it does not conflict with or delay the completion of the Helensburgh to Cardross section.

### **Helensburgh: Hermitage Academy to Town Centre**

- 4.15. In order to derive the full benefits to residents, visitors, businesses and the local economy of phase 1 of the route, linking Cardross and Helensburgh, it is necessary to provide similarly high-quality route(s) linking the cycleway, which currently ends at Hermitage Academy / Waitrose Supermarket on the edge of Helensburgh, to residential areas, transport hubs, education establishments, employment opportunities, and retail and leisure destinations. These links within Helensburgh are necessary to enable potential users to make their full end-to-end journey using a route which provides a similarly high level of separation from road traffic directly to their origin / destination.
- 4.16. Dependent on funding being secured, consultation is planned for 2018/19 on the preferred route and design of the Cycleway between the edge of Helensburgh at Hermitage Academy / Waitrose 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.
- 4.17. An application has been made to Sustrans for funding in 2018/19 to allow the Council to engage external consultants to lead the community consultation to identify the preferred route(s) and design for the cycleway within Helensburgh. Utilising external consultancy assets for this work will ensure that this does not impact on internal Council resources required to and focused on progressing and delivering the Phase 1 Helensburgh to Cardross section of the cycleway.
- 4.18. The funding requested from Sustrans is for feasibility and design work which for 2018/19 Sustrans are 100% funding, separately from construction work. As such, if awarded, this funding would not be applicable to construction.
- 4.19. In future years, further applications will be made to Sustrans / SPT for funding to support construction of the route(s) identified within Helensburgh. As outlined in the future delivery programme (Appendix 1), construction within Helensburgh will be phased to ensure it does not conflict with or delay the completion of the Phase 1, Helensburgh to Cardross section of the cycleway.

- 4.20. 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.
- 4.21. Appendix 2 provides an update on Land Negotiations for Helensburgh, Cardross and Dumbarton Cycleway. **[RESTRICTED]**

## **5.0 CONCLUSION**

- 5.1 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.
- 5.2 To date 1.6km of Phase 1, out of a total distance of 5.2km, linking Helensburgh and Cardross has been constructed. Within Cardross, a further 785m section has been constructed linking Cardross Railway Station to Ferry Road.
- 5.3 A programme management plan has been developed to complete Phase 1: Helensburgh to Cardross and take Phase 2: Cardross to Dumbarton, Helensburgh: Hermitage Academy to Town Centre forward. A calendar of monthly project meetings has been established. These meetings include representation from all of the core project team, including Strategic Transportation, Roads Design, Roads Operations, Estates and Legal.
- 5.4 In future years, further applications will be made to Sustrans / SPT for funding to support land purchase and construction.

## **6.0 IMPLICATIONS**

### **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 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 this 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.

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**Appendix 1: Helensburgh, Cardross & Dumbarton Cycleway Programme**  
**Appendix 2: Update on Land Negotiations for Helensburgh, Cardross and Dumbarton Cycleway [RESTRICTED]**