

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 20 September 2018 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 construction of a further 285m long section of the route, linking Cardross Station to the Geilston Burn, is planned for spring 2019. This section will be routed via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park.
- 1.3. Full design drawings from the Roads Design Service for Phase 1 (Moss Road, Colgrain to Cardross) have been completed and copies provided to the relevant landowners agents with a request to agree to progress land acquisition. With the provision of updated full design drawings, instructions have been given to the Council's Estates Team to progress the necessary land negotiations.
- 1.4. To ensure the time necessary to progress land negotiations is available, it is proposed that the submission of a recommendation in relation to the need for a Compulsory Purchase Order (CPO) to this Committee for Phase 1 of the project will remain as 20 June 2019.
- 1.5. A contract for consultancy support to progress the design of Phase 2, linking Ferry Road, Cardross to Dumbarton, is currently in the procurement process. This contract requests initial designs to be prepared for summer 2019 with detailed plans developed for spring 2020.

Helensburgh, Cardross and Dumbarton Cycleway Update

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 the Helensburgh and Lomond members:
 - 3.1.1. Note progress to date and future programme for the delivery of the Helensburgh, Cardross and Dumbarton Cycleway.

3.1.2. Support the continued commitment to construct the approx. 285m section of the route along Geilston Park [unadopted road] and through the Cardross Playing Fields and Cardross Park, now planned for spring 2019.

4.0 DETAIL

4.1. A programme of monthly project meetings has been established. These meetings include representation from across the core project team, including Strategic Transportation, Roads Design, Roads Operations, Estates and Legal. The purpose of 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

4.2. To date a total of £517,804 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, £175,000 residual funding from the Helensburgh & Lomond Cycleways project and £1,000 from the Strategic Transportation budget. These costs do not include internal Strategic Transportation staff resource time.

4.3. 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, £100,000 committed 2018/19 construction funding from SUSTRANS and £50,000 committed 2018/19 SUSTRANS design funding for phase 2.

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

Year	Section	Spend	Source(s)
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
Total spend to date:		£517,804	

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

Table 2: Future funding committed / applications submitted:

Year	Source	Value	Funding Stage
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)	£100,000	Committed
2018/19	SUSTRANS Community Links (Phase 2 Design)	£50,000	Committed

- 4.5. 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):

Section	Approx. Length	Est. Cost
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
TOTAL	3,584m	£1,286,438

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

Section	Approx. Length	Est. Cost
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
TOTAL	2,930m	£1,052,969

- 4.6. 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 2023/24.

Phase 1: Helensburgh to Cardross

- 4.7. 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.
- 4.8. 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.
- 4.9. In 2018/19 it is planned to construct a 285m section of the route within Cardross from Cardross Station to the Geilston Burn. This section will route via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park. As previously reported to this Committee, this work had been planned for Oct/Nov 2018. However, due to staff changes within the Roads Service, this timescale has now slipped. The Strategic Transportation Team is working to ensure that it

is delivered within this financial year, whether by the Council's Roads Service or by an external contractor.

- 4.10. Full design drawings for Phase 1 have been completed by the Roads Service Design Team. These drawings and associated land acquisition offers have been made to the relevant landowners.
- 4.11. To ensure the necessary time to progress land negotiations is available it is planned that the submission of a recommendation to this Committee in relation to the need for a Compulsory Purchase Order (CPO) for Phase 1 of the route will be made on 20 June 2019.

Phase 2: Cardross to Dumbarton

- 4.12. In order to deliver 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.
- 4.13. A £50,000 funding application for 2018/19 has been approved by Sustrans to allow the Council to engage external design consultants to progress outline design 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.
- 4.14. 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.
- 4.15. The contract to engage an external design consultant for Phase 2 is currently within the procurement process. This contract will support initial designs to be prepared for summer 2019 with detailed plans developed for spring 2020. A key component of this contract is for the design team to engage with landowners throughout the design process in order to identify landowner concerns at the earliest stage and to develop a design which, as far as reasonable, manages landowner concerns.
- 4.16. 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 (Appendix 1), 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

- 4.17. 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.
- 4.18. It is planned to undertake an in-depth consultation with residents, businesses and visitors during 2019/20 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.
- 4.19. An application will be submitted to Sustrans for funding in 2019/20 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.
- 4.20. In future years, further applications will be made to Sustrans / SPT for funding to support design development and 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.

Delivery Programme

- 4.21. As detailed in 4.10, full design drawings for Phase 1 have been delivered by the Roads Service Design Team. The delivery of these drawings has enabled the Council's Estates Team to seek to progress land acquisition with the relevant landowners by providing copies of the drawings and update land purchase offers to the relevant landowners.
- 4.22. As detailed in the route to this Committee on 20 September 2018, submission of a recommendation to this Committee in relation to the need for a Compulsory Purchase Order (CPO) for Phase 1 of the project is planned on 20 June 2019.

This timescale is compatible with the programme and final delivery date of the project.

- 4.23. 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.
- 4.24. 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 has been developed to complete Phase 1: Helensburgh to Cardross and take Phase 2: Cardross to Dumbarton and 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 design, land purchase and construction.

6.0 IMPLICATIONS

- 6.1. Policy**
SOA
- Completion of this project will support the Council's 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 Services to** Continued input will be required from Legal 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]