
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 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.

Helensburgh, Cardross and Dumbarton Cycleway Update

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)



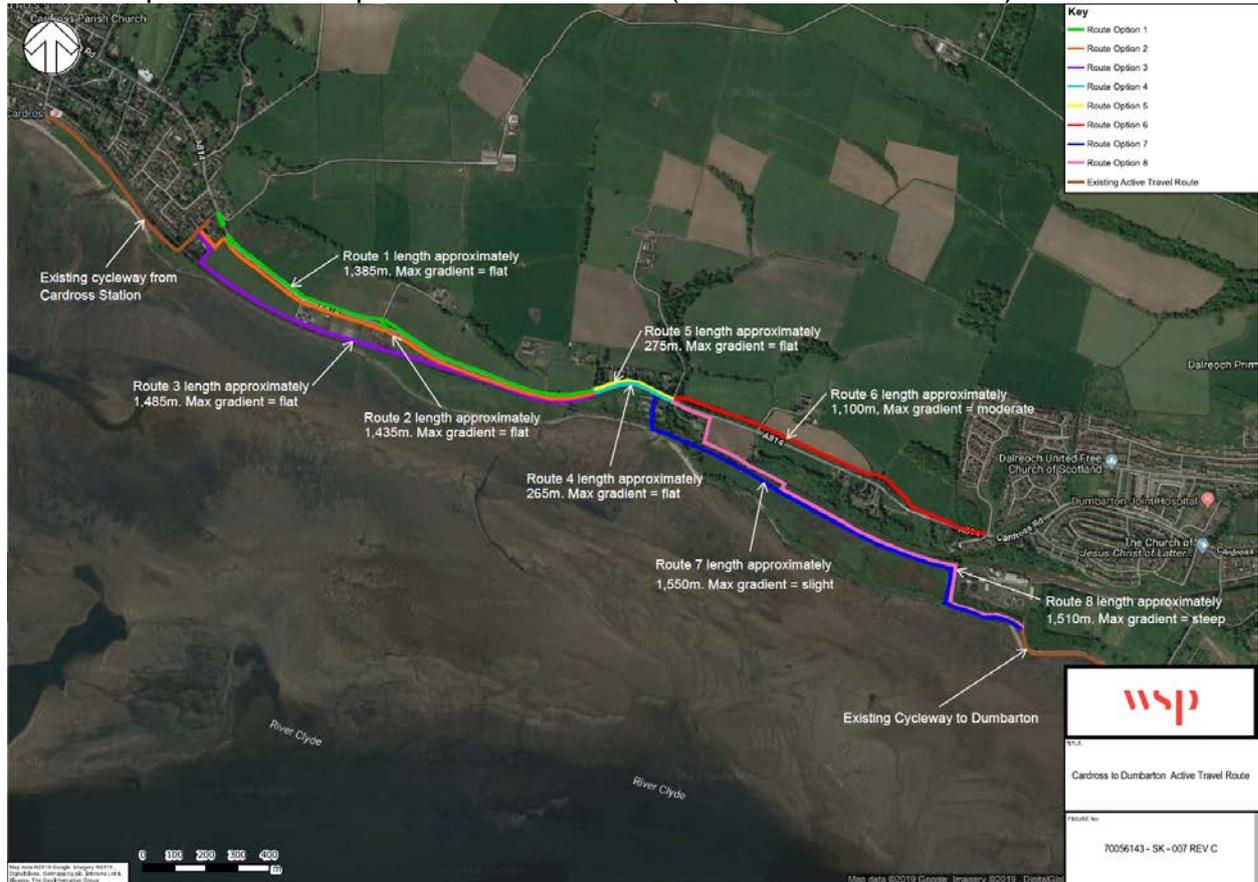
4.6. Phase 1: Colgrain to Cardross

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%

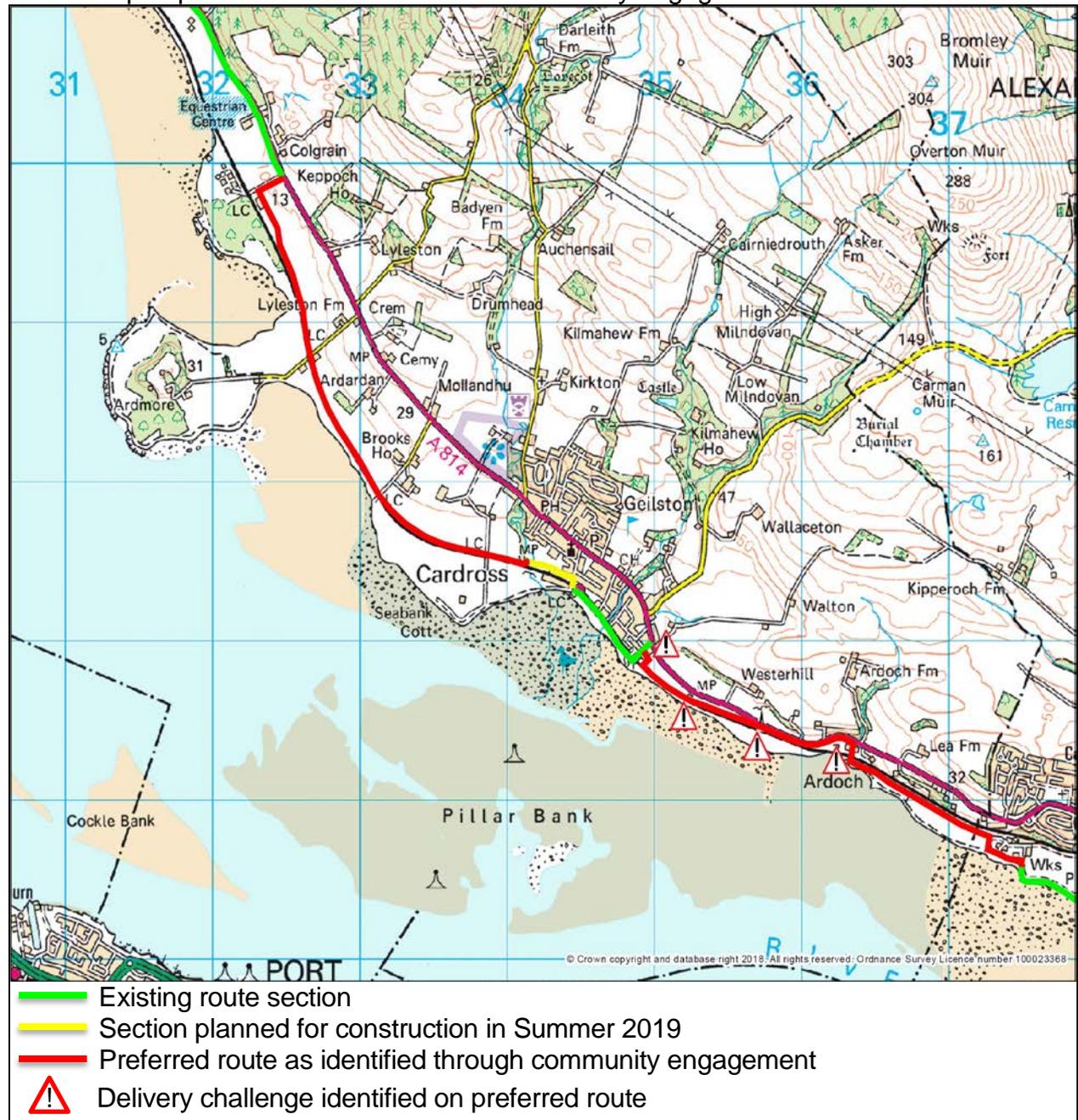
4.10. Phase 2, Section 2: through Ardoch

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
Route Option 1 (beside A814)	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&BC)</i>	<i>97% (+3% already controlled by A&BC)</i>	
Route Option 2 (beside Railway)	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"> Preference indicated by landowners who alternative options would directly impact on. 	<ul style="list-style-type: none"> area at junction of Ferry Road/A814 and exit along A814 from Cardross could potentially be dangerous and may need traffic calming. concerns regarding anti-social behaviour.
Option 2: south of A814		<p>Access from Ferry Road to fields beyond:</p> <ul style="list-style-type: none"> concerns about lack of privacy and increased congestion. concerns regarding security, anti-social behaviour, loss of amenity, litter and animal mess from horses on path. the principle of using access between properties in Ferry Road had been decided against 18 years ago by Argyll & Bute Council. <p>Remainder of route:</p> <ul style="list-style-type: none"> loss of land would have a negative impact on business. concerned about security and anti-social behaviour.
Option 3: north side of Railway		<ul style="list-style-type: none"> loss of land would have a negative impact on business. concerned that the relocation of outbuildings would be expensive. concerned about security and anti-social behaviour.

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"> condition regarding the route of the cycle path attached to the planning consent (16/03231/PPP) on the south side of the A814. Residents on the north side of the A814 would welcome a cycle path located to the south of the A814. 	None received
Option 5: north of A814	None received	<ul style="list-style-type: none"> 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

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

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.

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Appendix 1: Helensburgh, Cardross & Dumbarton Cycleway Programme