
ARGYLL AND BUTE COUNCIL

**HELENSBURGH AND LOMOND AREA
COMMITTEE**

**ROADS AND INFRASTRUCTURE
SERVICES**

19 MARCH 2020

WEST CLYDE STREET, HELENSBURGH FLOOD ALLEVIATION

1.0 EXECUTIVE SUMMARY

- 1.1 This report details how surplus CHORD budget for flood mitigation work on West Clyde Street is combined with the Coastal Communities Fund for the same and recommends that the total is allocated to the Roads and Infrastructure Service to take forward within the Council's Capital Programme.
- 1.2 The Helensburgh and Lomond Area Committee on the 18 September 2018 approved CHORD Surplus Funding of £363,655.08 for carriageway and footpath improvements. The majority of this work has been completed with John Street carriageway and footway held in abeyance due to flooding issues on the A814 West Clyde Street Helensburgh.
- 1.3 Reporting under the CHORD Project heading can now be closed out, with all subsequent reports being undertaken by the relevant service team under the appropriate Capital Programme heading.

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2.0 INTRODUCTION

2.1 There is an on-going flood risk on the A814 West Clyde Street in Helensburgh between John Street and William Street. The report details how two existing budgets can be combined and the project taken forward, and also the roadworks on John Street, James Street and surrounding side streets is managed.

3.0 RECOMMENDATIONS

3.1 It is recommended that members agree to:-

- (i) Combine the CHORD surplus budget of £152,600 for flood mitigation works in John/William Streets, Helensburgh with the Coastal Communities fund of £300,000 for Helensburgh Flood Mitigation and allocate the total of £452,600 to Helensburgh Flood Mitigation Works. The project to be allocated to the Roads and Infrastructure Service (RIS) as a single line on the Council's capital programme.
- (ii) The remaining roadworks to John Street, James Street and surrounding side streets totalling £113,866.22 should be added to the RIS Capital Programme as a single line under Helensburgh CHORD Roadworks.
- (iii) Close out reporting under the CHORD Project heading, with all subsequent reports being undertaken by the relevant service team under the appropriate Capital Programme heading.

4.0 DETAIL

4.1 The following budgets have been previously allocated by the Council:-

- CHORD surplus for surfacing James Street, East Clyde Street, Maitland Street, West Princess Street, John Street as well as other schemes out with the roads and footways were allocated a total of £363,655.08. Currently £113,866.22 remains available.

- CHORD surplus for drainage improvements to John Street, William Street and West Clyde Street £152,600 from original allocation of £160,000.
 - Coastal Communities Fund for Helensburgh Flood Mitigation Works £300,000 all of which is available.
- 4.2 There is still carriageway and footway (west side only) resurfacing required for James Street which was originally funded through CHORD. This work was delayed until flood alleviation methods were considered which would allow an economy of scale for the resurfacing works to James, John and West Princes Streets as one operation.
- 4.3 The preliminary investigation work on the flood options was paid for out of the surplus CHORD budget of £160k and £152,600 remains available. A very high level estimate of the potential budget needed to complete the works (new pipes in both John and William streets and outfalls to the sea under West Clyde Street) is £300k per street. Clearly £600k is well above the currently available budget of £452,600, and the exact proposals will be determined once the trial holes have been undertaken and the locations of the relevant utility plant locations has been ascertained in detail.
- 4.4 The above funds should now be consolidated as follows:-
- Helensburgh Roadworks £113,866.22.
 - A814 West Clyde Street, Helensburgh Flood Mitigation £452,600.
(£300,000 from Coastal Communities Fund + £152,600 from CHORD)
 - These will be added to the Roads and Infrastructure Capital schemes as individual projects and future expenditure monitored via that mechanism.
- 4.5 The potential solutions for the drainage works will depend on the outcome of trial hole investigations to determine the positions of the many utility pipes and ducts (water, gas, electricity etc.) below the carriageways. Once the investigatory works have been undertaken, potential solutions, programme and costs can be considered. On the assumption that there will be a worthwhile project within budget, it will be designed and a construction contract procured.
- 4.6 The consolidation of these budgets, and transfer over to Roads and Infrastructure Capital schemes, effectively closes out the CHORD Surplus Funds works. The only other items being progressed are associated with the on-going development of the Outdoor Museum, to incorporate new art works including the flotilla of 'Comets'. As this is a multi-year project, for which the end date will be determined by the ultimate disbursement of remaining funds, it is recommended that this is reported on an as required basis, as the project develops, and under the heading of Helensburgh Outdoor Museum, as opposed to CHORD.

5.0 CONCLUSION

- 5.1 The remaining CHORD surplus funds of £152,600 and £300,000 as allocated from the Coastal Communities Fund can now be combined to provide a budget of £452,600 for A814 West Clyde Street, Helensburgh Flood Mitigation. This will be monitored by the Roads and Infrastructure Service as a single line in the Capital Programme.

5.2 The remaining roadworks to James, John and West Princes Streets totalling £113,866.22 should be added to the RIS Capital Programme in line with the previous paragraph (5.1) under Helensburgh Chord Roadworks.

6.0 IMPLICATIONS

6.1 Policy – not applicable

6.2 Financial - Reallocate combined budget to A814 West Clyde Street, Helensburgh Flood Mitigation with the Roads & Infrastructure Capital programme. Also transfer the remaining CHORD surplus roadworks to the RIS Capital programme as Helensburgh CHORD Roadworks.

6.3 Legal – none known

6.4 HR – none known

6.5 Fairer Scotland Duty:

6.5.1 Equalities - protected characteristics – none known

6.5.2 Socio-economic Duty – none known

6.5.3 Islands – none known

6.6. Risk – none known

6.7 Customer Service – none known

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February 2020

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