

**Helensburgh, Cardross and Dumbarton Cyclepath Update**

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**1.0 EXECUTIVE SUMMARY**

- 1.1. This report updates Members of the progress made since reporting back to the Helensburgh and Lomond Area Committee on 19 March 2020 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. Roads and Infrastructure Services commenced construction of the section of the route linking Cardross Station to the Geilston Burn in March 2020. Work was interrupted by Covid-19 from the 23 March and recommenced on 03 August. The revised construction programme indicates that the new bridge should be installed in September, with all work completed by end-October.
- 1.3. Sustrans confirmed on 31 July 2020 that they will provide funding in 2020/21 for developed and technical design development for the new preferred route for phase 1 (Helensburgh to Cardross) and for phase 2 (Cardross to Dumbarton).

## Helensburgh, Cardross and Dumbarton Cyclepath 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 19 March 2020 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 previous progress is available in the project update reports previously presented to this Committee, most recently on 19 March 2020.

### 3.0 RECOMMENDATIONS

- 3.1. It is recommended that the Helensburgh and Lomond members:
- 3.1.1. Note and welcome the progress made with construction of the 285m section of the route in Cardross Park and the Geilston Burn.
- 3.1.2. Note and particularly welcome the confirmation from Sustrans of the award of 2020/21 funding to progress the design of the remainder of the route linking Colgrain to the Geilston Burn and Ferry Road, Cardross to Dumbarton.

### 4.0 DETAIL

#### Finances

- 4.1. At time of writing a total of £165,863 committed funding is available to the construction of the Cardross to Geilston Burn section of the route currently under construction. This consists of £25,000 2020/21 funding from SPT, £44,701 Cycling Walking and Safer Routes funding and £96,162 Sustrans Places for Everyone 2020/21 funding. This funding covers the forecast remaining construction costs for this section of the route.
- 4.2. In 2019/20, a total of £68,614 was expended on the construction of the Cardross to Geilston Burn section of the route prior to construction being paused by the covid-19 restrictions.

- 4.3. A further £300,000 2020/21 Places for Everyone funding is available to progress the design of the remainder of the route linking Colgrain, Helensburgh to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton.

## Design

- 4.4. **Phase 1: Colgrain, Helensburgh to Geilston Burn, Cardross.** On 31 July Sustrans confirmed 2020/21 funding for Developed Design (stage 3) and Technical Design (stage 4) for engineering investigation and design development for the new preferred phase 1 route, as instructed by this Committee in June 2019. Once completed, this will complete the design stages required prior to land acquisition and construction. At the time of writing the tender to contract an engineering consultant to develop the design for the new preferred route is being progressed through the council's procurement process.
- 4.5. **Phase 2: Ferry Road, Cardross to Dumbarton.** On 31 July Sustrans confirmed 2019/20 funding for Developed Design (stage 3) and Technical Design (stage 4) for engineering investigation and design development for the preferred phase 2 route, as instructed by this Committee in June 2019. Once completed, this will complete the design stages required prior to land acquisition and construction. At time of writing the tender to contract an engineering consultant to develop the design for the preferred route is being progressed through the procurement process.
- 4.6. Due to the value of the project and its importance to the wider region, Sustrans have reclassified the Helensburgh, Cardross and Dumbarton Cyclepath project to a Tier 3 project. This means that we require to report to Sustrans Project Board on progress and gain the approval of the Board at the end of each design stage prior to progressing to the next stage. This may have the potential to introduce further delay to the design process, however officers are working to ensure the programme aligns as closely as possible with planned Board meeting dates to minimise the risk of further delays.
- 4.7. **Helensburgh Town.** An application has been submitted to Sustrans for funding to undertake a high quality community engagement to identify demand for and a potential route(s) of the Cyclepath from the western edge of Helensburgh into the heart of the town. Sustrans have indicated that they wish further evidence to demonstrate the need for this community engagement prior to considering an additional funding offer.

## Construction

- 4.8. Construction has commenced on the 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.
- 4.9. Roads and Infrastructure Services commenced construction on this section of route on 24 February 2020. Due to covid-19 restrictions construction was paused on 23 March, with the site made safe and closed down. Construction

recommenced on 03 August, with the revised programme indicating completion of all works by the end of October 2020.

- 4.10. Due to the delay in construction, we are likely to incur some small additional costs associated with reestablishing the works site, including additional delivery costs for necessary plant. The engineering company contracted to supply the bridge for the Geilston Burn have requested additional storage and insurance costs for storing the bridge while the construction site was closed. Funding is in place to cover all the identified additional costs.

## **Programme**

- 4.11. **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 Cyclepath, Phase 2: Cardross to Dumbarton and Helensburgh: Hermitage Academy to Town Centre.
- 4.12. **Appendix 2** provides an update on Land Negotiations for Helensburgh, Cardross and Dumbarton Cyclepath, Phase 1 (previously planned Route Option 1, adjacent to the A814). **[EXEMPT]**

## **5.0 CONCLUSION**

- 5.1. Completion of the Helensburgh, Cardross and Dumbarton Cyclepath 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. This will provide a safe alternative to having to use a private car to travel between these communities and help lower Argyll and Bute's carbon footprint.

## **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 design, construction and land purchase will be funded by external grant funding applications. The council have not contributed any funding to design or capital costs. 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.
<b>6.3. Legal</b>	Continued input will be required from Legal Services to support contractual agreements and land purchase including a CPO should this be deemed necessary.
<b>6.4. HR</b>	None.
<b>6.5. Fairer Scotland Duty:</b>	
6.5.1 Equalities	Completion of this project will provide opportunities for all in the Helensburgh – Cardross – Dumbarton corridor to travel more sustainably and actively by walking, wheeling and cycling.
6.5.2 Socio-economic Duty	The route has been designed to be DDA compliant and will provide a safe and accessible route for those with mobility aids including wheelchairs and parents/guardians with a child’s pram or buggy.
6.5.3 Islands	There are no adverse impacts.
<b>6.6. Risk</b>	There is a reputational risk to the Council if the project is not completed within a reasonable timeframe.
<b>6.7. Customer Services</b>	None.

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