

Helensburgh, Cardross and Dumbarton Cyclepath Update

1.0 EXECUTIVE SUMMARY

- 1.1. This report updates Members on the progress made since the previous report to the Helensburgh and Lomond Area Committee on 17 March 2022 in relation to the delivery of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 1.2. Officers are working with WSP to get a programme in place to complete the design process to the final technical design stage.
- 1.3. The delivery of the Helensburgh – Cardross – Dumbarton Cyclepath is dependent on securing highly competitive challenge funding, committing appropriate match funding and securing access to private land for the route.
- 1.4. The Council's Active Travel Team (1.3 FTE) is part of the Strategic Transport Team within the Development and Economic Growth Service. No Council funding is currently received by the Active Travel Team. All project costs, including internal staff costs, have to be funded via successfully securing external highly competitive challenge funds.

RECOMMENDATIONS

- 1.5. It is recommended that the Helensburgh and Lomond members:
 - i. Note the continued efforts of Officers to engage with WSP Design Consultants to confirm the programme to complete the design process.

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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 17 March 2022 in relation to the delivery 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.

3.0 RECOMMENDATIONS

- 3.1. It is recommended that the Helensburgh and Lomond members:
- i. Note the continued efforts of Officers to engage with WSP Design Consultants to confirm the programme to complete the design process.

4.0 DETAIL

Finances

- 4.1. **Design (Colgrain to Cardross & Cardross to Dumbarton).** Funding for the design development has been confirmed from the Transport Scotland Places for Everyone programme, administered by Sustrans. This is a highly competitive challenge fund which requires projects to closely comply with the ever evolving design requirements set by Sustrans as administrators of the funding.
- 4.2. **Construction (Cardross Rail Station to Geilston Burn).** Costs for the final works in Cardross Park to complete the section linking Cardross Rail Station to the Geilston Burn have been paid to the Council's Roads and Infrastructure Service. These costs were secured from Strathclyde Partnership for Transport (SPT) Capital Programme and the Scottish Government's Cycling, Walking and Safer Routes fund.
- 4.3. The Council's Active Travel Team (1.3 FTE) is part of the Strategic Transport Team within the Development and Economic Growth Service. No Council funding is currently received by the Active Travel Team. All project costs, including internal staff costs, have to be funded via successfully securing external challenge funds.

Design

- 4.4. Transport Scotland's Places for Everyone funding programme, administered by Sustrans, is structured around 8 project stages with gateways which require approval from the Sustrans Project Board at the end of Stage 2 (Concept Design) and Stage 4 (Technical Design) to progress to the next stage. The project stages are (0) Strategic Definition, (1) Preparation and Brief, (2) Concept Design, (3) Developed Design, (4) Technical Design, (5) Construction, (6) Handover & Close Out and (7) In Use.
- 4.5. **Developed design** (stage 3) work for the outstanding section of the route linking Colgrain to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton has been paused by WSP. Officers are working with WSP to confirm a programme to complete the developed design, including considering the outcomes of the community engagement prior to progressing the necessary design work.
- 4.6. **Technical Design** (stage 4) engineering investigation and design finalization is planned to be progressed following completion of the develop design stage. Officers are working with WSP to confirm a programme to complete the technical design stage. Once completed, the Developed Design and Technical Design will complete the design stages required prior to land acquisition and construction.
- 4.7. **Landowner engagement.** As instructed, WSP have sought engagement with all identified landowners affected by the route to gain their input to the design development. Landowner comments have been considered and, where appropriate incorporated, within the developed designs.
- 4.8. **Helensburgh Town.** An application for funding was submitted on 08 November 2021 to Transport Scotland's Places for Everyone fund, administered by 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 centre of the town. Disappointingly, despite Sustrans Officers stating they expected to provide a quick decision on the application; since submission no decision on the funding request has been made and no timescale for providing a decision has been provided by Sustrans. Due to the entire reliance of this project on external funding it is not possible to commence work on this important section of the route until a funding decision is received.

Construction: Cardross Station to Geilston Burn

- 4.9. The section of route linking Cardross Station to Cardross Park opened in December 2021 and is already being well used by the community.
- 4.10. The permanent pedestrian and cycle bridge over the Geilston Burn was installed on 29 October 2021. Following this, the Council's Roads Operations team continue to work to progress with the final surfacing, signs and lines for the whole route linking Cardross Station to the Geilston Burn. It is now expected

this work will be completed by summer 2022, to fit within the available delivery capacity.

Programme

- 4.11. **Appendix 1** provides an the current 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, Phase 3: Helensburgh: Hermitage Academy to Town Centre.
- 4.12. **Appendix 2** provides an update on commercial discussions with the design contractor and the current position on land negotiations. **[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. Funding for these works has been secured from our key active travel partners with further bids being developed to enable the construction of further sections of the cycleway following detailed design work and as and when land purchases have been concluded.
- 5.2. The delivery of the Helensburgh – Cardross – Dumbarton Cyclepath is dependent on securing highly competitive challenge funding, committing appropriate match funding and securing access to private land for the route.

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 has 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 or HSCP 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 Fairer Scotland Duty
- 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.
- 6.6 Climate Change – Active Travel is the least carbon intensive mode of travel. Providing the opportunity for residents and visitors to consider an alternative to having to use a private car to travel between these communities will help lower Argyll and Bute’s carbon footprint.
- 6.7 Risk – There is a reputational risk to the Council if the project is not completed within a reasonable timeframe.
- 6.8 Customer Service – None.

Executive Director with the responsibility for Development and Economic Growth: Kirsty Flanagan

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Appendix 1: Helensburgh, Cardross & Dumbarton Cyclepath Programme

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