

Helensburgh and Lomond Active Travel Projects Update

1.0 EXECUTIVE SUMMARY

- 1.1. This report updates Members on the Active Travel projects in the Helensburgh and Lomond Area.

RECOMMENDATIONS

- 1.2. It is recommended that the Helensburgh and Lomond members:
- 1.2.1. Note the update on the active travel projects in Helensburgh and Lomond.
 - 1.2.2. Welcome the continued support of external funding partners to supporting the development of key active travel routes in Helensburgh and Lomond.

Helensburgh and Lomond Active Travel Projects Update

2.0 INTRODUCTION

- 2.1. This report updates Members on the Active Travel projects in the Helensburgh and Lomond Area.

3.0 RECOMMENDATIONS

- 3.1. It is recommended that the Helensburgh and Lomond members:
- 3.1.1. Note the update on the active travel projects in Helensburgh and Lomond.
 - 3.1.2. Welcome the continued support of external funding partners to supporting the development of key active travel routes in Helensburgh and Lomond.

4.0 DETAIL

- 4.1. **Helensburgh Active Travel App.** The 'Discover Helensburgh' Active Travel App has been developed to encourage residents and visitors to travel actively. The App provides recommended walking and cycling routes including points of interest along the routes, a 'treasure trail' feature to gain the interest of adults and children. This £21,750 project was funded by the Smarter Choices Smarter Places and Cycling Walking and Safer Routes funds. The Discover Helensburgh App is available to download free on Android and Apple app stores and will be promoted around Helensburgh to maximise uptake. The promotional poster for the App is included in Appendix 1.
- 4.2. **Helensburgh Active Travel Map.** A new map of active travel routes in Helensburgh and surrounding area is being developed to increase awareness of existing active travel routes in the area. This £9,890 project is funded by the Smarter Choices Smarter Places and Cycling Walking and Safer Routes funds. The map will complement the previously developed and popular active travel maps for other major towns in Argyll and Bute.
- 4.3. **Helensburgh, Cardross and Dumbarton Cyclepath.** Provision of a high quality active travel route linking Helensburgh, Cardross and Dumbarton. A detailed update on the Helensburgh, Cardross and Dumbarton Cyclepath is provided to members on a quarterly basis.

- 4.4. **Helensburgh Waterfront.** £44,025 funding has been secured from the Cycling Walking and Safer Routes fund to construct a high-quality segregated cycleway along the West Clyde Street Frontage of the new Helensburgh Waterfront Development. This work is being delivered as part of the Helensburgh Waterfront project and will provide a node for other cyclepath projects in Helensburgh to link into. Plans for the cycleway are included in planning application 22/00855/NMA and are provided in Appendix 2.
- 4.5. **Helensburgh to Garelochhead, Phase 1 (Helensburgh to HMNB Clyde).** Following the completion of the route identification and concept design for a high quality active travel route linking Helensburgh, Rhu, Shandon, HMNB Clyde and Garelochhead in 2021, £200,000 funding has been secured from Transport Scotland's highly competitive challenge fund Places for Everyone programme and SPT's Capital Programme to develop the concept design through developed and technical design stages. As part of the funding award, the administrator of the Places for Everyone programme, Sustrans, required the design of the project to be split into phases, with Phase 1 being identified as Helensburgh Town Centre to HMNB Clyde. The Concept Design Report is included in Appendix 3.
- 4.6. **Rosneath Path, Phase 2 (Camsail Bay).** Funding for route identification and concept design has been secured from Transport Scotland's Regional Transport Partnership Active Travel Fund via Strathclyde Partnership for Transport (SPT). Three design options have been identified in partnership with the Rosneath Community Council and ecology, design and community engagement will be undertaken to identify a preferred option and to develop this to concept design stage.
- 4.7. **Rosneath Path, Phase 3 (Town).** Funding has been secured from Strathclyde Partnership for Transport (SPT) Capital Programme for the construction of the 350m section of the Rosneath Path which will link the previously constructed Phase 1 at Argyll Road, to Ferry Road and the existing pedestrian bridge over the Clachan Burn. The majority of this phase of the path is on land owned by ACHA. ACHA have agreed in principle to the path, and Legal Services are pursuing a legal agreement with ACHA to enable the construction of the path over their land. Roads Operations are currently considering if they have capacity to construct the path in 2022/23.

5.0 CONCLUSION

- 5.1. This report demonstrates the continued determination of the Council to deliver dedicated, high quality, accessible walking and cycle routes for our communities in Helensburgh and Lomond. These routes will provide opportunities for all in Helensburgh and Lomond 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 communities and help lower Argyll and Bute's carbon footprint. Funding for these works has been secured from our key active travel partners.

- 5.2. The delivery of the ambitious active travel projects in Helensburgh and Lomond is dependent on securing highly competitive challenge funding, committing appropriate match funding and securing continued community support.

6.0 IMPLICATIONS

6.1. Policy

Completion of these projects 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

These projects are currently funded by external grant funding. 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

Input will be required from Legal Services to support contractual agreements as necessary.

6.4. HR

None.

6.5. Fairer Scotland Duty:

6.5.1 Equalities

Completion of these projects will provide opportunities for all in Helensburgh and Lomond to travel more sustainably and actively by walking, wheeling and cycling.

6.5.2 Socio-economic Duty

The routes will be 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 communities in Helensburgh and Lomond will help lower Argyll and Bute's carbon footprint.

- 6.7. Risk** There is a reputational risk to the Council if these projects not completed within a reasonable timeframe.
- 6.8. Customer Services** None.

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

Policy Lead: Cllr Andrew Kain

09 November 2022

For further information contact: Colin Young
Strategic Transportation Delivery Officer
Colin.Young@argyll-bute.gov.uk
Tel: 01546 604275

Appendix 1: Helensburgh Active Travel App Information Poster

Appendix 2: Helensburgh Waterfront Cycleway Design, available as Planning Application 22/00855/NMA (<https://portal360.argyll-bute.gov.uk/civica/Resource/Civica/Handler.ashx/Doc/pagestream?cd=inline&pdf=true&docno=22663414>)

Appendix 3: Helensburgh to Garelochhead Active Travel Route Concept Design