
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 13 June 2023 in relation to the delivery of a dedicated, high quality walking and cycle path linking Helensburgh, Cardross and Dumbarton. The delivery of this path is a stated Council Priority.
- 1.2. Officers have approved one (1) change request from WSP, resulting in a cost increase of £5,285.53 taking the total cost of WSPs work to £265,913.00. This additional cost can be accommodated within the secured external funding from Transport Scotland's Places for Everyone (PFE) Programme, administered by Sustrans, and Strathclyde Partnership for Transport's (SPT) Capital Programme.
- 1.3. WSP continue to work on securing landowner agreement to enable environmental survey access and on continued engagement with other key stakeholders to secure support for the designs. Since the previous update, Officers have secured agreement to the surveys with one landowner, Officers and WSP have met on-site with one landowner and Officers have been in dialogue with the land agents for two other landowners.
- 1.4. A contract has been awarded to Civic Engineers for £99,333.00 to identify the preferred route linking the existing cyclepath at Morrisons Supermarket / Hermitage Academy to Helensburgh Town Centre and the new section of segregated cycleway under construction at Helensburgh Waterfront, and to develop the preferred route to concept design stage. The outline programme for this work forecasts completion of design stages 0-2 (Feasibility, Route Alignment and Concept Design) by the end of 2023/24. This work is being funded via successful competitive applications to SPT's Capital Programme and Transport Scotland's PFE Programme.
- 1.5. While funding has been secured to complete the design stages of the project; based on current funding models, to pay for construction of the route further competitive applications will be required to a range of programmes including the SPT Capital Programme and the Transport Scotland PFE Programme. The PFE Programme requires a minimum of 30% of total construction costs are secured from non-Transport Scotland derived sources. The future maintenance of the route also needs to be considered as currently no specific funding is received by the Council for maintenance of walking/cycling paths.

RECOMMENDATIONS

- 1.6. It is recommended that the Helensburgh and Lomond members:
 - 1.6.1. Welcome the award of contract to Civic Engineers for £99,333.00 for the identification of a route linking Morrisons Supermarket/Hermitage Academy to Helensburgh Town Centre/Waterfront, and development of this to Concept Design stage.
 - 1.6.2. Note the agreement of one (1) change requests from WSP at an additional cost of £5,285.53, taking the total cost of WSPs work to £265,913.00. This additional cost is covered by externally secured funding.
 - 1.6.3. Note the continued efforts by WSP and Officers to engage with landowners.
 - 1.6.4. Note the high-level options for land acquisition laid out in this report.
 - 1.6.5. Approve Officers to contact colleagues in Highland Council to understand their experience of Land Reform (Scotland) Act 2003 Section 22 Orders.
 - 1.6.6. Approve Officers to engage with Scottish Government civil servants to identify the current requirements for a Compulsory Purchase Order. For clarity, this exploratory engagement would not include submission of any Compulsory Purchase Order, which would require approval of full Council and/or the appropriate Committee prior to submission.
 - 1.6.7. Give consideration to the need to secure 30% match funding of the cost of construction from non-Transport Scotland sources.
 - 1.6.8. Give consideration to identifying how future maintenance of the path will be funded and undertaken, given the current situation where no path specific maintenance funding is provided to the Council.

HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE

2.0 INTRODUCTION

- 2.1. This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 13 June 2023 in relation to the delivery of a dedicated, high quality walking and cycle path linking Helensburgh, Cardross and Dumbarton. The delivery of this path is a stated Council Priority.
- 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:
 - 3.1.1. Welcome the award of contract to Civic Engineers for £99,333.00 for the identification of a route linking Morrisons Supermarket/Hermitage Academy to Helensburgh Town Centre/Waterfront, and development of this to Concept Design stage.
 - 3.1.2. Note the agreement of one (1) change requests from WSP at an additional cost of £5,285.53, taking the total cost of WSPs work to £265,913.00. This additional cost is covered by externally secured funding.
 - 3.1.3. Note the continued efforts by WSP and Officers to engage with landowners.
 - 3.1.4. Note the high-level options for land acquisition laid out in this report.
 - 3.1.5. Approve Officers to contact colleagues in Highland Council to understand their experience of Land Reform (Scotland) Act 2003 Section 22 Orders.
 - 3.1.6. Approve Officers to engage with Scottish Government civil servants to identify the current requirements for a Compulsory Purchase Order. For clarity, this exploratory engagement would not include submission of any Compulsory Purchase Order, which would require approval of full Council and/or the appropriate Committee prior to submission.
 - 3.1.7. Give consideration to the need to secure 30% match funding of the cost of construction from non-Transport Scotland sources.

- 3.1.8. Give consideration to identifying how future maintenance of the path will be funded and undertaken, given the current situation where no path specific maintenance funding is provided to the Council.

4.0 DETAIL

- 4.1. The Council's Active Travel Team (1.7 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 highly competitive external challenge funds.
- 4.2. In 2022/23, the Active Travel Team secured £3.03M external funding for the development and delivery of a total of 32 projects across Argyll and Bute, including the Helensburgh – Cardross – Dumbarton Cyclepath. This required 22 separate competitive funding applications, to 8 separate funds.

Match Funding

- 4.3. Transport Scotland's Places for Everyone (PFE) programme, administered by Sustrans, requires a minimum of 30% of total construction cost is secured by the Council from alternative, non-Transport Scotland derived, sources. As the requirements placed upon the project by the Places for Everyone funding criteria and additional demands of Sustrans PFE Officers around elements of the design result in a premium design, and therefore expensive to construct, the 30% construction match funding requirement is forecast to be in excess of £2M. Phasing construction over a number of financial years will enable maximization of suitable external match funding, however this will result in a longer construction programme. Accelerating the construction programme will require additional match funding to be secured, from internal and/or external sources, which could prove challenging.
- 4.4. At present no construction match funding has been specifically identified and/or secured. While SPT Capital Fund is eligible as match, depending on the timescale for construction and the other demands for SPT Capital Funding it is considered that alternative sources of match funding should be sought, including consideration if any internal Council funds should be allocated to delivery of this Council Priority.

Design

- 4.5. Transport Scotland's PFE programme is structured around 8 project stages with a competitive challenge fund submission for the next stage(s) of funding 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.
- 4.6. **Phase 1 Colgrain to Cardross & Phase 2 Cardross to Dumbarton**

- 4.6.1. Officers have approved one (1) change request from WSP, resulting in a cost increase of £5,285.53 taking the total cost of WSPs work to £265,913.00. This additional cost is for additional hydrology work associated with understanding the impact of drainage in Network Rail's ownership related to the rail line on the drainage proposed for the cyclepath and can be accommodated within the externally secured funding for this work.
- 4.6.2. WSP are now working to complete their work packages by end of 2023. This timescale includes some contingency to enable continued engagement with landowners to ensure their comments on the designs are gathered and seek to maximise the number of landowners who agree to allow the necessary ecology surveys. However, to complete the work within this revised timescale is still dependent on positive and responsive engagement from landowners, utilities networks and key stakeholders.
- 4.6.3. In relation to the land access requests for Ecology Surveys, since the last update report Officers have engaged with 4 landowners and secured agreement from one landowner. Therefore, at time of writing 8 landowners have agreed, 3 continue to be engaged, 3 have rejected request for access and one landowner continues to be unresponsive.
- 4.6.4. Funding for the design development has been secured from the Strathclyde Partnership for Transport (SPT) Capital Programme and Transport Scotland's PFE programme. The Transport Scotland PFE programme, funded by the Scottish Government, is a highly competitive challenge fund which requires projects to closely comply with the ever evolving design requirements set by the paid administrators of the funding, Sustrans.

4.7. Phase 3 Helensburgh Town

- 4.7.1. A contract has been awarded to Civic Engineers for £99,333.00 to identify the preferred route linking the existing cyclepath at Morrisons Supermarket / Hermitage Academy to Helensburgh Town Centre and the new section of segregated cycleway at Helensburgh Waterfront, and to develop the preferred route to concept design stage. The outline programme for this work forecasts completion of design stages 0-2 (Initial Business Case, Feasibility & Route Alignment and Concept Design) by the end of 2023/24. This work includes community engagement to ensure the route links the most appropriate locations and best serves community needs.
- 4.7.2. This work is being funded via a successful competitive application to the highly competitive Transport Scotland PFE Programme and to the SPT Capital Programme. Future stages of work will be subject to Officers successfully securing future external competitive challenge funding and/or allocation of Council funding.

Construction (stage 5)

4.8. Cardross Rail Station to Geilston Burn

- 4.8.1. Cardross Rail Station to Geilston Burn. The Council's Roads and Infrastructure Service have completed installation of most elements of the cyclepath through Cardross Park, with only a small amount of fencing still to be installed. This work has been funded by the SPT Capital Programme and the Scottish Government's Cycling, Walking and Safer Routes (CWSR) fund.
- 4.8.2. To protect the public, the bridge over the Geilston Burn has been fenced off until access is agreed to further land on the west side of the Burn to construct the path through to an accessible destination.

Maintenance

- 4.9. Consideration requires to be given the maintenance of the cyclepath, including sections of route already in place. At present, the Council does not receive any funding for the maintenance of cyclepaths and none of the current external funding sources for active travel include maintenance as an eligible cost. This anomaly has been repeatedly raised by Officers with Transport Scotland Officials and it is widely acknowledged to be inconsistent with the Scottish Government's commitments regarding capital funding for active travel projects.
- 4.10. The Roads and Infrastructure Service are the single service within the Council which possesses infrastructure maintenance teams appropriately trained and qualified to undertake maintenance of cyclepaths, however it is acknowledged these teams are already at capacity delivering the Roads and Infrastructure Service commitments. The Roads and Infrastructure Service has previously stated they do not plan to adopt sections of cyclepath remote from the public road.
- 4.11. At present no internal or external funding is available for maintenance of cyclepaths, including the Helensburgh – Cardross – Dumbarton Cyclepath. To maximise the benefits of new walking and cycling routes, including the Helensburgh – Cardross – Dumbarton Cyclepath these require to be maintained. While the construction standards set by the Council's Active Travel Team seek to minimise future maintenance costs, e.g. by requiring 120 year design life for structures, regular vegetation cutback and, ideally, winter maintenance are required to allow year round use.

Land Access / Acquisition

- 4.12. A key requirement of the delivery of this path is securing access to the necessary land for the construction, maintenance and operation of the path. As instructed by the Committee, an outline of the identified potential options for securing access to the necessary land are laid out in table 1 below. It should be noted that until completion of all design work the exact land requirements will be subject to change.

Table 1: Options for Land Access / Acquisition

Option	Process	Timescale	Advantages	Disadvantages
Negotiation	<ul style="list-style-type: none"> • Negotiation with each landowner/landowners appointed agent to secure voluntary agreement on acquisition of necessary land. 	<ul style="list-style-type: none"> • Indeterminate, dependent on continued goodwill and determination to make progress. 	<ul style="list-style-type: none"> • Most collaborative approach, therefore most likely to ensure continued landowner support. 	<ul style="list-style-type: none"> • Timescale depends on continued landowner goodwill. • If unable to agree land acquisition then alternative option will require to be commenced. • Dependent on no title issues which prevent the landowner granting a valid title in favour of the Council (including obtaining the consent of any lenders with a security over the land). • Any relevant Lenders may be reluctant to consent to the Path Agreement without full assessment of effect on value of their security.
Section 21 Path Agreement	<ul style="list-style-type: none"> • Land Reform (Scotland) Act 2003, Section 21 • The Council may enter an agreement with the landowner for the delineation, creation and maintenance of a path within the landowner's land. Therefore, each required agreement will be subject to negotiation with each landowner / 	<ul style="list-style-type: none"> • Indeterminate, dependent on continued goodwill and determination to make progress. 	<ul style="list-style-type: none"> • Collaborative approach, therefore most likely to ensure continued landowner support. • Section 21 provides a structure for negotiated land access. 	<ul style="list-style-type: none"> • Timescale depends on continued landowner goodwill. • If unable to agree land acquisition then alternative option will require to be commenced. • Dependent on no title issues which prevent the landowner granting a valid title in favour of the Council (including obtaining the consent of any lenders with a security over the land). • Any relevant Lenders may be reluctant to consent to the Path Agreement without full assessment of

	landowners appointed agent to secure voluntary agreement.			effect on value of their security.
Section 22 Path Order	<ul style="list-style-type: none"> • Land Reform (Scotland) Act 2003 • Only where it is impracticable for the Council to enter into a Path Agreement may the Council make a Path Order. 	<ul style="list-style-type: none"> • 6 months – 2+ years, depending on if any objections lodged and time taken by legal process. 	<ul style="list-style-type: none"> • If successful, would secure access to the necessary land. 	<ul style="list-style-type: none"> • All land required must be identified in full prior to commencing process. • Unable to amend land required once process commenced. • If secured, the Path Order cannot be amended.
Compulsory Purchase Order	<ul style="list-style-type: none"> • Land Reform (Scotland) Act 2003 or another enabling act. 	<ul style="list-style-type: none"> • 6 months – 2+ years, depending on if any objections lodged and time taken by legal process. 	<ul style="list-style-type: none"> • If successful, would secure access to the necessary land. • Permissible to continue negotiation with landowners and any land which is successfully acquired by negotiation could be removed from CPO during process. 	<ul style="list-style-type: none"> • All land required must be identified in full prior to commencing process. • Once process commenced can remove land from process but not add. • Could be most costly option, in view of requirement to advertise in local and national newspapers at various stages in the process and also if hearing or public local enquiry should be required by the Scottish Ministers. • Compensation paid usually will be market value of land to be acquired and any other permitted losses.

4.13. **Negotiation**; this approach to acquisition requires goodwill and willingness on the part of both parties. As there is no legal framework or set process for negotiation and progress is based on the willingness of both parties, it is not possible to set a specific timescale for land acquisition by negotiation. Should a landowner decide not to engage with a request for negotiation, or to withdraw from negotiation right

up to the point of final transfer of the land, then another route to acquisition would require to be sought.

- 4.14. **Section 21 Path Agreement**; based on the negotiated approach but seeks to secure the ability to construct/maintain the path over the landowners ground voluntarily without full acquisition of the land. If the land has and loan(s), e.g. a mortgage, secured against the land the lender is likely to wish to assess how this agreement would impact on the value of the land and likely require to be a signatory to the agreement which could create additional cost and delay. As a negotiation based approach, it is not possible to set a specific timescale for securing agreement to a Section 21 Path Agreement.
- 4.15. **Section 22 Path Order**; is an option available if it is impractical to secure a Section 21 Path Agreement and requires the Council to consider the rights and interests of the landowner as well as those of the public wishing to use the route prior to deciding if a Section 22 Path Order is an appropriate approach. Should it be determined a Section 22 Path Order is an appropriate approach and authorised by the full Council and/or the appropriate Committee, a submission required to be lodged with the Scottish Government. Should any objections be submitted to the proposed Order, a Scottish Government Reporter will examine the submission and objection(s) and make a recommendation to the Scottish Government as to if the Order should be granted or not. If the land has and loan(s), e.g. a mortgage, secured against the land the lender is likely to wish to assess how this agreement would impact on the value of the land and likely require to be a signatory to the agreement which could create additional cost and delay. It is understood the Section 22 Path Order process can take from around 6 months if no objections are submitted, to in excess of 2 years where sustained objections are submitted and a hearing is required; although Officers are aware of only 3 such Orders having been granted two of which are in Highland Council area. Given the external scrutiny, the submission of a request for a Section 22 Path order does not guarantee that it will be granted.
- 4.16. As the Council has not previously sought to promote a Section 22 Path Order, Officers believe a body of experience in relation to this has been built up in Highland Council, who have had 2, out of a total of 3 in Scotland, Section 22 Path Order approved by the Scottish Government. Seeking to understand Highland Council's experience with Section 22 Path Orders may provide a more detailed understanding of the process.
- 4.17. **Compulsory Purchase Order (CPO)** requires the Council to consider the rights and interests of the landowner as well as those of the public wishing to use the route prior to deciding if a CPO is an appropriate approach. Should it be decided a CPO may be an appropriate approach it requires approval of full Council and/or the appropriate Committee prior to submission of application for an Order to Scottish Government. Prior to submission, a CPO requires all land to be clearly identified and a clear justification why the public benefit from allowing the acquisition of private outweighs the landowner's right to their land. This bar is specifically set high to help protect the right of landowners to their property. Given the external scrutiny, the submission of a CPO does not guarantee that it will be granted.

- 4.18. Landowners have the opportunity to submit an objection to a CPO, which will be taken into consideration by the Scottish Government Reporter in reaching their recommendation. Due to the potential for a hearing or public local enquiry and requirement to advertise in local and national newspapers at various stages in process a CPO can be a costly approach. It is understood the CPO process can take from around 6 months if no objections are submitted, to in excess of 2 years where sustained objections are submitted and a hearing is required. Should a CPO be successful it would set a value to be paid for the land, based on market value of the land and any permitted losses to the landowner, and the Council would have a specific time period in which to make payment to the landowner(s) and take possession of the land for its intended purpose.
- 4.19. As the Council does not regularly promote CPOs and, to Officers knowledge, no CPO has been promoted to date for an active travel route; it is understood that Officers can seek guidance from Scottish Government civil servants on the detailed process for the submission and determination of a CPO. While seeking this advice has no bearing on the decision made in relation to a CPO, it would provide a more detailed understanding of the process in relation to an active travel route.
- 4.20. It is understood by Legal Services that the Scottish Government may take into consideration that route based infrastructure, e.g. a road, requires the successful acquisition of every section of land along the route for the delivery of the infrastructure. As a cyclepath is a piece of route based infrastructure, Officers also require to establish if this will be taken into consideration in determining any CPO submission.
- 4.21. Table 2 outlines the options for future access/ownership models in relation to the land the cyclepath will require to cross.

Table 2: Future access / ownership models

Model	Benefits	Disbenefits
Path Agreement	<ul style="list-style-type: none"> • No direct cost for land, albeit landowner may seek accommodation works • Landowner retains ownership 	<ul style="list-style-type: none"> • Only for set time period, will require further agreements to retain in longer term. • Landowner retains ownership and, depending on conditions of agreement, may have ability to limit path use and/or terminate agreement.
Lease	<ul style="list-style-type: none"> • Landowner retains ownership 	<ul style="list-style-type: none"> • Requires to be secured via negotiation with landowner. • Usually requires a payment to be made, either capitalised or on annual basis. • Only for set time period – likely to require future payments to retain in longer term. • Landowner retains ownership and, depending on conditions of lease, may have ability to limit path use and/or terminate lease.

Section 21	<ul style="list-style-type: none"> • No direct cost for land, albeit landowner may seek accommodation works • Landowner retains ownership • Permanent 	<ul style="list-style-type: none"> • Requires to be secured via negotiation with landowner.
Section 22	<ul style="list-style-type: none"> • No direct cost for land, albeit landowner may seek accommodation works • Landowner retains ownership • Permanent 	<ul style="list-style-type: none"> • Legal process required which can take 6 months to 2+ years.
Servitude	<ul style="list-style-type: none"> • Permanent 	<ul style="list-style-type: none"> • Requires to be secured via negotiation with landowner. • Usually requires a capitalised payment to be made.
Purchase	<ul style="list-style-type: none"> • Permanent 	<ul style="list-style-type: none"> • May require to be secured via negotiation with landowner (voluntary purchase). • Alternatively, a legal process may be required (compulsory purchase), which can take 6 months to 2+ years. • Usually requires a capitalised payment to be made.

- 4.22. Path Agreement is a voluntary agreement to allow the construction, maintenance and use of a path/cyclepath across the landowner's land. Path Agreements do not result in any payment to the landowner. A Path Agreement must include a termination date, although this can be many decades in the future, as it cannot be an agreement in perpetuity. Most Path Agreements also include one or more severance clauses that enable one or either party to terminate the agreement if circumstances change.
- 4.23. Lease is a voluntary agreement between the Council and the landowner to allow the consultation, maintenance and use of a path/cyclepath and involves either a single capitalised or regular, e.g. annual, payments for the agreement. A Lease must include a termination date, although this can be many decades in the future, as it cannot be an agreement in perpetuity. Most Leases also include one or more severance clauses that enable one or either party to terminate the agreement if circumstances change.
- 4.24. Section 21 Path Agreement is a voluntary agreement to allow the construction, maintenance and use of a path/cyclepath across the landowner's land. Section 21 Path Agreements do not result in any payment to the landowner. A Section 21 Path Agreement cannot be revoked without a legal process.
- 4.25. Section 22 Path Order is a compulsory process which enables the construction, maintenance and use of a path/cyclepath across the landowner's land. Section 22 Path Orders do not result in any payment to the landowner. A Section 22 Path Order cannot be revoked without a legal process.
- 4.26. Servitude is a legal right in perpetuity to access or cross land belonging to another and recorded in title deeds. In the case of a path, this could include the rights to access, construct, maintain and/or utilise a path across another landowner's land.

A single capitalised payment may be made to secure a new servitude and, except in very specific circumstances, a servitude cannot be revoked without agreement of both parties and/or a legal process.

- 4.27. Purchase can be voluntary, e.g. by negotiation, or compulsory, e.g. following a successful Compulsory Purchase Order. Purchase is the permanent transfer of land title from one landowner to another, in this case it would be from the private landowner(s) to the Council, for which a single capitalised payment is usually made.

Programme

- 4.28. **Appendix 1** provides 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.
- 4.29. **Appendix 2** provides an update with regard to the current position on landowner 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 completion of design work and as and when land acquisition has been concluded.
- 5.2. The delivery of the Helensburgh – Cardross – Dumbarton Cyclepath is dependent on completing the design work, securing highly competitive external 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 competitive funding applications. The Council has not contributed any funding to design or capital costs. There is strong evidence that people who are more active, for example by walking or cycling, have better physical and mental health and are less likely to require social care services in later life which could result in a future saving to the Council or HSCP.
- 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.
- 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.
- 6.5.2 Socio-economic Duty** The route, once completed, will offer residents the opportunity to choose to travel using active travel, which are lower cost than alternative modes of transport. The route will also improve access to essential services, retail, leisure and employment opportunities for residents living along the route, with studies demonstrating those who travelled actively had a higher monthly spend in local businesses than those who travel via motorised transport. The path will also offer opportunities for individuals to travel for leisure, again encouraging spend in local businesses along and connected by the route.
- 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 Services** None.

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

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28 August 2023

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