

## **Cycling, Walking, Safer Streets Projects 2012-13**

### **Year End Report**

Argyll and Bute Council's award for CWSS from the Scottish Government in 2012 – 13 was £104K. Using this as match funding we were successful in bids for additional project funding from Sustrans (£131994), LEADER (£44100) HITRANS (£25000) and SPT (£20250). Our total spend was £329022.

The projects were identified from community or Councillor requests, from the Council's Roads or Access teams, or through school travel planning projects. Each of the projects aligns with Argyll and Bute Council's Local Transport Strategy, Local Development Plan, Economic Development Action Plan and Core Path Plan. Projects were shortlisted due to their suitability for meeting the various match funding stream criteria.

Our intention is to make walking and cycling a realistic option on local journeys for our residents, and to further develop Argyll and Bute's potential as a cycle tourism destination.

#### **Oban Hospital Right of Way**

Total cost £36575. Funded by CWSS (£18287) and Sustrans (£18287).

This was the final phase of a three year project to upgrade the right of way between Glenshellach Road and Soroba Road in Oban. We had been unable to complete this section in previous years due to difficulties in obtaining landowner agreement. This year we were able to successfully conclude negotiations and complete the route, which links the busy residential areas of Pulpit Hill and Glenshellach with Soroba Road, Oban Primary Campus, and the main through route for Oban. There are very few cross country routes in Oban and the main arterial roads can become congested, so the completion of this link is a great boost to active travel in the area. The final section is 127m of new sealed surface shared use footpath 2.5m wide and the resurfacing of 135m of existing track. This project included installation of a control bollard and agricultural livestock watering facilities to replace the farmer's lost access to the burn. The overall length is 262m; the contractor was Argyll and Bute Council's DLO.

The whole Right of Way upgrade from Glenshellach Road through to Soroba Road total route has cost £146000 in total, contributions as follows:

Highlands and Island Enterprise	£27,500
Sustrans	£64,106
LEADER	£32,290
A&BC CWSS	£22,193



### **Millpark Path – Lynn Road to Millpark Road:**

Total cost £26419. Funded by CWSS (£7928), HITRANS (£11425) and Sustrans (£7066).

Lynn Road – Millpark Road in Oban is an extremely well-used short link, although was in a very poor condition. It provides cycle and pedestrian access to shops, services, employment, education and recreation facilities. It has been highlighted regularly as requiring upgrade by the community and Councillors, and most recently by the local Guide group who use the hall on the route. It was also highlighted as a key link in HITRANS “Active Travel Audit” of Oban. There is no footway on the western side of Soroba Road, which is the main access into the town from the south, so this route is often used as an alternative. The project involved extensive vegetation clearance and attendance to drainage problems, installation of a gully to clear puddling from the apron at Lynn Road. Also complete remedial work to an existing unbound-surface path, restoring the width to a nominal 2.2m and providing a sealed tarmacadam surface. The renewed footpath is now linked into the existing active-travel network providing suitable dropped-kerb facilities at the junction. The overall length is 280m; the contractor was Argyll and Bute Council’s DLO.



### **Ganavan Road/Dunollie Estate:**

Total cost £12853. Funded by CWSS (£6427), Sustrans (£6427).

The Esplanade, which runs from the Corran Halls in Oban to Ganavan, provides access to the well-used Ganavan to Dunbeg cycleway. This project is to improve provision for cyclists and pedestrians. For this phase of the project we undertook extensive consultation with Dunollie Estate, Argyll and Bute Council Roads and Planning Teams, and attended the local Community Planning Group meeting. The options on what measures would improve the road for cyclists and pedestrians were discussed. The resulting agreed work involved removal of centreline reflectors, signage and vegetation clearance. We hope to continue to improve the route in future phases. 2996m overall length, construction contractor Argyll and Bute Council.

Argyll and Bute Council submitted a bid for 2013-14 to continue consultation and commission designs for further pedestrian and cyclist improvements. That bid has been successful, so there is a budget of £40,000 to continue design and consultation to identify a suitable upgrade scheme for this route which could be constructed in future years depending on availability of funding.

### **Jubilee Bridge Access Paths**

Total cost £99198. Funded by CWSS (£5598), Sustrans (£49500), LEADER (£44100)

This project has been high priority for the community in the Appin area for many years. They have been campaigning to repair and upgrade the iconic 1897 Queen Victoria Diamond Jubilee Bridge and access paths to it. The access ramps and paths on either side were narrow, overgrown and in a poor state of repair and unsuitable for wheelchairs or pushchairs. Our project was to replace the timber approaches with boardwalk and upgrade the access paths.

The length of the upgraded paths to the north and south of the bridge is 618m. The contractor was Breedon Aggregates who used recycled plastic boardwalks supplied by Fusion Marine at Barcaldine. Works included repairs and widening of 500m of approach path, installing drainage culverts and reconstruction of sub based, provision of a sealed tarmac approach path and access ramp at the link to the NCN, installing suitable gates and cattle grid to allow convenient access to all users and performing remedial work to livestock watering facilities.



Strath of Appin Primary School and the community have been closely involved during the project, and our work with them included a school visit to discuss construction process and materials, and a visit to oversee the work in progress.



We have assisted Appin Community Trust with fund raising efforts to repair the bridge itself. Their bids to the Active Places Commonwealth Games Legacy fund was recently approved, and Argyll and Bute Council's Bid to Sustrans for 2013 -14 for £50,000 was successful. These bids combined with contributions from the community and Crown Estate mean that the repair works can proceed this summer, and are due for completion before the end of 2013.

### **Kintyre Way Crossing:**

Total cost £4807, funded by CWSS.

Following requests from the Community, Councillors and users of the Kintyre Way, we have improved visibility where the walking route crosses the A83 at Killean Estate, Tayinloan. The project involved removal of hedging at the east margin of the A83 over 25m to either side of the crossing to improve sightlines for both road and path users.



### **South Shian**

Cost 2460.40, funded by CWSS (£1230.3) and Sustrans (£1230.2)

The aim of this project was to design and secure landowner agreement for a link from the Tralee Road to the NCN 78 through Benderloch to enable pedestrians and cyclists to avoid crossing the narrow hump backed bridge with very poor visibility and no footways. The link would enable users to safely access the school, village services and the NCN 78. Travelling west out of Benderloch this would allow safe access onwards to the Tralee Road caravan park, homes, beach and a hotel. There is strong support for this link which has been requested by the Community Council, local Councillors and by Lochnell Primary School. There are two sections of the path each with different landowners that require agreements to be negotiated with.

Design and provisional permissions are now in place. Our bid to Sustrans to fund construction of this project in 2013-14 has been approved.

### **Monydrain:**

Total cost £3505, Funded by CWSS (£2116) and HITRANS (£1389)

Design of route 586m overall length, contractor Transport Planning and Engineering.

Perform consultation with all concerned parties and provide suitable design drawings to generate a project acceptable to all, providing a shared-use active-travel footpath to carry users safely and remotely from the A816 Lochgilphead–Oban Road.

## **Maps**

Total Cost: £6882, funded by CWSS (£3441) and HITRANS (£3441)



The Oban Walking and Cycling Map has been published and 4000 copies of the map have been printed on waterproof paper, and are available free from the VisitScotland office in Oban, and various other sites in the town including SAMS at Dunbeg. It has been promoted to cruise ship operators and The Oban and Lorn Tourism Association. The map is also available to download from the Council's website. The VisitScotland office has reported that the map is very popular and has ordered additional stock for the summer season.

The Oban Map was a pilot for the series we intend to produce for all of our towns. The Lochgilphead and Ardrishaig map and Bute map are both in progress for publication this year.

Other promotional activities this year have included "Walk Once A Week" with Tayvallich, St Josephs, Iona and Lochnell Primary Schools, and Walk to School Week materials for 17 primary schools.

## **Cycle Parking**

Total cost £17469, funded by CWSS (£322), Argyll and Bute Council Community Services (£6000), Sustrans (£11147) and HITRANS (£254).

New cycle parking or repairs to existing cycle parking was provided at Ashfield, Dervaig, Dunbeg, Glassary, Kilcreggan, Port Ellen, St Joseph's and Tighnabruaich primary schools, Islay High School and at Campbeltown Community Centre. We were also able to secure external funding to provide additional cycle parking at the Council's Manse Brae office in response to feedback collated from an online staff travel survey.

## **Pedestrian and Cycle Counters**

The Council currently has a network of cycle counters to monitor walking and cycling on local routes. At present counters are predominantly located along the NCN78 Oban – Fort William route where the Council monitor and maintain counters on behalf of Sustrans however, where feasible the Council install counters at new or upgraded paths across the region. The majority of the Council's existing counters are C-A-Traffic bicycle recorders which do not record pedestrian movements however, Chambers Electronics people/cycle recorders have also recently been installed in Tarbert and Lochgilphead and are soon to be installed in Helensburgh. Count data can be interrogated by hour, day and month to enable trends to be identified for example higher levels of cycling during

summer months might indicate more recreational cycling associated with local tourism and am/pm peaks associated with commuting can also be identified.

Given that recent grant funding criteria has favoured short community links that are suitable for both walking and cycling, Argyll and Bute Council are keen to continue to monitor both cycle and pedestrian movements in the region. Cycle/pedestrian count data will be used to monitor sustainable travel patterns in Argyll and will enable investment to be targeted where there is highest demand. It is hoped that continued investment in local infrastructure and the on-going progress with long distance routes such as the NCN78 Oban – Fort William cycleway and the Helensburgh and Lomond Cycleways project will encourage more walking and cycling in the region.

**Campbeltown and Lochgilphead dropped kerbs** highlighted as recommendations in the HITRANS active travel audits for the towns. £8490 CWSS, £8490 HITRANS. Lochgilphead, 8 sets of dropped kerbs at 5 locations. Campbeltown, 9 sets of dropped kerbs at 6 locations plus associated kerbing and a drainage/service issue.

We contributed to the following projects being led by our Roads Dept.

#### **Helensburgh to Cardross Cycleway**

We were able to secure £20,000 from Strathclyde Partnership for Transport to extend the cycleway south from Helensburgh towards Cardross in 2012-13. We were successful with a bid to SPT for £630,000 to see this project completed over the next three years.

**Midge Lane** – CWSS contributed £33972 to the footway element of an extensive Roads/Forestry project in Kilmun. The footway provides pedestrian access to a medical centre and church.



**Kilmore Footway** – footway provision from a new development to the junction, village hall, school bus pick up point. Sustrans £38338, Roads £38338. There was strong community and Councillor support for this project.



## **Glenbranter**

Provision of a new bus pull in as part of a road upgrade scheme. This stop is the school bus pick up point. CWSS contribution £5000, Roads £141000, Public Transport £5000.



## **Established Projects**

For over 7 years we have been successfully using our CWSS grant from Scottish Government to attract external funding and improve walking and cycling facilities across the area. These have been projects progressed in response to community requests and are now established and well used links in our network. These include the link between the Dalmally Primary School and the Community Centre, new path to Dunbeg Primary, the TAWNI trail linking Tarbert Academy to the sports pitches, Old Kilmory Road upgrade regularly used for the Joint Campus Fun Run and a regular walking route to school and work, and our recent links in Rhu and Garelochhead.

## **CWSS 2013 -14**

Our allocation from Scottish Government has been reduced to £95,000 for this financial year. We have been successful with bids to Sustrans to match fund the following projects:

- Connel Station/Oban Airport NCN route design £5,000
- Dunollie – Ganavan Phase 2 design and consultation £20,000
- Glassary – Bridgend walking and cycling link £63,500
- Jubilee Bridge £50,000
- Kintyre Schools Route development, design of routes to Drumlemble and Southend Primary Schools £5,000
- South Islay Distilleries Path £100,000
- South Shian Link – construction of link designed in 2012-13 £12,500

We have also been successful in our application to LEADER for the Glassary – Bridgend route. Their £60,000 means that all the funding is in place to complete this route.

Unfortunately our bids for path projects at Kilmun and Hunter's Quay in Cowal, North Bute, and Barn Brae Inveraray and Monydrain Road in Mid Argyll and Portnacroish near Appin were not approved. We will continue to explore external funding opportunities to support these projects.