

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 20 September 2022 in relation to the delivery of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 1.2. Officers have agreed with WSP that their work package will be finished no later than 31 March 2023. This provides a confirmed date by which WSP will complete contracted work and helps to clarify the timescale to progress this important project. At time of writing, Officers are working to agree an updated work plan and programme with WSP to enable their work to be completed by the end of the financial year.
- 1.3. Subsequent to WSP's work, some further elements will require to be undertaken during summer 2023 to complete the design package required for construction. This includes ecology surveys which can only be undertaken during summer months and a quality review of the design work undertaken by 1 107.37 426.38 6(r)14(t)2 th

ever evolving design requirements set by Sustrans as administrators of the funding.

- 4.3. **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.
- 4.4. The Council's Active Travel Team (2 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.

Design

- 4.5. 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.
- 4.6. **Phase 1 & 2 Developed design** (stage 3) work for the outstanding section of the route linking Colgrain to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton is due to be recommenced by WSP. A programme for completion of the design stage is awaited from WSP, which will plan for their work to be completed by 31 March 2023.
- 4.7. **Phase 1 & 2 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 their work on the technical design by 31 March 2023. Subsequent to completion of WSP's work, some further elements will require to be undertaken during summer 2023 to complete the design package required for construction. This includes ecology surveys which can only be undertaken during summer months and a quality review of the design work undertaken by WSP.
- 4.8. **Phase 3 (Helensburgh Town) Concept Design** (stage 0 – 2) will commence on completion of the procurement exercise required to appoint a design consultant. This is for the initial design stages and will include community engagement, identification of a preferred route and concept design.

Construction (stage 5): Cardross Station to Geilston Burn

- 4.9. The section of route linking Cardross Station to Cardross Park opened in December 2021 and is being well used by the community.

- 4.10. The Council's Roads Operations team are working to complete the work in the Cardross Park including fencing, bollards and signage by end-November, dependent on supply of materials. This will complete work on the Cardross Park side of the Geilston Burn. To protect the public, the bridge over the Geilston Burn will be 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.

Programme

- 4.11. **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.
- 4.12. **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 setve .8(s)]TETav728004C>270056004B560003>34002.

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 mode of transport is a key objective of the project. The project is designed to be carbon neutral and will provide a route for residents and visitors to consider an alternative mode of transport. The project is designed to be carbon neutral and will provide a route for residents and visitors to consider an alternative mode of transport. The project is designed to be carbon neutral and will provide a route for residents and visitors to consider an alternative mode of transport.

Tel: 01546 604275

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