
ARGYLL AND BUTE COUNCIL

**Helensburgh and Lomond Area
Committee**

**DEVELOPMENT AND ECONOMIC
GROWTH**

10 September 2024

Helensburgh, Cardross and Dumbarton Cyclepath Update

2.0 INTRODUCTION

- 2.1. This report updates Members of the progress made since the previous quarterly report to the Helensburgh and Lomond Area Committee in relation to

- 4.3. Places for Everyone (PFE) programme is the primary external active travel design funding available in Scotland. It is structured around 8 project stages with a competitive challenge fund, with the 32 local authorities, 7 regional transport partnerships, two national parks and numerous community groups across Scotland competing against each other to secure the funding each project requires.
- 4.4. As of 2024/25, the construction element of the funding has been taken into a Fund (ATIF). ATIF still requires a separate competitive application to be submitted but is, currently, only open for applications once a year. All projects submitted to ATIF must be ready in all respects to commence construction, including having any legal or regulatory approvals required in place, and have match funding in place covering up to 30% of construction costs.
- 4.5. A minimum of three new competitive funding submissions are required to complete a project using external funding, with competitive applications required, as a minimum, to PFE prior to Stage 0 (Strategic Definition) and Stage 3 (Developed Design) and to the new Transport Scotland ATIF prior to Stage 5 (Construction). 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. While the design work has, to date, been funded by jointly by the Strathclyde PFE programme, the decision to de-fund the SPT Capital Programme in 24/25 results in the project being fully reliant on securing 24/25 PFE funding or internal Council funding in order to continue work to complete the outstanding design requirements.

- 4.10. At present no construction match funding has secured. It is likely to be beneficial to the project if sources of construction match funding could be secured at an early stage, including consideration of any internal Council funds which could be allocated to the delivery of this Council Priority.

Maintenance

- 4.11. Sustrans have requested a written maintenance plan and confirmation of how this will be funded and undertaken as a deliverable during the remaining design process. As such, Members require to decide how the future maintenance of the cyclepath, including sections of route already in place, will be delivered. At present, the Council does not receive any funding for the maintenance of cyclepaths and none of the current external funding sources secured through competitive bidding for active travel include maintenance as an eligible cost. This anomaly has been repeatedly raised by Officers with Transport Scotland Officials and it is recognised commitments regarding capital funding for active travel projects.
- 4.12. The Roads and Infrastructure Service are the single service within the Council which includes infrastructure maintenance teams appropriately trained and qualified to undertake maintenance of cyclepaths. However, it is acknowledged these teams are already near capacity delivering the Roads and Infrastructure Service commitments. The Roads and Infrastructure Service has previously stated they do not wish to adopt sections of cyclepath remote from the public road.
- 4.13. Members may wish to consider if there is a role for other organisations and/or local community group volunteers to support the routine maintenance of the cyclepath. While unlikely to be skilled or qualified for the less frequent technical maintenance of drainage or path surfacing, other groups may be able and willing to assist with the more routine elements of maintenance, for example cutting back vegetation / mowing the grass. Similar maintenance work is undertaken by community groups for cyclepaths in other locations.

Design

Phase 1 Colgrain to Cardross & Phase 2 Cardross to Dumbarton

- 4.14.

- Ground Investigation
- Habitats Regulation Appraisal
- Planning Approval
- Utility Identification
- Drainage Design
- Flood Risk Assessment
- Land valuation
- Archaeological Assessment
- Site clearance drawings
- ✘ Bill of Quantities
- G60 0 1 131.42 W* 0 59542 W* nBT/F5 12 Tf1 0 0 1 126.02 611.86 Tm0 g0 GP078

Table 1: Selected Project Risks

Risk	Risk Description	Risk Level	Mitigation
Land acquisition	Inability to secure agreement for land required within an acceptable timescale and cost.	High	1.

	RAMSAR site results in additional ecological requirements which the designs must meet.		<ol style="list-style-type: none"> 2. Undertake comprehensive ecological surveys to inform design. 3. Develop full Habitat Regulations Appraisal to ensure ecological requirements taken into account in design.
Drainage	Constructed at the foot of the slope, the design will require to cater for all run-off and drainage from the slopes above, while satisfying regulatory requirements.	Medium	<ol style="list-style-type: none"> 1. Develop drainage designs through design process. 2. Engage with regulators, e.g. SEPA, at early stage in design. 3. Engage with landowners, as repository of knowledge of existing conditions, during design development.
Flood Risk	The route is close to and, in locations, within areas identified as at risk from 1 in 200 year flood events.	Medium	<ol style="list-style-type: none"> 1. Develop flood risk assessment at early stage in design process to identify key areas of risk. 2. Keep flood risk assessment under review through design process. 3. Design of cyclepath to take account of flood risk where appropriate.
Proximity to railway	The majority of the route is in proximity to the live railway and requires to ensure the designs do not negatively impact on the railway.	Medium	<ol style="list-style-type: none"> 1. Early engagement with Network Rail to understand their safety and operational requirements. 2. to mitigating safety and operation requirements which can be applied to all or most of route. 3. Review of designs to ensure railway safety and operational risk is mitigated appropriately.

Programme

4.31. **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.

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

Funding for these works has

been secured from our key active travel partners with further bids being developed to enable the design and construction of further sections of the cycleway 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

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

6.7. **Risk**