
ARGYLL AND BUTE COUNCIL

**DEVELOPMENT AND ECONOMIC
GROWTH**

**Helensburgh and Lomond Area
Committee**

12 December 2023

Helensburgh, Cardross and Dumbarton

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Helensburgh, Cardross and Dumbarton Cyclepath Update

2.0 INTRODUCTION

2.1.

Match Funding

- 4.12. 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 maximisation 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 given the current economic climate.

- 4.13. At present no construction match funding has been positively identified, and would require externally to be secured through competitive bidding against 32 local authorities, 7 regional transport partnerships, two national parks and numerous community groups across Scotland for PFE Construction funding. While SPT Capital Fund is eligible as match, depending on the timescale for construction and the other demands for SPT Capital Funding (competitive bid funding against 12 competing local authorities) it is considered that alternative sources of match funding should be sought, including consideration if any internal Council funds could be allocated to the delivery of this Council Priority.

Maintenance

- 4.14. Sustrans have started requesting a written maintenance plan and confirmation of how this will be funded and delivered prior to approving any Construction funding. As such, members require to decide how the future maintenance of the cyclepath,

- 4.16. **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.
- 4.17. **Appendix 2** provides an update with regard to the current position on landowner engagement. **[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.



