
Report To:	Environment and Regeneration Committee	Date:	31 August 2023
Report By:	Head of Physical Assets	Report No:	ENV036/23/SJ/EM
Contact Officer:	Eddie Montgomery	Contact No:	01475 714800
Subject:	Active Travel Strategy - Cycling Infrastructure Projects Priority		

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

1.2 The Active Travel Strategy was approved in August 2018 and the report highlights proposed high level active travel route across Inverclyde. Given the continued increase in spend towards active travel, it would be beneficial to agree on a priority list of projects, that will enable Officers to target areas quickly and efficiently.

1.3 This report will focus on cycling infrastructure as there are already suitable walking and wheeling routes.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee agrees with the priority list of projects in Appendix 1 and notes the Head of Physical Assets will develop and implement these schemes in accordance with current guidelines and regulations.

2.2 It is recommended that the Committee delegates authority to Head of Physical Assets to continue to seek funding for the projects through Sustrans and Cycling Walking and Safer Roads (CWSR), along with any other available funding to design and complete the projects in Appendix 1.

2.3 That the Committee notes there is an increase in revenue funding required to maintain this infrastructure and this will be contained within existing budgets.

2.4 Recommends that committee agrees to the continuation of the existing Sustrans funded schemes in section 4.4.

Eddie Montgomery
Head of Physical Assets

3.0 BACKGROUND AND CONTEXT

- 3.1 On 30 August 2018 this Committee approved the Active Travel Strategy and in Appendix A of the Strategy there is a list of future active travel projects to create an Integrated Active Travel Network.
- 3.2 While levels of walking and cycling remain relatively low in Inverclyde, and the topography presents challenges, there are opportunities to develop a more coherent active travel network. Key assets include the existing Core Path Network, the National Cycle Route and the Coastal Route, which, with the addition of connecting links, have considerable potential for both leisure and utility trips.
- 3.3 The provision of a network of safe and convenient routes to key destinations is essential to enable more every-day journeys to be walked or cycled. It is acknowledged that more must be done to create a network from all origins to all destinations, which is safe and convenient for all users. Beginning to develop such conditions is a high priority in the strategy. This will be achieved through network-wide actions, upgrading existing routes and the provision of new links.
- 3.4 The walking network is already largely in place, albeit not always in the best place, following desire lines or in the best condition. Most roads have adjacent footways and there is an extensive Core Path Network throughout Inverclyde. Improvements to the walking network will mostly focus on upgrading the infrastructure already in place. Maintaining and improving the National Cycle Network and further development of the Coastal Route for cycling, including linkages from the major urban areas throughout its length, are key priorities of the Active Travel Strategy.
- 3.5 Inverclyde benefits from NCN75 and NCN753 providing a coastal cycle route from Inverkip in the west, through Gourock, Greenock and Port Glasgow to Kilmacolm. At Greenock, the NCN route deviates away from the waterfront via Port Glasgow towards Kilmacolm. Regional Cycle Route R21 broadly follows the south shoreline of the Clyde Estuary and provides a link between Greenock and Port Glasgow.
- 3.6 The priority map in Appendix 2 looks to enhance and complete the broken coastal route Gourock to Port Glasgow and create a tourist route that is safe for families with an off-road segregated route that can be safe for an unaccompanied 12 year old to use. This aligns with action INF 2 of Active Travel Strategy. The vision is to eventually have bike and electric bike hire at hubs in Gourock, Greenock and Port Glasgow.
- 3.7 The next routes on the priority list will be linking the town centres and linking to the existing NCN network, then linking to our neighbouring authorities in Renfrewshire and North Ayrshire.

4.0 PROPOSALS

- 4.1 Officers continue with detailed design of priority 1 and 2 projects and feasibility studies on priority 3 and 4 noting that some of these schemes may not be feasible. Officers will continue discussions with third parties if route is out with Council ownership. The aim is to install a bi-direction cycle route a minimum of 3m wide using the principals of Cycling by Design 2021, however there may be short sections where this is not achievable.
- 4.2 The Head of Physical Assets will continue to seek external funding to construct these routes and Officers will try to reduce the maintenance cost but increases to the network will bring increased burden and additional revenue will be required to inspect and maintain these routes.
- 4.3 Improvements to walking and wheeling will also be incorporated into the schemes.

4.4 Officers will continue with the existing Sustrans funded projects that encompass parts of the priority list in appendix 1.

- West Blackhall Street – Town centre regeneration and cycle route installation.
- Greenock Town Centre Connections – Feasibility Study of routes in and around Greenock Town Centre
- Inverclyde Green Connections – concept design and consultation on routes from Lady Octavia to Greenock Town Centre and Overton to Greenock Town Centre.
- Battery Park to Greenock – Detailed design to upgrade cycle lane in accordance with Cycling by Design 2021.
- Auchenbothie Quiet Ways – Realignment of cycle route to Auchenbothie Road and creation of 20mph zone.
- Inverkip to Largs – Feasibility study to create a segregated cycle route.
- N75 – Realigning, improvements, removing barriers and resurfacing of route from Lady Octavia to Kilmacolm.
- N75 – feasibility study to reinstate the Devol Glen bridge with a new bridge.

5.0 IMPLICATIONS

5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO
Financial	X	
Legal/Risk	X	
Human Resources		X
Strategic (Partnership Plan/Council Plan)	X	
Equalities, Fairer Scotland Duty & Children/Young People's Rights & Wellbeing	X	
Environmental & Sustainability	X	
Data Protection		X

5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
	Sustrans / CWSR	2023/25	£1m-£2m		Estimated spend, depending on the schemes proposed spend may vary.

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A	Roads Revenue	2023-	£10k-£20k		Maintenance of the route to be contained within existing budgets, for cleaning

					sweeping vegetation clearance and clearing broken glass and vandalism.
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5.3 Legal/Risk

The proposed schemes will require Traffic Regulations Orders and Redetermination Orders.

5.4 Human Resources

There are no HR implications arising from this report.

5.5 Strategic

This project accords with the Corporate Management Plan, by improving active travel.

5.6 Equalities, Fairer Scotland Duty & Children/Young People

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

X	YES – Assessed as relevant and an EqIA is required and will be available through the following website: https://www.inverclyde.gov.uk/health-and-social-care/equality-impact-assess-me
	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required. Provide any other relevant reasons why an EqIA is not necessary/screening statement.

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

The measures has been designed to be used by all, with no discrimination.

X	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
	NO – Assessed as not relevant under the Fairer Scotland Duty for the following reasons: Provide reasons why the report has been assessed as not relevant.

(c) Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children’s rights.

6.0 CONSULTATION

6.1 The Head of Legal and Democratic Services and the Chief Financial Officer have been consulted on this report.

7.0 BACKGROUND PAPERS

7.1 Active Travel Strategy.

Reference	Route	Priority
5:1	Gourock to Greenock (James Watt Dock)	1
6:1	James Watt Dock to Port Glasgow	1
4:1	Inverkip to Gourock	1
5:8	Greenock Town Centre to Lady Octavia Sports Centre	1
6:6	Inchgreen to Port Glasgow	1
3:1	Wemyss Bay to Inverkip (NCN 753)	2
5:4	Branchton to Greenock Town Centre	2
5:7	Victoria Harbour to Lady Octavia Sport Centre	2
5:9	Greenock Town Centre	2
6:4	Port Glasgow to Woodhall	2
6:5	NCR75 Through Port Glasgow	2
4:2	Inverkip to Branchton along A78	3
5:2	Greenock West link	3
5:3	Branchton to Greenock West	3
5:5	Rankin Park to Whinhill	3
5:6	Whinhill to Greenock Town Centre	3
3:2	Wemyss Bay to Greenock Cut	4
3:3	Greenock Cut to NCN 75	4
3:4	Inverkip to Greenock Cut	4
4:3	Gourock to Branchton	4
6:2	Devol Glen	4
6:3	Port Glasgow to Langbank	4
7:1	Kilmacolm to Quarriers Village	4

Appendix 2

