

Argyll and Bute Council
Comhairle Earra Ghaidheal agus Bhoid

Customer Services
Executive Director: Douglas Hendry



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28 June 2012

SUPPLEMENTARY PACK 2

COUNCIL MEETING – THURSDAY 28 JUNE 2012 – 11.00AM

I enclose herewith item below which was marked copy to follow on the Agenda for the above meeting.

Douglas Hendry
Executive Director - Customer Services

BUSINESS

- 6. INFORMAL REFERENDUM ON COLQUHOUN SQUARE, HELENSBURGH**
Report by Executive Director – Customer Services (Pages 1 - 44)

COUNCIL

ALL MEMBERS

Contact: Sandra McGlynn Tel: 01546 604401

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ARGYLL AND BUTE COUNCIL**CUSTOMER SERVICES AND
DEVELOPMENT & INFRASTRUCTURE
SERVICES****28th JUNE 2012**

HELENSBURGH CHORD REFERENDUM AND PROCUREMENT

1. SUMMARY

- 1.1 The purpose of this Report is to advise members of the position both in relation to the recent referendum and current tendering exercise recently conducted regarding the proposed works to be carried out under the Helensburgh CHORD project.

2. RECOMMENDATION

That Members note the results of the referendum and thereafter consider how to progress with the improvement works to be carried out under the Helensburgh CHORD project taking into account the detail contained in this Report.

3. DETAIL

- 3.1 The contract for the works to be carried out under the Helensburgh CHORD Project requires to be awarded in accordance with Scottish Public Procurement Legislation ("the Legislation").
- 3.2 In relation to this contract, in the original procurement, the Procurement Team received requests for further information and other queries from the tenderer whose tender was placed second in the tender assessment process.
- 3.3 As a result of this and after taking legal advice from the Council's external legal advisers, Brodies Solicitors, Edinburgh it was agreed that the Council notify the bidders that the original tendering process was terminated and the contract be re-tendered using the open tendering procedure and to do so within the shortest time-scale possible and in such manner as minimises the risks to the Council of a possible challenge at the tender award stage of the process.
- 3.4 The revised tender was issued on 3 April 2012 with a return date of 10 May 2012.
- 3.5 The evaluation of the tenders began on 11 May 2012 with a view to having the tender report signed off by the Executive Directors of Customer Services and Development & Infrastructure Services accordingly, week commencing 21 May 2012.
- 3.6 It was anticipated that the tender award can be made in early summer 2012 if there were no challenges to the tender process.
- 3.7 However, on 22 May 2012 at the Council meeting, the following motion was passed:-

Whilst the Public Realm Improvement (PRI) Project in Helensburgh under the CHORD Programme is generally welcomed there has been considerable disquiet, concern and protest regarding the design of Colquhoun Square. To achieve better community support for the Project as a whole the Council agrees to a review of the proposed design of Colquhoun Square before issuing the Intent to

Award on the tender. There is a public desire to remove the road bend, to increase the proportion of green space and to re-locate the bus stops.

Council officers are instructed to bring forward for informal consultation at least three alternatives: the current proposed design and at least two other alternatives incorporating the three issues above. After incorporating suggestions from the consultation into the alternatives the most acceptable design will be chosen by an informal referendum at a central location in Helensburgh at the earliest possible date.

The detail procedures for the informal referendum are delegated to the Director of Customer Services in consultation with the Chair and Depute Chair of the Helensburgh PRI Project Board. The arrangements to ensure a decision is reached and enacted in a reasonable time-frame within the constraints of reasonable notice are delegated to the Director of Development and Infrastructure Services in consultation with the Chair and Depute Chair of the Helensburgh PRI Project Board.

- 3.8 As a result of this new instruction from the Council, the Executive Directors were not in a position to proceed with the intention to award. The Bidders were advised of this new instruction and the Council's intention to present three options to the Helensburgh and Lomond community and through an informal consultation/referendum seek the most acceptable design. The bidders have been notified of the time-scales involved and that they will have the outcome of the consultation/referendum given to them after this Council meeting of 28 June 2012

4. DETAIL – Detailed Design Options and Options Appraisal.

- 4.1 Following consultation with the Chair of the Helensburgh CHORD Project Board, Councillor James Robb, residents in Wards 9 Lomond North, Ward 10 Helensburgh Central and Ward 11 Helensburgh and Lomond South, aged 18 or above will be eligible to cast their vote on the following three options, details of which are attached as Appendices 1, 2 and 3.

- Option 1 Existing design
- Option 2 Existing road layout (as per Option 1 – existing proposal), changes to planting and to the proportion of green space v paved space.
- Option 3 Straight road through the Square with Bus Stops relocated into Colquhoun Square, changes to planting and to the proportion of green space v paved space.

Options Appraisal

- 4.2 Each option has been assessed in terms of Impact, Deliverability, Affordability and Risk to assist both the voters in selecting their preferred option and the Council in considering how to progress the improvement works once the results of the referendum are known. In undertaking the assessment the views of the Council's Procurement Team, Legal Planners, and Road and Amenity Services officers was sought. In terms of Procurement and legal advice, the advice of the Council's external lawyers, Brodies was also sought, and is detailed in 4.5 – 4.11
- 4.3 The following table, details the various option appraisal assessments of design options 1, 2 and 3.

Table 1 – Option Appraisal Assessment of Design Options 1,2 and 3

	Option 1	Option 2	Option 3
Impact – on approved external funding (SPT £350k – 175k 12/13 and 13/14 and S75)	SPT funding - minor impact based on timescales below. S75 Agreement – no significant impact	SPT funding - pressure to draw down SPT funding of £175k in 12/13 based on timescales below. S75 Agreement – no significant impact	SPT funding - likely loss of SPT funding for 12/13 which may impact on future year funding. Section 75 Agreement - no significant impact.
Deliverability – *Timescales estimated start and finish dates	If approval given to proceed on 28 June, estimated site start – November 2012, completion November 2013 – January 2014. Range linked to decision on retendering of current exercise.	If approval given to proceed on 28 June, estimated site start November 2012 – January 2013, completion February – April 2014. Range linked to decision on retendering of current exercise.	If approval given to proceed on 28 June, estimated site start March – May 2013, completion May – July 2014. Range linked to decision on retendering of current exercise.
Deliverability – statutory matters (secured Planning and TTRo's)	1. Planning approval secured. 2. No impact on TRO. 3. TTRO for works will require to be extended due to delay in site start.	1. No impact in secured planning approval. 2. No impact on TRO. 3. TTRO for works will require to be extended due to delay in site start.	1. Planning permission required. 2. No impact on TRO. 3. TTRO for works will require to be extended due to delay in site start.
Deliverability – requirement for further consultation with Emergency services, Utility providers and Transport operators	None	None	Yes, planning requirement.
Affordability – delivered within budget	Based on returned tender rates, project is affordable.	Based on returned tender rates, project is affordable.	Based on returned tender rates, project is affordable.
Affordability – future impact on maintenance revenue budget	Less impact on maintenance budget than options 2 and 3 due to more paved space.	Higher impact on maintenance budget than option 1 due to increased soft landscaping areas.	Higher impact on maintenance budget than option 1 due to increased soft landscaping areas.
Affordability – approximate comparison of costs across options	Option 1 £60k more expensive than Option 2 and £116k more expensive than Option 3	Option 2, £60k less expensive than Option 1 but £56k more expensive than Option 3	Option 3, £116k less expensive than Option 1 and £56 less expensive than Option 2

Risk – impact on secured external funding	Low	Medium	High
Risk – impact on proposed winter festival	None as work in Square would not start until after Festive season.	None as work in Square would not start until after Festive season.	None as project will not start until March 13.
Risk – impact on current tender exercise	Legal advice to Re-tender	Legal advice to Re-tender	Legal advice to Re-tender
Risk – delays to site start due to need for further consultation with Emergency services etc.	None	None	Yes
Risk – impact on affordability if need to re-tender	If re-tender required risk of fewer tenderers possibly resulting in less competitive returns.	If re-tender required, risk of fewer tenderers possibly resulting in less competitive returns.	If re-tender required, risk of fewer tenderers possibly resulting in less competitive returns.
Risk – reputational risk to Council	Medium - High	Medium - High	Medium – High

***Timescales** Option 2 allowed 4/6 weeks for design team revised drawings/tender documents plus 12 weeks to retender

Option 3 allowed 12 weeks for planning approval, 4/6weeks for design team to revised drawings/tender documents plus 12 weeks to retender.

4.4 As mentioned above Legal advice was sought from the Council’s external Legal advisors Brodies Solicitors, Edinburgh on the matter of the informal consultation/referendum. The full advice note from Brodies is attached as Appendix 4. Their advice is as summarised below:-

4.5 *The issue of delay and tender validity will arise where Option 1 is adopted following the public consultation. As this Option is based on the current tender, no changes would be required to the specification of works, although issues may arise as a result of the delays to the process. The procurement risk exists because a losing bidder can argue that the outcome of the tender may have been different had the competition been run on the basis of a later start date. There is also a risk of a challenge coming from outside the pool of bidders, arguing that the delay is a material change to the opportunity originally advertised, and therefore there is now a new opportunity which they are being denied the opportunity to bid for.*

4.6 *Adoption of Options 2 or 3 following the public consultation will result in changes to the current tender specification.*

4.7 *The changes envisaged, namely changes to the contract commencement date and potential changes to the specification are such that they form the essential terms of the contract.*

- 4.8 *As such, it is our view that these changes would pass the materiality threshold. The lowest risk option is to re-procure.*
- 4.9 *It would be a very high risk just to re-negotiate with the current preferred bidder and a less risky approach would be to issue any revised specification to the existing ten tenderers to give each of them the opportunity to re-price. However, given the time which would be required to prepare a revised specification and to allow tenderers to prepare a response, the timescales are similar to re-running the procurement exercise.*
- 4.10 *As such, in the event that the works proceed on the basis of a revised specification, our advice would be for the Council to conduct a fresh procurement exercise.*
- 4.11 *The Council has no liability to tenderers for any costs either in relation to their tender preparation or as a result of any abandonment of the current tender process – this liability is explicitly excluded in paragraph 1.10.2 of the Invitation to Tender document.*

5. DETAIL – Referendum/Consultation Process

- 5.1 The following process was put in place to allow for the running of an informal referendum in Helensburgh regarding the works proposed for Colquhoun Square. (The results of which are detailed below.)
- An informal referendum took place between the hours of 8am and 8pm on Monday 25th June 2012 in the Main Hall, Victoria Halls, Helensburgh.
 - Persons eligible to vote in the referendum were residents of electoral wards 9, 10 and 11 in the Helensburgh and Lomond area of Argyll and Bute Council, who have attained the age of 18 on or before 25th June 2012.
 - Voters were asked to choose one of three options for the improvements, details of which were available from 18th June on line at <http://www.argyll-bute.gov.uk/helensburghchordreferendum>, and at Scot court House Helensburgh and Helensburgh Library. These were also displayed within the Victoria Halls on the referendum day.
 - It was also possible for interested parties to submit comments on the proposals at the Victoria Halls whether or not they chose to vote in the referendum. Comments could also have been made by post to the Executive Director of Customer Services, by <mailto:helensburghchordreferendum@argyll-bute.gov.uk> and on line at <http://www.argyll-bute.gov.uk/helensburghchordreferendum> to be received before close of poll.
 - If there was any doubt about the eligibility of any person to participate in the process due to age, residence or some other substantial reason, then polling staff could have sought evidence of eligibility to vote.
- 5.2 Over one thousand people visited the Victoria Hall in Helensburgh on 25th June to vote and record their views on the three Options for Colquhoun Square.
- 5.3 Design Option 3 with the straight road through Colquhoun Square and an increased proportion of green space was the favoured option.

The full result was:

Option 1	19%
Option 2	21%
Option 3	60%

- 5.4 The Turnout was: 1005, Spoilt ballots: 70, Option 1: 178, Option 2: 197, and Option 3: 560
- 5.5 Various comments have also been received in relation to the Options, as persons who were eligible to vote were given the opportunity to comment on the various Options on the day and by email, a summary of the aforesaid comments are attached at Appendix 5.
- 5.6 712 cards were issued for comments, 707 were returned and 123 email comments were received. In addition to the details contained in the appendix re comments received 215 people recorded a comment that they would have wished an option for no change on the ballot paper .It would seem that most of those people chose to support one of the options as there were only 70 spoiled votes
- 5.7 In addition to the email comments that were received, a small number of people indicated they were not able to attend the vote on 25th June but the voting preferences indicated by these people generally mirrored the voting pattern of those who did attend and vote .

6.0 CONCLUSION

The Council has now carried out a referendum on the various Options and taking the results into account together with the appraisal of these Options, Members will have to consider which Option to proceed with and thereafter note that the Bidders will have to be formally notified of their decision in line with the procurement process.

7.0 IMPLICATIONS

- | | |
|----------------------|---|
| 7.1 Policy | The delivery of the CHORD programme fits with the Council's Corporate Plan, Single Outcome Agreement and approved Development Plan policy for town centre regeneration. The economic outcomes from these projects will contribute to the Government's Economic Strategy |
| 7.2 Financial | The Council has made available the sums requested as per the Council decision 29/09/11 |
| 7.3 Legal | As set out in report. |
| 7.4 HR | none |
| 7.5 Equalities | An Equalities Impact Assessment has been completed for the project |
| 7.6 Risk | Reputational risk to the Council |
| 7.7 Customer Service | none |

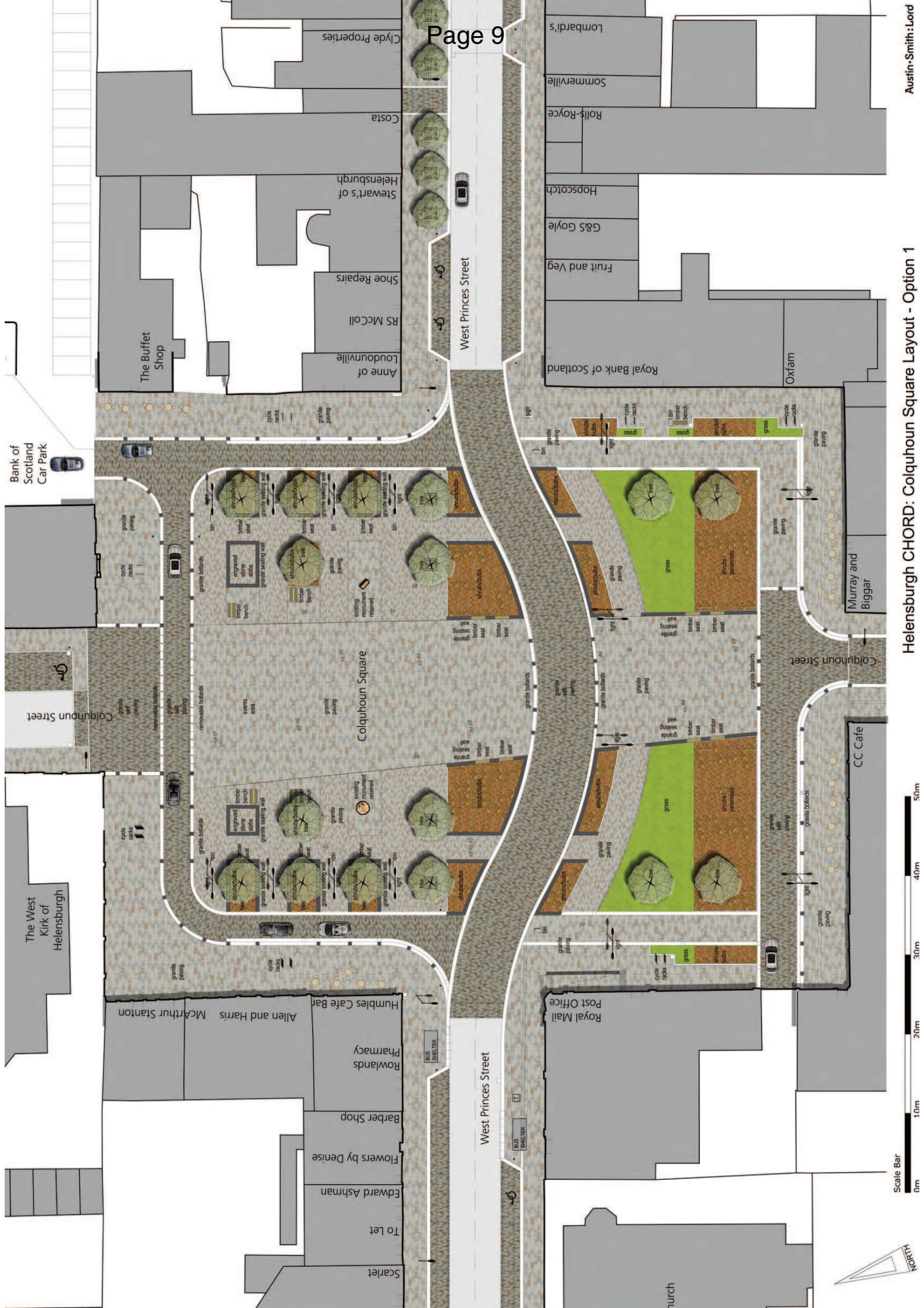
8.0 APPENDICES

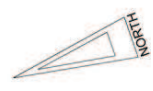
Appendices 1, 2 and 3	Design options 1, 2 and 3
Appendix 4	Brodies solicitors legal advice note
Appendix 5	Comments from Referendum

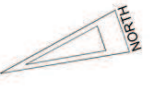
Executive Director of Customer Services
Executive Director of Development and Infrastructure
28th June 2012

For further information please contact:
Douglas Hendry – Executive Director of Customer Services
Sandy MacTaggart – Executive Director Development and Infrastructure

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Appendix 4

Client Contact: Anne MacColl-Smith - Argyll and Bute Council
Brodies Contact: Roger Cotton/Ruth Bouttell
Subject: Helensburgh CHORD procurement of public realm works
Date: 11 June 2012

1 Background

- 1.1 The Council issued an Invitation to Tender (ITT) for public realm works under the Helensburgh CHORD scheme, based on a fixed specification and to be evaluated on a lowest price basis. The tender return date was 10 May 2012. Ten tenders were received.
- 1.2 On 22 May 2012, the elected members of the Council passed a motion in relation to that procurement; the result of the motion is that the current procurement process has been suspended until a public consultation has been carried out in relation to the design of the works.
- 1.3 The Council has requested advice in relation to the procurement law issues with the decision to suspend the current tender process, and any subsequent decision to vary the specification of works.
- 1.4 The procurement issues can be summarised as:
- 1.4.1 the implication of delays to current tender timescales and the validity of tenders; and
 - 1.4.2 the effect of material changes to the specification of works originally tendered for.

2 The Consultation

- 2.1 The motion passed by the Council proposes a number of options to be put to members of the public relating to the design of public realm works in Helensburgh.
- 2.2 These options are:
- 2.2.1 Option 1: to maintain the current tender specification;
 - 2.2.2 Option 2: to use the existing road layout but change elements of the design, including changes to the proportion of paved and green space; and

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2.2.3 Option 3: to change the existing road layout and elements of the design, including changes to the proportion of paved and green space.

2.3 Adoption of Options 2 or 3 following the public consultation will result in changes to the current tender specification.

3 Delays and tender validity

3.1 The issue of delay and tender validity will arise where Option 1 is adopted following the public consultation. As this Option is based on the current tender, no changes would be required to the specification of works, although issues may arise as a result of the delays to the process.

3.2 The current tender validity, as set out in the ITT, is "3 calendar months from date fixed for lodgement of Tenders". As the tender return date was set as 10 May 2012, this means that bids will expire and may be withdrawn by tenderers on 10 August 2012.

3.3 If the public consultation can be concluded within the tender validity period (i.e. before 10 August) and Option 1 was selected by the public, then the current bids would still be open for acceptance by the Council on their current terms and pricing.

3.4 If the public consultation cannot be concluded within the tender validity period, the lowest risk approach to the Council would be to abandon the current tender exercise and re-tender with a revised validity period and start date. The procurement risk exists because a losing bidder can argue that the outcome of the tender may have been different had the competition been run on the basis of a later start date. There is also a risk of a challenge coming from outside the pool of bidders, arguing that the delay is a material change to the opportunity originally advertised, and therefore there is now a new opportunity which they are being denied the opportunity to bid for.

3.5 If the delay is short, the risk is relatively low. If the tender validity deadline was missed by a short period, say up to 3 months, then we consider there to be a low risk of successful challenge, provided the current first-placed bidder was willing to hold its tender price.

3.6 Even with a short period of delay, the risk increases if the current first place bidder will only agree to an extension on the basis of a negotiated increase in price, or some other change to the contract terms. In that situation we would suggest that all bidders are given the opportunity to re-bid on the basis of an extension to tender validity.

3.7 The risk of challenge will increase if any extension to tender validity goes beyond that indicative 3 month limit. In these circumstances, the Council should consider re-procuring the works.

3.8 It must be noted that the 3 month period is not prescribed by procurement law and there is no identifiable point at which the risk becomes "too high". We suggest 3 months as a rule of thumb.

4 Material Change

- 4.1 Public procurement law is clear that changes to the terms of an existing tender process, or to what is to be done pursuant to the terms of a contract, will in some circumstances be impermissible.
- 4.2 The procurement law principle is that if there is an additional requirement, or a changed requirement, that should be the subject of a new procurement exercise, and not achieved by negotiation between existing parties.
- 4.3 Not all changes during the tender process have this result, and a test of materiality applies.
- 4.4 The judgement from the leading case in the European Court of Justice on this topic¹ related to changes during a contract rather than during the tender process, but the same principles apply. That case confirmed the principle as follows:
- "...amendments to the provisions of a public contract during the currency of the contract constitute a new award of a contract ... when they are materially different in character from the original contract and, therefore, such as to demonstrate the intention of the parties to renegotiate the essential terms of that contract ..."*
- "...an amendment to the initial contract may be regarded as being material when it extends the scope of the contract considerably to encompass services not initially covered."*
- 4.5 The changes envisaged, namely changes to the contract commencement date and potential changes to the specification are such that they form the essential terms of the contract.
- 4.6 As such, it is our view that these changes would pass the materiality threshold. The lowest risk option is to re-procure.
- 4.7 It would be a very high risk just to re-negotiate with the current preferred bidder and a less risky approach would be to issue any revised specification to the existing ten tenderers to give each of them the opportunity to re-price. However, given the time which would be required to prepare a revised specification and to allow tenderers to prepare a response, the timescales are similar to re-running the procurement exercise.
- 4.8 As such, in the event that the works proceed on the basis of a revised specification, our advice would be for the Council to conduct a fresh procurement exercise.
- 4.9 The Council has no liability to tenderers for any costs either in relation to their tender preparation or as a result of any abandonment of the current tender process – this liability is explicitly excluded in paragraph 1.10.2 of the ITT.

¹ ECJ in Priesstext Nachrichtenagentur GmbH v Austria, Case C-454/06

5 Communications with tenderers

5.1 Once the outcome of the public consultation is known, the Council will need to consider how best to deal with the market and the communications which are given to the current tenderers.

5.2 We would be happy to provide advice on the content of any such communications.

Brodies LLP

11/06/2012

General Comments/Comments that could be applied in relation to all proposals							
	Those who only addressed the bus stop and shelter question				23		
	Retain the square as is				31		
	Retention of Option 1				7		
	Concerns about High ongoing maintenance costs				3		
	Maintenance must be of high order				2		
	Suggestion that money could be better spent on shop and/or sea fronts				7		
	Spend money on car parking/roads/pavement repairs				5		
	Lack of information on costings for proposals				5		
	Objections to the referendum				3		
	Just get on with it				3		
	insufficient detail on plans				3		
	Comments that there were no technical staff assisting				4		
	Business owners that are not residents should have been allowed to vote						
	Insufficient consultation at the outset of the programme						
	Concern as to Proposed building materials				1		
	Provision of sports hall in place of proposals for the square						
	Introduce parking meters on streets and bollards to stop parking on pavements						
	Concerns about disruption of works (particularly for option 1 & 2)						
	Why delay in programming dates for option 3				1		
	"Better quality paving slabs"						
	"Option 1 is well thorough out and takes input from contributors to original design workshop into account"						
	"Option 1 is less chaotic for visually impaired people"						
	"Consideration of cost of maintaining beds and grassed areas in option 2&3 isn't highlighted/costed out						
	"West Kirk has been "St Andrews" for almost 1 year - this doesn't give confidence in the planners"						
	"This is a muddled exercise so that someone in influence can obtain the result he/she wanted - not the majority of residents of Helensburgh"						
	"Concerned about the maintenance of the area. No matter how much we like the basic design it has to be kept in 1st class order as a showpiece for our town"						
	"Council should postpone all work until the bigger picture is seen & funds available to do all work"						
	"Thank you for having this referendum"						
	"the process today lacked presence of architects to advise public on questions and answers"						

"I am furious at this waste of public money. Politicians have to make hard decisions - they can't be popular all the time"

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Suggestion that money could be better spent on shop and/or sea fronts						7
Spend money on car parking/roads/pavement repairs						3
Lack of information on costings for proposals						2
Objections to the referendum						
Just get on with it						2
insufficient detail on plans						
Comments that there were no technical staff assisting						3
Business owners that are not residents should have been allowed to vote						
Insufficient consultation at the outset of the programme						
Concern as to Proposed building materials						
Provision of sports hall in place of proposals for the square						
Introduce parking meters on streets and bollards to stop parking on pavements						
Concerns about disruption of works (particularly for option 1 & 2)						
Why delay in programming dates for option 3						
"Leave Colquhoun Square as it is but block it's south exit so cars cannot go straight up the hill"						
"It is important whatever option wins through that the square is kept in good order at all times"						
"There is no indication on any option which shows how/where vehicular traffic will exit the east side of the Square"						

"Make the green side on the 'sea' side of the square the same shape as the 'upper' side"									
"Relocate entrance to Bank of Scotland car park to preserve symmetry - entry from main car park"									
"Not so long ago trees were cut down in the square - how long before history repeats itself"									
Amenities									
Telephone kiosks						1			
Outdoor gym equipment						1			
Covered area/pavilion for events						3			
Increase number of waste bins (with recycling compartments)						3			
Increase seating (with backs for the elderly)						16			
Allow dining and drinking in the square						2			
"Perhaps worth considering creating a covered outside area to shield from weather"									
"A granite wall seat is no good for elderly people and will be very cold for all, wooden benches are much better"									
"Will there be any seats, with backs, for the elderly, of which I am one!"									
"There is nothing for children and families"									
Transport/Roads/Pedestrianising the Square									
Pedestrianise the whole of the square						22			
Pedestrianise between 10am to 4pm						1			
Do not pedestrianise the whole of the square						4			
Pedestrianise Sinclair Street between Princes and Clyde Streets						1			
Provide means of blocking off through road for events etc						1			
Restrict east/west to bus and cycles only						1			
Design of bus shelters						4			
Position bus shelters as per Option 1 & 2						15			
More disabled parking required						8			
Offer free car parking						4			
All bollards should be removable						3			
Concerns about number of bollards (too many)						5			

Concerns about loss of parking spaces/request for more parking	25							
Lay-by or parking bays for buses	7							
Disagreement with Traffic Flow/traffic management proposals	8							
Request for traffic lights/pedestrian crossing at the post office	9							
Requirement for Pedestrian crossings	13							
Traffic calming measures required to prevent speeding	6							
Roads and paved areas must be level	3							
Access to be limited from James and Sinclair Streets	1							
Close road around north of Colquhoun Square	1							
Colquhoun Square north should be accessible	3							
Retain the north quadrants as they are - no indent	2							
consideration should be given to through access from seafront	4							
Central signs to be provided to important features/services	1							
Do not narrow streets	7							
Bus stops to have seating	1							
Bus stops should be:-								
1. By the Pool	1							
2. West King Street & Clyde Street	2							
concerned that Sw access to post office has no turning provision	1							
"Give free car parking to encourage people to spend more time rather than watching parking restriction times"								
"The number of bollards is horrific - blind, wheelchairs, mobility scooters will be challenged - 76 concrete bollards and 20 removable ones"								
"bollards need to be collapsable to allow emergency access"								
"There seems to be very limited disabled parking near the post office"								
"The options do not appear to address traffic flow and parking needs"								
"The main problem is lack of parking. These proposals ignore that"								
"Where do residents of West Princes Street park their cars?"								
"I did not understand the maps but hope that a crossing will be put outside Waverly Court for the elderly"								
"Where ever the bus stops, lay bays must be provided, parking bays for the buses!"								
"Don't kill off the square making it not available for cars and buses to travel on"								
"Narrowing of Princes Street will cause vehicle congestion"								
"It would be much better to close West Princes Street across the square"								
"Bus shelters should be open on all sides to reduce loitering"								

"Why not leave things as they are or at least let it be an option"						
"If anything has to be done I would select this (option 3) as conveying the least damage to the green space"						
"Leave the square along but smarten it up dramatically"						
"Spend the money on the beach"						
"Mend damage to the front, improve pier and allocate funds to the return of a ferry"						
"The square and town need this work ... get on with it and stop wasting money"						
"The Council cannot maintain grass verges at the moment therefore to include garden areas will only increase costs"						
"The seafront, especially the flood defences, need immediate attention before embarking on any cosmetic work"						
"Concerned that mono block in Helensburgh doesn't last well"						
"Central Pharmacy provides oxygen service so requires parking for delivery of cylinders - options 1 & 2 also have a bus shelter in the way"						
"What are arrangements for access and egress for post office vans?"						
"Improve communications and engagement by using facebook for voting"						
"The square should be improved, and this I support, I am just disappointed with the design solutions put forward"						
"Project should have a local person onboard in a non-executive capacity"						
"The only thing that needed done was to pave the corners and sort the deadful state of the pavements and more seating"						

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General Comments/Comments that could be applied in relation to all proposals							
	Those who only addressed the bus stop and shelter question					10	
	Retain the square as is					33	
	Retention of Option 1					3	
	Concerns about High ongoing maintenance costs					1	
	Maintenance must be of high order						
	Suggestion that money could be better spent on shop and/or sea fronts					8	
	Spend money on car parking/roads/pavement repairs					7	
	Lack of information on costings for proposals					1	
	Objections to the referendum					1	
	Just get on with it					1	
	insufficient detail on plans						
	Comments that there were no technical staff assisting						
	Business owners that are not residents should have been allowed to vote						
	Insufficient consultation at the outset of the programme						
	Concern as to Proposed building materials					1	
	Provision of sports hall in place of proposals for the square						
	Introduce parking meters on streets and bollards to stop parking on pavements						
	Concerns about disruption of works (particularly for option 1 & 2)						
	Why delay in programming dates for option 3						
	"I would very much welcome a decision to stick with what I had thought had already decision ie. Option 1"						
	"Can the Council commit to continuous maintenance of small plant areas?" Low maintenance shrubs in boarders						
	are the solution if we are forced to accept one of these three options"						
	"I regret also the choice of granite paving. It certainly is a very attractive stone but not one which occurs locally						
	and so does not blend in with our environment. I should also imagine it is an extravagant choice"						

Close road around north of Colquhoun Square					6
Colquhoun Square north should be accessible					4
Retain the north quadrants as they are - no indent					2
consideration should be given to through access from seafront					5
Central signs to be provided to important features/services					1
Do not narrow streets					8
Bus stops to have seating					1
Bus stops should be:-					
1. By the Pool					1
2. West King Street & Clyde Street					3
3. Lower Colquhoun Street					1
All transport hubs should be near the train station					2
concerned that Sw access to post office has no turning provision					2
General Comments/Comments that could be applied in relation to all proposals					
Those who only addressed the bus stop and shelter question					118
Retain the square as is					182
Retention of Option 1					9
Concerns about High ongoing maintenance costs					18
Maintenance must be of high order					4
Suggestion that money could be better spent on shop and/or sea fronts					77
Spend money on car parking/roads/pavement repairs					51
Lack of information on costings for proposals					20
Objections to the referendum					10
Just get on with it					11
insufficient detail on plans					7
Comments that there were no technical staff assisting					26
Business owners that are not residents should have been allowed to vote					1
Insufficient consultation at the outset of the programme					5
Concern as to Proposed building materials					2
Provision of sports hall in place of proposals for the square					3
Introduce parking meters on streets and bollards to stop parking on pavements					1

increase number of waste bins (with recycling compartments)								4
Increase seating (with backs for the elderly)								30
Allow dining and drinking in the square								4
A new noticeboard for the Community Council								1
Facilities to tie down marquees etc								2
Band Stand								1
Transport/Roads/Pedestrianising the Square								
Pedestrianise the whole of the square								35
Pedestrianise between 10am to 4pm								2
The NW and SE should be completely traffic free								1
Do not pedestrianise the whole of the square								5
Pedestrianise Sinclair Street between Princes and Clyde Streets								1
Provide means of blocking off through road for events etc								1
Restrict east/west to bus and cycles only								1
Prefer road around perimeter only								3
Design of bus shelters								
Position bus shelters as per Option 1 & 2								15
More disabled parking required								11
Offer free car parking								6
All bollards should be removable								4
Bollards restricting private parking in the Square for residents								1
Parking should be restricted/Limited on the square								3
Concerns about number of bollards (too many)								6
Concerns about loss of parking spaces/request for more parking								32
Lay-by or parking bays for buses								9
Disagreement with Traffic Flow/traffic management proposals								10
Request for traffic lights/pedestrian crossing at the post office								9
Requirement for Pedestrian crossings								20
Traffic calming measures required to prevent speeding								12
Roads and paved areas must be level								3
Access to be limited from James and Sinclair Streets								1

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Central signs to be provided to important features/services						1
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